4 DRAFT SECTION 4(F) AND SECTION 6(F) EVALUATIONS

This chapter has been prepared in compliance with the California High-Speed Rail Authority's (Authority) *Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines,* Versions 5.9 and 5.11 as amended (Authority 2017, 2022a), and incorporates the Authority's impact avoidance minimization features (IAMF) and mitigation measures.

U.S. Department of Transportation Act of 1966 includes special provisions for the approval of a transportation program or project that uses land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites. Effects on Section 4(f) resources resulting from federally funded transportation projects are regulated. These regulations require the project to include a full evaluation to avoid impacts to these resources. If effects are unavoidable, further planning must be completed in order to try to minimize harm.

Based on preliminary Section 4(f) determinations for the California High-Speed Rail (HSR) System Los Angeles to Anaheim Project Section (project section), otherwise called Shared Passenger Track Alternative A and Shared Passenger Track Alternative B, implementing either alternative would result in the permanent use of four historic properties that are also considered Section 4(f) properties (First Street Bridge, Fourth Street Bridge, Seventh Street Bridge, and Olympic Boulevard [Ninth Street] Bridge). The Authority has preliminarily concluded that both Shared Passenger Track Alternatives A and B would result in *de minimis* impacts on one recreational resource (Union Pacific Trail Phase II) and one historic property (Rio Hondo). Seven recreational resources (Rio Hondo River Trail, Rio Hondo River Bike Path, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, Coyote Creek Main Branch Bikeway Extension, and Brea Creek Bastanchury Corridor) and one historic property (Hunt Foods and Industries Office and Library) would experience temporary occupancies as a result of project construction; however, these construction activities would not qualify as a use under Section 4(f) because they meet the criteria for a temporary occupancy exception under 23 Code of Federal Regulations (CFR) 774.13(d). The Authority is not proposing any constructive use findings for Section 4(f) properties for Shared Passenger Track Alternatives A and B. As planning progresses, preliminary Section 4(f) determinations will be confirmed with appropriate officials having jurisdiction over these resources.

The Norwalk/Santa Fe Springs HSR Station Option would not result in the permanent use, *de minimis* impacts, or temporary occupancies of any resources. The Authority is not proposing any constructive use findings for Section 4(f) properties for the Norwalk/Santa Fe Springs HSR Station Option.

The Fullerton HSR Station Option would not result in the permanent use, *de minimis* impacts, or temporary occupancies of any resources. The Authority is not proposing any constructive use findings for Section 4(f) properties for the Fullerton HSR Station Option.

Under Shared Passenger Track Alternatives A and B, there would be no use of 30 recreational resources and 22 historic properties in the resource study area (RSA) that are protected by Section 4(f) (refer to Appendix 4-A, Park and Recreation Areas Evaluated for Section 4(f) Use, and Appendix 4-B, Cultural Resources Evaluated for Section 4(f) Use). Under the Norwalk/Santa Fe Springs HSR Station Option, there would be no use of any of the recreational resources or historic properties. Under the Fullerton HSR Station Option, there would be no use of any of the recreational resources or historic properties.

There are no Section 6(f) properties in the RSA.

The No Project Alternative would not include the construction of Shared Passenger Track Alternatives A or B or associated facilities and, therefore, would have no effect on identified Section 4(f) resources.

This draft Section 4(f) evaluation is being released for comment by the Authority pursuant to 23 U.S. Code (U.S.C.) 327 and the terms of the National Environmental Policy Act (NEPA)

Assignment Memorandum of Understanding (MOU) (FRA and State of California 2019) and renewed NEPA Assignment MOU (FRA and State of California 2024) assigning to the Authority responsibility for compliance with NEPA and other federal environmental laws, including Section 4(f) (49 U.S.C. 303) and related U.S. Department of Transportation orders and guidance.[1]

4.1 Introduction

This chapter provides the analysis to support the Authority's preliminary determinations to comply with the provisions of 49 U.S.C. 303 (hereinafter referred to as "Section 4(f)") and Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (54 U.S.C. 200305(f)(3), hereinafter referred to as "Section 6(f)").

Under Section 4(f), an operating administration of the U.S. Department of Transportation may not approve a project that uses land from a protected property, unless there are no prudent or feasible alternatives to such use and the project includes all possible planning to minimize harm to such properties. Section 4(f) protected properties are publicly owned lands of a park, recreation area, or wildlife and waterfowl refuge, or a publicly or privately owned historical site that is listed on or determined eligible for listing on the National Register of Historic Places (NRHP).

To demonstrate the Authority's compliance with Section 4(f), this chapter:

- Describes the statutory requirements associated with Section 4(f)
- Identifies the properties protected by Section 4(f) in the RSA
- Preliminarily determines whether the project section would result in the use of those properties (Section 4.6, Preliminary Section 4(f) Use Assessment)
- Provides analysis for whether uses would result in *de minimis* impacts
- Identifies feasible and prudent alternatives, to the extent any exist, that would avoid or minimize use of the properties
- Identifies measures to minimize harm
- Provides a preliminary least harm analysis for project alternatives that would result in the use of Section 4(f) properties

Section 6(f) properties are recreation resources created or improved with funding to states under the LWCF Act. Land purchased or improved with these funds cannot be converted to a nonrecreational use without coordination with the California Department of Parks and Recreation and the approval of the U.S. Department of the Interior National Park Service (NPS) and mitigation that includes replacement of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location. This chapter describes the statutory requirements associated with Section 6(f) and the methodology for identifying Section 6(f) properties and makes a preliminary assessment of impacts on resources protected under Section 6(f).

Additional information on publicly owned parks, recreation areas, and wildlife and waterfowl refuges and public and private historic properties is provided in the following sections of the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS): Section 3.15, Parks, Recreation, and Open Space, and Section 3.17, Cultural Resources. Refer to the following technical documents:

[1] All determinations of a constructive use by the Authority, if any, are preliminary only. Under the NEPA Assignment Memorandum of Understanding, the Authority is required to consult with the Federal Railroad Administration on any proposed constructive use determination.

- *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR)* (Authority and FRA 2017)
- *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR) Addendum 1* (Authority and FRA 2019a)
- *Los Angeles to Anaheim Project Section Historic Architectural Survey Report (HASR)* (Authority and FRA 2019b)
- *Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Finding of Effect (FOE)* (Authority 2020a)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section Memorandum* (Authority 2019)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Memorandum* (Authority 2020b)
- *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources, Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Draft Memorandum* (Authority 2022b)
- *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives) Memorandum* (Authority 2024a)
- *Los Angeles to Anaheim Project Section Historic Architectural Survey Report (HASR), Addendum 1* (Shared Passenger Track Alternatives) (Authority 2025a)
- *Los Angeles to Anaheim Project Section Archaeological Survey Report (ASR), Addendum 2* (Shared Passenger Track Alternatives) draft (Authority 2025b)
- *Los Angeles to Anaheim Project Section Finding of Effect (FOE), Addendum 1* (Shared Passenger Track Alternatives) draft (Authority 2025c)

4.1.1 Laws, Regulations, and Orders

This section describes the federal laws and regulations that pertain to Sections 4(f) and 6(f) properties in the RSA.

4.1.1.1 Federal

Federal Railroad Administration (FRA), Procedures for Considering Environmental Impacts (64 *Federal Register* 28545)

On May 26, 1999, the FRA released Procedures for Considering Environmental Impacts (FRA 1999). These FRA procedures describe the FRA's process for assessing the environmental impacts of actions and legislation proposed by the agency and for the preparation of associated documents (42 U.S.C. 4321 et seq.).[2] The FRA Procedures for Considering Environmental Impacts states that "the EIS should identify any significant changes likely to occur in the natural environment and in the developed environment. The EIS should also discuss the consideration given to design quality, art, and architecture in project planning and development as required by U.S. Department of Transportation Order 5610.4." These FRA procedures state that an EIS should consider possible impacts on Section 4(f) resources.

[2] Although the Council on Environmental Quality rescinded its NEPA implementing regulations at 40 CFR Parts 1500–1508 on April 11, 2025 (90 *Federal Register* 10610 at 10610), this environmental document contains citations to Council on Environmental Quality regulations. These citations are included in this document based on U.S. Department of Transportation NEPA implementing regulations, procedures, and guidance and not on the basis of any Council on Environmental Quality authority.

Section 4(f) of the United States Department of Transportation Act of 1966 (23 U.S.C. 138 and 49 U.S.C. 303(c))

Projects undertaken by an operating administration of the U.S. Department of Transportation or that may receive federal funding or discretionary approvals from such an operating administration of the U.S. Department of Transportation must demonstrate compliance with Section 4(f). Section 4(f) protects publicly owned parks, recreational areas, and wildlife and waterfowl refuges of national, state, or local significance. Section 4(f) also protects historic properties of national, state, or local significance on public or private land that are listed on or eligible for listing on the NRHP.

As of November 28, 2018, the FRA adopted the regulations in 23 CFR Part 774 as the FRA's Section 4(f) implementing regulations. The FRA also considers the interpretations provided in the Federal Highway Administration's Section 4(f) Policy Paper (FHWA 2012) when implementing these regulations. Pursuant to 23 U.S.C. Section 237, under the NEPA Assignment MOU between the FRA and the State of California, dated July 22, 2024, the Authority is the federal lead agency and is responsible for compliance with NEPA and other federal environmental laws, including Section 4(f) (49 U.S.C. 303) and related U.S. Department of Transportation orders and guidance. The Authority is releasing this draft Section 4(f) evaluation for comment pursuant to 23 U.S.C. 237, 49 U.S.C. 303, 23 CFR Part 774, and the NEPA Assignment MOU.[3]

The Authority may not approve the use of a Section 4(f) property, as described in 49 U.S.C. Section 303(c), unless it determines that (1) there is no feasible and prudent alternative to avoid the use of the property and (2) the action includes all possible planning to minimize harm resulting from such use or the project has a *de minimis* impact consistent with the requirements of 49 U.S.C. 303(d).

An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. In determining whether an alternative is prudent, the Authority may consider if the alternative would result in any of the following:

- The alternative compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.
- The alternative would entail unacceptable safety or operational problems.
- After reasonable mitigation, the project results in severe social, economic, or environmental impacts; severe disruption to established communities; severe disproportionate impacts on minority or low-income populations; or severe impacts on environmental resources protected under other federal statutes.
- The alternative would require additional construction, maintenance, or operational costs of an extraordinary magnitude.
- The alternative would pose other unique problems or unusual factors.
- The project would entail multiple factors that, although individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

If the Authority determines there is both the use of a Section 4(f) property that will not have a *de minimis* impact and there is no prudent and feasible alternative to the use of a Section 4(f) resource, the Authority must ensure the project includes all possible planning to minimize harm to

[3] The Authority cannot make any determination that an action constitutes a constructive use of a publicly owned park, public recreation area, wildlife refuge, waterfowl refuge, or historic site under Section 4(f) without first consulting with the FRA and obtaining the FRA's views on such determination. The Authority will provide the FRA written notice of any proposed constructive use determination, and the FRA will have 30 calendar days to review and provide comment. If the FRA objects to the constructive use determination, the Authority will not proceed with the determination.

the property, which includes all reasonable measures to minimize harm or mitigate impacts (49 U.S.C. 303(c)(2)).

After making a Section 4(f) use determination and identifying the reasonable measures to minimize harm, if there is more than one alternative that results in the use of a Section 4(f) property, the Authority must also compare the alternatives to determine which alternative has the potential to cause the least overall harm in light of the preservationist purpose of the statute. The least overall harm may be determined by balancing the following factors:

- The ability to mitigate adverse impacts on each Section 4(f) property (including measures that result in benefits to the property)
- The relative severity of the remaining harm—after mitigation—to the protected activities, attributes, or features that qualify each Section 4(f) property for protection
- The relative significance of each Section 4(f) property
- The views of the official(s) with jurisdiction over each Section 4(f) property
- The degree to which each alternative meets the purpose and need for the project
- After reasonable mitigation, the magnitude of adverse impacts on resources not protected by Section 4(f)
- Substantial differences in costs among the alternatives

Section 6(f) of the Land and Water Conservation Fund Act (54 U.S.C. 200305(f) and 36 CFR Part 59.3)

State and local governments often obtain grants through the LWCF Act to acquire or make improvements to parks and recreation areas. Section 6(f) of the act prohibits the conversion of property acquired or developed with these grants to a nonrecreational use without the approval of the NPS. Section 6(f) directs the NPS to ensure that replacement lands of reasonably equivalent usefulness and location, and of at least equal fair market value are provided as conditions to such conversions.

The LWCF State Assistance Program was established by the LWCF Act of 1965, as amended, to assist in preserving, developing, and ensuring accessibility to outdoor recreation resources and to strengthen the health and vitality of the citizens of the U.S. by providing funds, planning, acquisition and development of facilities. The LWCF's most important tool for ensuring long-term stewardship is its "conversion protection" requirement. Section 6(f)(3) strongly discourages conversions of state and local park and recreation facilities to other uses.

Section 6(f)(3) of the LWCF Act requires that no property acquired or developed with LWCF assistance to states will be converted to other than public outdoor recreation uses without the approval of the Secretary of the U.S. Department of the Interior (NPS is a service of the U.S. Department of the Interior), and only if the secretary finds it to be in accord with the Statewide Comprehensive Outdoor Recreation Plan, and only on such conditions as the secretary deems necessary to ensure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location (36 CFR Part 59).

Prerequisites for conversion approval as provided in 36 CFR Part 59.3 are as follows:

- All practical alternatives to the proposed conversion have been evaluated.
- The fair market value of the property to be converted has been established, and the property proposed for substitution is of at least equal fair market value as established by an approved appraisal excluding the value of structures or facilities that will not serve a recreation purpose.
- The property proposed for replacement is of reasonably equivalent usefulness and location as that being converted.

- The property proposed for substitution must meet the eligibility requirements for LWCF-assisted acquisition, must continue to be part of a viable recreation area, and (with some exceptions) must not be currently in public ownership.
- In the case of LWCF-assisted sites that are partially rather than wholly converted, the impact of the converted portion on the remainder will be considered. If such a conversion is approved, the unconverted area must remain recreationally viable or must also be replaced.
- All necessary coordination with other federal agencies has been satisfactorily accomplished.
- The guidelines for environmental evaluation have been satisfactorily completed and considered by the NPS during its review of the proposed Section 6(f)(3) action. In cases where the proposed conversion arises from another federal action, final review of the proposal will not occur until the NPS regional office is assured that all environmental review requirements related to the other action have been met.
- State intergovernmental clearinghouse review procedures have been adhered to if the proposed conversion and substitution constitute significant changes to the original LWCF project.
- The proposed conversion and substitution are in accord with the Statewide Comprehensive Outdoor Recreation Plan or equivalent recreation plans.

Section 6(f) conversion requires additional coordination with the agency with jurisdiction and the California Department of Parks and Recreation, which oversees the LWCF program for the NPS, and the NPS regarding the project effects and conversion area and replacement property. All applicable federal requirements for approval must be met, including, but not limited to, NEPA, Section 106 of the National Historic Preservation Act (NHPA), and Section 7 of the Endangered Species Act, and the proposal must be adequately reviewed and recommended to the NPS by the California Department of Parks and Recreation's Office of Grants and Local Services.

Temporary nonconforming uses within Section 6(f) areas that do not conform to the public outdoor recreation requirement may be allowed if specific criteria are met. Such criteria would be met if the size of the parkland area affected by any temporary nonrecreational use would not result in a significant impact on public outdoor recreation use, would not result in permanent damage, and would have no residual impacts on the site once the temporary use is concluded. Additionally, there must be no practical alternatives to the proposed use. Temporary nonrecreational activities, such as utility relocation, must not exceed a 6-month duration.

National Historic Preservation Act (54 U.S.C. 300101 et seq. including Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108)

The NHPA, as amended, establishes the federal government policy on historic preservation and the programs, including the NRHP, through which this policy is implemented. Under the NHPA, significant cultural resources, referred to as *historic properties*, include any prehistoric or historic district, site, building, structure, object, or landscape included in, or determined eligible for inclusion in, the NRHP. Historic properties also include resources determined to be National Historic Landmarks. National Historic Landmarks are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting U.S. heritage. A property is considered historically significant if it meets one or more of the NRHP criteria and retains sufficient historic integrity to convey its significance. This act also established the Advisory Council on Historic Preservation, an independent agency responsible for implementing Section 106 of the NHPA by developing procedures to protect cultural resources included in, or eligible for inclusion in, the NRHP. Regulations are published in 36 CFR Parts 60, 63, and 800.

4.1.1.2 State, Regional, and Local

State, regional, and local laws are not applicable to Section 4(f) resources.

4.1.2 Resource Study Area

The RSA as defined below is the area within which the Authority identified the Section 4(f) and Section 6(f) properties considered for evaluation. Figure 4-1 depicts the alternative alignments, stations, and any associated HSR system facilities site alternatives for the project section. This Draft EIR/EIS analysis found no Section 6(f) resources within the RSA.

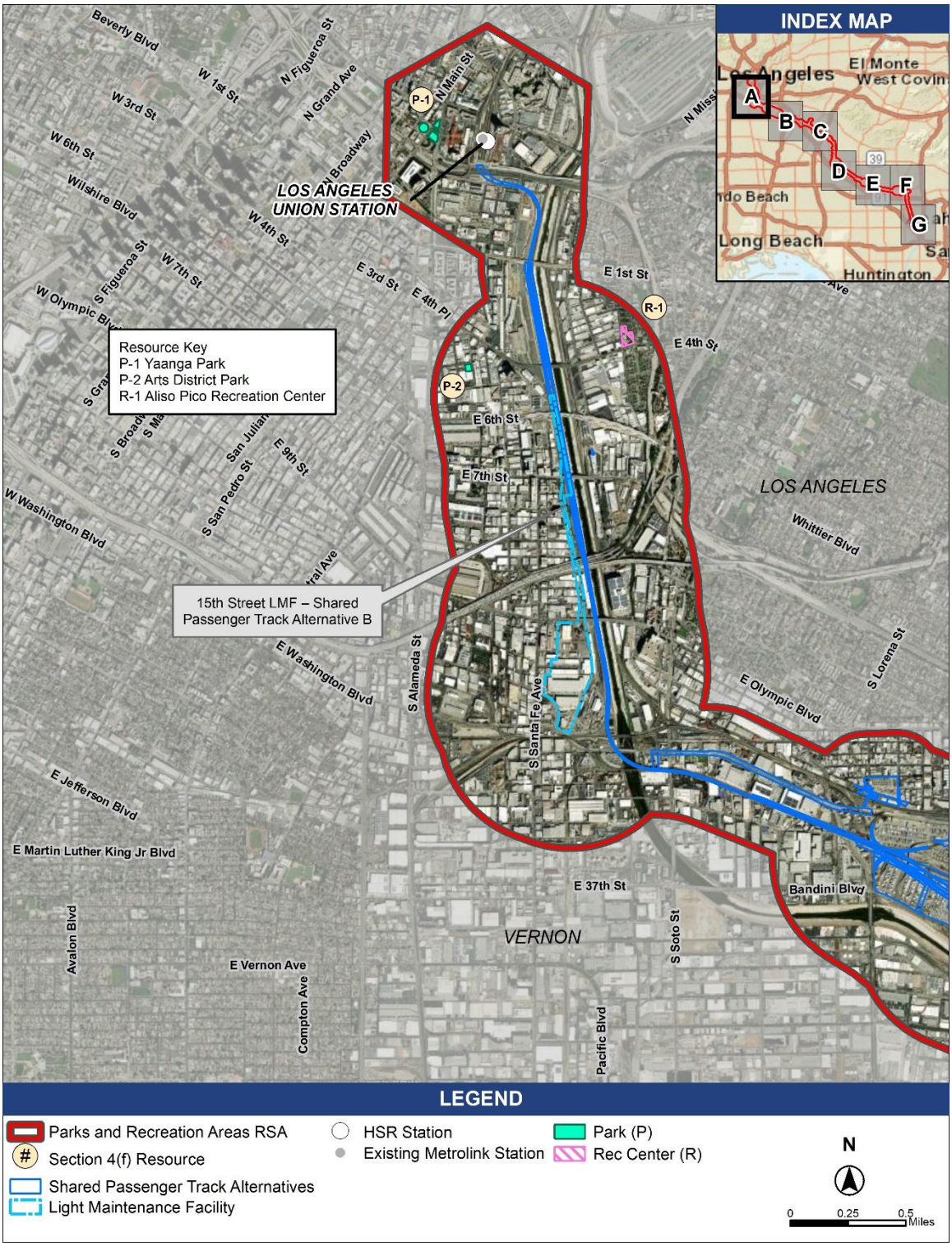
Source: Authority 2023
Draft alignments, elements not to scale

Figure 4-1 Los Angeles to Anaheim Project Section Alignment

4.1.2.1 Public Park and Recreation Lands, Open Space, and Wildlife and Waterfowl Refuges

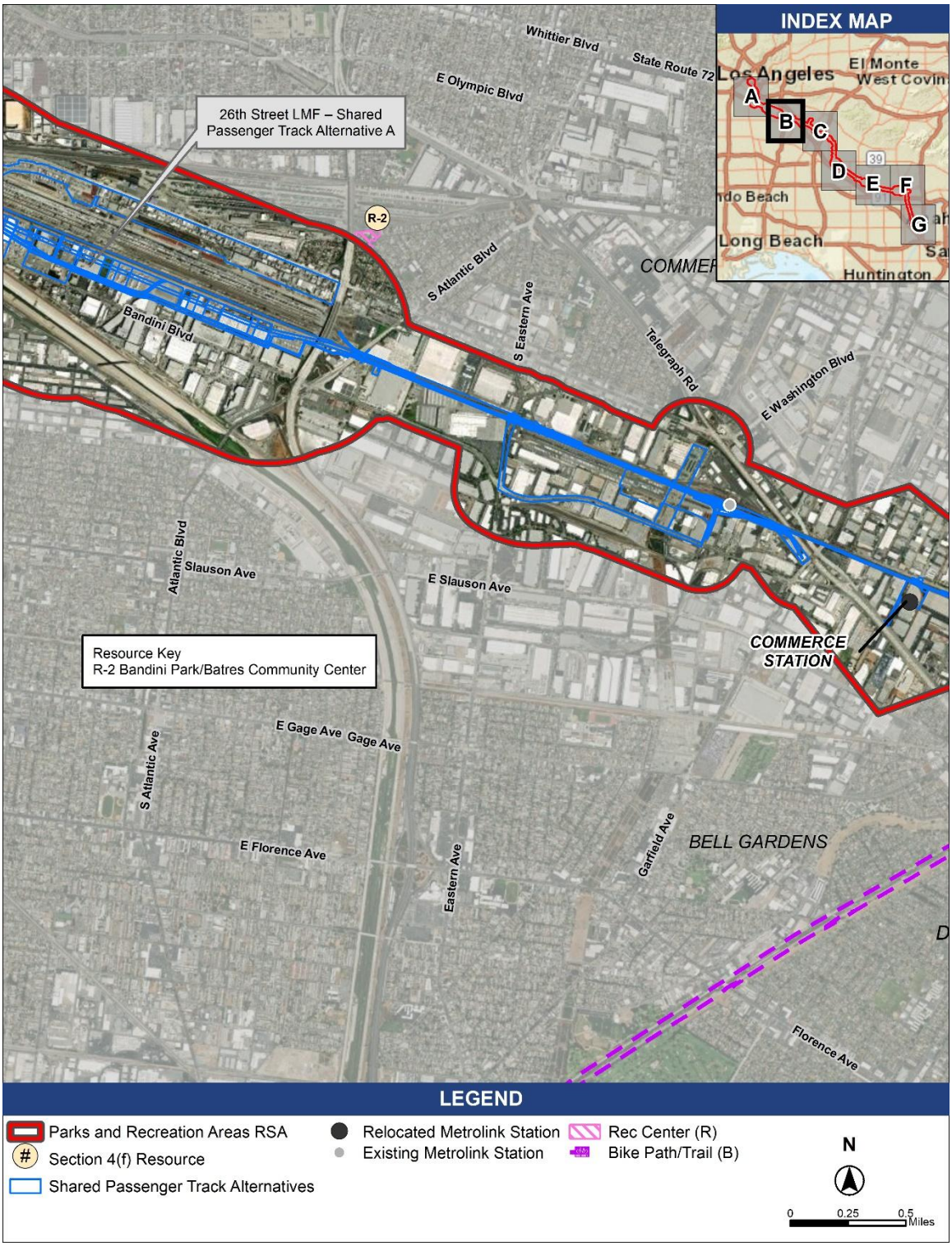
The boundaries of the RSA for public parks, recreation areas, and wildlife and waterfowl refuges that may be protected under Section 4(f) includes the project footprint, as described in Chapter 2, Alternatives, including stations, maintenance facilities, and any road construction.

As a means to address nonphysical impacts (i.e., noise, visual, and air quality), the RSA for public parks, recreation areas, and wildlife and waterfowl refuges also includes resources within the project footprint, plus 1,000 feet from the proposed track centerline, 0.5 mile from an HSR station, 0.5 mile from a maintenance facility site, and 1,000 feet from any road construction required to implement the project section. For temporary laydown areas, utility relocations, or any other land used temporarily to implement the project section that would be returned to its original condition, the RSA for Section 4(f) use is the area of direct impact unless the temporary use prevents access to a potential Section 4(f) protected property. Figure 4-2 (sheets 1 through 7) depicts the RSA of the alternative alignments.



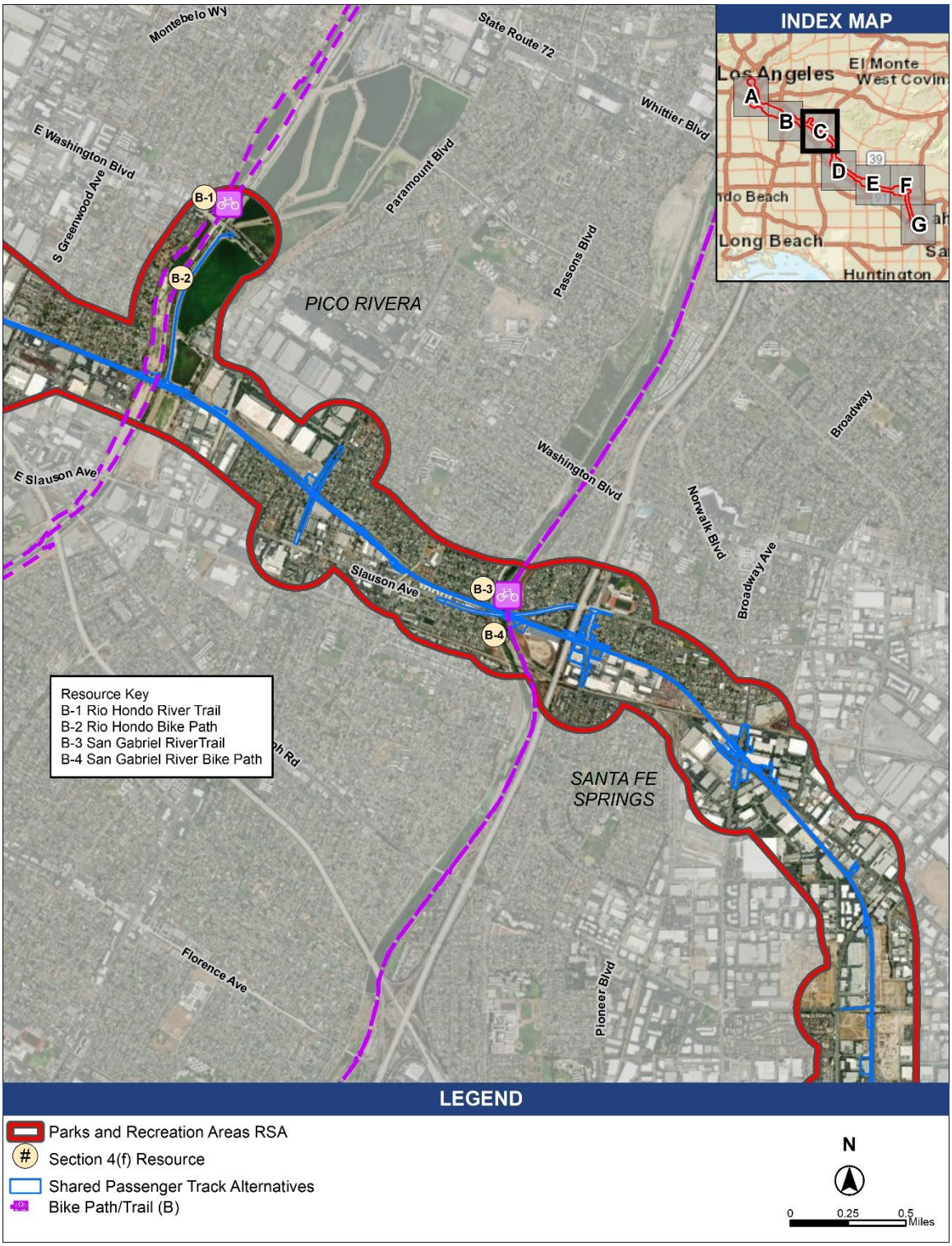
Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 1 of 7



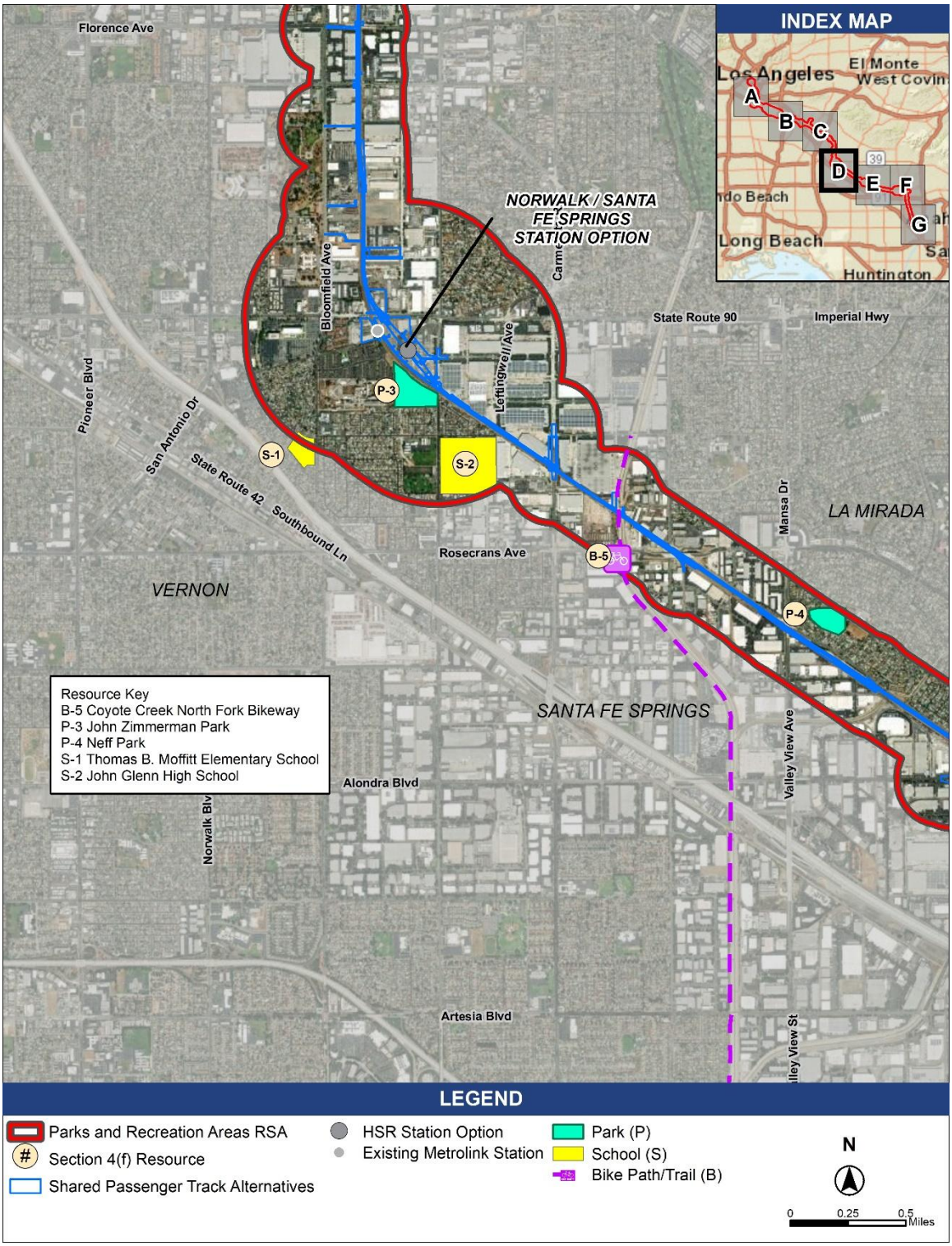
Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 2 of 7



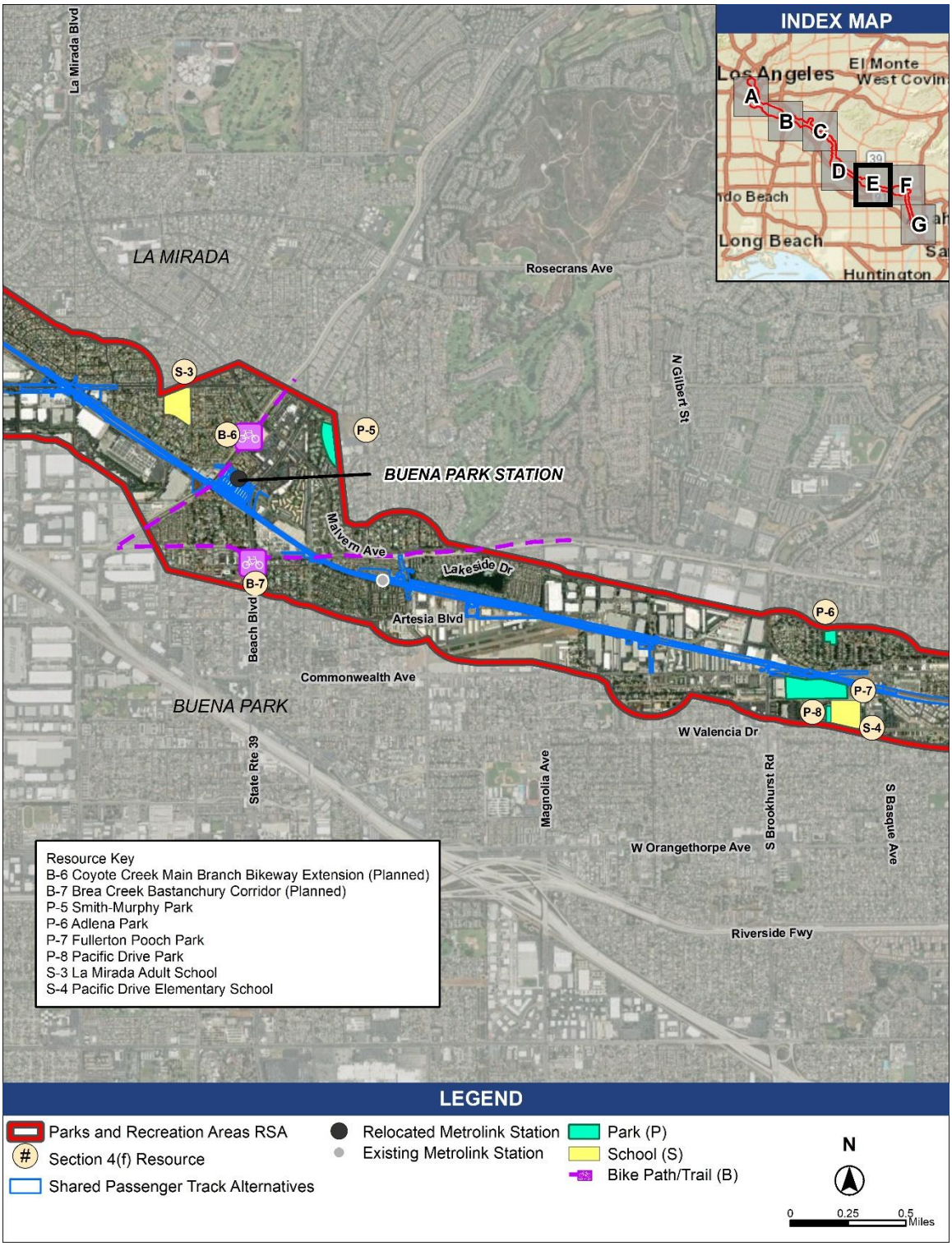
Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 3 of 7



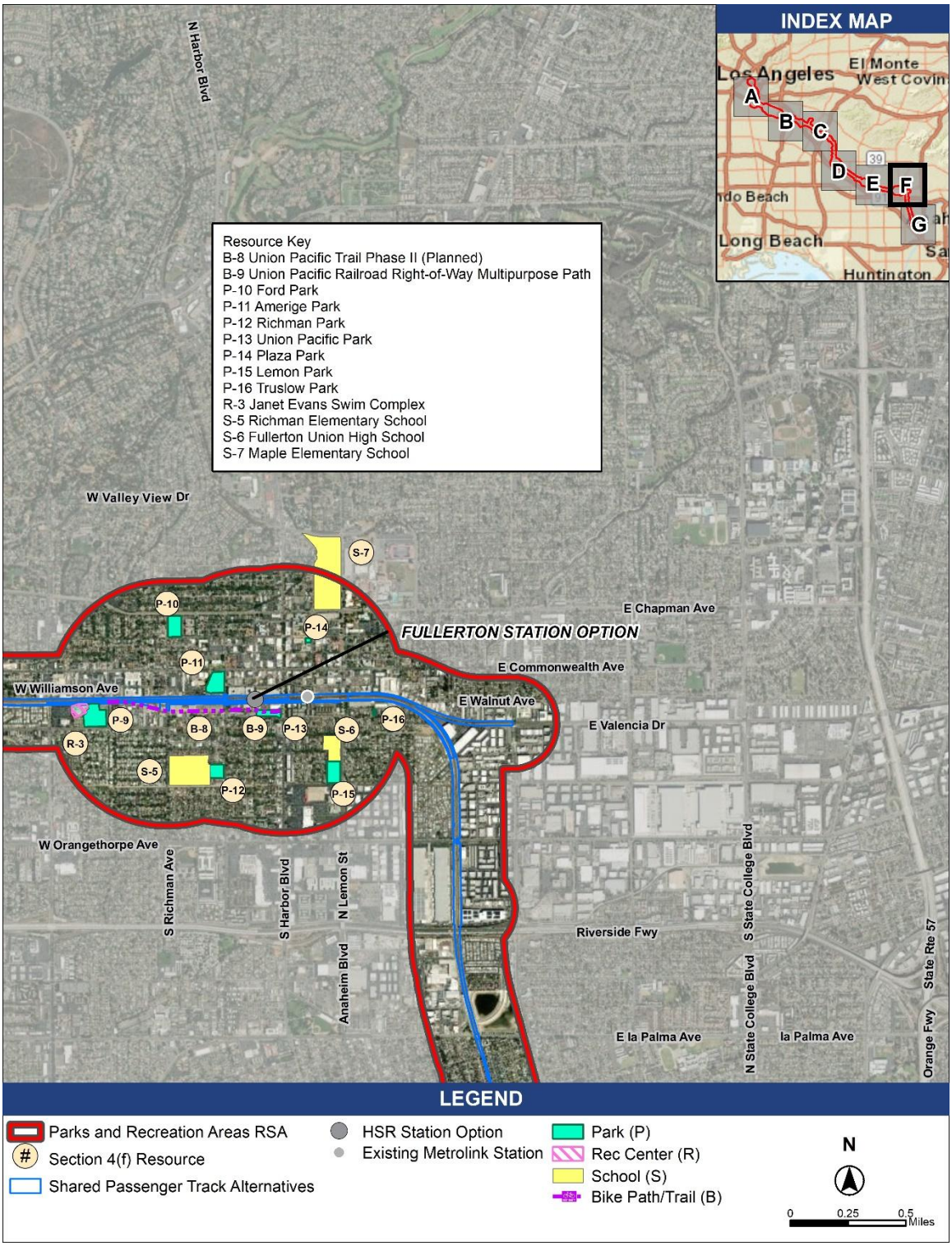
Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 4 of 7



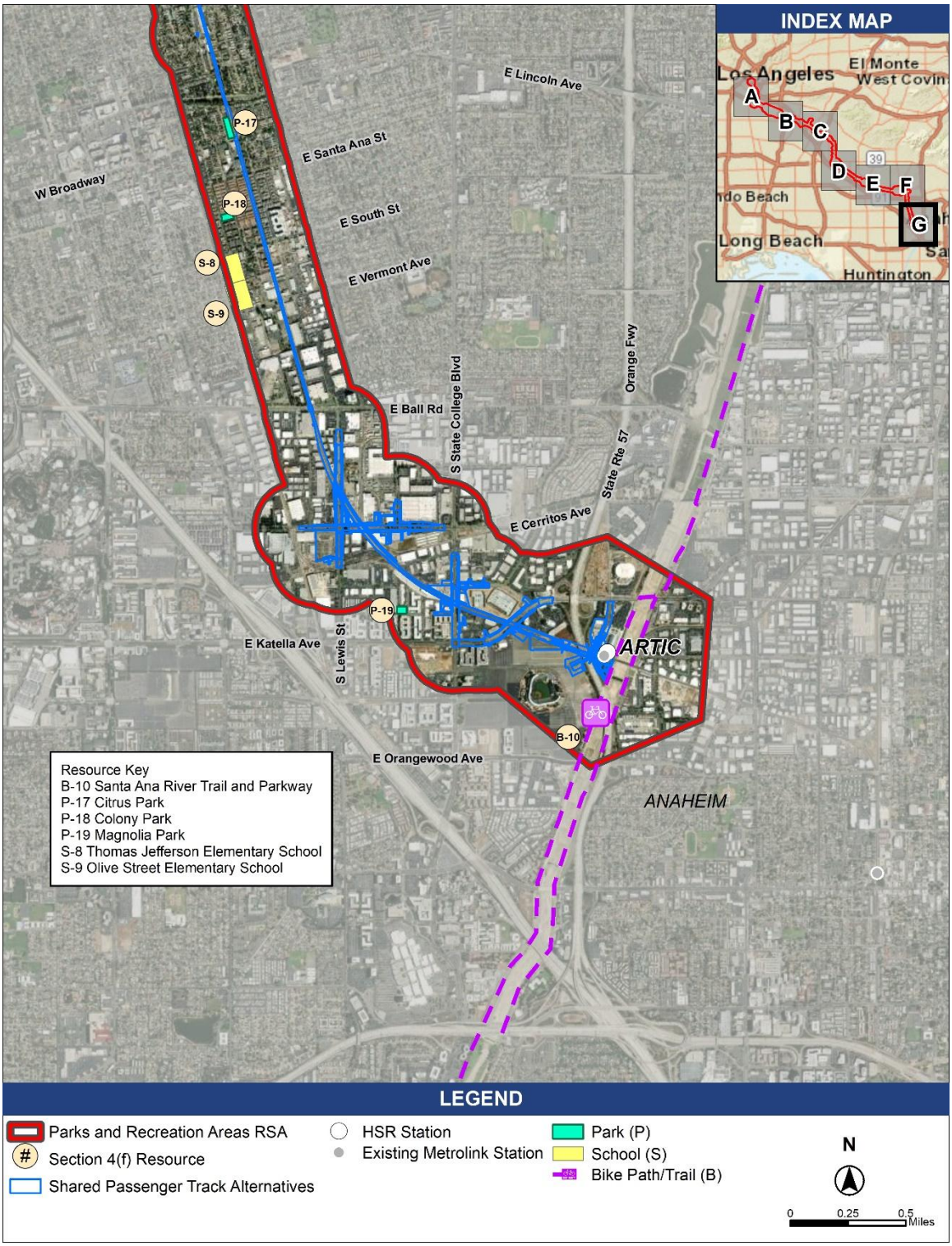
Sources: County of Orange 2024; ESRI 2024

Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 5 of 7



Sources: County of Orange 2024; ESRI 2024

Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 6 of 7



Sources: County of Orange 2024; ESRI 2024

Figure 4-2 Section 4(f) Resources: Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges, Sheet 7 of 7

4.1.2.2 Historic Properties

As described in Section 4.1.3, Section 4(f) Applicability, historic properties listed or eligible for listing in the NRHP may qualify for protection under Section 4(f).

Because this project is a federal undertaking, it must also comply with the NHPA. *A Programmatic Agreement Among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-Speed Rail Authority Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the California High-Speed Train Project*, as amended on July 23, 2021, outlines an approach for compliance with Section 106 of the NHPA for the HSR program. The Section 106 implementing regulations at 36 CFR Part 800.4(a)(1) require the establishment of an area of potential effects (APE). The Section 106 process uses the term APE to identify the area established for cultural resources surveys and analyses. Regulations implementing Section 106 of the NHPA require that an APE be established by the lead agency for all federal projects (36 CFR Part 800.4(a)(1)). The APE is the geographic area or areas within which a project may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist (36 CFR Part 800.16(d)). Prior to establishing the APE, during the early stages of project design, an area was delineated to initiate presurvey studies, including a records and literature search by the California Historical Resources Information System at the South Central Coastal Information Center, and preliminary archival research. The APE was delineated to consider both construction-related effects as well as operational effects on archaeological and historic built resources. The APE was established following guidelines provided for in Attachment B of the Section 106 Programmatic Agreement (PA).

The APE was established in accordance with Attachment B and Stipulation VI.A of the Section 106 PA and the Authority's Cultural Resources Technical Guidance Memorandum #1 (Authority 2013). The Authority's Cultural Resources Technical Guidance Memorandum #18 (Authority n.d.) provided guidance on the current approach for discussing the APE for archaeological resources and historic built resources. According to the State Historic Preservation Officer (SHPO), there is only one APE, which has areas of direct and indirect effects (Authority n.d.). The memo states that any area where the project has the potential to directly affect archaeological resources through ground disturbance should be identified as the *project footprint* and not be called *the archaeological APE*. Therefore, the technical analyses focused on the project footprint for archaeological resources and the APE for built historic resources.

The APE includes the area of ground proposed to be disturbed before, during, and after construction as well as during operation, plus areas where nonground-disturbing activities have the potential to affect historic properties. Ground-disturbing activities may be associated with, but are not limited to, excavation for the vertical and horizontal profiles of the alignment, station locations, geotechnical drilling, grading, cut-and-fill, easements, staging/laydown areas, utility relocation, borrow sites, spoils areas, temporary or permanent road construction, infrastructure demolition, biological mitigation areas, and permanent rights-of-way (i.e., the project footprint).

Based on this guidance, the APE for the Shared Passenger Track Alternatives was established with careful consideration of the potential for ground disturbance beyond the immediate limits of disturbance and includes preconstruction, construction, and operational activities that may involve ground disturbance. The APE was broadly considered to include areas of potential staging, access roads, and whole parcels that would ultimately be purchased. In areas of larger proposed construction (such as large overcrossings), additional area on both sides of the proposed rail line was included in the APE to allow for flexibility for contractor needs, such as access and staging. In addition, the project footprint for water crossings was expanded to include possible temporary diversion areas (while new crossings are being built) as well as utility relocation areas.

The APE includes temporary staging areas, utility easements, and laydown areas. In areas planned for parking and stations, the APE includes newly acquired land.

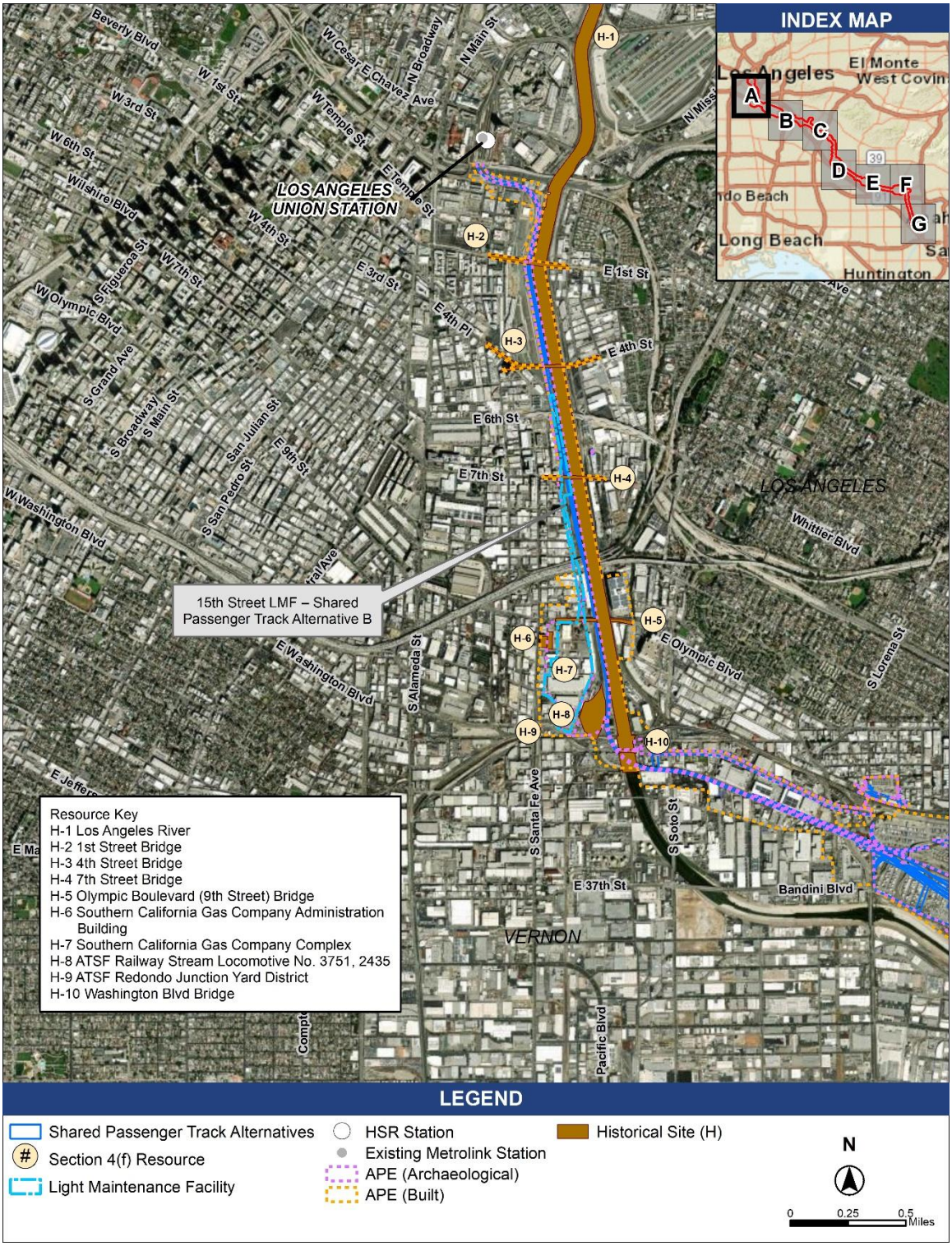
The vertical extent of the APE for at-grade construction extends from the existing ground surface to the final depth necessary for the railbed and for footings or foundations of structural

components. Depths would be determined during final design but are typically expected to range from 3 feet for at-grade work to no more than 20 feet for waterway crossings or footings. Pile driving could extend to depths beyond 100 feet. Excavation at grade separations/underpasses could be as deep as 40 to 50 feet.

The APE also includes legal parcels intersected by and adjacent to the proposed right-of-way considered in this Draft EIR/EIS, including proposed ancillary features such as grade separations, stations, maintenance facilities, and construction staging areas where effects may also occur. It is delineated to take into consideration visual, audible, or atmospheric intrusions to a property; shadow effects; the potential for vibration-induced damage; or isolation of a property from its setting. Visual and audible changes have the potential to adversely affect character-defining features of some historic built resources. Figure 3.17-1, sheets 1 through 8, depict the APE. The APE includes all properties that may contain buildings, structures, objects, sites, landscapes, and districts that are 50 years of age or older at the time the cultural resources survey was conducted. The APE includes legal parcels intersected by the proposed right-of-way considered in this Draft EIR/EIS, including proposed ancillary features such as grade separations, stations, maintenance facilities, and construction staging areas. Specific characteristics of the project informed the delineation of the APE and caused exceptions to the general criteria discussed above.

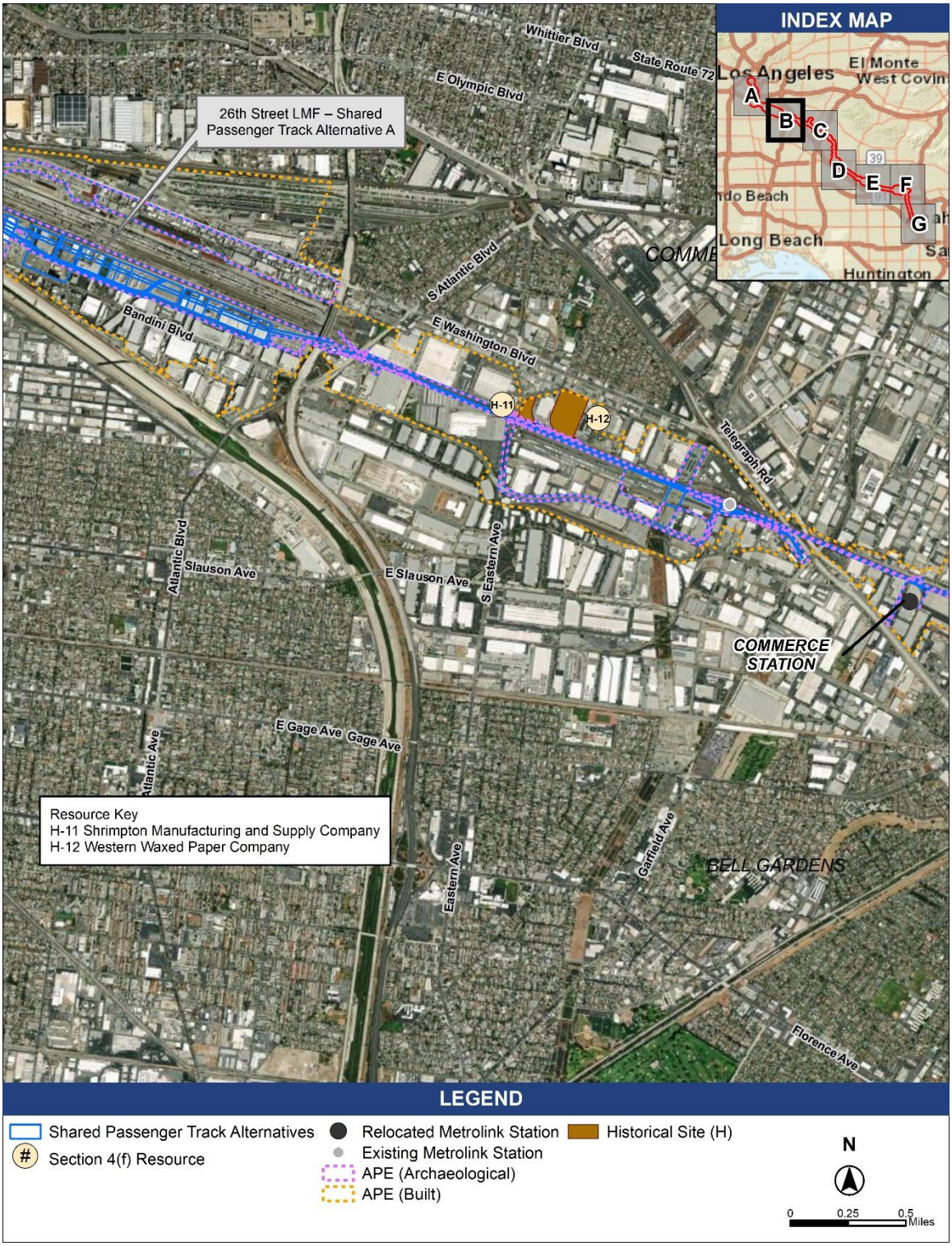
1. In areas where rail operations would remain at grade and a sound wall with an adjacent road is present, the APE boundary was set at the outer limit of the road. In these areas, the APE does not include parcels beyond the road.
2. In areas where rail operations would remain at grade, the APE was set to account for potential new visual effects introduced by the installation of catenaries.
3. In areas where grade separations are proposed, the APE was set to allow analysis of potential new visual effects introduced by the structure and vibratory effects that could result from construction of the grade separation structure.
4. In areas where demolition is proposed, the APE was set to allow analysis of direct construction effects.
5. In areas where new building construction is proposed, the APE was set to allow analysis of direct or indirect effects.
6. Large, partially developed parcels and large parcels containing exempt property types are not included within the APE in their entirety. In these cases, only the portion of the parcel that intersects the project footprint is included in the APE.
7. In areas where temporary construction easements are proposed, no adjacent parcels were included in the APE.

Therefore, the APE, further defined in Section 3.17, serves as the RSA for Section 4(f) historic properties that are potentially eligible for listing or are listed in the NRHP, and the area of direct physical impact delineated by the project footprint is the RSA for archaeological properties that also may be protected 4(f) properties. Figure 4-3 (sheets 1 through 7) depicts the APE of the alternative alignments.



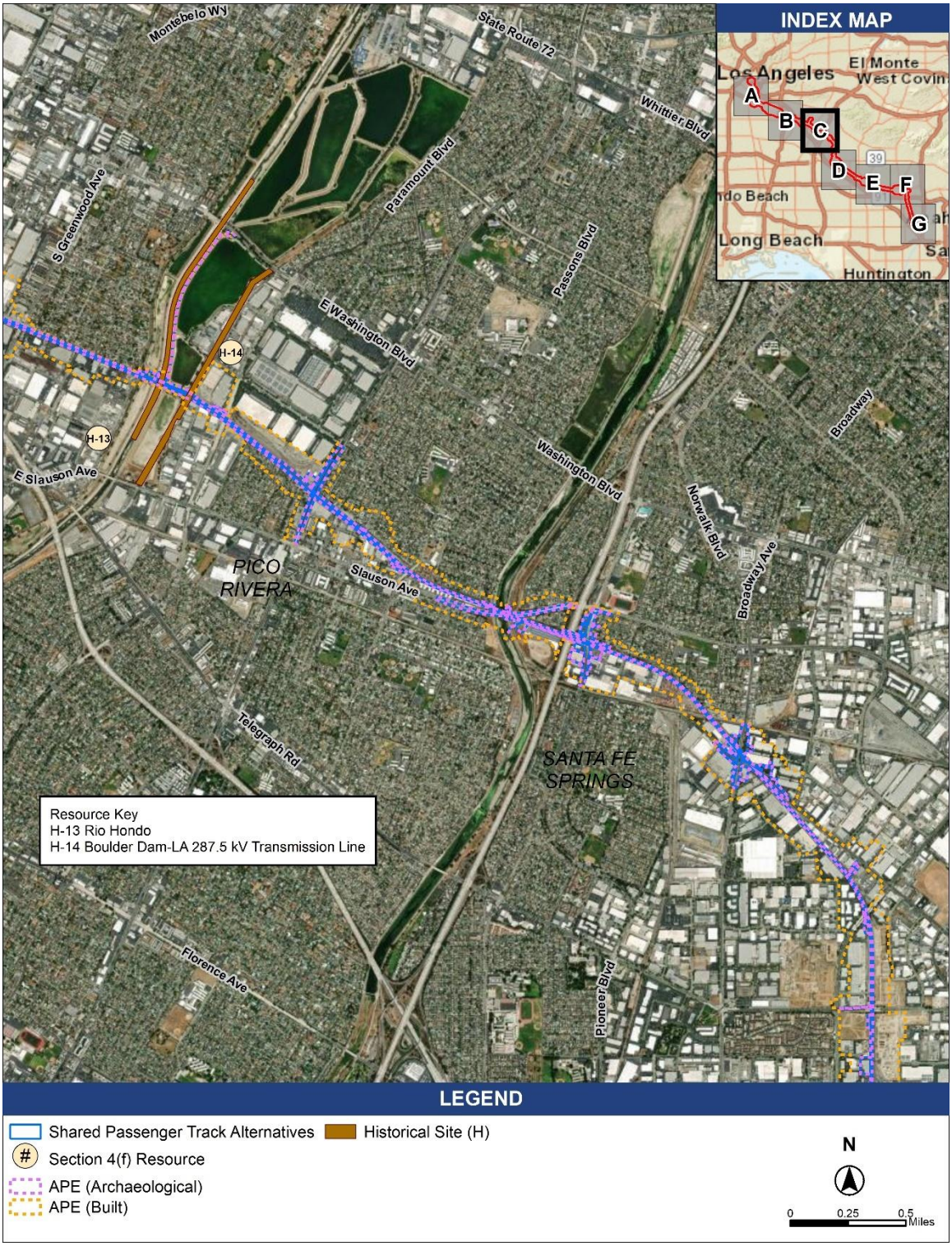
Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 1 of 7



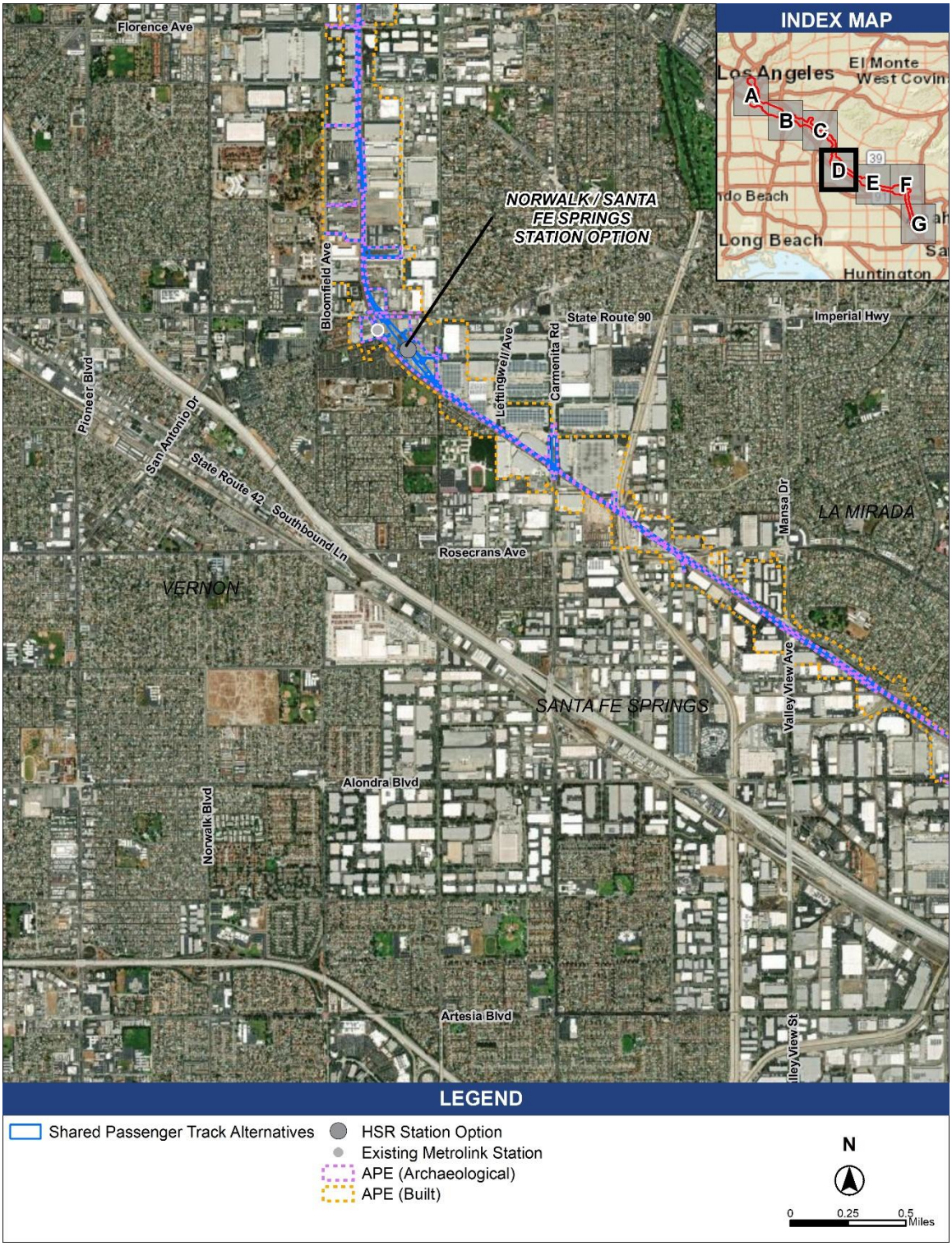
Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 2 of 7



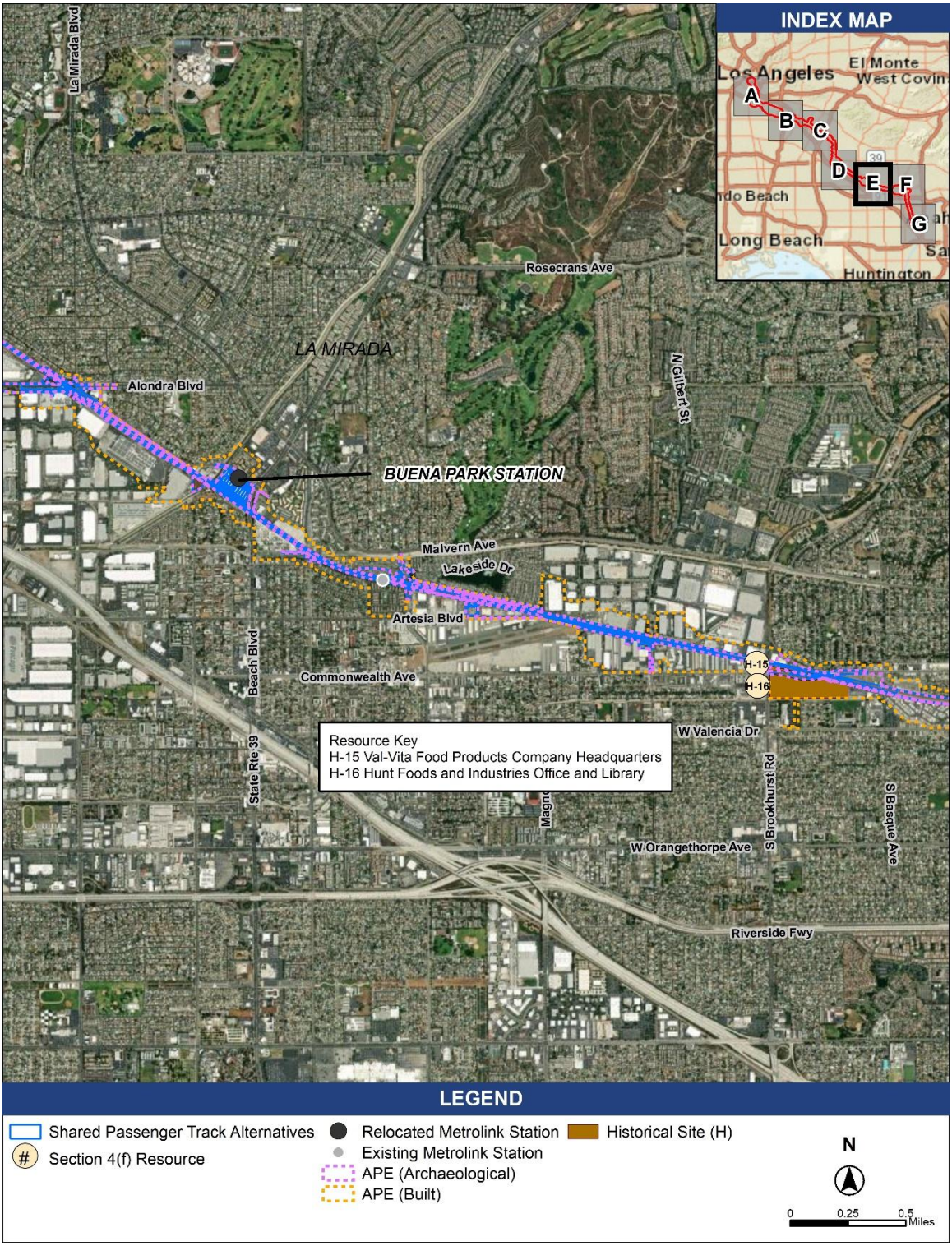
Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 3 of 7



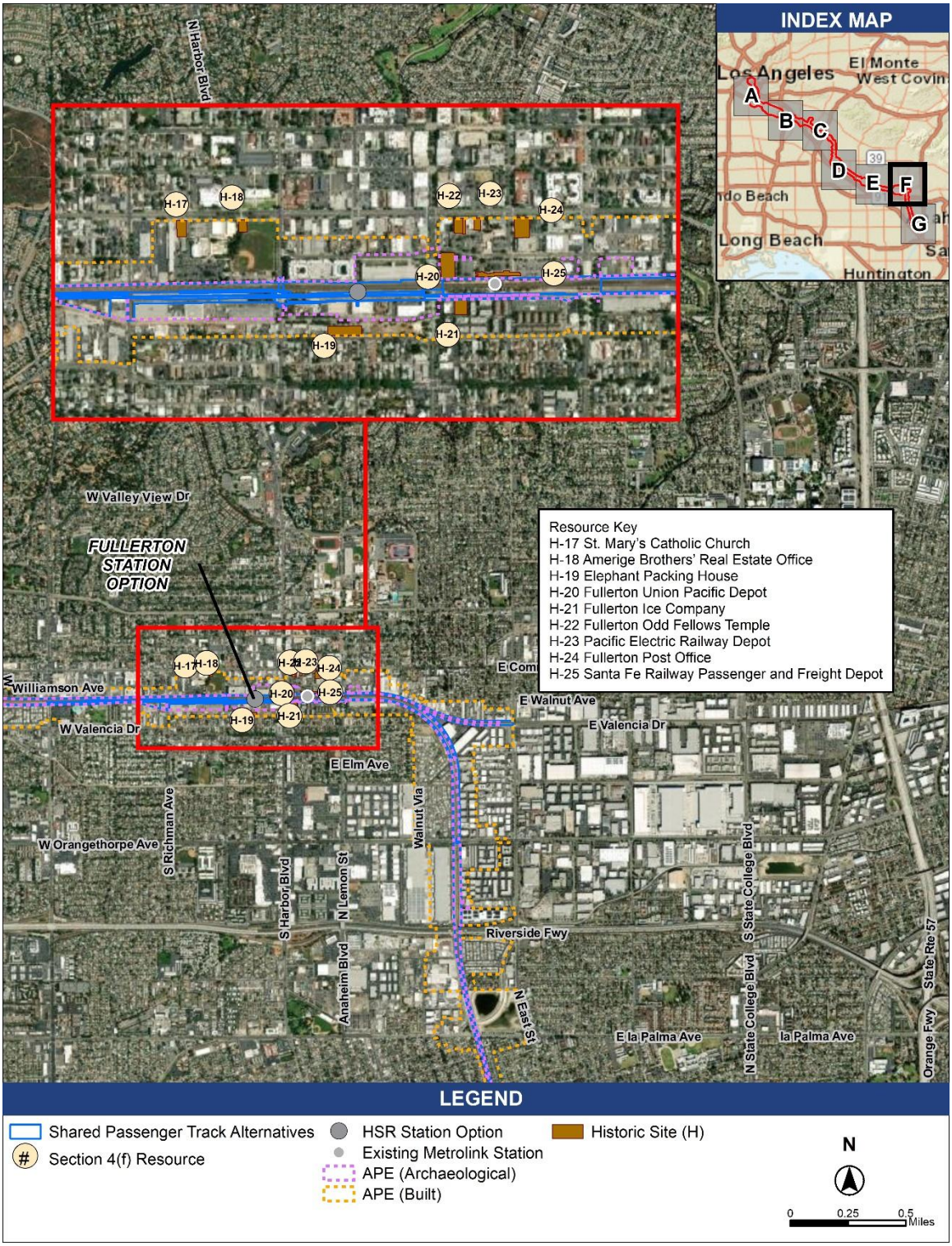
Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 4 of 7



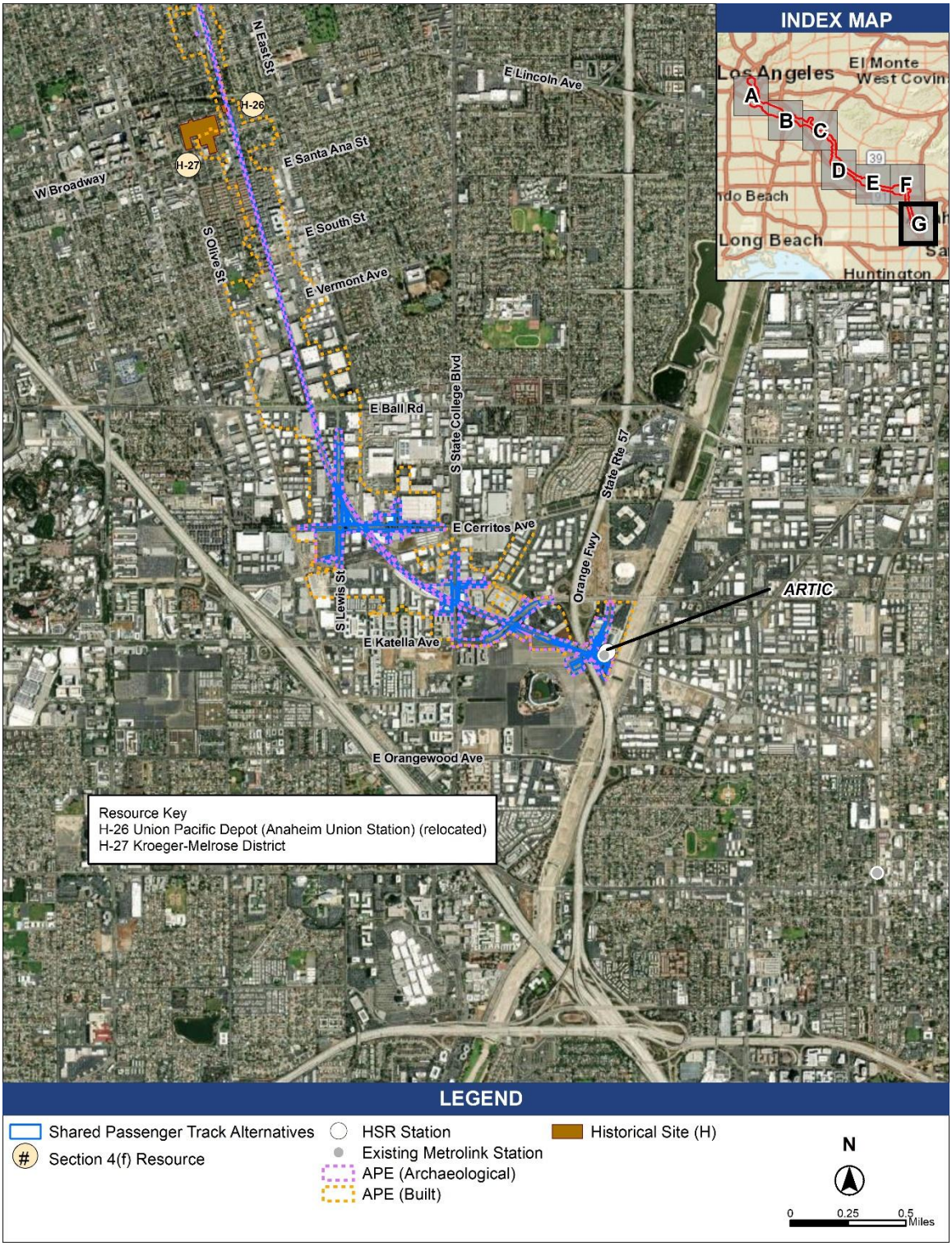
Sources: County of Orange 2024; ESRI 2024

Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 5 of 7



Sources: County of Orange 2024; ESRI 2024

Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 6 of 7



Sources: County of Orange 2024; ESRI 2024

Figure 4-3 Section 4(f) Resources: Cultural Resources, Sheet 7 of 7

4.1.3 Section 4(f) Applicability

A park or recreational area qualifies for protection under Section 4(f) if it meets the following criteria:

- Is publicly owned at the time at which the "use" occurs
- Is open to the general public
- The land has been officially designated as a park or recreation area by a federal, state, or local agency
- Its primary purpose is a park or recreation area that is considered significant by the official(s) with jurisdiction (OWJ) over the property[4]

Section 4(f) does not apply in the following circumstances:

- Publicly owned facilities whose major purpose is for commercial reasons, such as professional sport or music venues, rather than for park or recreation purposes
- Land that is privately owned, even if it is designated in a formal plan
- Publicly owned facilities where recreation activities would be incidental, secondary, occasional, or dispersed
- Publicly owned land or facilities whose major purpose, as described by the agency with jurisdiction, is transportation, even when recreational activities may occur within the facility
- Privately owned golf courses
- Planned facilities that are not publicly owned by the entity

Class II and Class III on-street bicycle routes, unless identified as a recreational facility by an OWJ, are not included in the analysis of recreational resources because they are considered transportation facilities. Section 3.2, Transportation, covers the effects and impacts on those types of facilities. A wildlife or waterfowl refuge qualifies for protection under Section 4(f) if (1) it is publicly owned at the time at which the "use" occurs, (2) the land has been officially designated as a wildlife or waterfowl refuge area by a federal, state, or local agency, (3) its primary purpose is the conservation, restoration, or management of wildlife or waterfowl resources, and (4) it is considered significant by the OWJs over the property.

For publicly owned multiuse land holdings, Section 4(f) applies only to those portions of a property that are designated by statute or identified in an official management plan of the administering agency as being primarily for public park, recreation, or wildlife and waterfowl refuge purposes, and are determined to be significant for such purposes.

A historic property eligible for, or listed in, the NRHP is generally protected under Section 4(f). Although the statutory requirements of Section 106 and Section 4(f) are similar, if a proposed action results in an "adverse effect" under Section 106, there will not automatically be a Section 4(f) "use." To determine whether a use of an NRHP-protected property would occur, the Authority completes a separate Section 4(f) analysis and determination, in addition to those completed in compliance with the Section 106 process.

For a property to be eligible for the NRHP, it must meet at least one of the four NRHP criteria (i.e., Criteria A–D) described below. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and

[4] For purposes of this preliminary Section 4(f) evaluation included in this Draft EIR/EIS, the Authority has assumed that all park resources are considered significant pending continued coordination with OWJs; therefore, the Authority has included those resources in the Section 4(f) evaluation.

objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and meet one or more of the following criteria:

- **Criterion A:** Properties that are associated with events that have made a significant contribution to the broad patterns of our history
- **Criterion B:** Properties that are associated with the lives of persons significant in our past
- **Criterion C:** Properties that embody distinctive characteristics of a type, period, or method of construction; 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
- **Criterion D:** Properties that have yielded, or may be likely to yield, information important to prehistory or history

An archaeological resource that is eligible only under NRHP Criterion D, as defined above, is considered valuable primarily in terms of the data that can be recovered from it. For such resources (such as pottery scatters and refuse deposits), it is generally assumed that there is minimal value attributed to preserving such resources in place. Conversely, resources eligible under Criterion A, B, or C, as defined above, are considered to have value intrinsic to the resource's location. Section 4(f) does not apply to an archaeological site if the Authority has determined that it is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place, and the Authority has consulted with the SHPO and the SHPO has not objected to this finding (23 CFR Part 774.13(b)).

4.1.4 Section 4(f) Use Definitions

4.1.4.1 Permanent Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a proposed transportation facility. This might occur as a result of partial or full acquisition, permanent easements, or temporary easements that exceed limits for temporary occupancy as defined in the next section.

4.1.4.2 Temporary Occupancy

A temporary occupancy of a Section 4(f) resource occurs when a Section 4(f) property, in whole or in part, is required for construction-related activities. Temporary occupancy would be considered use if the property is not permanently incorporated into a transportation facility, but the activity is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. However, a temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied (23 CFR Part 774.13(d)):

- The occupancy must be of temporary duration (e.g., shorter than the period of construction) and must not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.
- There must be no permanent adverse physical impacts on the protected resource or temporary or permanent interference with the protected activities, features or attributes of the resource.
- The property being used must be fully restored to a condition that is at least as good as existed before project construction.
- There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

4.1.4.3 Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate or temporarily use the property of a protected resource, but the proximity

of the project results in impacts (e.g., noise, vibration, visual, access, ecological) that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished. This determination is made after taking the following steps:

- Identifying the current activities, features, or attributes of the resource that qualify for protection and Section 4(f) and that may be sensitive to proximity impacts
- Analyzing the potential proximity of impacts on the resource
- Consulting with the appropriate officials having jurisdiction over the resource

It is important to note that erecting a structure over a Section 4(f) property, and thus requiring an air lease, does not, by itself, constitute a use, unless the effect constitutes a constructive use. Furthermore, an indirect adverse effect under Section 106 of the NHPA on a historic property does not in and of itself result in a constructive use.

Pursuant to 23 U.S.C. 327, under the NEPA Assignment MOU between the FRA and the State of California, dated July 22, 2024, the Authority can make the determination that there is no constructive use. The Authority cannot make any determination that an action constitutes a constructive use of a publicly owned park, public recreation area, wildlife refuge, waterfowl refuge, or historic site under Section 4(f) without first consulting with the FRA and obtaining the FRA's views on such determination. The Authority will provide the FRA written notice of any proposed constructive use determination, and the FRA will have 30 calendar days to review and provide comments. If the FRA objects to the constructive use determination, the Authority will not proceed with the determination.

4.1.4.4 De Minimis Impact

According to 49 U.S.C. Section 303(d), the following criteria must be met to reach a *de minimis* impact determination:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact determination may be made if the Authority concludes the transportation project will not adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f) after mitigation. In addition, to make a *de minimis* impact determination:
  - The OWJ over the property must be informed regarding the intent to make a *de minimis* impact determination, after which public notice and opportunity for public review and comment must be provided.
  - After consideration of comments, if the OWJ over the property concurs in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, then the Authority may finalize the finding of a *de minimis* impact.
- For historic properties, a *de minimis* impact determination may be made if, in accordance with the Section 106 process of the NHPA, the Authority determines that the transportation program or project will have no effect or no adverse effect on a historic property, has informed the OWJ of its intent to make a *de minimis* impact determination based on the finding of no effect or no adverse effect under Section 106 and has received written concurrence with that finding from the OWJ, and has taken into account the views of consulting parties to the Section 106 process as required by 36 CFR Part 800.

4.2 Coordination

Title 49 U.S.C. 303(b) requires cooperation and consultation with the Secretary of the Interior (and the Secretaries of Housing and Urban Development and Agriculture, if appropriate) and with the state in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities. Throughout the EIR/EIS process, the Authority consulted—and continues to consult with—the SHPO, local

jurisdictions, the Native American Heritage Commission and interested tribes, and NPS. Section 4(f) requires consultation with the SHPO, pursuant to 36 CFR Part 800, and agencies of jurisdiction in identifying Section 4(f) properties and assessing impacts on the properties. In addition, the RSA was reviewed for Section 6(f) properties using the NPS LWCF Project List by County and Summary Reports website, and no Section 6(f) properties were identified.

Related activities, such as Section 106 consultation under the NHPA, are summarized in Section 3.17. The Authority and FRA consulted, and the Authority continues to consult, with the SHPO, the Surface Transportation Board, the U.S. Army Corps of Engineers, the U.S. Department of the Interior, local agencies, interested parties, the Native American Heritage Commission, and interested tribes to identify and assess impacts on cultural resources in compliance with Section 106.

This preliminary Section 4(f) analysis, which is part of the Draft EIR/EIS, is being made available for public review during the comment period. Copies of the Draft EIR/EIS have been provided to OWJs over the Section 4(f) resources for review and comment, and the Final EIR/EIS will be provided on completion. The Authority will continue to consult with these agencies to seek their concurrence on Section 4(f) use determinations, as applicable, after publication of the project section Draft EIR/EIS.

The Authority will address comments on the Section 4(f) analysis, as appropriate, and changes will be reflected in this chapter or included in the response to comments of the Final EIR/EIS. After completing the Final Section 4(f) analysis, the Authority's Section 4(f) determinations will be part of its Record of Decision.

4.2.1 Parks, Recreation Areas, Open Space, and Wildlife and Waterfowl Refuges

Title 49 U.S.C. Section 303(b) requires cooperation and consultation with the Secretary of the Interior (and the Secretaries of Housing and Urban Development and Agriculture, if appropriate) and with the state in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities. In the case of public parks, recreational areas, and wildlife and waterfowl refuges, the OWJs are the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property. Coordination for the parks, recreation, and open space resources evaluated in this chapter is being conducted and will continue with the following OWJs:

- Anaheim Elementary School District
- City of Anaheim
- City of Buena Park
- City of Commerce
- City of Fullerton
- City of La Mirada
- City of Los Angeles Department of Recreation and Parks
- City of Norwalk
- Fullerton Joint Union High School District
- Fullerton School District
- Los Angeles County Department of Parks and Recreation
- Los Angeles County Department of Public Works
- Orange County Department of Public Works
- Norwalk-La Mirada Unified School District
- Orange County Parks

As discussed in this chapter, temporary construction easements on Section 4(f) resources that would constitute a temporary occupancy have been preliminarily determined to meet the five conditions under 23 CFR Part 774.13(d) and would therefore not constitute a use. The relevant information from this chapter is being provided to the OWJs for their review of, and concurrence

with, the applicability of the exception for temporary occupancies in 23 CFR Part 774.13(d). Coordination is being conducted and will continue with the OWJs over the resources, and documented agreement from the OWJs is anticipated.

Outreach was conducted and initial consultation and requests for additional information were sent to the agencies and jurisdictions that have potential Section 4(f) resources within the RSA. Table 4-1 presents the coordination to date with these agencies. A sample letter of concurrence is included in Appendix 4-C, Coordination Letters.

Table 4-1 Section 4(f) Evaluation Consultation Summary with Officials with Jurisdiction

Date	Form	Officials with Jurisdiction	Section 4(f) Resource	General Topic(s)
11/28/24	Phone call	City of Fullerton	Union Pacific Trail Phase II	Initiating consultation, providing project background, and requesting information confirmation
1/9/25	Email	Los Angeles County Department of Public Works	Rio Hondo River Bike Path, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway	Initiating consultation, providing project background, and requesting information confirmation
1/16/25	Email	City of Buena Park	Brea Creek Bastanchury Corridor (along Dale St, Artesia Blvd, and Stanton Ave)	Initiating consultation, providing project background, and requesting information confirmation
1/28/25	Email	Orange County Department of Public Works	Brea Creek Bastanchury Corridor (along Brea Creek)	Initiating consultation, providing project background, and requesting information confirmation
2/4/25	Email	Orange County Parks	Coyote Creek Main Branch Bikeway Extension (Planned)	Initiating consultation, providing project background, and requesting information confirmation
2/5/25	Email	Los Angeles County Department of Parks and Recreation	Rio Hondo River Trail, San Gabriel River Trail	Initiating consultation, providing project background, and requesting information confirmation
2/17/25	Email	City of Fullerton	Adlena Park, Amerige Park, Ford Park, Lemon Park, Pacific Drive Park, Plaza Park, Fullerton Pooch Park, Richman Park, Truslow Park, Union Pacific Park	Initiating consultation, providing project background, and requesting information confirmation
2/20/25	Email	City of Anaheim	Citrus Park, Colony Park, Magnolia Park	Initiating consultation, providing project background, and requesting information confirmation

Date	Form	Officials with Jurisdiction	Section 4(f) Resource	General Topic(s)
2/24/25	Email	City of Commerce	Bandini Park	Initiating consultation, providing project background, and requesting information confirmation
2/24/25	Email	City of Fullerton	Independence Park, Janet Evans Swim Complex	Initiating consultation, providing project background, and requesting information confirmation
2/24/25	Email	City of La Mirada	Neff Park	Initiating consultation, providing project background, and requesting information confirmation
2/24/25	Email	City of Norwalk	John Zimmerman Park	Initiating consultation, providing project background, and requesting information confirmation
2/24/25	Email	City of Los Angeles Department of Recreation and Parks	Arts District Park, Yaanga Park	Initiating consultation, providing project background, and requesting information confirmation
4/21/25	Email	Orange County Parks	Santa Ana River Trail and Parkway	Initiating consultation, providing project background, and requesting information confirmation
4/1/25	Email	Los Angeles County Department of Parks and Recreation	Rio Hondo River Trail, San Gabriel River Trail	Requesting additional information regarding the primary use of the resource.
4/29/25	Email	Orange County Parks	Santa Ana River Trail and Parkway	Requesting additional information regarding the primary use of the resource.
6/9/25	Email	City of Buena Park	Brea Creek Bastanchury (along Dale St, Artesia Blvd, and Stanton Ave)	Requesting additional information regarding the primary use of the resource.
6/12/25	Email	Los Angeles County Department of Public Works	Rio Hondo River Bike Path, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway	Requesting additional information regarding the primary use of the resource.
6/12/25	Email	Orange County Parks	Coyote Creek Main Branch Bikeway Extension (Planned)	Requesting additional information regarding the primary use of the resource.

Date	Form	Officials with Jurisdiction	Section 4(f) Resource	General Topic(s)
7/7/25	Email	City of Fullerton	Adlena Park, Amerige Park, Ford Park, Independence Park, Janet Evans Swim Complex, Lemon Park, Pacific Drive Park, Plaza Park, Fullerton Pooch Park, Richman Park, Truslow Park, Union Pacific Park, Union Pacific Trail Phase II	Confirming OWJ jurisdiction.
7/18/25	Email	City of Commerce	Bandini Park/Batres Community Center	Confirming OWJ jurisdiction.
7/18/25	Email	City of Norwalk	John Zimmerman Park	Confirming OWJ jurisdiction.
7/18/25	Email	City of La Mirada	Neff Park	Confirming OWJ jurisdiction.
7/18/25	Email	City of Buena Park	Brea Creek Bastanchury (along Dale St, Artesia Blvd, and Stanton Ave)	Confirming OWJ jurisdiction.
7/14/25	Email	City of Fullerton	Union Pacific Railroad Right-of-Way Multipurpose Path	Confirming OWJ jurisdiction and primary use of the resource.
7/22/25	Phone call	Norwalk-La Mirada Unified School District	Thomas B. Moffitt Elementary; John H. Glenn High School; La Mirada Adult School (Cerritos College La Mirada Campus)	Confirming OWJ jurisdiction.
7/22/25	Phone call	Fullerton School District	Pacific Drive Elementary School, Richman Elementary School, Maple Elementary School	Confirming OWJ jurisdiction.
7/22/25	Phone call	Fullerton Joint Union High School District	Fullerton Union High School	Confirming OWJ jurisdiction.
7/22/25	Phone call	Anaheim Elementary School District	Thomas Jefferson Elementary School, Olive Street Elementary School	Confirming OWJ jurisdiction.

OWJ = official with jurisdiction

This preliminary Section 4(f) analysis, which is part of the Draft EIR/EIS, is being made available for public review during the public comment period on the Draft EIR/EIS. Copies of the Draft EIR/EIS have been provided to OWJs over the Section 4(f) resources for review and comment. The Final EIR/EIS would be provided on completion. The Authority would continue to consult with these agencies to seek their written concurrence on temporary occupancy or *de minimis* determinations after publication of the Draft EIR/EIS, during the public comment period.

The Authority would address any comments on the Section 4(f) analysis, as appropriate, and any changes would be reflected in this chapter or included in the response to comments of the

Final EIR/EIS. After completing the final Section 4(f) analysis, the Authority's Section 4(f) determination would be part of its Record of Decision.

4.2.2 Cultural Resources

In the case of historic properties, the OWJs are the SHPO, or, if the property is on tribal land, the Tribal Historic Preservation Officer. The Section 106 process and documentation requirements substantially satisfy the requirements to comply with both NEPA and CEQA.

The SHPO's concurrence on effects findings in the Section 106 *2024 Cultural Resources Areas of Potential Effects, Los Angeles to Anaheim Project Section (Shared Passenger Track Alternatives) Memorandum* (Authority 2024a) and *Los Angeles to Anaheim Project Section Historic Architectural Survey Report (HASR), Addendum 1* (Shared Passenger Track Alternatives) (Authority 2025a) is being requested (submitted January 2025) and will be requested in the FOE. A Memorandum of Agreement (MOA) is also in progress.

4.3 Purpose and Need

The purpose of the statewide HSR system is to provide a reliable high-speed electric-powered train system that links the major metropolitan areas of the state and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources (Authority and FRA 2005).

The purpose of this project is to implement the Los Angeles to Anaheim Project Section of the California HSR System to provide the public with electric-powered HSR service that provides predictable and consistent travel times between major urban centers and connectivity to airports, mass transit, and the highway network in the Los Angeles-Orange Counties metropolitan region, and connects to the rest of the system. For more information on the project objectives and the need for the HSR system in California and in the Los Angeles to Anaheim region, refer to Chapter 1, Project Purpose, Need, and Objectives.

4.4 Alternatives

This section summarizes the No Project Alternative and the project alternatives, which are described in detail in Chapter 2. The project closely follows the preferred alignment identified in the Record of Decision for the *Final Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System* (Statewide Program EIR/EIS) (Authority and FRA 2005). Shared Passenger Track Alternatives A and B for the project section are described in more detail in Chapter 2 and are briefly summarized below.

4.4.1 No Project Alternative

The No Project Alternative represents conditions as they would exist in 2040 if the project section is not implemented. The No Project Alternative considers the effects of growth planned for the region as well as existing and planned improvements to the highway, aviation, conventional passenger rail, and freight rail systems in the RSA through the 2040 time horizon for the environmental analysis. It does not include construction of the project or associated facilities; however, there could be impacts on Section 4(f) or Section 6(f) resources as a result of the existing, planned, and reasonably foreseeable improvements associated with the No Project Alternative.

The No Project Alternative would not meet the purpose and need for the project. This alternative is insufficient to meet existing and future travel demand; current and projected future congestion of the transportation system would continue to result in deteriorating air quality, reduced reliability, and increased travel times. Because the No Project Alternative does not meet the project section purpose and need, it is neither feasible nor prudent and is not discussed further as an avoidance alternative for Section 4(f) or Section 6(f) resources.

4.4.2 Shared Passenger Track Alternative A

Shared Passenger Track Alternative A, which is the Preferred Alternative (refer to Chapter 8, Preferred Alternative), is approximately 30 miles long and travels through the cities of Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, and Anaheim, as well as unincorporated areas of Los Angeles County known as West Whittier–Los Nietos. Shared Passenger Track Alternative A would connect planned passenger stations where HSR service would be provided, at Los Angeles Union Station to the north and at Anaheim Regional Transportation Intermodal Center to the south. The Authority evaluated an HSR station at Los Angeles Union Station as an element of the Burbank to Los Angeles Project Section EIR/EIS, and the Authority Board approved this station in January 2022. Additionally, Shared Passenger Track Alternative A includes a light maintenance facility (LMF) site at 26th Street. These facilities are described further in Chapter 2.

Shared Passenger Track Alternative A proposes new and upgraded track, overhead contact system (OCS), maintenance and traction power facilities, grade separations, drainage improvements, communications towers, security fencing, passenger train facilities, and other necessary facilities to introduce HSR service into the Los Angeles – San Diego – San Luis Obispo Rail Corridor from Los Angeles Union Station to Anaheim Regional Transportation Intermodal Center. New and upgraded tracks would allow other trains to share tracks with HSR. The project footprint would primarily be within the existing railroad right-of-way, typically 100 feet wide, and include both a northbound and southbound electrified track for HSR. The project footprint includes all project components and consequential physical changes, including existing and potential station facilities, potential maintenance sites, other ancillary HSR facilities, areas needed for construction mobilization and material laydown, roadway and utility relocations, power supply connections, and associated property rights. The majority of the existing railroad is currently at grade, but many of the crossings of roads, railroads, and other transportation facilities are grade-separated. The scope of this project includes grade separating many of the remaining at-grade road crossings. This is to prevent conflicts with other modes of transport, including auto, bicycle, and pedestrian, and ensure optimal HSR (and other passenger rail) operations. For proposed closed or at-grade crossings, this project would include safety improvements, such as pedestrian undercrossings or overcrossings.

The project includes a combination of at-grade, elevated, and below-grade track, depending on corridor and design constraints. The at-grade track section would consist of track set on ballasted railroad ties, compacted earth, or retained fill (contained earth with retaining walls). Fill material would be obtained from permitted sites and quarries. The elevated track segments would consist of concrete columns and concrete box girder either cast-in-place or precast. The height of the elevated track section would vary and could be up to 60 feet high, with columns spaced approximately 90 feet apart. Track centers would have a minimum spacing of 14 feet. The below-grade track segment (braced trench in Fullerton) would vary in depth from 4 feet to 30 feet. The train speed would vary along the corridor, depending on design and land use constraints, from 45 to 90 miles per hour.

Currently throughout the corridor, there are two to three mainline tracks, with a variable number of freight siding tracks. The HSR project seeks to maintain or improve existing operations in the corridor while minimizing impacts outside of the existing right-of-way. To accomplish this, the HSR project would add one new mainline track from Los Angeles Union Station to Fullerton Junction, and would use existing tracks where possible, so that there would be two electrified tracks throughout the corridor used for HSR and shared with other operators. Additionally, ancillary facilities (e.g., traction power substations [TPSS], switching station, paralleling stations, layover tracks) would be installed adjacent to the tracks and could require the acquisition of additional right-of-way. The HSR alignment would affect some existing drainage and irrigation facilities. Depending on the extent of the impact, existing facilities would be modified, improved, or replaced, as needed, to maintain existing drainage and irrigation functions and support HSR drainage requirements. Figure 4-1 presents an overview of the project section.

Between Los Angeles Union Station and First Street, the HSR project would be integrated with the Link Union Station Project as proposed by the Los Angeles County Metropolitan Transportation Authority (Metro). As described in Chapter 2, Metro would build a viaduct from Los Angeles Union Station that would cross over U.S. Highway 101, Commercial Street, and Ducommun Street, and would come down to grade just before the First Street Bridge, joining the existing railroad right-of-way; environmental impacts associated with Metro's construction of the viaduct are included in the Link Union Station Project environmental documents. From the northern edge of U.S. Highway 101 to First Street, the Authority would only build the OCS to power the HSR trains; therefore, this area is analyzed in the project section for the construction of the OCS and operation of HSR trains.

4.4.3 Shared Passenger Track Alternative B

Shared Passenger Track Alternative B includes the same improvements as Shared Passenger Track Alternative A except for the location of the LMF site, which would be built at 15th Street, rather than 26th Street. This difference does not affect the RSA for Section 4(f) and Section 6(f) properties.

4.4.4 High-Speed Rail Station Options

Under Shared Passenger Track Alternatives A and B, HSR trains would not stop at the Norwalk/ Santa Fe Springs Metrolink Station or Fullerton Metrolink/Amtrak Station. However, in line with the Authority's alternative development process (refer to Chapter 2), full-stop HSR station options at these locations were considered separately and evaluated in this Draft EIR/EIS. This Draft EIR/EIS analysis presents the effects from building one HSR station option at either Norwalk/ Santa Fe Springs or Fullerton. The inclusion of one of the HSR station option locations would require additional elements to support a full-stop HSR service; these station elements are described in detail in Chapter 2 and briefly summarized below.

4.4.4.1 High-Speed Rail Station Option: Norwalk/Santa Fe Springs

The Norwalk/Santa Fe Springs HSR Station Option would be located at the modified Norwalk/ Santa Fe Springs Metrolink Station, 12700 Imperial Highway, on the border of Norwalk and Santa Fe Springs. The HSR platform and tracks would be elevated, alongside the modified Metrolink tracks as part of the Shared Passenger Track Alternatives.

4.4.4.2 High-Speed Rail Station Option: Fullerton

The Fullerton HSR Station Option would be located at the existing Fullerton Metrolink/National Railroad Passenger Corporation (Amtrak) Station at 120 E Santa Fe Avenue, with the center HSR platform proposed approximately 1,000 feet west over Highland Avenue in Fullerton.

4.5 Section 4(f) Applicability Analysis

Section 4.5.1 identifies the park, recreation, open space, and wildlife and waterfowl refuge properties that meet the criteria for protection as Section 4(f) resources. Section 4.5.2 identifies the cultural resources that meet the criteria for protection as Section 4(f) resources. Section 4(f) resources are depicted on Figure 4-2 (sheets 1 through 7) and Figure 4-3 (sheets 1 through 7). and Appendix 4-A provide information about the attributes of the parks, recreational areas, open space, and wildlife and waterfowl refuges in the RSA, and Table 4-3 and Appendix 4-B provide information about the attributes of the historic properties in the cultural resources RSA, respectively.

Section 4(f) requires consideration of the following properties:

- A park or recreation area that is publicly owned at the time at which the "use" occurs; is open to the general public; has been officially designated as a park or recreation area by a federal, state, or local agency; its primary function is as a park or recreation area and is managed as such; and is considered significant by the official(s) with jurisdiction over the property

- A wildlife or waterfowl refuge that is publicly owned at the time at which the "use" occurs; the land has been officially designated as a wildlife or waterfowl refuge area by a federal, state, or local agency; the property's primary function is as a refuge and it is managed as such; and is considered significant by the official(s) with jurisdiction over the property
- Portions of publicly owned multiuse land holdings that are designated by statute or identified in an official management plan of the administering agency as being primarily for park, recreation area, or wildlife or waterfowl refuge purposes; and are determined to be significant for such purposes by the official(s) with jurisdiction over the property
- Historic sites of national, state, or local significance in public or private ownership listed on or determined eligible for listing on the NRHP regardless of whether they are open to the public

4.5.1 Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges

Data collection to identify potential Section 4(f) resources consisted of a review of the plans and policies listed in Table 3.15-1 of Section 3.15, consultation with OWJs over resources, field reviews, public input, and the use of geographic information system data banks. The cities and counties provided the boundaries for parks and recreation resources within the study area in geographic information system data format and in adopted plans.

Section 3.15 provides a description of each park, recreation, and open space area in the RSA; however, not all of these facilities meet the requirements to qualify for protection under Section 4(f). There are no wildlife or waterfowl refuges in the RSA.

As part of the Burbank to Los Angeles Project Section, the Authority met with Metro, the presumed OWJ of the Los Angeles River Trail Extension (planned) on September 1, 2021, and September 9, 2021. Metro advised on September 9, 2021, that its planning documents designate the bike path's primary purpose as for transportation, and not for recreational purposes (Authority 2021). The planning documents provided by Metro demonstrate that the Los Angeles River Trail Extension (planned), when approved, would qualify for an exception to Section 4(f) under 23 CFR Part 774.13(f), because the path would be part of the local transportation system and its primary purpose has been designated as being for transportation in those documents. Therefore, the Authority has determined that the primary function of the Los Angeles River Bike Path, including the proposed Los Angeles River Trail Extension (planned), is for transportation, and consequently it would not qualify as a Section 4(f) resource (Authority 2021).

The locations of parks and recreation areas, and open space resources in the RSA that qualify for protection under Section 4(f) are depicted on Table 4-2 and Figure 4-2 (sheets 1 through 7). These resources are numbered P-1 through P-19 for parks; B-1 through B-10 for bikeways; S-1 through S-9 for schools; and R-1 through R-3 for recreation centers. Appendix 4-A lists the resources and describes potential uses of Section 4(f) parks and recreation resources associated with the project.

All parks, recreation, and wildlife and wildfowl refuge Section 4(f) resources (as defined in Section 4.1.3) are depicted on Figure 4-2 (sheets 1 through 7) and contain corresponding map identification numbers. Those resources that are in close enough proximity to HSR improvements to potentially incur a use or proximity impact are listed in Table 4-2 and described in detail below. Section 4(f) resources are presented in north to south order.

Table 4-2 Parks, Recreation Areas, and Wildlife and Waterfowl Refuge Resources Evaluated for Section 4(f) Use

Resource Number[1]	Property Name	Description	Official with Jurisdiction	Distance from Project Footprint[2]
P-1	Yaanga Park	Location: 540 N Los Angeles St in the city of Los Angeles Size: 1.0 acre Features: walking trail and grassy area	City of Los Angeles Department of Recreation and Parks	1,090 feet
R-1	Aliso Pico Recreation Center	Location: 370 S Clarence St in the city of Los Angeles Size: 1.86 acres Features: basketball court, children's play area, and field	City of Los Angeles Department of Recreation and Parks	1,740 feet
P-2	Arts District Park	Location: 501 S Hewitt St in the city of Los Angeles Size: Approximately 0.5 acre Features: outdoor fitness equipment and jogging trails	City of Los Angeles Department of Recreation and Parks	1,630 feet
R-2	Bandini Park/Batres Community Center	Location: 4725 Astor Ave in Commerce Size: Approximately 3.4 acres Features: Basketball courts, baseball field, soccer field, children's play area, and children's wading pool	City of Commerce	950 feet
B-1	Rio Hondo River Trail	Location: The trail runs adjacent to the westerly side of the Rio Hondo basin and parallel along the channel through the San Gabriel Valley. The northern end starts along the reservoir at the Peck Road Water Conservation Park and follows along the channel to Whittier Narrows Recreation Area. Size: Approximately 16 miles long Features: A multiuse trail for biking, walking, running, dog walking, and equestrian use	Los Angeles County Department of Parks and Recreation	Within the project footprint and passing under the track alignment. The trail would pass underneath the existing railway. During construction, a temporary staging area would be on the trail.

Resource Number[1]	Property Name	Description	Official with Jurisdiction	Distance from Project Footprint[2]
B-2	Rio Hondo River Bike Path	Location: The path runs between the easterly side of the Rio Hondo basin and parallel to the western side of the channel. The path runs through the upper Rio Hondo and through the Whittier Narrows Regional Park, connecting to the San Gabriel River Bicycle Path. The southernmost part of the path begins at Imperial Hwy in South Gate, where it connects to the Los Angeles River Bicycle Path and continues north to Peck Park in Arcadia. Size: 17.5 miles long Features: Classified as a Class I bike path. A dedicated bike path for bicycling and walking	Los Angeles County Department of Public Works	Within the project footprint and passing under the track alignment. The path would pass underneath the existing railway. During construction, a temporary construction easement would be on the path.
B-3	San Gabriel River Trail	Location: The trail is adjacent to the San Gabriel River Bike Path along the San Gabriel River and stretches north from Azusa to Seal Beach. Size: Approximately 35-mile-long trail Features: A multiuse unpaved trail for bicycling, equestrian use, walking, and running	Los Angeles County Department of Parks and Recreation	Within the project footprint and passing under the track alignment. The trail passes underneath the existing railway. During construction, a temporary construction easement and staging area would be on the trail. Utility relocation work would also be on the trail.
B-4	San Gabriel River Bike Path	Location: The bike path is adjacent to the San Gabriel River Trail along the San Gabriel River and stretches from San Gabriel Canyon Rd in Azusa to the access into El Dorado Park in Long Beach. Size: 30.2-mile-long bike path Features: Classified as a Class I bike path. A dedicated path for bicycling, equestrian use, walking, running, and skateboarding uses	Los Angeles County Department of Public Works	Within the project footprint and passing under the track alignment. The path passes underneath the existing railway. During construction, a temporary construction easement and staging area would be on the path. Utility relocation work would also be on the path.
S-1	Thomas B. Moffitt Elementary	Location: 13323 S Goller Ave in Norwalk Size: Approximately 8 acres Features: A children's play area, basketball courts, and a play field. This school provides limited public access to its recreational facilities during nonschool hours, contingent on availability and subject to user fees.	Norwalk-La Mirada Unified School District	2,440 feet

Resource Number[1]	Property Name	Description	Official with Jurisdiction	Distance from Project Footprint[2]
P-3	John Zimmerman Park	Location: 13031 Shoemaker Ave in Norwalk Size: Approximately 9.2 acres Features: Baseball fields, children's play area, kiosk, and seating areas	City of Norwalk	130 feet
S-2	John H. Glenn High School	Location: 13520 Shoemaker Ave in Norwalk Size: Approximately 38 acres Features: Tennis courts, track, baseball fields, football field, basketball courts, and a soccer field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	Norwalk-La Mirada Unified School District	141 feet
B-5	Coyote Creek North Fork Bikeway	Location: Along La Canada Verde Creek from Artesia Blvd/Marquardt Ave in Cerritos to Foster Rd/Marquardt Ave in Santa Fe Springs Size: Approximately 3 miles Features: Classified as a Class I bike path. Dedicated path for bicycling, walking, running, and skateboarding uses. The Coyote Creek North Fork Bikeway joins the Coyote Creek Main Branch Bikeway that continues south to connect to Cerritos Regional County Park outside of the project footprint.	Los Angeles County Department of Public Works	Within the project footprint and passing under the track alignment. The bikeway passes underneath the existing railway and would be within a temporary construction easement and grading.
P-4	Neff Park	Location: 14300 San Cristobal Dr in La Mirada Size: Approximately 10 acres Features: Gazebo, basketball courts, tennis courts, horseshoe pits, playground, picnic areas, and three historic buildings that include Neff Home, George House, and Neff Barn	City of La Mirada	500 feet

Resource Number[1]	Property Name	Description	Official with Jurisdiction	Distance from Project Footprint[2]
S-3	La Mirada Adult School	Location: 15920 Barbata Rd in La Mirada Size: Approximately 9 acres Features: Playing field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	Norwalk-La Mirada Unified School District	708 feet
P-5	Smith-Murphy Park	Location: 5290 Cameron Dr in Buena Park Size: Approximately 6.9 acres Features: Children's play area, picnic area with barbecues, handball court, restrooms	City of Buena Park	1,740 feet
B-6	Coyote Creek Main Branch Bikeway Extension (planned)	Location: Along Coyote Creek from Knott Ave to La Mirada Blvd in Buena Park Size: Segments of the approximately 2.7-mile-long bikeway Features: Classified as a Class I bike path. Dedicated path for bicycling, walking, running, and skateboarding uses. The 2.7-mile planned bikeway extension joins the existing bikeway, which is connected to the 66-mile-long OC Loop. This planned segment of the path is proposed to close the gap from La Mirada Blvd to the Seal Beach Terminus to Coyote Creek North Fork. Completion of final design is anticipated in late 2025.	Orange County Parks	Within the project footprint and passing under the track alignment. The bikeway would pass underneath the existing railway and would be within a temporary construction easement.

Resource Number[1]	Property Name	Description	Official with Jurisdiction	Distance from Project Footprint[2]
B-7	Brea Creek Bastanchury Corridor (planned)	Location: Along Brea Creek from east to west and would run south along Dale St, west along Artesia Blvd, and north along Stanton Ave to rejoin Brea Creek. Other portions in Brea and Placentia and unincorporated Orange County. The existing Class I Bikeway is outside the RSA. Size: Approximately 7.4 miles Features: To include portions classified as a Class I bike path with additional stretches in Class II and III. Dedicated path for bicycling, walking, and running uses. Project is currently in planning phase (as of January 2025).	Owned and operated by the Orange County Department of Public Works (along Brea Creek), owned and operated by City of Buena Park (along Dale St, Artesia Blvd, and Stanton Ave)	Within the project footprint and would pass under the track alignment (and through a temporary construction easement) near Dale St for approximately 350 feet. The path would also be within a temporary construction easement on the southwest corner of Dr Sam Wy.
P-6	Adlena Park	Location: 300 N Adlena Dr in Fullerton Size: Approximately 1.9 acres Features: Softball field, basketball courts, children's play area, spray pool, picnic tables, lighted baseball field, and barbeques	City of Fullerton	600 feet
P-7	Fullerton Pooch Park	Location: 201 S Basque Ave in Fullerton Size: Approximately 3.0 acres Features: Separate areas for small and large dogs, a wood chip area, and benches	City of Fullerton	165 feet from a temporary construction easement
P-8	Pacific Drive Park	Location: 222 Pacific Dr in Fullerton Size: Approximately 1.5 acres Features: Children's play area and basketball courts	City of Fullerton	530 feet
S-4	Pacific Drive Elementary School	Location: 1501 W Valencia Dr in Fullerton Size: Approximately 8.1 acres Features: A children's playing field and basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	Fullerton School District	288 feet

Resource Number[1]	Property Name	Description	Official with Jurisdiction	Distance from Project Footprint[2]
P-9	Independence Park	Location: 801 W Valencia Dr in Fullerton Size: Approximately 10 acres Features: Indoor racquetball court facilities that can be rented by the hour, outdoor handball courts, a children's play area, picnic tables, an indoor gymnasium, an outdoor skate park that is maintained and monitored by volunteers, and the Janet Evans Swim Complex, which consists of two outdoor pools and locker rooms	City of Fullerton	Adjacent to the project footprint. Grading would occur adjacent to the park to the north.
R-3	Janet Evans Swim Complex	Location: 801 W Valencia Dr in Fullerton Features: Two outdoor pools and locker room facilities. Activities include swimming lessons and organized sports.	City of Fullerton	Adjacent to the project footprint. Grading is designated to occur adjacent to the swim complex.
P-10	Ford Park	Location: 435 W Wilshire Ave in Fullerton Size: 3.16 acres Features: Barbecues, baseball field, soccer field, picnic shelter, and children's playground	City of Fullerton	1,365 feet
P-11	Amerige Park	Location: 300 W Commonwealth Ave in Fullerton Size: Approximately 7.9 acres Features: A 250-seat lighted baseball field, which is also used as a soccer field	City of Fullerton	50 feet
S-5	Richman Elementary School	Location: 700 S Richman Ave in Fullerton Size: 2.21 acres Features: Basketball courts and a soccer field. This school provides public access to its recreational facilities during nonschool hours (after 5:00 p.m.).	Fullerton School District	1,029 feet
P-12	Richman Park	Location: 711 S Highland Ave in Fullerton Size: 2.21 acres Features: Baseball field, soccer field, picnic shelter, and children's playground	City of Fullerton	1,240 feet

Resource Number[1]	Property Name	Description	Official with Jurisdiction	Distance from Project Footprint[2]
B-8	Union Pacific Trail Phase II (Under construction)	Location: The trail is proposed along the Union Pacific Railroad–owned rail corridor in Fullerton. The path would connect to the existing Union Pacific Trail to the east. Size: Approximately 0.5 mile long Planned features: Classified as a Class I bike path. Walking, bicycling, and running Project is currently under construction. Construction began in July 2025.	City of Fullerton	Within the project footprint. West of Richmond Ave, the trail would run west along the existing railway alignment on the southern side of the tracks for approximately 0.25 mile. Upon completion of construction activities, permanent fencing would be installed along the track in this area, resulting in a portion of the planned landscaping and bioswale to be permanently incorporated into the project. Moving east approximately 0.25 mile, the trail would be located from Richmond Ave to Highland Ave and be as close as 115 feet to utility relocation.
B-9	Union Pacific Railroad Right-of-Way Multipurpose Path	Location: The existing path is along the Union Pacific Railroad–owned rail corridor in Fullerton. The path runs east to west from Harbor Blvd to Highland Ave. Size: Approximately 0.24 mile long Features: Classified as a multipurpose path. Paved path for walking and running, which can accommodate bicyclists.	City of Fullerton	Approximately 130 feet from utility relocation
P-13	Union Pacific Park	Location: 121 W Truslow Ave in Fullerton Size: 1.7 acres Features: Barbecues, basketball court, picnic tables, children's playground This park is currently closed (as of July 2025) and undergoing a renovation project.	City of Fullerton	160 feet from utility relocation. Construction of the Fullerton HSR Station Option would be adjacent to the park.
P-14	Plaza Park	Location: 144 E Wilshire Ave in Fullerton Size: 0.6 acre Features: Mural, picnic tables, playground, and shaded seating	City of Fullerton	1,210 feet

Resource Number[1]	Property Name	Description	Official with Jurisdiction	Distance from Project Footprint[2]
S-6	Fullerton Union High School	Location: 201 E Chapman Ave in Fullerton Size: Approximately 24 acres Features: Baseball field, track, tennis courts, gymnasium, aquatic center, basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	Fullerton Joint Union High School District	1,782 feet
P-15	Lemon Park	Location: 701 S Lemon St in Fullerton Size: 5.09 acres Features: Activity building, barbecues, baseball field, basketball, picnic shelter and tables, playground, and spray pool	City of Fullerton	1,360 feet
S-7	Maple Elementary School	Location: 244 E Valencia Dr in Fullerton Size: Approximately 3.0 acres. Features: A children's play area, handball courts, and basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	Fullerton School District	750 feet
P-16	Truslow Park	Location: 401 E Truslow Ave in Fullerton Size: 0.13 acre Features: Play area for children, barbecues, and picnic tables	City of Fullerton	210 feet
P-17	Citrus Park	Location: 104 S Atchison St in Anaheim Size: Approximately 2.6 acres Features: Children's play area, barbeques, gazebo, basketball courts, and volleyball court	City of Anaheim	Adjacent to the project footprint
P-18	Colony Park	Location: 501 E Water St in Anaheim Size: Approximately 1.0 acre Features: Children's play area, picnic tables, and a water feature	City of Anaheim	475 feet

Resource Number[1]	Property Name	Description	Official with Jurisdiction	Distance from Project Footprint[2]
S-8	Thomas Jefferson Elementary School	Location: 504 E South St in Anaheim Size: Approximately 5.4 acres. Features: A children's play area, basketball courts, and an open field used for softball and soccer. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	Anaheim Elementary School District	605 feet
S-9	Olive Street Elementary School	Location: 890 S Olive St in Anaheim Size: Approximately 7.3 acres Features: Basketball courts, handball courts, tetherball courts, children's play area, and a small softball field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.	Anaheim Elementary School District	590 feet
P-19	Magnolia Park	Location: 1515 Wright Circle in Anaheim Size: Approximately 0.8 acre Features: Children's play area, group picnic shelter, benches, and walking path	City of Anaheim	670 feet
B-10	Santa Ana River Trail and Parkway	Location: Along the Santa Ana River from Prado Dam in Riverside County and the Pacific Ocean in Huntington Beach Size: Approximately 100 miles long Features: Classified as a Class I bike path. Hiking, bicycling, walking, running, rock climbing, horseback riding, and organized team and individual sports	Orange County Parks	Adjacent to the project footprint. The Santa Ana River Trail and Parkway would be adjacent to ARTIC.

Sources: City of Anaheim 2015, 2020; City of Commerce n.d.; City of Fullerton n.d., 2004, City of La Mirada 2017; Coyote Creek Working Group 2008; County of Los Angeles 2015a, 2015b, 2022; Fullerton School District 2023; OCTA 2012, 2023; Orange County Public Works 2017; Richman Elementary School pers. comm.

[1] Section 4(f) resources are presented in northwest to southeast order.
[2] Unless otherwise stated, reporting distances are the same for both Shared Passenger Track Alternatives A and B.
ARTIC = Anaheim Regional Transportation Intermodal Center; HSR = high-speed rail

4.5.1.1 Description of Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges

Yaanga Park (P-1)

Size and Location

Yaanga Park, depicted on Figure 4-2 (sheet 1 of 7), is an approximately 1.0-acre park at 540 N Los Angeles Street in the city of Los Angeles. Both Shared Passenger Track Alternatives A and B would be 1,090 feet from the park.

Ownership

This resource is owned and operated by the City of Los Angeles Department of Recreation and Parks.

Usage (Intended, Actual/Current, and Planned)

Yaanga Park is used for recreational activities and includes a walking trail and grassy area.

Aliso Pico Recreation Center (R-1)

Size and Location

The Aliso Pico Recreation Center, depicted on Figure 4-2 (sheet 1 of 7), is an approximately 1.86-acre recreation center at 370 S Clarence Street in the city of Los Angeles. Both Shared Passenger Track Alternatives A and B would be 1,740 feet from the recreation center.

Ownership

This resource is owned and operated by the City of Los Angeles Department of Recreation and Parks.

Usage (Intended, Actual/Current, and Planned)

The Aliso Pico Recreation Center is used for recreational activities and includes a basketball court, children's play area, and field.

Arts District Park (P-2)

Size and Location

The Arts District Park, depicted on Figure 4-2 (sheet 1 of 7), is an approximately 0.5-acre park at 501 S Hewitt Street in the city of Los Angeles. Both Shared Passenger Track Alternatives A and B would be 1,630 feet from the park.

Ownership

This resource is owned and operated by the City of Los Angeles Department of Recreation and Parks.

Usage (Intended, Actual/Current, and Planned)

The Arts District Park is used for recreational activities and includes outdoor fitness equipment and jogging trails.

Bandini Park/Batres Community Center (R-2)

Size and Location

The Bandini Park/Batres Community Center, depicted on Figure 4-2 (sheet 2 of 7), is an approximately 3.4-acre community center at 4725 Astor Avenue in Commerce. Both Shared Passenger Track Alternatives A and B would be 950 feet from the resource.

Ownership

This resource is owned and operated by the City of Commerce.

Usage (Intended, Actual/Current, and Planned)

The Bandini Park/Batres Community Center is used for recreational activities and includes basketball courts, a baseball field, a soccer field, a children's play area, and a children's wading pool.

Rio Hondo River Trail (B-1)

Size and Location

The Rio Hondo River Trail, depicted on Figure 4-2 (sheet 2 of 7), is an approximately 16-mile route along the banks of the Rio Hondo River from the Peck Road Water Conservation Park to the north and follows along the channel to Whittier Narrows Recreation Area. Both Shared Passenger Track Alternatives A and B would cross the trail above grade.

Ownership

This resource is owned and operated by the Los Angeles County Department of Parks and Recreation.

Usage (Intended, Actual/Current, and Planned)

The Rio Hondo River Trail is a multiuse path and used for walking, bicycling, running, dog walking, and equestrian use. The segment of the Rio Hondo River Trail in the project section consists of a multipurpose trail that runs adjacent to the westerly side of the Rio Hondo basin (City of Pico Rivera 2014).

Rio Hondo River Bike Path (B-2)

Size and Location

The Rio Hondo River Bike Path, depicted on Figure 4-2 (sheet 2 of 7), is an approximately 17.5-mile route between the easterly side of the Rio Hondo basin and parallel to the western side of the channel. The path runs through the upper Rio Hondo and through the Whittier Narrows Regional Park, connecting to the San Gabriel River Bicycle Path. The southernmost part of the path begins at Imperial Highway in South Gate, where it connects to the Los Angeles River Bicycle Path and continues north to Peck Park in Arcadia. Both Shared Passenger Track Alternatives A and B would cross the trail above grade.

Ownership

This resource is owned and operated by the Los Angeles County Department of Public Works.

Usage (Intended, Actual/Current, and Planned)

The Rio Hondo River Bike Path is classified as a Class I bike path and used for walking and bicycling. The segment of the Rio Hondo River Trail in the project section consists of a Class I bicycle path that runs between the easterly side of the Rio Hondo basin and parallel to the western side of the channel (City of Pico Rivera 2014).

San Gabriel River Trail (B-3)

Size and Location

The San Gabriel River Trail, depicted on Figure 4-2 (sheet 3 of 7), is an approximately 35-mile route along the banks of the San Gabriel River, from the north from Azusa to Seal Beach. Both Shared Passenger Track Alternatives A and B would cross the trail above grade.

Ownership

This resource is owned and operated by the Los Angeles County Department of Parks and Recreation.

Usage (Intended, Actual/Current, and Planned)

The San Gabriel River Trail is a multiuse trail used for recreational activities, such as bicycling, walking, running, and equestrian use.

San Gabriel River Bike Path (B-4)

Size and Location

The San Gabriel River Bike Path, depicted on Figure 4-2 (sheet 3 of 7), is an approximately 30.2-mile route along the banks of the San Gabriel River, from San Gabriel Canyon Road in Azusa to the access into El Dorado Park in Long Beach. Both Shared Passenger Track Alternatives A and B would cross the trail above grade.

Ownership

This resource is owned and operated by the Los Angeles County Department of Public Works.

Usage (Intended, Actual/Current, and Planned)

The San Gabriel River Bike Path is classified as a Class I bike path and used for recreational activities, such as bicycling, equestrian use, walking, running, and skateboarding.

Coyote Creek North Fork Bikeway (B-5)

Size and Location

The Coyote Creek North Fork Bikeway, depicted on Figure 4-2 (sheet 4 of 7), is an approximately 3-mile route along La Canada Verde Creek in Los Angeles County from Artesia Boulevard/ Marquardt Avenue in Cerritos to Foster Road/Marquardt Avenue in Santa Fe Springs (the study area segment is in Santa Fe Springs), joining the Coyote Creek Main Branch Bikeway Extension that continues south to connect to Cerritos Regional County Park outside of the project footprint. Both Shared Passenger Track Alternatives A and B would cross the trail above grade.

Ownership

This resource is owned and operated by the Los Angeles County Department of Public Works.

Usage (Intended, Actual/Current, and Planned)

The Coyote Creek North Fork Bikeway is classified as a Class I bike path and used for recreational activities, such as bicycling, walking, running, and skateboarding.

Coyote Creek Main Branch Bikeway Extension (Planned) (B-6)

Size and Location

The Coyote Creek Main Branch Bikeway Extension, depicted on Figure 4-2 (sheet 5 of 7), is an approximately 2.7-mile route along Coyote Creek through Los Angeles and Orange Counties from Artesia Boulevard/Marquardt Avenue in Cerritos to Imperial Highway/Beach Boulevard in La Habra (the study area segment is in Buena Park), joining the existing Coyote Creek Main Branch Bikeway that continues south to connect to Cerritos Regional County Park outside of the project footprint. Both Shared Passenger Track Alternatives A and B would cross the trail above grade.

Ownership

This resource is owned by the operated by Orange County Parks.

Usage (Intended, Actual/Current, and Planned)

Coyote Creek Main Branch Bikeway Extension is classified as a Class I bike path and used for recreational activities, such as bicycling, walking, running, and skateboarding.

Brea Creek Bastanchury Corridor (B-7)

Size and Location

The Brea Creek Bastanchury Corridor, depicted on Figure 4-2 (sheet 5 of 7), is an approximately 12.5-mile route along Brea Creek from east to west. The bikeway would run along Coyote Creek to Bastanchury Road in Buena Park, then turn and follow Bastanchury Road through Fullerton and Placentia to Carbon Creek and the Yorba Linda city limit. Both Shared Passenger Track Alternatives A and B would cross the trail above grade.

Ownership

This resource is owned and operated by the Orange County Department of Public Works (along Brea Creek) and owned and operated by the City of Buena Park (along Dale Street, Artesia Boulevard, and Stanton Avenue).

Usage (Intended, Actual/Current, and Planned)

Brea Creek Bastanchury Corridor is used for recreational activities, such as bicycling, walking, running, and skateboarding uses.

Thomas B. Moffitt Elementary School (S-1)

Size and Location

Thomas B. Moffitt Elementary School, depicted on Figure 4-2 (sheet 4 of 7), is an approximately 8-acre elementary school at 13323 Goller Avenue in Norwalk. Both Shared Passenger Track Alternatives A and B would be 2,440 feet from the school.

Ownership

This resource is owned and operated by the Norwalk-La Mirada Unified School District.

Usage (Intended, Actual/Current, and Planned)

Thomas B. Moffitt Elementary School is open to the public for recreational activities and includes a children's play area, basketball courts, and a play field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.

John Zimmerman Park (P-3)

Size and Location

John Zimmerman Park, depicted on Figure 4-2 (sheet 4 of 7), is an approximately 9.2-acre park at 13031 Shoemaker Avenue in Norwalk. Both Shared Passenger Track Alternatives A and B would be 130 feet from the park. The Norwalk/Santa Fe Springs HSR Station Option would be 125 feet from the park.

Ownership

This resource is owned and operated by the City of Norwalk.

Usage (Intended, Actual/Current, and Planned)

John Zimmerman Park is used for recreational activities and includes baseball fields, a children's play area, a kiosk, and seating areas.

John H. Glenn High School (S-2)

Size and Location

John H. Glenn High School, depicted on Figure 4-2 (sheet 4 of 7), is an approximately 38-acre high school at 13520 Shoemaker Avenue in Norwalk. Both Shared Passenger Track Alternatives A and B would be 141 feet from the park.

Ownership

This resource is owned and operated by the Norwalk-La Mirada Unified School District.

Usage (Intended, Actual/Current, and Planned)

John H. Glenn High School is open to the public for recreational activities and includes tennis courts, track, baseball fields, football field, basketball courts, and a soccer field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.

Neff Park (P-4)

Size and Location

Neff Park, depicted on Figure 4-2 (sheet 4 of 7), is an approximately 10-acre park at 14300 San Cristobal Drive in La Mirada. Both Shared Passenger Track Alternatives A and B would be 500 feet from the park.

Ownership

This resource is owned and operated by the City of La Mirada.

Usage (Intended, Actual/Current, and Planned)

Neff Park is used for recreational activities and includes a gazebo, basketball courts, tennis courts, horseshoe pits, a playground, picnic areas, and three historic buildings that include Neff Home, George House, and Neff Barn.

La Mirada Adult School (S-3)

Size and Location

La Mirada Adult School, depicted on Figure 4-2 (sheet 5 of 7), is an approximately 9-acre adult school at 15920 Barbata Road in La Mirada. Both Shared Passenger Track Alternatives A and B would be 708 feet from the school.

Ownership

This resource is owned and operated by the Norwalk-La Mirada Unified School District.

Usage (Intended, Actual/Current, and Planned)

La Mirada Adult School is open to the public for recreational activities and includes a playing field.

Smith-Murphy Park (P-5)

Size and Location

Smith-Murphy Park, depicted on Figure 4-2 (sheet 5 of 7), is an approximately 6.9-acre park at 5290 Cameron Drive in Buena Park. Both Shared Passenger Track Alternatives A and B would be 1,740 feet from the park.

Ownership

This resource is owned and operated by the City of Buena Park.

Usage (Intended, Actual/Current, and Planned)

Smith-Murphy Park is used for recreational activities and includes a children’s play area, a picnic area with barbecues, a handball court, and restrooms.

Adlena Park (P-6)

Size and Location

Adlena Park, depicted on Figure 4-2 (sheet 5 of 7), is an approximately 1.9-acre park at 300 N Adlena Drive in Fullerton. Both Shared Passenger Track Alternatives A and B would be 600 feet from the park.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Adelena Park is used for recreational activities and includes a softball field, basketball courts, a children's play area, a spray pool, picnic tables, a lighted baseball field, and barbeques.

Fullerton Pooch Park (P-7)

Size and Location

Fullerton Pooch Park, depicted on Figure 4-2 (sheet 5 of 7), is an approximately 3.0-acre park at 201 S Basque Avenue in Fullerton. The park is approximately 165 feet from a temporary construction easement and utility relocation for both Shared Passenger Track Alternatives A and B.

Ownership

This resource is owned by the City of Fullerton and operated by the Fullerton Dog Park Foundation.

Usage (Intended, Actual/Current, and Planned)

Fullerton Pooch Park is used for recreational activities and includes separate areas for small and large dogs, a wood chip area, and benches.

Pacific Drive Park (P-9)

Size and Location

Pacific Drive Park, depicted on Figure 4-2 (sheet 5 of 7), is an approximately 1.5-acre park at 222 Pacific Drive in Fullerton. Both Shared Passenger Track Alternatives A and B would be 530 feet from the park.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Pacific Drive Park is used for recreational activities and includes a children's play area and basketball courts.

Pacific Drive Elementary School (S-4)

Size and Location

Pacific Drive Elementary School, depicted on Figure 4-2 (sheet 5 of 7), is an approximately 8.1-acre elementary school at 1501 W Valencia Drive in Fullerton. Both Shared Passenger Track Alternatives A and B would be 288 from the school.

Ownership

This resource is owned and operated by the Fullerton School District.

Usage (Intended, Actual/Current, and Planned)

Pacific Drive Elementary School is open to the public for recreational activities and includes a children's playing field and basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.

Independence Park (P-9)

Size and Location

Independence Park, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 10-acre park at 801 W Valencia Drive in Fullerton. Grading would occur adjacent to the park for both Shared Passenger Track Alternatives A and B.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Independence Park is used for recreational activities and includes indoor racquetball court facilities that can be rented by the hour, outdoor handball courts, a children's play area, picnic tables, an indoor gymnasium, an outdoor skate park that is maintained and monitored by volunteers, and the Janet Evans Swim Complex, which consists of two outdoor pools and locker rooms.

Janet Evans Swim Complex (R-3)

Size and Location

The Janet Evans Swim Complex, depicted on Figure 4-2 (sheet 6 of 7), is at 801 W Valencia Drive in Fullerton. Grading would occur adjacent to the swim complex for both Shared Passenger Track Alternatives A and B.

Ownership

This resource is owned by the City of Fullerton and is operated by the Fullerton Aquatics Sports Team.

Usage (Intended, Actual/Current, and Planned)

The Janet Evans Swim Complex is used for recreational activities and includes two outdoor pools and locker room facilities. Activities include swimming lessons and organized sports.

Ford Park (P-10)

Size and Location

Ford Park, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 3.16-acre park at 435 W Wilshire Avenue in Fullerton. Both Shared Passenger Track Alternatives A and B would be 1,365 feet from the park.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Ford Park is used for recreational activities and includes barbecues, a baseball field, a soccer field, a picnic shelter, and a children's playground.

Amerige Park (P-11)

Size and Location

Amerige Park, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 7.9-acre park at 300 W Commonwealth Avenue in Fullerton. Both Shared Passenger Track Alternatives A and B would be 50 feet from the park.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Amerige Park is used for recreational activities and includes a 250-seat lighted baseball field, which is also used as a soccer field.

Richman Elementary School (S-5)

Size and Location

Richman Elementary School, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 2.21-acre elementary school at 700 S Richman Avenue in Fullerton. Both Shared Passenger Track Alternatives A and B would be 1,029 feet from the school.

Ownership

This resource is owned and operated by the Fullerton School District.

Usage (Intended, Actual/Current, and Planned)

Richman Elementary School is used for recreational activities and includes a soccer field and a basketball court. This school provides public access to its recreational facilities during nonschool hours (after 5:00 p.m.).

Richman Park (P-12)

Size and Location

Richman Park, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 2.21-acre park at 711 S Highland Avenue in Fullerton. Both Shared Passenger Track Alternatives A and B would be 1,240 feet from the park.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Richman Park is used for recreational activities and includes a baseball field, a soccer field, a picnic shelter, and a children's playground.

Union Pacific Trail Phase II (B-8)

Size and Location

The Union Pacific Trail Phase II, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 0.5-mile route along the existing Union Pacific Railroad (UPRR) rail corridor in Fullerton that would connect to the existing Union Pacific Trail. Both Shared Passenger Track Alternatives A and B would be adjacent to the bicycle path.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

The Union Pacific Trail Phase II is used for recreational activities, such as bicycling, walking, and running.

Union Pacific Railroad Right-of-Way Multipurpose Path (B-9)

Size and Location

The UPRR Right-of-Way Multipurpose Path, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 0.25-mile-long pathway along the UPRR-owned rail corridor from Harbor Boulevard to Highland Avenue in Fullerton. Both Shared Passenger Track Alternatives A and B would be 130 feet from the path.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

The UPRR Right-of-Way Multipurpose Path is classified as a multipurpose path and is used for recreational activities such as walking and running, and can accommodate bicyclists.

Union Pacific Park (P-13)

Size and Location

Union Pacific Park, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 1.7-acre park at 121 W Truslow Avenue in Fullerton. Both Shared Passenger Track Alternatives A and B would be 160 feet from the park.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Union Pacific Park is used for recreational activities and includes barbecues, a basketball court, picnic tables, and a children's playground. This park is currently closed (as of December 2024) and undergoing a renovation project.

Plaza Park (P-14)

Size and Location

Plaza Park, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 0.6-acre park at 144 E Wilshire Avenue in Fullerton. Both Shared Passenger Track Alternatives A and B would be 1,210 feet from the park.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Plaza Park is used for recreational activities and includes a mural, picnic tables, a playground, and shaded seating.

Fullerton Union High School (S-6)

Size and Location

Fullerton Union High School, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 24-acre high school at 201 E Chapman Avenue in Fullerton. Both Shared Passenger Track Alternatives A and B would be 1,782 feet from the school.

Ownership

This resource is owned and operated by the Fullerton Joint Union High School District.

Usage (Intended, Actual/Current, and Planned)

Fullerton Union High School is open to the public for recreational activities and includes a baseball field, track, tennis courts, gymnasium, aquatic center, basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.

Lemon Park (P-15)

Size and Location

Lemon Park, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 5.09-acre park at 701 S Lemon Street in Fullerton. Both Shared Passenger Track Alternatives A and B would be 1,360 feet from the park.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Lemon Park is used for recreational activities and includes an activity building, barbecues, a baseball field, basketball, picnic shelter and tables, a playground, and a spray pool.

Maple Elementary School (S-7)

Size and Location

Maple Elementary School, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 3.0-acre elementary school at 244 E Valencia Drive in Fullerton. Both Shared Passenger Track Alternatives A and B would be 750 feet from the school.

Ownership

This resource is owned and operated by the Fullerton School District.

Usage (Intended, Actual/Current, and Planned)

Maple Elementary School is open to the public for recreational activities and includes a children's play area, handball courts, and basketball courts. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.

Truslow Park (P-16)

Size and Location

Truslow Park, depicted on Figure 4-2 (sheet 6 of 7), is an approximately 0.13-acre park at 401 E Truslow Avenue in Fullerton. Both Shared Passenger Track Alternatives A and B would be 210 feet from the park.

Ownership

This resource is owned and operated by the City of Fullerton.

Usage (Intended, Actual/Current, and Planned)

Truslow Park is used for recreational activities and includes a play area for children, barbecues, and picnic tables.

Citrus Park (P-17)

Size and Location

Citrus Park, depicted on Figure 4-2 (sheet 7 of 7), is an approximately 2.6-acre park at 104 S Atchison Street in Anaheim. Both Shared Passenger Track Alternatives A and B would be adjacent to the park.

Ownership

This resource is owned and operated by the City of Anaheim.

Usage (Intended, Actual/Current, and Planned)

Citrus Park is used for recreational activities and includes a children's play area, barbeques, a gazebo, basketball courts, and a volleyball court.

Colony Park (P-18)

Size and Location

Colony Park, depicted on Figure 4-2 (sheet 7 of 7), is an approximately 1.0-acre park at 501 E Water Street in Anaheim. Both Shared Passenger Track Alternatives A and B would be 475 feet from the park.

Ownership

This resource is owned and operated by the City of Anaheim.

Usage (Intended, Actual/Current, and Planned)

Colony Park is used for recreational activities and includes a children's play area, picnic tables, and a water feature.

Thomas Jefferson Elementary School (S-8)

Size and Location

Thomas Jefferson Elementary School, depicted on Figure 4-2 (sheet 7 of 7), is an approximately 5.4-acre elementary school at 504 E South Street in Anaheim. Both Shared Passenger Track Alternatives A and B would be 605 feet from the school.

Ownership

This resource is owned and operated by the Anaheim Elementary School District.

Usage (Intended, Actual/Current, and Planned)

Thomas Jefferson Elementary School is open to the public for recreational activities and includes a children's play area, basketball courts, and an open field used for softball and soccer. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.

Olive Street Elementary School (S-9)

Size and Location

Olive Street Elementary School, depicted on Figure 4-2 (sheet 7 of 7), is an approximately 7.3-acre elementary school at 890 S Olive Street in Anaheim. Both Shared Passenger Track Alternatives A and B would be 590 feet from the school.

Ownership

This resource is owned and operated by the Anaheim Elementary School District.

Usage (Intended, Actual/Current, and Planned)

Olive Street Elementary School is open to the public for recreational activities and includes basketball courts, handball courts, tetherball courts, children's play area, and a small softball field. This school provides limited public access to its recreational facilities during nonschool hours, contingent upon availability and subject to user fees.

Magnolia Park (P-19)

Size and Location

Magnolia Park, depicted on Figure 4-2 (sheet 7 of 7), is an approximately 0.8-acre park at 1515 Wright Circle in Anaheim. Both Shared Passenger Track Alternatives A and B would be 670 feet from the park.

Ownership

This resource is owned and operated by the City of Anaheim.

Usage (Intended, Actual/Current, and Planned)

Magnolia Park is used for recreational activities and includes a children's play area, a group picnic shelter, benches, and a walking path.

Santa Ana River Trail and Parkway (B-10)

Size and Location

The Santa Ana River Trail and Parkway, depicted on Figure 4-2 (sheet 7 of 7), is an approximately 100-mile-long trail along the Santa Ana River from Prado Dam in Riverside County to the Pacific Ocean in Huntington Beach. Both Shared Passenger Track Alternatives A and B would be adjacent to the trail.

Ownership

This resource is owned and operated by Orange County Parks.

Usage (Intended, Actual/Current, and Planned)

The Santa Ana River Trail and Parkway is classified as a Class I bike path. The trail is used for recreational activities such as hiking, bicycling, walking, running, rock climbing, horseback riding, and organized team and individual sports.

4.5.2 Cultural Resources

For purposes of identifying cultural resources potentially protected under Section 4(f), the RSA is the same as the APE, which is defined in Section 3.17. Because the boundary of the RSA for cultural resources is different than the RSA for parks, recreation, open space, and wildlife and waterfowl refuges, there may be cultural resources within the RSA for parks, recreation, open space, and wildlife and waterfowl refuges that are not within the cultural resources RSA. Therefore, they are not addressed under Section 4.5.2, Cultural Resources, and Section 4.6.2, Cultural Resources, because they are outside of the APE used for cultural resources.

Within the APE for archaeological and historic properties, background research and field survey revealed 27 historic properties listed in, determined eligible for, or presumed eligible for listing in the NRHP that qualify as Section 4(f) resources; these properties are depicted on Figure 4-3 (sheets 1 through 7). Table 4-3 describes these resources. Cultural resources are numbered as H-1 through H-27 for historic built resources.

Stipulation VI.E of the PA states that, in accordance with 36 CFR Part 800.4(b)(2), phased identification may occur in situations where identification of historic properties cannot be completed. This phased identification approach has been applied to this project section because none of the project footprint has been accessible for archaeological pedestrian survey.

Records searches found 14 previously identified archaeological resources within the project footprint. Of these, five are exempt under Attachment D of the Section 106 PA. One resource (P-19-001575/CA-LAN-1575/H) has been previously determined NRHP eligible under Criterion D; therefore, it is also not a property protected by Section 4(f) (23 CFR Part 774.13(b)(1)). The remaining eight are unevaluated, will be subject to phased survey, and will be evaluated, if warranted. These findings will be provided to the SHPO for review, comment, and concurrence as part of the Section 106 process during the phased identification. For the purposes of Section 106, these sites are presumed to be eligible under Criterion D (refer to Section 3.17) and to have minimal value for preservation in place. Therefore, these eight resources are not properties protected by Section 4(f) (23 CFR Part 774.13(b)(1)).

Areas determined to be sensitive for archaeological sites through research and geoarchaeological studies that have the potential to yield buried resources will also be subject to phased archaeological survey.

The PA requires that an MOA be negotiated between the FRA, SHPO, Authority, other agencies, Native American tribes, and interested parties to document the agreed-on treatment of historic properties that will be affected by the chosen alternative. In addition to an MOA, a Built

Environment Treatment Plan and an Archaeological Treatment Plan will be developed and reviewed by the MOA signatories and interested parties. The MOA documenting agreement on the treatment of historic properties in the project section would be executed prior to or concurrently with the completion of the Final EIR/EIS and the Record of Decision.

Should an archaeological resource be discovered during the phased identification efforts or construction monitoring and determined to have the potential to be eligible, it will be evaluated to determine if it is valuable for preservation in place (NRHP Criterion A, B, or C). If its primary significance is for data that may be collected from the site, appropriate data recovery steps will be taken, in accordance with the Archaeological Treatment Plan. If it is valuable for preservation in place, and the SHPO concurs, an expedited Section 4(f) evaluation will be prepared in accordance with 23 CFR Part 774.9(e).

4.5.2.1 Description of Historic and Archaeological Resources

First Street Bridge

The First Street Bridge in Los Angeles spans the Los Angeles River from approximately Mission Road at the east to Vignes Street at the west. It was previously determined eligible for inclusion in the NRHP at the local level of significance under Criteria C, and its area of significance is architecture. The California Department of Transportation's (Caltrans) Historic Bridges and Tunnels database identifies the period of significance as 1929, which is also the First Street Bridge's completion year. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the California Register of Historical Resources (CRHR) under Criteria 3. It was also listed as a City of Los Angeles Historic Cultural Monument (HCM) on January 30, 2008, as HCM #909. In 2011, the First Street Bridge was widened by 26.3 feet and the railings strengthened. Contributing elements include the reinforced-concrete, open-spandrel viaduct and the arch ribs and struts, the spandrel beams and columns, piers, abutments, and wing walls. In addition, the character-defining features of this Neo-Classical bridge include the 10 monumental arched porticos at the east/west girder abutments; the east/west arch abutments; the intermediate pylon abutment with projecting balconies; the cantilevered sidewalk, which is supported by heavy brackets; and finally the arched railing and lighting standards, which comprise a base, pole, and double-acorn luminaire. Noncontributing elements include the current blacktop deck material and a concrete center median that was added for the Metro Gold Line light rail system, along with its elevated electrical cable infrastructure. The entire length of the First Street Bridge is present in the RSA. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure." The First Street Bridge is a historic property for Section 106 purposes, a cultural resource under NEPA, and a historical resource under CEQA.

Table 4-3 Cultural Resources Determined to Be Protected Under Section 4(f)

Resource Number	Resource Name	Address	City/Town	Year(s) Built	NRHP Criteria	Distance from Project Footprint[1]
H-1	Los Angeles River	N/A	Los Angeles	1938–1941; 1946: recorded segments	A, C	Beneath the project footprint
H-2	1st St Bridge over Los Angeles River	N/A	Los Angeles	1929	C	In the project footprint
H-3	4th St Bridge over Los Angeles River	N/A	Los Angeles	1931	C	In the project footprint
H-4	7th St Bridge over Los Angeles River	N/A	Los Angeles	1927	C	In the project footprint
H-5	Olympic Blvd (9th St) Bridge over Los Angeles River	N/A	Los Angeles	1925	C	In the project footprint
H-6	Southern California Gas Company Administration Building	N/A	Los Angeles	1923	C	Over 1,000 feet from Shared Passenger Track Alternative A 230 feet from Shared Passenger Track Alternative B
H-7	Southern California Gas Company Complex	N/A	Los Angeles	1932–1936	C	Over 900 feet from Shared Passenger Track Alternative A 220 feet from Shared Passenger Track Alternative B
H-8	AT&SF Railway Steam Locomotive No. 3751, 2435	2435 E Washington Blvd	Los Angeles	1927	A, C	115 feet
H-9	AT&SF Railway Redondo Junction Yard (Historic District)	2435 E Washington Blvd	Los Angles	circa 1913–1924	A, C	Adjacent to the project footprint
H-10	Washington Blvd Bridge over Los Angeles River	N/A	Los Angeles	1931	C	Beneath the project footprint
H-11	Shrimpton Manufacturing and Supply Company	2700 S Eastern Ave	Commerce	1947	C	In the project footprint
H-12	Western Waxed Paper Company	2620 Commerce Way	Commerce	1948	C	In the project footprint

Resource Number	Resource Name	Address	City/Town	Year(s) Built	NRHP Criteria	Distance from Project Footprint[1]
H-13	Rio Hondo	N/A	Pico Rivera	1954	C	Beneath project footprint
H-14	Boulder Dam–Los Angeles Transmission Line	N/A	Pico Rivera	1936–1953	A, C	Above the project footprint
H-15	Val-Vita Food Products Company Headquarters	1747 W Commonwealth Ave	Fullerton	1939	C	In the project footprint
H-16	Hunt Foods and Industries Office and Library	1645 W Valencia Dr and 201 S Basque Ave	Fullerton	1962	A, C	In the project footprint
H-17	St. Mary's Catholic Church	N/A	Fullerton	1970	C	400 feet 500 feet from the Fullerton HSR Station Option
H-18	Amerige Brothers' Real Estate Office	N/A	Fullerton	circa 1887	A	440 feet 500 feet from the Fullerton HSR Station Option
H-19	Elephant Packing House	201 W Truslow Ave	Fullerton	1924	A, B	230 feet 75 feet from the Fullerton HSR Station Option
H-20	Fullerton Union Pacific Depot	100 (110) E Santa Fe Ave (former 105 W Truslow Ave)	Fullerton	1923	A, C	In the project footprint
H-21	Fullerton Ice Company	112 E Walnut Ave (1910)	Fullerton	1910	A	Adjacent to the project footprint 270 feet from the Fullerton HSR Station Option
H-22	Fullerton Odd Fellows Temple	112–114 E Commonwealth Ave	Fullerton	1927	A	200 feet
H-23	Pacific Electric Railway Depot	128 (136) E Commonwealth Ave	Fullerton	1918	A, C	240 feet
H-24	Fullerton Post Office	202 E Commonwealth Ave	Fullerton	1938	C	370 feet

Resource Number	Resource Name	Address	City/Town	Year(s) Built	NRHP Criteria	Distance from Project Footprint[1]
H-25	Santa Fe Railway Passenger and Freight Depot	140 E Santa Fe Ave	Fullerton	1930	A, C	Adjacent to the project footprint
H-26	Anaheim Union Pacific Depot (Anaheim Union Station) (relocated)	100 S Atchison St	Anaheim	1923, relocated 1991	A	Adjacent to the project footprint
H-27	Kroeger-Melrose District	Olive, Kroeger, Melrose, Broadway, and Philadelphia Streets	Anaheim	1904–1920	A, C	300 feet

[1] Unless otherwise stated, reporting distances are the same for both Shared Passenger Track Alternatives A and B.
AT&SF = Atchison, Topeka and Santa Fe Railroad; HSR = high-speed rail; kV = kilovolt; N/A = not applicable; NRHP = National Register of Historic Places

Los Angeles River

An approximately 2.3-mile segment of the 52-mile-long Los Angeles River channel is present within the RSA in Los Angeles. For the purposes of the current analysis, the evaluated 2.3-mile river segment within the RSA is presumed eligible for the NRHP/CRHR under Criteria A/1 and C/3. Its areas of significance are community planning and development, in addition to engineering, as part of a larger historic property or district formed of the Los Angeles River channel and possibly other flood control structures. The modern, concrete, engineered Los Angeles River was built from 1935 to 1959, its presumed period of significance. It is the premiere symbol of the U.S. Army Corps of Engineers Los Angeles District's extensive Los Angeles County Drainage Area plan. The construction of the modern engineered Los Angeles River channel was one of the largest projects undertaken by the U.S. Army Corps of Engineers effort in the American West. Although many environmentalists view the engineered Los Angeles River as a great mistake and seek to restore it to a more natural preconstruction state, others view the resource as masterwork of modern engineering and flood control works, including the American Society of Civil Engineers Southern California Section. From either perspective, the creation of the modern Los Angeles River constitutes an important event in the history of Los Angeles and the Southern California region. The 2.3-mile segment within the RSA has the following character-defining features: concrete channel base, angled concrete embankments, and vertical concrete walls with steel sheathing. The segment extends from the First Street Bridge south approximately to a point between 25th and 26th Streets in the city of Los Angeles. The segment's width boundaries within the RSA are the channel tops, most of which are lined with chain-link fences or approximately 4-foot-high vertical retaining walls topped by chain-link fences.

Fourth Street Bridge

The Fourth Street Bridge in Los Angeles spans the Los Angeles River from Anderson Street at the east to Molino Street at the west. It was previously determined eligible for inclusion in the NRHP at the local level of significance in 1986 under Criteria C, and its areas of significance are architecture and engineering. Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1930, which is also the Fourth Street Bridge's completion year. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criteria 3. The Fourth Street Bridge features a Gothic Revival design, and contributing elements include: ornamental pylons having lancet arched openings, decorative bronze lanterns, pointed arched pilasters and pointed capping; trefoil railing detail; tapered concrete light poles with finials and paired decorative bronze lanterns; and closed spandrel barrel arches. The current blacktop deck material is a noncontributing design element. The entire length of the Fourth Street Bridge is present in the RSA. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure."

Seventh Street Bridge

The Seventh Street Bridge in Los Angeles spans the Los Angeles River from approximately Myers Street at the east to Santa Fe Avenue at the west. It was previously determined eligible for inclusion in the NRHP in 1986 under Criterion C at the local level of significance, and its areas of significance are architecture, plus community planning and development. Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1927, which is also the Seventh Street Bridge's completion year. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. Contributing elements include assimilation of pre-existing 1907 bridge; decorative spindle railing, concrete pylons with molded inset paneling each supporting a centered bronze mast and two symmetrically placed bronze luminaires with acorn finials; and secondary light fixtures of double luminaires attached to a concrete mast atop a base that features multiple inset panels. The current blacktop deck material is a noncontributing design element. The entire length of the Seventh Street Bridge is present in the RSA. As described in the 1986 determination of eligibility, the NRHP-eligible historic property

bridge boundary includes “the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure.”

Olympic Boulevard (Ninth Street) Bridge

The Olympic Boulevard (Ninth Street) Bridge in Los Angeles spans the Los Angeles River from Rio Vista Avenue at the east to Santa Fe Avenue at the west. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C, and its area of significance is engineering. Caltrans’ Historic Bridges and Tunnels database identifies the period of significance as 1925, the year of the bridge’s completion. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. Contributing elements include Beaux-Arts detailed ornamental pylons having triglyphs, metopes, and dentil molding, topped with a bracket-molded base on which is a centered, finial-capped mast from which symmetrically extend four torch-like bronze luminaries each underscored at their armatures with floral bracketing and bud-like drop finials; turn spindle railing with a periodic circle motif in which is diagonally inset a semi-abstract bud-like double motif akin to nearby spindles but possessing a mantling quality; and molded railing with small, periodic piers. Many of these design elements appear to have recently been restored following the Secretary of the Interior’s Standards for Rehabilitation. The current blacktop deck material is a noncontributing design element. The entire length of the Olympic Boulevard Bridge is present in the RSA. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes “the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure.”

Southern California Gas Company Complex

The Southern California Gas Company Complex in Los Angeles consists of four buildings built during the years from 1932 to 1936: the Office and Lab building, Auto Service and Gas Station building, Weigh Station, and Shop building. The complex was previously determined eligible for the NRHP with SHPO concurrence in 1989, at the local level of significance under Criterion C. Its area of significance is architecture, with a 1919 to 1936 period of significance that reflects the date that Southern California Gas Company first began to operate from the legal parcel boundary through the complex’s most recently built building. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. The Office and Lab building and the Shop building display elements of the Spanish Colonial Style architecture, and the Auto Service and Gas Station building is an example of Streamline Moderne architecture. Contributing elements consist of the four buildings in the complex boundaries. Only the Shop building could be observed from the public right-of-way. The Shop building’s character-defining features include its two front gables over a rectangular plan, stucco cladding, loading bays with metal roll-up doors, multilight windows (one has been painted over), pilasters, and medallions in the gable end. Noncontributing elements consist of the eight other buildings on the parcel not within the historic property boundary. The historic property boundary is the rectangular area of the larger parcel that encompasses the four buildings, extending from the south elevation of the Shop building to the north elevation of the Office and Lab building, with a width equivalent to the Shop building footprint.

Southern California Gas Company Administration Building

The Southern California Gas Company Administration Building in Los Angeles was previously determined eligible for listing in the NRHP with SHPO concurrence in 1989, at the local level of significance under Criterion C. Its area of significance is architecture, and its period of significance is 1923, the year of its construction. The resource is automatically listed in the CRHR as a property determined eligible for the NRHP with SHPO concurrence. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. This building is an important example of the work of the prominent Los Angeles architectural firm Curlett and Beelman. Character-defining features consist of the building’s rectangular plan and four-story plus basement height; piers; sawtooth roof; minimal classical detailing around the two west-facing entrances; medallions on the primary elevation that depict gas-related infrastructure and the year build date; and multilight steel windows all four elevations,

including three-story-tall windows along the primary (west) elevation and the north elevation. Noncontributing elements include a mural along the building's south elevation. The historic property boundary is the building footprint.

Washington Boulevard Bridge

The Washington Boulevard Bridge in Los Angeles spans the Los Angeles River from west of Perrino Place (on the east) to east of 23rd Street (on the west). It was previously determined NRHP eligible in 1986 at the local level of significance under Criterion C, and its areas of significance are architecture and engineering, plus community planning and development. Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1931, which is also the year of its completion. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. A relatively short bridge spanning only the Los Angeles River channel itself and designed by City Bridge Engineer Merrill Butler, the Washington Boulevard Bridge is a five-span T-girder bridge with City Beautiful Beaux-Arts design elements. Character-defining features include cornice molded pylons at either end having wraparound, bas-relief terra cotta frieze-work depicting the people who built the bridge; pylons topped with decorative bronze lanterns set on molded plinths flanked by concrete volutes; pronounced concrete channel walls; and decorative pole light standards topped with acorn globes, each placed on periodic molded bases present in decorative railing having punchout openings. The entire length of the Washington Boulevard Bridge is present in the RSA. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure."

Atchison, Topeka and Santa Fe Railway Steam Locomotive No. 3751

The Atchison, Topeka and Santa Fe (AT&SF) Steam Locomotive No. 3751 in Los Angeles is an oil-burning steam locomotive built in May 1927 by the Baldwin Locomotive Works in Philadelphia, Pennsylvania. It is individually listed on the NRHP and CRHR under Criteria A/1 and C/3 at the national level of significance. Its areas of significance are transportation and engineering. The period of significance for the object is 1927 to 1953. Originally built to burn coal, the locomotive was converted to oil-burning technology in December 1936 at the AT&SF shops in San Bernardino, California. The locomotive was rebuilt again in 1941. A movable resource, AT&SF 3751 is assumed to be presently stored in a shed at the NRHP-eligible Redondo Junction Yard at 2435 E Washington Boulevard/2550 Butte Street. The engine is a noncontributing element of the Redondo Junction Yard; it is only eligible individually. The engine is the oldest surviving example of a "4-8-4," a particular type of steam locomotive. 4-8-4 refers to the locomotive's wheel arrangement. The locomotive was produced by what was then the largest steam locomotive fabricator in the world. Its character-defining features are the 4-8-4 wheel arrangement, the steel body, and other materials that compose the locomotive. For project purposes, the historic boundary of AT&SF Railway Steam Locomotive No. 3751 is the footprint of the shed in which the locomotive is assumed to be presently stored.

Atchison, Topeka and Santa Fe Railway Redondo Junction Yard District

The AT&SF Redondo Junction Yard District in Los Angeles was previously determined NRHP eligible under Criteria A and C on July 19, 1994, as part of a Federal Highway Administration Alameda Corridor Determination of Eligibility. The district's areas of significance are transportation, in addition to architecture and engineering. The Redondo Junction Yard District's period of significance, as identified in the 1994 evaluation, is 1893 to 1929. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criteria 1 and 3. The district's eligibility was based on its status as one of the last operating train junctions in the western United States to feature a roundhouse, watchman's tower, and offices that housed both the master train mechanic and locomotive supervisor. Since 1994 the roundhouse has been demolished but its turntable remains. In addition, the NRHP-listed AT&SF 3751 locomotive, which is a noncontributing element of the yard, is assumed to be stored in a nonhistoric shed at Redondo Junction. The district's historic property boundary is coincident with

the building plans and intervening spaces and tracks between these three buildings. Also included are the radiating tracks northeast of the former roundhouse.

Shrimpton Manufacturing and Supply Company

The Shrimpton Manufacturing and Supply Company in Commerce is an irregular-plan industrial building having Late Moderne design elements on its primary, street-facing north and west elevations. It is eligible for the NRHP and CRHR at the local level of significance under Criteria C/3. Its area of significance is architecture. The property's period of significance is 1948, the year of its construction. Its character-defining features include metal-frame ribbon windows set in deep bezels, glass block, and a prominent, bezel-framed entry parapet itself having Roman brick cladding, gold anodized doorframes, and travertine veneer. It also includes the landscape in front of the office portion of the industrial building. The NRHP-eligible historic property boundary is the 1948 building and landscape footprint, which contain the design features that render the building NRHP eligible. It does not include the southeastern area of the parcel.

Western Waxed Paper Company

An exceptionally large complex featuring combined warehouse and office portions, the 1948 Western Waxed Paper Company building in Commerce is a significant example of a Late Moderne–styled post-World War II industrial property. It is eligible for the NRHP and CRHR at the local level of significance under Criteria C/3. Its area of significance is architecture. The property's period of significance is its build year, 1948. The property's street-facing elevations read as an asymmetrical but highly composed total design, of one- and two-story elements, of protruding and receding massing, itself of varying geometries—some set back from a frontal, lawn-covered landscape having mature tree specimens. Character-defining features include a two-story bezel-boxed massing with cutaway square openings; asymmetrically composed front elevation with bezeled balconet counter-balanced by inset, steel-frame, fixed, full-height window glazing and stacked Roman brickwork; architecturally integrated Roman brick planters; a low-rise, extended isosceles cantilever framing a pedestrian walkway and connected to a carport; and long, set-back massing having a continuous grid of fixed aluminum windows. The historic boundary includes the building footprint as built in 1948, an early 1960s-era warehouse addition, and landscape elements near the main entrance.

Rio Hondo

The engineered Rio Hondo in Pico Rivera consists of two channels: a northern channel between Santa Fe Dam and the Whittier Narrows Flood Control Basin, and one extending from Whittier Narrows Dam approximately 8.5 miles southwest to a convergence with the Los Angeles River. A 1.2-mile segment of the southern Rio Hondo channel is within the RSA. The southern Rio Hondo channel, including the segment within the RSA, does not have individual significance under the NRHP or CRHR criteria. However, the southern Rio Hondo channel may contribute to a larger historic district, the U.S. Army Corps of Engineers' larger Los Angeles County Drainage Area plan for the San Gabriel River watershed, with significance under Criteria A/1 and C/3. The U.S. Army Corps of Engineers' larger Los Angeles County Drainage Area plan for the San Gabriel River watershed is unevaluated for NRHP eligibility. The Rio Hondo's areas of significance are engineering, community planning, and development, as a district formed of flood control works developed by the U.S. Army Corps of Engineers along the San Gabriel River watershed from 1941 to 1960. Therefore, for the purposes of this analysis, the southern Rio Hondo channel segment within the RSA is presumed eligible for the NRHP and CRHR as a contributor to a larger historic district of flood control works, with a presumed 1941 to 1960 period of significance. The engineered Rio Hondo channels were built between 1951 and 1960 as part of the U.S. Army Corps of Engineers' larger Los Angeles County Drainage Area plan for the San Gabriel River watershed. Its implementation began with construction of the Santa Fe Dam in 1941, included construction of Whittier Narrows Dam and Flood Control Basin from 1950 to 1955, and concluded with completion of the northern Rio Hondo channel segment in 1960. The channel segment in the RSA retains character-defining features that include a concrete channel base, concrete-lined embankments extending approximately 580 feet south of Washington Boulevard, and grouted stone embankments across the remainder of the recorded segment to the south. The subject

channel segment's width boundaries are the tops of the embankments. Longitudinally, the segment's northern boundary is Washington Boulevard and the southern boundary is Slauson Avenue.

Boulder Dam–Los Angeles 287.5-Kilovolt Transmission Line

Approximately 270 miles long, the Boulder Dam–Los Angeles 287.5-kilovolt Transmission Line transmits electricity from its generation point at the Boulder (now Hoover) Dam in southern Nevada to the Century Receiving Station in the Watts neighborhood of Los Angeles. In 2000, it was listed on the NRHP and CRHR. It is listed under NRHP/CRHR Criteria A/1 and C/3. Its area of significance is engineering and its period of significance is 1937 to 1953. It is important for its associations to the Boulder Dam, Los Angeles development during the pre-World War II era, and unique engineering and structural characteristics in the context of point-to-point power transmission. The property consists of a 225.2-mile-long, single-circuit transmission corridor (400 feet wide) and a 40.8-mile-long, double-circuit transmission corridor. Several switching stations are also part of the historic property. The single-circuit transmission corridor contains two parallel rows of steel lattice towers connected by cable. The narrower double-circuit corridor contains a single row of towers. Only a small segment of this historic property is present within the RSA, near the east bank of the Rio Hondo in Pico Rivera. The RSA contains a short segment of the double-circuit transmission corridor approximately 200 feet wide and approximately 386 linear feet long. No towers are included within the RSA boundary. Character-defining features include the steel lattice towers, single and double corridors, associated stations, and power cables.

According to the NRHP nomination form, "[t]he boundaries of the property begin at the step-up transformer station 2,000 feet southwest of Hoover Dam in Nevada, through the Silver Lake and Victorville Switching Stations in California's Mojave Desert, and end at the Century Receiving Station in Los Angeles, California. The Boulder station measures 675 feet northeast-southwest and 300 feet northwest-southeast. The single-circuit transmission corridor is 400 feet wide and 225.2 miles long. This portion of the corridor includes the Silver Lake and Victorville switching stations. The Silver Lake station measures approximately 620 feet square while the Victorville station is 650 feet northeast-southwest and 600 feet northwest-southeast. The double-circuit transmission corridor, which begins near the city of Upland, California, is 200 feet wide and 40.8 miles long. The line ends at the Century Receiving Station. The station measures approximately 1,600 feet north-south and 6520 feet east-west."

Val-Vita Food Products Company Headquarters

The former Val-Vita Headquarters property in Fullerton is a single-story office building designed in the Streamline Moderne style. The subject property is NRHP and CRHR eligible at the state level under Criteria C/3 as a significant and highly intact example of Streamline Moderne design. Its area of significance is architecture. The property's period of significance is 1938, its date of construction. The subject building served as Norton Simon's Val-Vita and later Hunt Foods headquarters until the noted Modernist William Pereira built a new headquarters nearby in 1962. Its character-defining features include a prominent, full-height, semicircular massing with a centered entrance accessed by semicircular stairs having thin metal stair railing; entry flanked by sidelights and topped with a diamond-muntin transom; a long, low, and stark symmetry featuring original nine-part windows; continuous, full-length molding strips across the front elevation that wrap rounded corners to the building's sides that are equally adorned; and a vent centered above each window near the molded roofline. The property's historic boundary is the building footprint and immediately adjacent landscape features that include front and side lawn and original walkways. Neither adjacent paved parking area nor landscape features in the parking area are included within the historic property boundary.

Hunt Foods and Industries Office and Library

Completed in 1962, the six-story Hunt Foods and Industries office building and the nearby Hunt branch of the Fullerton library in Fullerton are present at either end of a long and continuous landscaped campus that has an Asiatic-inspired landscape theme and dark-stained aggregate

walkways, many of which are slightly elevated, which are character-defining features of the property. The property is eligible for the NRHP and CRHR under Criteria B/2 and C/3 for its associations to Norton Simon, a significant industrialist and philanthropist whose office was based in this building, and for possessing two highly intact examples of Mid-Century Modern design by significant architect William L. Pereira, whose firm William L. Pereira and Associates also designed the exceptionally intact campus landscape. The property is eligible at the local level of significance. Its areas of significance are architecture and landscape architecture, in addition to community planning and development. The property's period of significance is 1962 to 1964 for Criteria B/2 and 1962 for Criteria C/3. The administrative building served as the headquarters for Hunt Foods and Industries: a pre-existing company, Norton Simon transformed into a juggernaut. Simon also funded the construction of the Hunt Library. The Norton Simon art collection was originally housed in the library before Norton Simon relocated it to Pasadena in 1974 and today the Norton Simon Museum is one of global recognition in the art world. Character-defining features include flat roofs; black spandrels; thin, protruding full-height decorative columns of connected chevroned "Ts" at the roofline; all-over grids of protruding aluminum mullions; and a high degree of sharp-angled modernist abstraction. The property's historic boundary includes most of two parcels that total approximately 7 acres, with the office on the west side, the library on the east side, and the totality of the Asiatic-inspired park-like landscape in between.

St. Mary's Catholic Church

Built in 1970, St. Mary's Catholic Church in Fullerton is a Late Modern-style church building designed by architect J. George Szeptycki, who designed numerous post-World War II churches in Southern California. The property is eligible for the NRHP and the CRHR under Criteria C/3, at the local level of significance, for its high artistic value and as an excellent example of Szeptycki's Late Modern work. Its area of significance is architecture, with a 1970 period of significance. The building's character-defining features include its rectangular-plan, predominantly flat roof; shed-roofed front component; asymmetrical curved north (primary) elevation rising in height from east to west; blonde face brick veneers interrupted by vertically oriented stained-glass windows at the north, east, and west elevations; curved northwest corner with canopy-sheltered primary entrance; brick paved patio and short flight of steps with metal railings accessing to the primary entrance; metal sculpture of St. Mary at the west elevation; and the building's adjacent, tall steeple with a stylized cross affixed to the north side near the top. The property boundary is the church footprint, surrounding planters, and steeple. A rectory building on the same parcel does not contribute to the NRHP-eligible property.

Amerige Brothers' Real Estate Office

Located in Fullerton's Amerige Park, the Amerige Brothers' Real Estate Office building in Fullerton is a small Vernacular wood-frame building built circa 1887 in Anaheim and relocated to Fullerton that served as a portable real estate office. Owners relocated it several times. Amerige Brothers' Real Estate Office is eligible for the NRHP and the CRHR at the local level of significance under Criteria A/1, Criterion Consideration B for relocated properties. Its areas of significance are the founding of Fullerton and the Southern California Real Estate Boom of 1886 to 1888. The period of significance is 1887 to 1889. The property is also listed as City of Fullerton Landmark HL-4. NRHP Criterion Consideration B allows for relocated properties to be determined NRHP eligible under Criterion A provided that the property is the surviving property most importantly associated with a particular historic event. The subject property was the first building in the Townsite of Fullerton and provided for the Amerige Brothers to sell Townsite lots, which led to the creation of Fullerton. The building is significant for its role in the founding of Fullerton and as a rare example of a surviving building directly associated with real estate promotions and transactions that took place as part of the Southern California land boom of 1886 to 1888. The property's character-defining features include the building's rectangular plan; wood tongue-in-groove siding; a front gabled roof covered in wood shingles and featuring a shaped parapet at the primary (north) elevation; symmetrical primary elevation with a central doorway secured by a partially glazed wood door flanked by wood windows; panels of vertical wood siding accent areas above the primary entry door and beneath the windows; large one-over-one, double-hung wood windows with simple wood surrounds and projecting subsills; and a shed-roofed canopy with

turned wood supports and a shaped fascia at the primary elevation. The historic property boundary is the building footprint. Surrounding elements in Amerige Park do not contribute to the property's significance.

Elephant Packing House

Built in 1924, the Elephant Packing House in Fullerton is a one-story Mission Revival–style former packing house. The property is listed in the NRHP under Criteria A and B, at the local level of significance. Its areas of significance are industry and Charles C. and Irvin Chapman, with a 1924 to circa 1950 period of significance. It is listed on the CRHR under Criteria 1 and 2. The property is also listed as City of Fullerton Landmark HL-18. The property has agricultural, commercial, and industrial significance for its role in the history of Fullerton and its citrus industry. The building was one of two extant citrus packing houses present in Fullerton at the time of designation. It is also significant for its association with Charles C. Chapman, considered the father of Fullerton's citrus industry, and with Charles' son Irvin Chapman. Character-defining features include smooth stucco cladding; a curved stucco-covered balustrade and a wood-bracketed porch hood with exposed rafters and red barrel tile at the primary entrance: a Mission-style parapet above the entrance; pilasters set at regular intervals that extend slightly above the roofline; clay barrel tile coping between pilasters; interior elements such as roof trusses, heavy posts, and beams; and the building's sawtooth roof. The property includes a small, nonoriginal rectangular addition built in the 1970s at the north side of the west elevation that is not a contributing element of the historic property. The historic property boundary is the parcel boundary.

Fullerton Ice Company

Built in 1910, the Fullerton Ice Company in Fullerton is an exposed brick building that is believed to be the fourth oldest brick building in Fullerton. The property is NRHP and CRHR eligible at the local level of significance under Criteria A/1 for its associations with the early-twentieth-century refrigeration industry. Its area of significance is industry. The period of significance is 1910, the year of its construction, to 1958, the year that the Santa Ana freeway (Interstate 5) was completed through northern Orange County, fostering a new suburbanization that hastened the demise of the local citrus industry that this building primarily served. Later known as the Crystal Ice House, the business played a crucial local role in providing ice for traveling perishables leaving Fullerton before the advent of new refrigeration technologies after World War II. Character-defining features include the simply designed building with its flat roof, original wood-frame windows, and inset decorative brickwork near the parapet roof with brick dentil molding. An inset loading dock is also present. The property's NRHP eligible boundary is its parcel, largely occupied by the building itself.

Fullerton Union Pacific Railroad Depot

Completed in 1923, the Fullerton UPRR Depot in Fullerton is a Mission Revival depot that is prototypical for UPRR depots of the interwar era. The building is listed under NRHP Criteria A and C. Its areas of significance are architecture and transportation, at the local level of significance. The property has a period of significance of 1923. It is also listed on the CRHR under Criteria 1 and 3. The building consists of two separate sections: a passenger area and a connected portion originally for freight. Character-defining features include espadaña parapets; prominent arched entry topped with stepped block parapets with centered diamond cap; symmetrical four-bay arcades having diamond-capped piers and wingwalls at their ends; and Spanish tile roofs, stucco cladding, and octagonal rotunda with small, punchout windows topped by a lantern cupola with small bullseye windows. The property was moved to its present location in 1980. The NRHP-listed boundary description and justification in the NRHP nomination form reads, "Boundaries have been drawn to encompass the historic resource on its new lot. The property is at the northeast corner of Harbor Boulevard with its intersection with the Santa Fe Railway right-of-way. Boundaries are shown on the attached site plan." Because of the lack of similarity between the original and current sites, for the purposes of this analysis, the NRHP historic property boundary description has been revised to encompass solely the building footprint.

Fullerton Odd Fellows Temple

Completed in 1927, the Fullerton Odd Fellows Temple in Fullerton is a three-story brick commercial building. The building is NRHP-listed at the local level of significance under Criterion A. Its area of significance is social history. The period of significance is 1925 to 1949. It is also listed on the CRHR under Criterion 1. A multiuse building from the start, the Odd Fellows designed the property to be a money-making venture, with other fraternal, patriotic, and women's entities intended to occupy the ground floor, while the Odd Fellows occupied the second floor, designing its space for various secret, fraternal purposes. One of the original tenants was the Fullerton Post Office; the tin ceiling from when the post office occupied the building is still present. Character-defining features include highly distinctive glazed pale pink and blue terra cotta tile across the entirety of the property's façade, which is also topped with turban-shaped copper cupolas and narrow arched windows at the property's west elevation. The arched windows and cupolas lend the building the slightest Moorish influence. According to the NRHP nomination, "the nominated property includes the entire city lot historically associated with the Fullerton Odd Fellows Temple proper." The current historical property boundary is the same as the NRHP-listed property boundary as described above.

Pacific Electric Railway Depot

Built in 1918, the Pacific Electric Railway Depot in Fullerton is a single-story, rectangular-plan Mission Revival building with its broad side perpendicular to Commonwealth Avenue. The building is eligible for the NRHP and CRHR at the local level of significance under Criteria A/1 and C/3. Its areas of significance are architecture, commerce, community planning and development, and transportation. The property's period of significance is therefore 1918. The station not only serviced passengers, but citrus, hence the loading dock. Passenger service continued from this depot until 1938, with the more lucrative citrus freight continuing from the depot until the late 1940s. Character-defining features include an espadaña parapet; pyramidal cupolas with ball finials; stucco cladding; 6/1 wood-frame double-hung windows; loading dock; and a small, Spanish-tiled awning supported by knee brackets. The historic property boundary is the building footprint, including the recent shed-roofed bump-outs that shade fenestration off the east and west side elevations.

Santa Fe Railway Passenger and Freight Depot

Completed in 1930, the Fullerton Santa Fe Railway Passenger and Freight Depot in Fullerton is a cast-concrete Spanish Colonial Revival–style railroad depot. The building is NRHP listed at the local level of significance under Criteria A and C. Its areas of significance are architecture, agriculture, industry, and transportation. It has a period of significance of 1930–1941. It is also CRHR-listed under Criteria 1 and 3. The Santa Fe Railroad Company was an important factor in the local citrus and oil industries. Character-defining features include the irregular footprint and massing, quatrefoil windows, wooden shutters, concrete grill work, wrought iron bracketing, tapered columns, and Monterey-style balconies. For the purposes of this project, the historic boundary is the building's footprint plus the 1965 canopy and concrete platform.

Fullerton Post Office

Complete in 1938, the Fullerton Post Office in Fullerton was a New Deal/Public Works Administration project designed by noted local architect Harry K. Vaughn, whose other local buildings include Fullerton Junior College Campus and the former Fullerton Public Library. The building is listed in the NRHP at the local level of significance under Criterion C. Its areas of significance are architecture and art. Its period of significance is 1939 and 1942. It is also listed on the CRHR under Criterion 3. It features the symmetry, stripped classicism, and solidity of the Public Works Administration Moderne Style but with Spanish-styled overtones. Inside the post office lobby is a 1941 canvas mural titled "Orange Pickers" by local artist Paul Julian, commissioned by the U.S. Treasury Department Section of Fine Arts. Character-defining features include a prominent arched entry enframed with faux voussoirs; stucco cladding; Spanish tile roofs; large, multilight double-hung windows with block molded surrounds and inset sills; original metal rain gutters; centered concrete stairway flanked by decorative pole light standards on

concrete bases; quatrefoil attic vents; and original applied signage with serif lettering. Julian's mural is also a character-defining feature. The NRHP historic property boundary is its parcel boundary.

Anaheim Union Pacific Railroad Depot (Anaheim Union Station)

The 1923 Anaheim Depot, also known as Anaheim Union Station in Anaheim, is a one-story Spanish Revival–themed train depot. The building is eligible at the local level of significance under Criterion A, Criterion Consideration B for relocated properties. Its areas of significance are commerce and transportation. The property's period of significance is 1923, its construction year, through 1956, the year of Interstate 5's completion. NRHP Criterion Consideration B allows for the relocated properties to be determined NRHP eligible under Criterion A provided that the property is the surviving property most importantly associated with a particular historic event. Within city limits, the Anaheim UPRR Depot is the last train station property type directly associated with historic-era railroad development in Anaheim. It is also listed on the CRHR under Criterion 1. Character-defining features include stucco cladding, symmetrically placed arcades, and a centered, arched entry topped with an espadaña parapet. Similar parapets are present at either end, and the roof is topped with Spanish tile. A smaller, three-arched auxiliary arcade is present off the north-side elevation. The subject property was relocated to its present location during the 1990s, when a substantial grade separation at Lincoln Avenue was built. Although it has some alterations, this property is a highly intact example of its property type—passenger depot—exhibiting Spanish Revival design elements. The historic property boundary is the historic building's footprint.

The Kroeger-Melrose District

The Kroeger-Melrose District in Anaheim contains 67 parcels on five streets south of Lincoln Avenue: Anaheim's primary commercial street. Fourteen of the district's 57 previously identified contributing properties are within the RSA. The district is listed on the NRHP at the local level of significance under Criteria A and C. Its areas of significance are exploration/settlement and architecture. Its period of significance is 1892 to 1923. It is also listed on the CRHR under Criteria 1 and 3. Located within the boundary of Anaheim's original city limits, the majority of the houses were built between 1900 and 1915, with infill properties completed in the 1920s. The Kroeger-Melrose District presents multiple, highly intact examples of Transitional Colonial Revival and Craftsman styled single-family houses and contains one Queen Anne cottage. The 57 contributing resources compose the character-defining features of the district. None of the contributing properties are individually eligible for the NRHP or CRHR. The boundary is irregular in shape and contains properties on Olive, Melrose, and Kroeger Streets roughly bound by Center Street and Broadway.

4.6 Preliminary Section 4(f) Use Assessment

4.6.1 Parks, Recreation, Open Space, and Wildlife and Waterfowl Refuges

Preliminary use assessments for park and recreation resources relative to the project alternatives are discussed in this section. Note that there are no wildlife or waterfowl refuges in the project section. Impacts and use assessments for all Section 4(f) resources are presented in Table 4-4. Detailed use assessments for Section 4(f) resources that are subject to a permanent use, *de minimis* impact, or temporary occupancy, or for resources that could incur a constructive use, immediately follow Table 4-4. Temporary and permanent changes to these resources from the project alternatives are illustrated on Figure 4-4 through Figure 4-22.

Construction impacts on Section 4(f) resources could include permanent use, temporary use/occupancy, or temporary or permanent changes in access. Operational impacts could include proximity impacts, such as increases in noise or visual changes, that would result in a constructive use. A full constructive use assessment is provided following Table 4-4 for Section 4(f) resources adjacent to or within 250 feet of the project footprint, where the most severe visual and noise impacts would be experienced, which is different from the RSA identified in Section 4.1.2, Resource Study Area. At 250 feet and beyond, potential visual and noise

impacts are exponentially reduced because of the structures and landscaping that occur between the noise or visual source and the resource. Section 4(f) resources that are greater than 250 feet from a project feature are only discussed in Table 4-4 and are not given further detailed discussion in Section 4.6. The RSA described in Section 4.1.2 was selected to consider resources that might have exceptional sensitivity to noise or visual impacts, although none were identified. The following Section 4(f) findings are preliminary and final use determinations will be made after consultation with Section 4(f) OWJs and a formal public review period that begins with the publication of the Draft EIR/EIS. Final use determinations will be published in the Final EIR/EIS. Section 3.15 describes the parks and recreation resources in the RSA and all Section 4(f) properties are depicted on Figure 4-2.

Based on the analysis discussed in this chapter, Shared Passenger Track Alternatives A and B would result in *de minimis* impacts on one recreational resource: Union Pacific Trail Phase II. In addition, Shared Passenger Track Alternatives A and B would result in temporary occupancy of seven park and recreational resources: the Rio Hondo River Trail, Rio Hondo River Bike Path, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, Coyote Creek Main Branch Bikeway Extension (Planned), and Brea Creek Bastanchury Corridor (Planned). The Authority has preliminarily determined that the temporary occupancies at each of these seven resources meet the five conditions under 23 CFR Part 774.13(d), listed in Section 4.1.4.2, Temporary Occupancy, for a temporary occupancy exemption in each of these locations and would therefore not constitute a use of any of these resources for purposes of Section 4(f). The Authority is consulting with the OWJs over these properties to finalize this determination and will request their concurrence with the determination in writing. Neither the Norwalk/Santa Fe Springs HSR Station Option nor the Fullerton HSR Station Option would result in the permanent, temporary, or constructive use of any parks and recreation resources.

Table 4-4 Section 4(f) Use Analysis for Parks and Recreation Areas

Resource Number[1]	Property Name	Distance from Project Footprint	Construction Impact	Operational Impact	Preliminary Use Determination
P-1	Yaanga Park	1,090 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Yaanga Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
R-1	Aliso Pico Recreation Center	1,740 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Aliso Pico Recreation Center for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
P-2	Arts District Park	1,630 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Arts District Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
R-2	Bandini Park/Batres Community Center	950 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Bandini Park/Batres Community Center for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
B-1	Rio Hondo River Trail	Within the project footprint. The trail would pass underneath the existing railway. During construction, a temporary staging area would be on the trail.	**Shared Passenger Track Alternatives A and B:** No permanent use; temporary occupancy along 198 feet of the trail; access impacts would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Rio Hondo River Trail for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.1 and Figure 4-4 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
B-2	Rio Hondo River Bike Path	Within the project footprint. The trail would pass underneath the existing railway. During construction, a temporary staging area would be on the trail.	**Shared Passenger Track Alternatives A and B:** No permanent use; temporary occupancy along 295 feet of the trail; access impacts would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Rio Hondo River Bike Path for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.2 and Figure 4-5 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
B-3	San Gabriel River Trail	Within the project footprint. The trail passes underneath the existing railway. During construction, a TCE and staging area would be on the path. Utility relocation work would also be on the trail.	**Shared Passenger Track Alternatives A and B:** No permanent use; temporary occupancy along 349 feet of the trail; access impacts would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify San Gabriel River Trail for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.3 and Figure 4-6 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A

Resource Number[1]	Property Name	Distance from Project Footprint	Construction Impact	Operational Impact	Preliminary Use Determination
B-4	San Gabriel River Bike Path	Within the project footprint. The bikeway passes underneath the existing railway. During construction, a TCE and staging area would be on the path. Utility relocation work would also be on the path.	**Shared Passenger Track Alternatives A and B:** No permanent use; temporary occupancy along 348 feet of the trail; access impacts would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify San Gabriel River Bike Path for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; Refer to Section 4.6.1.4 and Figure 4-7 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
S-1	Thomas B. Moffitt Elementary	2,440 feet 2,450 feet from the Norwalk/Santa Fe Springs HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** No permanent use or TCE required. No changes in access would occur. **Fullerton HSR Station Option:** This resource is outside the RSA of the Fullerton HSR Station Option.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Thomas B. Moffitt Elementary for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** The Norwalk/Santa Fe Springs HSR Station Option would not be close enough to the resource for a proximity impact to occur, and no constructive use would result. **Fullerton HSR Station Option:** This resource is outside the RSA of the Fullerton HSR Station Option.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** No use **Fullerton HSR Station Option:** N/A
P-3	John Zimmerman Park	130 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** No permanent use or TCE required. No changes in access would occur. **Fullerton HSR Station Option:** This resource is outside the RSA of the Fullerton HSR Station Option.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify John Zimmerman Park for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** The Norwalk/Santa Fe Springs HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result. **Fullerton HSR Station Option:** This resource is outside the RSA of the Fullerton HSR Station Option.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.8 and Figure 4-11 **Norwalk/Santa Fe Springs HSR Station Option:** No use **Fullerton HSR Station Option:** N/A
S-2	John H. Glenn High School	141 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** No permanent use or TCE required. No changes in access would occur. **Fullerton HSR Station Option:** This resource is outside the RSA of the Fullerton HSR Station Option.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify John H. Glenn High School for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** The Norwalk/Santa Fe Springs HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result. **Fullerton HSR Station Option:** This resource is outside the RSA of the Fullerton HSR Station Option.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.9 and Figure 4-12 **Norwalk/Santa Fe Springs HSR Station Option:** No use **Fullerton HSR Station Option:** N/A
B-5	Coyote Creek North Fork Bikeway	Within the project footprint. The bikeway passes underneath the existing railway and would be within a TCE and grading.	**Shared Passenger Track Alternatives A and B:** No permanent use; temporary occupancy of 0.10 acre; access impacts would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Coyote Creek North Fork Bikeway for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.5 and Figure 4-8 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
P-4	Neff Park	500 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Neff Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A

Resource Number[1]	Property Name	Distance from Project Footprint	Construction Impact	Operational Impact	Preliminary Use Determination
S-3	La Mirada Adult School	708 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify La Mirada Adult School for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
P-5	Smith-Murphy Park	1,740 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Smith-Murphy Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
B-6	Coyote Creek Main Branch Bikeway Extension (planned)	Within the project footprint. The bikeway would pass underneath the existing railway and would be within a TCE.	**Shared Passenger Track Alternatives A and B:** No permanent use; temporary occupancy of 0.05 acre; access impacts would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Coyote Creek Main Branch Bikeway Extension for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.6 and Figure 4-9 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
B-7	Brea Creek Bastanchury Corridor (planned)	Within the project footprint. The planned path would pass underneath the track alignment (and through a TCE) near Dale St for approximately 350 feet. The path would also be within a temporary construction easement on the southwest corner of Dr Sam Wy.	**Shared Passenger Track Alternatives A and B:** No permanent use; temporary occupancy of 810 feet; access impacts would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Brea Creek Bastanchury Corridor for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.7 and Figure 4-10 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
P-6	Adlena Park	600 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Adlena Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
P-7	Fullerton Pooch Park	165 feet from a TCE	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Fullerton Pooch Park for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.10 and Figure 4-13 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
P-8	Pacific Drive Park	530 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Pacific Drive Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A

Resource Number[1]	Property Name	Distance from Project Footprint	Construction Impact	Operational Impact	Preliminary Use Determination
S-4	Pacific Drive Elementary School	288 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options..	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Pacific Drive Elementary School for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/AFigure 4-13
P-9	Independence Park	Adjacent to the project footprint. Grading would occur adjacent to the park. 1,230 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Independence Park for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not be close enough to the resource for a proximity impact to occur, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.11 and Figure 4-14 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
R-3	Janet Evans Swim Complex	Adjacent to the project footprint. Grading is designated to occur adjacent to the swim complex. 1,640 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Janet Evans Swim Complex for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not be close enough to the resource for a proximity impact to occur, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.12 and Figure 4-15 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
P-10	Ford Park	1,365 feet 1,365 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Ford Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Ford Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
P-11	Amerige Park	50 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Amerige Park for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.13 and Figure 4-16 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use

Resource Number[1]	Property Name	Distance from Project Footprint	Construction Impact	Operational Impact	Preliminary Use Determination
S-5	Richman Elementary School	1,029 feet 1,029 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Richman Elementary School for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Richman Elementary School for protection under Section 4(f) would be substantially impaired, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
P-12	Richman Park	1,240 feet 1,295 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Richman Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Richman Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
B-8	Union Pacific Trail Phase II (Under Construction)	Within the project footprint. West of Richmond Ave, the trail would run west along the existing railway alignment for 0.25 mile. Moving east approximately 0.25 mile, the trail would be located from Richmond Ave to Harbor Blvd and be as close as 115 feet to utility relocation.	**Shared Passenger Track Alternatives A and B:** Permanent use of approximately 0.18 acre; no TCEs; access impacts would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Union Pacific Trail Phase II for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** *de minimis* impact; refer to Section 4.6.1.144.6.1.14 and Figure 4-17 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
B-9	Union Pacific Railroad Right-of-Way Multipurpose Path	130 feet from utility relocation. Construction of the Fullerton HSR Station Option would be adjacent to the path.	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Union Pacific Railroad Right-of-Way Multipurpose Path for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.154.6.1.15 and Figure 4-18 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
P-13	Union Pacific Park	160 feet from utility relocation. Construction of the Fullerton HSR Station Option would be adjacent to the park.	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Union Pacific Park for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.164.6.1.16 and Figure 4-19 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use

Resource Number[1]	Property Name	Distance from Project Footprint	Construction Impact	Operational Impact	Preliminary Use Determination
P-14	Plaza Park	1,210 feet 1,010 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Plaza Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Plaza Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
S-6	Fullerton Union High School	1,782 feet 1,782 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Fullerton Union High School for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Fullerton Union High School for protection under Section 4(f) would be substantially impaired, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
P-15	Lemon Park	1,360 feet 1,370 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Lemon Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Lemon Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
S-7	Maple Elementary School	750 feet 930 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Maple Elementary School for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not be close enough to the resource for a proximity impact to occur, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
P-16	Truslow Park	210 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or TCE required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment and from fugitive construction dust. However, these proximity impacts would not be of a severity that the protected activities, features, or attributes that qualify Truslow Park for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.174.6.1.17 and Figure 4-20 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use

Resource Number[1]	Property Name	Distance from Project Footprint	Construction Impact	Operational Impact	Preliminary Use Determination
P-17	Citrus Park	Adjacent to the project footprint	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Citrus Park for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.184.6.1.18 and Figure 4-21 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
P-18	Colony Park	475 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Colony Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
S-8	Thomas Jefferson Elementary School	605 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Thomas Jefferson Elementary School for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
S-9	Olive Street Elementary School	590 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Olive Street Elementary School for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
P-19	Magnolia Park	670 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** At this distance, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Magnolia Park for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A
B-10	Santa Ana River Trail and Parkway	Adjacent to the project footprint. The Santa Ana River Trail and Parkway would be adjacent to ARTIC.	**Shared Passenger Track Alternatives A and B:** No permanent use or TCE required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Minor proximity impacts from changes in noise and in the visual environment. However, noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Santa Ana River Trail and Parkway for protection under Section 4(f) are substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.1.194.6.1.19 and Figure 4-22 **Norwalk/Santa Fe Springs and Fullerton HSR Station Options:** N/A

Sources: City of Anaheim 2015, 2020; City of Commerce n.d.; City of Fullerton n.d., 2004, City of La Mirada 2017; Coyote Creek Working Group 2008; County of Los Angeles 2015a, 2015b, 2022; Fullerton School District 2023; OCTA 2012, 2023; Orange County Public Works 2017; Richman Elementary School pers. comm.

[1] Section 4(f) resources are presented in northwest to southeast order.
ARTIC = Anaheim Regional Transportation Intermodal Center; HSR = high-speed rail; N/A = not applicable; RSA = resource study area; TCE = temporary construction easement

4.6.1.1 Rio Hondo River Trail (B-1)

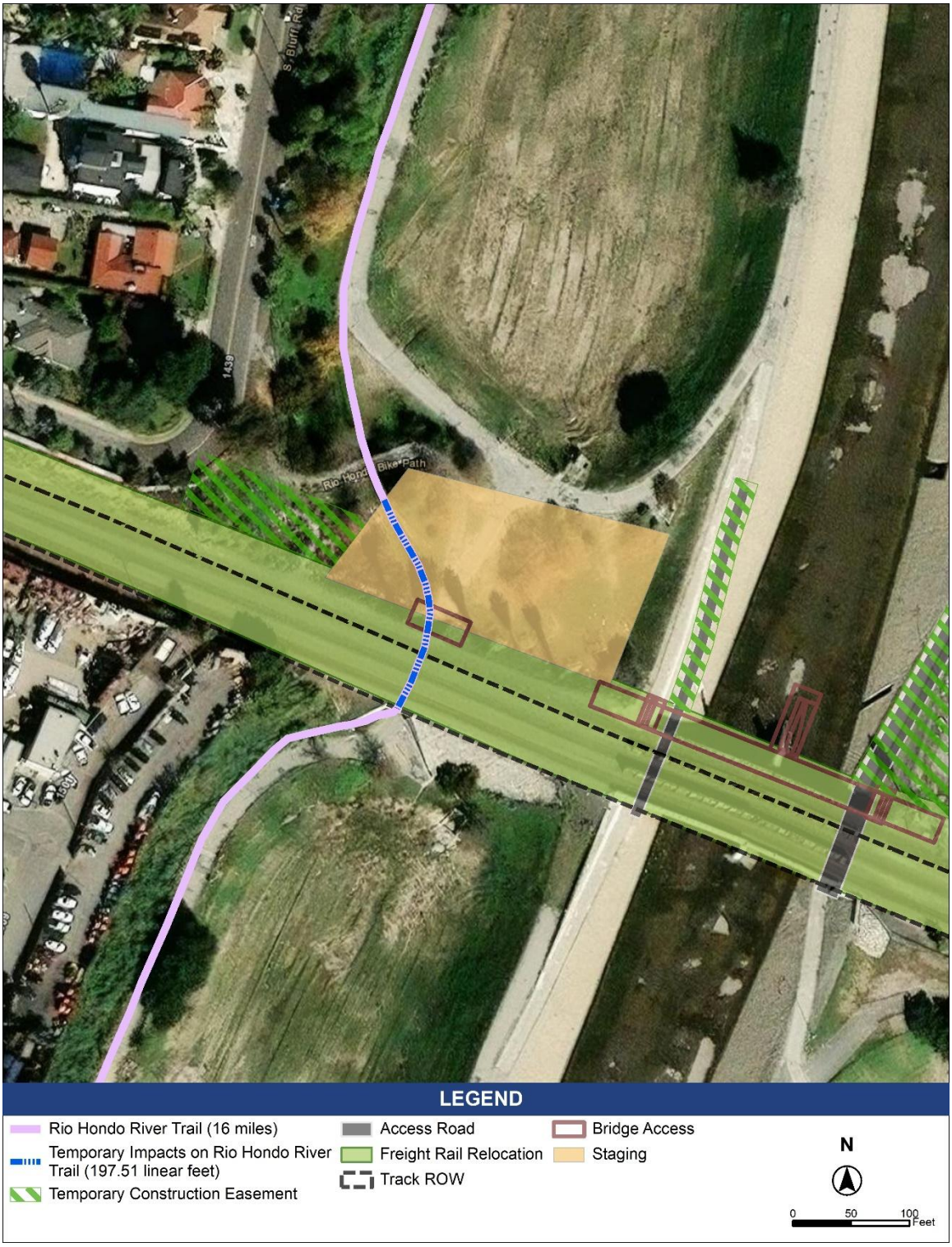
The Rio Hondo River Trail is an approximately 16-mile-long Class I bicycle path. The trail runs along or near the banks of the Rio Hondo River from the Peck Road Water Conservation Park to the north, terminating at Whittier Narrows Recreation Area in South El Monte to the south. The segment of the trail in the RSA is in Pico Rivera in Los Angeles County and is owned and operated by the Los Angeles County Department of Parks and Recreation. The segment of the Rio Hondo River Trail in the project section consists of a multipurpose trail along the western edge of a drainage basin, which is part of the Rio Hondo Coastal Spreading Grounds (City of Pico Rivera 2014). Users can enter the path from a designated path connection from Bluff Road. The Rio Hondo River Trail is designated for walking, bicycling, dog walking, and equestrian use.

The trail is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. No land from the Rio Hondo River Trail would be permanently incorporated into the project footprint under Shared Passenger Track Alternatives A and B. Therefore, no permanent use would result.

Project impacts are depicted on Figure 4-4. Shared Passenger Track Alternatives A and B would require a temporary construction easement on approximately 198 feet out of 16 total miles (less than 1 percent) of land.

The Authority has preliminarily determined that the temporary construction easement would meet the following five conditions under 23 CFR Part 774.13(d), and would not constitute a use:

- The land use would be of short duration (defined as less than the time needed for construction of the project). The duration of construction in the temporary construction easement area would be temporary (a maximum of 36 months) and would be less than the total time needed to build the entire project (approximately 10 years or more).
- There would be no change in ownership of the land. The Los Angeles County Department of Parks and Recreation would continue to own the land for the bicycle path.
- The scope of the work would be minor (198 feet/0.2 percent of the resource). Work would occur above the resource; however, construction and installation of steel plate girders and decking may require temporary utilization of construction equipment on the trail. Project elements would not be built within the resource itself and the resource would only be used to aid construction elsewhere. The work within the temporary construction easements would not result in permanent changes or result in permanent closures of the trail.



Sources: Los Angeles County GIS Data Portal 2017b; City of Pico Rivera 2014; ESRI 2024

Figure 4-4 Impacts on Rio Hondo River Trail

- The project would not result in any permanent adverse physical impacts or interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis as follows:
  - Project construction:
    - At-grade rail construction is anticipated to occur for 36 months over the course of the project. At this location, construction is anticipated to take a period of 12 to 15 months for water-crossing construction. While the trail is passing under the HSR for approximately 100 feet, scaffolding placed above the multiuse path would protect users of the resource from construction activities being completed on the elevated track segment and ensure that the trail below the construction work remain operational during construction. If construction activities require equipment or other materials to be placed directly on or in proximity to the trail, the trail may be closed intermittently to support improvements, such as the steel plate girders and decking, to the elevated track segment.
    - Staging areas would be required on both the trail, requiring that the multiuse path be closed temporarily. However, detours using existing roadways or other public rights-of-way would be provided during construction and would include adequate signage, lighting, and other measures to meet public safety requirements. Detours for the path would include Bluff Road and Greenwood Avenue. **PK-IAMF#1, Parks, Recreation, and Open Space**, requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources during construction and operation. Under **PR-MM#1, Temporary Restricted Access to Park Facilities During Construction**, the Authority will be required to provide information on how connections to the unaffected trail portions and nearby roadways are maintained during construction and, therefore, these trails would remain open to users. In addition, under **PR-MM#2, Providing Park Access**, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction and permanent multimodal access using existing roadways or other public right-of-way will be provided. Therefore, access would be maintained around the construction area, and the project would not interfere with the protected activities of the path during and following construction.
    - During construction, there could be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. The resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1, Fugitive Dust Emissions**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section. To further reduce air quality impacts, **AQ-MM#1, Offset Project Construction Emissions in the South Coast Air Basin through South Coast Air Quality Management District Emissions Offsets Program**, would be implemented to offset project construction emissions; **AQ-MM#2, Requirements for Use of Zero-Emission or Near-Zero-Emission Vehicles and Off-Road Equipment to Reduce Construction Emissions**, will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment; and **AQ-MM#3, Reduce the Potential Impact of Stationary Sources**, would be implemented to reduce the potential impact of large stationary equipment by using best industry practices, or alternative equipment would be used, to the extent practicable. To reduce noise impacts, **N&V-MM#1, Construction Noise Mitigation Measures**, requires the contractor to prepare a noise-monitoring program for Authority approval prior to construction (ground-disturbing activities). In addition, the Authority has committed to incorporating design features for aesthetics and visual quality that

reduce visual impacts from construction experienced by users of the current and planned trails. **AVQ-IAMF#1, Aesthetic Options**, requires the contractor to document, through issuance of a technical memorandum, how the Authority's aesthetics guidelines have been employed to minimize impacts. **AVQ-IAMF#2, Aesthetic Review Process**, requires the contractor, prior to construction, to document that the Authority's aesthetic review process has been followed to guide the development of nonstation area structures. Therefore, short-term dust, noise, and visual impacts would not be expected to substantially impair the activities, features, or attributes of the property.

- Project operation:
  - The HSR corridor would cross over the Rio Hondo River Trail on a new bridge that would be wider than the existing bridge. Therefore, the project would also require a wider permanent aerial easement (additional width ranging from approximately 21 to 24 feet) over the trail.
  - During operation, visual elements that would be introduced within the views of the Rio Hondo River Trail include the new and relocated tracks, electrification of tracks, lighting, landscaping and revegetation, and new bridge overhangs. The OCS to accommodate HSR service would also represent an increase in the structure height compared to existing conditions that would obstruct views of mountains to the east for eastbound bike path users as they approach and pass under the project. However, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, the project's impact on visual quality would not prevent the use or enjoyment of the resource.
  - The path would pass under the alignment for a distance of approximately 100 feet. The path is used primarily for active recreation such as bicycling, running, and walking. During operation, there could be noise impacts from the additional HSR trains running along the tracks. Although operational noise would be audible along this portion of the bicycle path, users would only experience intermittent increased noise levels in passing. Severe operational noise impacts are not anticipated based on FRA criteria. Operational noise is not anticipated to affect the regular use or enjoyment of the resource.
  - Operation of the project would not result in impacts that interfere with the protected activities, features, or attributes of the property.

- The land would be fully restored to preproject conditions. Following construction, the temporary construction easement area would be restored to existing conditions.
- The Authority has preliminarily determined that Shared Passenger Track Alternatives A and B would meet the five conditions under 23 CFR Part 774.13(d), and the temporary occupancy of the Rio Hondo Bike Path would therefore not constitute a use. This preliminary determination has been made pending concurrence from the Los Angeles County Department of Parks and Recreation. The Authority will continue to coordinate with the Los Angeles County Department of Parks and Recreation regarding this determination.

During operation, a wider permanent aerial easement (additional width ranging from approximately 21 to 24 feet) would be required for the tracks. Users of this resource would pass under the rail corridor for a longer length than currently existing; however, crossing under the tracks for an additional 21 to 24 feet would not substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f) (refer to Section 3.16, Aesthetics and Visual Quality). Users may experience intermittent increased noise levels as they near and pass under the alignment for an additional 21 to 24 feet; however, this increase is not anticipated to affect the regular use or enjoyment of this resource (refer to Section 3.4, Noise and Vibration). Therefore, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

4.6.1.2 Rio Hondo River Bike Path (B-2)

The Rio Hondo River Bike Path is an approximately 17.5-mile-long Class I bicycle path. The bicycle path runs along or near the banks of the Rio Hondo. The path runs through the upper Rio Hondo and through the Whittier Narrows Regional Park, connecting to the San Gabriel River Bicycle Path. The southernmost part of the path begins at Imperial Highway in South Gate, where it connects to the Los Angeles River Bicycle Path and continues north to Peck Park in Arcadia. The segment of the bicycle path in the RSA is in Pico Rivera in Los Angeles County and is owned and operated by the Los Angeles County Department of Public Works. This consists of a Class I bicycle path between the western bank of the Rio Hondo and the eastern edge of a drainage basin, which is part of the Rio Hondo Coastal Spreading Grounds (City of Pico Rivera 2014). The Rio Hondo River Bike Path is designated for walking, bicycling, dog walking, and equestrian use.

The trail is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. No land from the Rio Hondo River Bike Path would be permanently incorporated into the project footprint under Shared Passenger Track Alternatives A and B. Therefore, no permanent use would result.

Project impacts are depicted on Figure 4-5. Shared Passenger Track Alternatives A and B would require a temporary construction easement on 295 feet out of 17.5 total miles (less than 1 percent) of land.

The Authority has preliminarily determined that the temporary construction easement would meet the following five conditions under 23 CFR Part 774.13(d), and would not constitute a use as a temporary occupancy:

- The land use would be of short duration (defined as less than the time needed for construction of the project). The duration of construction in the temporary construction easement area would be temporary (a maximum of 36 months) and would be less than the total time needed to build the entire project (approximately 10 years or more).
- There would be no change in ownership of the land. The Los Angeles County Department of Public Works would continue to own the land for the bicycle path.
- The scope of the work would be minor (295 feet/0.3 percent of the resource). Work would occur above the resource; however, construction and installation of steel plate girders and decking may require temporary utilization of construction equipment on the bike path. Project elements would not be built within the resource itself and the resource would only be used to aid construction elsewhere. The work in the temporary construction easement would not result in permanent changes or result in permanent closures of the bicycle path.

Sources: Los Angeles County GIS Data Portal 2017b; City of Pico Rivera 2014; ESRI 2024

Figure 4-5 Impacts on Rio Hondo River Bike Path

- There would be no permanent adverse physical impacts or interference with the protected activities, features, or attributes of the property on either a temporary or permanent as follows:
  - Project construction:
    - At-grade rail construction is anticipated to occur for 36 months over the course of the project. At this location, construction is anticipated to take a period of 12 to 15 months for water-crossing construction. While the bikeway is passing under the HSR for approximately 100 feet, scaffolding placed above the bicycle path would protect users of the resource from construction activities being completed on the elevated track segment and ensure that the sidewalks and bicycle paths below the construction work remain operational during construction. If construction activities require equipment or other materials to be placed directly on or in proximity to the bicycle path, the path may be closed intermittently to support improvements, such as steel plate girders and decking, to the elevated track segment.
    - A temporary construction easement would provide an access road for the path as it runs underneath the elevated track and would end just north of the track. The access road would not require full closure of the path. Although the access road would cause minor delays for users of the Rio Hondo River Bike Path, these delays would not prevent use of the resource. Staging areas would be required on the bike path, requiring that the path be closed temporarily. However, detours using existing roadways or other public rights-of-way would be provided during construction and would include adequate signage, lighting, and other measures to meet public safety requirements. Detours for the bicycle path would include Bluff Road and Greenwood Avenue. **PK-IAMF#1** requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources during construction and operation. Under **PR-MM#1**, the Authority will be required to provide information on how connections to the unaffected trail portions and nearby roadways are maintained during construction and, therefore, these trails would remain open to users. In addition, under **PR-MM#2**, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction, and permanent multimodal access using existing roadways or other public right-of-way will be provided. Therefore, access would be maintained around the construction area, and the project would not interfere with the protected activities of the bicycle path during and following construction.
    - During construction, there could be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. The resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section. To further reduce air quality impacts, **AQ-MM#1** would be implemented to offset project construction emissions, **AQ-MM#2** will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment, and **AQ-MM#3** would be implemented to reduce the potential impact of large stationary equipment by using best industry practices, or alternative equipment would be used, to the extent practicable. To reduce noise impacts, **N&V-MM#1** requires the contractor to prepare a noise-monitoring program for Authority approval prior to construction (ground-disturbing activities). In addition, the Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned trails. **AVQ-IAMF#1** requires the contractor to document, through issuance of a technical

memorandum, how the Authority's aesthetics guidelines have been employed to minimize impacts. **AVQ-IAMF#2** requires the contractor, prior to construction, to document that the Authority's aesthetic review process has been followed to guide the development of nonstation area structures. Therefore, short-term dust, noise, and visual impacts would not be expected to adversely affect the activities, features, or attributes of the property.

- Project operation:
  - The HSR corridor would cross over the Rio Hondo River Bike Path on a new bridge that would be wider than the existing bridge. Therefore, the project would also require a wider permanent aerial easement (additional width ranging from approximately 21 to 24 feet) over the bicycle paths.
  - During operation, visual elements that would be introduced in the views of the Rio Hondo River Bike Path include the new and relocated tracks, electrification of tracks, lighting, landscaping and revegetation, and new bridge overhangs. The OCS to accommodate HSR service would also represent an increase in the structure height compared to existing conditions that would obstruct views of mountains to the east for eastbound bike path users as they approach and pass under the project. However, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, the project's impact on visual quality would not prevent the use or enjoyment of the resource.
  - The bicycle path would pass under the alignment for a distance of approximately 100 feet. The path is used primarily for active recreation such as bicycling, running, and walking. During operation, there could be noise impacts from the additional HSR trains running along the tracks. Passing trains would be audible to users of the bike path as users approach and pass under the alignment. Although operational noise would be audible along this portion of the bicycle path, users would only experience intermittent increased noise levels in passing. Severe operational noise impacts are not anticipated based on FRA criteria. Operational noise is not anticipated to affect the regular use or enjoyment of the resource.
  - Operation of the project would not result in impacts that interfere with the protected activities, features, or attributes of the property.

- The land would be fully restored to preproject conditions. Following construction, the temporary construction easement area would be restored to existing conditions.

- The Authority has preliminarily determined that Shared Passenger Track Alternatives A and B would meet the five conditions under 23 CFR Part 774.13(d), and the temporary occupancy of the Rio Hondo Bike Path would therefore not constitute a use. This preliminary determination has been made pending concurrence from the Los Angeles County Department of Parks and Recreation. The Authority will continue to coordinate with the Los Angeles County Department of Parks and Recreation regarding this determination.

The Authority also considered proximity effects that could result in a constructive use. During operation, a wider permanent aerial easement (additional width ranging from approximately 21 to 24 feet) would be required for the tracks. Users of this resource would pass under the rail corridor for a longer length than currently existing; however, crossing under the tracks for an additional 21 to 24 feet would not substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f) (refer to Section 3.16). Users may experience intermittent increased noise levels as they near and pass under the alignment for an additional 21 to 24 feet; however, this increase is not anticipated to affect the regular use or enjoyment of this resource (refer to Section 3.4). Therefore, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

4.6.1.3 San Gabriel River Trail (B-3)

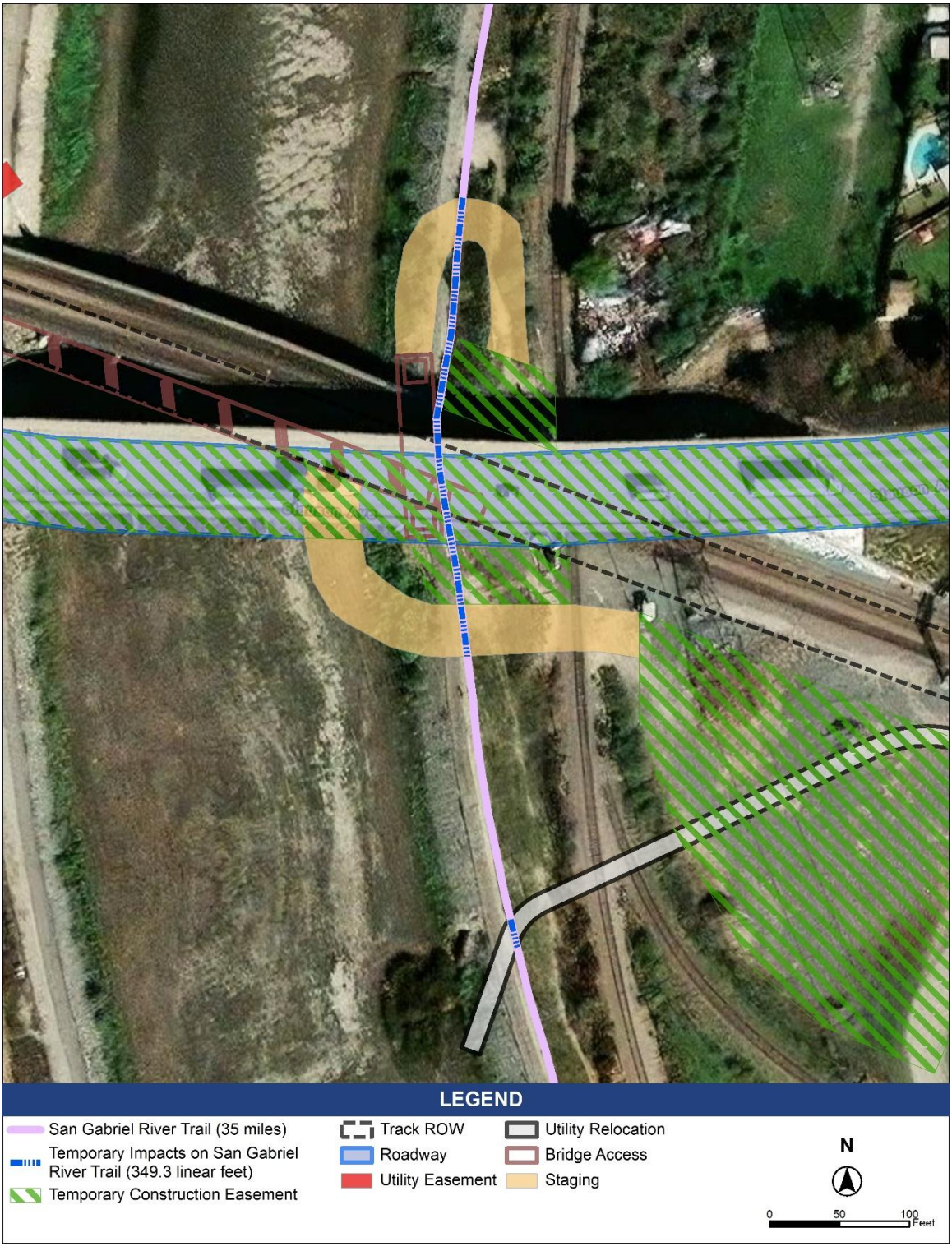
The San Gabriel River Trail is an approximately 35-mile-long Class I bicycle path. The bicycle path runs along the banks of the San Gabriel River, a scenic resource, north from Azusa to Seal Beach. The segment of the bicycle path in the RSA is in Pico Rivera in Los Angeles County and is owned and operated by the Los Angeles County Department of Parks and Recreation.

The trail is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. No land from the San Gabriel River Trail would be permanently incorporated into the project footprint under Shared Passenger Track Alternatives A and B. Therefore, no permanent use would result.

Project impacts are depicted on Figure 4-6. The project would require a temporary construction easement on 349 feet of 35 total miles (less than 1 percent) of land on the bicycle trail.

The Authority has preliminarily determined that the temporary construction easement would meet the following five conditions under 23 CFR Part 774.13(d), and would not constitute a use as a temporary occupancy:

- The land use would be of short duration (defined as less than the time needed for the construction of the project). The duration of construction in the temporary construction easement area would be temporary (a maximum of 36 months) and would be less than the total time needed to build the entire project (approximately 10 years or more).
- There would be no change in ownership of the land. The Los Angeles County Department of Parks and Recreation would continue to own the land for the bicycle trail.
- As discussed in further detail under “Project construction” below, the scope of the work would be minor (349 feet/0.2 percent of the resource). Work would occur above the resource; however, construction and installation of steel plate girders and decking may require temporary utilization of construction equipment on the trail. Project elements would not be built within the resource itself and the resource would only be used to aid construction elsewhere. The work in the temporary construction easements would not result in permanent changes or result in permanent closures of the trail.



Source: Los Angeles County GIS Data Portal 2017b; ESRI 2024

Figure 4-6 Impacts on San Gabriel River Trail

- There would be no permanent adverse physical impacts or interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis, as follows:
  - Project construction:
    - At-grade rail construction is anticipated to occur for 36 months over the course of the project. At this location, construction is anticipated to take a period of 20 months for water-crossing construction. While the trail is passing under the HSR for approximately 80 feet, scaffolding placed above bicycle path would protect users of the resource from construction activities being completed on the elevated track segment and ensure that the bicycle path below the construction work remain operational during construction. If construction activities require equipment or other materials to be placed directly on or in proximity to the bicycle path, the path may be closed intermittently to support improvements, such as steel plate girders and decking, to the elevated track segment. However, detours using existing roadways or other public rights-of-way would be provided during construction, and would include adequate signage, lighting, and other measures to meet public safety requirements. **PK-IAMF#1** requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources. Under **PR-MM#1**, the Authority will be required to provide information on how connections to the unaffected trail portions and nearby roadways are maintained during construction and, therefore, these trails would remain open to users. In addition, under **PR-MM#2**, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction and permanent multimodal access using existing roadways or other public right-of-way will be provided. Therefore, access would be maintained around the construction area, and the project would not interfere with the protected activities of the bicycle path during and following construction.
    - During construction, there could be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. The resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section. To further reduce air quality impacts, **AQ-MM#1** would be implemented to offset project construction emissions, **AQ-MM#2** will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment, and **AQ-MM#3** would be implemented to reduce the potential impact of large stationary equipment by using best industry practices, or alternative equipment would be used, to the extent practicable. To reduce noise impacts, **N&V-MM#1** requires the contractor to prepare a noise-monitoring program for Authority approval prior to construction (ground-disturbing activities). In addition, the Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned current trails. **AVQ-IAMF#1** requires the contractor to document, through issuance of a technical memorandum, how the Authority's aesthetics guidelines have been employed to minimize impacts. **AVQ-IAMF#2** requires the contractor, prior to construction, to document that the Authority's aesthetic review process has been followed to guide the development of nonstation area structures. Therefore, short-term dust, noise, and visual impacts would not be expected to adversely affect the activities, features, or attributes of the property.

- Project operation:
  - The HSR corridor would cross over the San Gabriel River Trail on a new bridge that would be wider than the existing bridge. Therefore, the project would also require a wider permanent aerial easement (additional width of approximately 24 feet) over the bicycle trail.
  - Other visual elements that would be introduced in the rail corridor include the new and relocated tracks, electrification of tracks, lighting, landscaping and revegetation, and new bridge overhangs. However, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, the project's impact on visual quality would not prevent the use or enjoyment of the resource.
  - During operation, noise levels would not substantially increase above existing levels because the resource is in an urban area and is already in proximity to a railroad, and substantial impairment of the resource is not anticipated. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
  - Operation of the project would not result in impacts that interfere with the protected activities, features, or attributes of the property.

- The land would be fully restored to preproject conditions. Following construction, the temporary construction easement area would be restored to existing conditions.
- The Authority has preliminarily determined that Shared Passenger Track Alternatives A and B would meet the five conditions under 23 CFR Part 774.13(d), and the temporary occupancy of the San Gabriel River Trail would therefore not constitute a use. This preliminary determination has been made pending concurrence from the Los Angeles County Department of Parks and Recreation. The Authority will continue to coordinate with the Los Angeles County Department of Parks and Recreation regarding this determination.

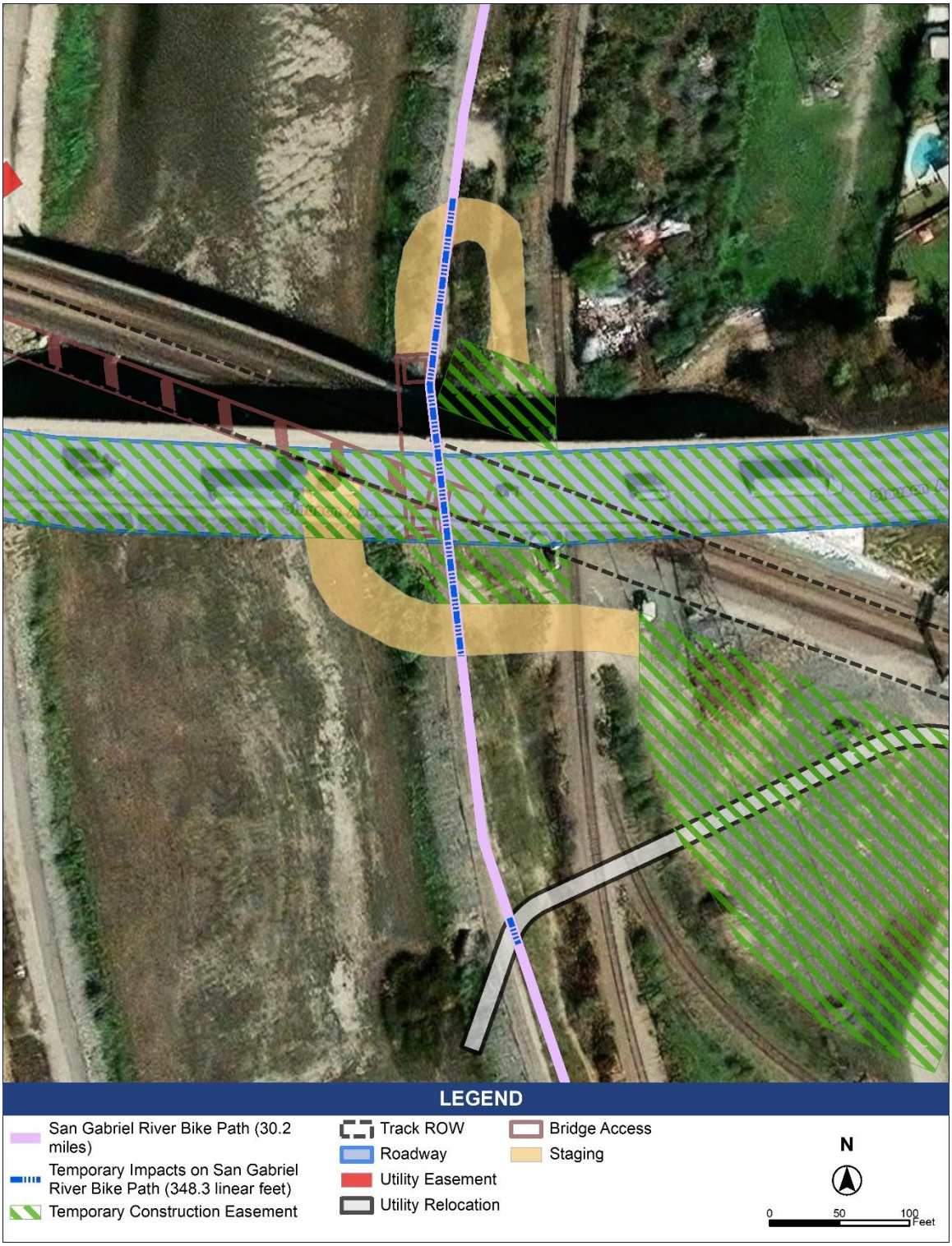
The Authority also considered proximity effects that could result in a constructive use. During operation, a wider permanent aerial easement (additional width of approximately 24 feet) would be required for the tracks. Users of this resource would pass under the rail corridor for a longer length than currently existing; however, crossing under the tracks for an additional 24 feet would not substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f) (refer to Section 3.16). Users may experience intermittent increased noise levels as they near and pass under the alignment for an additional 24 feet; however, this increase is not anticipated to affect the regular use or enjoyment of this resource (refer to Section 3.4). Therefore, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

4.6.1.4 San Gabriel River Bike Path (B-4)

The San Gabriel River Bike Path is an approximately 30.2-mile-long Class I bicycle path. The bicycle path runs along the banks of the San Gabriel River, a scenic resource, from San Gabriel Canyon Road in Azusa to the north to the access into El Dorado Park in Long Beach to the south. The segment of the bicycle path in the RSA is in Pico Rivera in Los Angeles County and is owned and operated by the Los Angeles County Department of Public Works.

The trail is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. No land from the San Gabriel River Bike Path would be permanently incorporated into the project footprint under Shared Passenger Track Alternatives A and B. Therefore, no permanent use would result.

Project impacts are depicted on Figure 4-7. The project would require a temporary construction easement on 348 feet of 30.2 total miles (less than 1 percent) of land on the bicycle trail.



Source: Los Angeles County GIS Data Portal 2017b; ESRI 2024

Figure 4-7 Impacts on San Gabriel River Bike Path

The Authority has preliminarily determined that the temporary construction easement would meet the following five conditions under 23 CFR Part 774.13(d), and would not constitute a use as a temporary occupancy:

- The land use would be of short duration (defined as less than the time needed for the construction of the project). The duration of construction in the temporary construction easement area would be temporary (a maximum of 36 months) and would be less than the total time needed to build the entire project (approximately 10 years or more).
- There would be no change in ownership of the land. The Los Angeles County Department of Public Works would continue to own the land for the bicycle trail.
- As discussed in further detail under "Project construction" below, the scope of the work would be minor (348 feet/0.2 percent of the resource). Work would occur above the resource; however, construction and installation of steel plate girders and decking may require temporary utilization of construction equipment on the bike path. Project elements would not be built within the resource itself and the resource would only be used to aid construction elsewhere. The work in the temporary construction easements would not result in permanent changes or result in permanent closures of the bicycle path.
- There would be no permanent adverse physical impacts or interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis, as follows:
  - Project construction:
    - At-grade rail construction is anticipated to occur for 36 months over the course of the project. At this location, construction is anticipated to take a period of 20 months for water-crossing construction. While the trail is passing under the HSR for approximately 80 feet, scaffolding placed above sidewalks and bicycle paths would protect users of the resource from construction activities being completed on the elevated track segment and ensure that the sidewalks and bicycle paths below the construction work remain operational during construction. If construction activities require equipment or other materials to be placed directly on or in proximity to the sidewalks and bicycle paths, the paths may be closed intermittently to support improvements, such as steel plate girders and decking, to the elevated track segment. However, detours using existing roadways or other public rights-of-way would be provided during construction, and would include adequate signage, lighting, and other measures to meet public safety requirements. **PK-IAMF#1** requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources. Under **PR-MM#1**, the Authority will be required to provide information on how connections to the unaffected trail portions and nearby roadways are maintained during construction and, therefore, the trail would remain open to users. In addition, under **PR-MM#2**, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction and permanent multimodal access using existing roadways or other public right-of-way will be provided. Therefore, access would be maintained around the construction area, and the project would not interfere with the protected activities of the bicycle path during and following construction.
    - During construction, there could be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. The resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could

affect nearby users of recreational resources in the project section. To further reduce air quality impacts, **AQ-MM#1** would be implemented to offset project construction emissions, **AQ-MM#2** will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment, and **AQ-MM#3** would be implemented to reduce the potential impact of large stationary equipment by using best industry practices, or alternative equipment would be used, to the extent practicable. To reduce noise impacts, **N&V-MM#1** requires the contractor to prepare a noise-monitoring program for Authority approval prior to construction (ground-disturbing activities). In addition, the Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned current trails. **AVQ-IAMF#1** requires the contractor to document, through issuance of a technical memorandum, how the Authority's aesthetics guidelines have been employed to minimize impacts. **AVQ-IAMF#2** requires the contractor, prior to construction, to document that the Authority's aesthetic review process has been followed to guide the development of nonstation area structures. Therefore, short-term dust, noise, and visual impacts would not be expected to adversely affect the activities, features, or attributes of the property.

  - Project operation:
    - The HSR corridor would cross over the San Gabriel River Bike Path on a new bridge that would be wider than the existing bridge. Therefore, the project would also require a wider permanent aerial easement (additional width of approximately 24 feet) over the bicycle trail.
    - During operation, visual elements that would be introduced in the rail corridor include the new and relocated tracks, electrification of tracks (at grade and on aerial structures), a TPSS, landform changes, grade separations (overcrossing and undercrossings) and roadway relocations and closures, security features (barriers, signage, and signal lights), radio towers (up to 100 feet tall), lighting, landscaping and revegetation, and new bridge overhangs. However, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, the project's impact on visual quality would not prevent the use or enjoyment of the resource.
    - During operation, noise levels would not substantially increase above existing levels because the resource is in an urban area and is already in proximity to a railroad, and substantial impairment of the resource is not anticipated. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
    - Operation of the project would not result in impacts that interfere with the protected activities, features, or attributes of the property.

- The land would be fully restored to preproject conditions. Following construction, the temporary construction easement area would be restored to existing conditions.

- The Authority has preliminarily determined that Shared Passenger Track Alternatives A and B would meet the five conditions under 23 CFR Part 774.13(d), and the temporary occupancy of the San Gabriel River Bike Path would therefore not constitute a use. This preliminary determination has been made pending concurrence from the Los Angeles County Department of Public Works. The Authority will continue to coordinate with the Los Angeles County Department of Public Works regarding this determination.

The Authority also considered proximity effects that could result in a constructive use. During operation, a wider permanent aerial easement (additional width of approximately 24 feet) would be required for the tracks. Users of this resource would pass under the rail corridor for a longer length than currently existing; however, crossing under the tracks for an additional 24 feet would not substantially impair the activities, features, or attributes that qualify the resource for protection

under Section 4(f) (refer to Section 3.16). Users may experience intermittent increased noise levels as they near and pass under the alignment for an additional 24 feet; however, this increase is not anticipated to affect the regular use or enjoyment of this resource (refer to Section 3.4). Therefore, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

4.6.1.5 Coyote Creek North Fork Bikeway (B-5)

The entire Coyote Creek Bikeway is an approximately 15-mile Class I bicycle path, on 4.56 acres, along the main branch of Coyote Creek and smaller tributary creeks that run through Los Angeles County and Orange County. The bicycle path starts in the south in Long Beach in Los Angeles County, at the creek's confluence with the San Gabriel River and connection with the San Gabriel River Trail and ends in the north in Brea in Orange County. Some sections of the bikeway have already been built, and some sections are planned as part of the Coyote Creek Bikeway Master Plan (Coyote Creek Working Group 2008).

The Coyote Creek North Fork Bikeway is an existing 3-mile section of the bicycle path that branches off the Coyote Creek Main Branch Bikeway and runs along La Canada Verde Creek, which is a smaller tributary creek that feeds into Coyote Creek (Coyote Creek's North Fork is known as La Canada Verde Creek on federal maps). The Coyote Creek North Fork Bikeway runs south to north in Los Angeles County, from the confluence with Coyote Creek near Artesia Boulevard/Marquardt Avenue in Cerritos to Foster Road/Marquardt Avenue in Santa Fe Springs. The portion of the Coyote Creek North Fork Bikeway in the project RSA is in Santa Fe Springs in Los Angeles County and is owned by the Los Angeles County Flood Control District. The Los Angeles Department of Public Works is the OWJ over this resource.

The trail is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. No land from the Coyote Creek North Fork Bikeway would be permanently incorporated into the project footprint under Shared Passenger Track Alternatives A and B. Therefore, no permanent use would result.

Project impacts are depicted on Figure 4-8. The project would require a temporary construction easement for grading and would require bridge access on 0.10 acre of 4.56 total acres (2.2 percent) of land within the bicycle path.

The Authority has preliminarily determined that the temporary construction easement would meet the following five conditions under 23 CFR Part 774.13(d), and would not constitute a use as a temporary occupancy:

- The land use would be of short duration (defined as less than the time needed for the construction of the project). The duration of construction in the temporary construction easement area would be temporary (a maximum of 36 months) and would be less than the total time needed to build the entire project (approximately 10 years or more).
- There would be no change in ownership of the land. The Los Angeles County Flood Control District would continue to own the land for the bicycle path.
- The scope of the work would be minor (0.10 acre/2.2 percent). The resource would be used for bridge access. Work would occur above the resource; however, construction and installation of steel plate girders and decking may require temporary utilization of construction equipment on the bike path. Project elements would not be built within the resource itself and the resource would only be used to aid construction elsewhere. The work in the temporary construction easements would not result in permanent changes or result in permanent closures of the bicycle path.

Sources: Los Angeles County GIS Data Portal 2017b; Coyote Creek Working Group 2008; ESRI 2024

Figure 4-8 Impacts on Coyote Creek North Fork Bikeway

- There would be no permanent adverse physical impacts or interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis as follows:
  - Project construction:
    - At-grade rail construction is anticipated to occur for 36 months over the course of the project. At this location, construction is anticipated to take a period of 16 to 21 months for water-crossing construction. While the bikeway is passing under the HSR for approximately 80 feet, scaffolding placed above sidewalks and bicycle paths would protect users of the resource from construction activities being completed on the elevated track segment and ensure that the sidewalks and bicycle paths below the construction work remain operational during construction. If construction activities require equipment or other materials to be placed directly on or in proximity to the sidewalks and bicycle paths, the paths may be closed intermittently to support improvements, such as steel plate girders and decking, to the elevated track segment. However, detours using existing roadways or other public rights-of-way would be provided during construction, and would include adequate signage, lighting, and other measures to meet public safety requirements. **PK-IAMF#1** requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources. Under **PR-MM#1**, the Authority will be required to provide information on how connections to the unaffected trail portions and nearby roadways are maintained during construction and, therefore, these trails would remain open to users. In addition, under **PR-MM#2**, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction and permanent multimodal access using existing roadways or other public right-of-way will be provided. Therefore, access would be maintained around the construction area, and the project would not interfere with the protected activities of the bicycle path during and following construction.
    - During construction, there could be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section. To further reduce air quality impacts, **AQ-MM#1** would be implemented to offset project construction emissions, **AQ-MM#2** will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment, and **AQ-MM#3** would be implemented to reduce the potential impact of large stationary equipment by using best industry practices, or alternative equipment would be used, to the extent practicable. To reduce noise impacts, **N&V-MM#1** requires the contractor to prepare a noise-monitoring program for Authority approval prior to construction (ground-disturbing activities). In addition, the Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned current trails. **AVQ-IAMF#1** requires the contractor to document, through issuance of a technical memorandum, how the Authority's aesthetics guidelines have been employed to minimize impacts. **AVQ-IAMF#2** requires the contractor, prior to construction, to document that the Authority's aesthetic review process has been followed to guide the development of nonstation area structures. In addition, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, short-term dust, noise, and visual impacts would not be expected to adversely affect the activities, features, or attributes of the property.

- Project operation:
  - The HSR corridor would cross over the Coyote Creek North Fork Bikeway on a new bridge that would be wider than the existing bridge. Therefore, the project would also require a wider permanent aerial easement (additional width of approximately 32 feet) over the bicycle path.
  - During operation, visual elements that would be introduced in the views of the Coyote Creek North Fork Bikeway include the trains, tracks, grade-separated rights-of-way, removal of vegetation, new landscaping and revegetation, and new bridge overhang. The proposed OCS would slightly increase visual clutter by adding an additional utility feature into view but would not greatly alter the quality of the view. However, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, the project's impact on visual quality would not prevent the use or enjoyment of the resource.
  - During operation, noise levels would not substantially increase above existing levels because the resource is in an urban area and is already in proximity to a railroad, and substantial impairment of the resource is not anticipated. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
  - Operation of the project would not result in impacts that interfere with the protected activities, features, or attributes of the property.

- The land would be fully restored to preproject conditions. Following construction, the temporary construction easement area would be restored to existing conditions.
- The Authority has preliminarily determined that Shared Passenger Track Alternatives A and B would meet the five conditions under 23 CFR Part 774.13(d), and the temporary occupancy of the Coyote Creek North Fork Bikeway would therefore not constitute a use. This preliminary determination has been made pending concurrence from the Los Angeles County Department of Public Works. The Authority will continue to coordinate with the Los Angeles County Department of Public Works regarding this determination.

The Authority also considered proximity effects that could result in a constructive use. During operation, a wider permanent aerial easement (additional width of 32 feet) would be required for the tracks. Users of this resource would pass under the rail corridor for a longer length than currently existing; however, crossing under the tracks for an additional 32 feet would not substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f) (refer to Section 3.16). Users may experience intermittent increased noise levels as they near and pass under the alignment for an additional 32 feet; however, this increase is not anticipated to affect the regular use or enjoyment of this resource (refer to Section 3.4). Therefore, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

4.6.1.6 Coyote Creek Main Branch Bikeway Extension (Planned) (B-6)

The Coyote Creek Main Branch Bikeway Extension (planned) is an approximately 2.7-mile section of the bikeway, on 16.73 acres, that would run southwest to northeast along Coyote Creek from its confluence with La Canada Verde Creek (North Fork) from Knott Avenue to La Mirada Boulevard in Buena Park. The existing section of the Coyote Creek Main Branch Bikeway is approximately 6 miles, for a total of 11.5 miles for the entire Coyote Creek Main Branch Bikeway (existing bicycle path plus the planned extension).

The portion of the Coyote Creek Main Branch Bikeway Extension (planned) in the RSA would cross Stage Road in Buena Park in Orange County. This portion of the bicycle path is owned by the Los Angeles County Flood Control District and has been formally designated in the Coyote Creek Bikeway Master Plan connecting city and county parks (Coyote Creek Working Group 2008). Orange County Parks is the OWJ over this resource.

The trail is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. No land from the Coyote Creek Main Branch Bikeway Extension would be permanently incorporated into the project footprint under Shared Passenger Track Alternatives A and B. Therefore, no permanent use would result.

Project impacts are depicted on Figure 4-9. Shared Passenger Track Alternatives A and B would require a temporary construction easement on Stage Road and bridge access for a total of 0.05 acre of 16.73 acres (or approximately 0.3 percent) of land on the existing plus planned extension of the bicycle path.

The Authority has preliminarily determined that the temporary construction easement would meet the following five conditions under 23 CFR Part 774.13(d), and would not constitute a use as a temporary occupancy:

- The land use would be of short duration (defined as less than the time needed for the construction of the project). The duration of construction in the temporary construction easement area would be temporary (a maximum of 36 months) and would be less than the total time needed to build the entire project (approximately 10 years or more).
- There would be no change in ownership of the land. The Los Angeles County Flood Control District would continue to own the land for the bicycle path.
- The scope of the work would be minor (0.05 acre/0.3 percent). Work would occur above the resource; however, construction and installation of steel plate girders and decking may require temporary utilization of construction equipment on the bike path. Project elements would not be built within the resource itself and the resource would only be used to aid construction elsewhere. The work in the temporary construction easements would not result in permanent changes or result in permanent closures of the bicycle path.

Sources: Orange County Data 2017; Coyote Creek Working Group 2008; ESRI 2024

Figure 4-9 Impacts on Coyote Creek Main Branch Bikeway Extension (Planned)

- There would be no permanent adverse physical impacts or interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis as follows:
  - Project construction:
    - At-grade rail construction is anticipated to occur for 36 months over the course of the project. If the bicycle path is completed before construction begins, while the trail is passing under the HSR for approximately 80 feet, scaffolding placed above the sidewalks and bicycle path would protect users from construction activities being completed on the grade-separated track segment and ensure that the sidewalks and bicycle path below the construction work remain operational during construction. If construction activities require equipment or other materials to be placed directly on or in proximity to the sidewalks and bicycle path, the paths may be closed intermittently to support improvements, such as steel plate girders and decking, to the elevated track segment. However, detours using existing roadways or other public rights-of-way would be provided during construction, and would include adequate signage, lighting, and other measures to meet public safety requirements. **PK-IAMF#1** requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources. Under **PR-MM#1**, the Authority will be required to provide information on how connections to the unaffected trail portions and nearby roadways are maintained during construction and, therefore, these trails would remain open to users. In addition, under **PR-MM#2**, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction and permanent multimodal access using existing roadways or other public right-of-way will be provided. Therefore, access would be maintained around the construction area, and the project would not interfere with the protected activities of the bicycle path during construction.
    - During construction, there could be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section. To further reduce air quality impacts, **AQ-MM#1** would be implemented to offset project construction emissions, **AQ-MM#2** will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment, and **AQ-MM#3** would be implemented to reduce the potential impact of large stationary equipment by using best industry practices, or alternative equipment would be used, to the extent practicable. To reduce noise impacts, **N&V-MM#1** requires the contractor to prepare a noise-monitoring program for Authority approval prior to construction (ground-disturbing activities). In addition, the Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned current trails. **AVQ-IAMF#1** requires the contractor to document, through issuance of a technical memorandum, how the Authority's aesthetics guidelines have been employed to minimize impacts. **AVQ-IAMF#2** requires the contractor, prior to construction, to document that the Authority's aesthetic review process has been followed to guide the development of nonstation area structures. In addition, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, short-term dust, noise, and visual impacts would not be expected to adversely affect the activities, features, or attributes of the property.
  - Project operation:

  - The HSR corridor would cross over the planned Coyote Creek Main Branch Bikeway Extension on a new bridge that would be wider than the existing bridge. Therefore, the project would also require a wider permanent aerial easement (additional width of approximately 24 feet) over the bicycle path.
  - During operation, visual elements that would be introduced in the views of the planned Coyote Creek Main Branch Bikeway Extension include the trains, tracks, removal of vegetation, new landscaping and revegetation, and new bridge overhang. The OCS to accommodate HSR service would also represent an increase in the structure height compared to existing conditions. The built elements and train operations of the project would be visible to users as they approach and pass under the project for approximately 100 feet. However, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, the project's impact on visual quality would not prevent the use or enjoyment of the resource.
  - During operation, noise levels would not substantially increase above existing levels because the resource is in an urban area and is already in proximity to a railroad, and substantial impairment of the resource is not anticipated. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
  - Operation of the project would not result in impacts that interfere with the protected activities, features, or attributes of the property.

- The land would be fully restored to preproject conditions. Following construction, the temporary construction easement area would be restored to existing conditions.

- The Authority has preliminarily determined that Shared Passenger Track Alternatives A and B would meet the five conditions under 23 CFR Part 774.13(d), and the temporary occupancy of the Coyote Creek Main Branch Bikeway Extension would therefore not constitute a use. This preliminary determination has been made pending concurrence from Orange County Parks. The Authority will continue to coordinate with Orange County Parks regarding this determination.

The Authority also considered proximity effects that could result in a constructive use. During operation, a wider permanent aerial easement (additional width of approximately 24 feet) would be required for the tracks. Users of this resource would pass under the rail corridor for a longer length than currently existing; however, crossing under the tracks for an additional 24 feet would not substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f) (refer to Section 3.16). Users may experience intermittent increased noise levels as they near and pass under the alignment for an additional 24 feet; however, this increase is not anticipated to affect the regular use or enjoyment of this resource (refer to Section 3.4). Therefore, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

4.6.1.7 Brea Creek Bastanchury Corridor (Planned) (B-7)

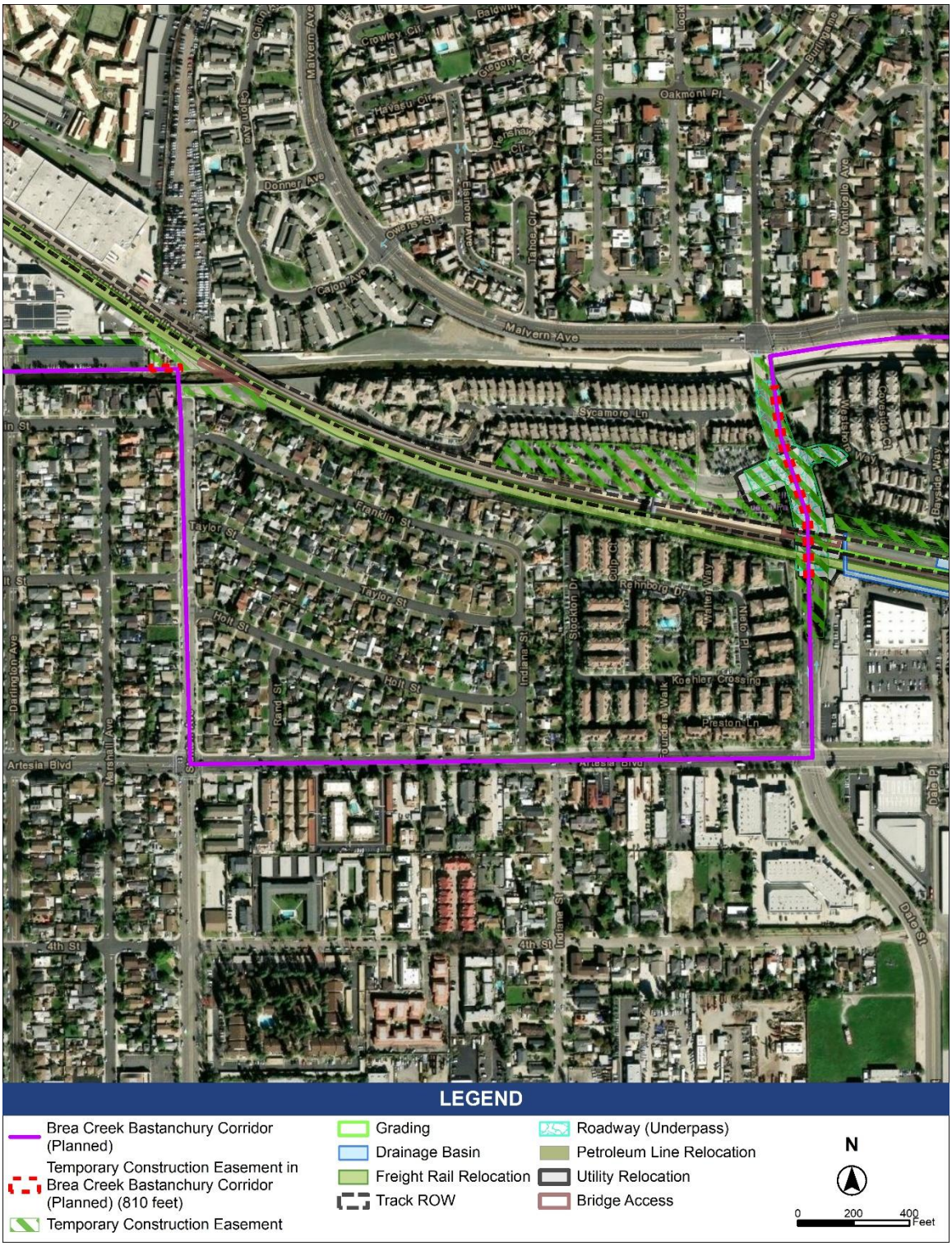
Brea Creek Bastanchury Corridor is a 12.5-mile planned Class I bicycle path. The bikeway would run along Coyote Creek to Bastanchury Road in Buena Park, then turn and follow Bastanchury Road through Fullerton and Placentia to Carbon Creek and the Yorba Linda city limit. The segment of the planned bicycle path in the RSA would travel along in Buena Park. The section of the trail that runs along Brea Creek is owned and operated by the Orange County Department of Public Works and the section of trail that runs along Dale Street, Artesia Boulevard, and Stanton Avenue is owned and operated by the City of Buena Park. The planned Brea Creek Bastanchury Corridor has been formally designated in the Coyote Creek Bikeway Master Plan connecting to multiuse trails that include fitness stations and interpretive signage (Coyote Creek Working Group 2008).

The trail is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. No land from Brea Creek Bastanchury Corridor would be permanently incorporated into the project footprint under Shared Passenger Track Alternatives A and B. Therefore, no permanent use would result.

Project impacts are depicted on Figure 4-10. The project would require a temporary construction easement of 810 feet out of 12.5 miles (or approximately 1.2 percent) of land on the bicycle path. The existing railroad bridge over Dale Street would be widened, and Dale Street would be lowered to provide the required clearance.

The Authority has preliminarily determined that the temporary construction easement would meet the following five conditions under 23 CFR Part 774.13(d), and would not constitute a use as a temporary occupancy:

- The land use would be of short duration (defined as less than the time needed for the construction of the project). The duration of construction in the temporary construction easement area would be temporary (a maximum of 36 months) and would be less than the total time needed to build the entire project (approximately 10 years or more).
- There would be no change in ownership of the land. The Orange County Department of Public Works and the City of Buena Park would continue to own the land for the bicycle path.



Sources: Orange County Data 2017; Coyote Creek Working Group 2008; ESRI 2024

Figure 4-10 Impacts on Brea Creek Bastanchury Corridor (Planned)

- The scope of the work would be minor (810 feet/1.2 percent of the resource of the bike path length). Work would occur above the resource to meet the clearance requirements of the widened rail bridge; however, construction and installation of steel plate girders and decking may require temporary utilization of construction equipment on the bike path. Construction activities would consist of shifting the existing low point along Dale Street where the road proceeds under the railroad bridge approximately 150 feet to the north to provide the required vertical clearances for the new, widened railroad bridge. This, in turn, would lower the roadway profile north of the railroad bridge approximately 2 feet to 3 feet before coming to grade. The depth of the modified Dale Street, however, would not be any deeper under the existing/proposed rail bridge than the road's existing depth. Other than the foregoing modification to the location of Dale Street's low point and roadway reprofiling, all other conditions beneath the bridge, to include the planned Brea Creek Bastanchury Corridor bike trail and Dale Street, would be replaced in kind. There would be no permanent adverse physical impacts or interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis as follows:
  - Project construction:
    - At-grade rail construction is anticipated to occur for 36 months over the course of the project. At this location, construction is anticipated to take a period of 12 to 15 months for water-crossing (level 3) construction. If the bicycle path is completed before construction begins, while the bikeway is passing under the HSR for approximately 80 feet, scaffolding placed above the sidewalks and bicycle path would protect users from construction activities being completed on the elevated track segment and ensure that the sidewalks and bicycle path below the construction work remain operational during construction. During construction to change the vertical alignment of Dale Street, the path would be temporarily closed. If construction activities require equipment or other materials to be placed directly on or in proximity to the sidewalks and bicycle path, the path may be closed intermittently to support improvements, such as steel plate girders and decking, to the elevated track segment. However, detours using existing roadways or other public rights-of-way would be provided during construction, and would include adequate signage, lighting, and other measures to meet public safety requirements. **PK-IAMF#1** requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources. Under **PR-MM#1**, the Authority will be required to provide information on how connections to the unaffected trail portions and nearby roadways are maintained during construction and, therefore, these trails would remain open to users. In addition, under **PR-MM#2**, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction and permanent multimodal access using existing roadways or other public right-of-way will be provided. Therefore, access would be maintained around the construction area, and the project would not interfere with the protected activities of the bicycle path during and following construction.
    - During construction, there could be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section. To further reduce air quality impacts, **AQ-MM#1** would be implemented to offset project construction emissions, **AQ-MM#2** will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment, and **AQ-MM#3** would be implemented to reduce the potential impact of large stationary equipment by using best industry practices, or alternative equipment would be used, to the extent practicable. To reduce noise impacts, **N&V-MM#1** requires the contractor to prepare a noise-monitoring program for Authority approval

prior to construction (ground-disturbing activities). In addition, the Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned current trails. **AVQ-IAMF#1** requires the contractor to document, through issue of a technical memorandum, how the Authority's aesthetics guidelines have been employed to minimize impacts. **AVQ-IAMF#2** requires the contractor, prior to construction, to document that the Authority's aesthetic review process has been followed to guide the development of nonstation area structures. In addition, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, short-term dust, noise, and visual impacts would not be expected to adversely affect the activities, features, or attributes of the property.

- Project operation:
  - The HSR corridor would cross over the planned Brea Creek Bastanchury Corridor on a new bridge that would be wider than the existing bridge. Therefore, the project would also require a wider permanent aerial easement (additional width of approximately 40 feet) over the bicycle path.
  - During operation, visual elements that would be introduced in the views of the planned Brea Creek Bastanchury Corridor include trains, tracks, grade-separated rights-of-way, landform alterations, lighting and signage, removal of vegetation, removal of existing structures, and new landscaping and revegetation. The OCS to accommodate HSR service would also represent an increase in the structure height compared to existing conditions. The built elements and train operations of the project would be visible to users as they approach and pass under the project for approximately 100 feet. However, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, the project's impact on visual quality would not prevent the use or enjoyment of the resource.
  - During operation, noise levels would not substantially increase above existing levels because the resource is in an urban area and is already in proximity to a railroad, and substantial impairment of the resource is not anticipated. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria. Therefore, operation of the project would not result in impacts that interfere with the protected activities, features, or attributes of the property.

- The land would be fully restored to preproject conditions. Following construction, the temporary construction easement area would be restored to existing conditions and the bike path would be replaced in kind (if built before project improvements). The continuity of the bike path would not be affected by the project.
- The Authority has preliminarily determined that Shared Passenger Track Alternatives A and B would meet the five conditions under 23 CFR Part 774.13(d), and the temporary occupancy of the Brea Creek Bastanchury Corridor would therefore not constitute a use. This preliminary determination has been made pending concurrence from the Orange County Department of Public Works and City of Buena Park for impacts under their respective jurisdictions. The Authority will continue to coordinate with the Orange County Department of Public Works and City of Buena Park regarding this determination.

The Authority also considered proximity effects that could result in a constructive use. During operation, a wider permanent aerial easement (additional width of approximately 40 feet) would be required for the tracks. Users of this resource would pass under the rail corridor for a longer length than currently existing; however, crossing under the tracks for an additional 40 feet would not substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f) (refer to Section 3.16). Users may experience intermittent increased noise

levels as they near and pass under the alignment for an additional 40 feet; however, this increase is not anticipated to affect the regular use or enjoyment of this resource (refer to Section 3.4). Therefore, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

4.6.1.8 John Zimmerman Park (P-3)

John Zimmerman Park is an approximately 9.2-acre park in Norwalk. It is used for recreational activities and includes baseball fields, a children's play area, a kiosk, and seating areas. The City of Norwalk is the OWJ over John Zimmerman Park. The park is in an urbanized area that is primarily surrounded by residential buildings and the existing railroad corridor. The park is outside of the RSA for the Fullerton HSR Station Option.

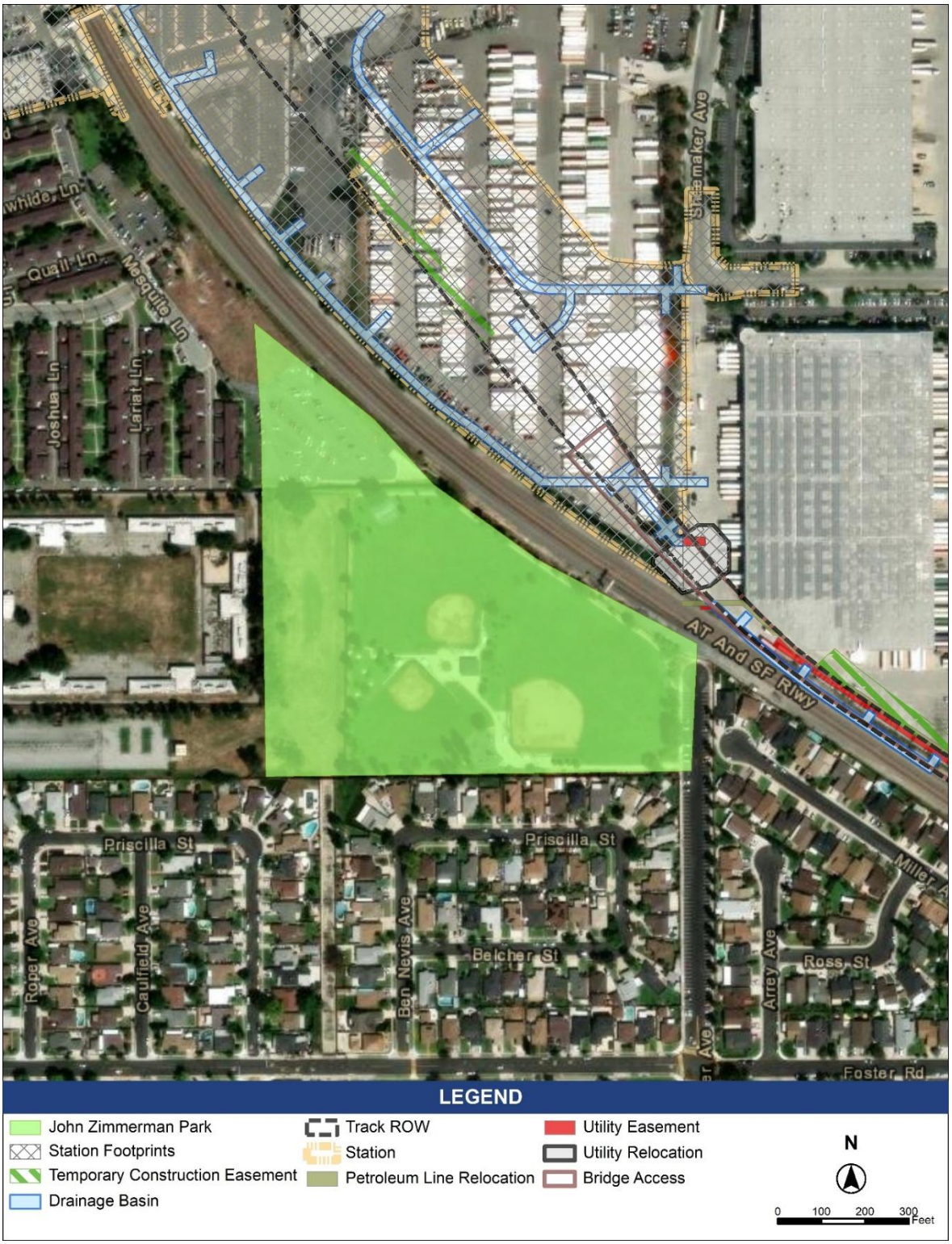
Shared Passenger Track Alternatives A and B

As depicted on Figure 4-11, Shared Passenger Track Alternatives A and B would be 130 feet from the park. Project elements that would be built approximately 130 feet or more from the park include utility relocation, new track ballast installation, and grading. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the park would remain open during construction, and no access impacts would result from the project. However, the park is approximately 130 feet from the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run approximately 130 feet northeast of the park.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

The proximity effects of the project would not result in the constructive use of this resource, as follows:

- During operation, Shared Passenger Track Alternatives A and B would be 130 feet from the park. Active recreation at the park includes baseball fields and a children's play area. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- The resource is used for active recreational activities, and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Dust impacts are unlikely at this resource; however, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**) to reduce dust impacts. This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- During operation, visual elements that would be introduced within the rail corridor include the trains, the new elevated structure, and modified Metrolink station facilities. The existing ball field, park, and landscaping dominate views, although the rail line is visible beyond the park. The ball field lighting draws attention in this view. The proposed improvements would be visible from the ball field, although the HSR trains and improvements would not be as tall as the ball field lighting. Recreational use of the park would still be possible. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoint 13, would have a neutral effect on visual quality because the project would result in a moderate visual change that would be compatible with the existing environment. Therefore, proximity impacts would not substantially impair the protected activities, attributes, or features that qualify the resource for Section 4(f) protection.



Sources: City of Fullerton 2004; ESRI 2024

Figure 4-11 Impacts on John Zimmerman Park

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

The Norwalk/Santa Fe Springs HSR Station Option elements would be within the same distance from John Zimmerman Park as Shared Passenger Track Alternatives A and B. The HSR trains would operate on the same tracks on the elevated structure, but at lower speeds to approach the station, which reduces noise levels. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, visual impacts would be the same as those of Shared Passenger Track Alternatives A and B in the station area. An additional elevated HSR platform with new track would be included along with the modified platforms under Shared Passenger Track Alternatives A and B, and other HSR facilities such as a larger station building and more parking areas would be included where the existing Metrolink station parking lot and adjacent warehouse facilities and shipping container storage yard are located. However, these additional HSR station elements would be in the same areas that would be modified under Shared Passenger Track Alternatives A and B. The change in views would be similar to impacts described under Shared Passenger Track Alternatives A and B, above, and the project elements in this area would still have a neutral effect on visual quality because the project would result in a moderate visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under the Norwalk/Santa Fe Springs HSR Station Option.

4.6.1.9 John H. Glenn High School (S-2)

John H. Glenn High School is an approximately 38-acre high school in Norwalk. It is used for recreational activities outside of school hours and includes tennis courts, track, baseball fields, football field, basketball courts, and a soccer field. The Norwalk-La Mirada Unified School District is the OWJ over John H. Glenn High School. The school is in an urbanized area that is primarily surrounded by residential buildings and the existing railroad corridor. The school is outside of the RSA for the Fullerton HSR Station Option. The nearest project feature of the Norwalk/Santa Fe Springs HSR Station Option is more than 250 feet from John H. Glenn High School; therefore, it is only discussed in Table 4-4.

As depicted on Figure 4-12, Shared Passenger Track Alternatives A and B would be 141 feet from the school. Project elements that would be built approximately 141 feet or more from the school include a drainage basin, petroleum line relocation, utility easement, and new track installation. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. The school is approximately 141 feet from the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run approximately 141 feet northeast of the school.

Figure 4-12 Impacts on John H. Glenn High School

The proximity effects of the project would not result in the constructive use of this resource, as follows:

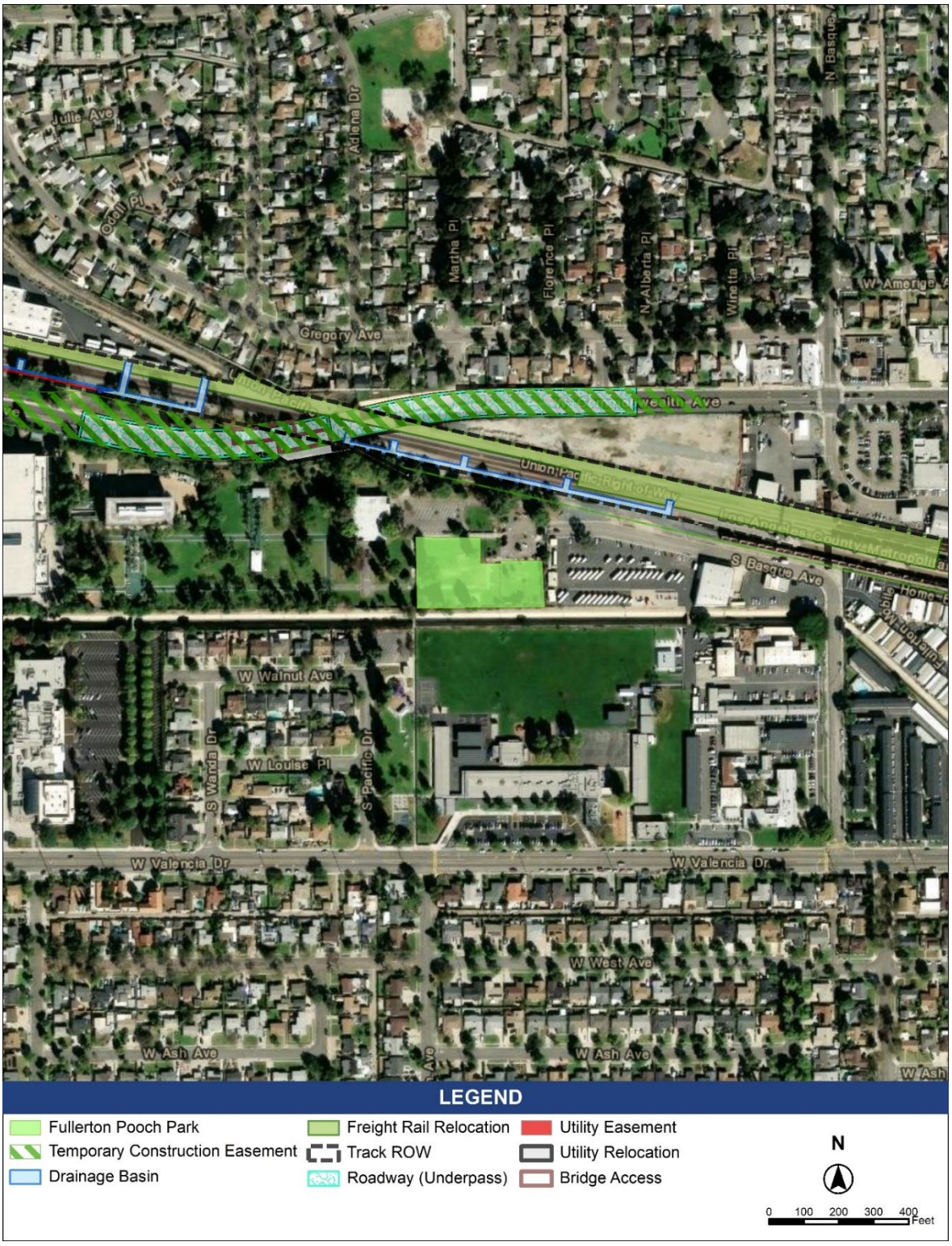
- Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- The resource is used for active recreational activities, and users of the resource would be exposed to dust impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- During operation, visual elements that would be introduced within the rail corridor include the trains, the new elevated structure, and modified Metrolink station facilities. Views of rail corridor from the baseball field would be largely blocked by intervening features to the north, including a concrete wall, residential homes, and large building facility. During operation, the OCS and trains would be blocked from view for the majority of the time by the large building facility. The proposed OCS and passing trains would be visible for a short length, between the edge of the large building and residential homes, but would not dominate views because only the tops the OCS and trains would be visible above the concrete wall. The large building facility would remain the focal points of this view, and the project would not greatly detract from the quality of views.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

4.6.1.10 Fullerton Pooch Park (P-7)

Fullerton Pooch Park is an approximately 3.0-acre park in Fullerton. It is used as a dog park and includes separate areas for small and large dogs, a wood chip area, and benches. The City of Fullerton is the OWJ over Fullerton Pooch Park. The park is in an urbanized area that is along the existing railroad corridor. The park is outside of the RSA for both the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option.

As depicted on Figure 4-13, Shared Passenger Track Alternatives A and B would be 165 feet from the park. Project elements that would be built approximately 165 feet or more from the park include a drainage basin and utility relocation. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the park would remain open during construction, and no access impacts would result from the project. However, the park is approximately 165 feet from the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run approximately 165 feet northeast of the park.



Sources: City of Fullerton 2004; ESRI 2024

Figure 4-13 Impacts on Fullerton Pooch Park

The proximity effects of the project would not result in the constructive use of this resource, as follows:

- During operation, HSR trains would be added to the existing railroad corridor, which is approximately 165 feet northeast of the park. The park is primarily used as a dog park. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- The resource is used for active recreational activities, and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- During operation, visual elements that would be introduced in the rail corridor include the trains, tracks, the proposed station platform, fencing, and OCS. The landscape is dominated by the rail line, bridge railings, and mature trees along the rail corridor. During operation, the proposed station platform, fencing, and OCS would slightly increase the dominance of the rail line in the view but would not greatly affect the quality of the view. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoint 15, would have a neutral effect on visual quality because the project would result in a moderate visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

4.6.1.11 Independence Park (P-9)

Independence Park is an approximately 10-acre park in Fullerton. It is used for recreational activities and includes a children's play area, picnic tables, a skate park, an indoor gymnasium, and handball courts. The City of Norwalk is the OWJ over Independence Park. The park is in an urbanized area that is primarily surrounded by residential buildings and the existing railroad corridor. The park is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option. The nearest project feature of the Fullerton HSR Station Option is more than 250 feet from Independence Park; therefore, it is only discussed in Table 4-4.

As depicted on Figure 4-14, Shared Passenger Track Alternatives A and B would be adjacent to the park. Although this park has mostly active recreational land uses closest to the rail corridor, the park contains a noise-sensitive receiver approximately 330 feet from the track centerline. Project elements that would be built 330 feet from the park's sensitive noise receptor include grading, utility relocation, and new track ballast installation. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the park would remain open during construction, and no access impacts would result from the project. However, the park is adjacent to the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run adjacent to the park.

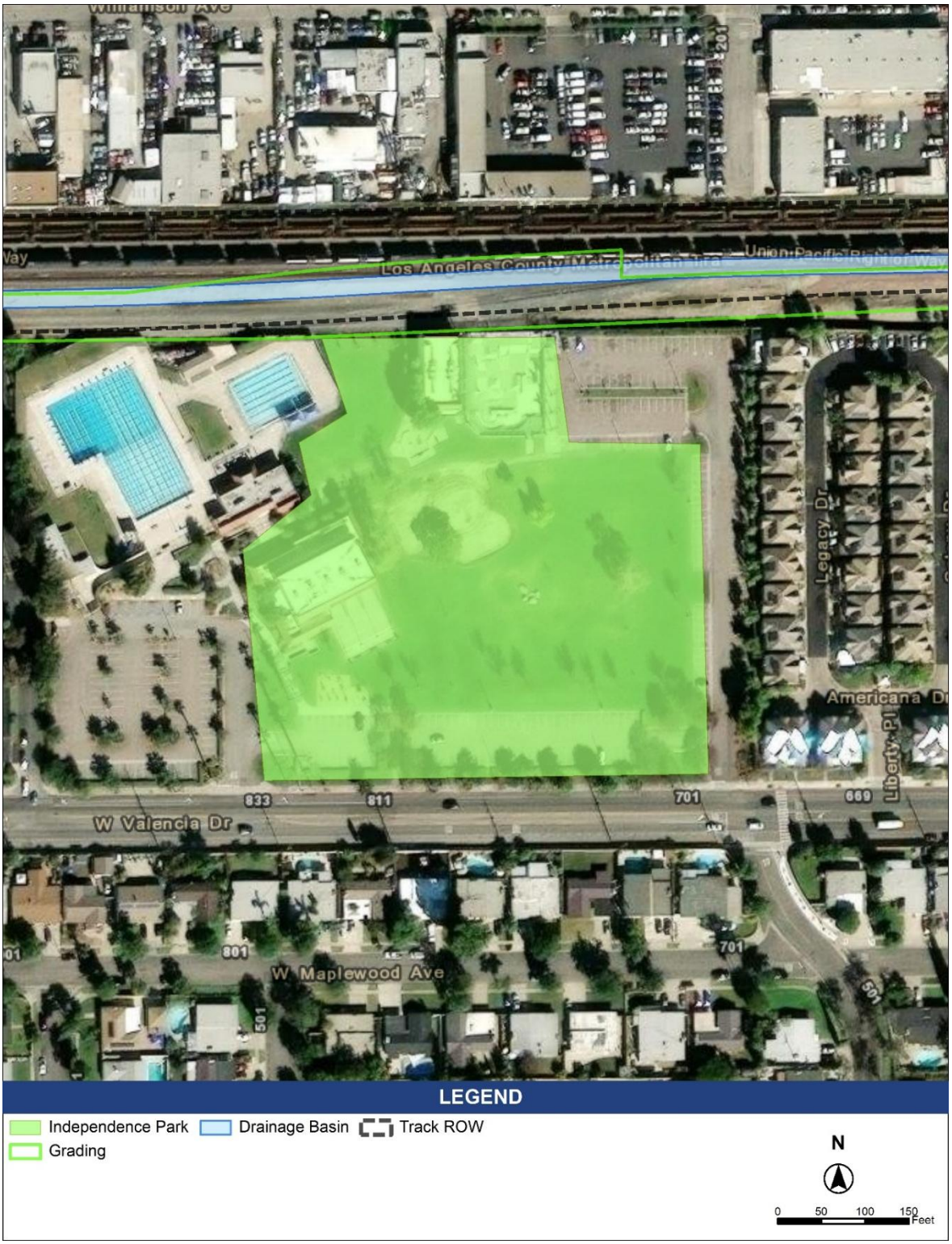
The proximity effects of the project would not result in the constructive use of this resource, as follows:

- During operation, HSR trains would be added to the existing railroad corridor, which is adjacent to the park. Active recreation facilities include an outdoor skate park, handball courts, picnic tables, and a children's play area. Although this park has mostly active recreational land use closest to the rail corridor, the park contains two picnic tables under a tree approximately 330 feet from the track centerline that are considered a sensitive receiver;

therefore, based on FRA and Federal Transit Administration guidance, this park is considered to be noise sensitive. Although passing trains would be audible to users of the resource, operational noise impacts are not anticipated based on FRA criteria and the location of the noise-sensitive use with respect to the HSR tracks, because noise levels with Shared Passenger Track Alternatives A and B would not exceed existing noise levels.

- The resource is used for active recreational activities, and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- During operation, visual elements that would be introduced in the rail corridor include the trains, tracks, fencing, and OCS. The landscape is dominated by the rail line and mature trees along the rail corridor. During operation, fencing and OCS would slightly increase the dominance of the rail line in the view but would not greatly affect the quality of the view. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoint 19, would have a neutral effect on visual quality because the project would result in a moderate visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.



Sources: City of Fullerton 2004; ESRI 2024

Figure 4-14 Impacts on Independence Park

4.6.1.12 Janet Evans Swim Complex (R-3)

Janet Evans Swim Complex is a recreational facility in Fullerton. It is used for recreational activities and includes two outdoor pools and locker room facilities. The City of Fullerton is the OWJ over Janet Evens Swim Complex. The recreational facility is in an urbanized area that is adjacent to the existing railroad corridor. The park is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option. The nearest project feature of the Fullerton HSR Station Option is more than 250 feet from the Janet Evans Swim Complex; therefore, it is only discussed in Table 4-4.

As depicted on Figure 4-15, Shared Passenger Track Alternatives A and B would be adjacent to the complex. Project elements that would be built adjacent to the park include the tracks, fencing, and OCS. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the park would remain open during construction, and no access impacts would result from the project. However, the recreational facility is adjacent to the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run adjacent to the complex.

The proximity effects of the project would not result in the constructive use of this resource, as follows:

- During operation, HSR trains would be added to the existing railroad corridor, which is adjacent to the resource. Active recreation facilities include two outdoor swimming pools. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- The resource is used for active recreational activities, and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- During operation, visual elements that would be introduced in the rail corridor include the trains, tracks, fencing, and OCS. The landscape is currently dominated by the rail line and mature trees along the rail corridor. During operation, the proposed OCS would be visible but would not dominate views because they would be of a height that is similar to the adjacent streetlights. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoint 19, would have a neutral effect on visual quality because the project would result in a moderate visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

Sources: City of Fullerton 2004; ESRI 2024

Figure 4-15 Impacts on Janet Evans Swim Complex

4.6.1.13 Amerige Park (P-11)

Amerige Park is an approximately 7.9-acre park in Fullerton. It is used for recreational activities and includes a 250-seat lighted baseball field, which is also used as a soccer field. The City of Fullerton is the OWJ over Amerige Park. The park is in an urbanized area that is along the existing railroad corridor. The park is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option.

Shared Passenger Track Alternatives A and B

As depicted on Figure 4-16, Shared Passenger Track Alternatives A and B would be 50 feet from the park. Project elements that would be built approximately 50 feet or more from the park include the tracks, fencing, OCS, and the realignment of Walnut Avenue. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the park would remain open during construction, and no access impacts would result from the project. However, the park is approximately 50 feet from the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run approximately 50 feet south of the park.

The proximity effects of the project would not result in the constructive use of this resource, as follows:

- During operation, HSR trains would be added to the existing railroad corridor, which is approximately 50 feet south of the park. Active recreation facilities include a baseball field and a soccer field. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- The resource is used for active recreational activities, and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- During operation, visual elements that would be introduced in the rail corridor include the trains, tracks, fencing, OCS, and the realignment of Walnut Avenue. The fencing, OCS, and realignment of Walnut Avenue would require that the vegetation at the Highland Avenue undercrossing at Walnut Avenue be removed to accommodate the retaining wall needed for the rail line and station platforms. These changes would slightly increase the dominance of the rail line in view but would not greatly affect the quality of the view because the changes would be in keeping with the existing visual landscape. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoints 16 and 17, would have a neutral effect on visual quality because the project would result in a moderate visual change that would be compatible with the existing environment. For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

Sources: City of Fullerton 2004; ESRI 2024

Figure 4-16 Impacts on Amerige Park

High-Speed Rail Station Option: Fullerton

The Fullerton HSR Station Option elements would be within the same distance from Amerige Park as Shared Passenger Track Alternatives A and B. The HSR trains would operate on the same tracks, but at lower speeds to approach the station, which reduces noise levels. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

With inclusion of the Fullerton HSR Station Option, visual impacts would be similar to those of Shared Passenger Track Alternatives A and B in the station area.

Mature trees and shrubs are currently along the rail corridor at the Highland Avenue undercrossing at Walnut Avenue and Amerige Park. During operation, the proposed HSR station platform and OCS would be visible. These changes would slightly increase the dominance of the rail line in the view but would not greatly affect the quality of the view because the changes would be in keeping with the existing visual landscape. The project elements in this area would still have a neutral effect on visual quality because the project would result in a moderate visual change that would be compatible with the existing environment.

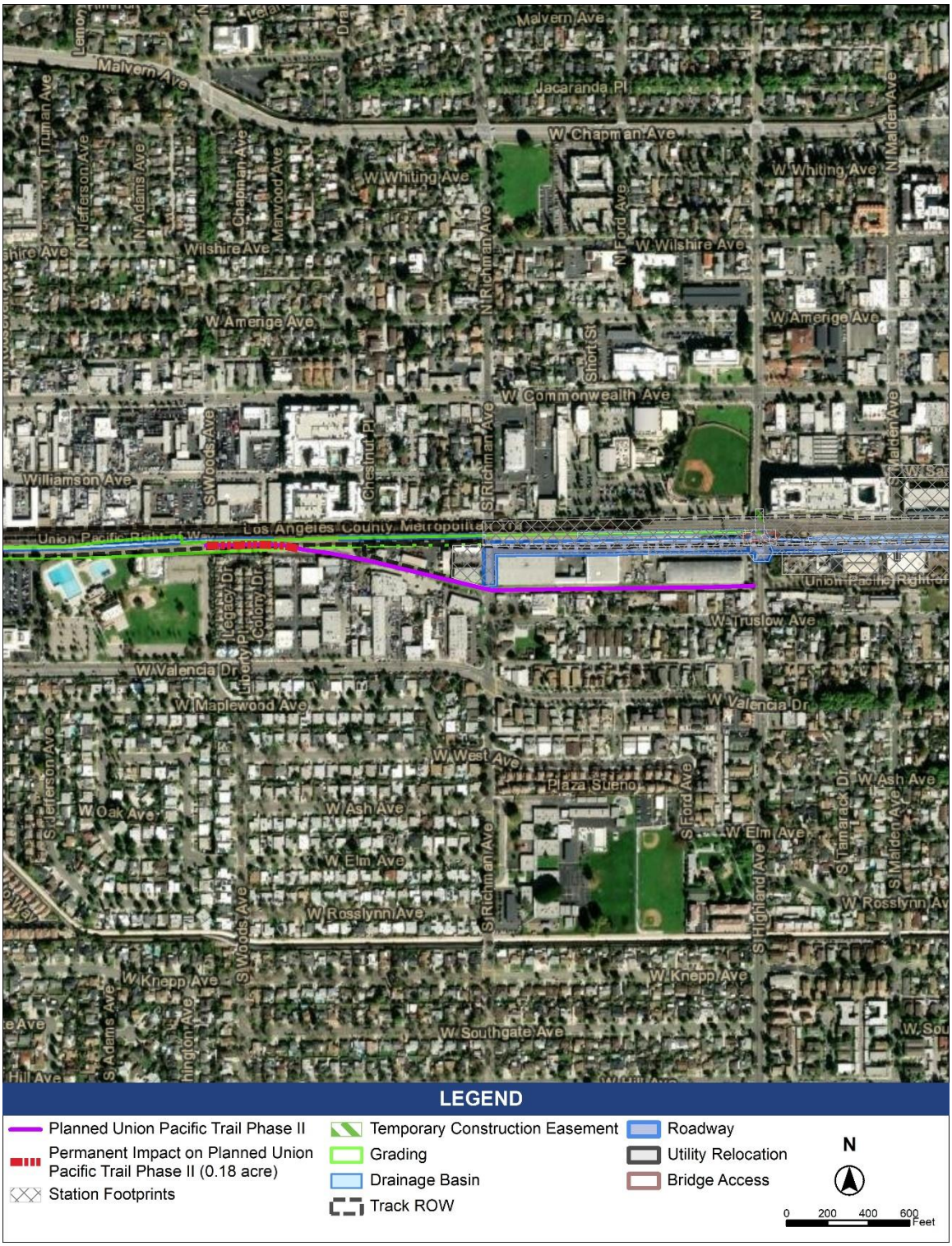
For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under the Fullerton HSR Station Option.

4.6.1.14 Union Pacific Trail Phase II (Under Construction) (B-8)

The Union Pacific Trail Phase II is a 0.5-mile Class I bicycle path, currently under construction, that would run along the existing UPRR rail corridor in Fullerton. The existing section of the Union Pacific Trail is approximately 8 miles, for a total of 8.5 miles for the entire Union Pacific Trail (existing bicycle path plus active construction for the extension). The segment of the planned bicycle path in the RSA is in Fullerton, is owned and operated by City of Fullerton, and has been formally designated in the City of Fullerton Recreational Trails map (City of Fullerton 2004). The City of Fullerton is the OWJ over the resource. The trail is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option.

Shared Passenger Track Alternatives A and B

Project impacts are depicted on Figure 4-17. Both Shared Passenger Track Alternatives A and B would overlap with the Union Pacific Trail Phase II. Approximately 0.18 acre of the resource would be permanently incorporated for implementation of the project, resulting in a permanent use of the trail. The existing railroad corridor would be expanded on the south side and fencing required for rail corridor clearance would encroach on the planned landscaping and bioswale. This would also require realignment of approximately 110 feet of the trail. After project implementation, HSR trains would run adjacent to the resource.



Sources: City of Fullerton 2004; ESRI 2024

Figure 4-17 Impacts on Union Pacific Trail Phase II (Under Construction)

The project would not adversely affect the activities, features, or attributes that qualify the Union Pacific Trail Phase II for protection under Section 4(f), as follows:

- Project construction:
  - At-grade rail construction is anticipated to occur for 36 months over the course of the project. Construction vehicles using Highland Avenue and Richman Avenue for grading and other related activities could result in diminished access to portions of the resource, because they would occur adjacent to the bicycle path. However, detours using existing roadways or other public rights-of-way would be provided during construction, and would include adequate signage, lighting, and other measures to meet public safety requirements. **PK-IAMF#1** requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources. Under **PR-MM#1**, the Authority will be required to provide information on how connections to the unaffected trail portions and nearby roadways are maintained during construction and, therefore, these trails would remain open to users. In addition, under **PR-MM#2**, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction and permanent multimodal access using existing roadways or other public right-of-way will be provided. Therefore, access would be maintained around the construction area, and the project would not interfere with the protected activities of the bicycle path during and following construction.
  - During construction, there could be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section. To further reduce air quality impacts, **AQ-MM#1** would be implemented to offset project construction emissions, **AQ-MM#2** will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment, and **AQ-MM#3** would be implemented to reduce the potential impact of large stationary equipment by using best industry practices, or alternative equipment would be used, to the extent practicable. To reduce noise impacts, **N&V-MM#1** requires the contractor to prepare a noise-monitoring program for Authority approval prior to construction (ground-disturbing activities). In addition, the Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned current trails. **AVQ-IAMF#1** requires the contractor to document, through issue of a technical memorandum, how the Authority's aesthetics guidelines have been employed to minimize impacts. **AVQ-IAMF#2** requires the contractor, prior to construction, to document that the Authority's aesthetic review process has been followed to guide the development of nonstation area structures. In addition, the resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, short-term dust, noise, and visual impacts would not be expected to substantially impair the activities, features, or attributes of the property that make it eligible for protection under Section 4(f).
- Project operation:
  - The existing railroad corridor would be widened in this area, and permanent fencing would be installed along the track in this area, resulting in a portion of the planned landscaping and bioswale to be permanently incorporated into the project. This would conflict with planned landscaping and require a minor realignment of approximately 110 feet of the trail by shifting it south within the parcel. The affected portion of the trail would be minor in size (approximately 110 feet) in relation to the entire Union Pacific Trail (approximately 8.5 miles). Implementation of **PR-MM#4, Replacement of Property Acquired from Existing or Planned Multiuse Trails**, would be implemented to require

that the Authority consult with the OWJ to identify an alternative route for the continuation of the lost use and functionality of the resource, including maintaining connectivity. With implementation of **PR-MM#4**, the trail would remain functional after construction and this permanent use would not be of a severity that the protected activities, features, or attributes that qualify the park for protection under Section 4(f) would be adversely affected.

- During operation, visual elements that would be introduced in views of the Union Pacific Trail Phase II include trains, tracks, grade-separated rights-of-way, landform alterations, lighting and signage, removal of vegetation, and new landscaping and revegetation. During operation, views from the Union Pacific Trail Phase II would not be substantially different than existing conditions. Views from the trail of the rail corridor would be blocked for the majority of the trail by buildings. The rail corridor would be visible on the eastern and western sides of the trail, because it connects to the UPRR tracks and Harbor Boulevard. Changes associated with the project would slightly increase the dominance of the rail line in the view but would not greatly affect the quality of the view because the changes would be in keeping with the existing visual landscape and would not impair the activities, features, or attributes that qualify the resource for protection under Section 4(f) (refer to Section 3.16). The resource is used for active recreational activities (bicycling), and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. Therefore, the project's impact on visual quality would not prevent the use or enjoyment of the resource.
- Users may experience intermittent increased noise levels as they near and pass the alignment for an additional 0.25 mile. During operation, noise levels would not substantially increase above existing levels because the resource is in an urban area and is already in proximity to a railroad, and substantial impairment of the resource is not anticipated. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria and this increase is not anticipated to affect the regular use or enjoyment of this resource (refer to Section 3.4). Therefore, operation of the project would not substantially impair the activities, features, or attributes of the property that make it eligible for protection under Section 4(f).

For the reasons stated above, Shared Passenger Track Alternatives A and B would not adversely affect the activities, features, or attributes that qualify the Union Pacific Trail Phase II for protection under Section 4(f). Therefore, Shared Passenger Track Alternatives A and B would result in a *de minimis* impact on this resource. This preliminary determination has been made pending concurrence from the City of Fullerton. The Authority will continue to coordinate with the City of Fullerton regarding this determination.

High-Speed Rail Station Option: Fullerton

The Fullerton HSR Station Option elements would be adjacent to the Union Pacific Trail Phase II. The HSR trains would operate on the same tracks, but at lower speeds to approach the station, which reduces noise levels. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria. Therefore, proximity impacts would not substantially impair the activities, features, or attributes of the property.

With inclusion of the Fullerton HSR Station Option, visual impacts would be similar to those of Shared Passenger Track Alternatives A and B in the station area.

Mature trees and shrubs are currently along the rail corridor at the Highland Avenue undercrossing at Walnut Avenue and Amerige Park. During operation, the proposed HSR station platform, fencing, OCS, and realignment of Walnut Avenue would require that the vegetation at the Highland Avenue undercrossing at Walnut Avenue be removed to accommodate the retaining wall needed for the rail line and station platform. These changes would slightly increase the dominance of the rail line in the view but would not greatly affect the quality of the view because the changes would be in keeping with the existing visual landscape. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoints 16 and 17, would have a neutral

effect on visual quality because the project would result in a moderate to low visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under the Fullerton HSR Station Option.

4.6.1.15 Union Pacific Railroad Right-of-Way Multipurpose Path (B-9)

The UPRR Right-of-Way Multipurpose Path is an approximately 0.24 mile long path in Fullerton. The existing path is along the UPRR-owned rail corridor and runs east to west from Harbor Boulevard to Highland Avenue. The path is classified as a multipurpose path and is a paved path for walking and running, and can accommodate bicyclists. The segment of the bicycle path in the RSA is in Fullerton, is owned by UPRR and operated by City of Fullerton, and has been formally designated in the City of Fullerton Recreational Trails map (City of Fullerton 2004). The City of Fullerton is the OWJ over the resource. The path is in an urbanized area that is along an existing rail corridor. The path is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option.

Shared Passenger Track Alternatives A and B

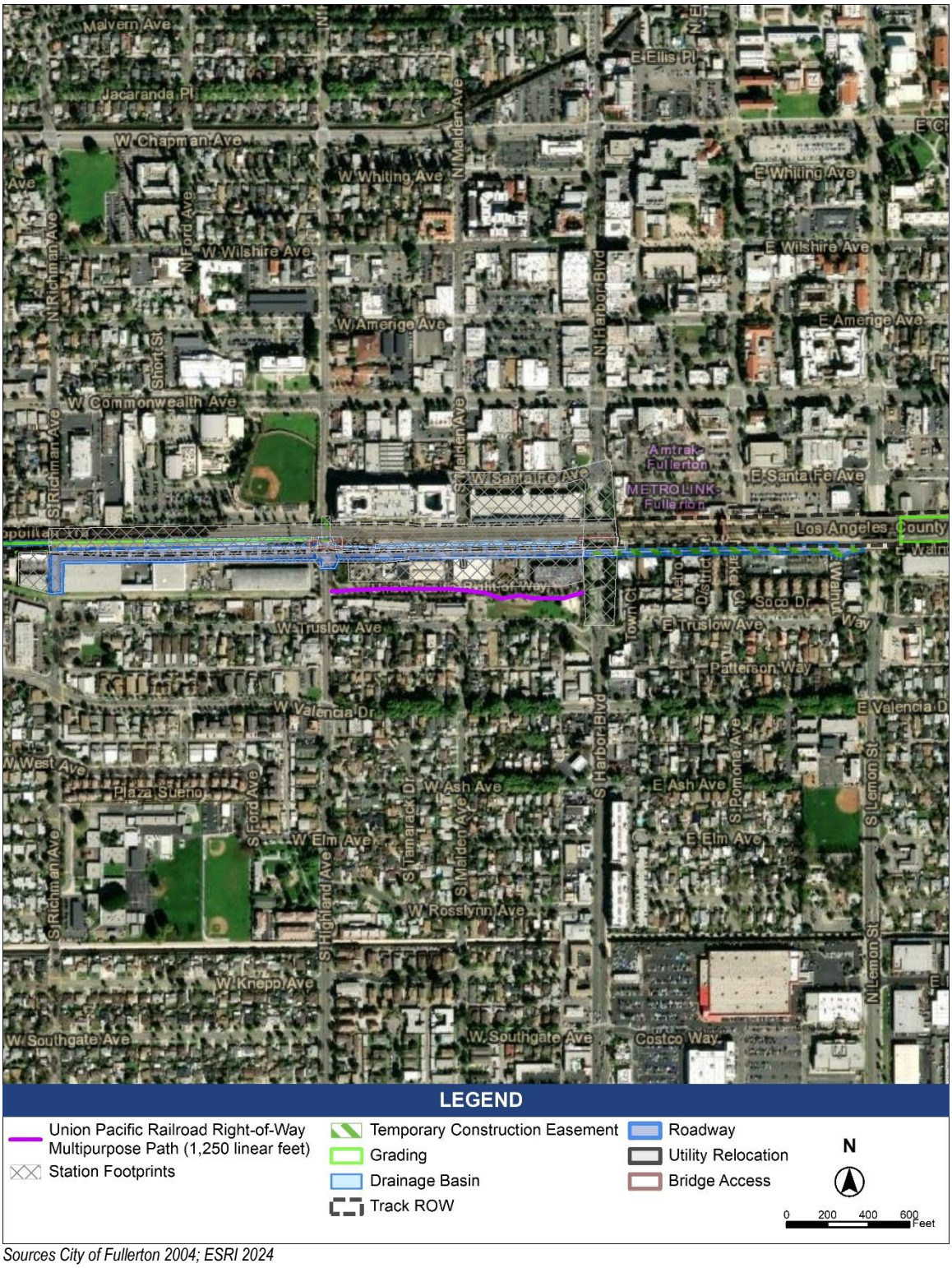
As depicted on Figure 4-18, Shared Passenger Track Alternatives A and B would be 130 feet from the path. Project elements that would be built approximately 130 feet or more from the path include the tracks, fencing, OCS, utility relocation, and the realignment of Walnut Avenue. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the path would remain open during construction, and no access impacts would result from the project. However, the path is approximately 130 feet from the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run approximately 130 feet north of the path.

The project would not result in the constructive use of this resource, as follows:

- During operation, HSR trains would be added to the existing railroad corridor, which is approximately 130 feet north of the path. Active recreation includes a paved path for walking and running, which can accommodate bicyclists. Operational noise would likely be perceptible to users of this path. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- The resource is used for active recreational activities, and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- During operation, visual elements that would be introduced in the rail corridor include the trains, tracks, fencing, OCS, and the realignment of Walnut Avenue. The fencing, OCS, and realignment of Walnut Avenue would require that the vegetation at the Highland Avenue undercrossing at Walnut Avenue be removed to accommodate the retaining wall needed for the rail line and station platforms. These changes would slightly increase the dominance of the rail line in view but would not greatly affect the quality of the view because the changes would be in keeping with the existing visual landscape. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoints 16 and 17, would have a neutral effect on visual quality because the project would result in a moderate to low visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection

under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.



Sources City of Fullerton 2004; ESRI 2024

Figure 4-18 Impacts on Union Pacific Railroad Right-of-Way Multipurpose Path

High-Speed Rail Station Option: Fullerton

The Fullerton HSR Station Option elements would be adjacent to the UPRR Right-of-Way Multipurpose Path. The HSR trains would operate on the same tracks, but at lower speeds to approach the station, which reduces noise levels. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

With inclusion of the Fullerton HSR Station Option, visual impacts would be similar to those of Shared Passenger Track Alternatives A and B in the station area. Operation of the Fullerton HSR Station Option would appear to be a visual expansion of the existing Fullerton Metrolink/Amtrak Station. In addition to the modifications occurring under the Shared Passenger Track Alternatives, several HSR station facilities and elements would be added. An HSR platform would be added west of the new Metrolink/Amtrak platform, which would be supported by new retaining walls on both sides of the HSR/Metrolink tracks to account for grade differences and would be connected via ramps and paths to the Metrolink/Amtrak platform. The proposed HSR parking would appear much like other parking facilities in the area.

Mature trees and shrubs are along the rail corridor at the Highland Avenue undercrossing at Walnut Avenue and Amerige Park. During operation, the proposed station platforms, fencing, OCS, and realignment of Walnut Avenue would require that the vegetation at the Highland Avenue undercrossing at Walnut Avenue be removed to accommodate the retaining wall needed for the rail line and station platforms. In addition, several industrial buildings would need to be removed to accommodate the new HSR station facilities and parking structure. Removal of the buildings would create a direct line of sight between the path and HSR station facilities, where none existed before. The existing pedestrian bridge over the rail line connecting the Amtrak station to the Metrolink parking lot and the existing station platform with associated vegetation and shade structures would be removed. These changes would slightly increase the dominance of the rail line in the view but would not greatly affect the quality of the view because the changes would be in keeping with the existing visual landscape. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoints 16 and 17, would have a neutral effect on visual quality because the project would result in a moderate to low visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under the Fullerton HSR Station Option.

4.6.1.16 Union Pacific Park (P-13)

Union Pacific Park is an approximately 1.7-acre park in the City of Fullerton. It includes barbecues, basketball courts, picnic tables, and a children's playground. The park is currently closed (as of January 2025) and undergoing a renovation project. The City of Fullerton is the OWJ over Union Pacific Park. The park is in an urbanized area that is along an existing rail corridor. The park is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option.

Shared Passenger Track Alternatives A and B

As depicted on Figure 4-19, Shared Passenger Track Alternatives A and B would be 160 feet from the park. Project elements that would be built approximately 160 feet or more from the park include the tracks, fencing, OCS, and the realignment of Walnut Avenue. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the park would remain open during construction, and no access impacts would result from the project. However, the park is approximately 160 feet from the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run approximately 160 feet north of the park.

Sources City of Fullerton 2004; ESRI 2024

Figure 4-19 Impacts on Union Pacific Park

The project would not result in the constructive use of this resource, as follows:

- During operation, HSR trains would be added to the existing railroad corridor, which is approximately 160 feet north of the park. Active recreation includes basketball and an open

play area. Operational noise would likely be perceptible to users of the outdoor recreational facilities. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

- The resource is used for active recreational activities, and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- During operation, visual elements that would be introduced in the rail corridor include the trains, tracks, fencing, OCS, and the realignment of Walnut Avenue. The fencing, OCS, and realignment of Walnut Avenue would require that the vegetation at the Highland Avenue undercrossing at Walnut Avenue be removed to accommodate the retaining wall needed for the rail line and station platforms. These changes would slightly increase the dominance of the rail line in view but would not greatly affect the quality of the view because the changes would be in keeping with the existing visual landscape. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoints 16 and 17, would have a neutral effect on visual quality because the project would result in a moderate to low visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.

High-Speed Rail Station Option: Fullerton

The Fullerton HSR Station Option elements would be adjacent to the Union Pacific Park. The HSR trains would operate on the same tracks, but at lower speeds to approach the station, which reduces noise levels. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

With inclusion of the Fullerton HSR Station Option, visual impacts would be similar to those of Shared Passenger Track Alternatives A and B in the station area. Operation of the Fullerton HSR Station Option would appear to be a visual expansion of the existing Fullerton Metrolink/Amtrak Station. In addition to the modifications occurring under the Shared Passenger Track Alternatives, several HSR station facilities and elements would be added. An HSR platform would be added west of the new Metrolink/Amtrak platform, which would be supported by new retaining walls on both sides of the HSR/Metrolink tracks to account for grade differences and would be connected via ramps and paths to the Metrolink/Amtrak platform. The proposed HSR parking would appear much like other parking facilities in the area.

Mature trees and shrubs are along the rail corridor at the Highland Avenue undercrossing at Walnut Avenue. During operation, the proposed station platforms, fencing, OCS, and realignment of Walnut Avenue would require that the vegetation at the Highland Avenue undercrossing at Walnut Avenue be removed to accommodate the retaining wall needed for the rail line and station platforms. In addition, several industrial buildings would need to be removed to accommodate the new HSR station facilities and parking structure. Removal of the buildings would create a direct line of sight between the path and HSR station facilities, where none existed before. The existing pedestrian bridge over the rail line connecting the Amtrak station to the Metrolink parking lot and the existing station platform with associated vegetation and shade structures would be removed. These changes would slightly increase the dominance of the rail line in the view but would not greatly affect the quality of the view because the changes would be in keeping with the existing visual landscape. The project elements in this area would still have a neutral effect on visual quality because the project would result in a moderate visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under the Fullerton HSR Station Option.

4.6.1.17 Truslow Park (P-16)

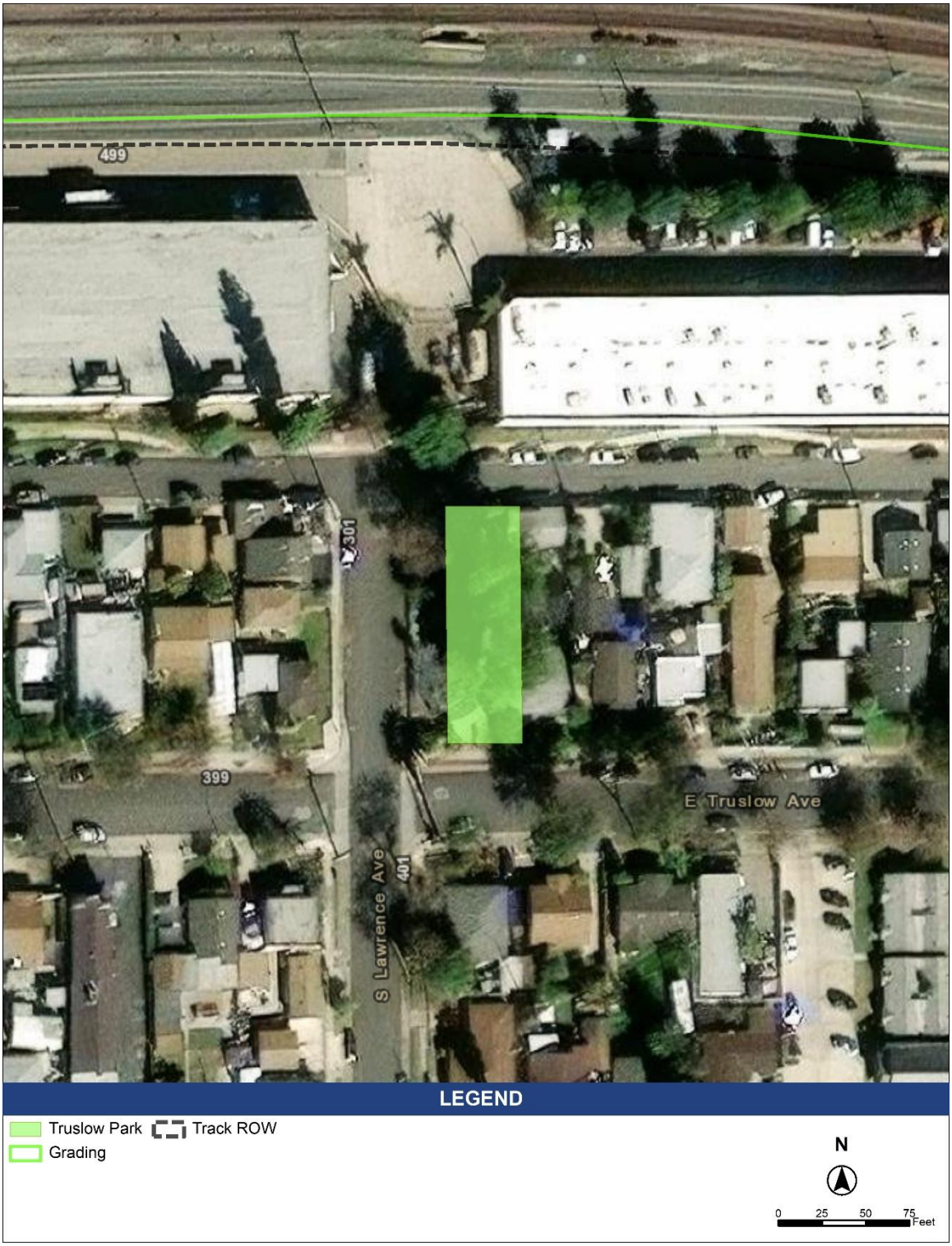
Truslow Park is an approximately 0.13-acre park in Fullerton. It includes a play area for children, barbecues, and picnic tables. The City of Fullerton is the OWJ over Truslow Park. The park is in an urbanized area that is along an existing rail corridor. The park is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option.

As depicted on Figure 4-20, Shared Passenger Track Alternatives A and B would be approximately 210 feet north of the park. Project elements that would be built approximately 210 feet or more from the park include tracks, fencing, OCS, and the realignment of Walnut Avenue. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the park would remain open during construction, and no access impacts would result from the project. However, the park is approximately 210 feet from the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run approximately 210 feet north of the park.

The project would not result in the constructive use of this resource, as follows:

- During operation, HSR trains would be added to the existing railroad corridor. Active recreation includes an open play area. Operational noise would likely be perceptible to users of the outdoor recreational facilities. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- Given the distances of the resource from the project footprint and the physical barriers present between the resource and the work areas, it is not anticipated that fugitive dust would result in nuisance impacts for users of this resource.
- During operation, the resource would be blocked from views of the project and separated by a fence, vegetation, and existing buildings.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.



Sources: City of Fullerton 2004; ESRI 2024

Figure 4-20 Impacts on Truslow Park

4.6.1.18 Citrus Park (P-17)

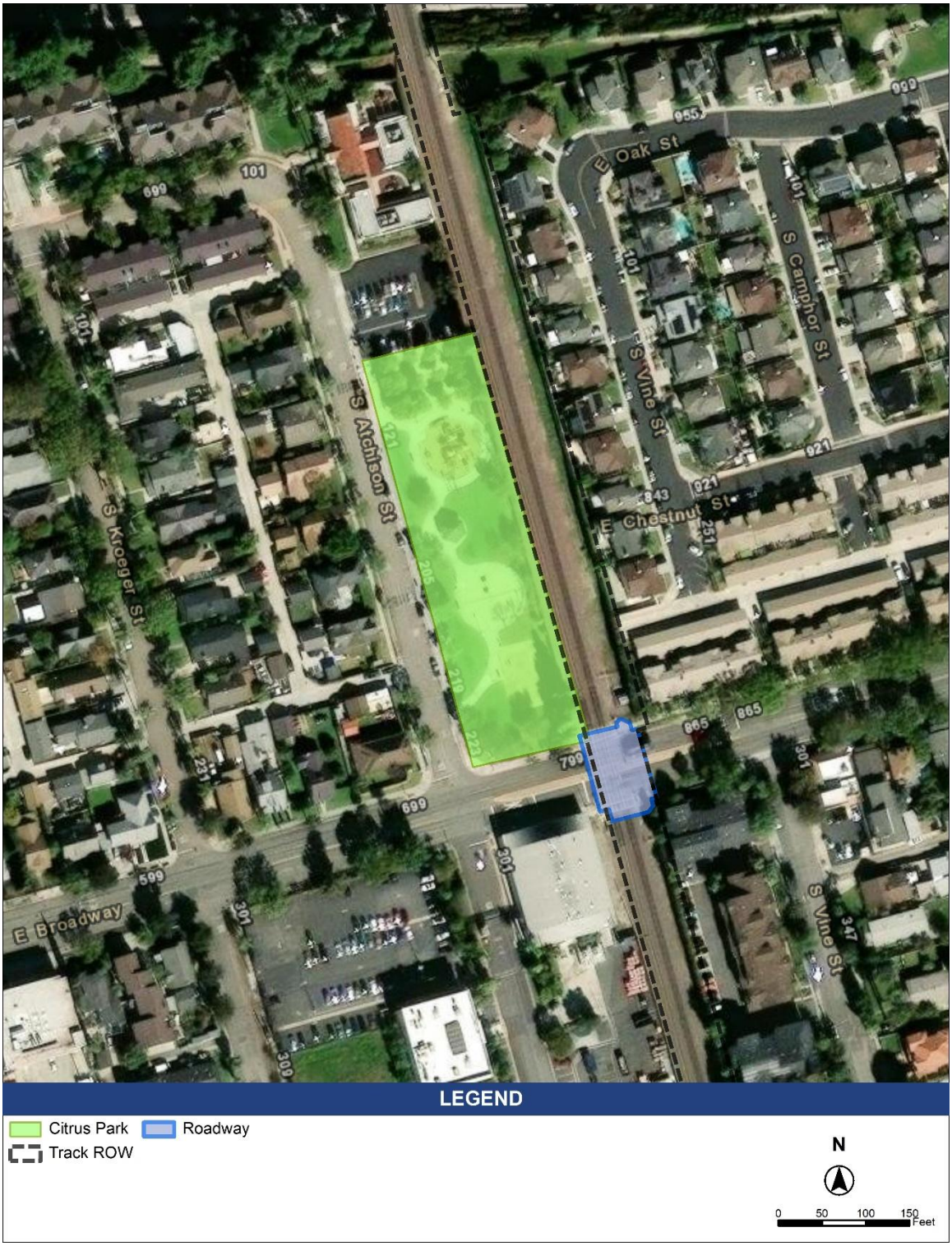
Citrus Park is an approximately 2.6-acre park in Anaheim. It is used for recreational activities and includes a parking lot, a children's play area, barbecues, gazebos, basketball courts, and volleyball courts. The City of Anaheim is the OWJ over Citrus Park. The park is in an urbanized area that is along an existing rail corridor. The park is outside of the RSA for the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option.

As depicted on Figure 4-21, Shared Passenger Track Alternatives A and B would be adjacent to the park. Project elements that would be built adjacent to the park include track, OCS, and catenary line. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the park would remain open during construction, and no access impacts would result from the project. However, the park is adjacent to the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run adjacent to the park.

The project would not result in the constructive use of this resource, as follows:

- During operation, HSR trains would be added to the existing railroad corridor. The alignment would be adjacent to Citrus Park. Active recreation facilities include a basketball court, a volleyball court, and an open play area. Operational noise would likely be perceptible to users of the resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- The resource is used for active recreational activities, and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- Although Citrus Park is adjacent to the project section, the resource is separated by a fence and vegetated barrier and would be blocked from views of the project. Existing views are dominated by mature trees and the vegetated barrier. During operation, the proposed OCS would be visible but would not dominate views because it would be shorter than the adjacent trees. The trees would remain the focal points of this view, and the project would not greatly detract from the quality of views.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.



Sources: City of Anaheim 2025; ESRI 2024

Figure 4-21 Impacts on Citrus Park

4.6.1.19 Santa Ana River Trail and Parkway (B-10)

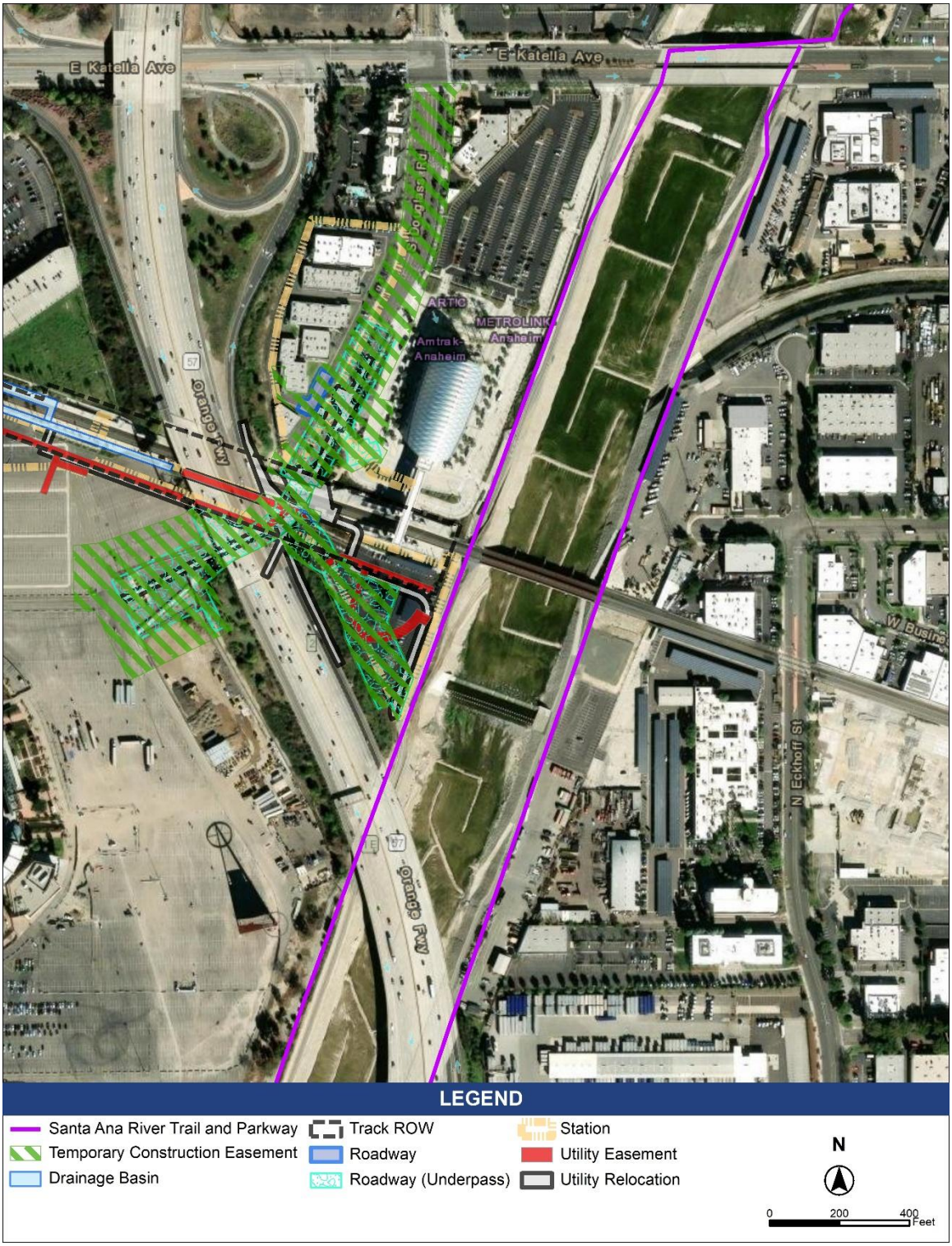
Santa Ana River Trail and Parkway is an approximately 100-mile-long trail along the Santa Ana River from Prado Dam in Riverside County to the Pacific Ocean in Huntington Beach. The path is used primarily for active recreation such as bicycling, running, and walking. Orange County Parks is the OWJ over Santa Ana River Trail and Parkway. The trail and parkway in the RSA is in an urbanized area that is along an existing rail corridor. The park is outside of the RSA for both the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option.

As depicted on Figure 4-22, Shared Passenger Track Alternatives A and B would be adjacent to the trail. Project elements that would be built approximately 244 feet or more from the park include trains, tracks, lighting, signage, and HSR station elements at Anaheim Regional Transportation Intermodal Center. All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. In addition, the park would remain open during construction, and no access impacts would result from the project. However, the trail is adjacent to the project footprint and is therefore within the 250-foot distance threshold for consideration of indirect noise and visual impacts (proximity impacts). After project implementation, HSR trains would run adjacent to the trail.

The project would not result in the constructive use of this resource, as follows:

- During operation, HSR trains would be added to the existing railroad corridor, which is adjacent to the trail. The Santa Ana River Trail and Parkway runs along the southeastern edge of the Anaheim Regional Transportation Intermodal Center station area for approximately 500 feet and crosses under the existing rail corridor just southeast of the end of the project section. The path is used primarily for active recreation such as bicycling, running, and walking. Operational noise would be perceptible to users approaching the station. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.
- The resource is used for active recreational activities, and users of the resource would be exposed to these impacts for a relatively short duration as they are passing through or nearby the area. To reduce dust impacts, the contractor will implement a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities (**AQ-IAMF#1**). This would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.
- During operation, visual elements that would be introduced in the rail corridor include trains, tracks, lighting, signage, and HSR station elements. The existing rail line and Anaheim Regional Transportation Intermodal Center station are currently visible from the trail. As stated in Section 3.16, the project elements in this area, which is near Key Viewpoint 22, would have a neutral effect on visual quality because the project would result in a low visual change that would be compatible with the existing environment.

For the reasons stated above, the project would not result in proximity impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no constructive use would result under Shared Passenger Track Alternatives A and B.



Sources: Santa Ana Water Project Authority 2023; ESRI 2024

Figure 4-22 Impacts on Santa Ana River Trail and Parkway

4.6.2 Cultural Resources

The Section 106 process is the method by which historic properties are identified; project effects on historic properties are determined; and adverse effects on historic properties are avoided, minimized, or mitigated. This Section 4(f) analysis uses the results of the Section 106 process to analyze if the project will result in a use of a historic property under Section 4(f).

The most important difference between the two statutes is the way each of them measures impacts on cultural resources. Whereas Section 106 is concerned with "adverse effects," Section 4(f) is concerned with "use" of protected properties. An adverse effect does not necessarily result in a Section 4(f) use unless the effect substantially impairs the attributes and features that qualify the resource for protection under Section 4(f).

A Section 4(f) use of a historic property is analyzed by (1) identifying if the project would permanently incorporate land from the property or temporarily occupy the property and (2) reviewing the effects on the property as documented during the Section 106 process. If an alternative would permanently incorporate land from the property or result in temporary occupancy that does not meet the criteria of 23 CFR Part 774.13(3), this impact would constitute a Section 4(f) use. If the project would result in a permanent incorporation or temporary occupancy but does not result in an adverse effect under Section 106, then the Section 4(f) use would be *de minimis* provided the SHPO concurs with the determination of no adverse effects.

Out of a total of 27 historic properties within the RSA, 22 of those would not have a Section 4(f) use under Shared Passenger Track Alternatives A and B and the Norwalk/Santa Fe Springs and Fullerton HSR Station Options. The project would result in a use of four historic resources (First Street Bridge, Fourth Street Bridge, Seventh Street Bridge, and Olympic Boulevard [Ninth Street] Bridge), result in *de minimis* impacts on one historic property (Rio Hondo), and result in a temporary occupancy of one historic property (Hunt Foods and Industries Office and Library). Dust, noise, visual, or access impacts (proximity impacts) are not anticipated at each resource because of their respective distances from the project footprint.

Nine of the fourteen archaeological resources identified within the RSA have been determined or are assumed eligible for listing in the NRHP under Criterion D and are therefore not protected under Section 4(f). A phased approach will be used for 8 of the 14 archaeological resources and Section 4(f) impacts will be analyzed should these resources be eligible under Criteria A, B, or C.

Detailed use assessments for Section 4(f) resources that are subject to a permanent use, *de minimis* impact, or temporary occupancy, or for resources that could incur a constructive use, immediately follow Table 4-5. Table 4-5 and Appendix 4-B include further details on the use assessment.

Table 4-5 Potential Impacts on Historical Resources Evaluated for Potential Section 4(f) Use

Resource Number	Property Name	Distance from Project Footprint	Construction Impact	Operations Impact	Preliminary Section 106 Finding	Preliminary 4(f) Use Determination
H-1	Los Angeles River	0 feet (beneath the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Los Angeles River for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.1 and Figure 4-23 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-2	1st St Bridge over Los Angeles River	0 feet (in the project footprint)	**Shared Passenger Track Alternatives A and B:** Permanent use along 117 feet of the bridge for protective barriers would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Discussion of proximity impacts is not required because a permanent use has been established. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** Use; refer to Section 4.6.2.2 and Figure 4-24 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-3	4th St Bridge over Los Angeles River	0 feet (in the project footprint)	**Shared Passenger Track Alternatives A and B:** Permanent use along 145 feet of the bridge for protective barriers would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Discussion of proximity impacts is not required because a permanent use has been established. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** Use; refer to Section 4.6.2.3 and Figure 4-25 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-4	7th St Bridge over Los Angeles River	0 feet (in the project footprint)	**Shared Passenger Track Alternatives A and B:** Permanent use along 111 feet of the bridge for protective barriers would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Discussion of proximity impacts is not required because a permanent use has been established. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** Use; refer to Section 4.6.2.4 and Figure 4-26 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-5	Olympic Blvd (9th St) Bridge over Los Angeles River	0 feet (in the project footprint)	**Shared Passenger Track Alternative A:** Permanent use along 45 feet of the bridge for protective barriers would be required. No changes in access would occur. **Shared Passenger Track Alternative B:** Permanent use along 45 feet of the bridge for protective barriers would be required. No changes in access would occur. Vibratory effects with potential to damage the reinforced-concrete bridge **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Discussion of proximity impacts is not required because a permanent use has been established. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** Use; refer to Section 4.6.2.5 and Figure 4-27 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A

Resource Number	Property Name	Distance from Project Footprint	Construction Impact	Operations Impact	Preliminary Section 106 Finding	Preliminary 4(f) Use Determination
H-6	Southern California Gas Company Administration Building	Over 1,000 feet from Shared Passenger Track Alternative A 230 feet from Shared Passenger Track Alternative B	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternative A:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Southern California Gas Company Administration Building for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Shared Passenger Track Alternative B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Southern California Gas Company Administration Building for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.6 and Figure 4-28 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-7	Southern California Gas Company Complex	Over 900 feet from Shared Passenger Track Alternative A 220 feet from Shared Passenger Track Alternative B	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternative A:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Southern California Gas Company Complex for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Shared Passenger Track Alternative B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Southern California Gas Company Complex for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.7 and Figure 4-29 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-8	AT&SF Railway Steam Locomotive No. 3751, 2435	115 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the AT&SF Railway Steam Locomotive No. 3751, 2435 for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.8 and Figure 4-30 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-9	AT&SF Railway Redondo Junction Yard (Historic District)	0 feet (adjacent to the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the AT&SF Railway Redondo Junction Yard (Historic District) for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.9 and Figure 4-31 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-10	Washington Blvd Bridge over Los Angeles River	0 feet (beneath the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Washington Blvd Bridge over Los Angeles River for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.10 and Figure 4-32 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A

Resource Number	Property Name	Distance from Project Footprint	Construction Impact	Operations Impact	Preliminary Section 106 Finding	Preliminary 4(f) Use Determination
H-11	Shrimpton Manufacturing and Supply Company	0 feet (in the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Shrimpton Manufacturing and Supply Company for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.11 and Figure 4-33 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-12	Western Waxed Paper Company	0 feet (in the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Western Waxed Paper Company for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.12 and Figure 4-34 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-13	Rio Hondo	0 feet (beneath the project footprint)	**Shared Passenger Track Alternatives A and B:** Permanent use of a maximum of 0.3 acre would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Discussion of proximity impacts is not required because a permanent use has been established. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** *De minimis*; refer to Section 4.6.2.13 and Figure 4-35 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-14	Boulder Dam–Los Angeles Transmission Line	0 feet (above the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Boulder Dam-Los Angeles Transmission Line for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.14 and Figure 4-36 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-15	Val-Vita Food Products Company Headquarters	0 feet (within the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Val-Vita Food Products Company Headquarters for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.15 and Figure 4-37 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-16	Hunt Foods and Industries Office and Library	0 feet (within the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use; temporary occupancy of 0.05 acre would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Hunt Foods and Industries Office and Library for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.16 and Figure 4-38 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A

Resource Number	Property Name	Distance from Project Footprint	Construction Impact	Operations Impact	Preliminary Section 106 Finding	Preliminary 4(f) Use Determination
H-17	St. Mary's Catholic Church	400 feet 500 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or temporary use would be required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify St. Mary's Catholic Church for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No adverse effect	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
H-18	Amerige Brothers' Real Estate Office	450 feet 500 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or temporary use would be required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Amerige Brothers' Real Estate Office for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No adverse effect	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
H-19	Elephant Packing House	230 feet 75 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or temporary use would be required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Elephant Packing House for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No adverse effect	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.17 and Figure 4-39 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use; refer to Section 4.6.2.17
H-20	Fullerton Union Pacific Depot	0 feet (in the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or temporary use would be required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Fullerton Union Pacific Depot for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No adverse effect	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.18 and Figure 4-40 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use; refer to Section 4.6.2.18

Resource Number	Property Name	Distance from Project Footprint	Construction Impact	Operations Impact	Preliminary Section 106 Finding	Preliminary 4(f) Use Determination
H-21	Fullerton Ice Company	0 feet (in the project footprint) 270 feet from the Fullerton HSR Station Option	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or temporary use would be required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Fullerton Ice Company for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No adverse effect	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.19 and Figure 4-41 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
H-22	Fullerton Odd Fellows Temple	200 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or temporary use would be required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Fullerton Odd Fellows Temple for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No adverse effect	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.20 and Figure 4-42 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
H-23	Pacific Electric Railway Depot	240 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or temporary use would be required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Pacific Electric Railway Depot for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No adverse effect	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.21 and Figure 4-43 **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
H-24	Fullerton Post Office	370 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** No permanent use or temporary use would be required. No changes in access would occur.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Fullerton Post Office for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. **Fullerton HSR Station Option:** The Fullerton HSR Station Option would not result in additional proximity impacts from changes in noise and in the visual environment than discussed in Shared Passenger Track Alternatives A and B, and no constructive use would result.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No adverse effect	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option:** N/A **Fullerton HSR Station Option:** No use
H-25	Santa Fe Railway Passenger and Freight Depot	0 feet (adjacent to the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Santa Fe Railway Passenger and Freight Depot for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.22 and Figure 4-44 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A

Resource Number	Property Name	Distance from Project Footprint	Construction Impact	Operations Impact	Preliminary Section 106 Finding	Preliminary 4(f) Use Determination
H-26	Anaheim Union Pacific Depot (Anaheim Union Station) (relocated)	0 feet (adjacent to the project footprint)	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Union Pacific Depot (Anaheim Union Station) (relocated) for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use; refer to Section 4.6.2.23 and Figure 4-45 **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A
H-27	Kroeger-Melrose District	300 feet	**Shared Passenger Track Alternatives A and B:** No permanent use or temporary use would be required. No changes in access would occur. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** Noise and visual impacts would not be of a severity that the protected attributes that qualify the Kroeger-Melrose District for protection under Section 4(f) would be substantially impaired, and no constructive use would result. **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** This resource is outside the RSA of the Norwalk/Santa Fe Springs and Fullerton HSR Station Options.	**Shared Passenger Track Alternatives A and B:** No adverse effect **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A	**Shared Passenger Track Alternatives A and B:** No use **Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option:** N/A

AT&SF = Atchison, Topeka and Santa Fe; HSR = high-speed rail; N/A = not applicable; RSA = resource study area

4.6.2.1 Los Angeles River (H-1)

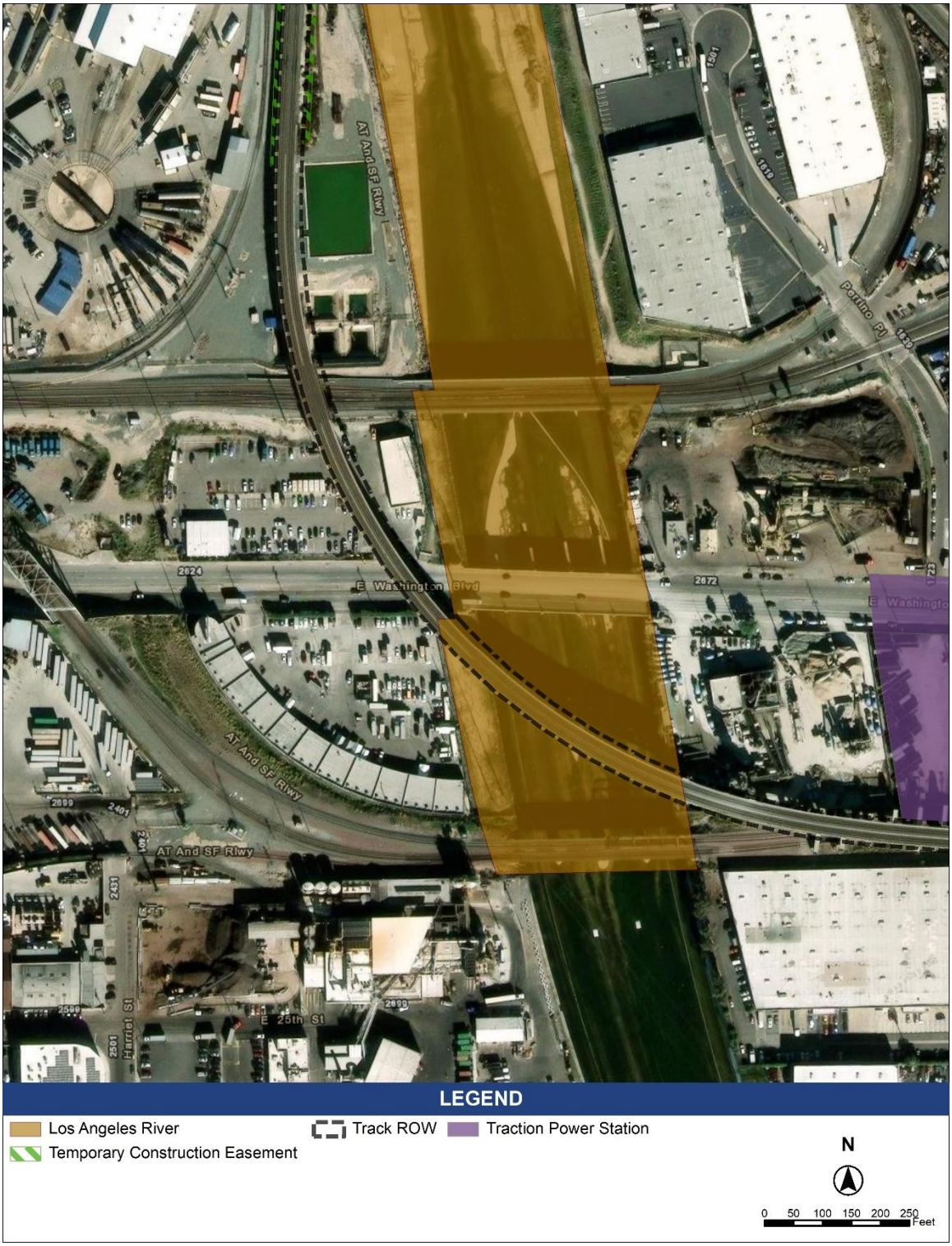
Within the APE, segments of the Los Angeles River channel account for a small percentage of the much larger 52-mile-long linear resource. Assessing the physical integrity of the entire 52-mile channel between Canoga Park and Long Beach to make a determination of the potential district's eligibility is beyond the scope of a reasonable level of effort, and full evaluation of the entire channel is precluded by its large size and the limited potential for effects as a result of Shared Passenger Track Alternatives A and B. Therefore, for the purposes of this project only, the Los Angeles River channel is presumed to be eligible for listing in the NRHP as the first geographically extensive twentieth-century flood control works built by the U.S. Army Corps of Engineers as part of the Los Angeles County Drainage Area plan. The period of significance for the Los Angeles River is 1935 to 1959. The 2.3-mile segment within the APE extends from the First Street Bridge south to approximately 25th Street in the city of Los Angeles. The character-defining features of the Los Angeles River channel segment include its concrete channel base, subdrainage systems, and angled concrete embankments or vertical concrete walls with steel sheathing. The boundaries of the property generally correspond with several legal parcels.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Under Shared Passenger Track Alternatives A and B, and as depicted on Figure 4-23, the project would include installation of HSR track, OCS poles, and catenary lines on an existing railroad bridge over the river south of Washington Boulevard. Shared Passenger Track Alternatives A and B would neither encroach on nor cause physical destruction of, damage to, or alterations of this property. Construction in the vicinity would be confined to the railroad right-of-way along the western side of the river and a TPSS on the eastern side of the river, just north of Olympic Boulevard. No changes would be made to the existing tracks in this area, except for the addition of OCS. No alterations would take place to the channelized Los Angeles River.

All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The project elements would be visible in the channel; however, these structures are consistent with the types of transportation infrastructure that have historically surrounded the river channel. Shared Passenger Track Alternatives A and B would not result in adverse effects from the introduction of new visual elements caused by construction or operation of the at-grade HSR alignment, change the character of the historic property's use, or result in changes to the physical setting in a manner that would diminish its integrity as described in 36 CFR Part 800.5(a)(2)(iv) and (v). Finally, anticipated noise from operation of the project would not cause adverse effects on this property because the Los Angeles River channel does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Los Angeles River.

Although the historic property and its character-defining features are not anticipated to be affected by the project, IAMFs are nevertheless incorporated in the project design to avoid accidental damage to historic properties during construction. These include inclusion of a geospatial layer on construction drawings that identifies cultural resources (**CUL-IAMF#1, Geospatial Data Layer and Archaeological Sensitivity Map**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2, Worker Environmental Awareness Program Training Session**).



Source: Los Angeles County GIS Data Portal 2017a; ESRI 2024

Figure 4-23 Impacts on Los Angeles River

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A

and B would have no adverse effect on the Los Angeles River, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

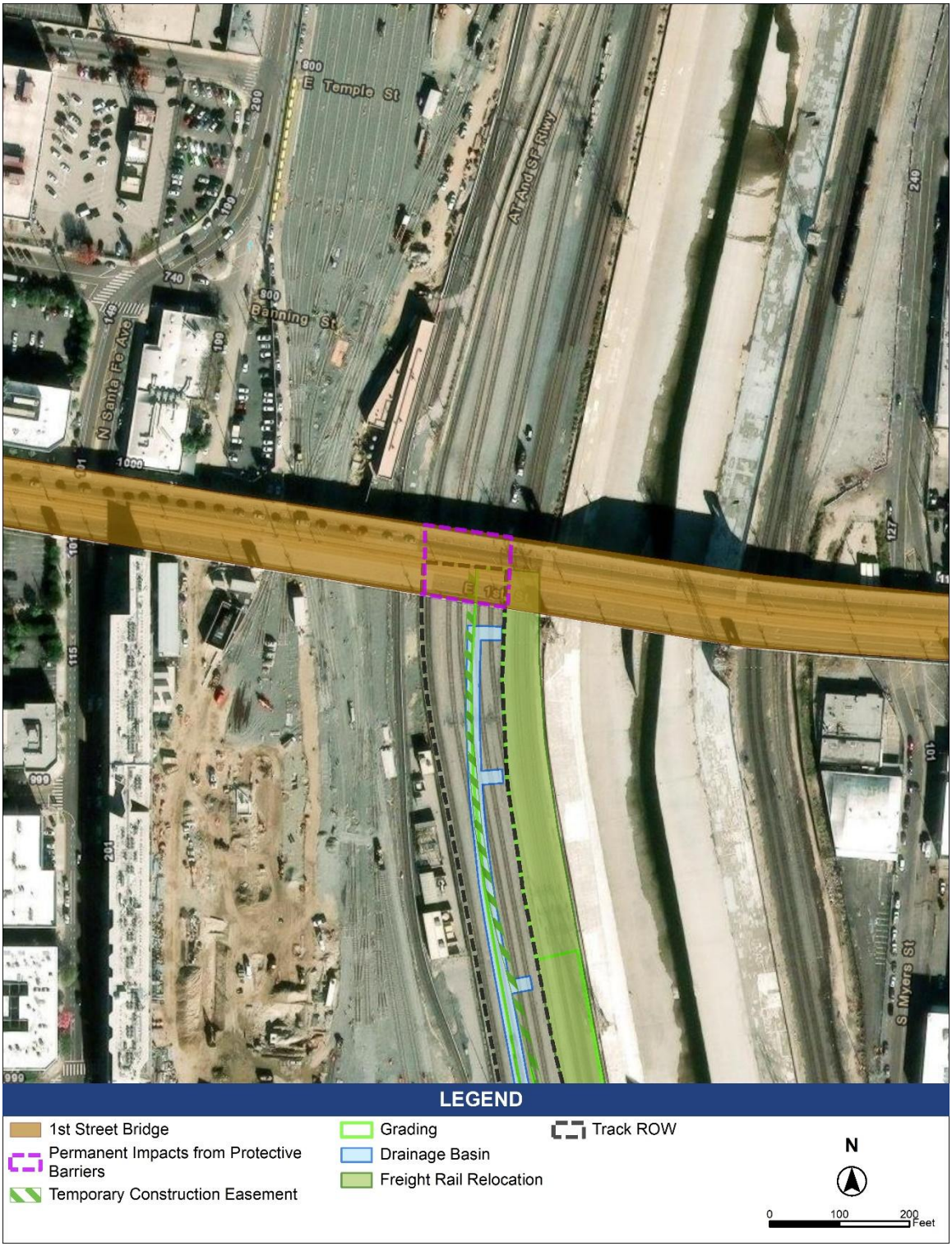
4.6.2.2 First Street Bridge (H-2)

As described in Section 4.5.2.1, Description of Historic and Archaeological Resources, character-defining features of First Street Bridge, a Neo-Classical bridge, include the 10 monumental arched porticos at the east/west girder abutments; the east/west arch abutments; the intermediate pylon abutment with projecting balconies; the cantilevered sidewalk, which is supported by heavy brackets; and finally the arched railing and lighting standards, which comprise a base, pole, and double-acorn luminaire.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Under Shared Passenger Track Alternatives A and B, as depicted on Figure 4-24, project construction would be completed in a 117-foot-long area beneath the bridge. Most of the infrastructure associated with the project would be at grade beneath the bridge structure outside the historic property boundaries, which include the relocation of existing freight rail and construction of new track beneath the bridge, installation of OCS poles and catenary line along the existing railroad alignment beneath the bridge, and drainage basin construction beneath the bridge. A temporary construction easement beneath the bridge would be required to allow for construction staging, access, materials storage, parking of construction equipment, and other similar activities.

Under both alternatives, project elements would also be completed directly on the bridge; those project elements include a wire for OCS components, which may be attached to the bridge's undersides within the historic property boundaries, and installation of protective barriers on the bridge to increase safety by preventing people or objects from entering the HSR right-of-way. Solid barriers on the overcrossing are required to extend to the edge of the rail right-of-way or 30 feet from the centerline of the outermost track, whichever is greater, at a minimum height of 8 feet. These elements would be installed on the bridge within the historic property boundaries and result in direct physical alteration of the bridge. The OCS-associated wire would represent a minimal physical alteration that would not adversely affect the bridge's integrity of design, workmanship, or materials. The protective barriers, however, would introduce a visual intrusion that is incompatible with the bridge's designs. The protective barriers would be so incompatible with the bridge's original designs that they would result in direct effects on the bridge with potential to diminish the character-defining architectural features that express the properties' significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), and (iii)). Therefore, the project would result in a direct adverse effect on the bridge. The permanent project elements would be completed on the property, and a portion of the property would be permanently incorporated into both of the alternatives, constituting a permanent use under Section 4(f).

Project design components have been included to address accidental damage to cultural resources during construction. IAMFs developed for the project section include the inclusion of a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the contractor to protect cultural resources during construction (**CUL-IAMF#2**). Because construction would occur within the historic property boundaries, a property-specific protection plan would be warranted in this case, including preparation of a Built Environment Treatment Plan, to include a preconstruction conditions assessment, plan for protection, and repair of inadvertent damage (**CUL-IAMF#6, Preconstruction Conditions Assessment, Plan for Protection of Historic Architectural Resources, and Repair of Inadvertent Damage**); implementation of a Built Environment Monitoring Plan (**CUL-IAMF#7, Built Environment Monitoring Plan**); and implementation of protection or stabilization measures (**CUL-IAMF#8, Implement Protection or Stabilization Measures**).



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-24 Impacts on First Street Bridge

Although mitigation measures may be developed during consultation with the SHPO to prevent accidental damage to cultural resources during construction, the project would still result in an adverse effect. **CUL-MM#12, Design Review for Protective Barriers**, seeks to address

consultation with interested parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual impacts. This mitigation measure would not reduce the impact below a level of significance because of the physical alteration of the bridge.

The Authority would develop a property-specific mitigation measure to minimize the adverse effect by consulting with interested parties to achieve a protective barrier design that meets safety goals while introducing the minimum physical and visual effects on the historic property. In addition, the Authority would develop an MOA for the project section where the Authority determines there would be an adverse effect on historic properties or when phased identification is necessary and adverse effects could occur. The Authority and SHPO would use the MOA to enforce the implementation of required actions that arise from the Section 106 consultation.

The Authority has made a finding of adverse effect for this resource under Section 106 for Shared Passenger Track Alternatives A and B. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process (Authority 2025c).

Shared Passenger Track Alternatives A and B would result in the same impacts described above. Both project alternatives require the installation of protective barriers on the bridge and permanent incorporation into the project footprint, resulting in the alteration of character-defining features during construction. Therefore, both project alternatives would result in a Section 4(f) use.

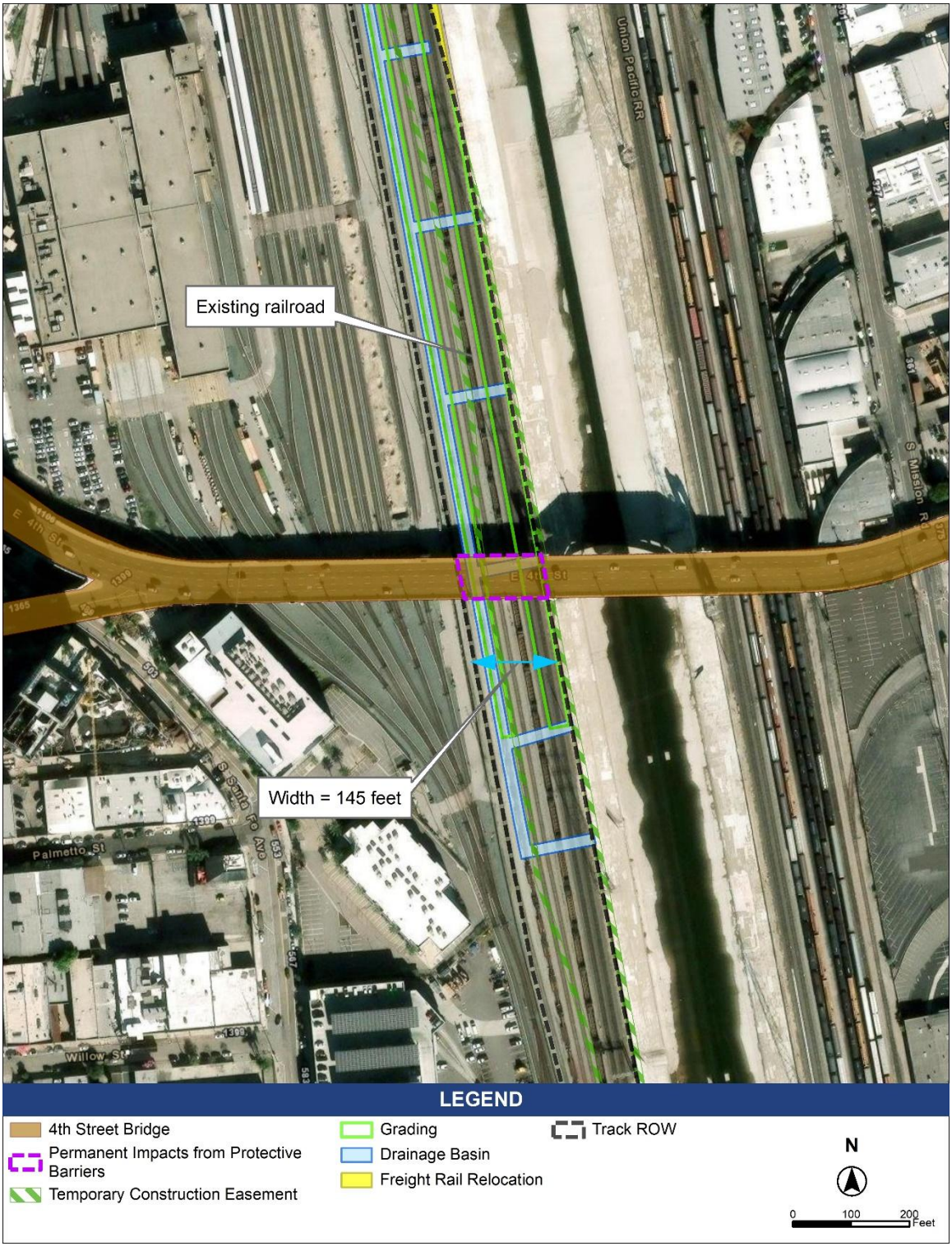
4.6.2.3 Fourth Street Bridge (H-3)

As described in Section 4.5.2.1, character-defining features of Fourth Street Bridge, a Gothic Revival design, include ornamental pylons having lancet arched openings, decorative bronze lanterns, pointed arched pilasters and pointed capping; trefoil railing detail; tapered concrete light poles with finials and paired decorative bronze lanterns; and closed spandrel barrel arches.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. As depicted on Figure 4-25, project construction would be completed in a 145-foot-long area beneath the viaduct. Most of the infrastructure associated with the project would be at grade beneath the structures outside the historic property boundaries, which include the installation of OCS poles and catenary line along the existing railroad alignment beneath the bridge, and drainage basin construction beneath the bridge. A temporary construction easement beneath the bridge would be required to allow for construction staging, access, materials storage, parking of construction equipment, and other similar activities.

Under both alternatives, project elements that would be completed directly on the bridge would include a wire for OCS components, which may be attached to the bridge's undersides within the historic property boundaries, and installation of protective barriers on the bridge to increase safety by preventing people or objects from entering the HSR right-of-way. Solid barriers on the overcrossing are required to extend to the edge of the rail right-of-way or 30 feet from the centerline of the outermost track, whichever is greater, at a minimum height of 8 feet.

These elements would be installed on the bridge within the historic property boundaries and result in direct physical alteration of the bridge. The OCS-associated wire would represent a minimal physical alteration that would not adversely affect the bridge's integrity of design, workmanship, or materials. The protective barriers, however, would introduce a visual intrusion that is incompatible with the bridge's designs. The protective barriers would be so incompatible with the bridge's original designs that they would result in direct effects on the bridge with potential to diminish the character-defining architectural features that express the properties' significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), and (iii)). Therefore, the project would result in a direct adverse effect on the bridge. The permanent project elements would be completed on the property, and a portion of the property would be permanently incorporated into both alternatives, constituting a permanent use under Section 4(f).



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-25 Impacts on Fourth Street Bridge

Project design components have been included to address accidental damage to cultural resources during construction. IAMFs developed for the project section include the inclusion of a geospatial data layer depicting the location of cultural resources on construction drawings

(**CUL-IAMF#1**) and mandatory training for the contractor to protect cultural resources during construction (**CUL-IAMF#2**). Because construction would occur within the historic property boundaries, a property-specific protection plan would be warranted in this case, including preparation of a Built Environment Treatment Plan, to include a preconstruction conditions assessment, plan for protection, and repair of inadvertent damage (**CUL-IAMF#6**); implementation of a Built Environment Monitoring Plan (**CUL-IAMF#7**); and implementation of protection or stabilization measures (**CUL-IAMF#8**).

Although mitigation measures may be developed during consultation to prevent accidental damage to cultural resources during construction, the project would still result in an adverse effect. **CUL-MM#12** seeks to address consultation with interested parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual impacts. This mitigation measure would not reduce the impact below a level of significance because of the physical alteration of the bridge.

The Authority would develop a property-specific mitigation measure to minimize the adverse effect by consulting with interested parties to achieve a protective barrier design that meets safety goals while introducing the minimum physical and visual effects on the historic property. In addition, the Authority would develop an MOA for the project section where the Authority determines there would be an adverse effect on historic properties or when phased identification is necessary and adverse effects could occur. The Authority and SHPO would use the MOA to enforce the implementation of required actions that arise from the Section 106 consultation.

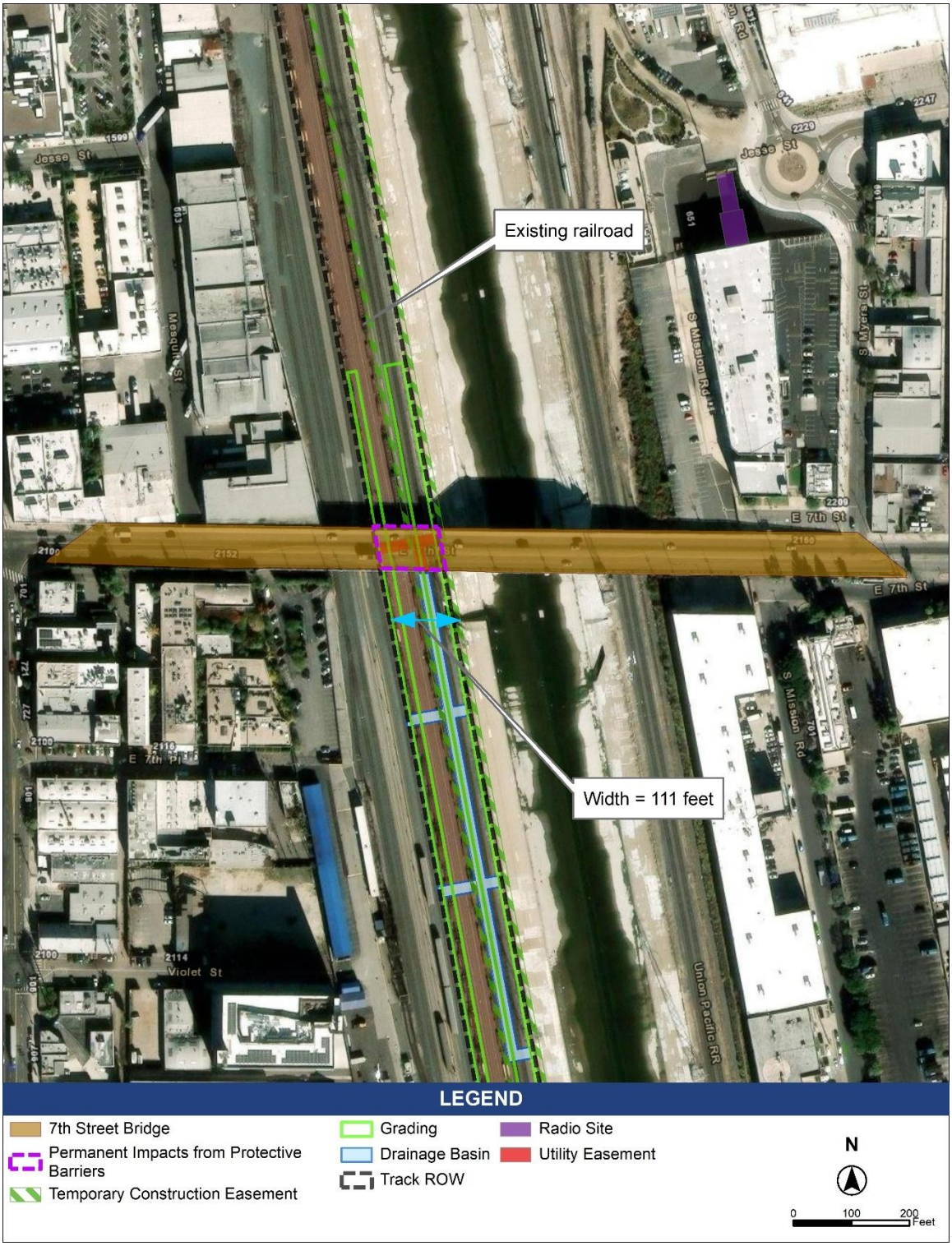
The Authority has made a finding of adverse effect for this resource under Section 106 for Shared Passenger Track Alternatives A and B. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process (Authority 2025c).

Shared Passenger Track Alternatives A and B would result in the same impacts described above. Both project alternatives require the installation of protective barriers on the bridge and permanent incorporation into the project footprint, resulting in the alteration of character-defining features during construction. Therefore, both project alternatives would result in a Section 4(f) use.

4.6.2.4 Seventh Street Bridge (H-4)

As described in Section 4.5.2.1, character-defining features of Seventh Street Bridge include assimilation of pre-existing 1907 bridge; decorative spindle railing, concrete pylons with molded inset paneling each supporting a centered bronze mast and two symmetrically placed bronze luminaires with acorn finials; and secondary light fixtures of double luminaires attached to a concrete mast atop a base that features multiple inset panel.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. As depicted on Figure 4-26, project construction would be completed in a 111-foot-long area beneath the viaduct. Most of the infrastructure associated with the project would be at grade beneath the structures outside the historic property boundaries; those project elements include the relocation of existing freight rail and construction of new track beneath the bridge, installation of OCS poles and catenary line along the existing railroad alignment beneath the bridge, and drainage basin construction beneath the bridge. A temporary construction easement beneath the bridge would be required to allow for construction staging, access, materials storage, parking of construction equipment, and other similar activities.



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-26 Impacts on Seventh Street Bridge

Under both alternatives, project elements that would be completed directly on the bridge would include a wire for OCS components, which may be attached to the bridge's undersides within the historic property boundaries, and installation of protective barriers on the bridge to increase safety

by preventing people or objects from entering the HSR right-of-way. Solid barriers on the overcrossing are required to extend to the edge of the rail right-of-way or 30 feet from the centerline of the outermost track, whichever is greater, at a minimum height of 8 feet. These elements would be installed on the bridge within the historic property boundaries and result in direct a physical alteration of the bridge. The OCS-associated wire would represent a minimal physical alteration that would not adversely affect the bridge's integrity of design, workmanship, or materials. The protective barriers, however, would introduce a visual intrusion that is incompatible with the bridge's designs. The protective barriers would be so incompatible with the bridge's original designs that they would result in direct effects on the bridge with potential to diminish the character-defining architectural features that express the properties' significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), and (iii)). Therefore, the project would result in a direct adverse effect on the bridge. The permanent project elements would be completed on the property, and a portion of the property would be permanently incorporated into both alternatives, constituting a permanent use under Section 4(f).

Project design components have been included to address accidental damage to cultural resources during construction. IAMFs developed for the project section include a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the contractor to protect cultural resources during construction (**CUL-IAMF#2**). Because construction would occur within the historic property boundaries, a property-specific protection plan would be warranted in this case, including preparation of a Built Environment Treatment Plan, to include a preconstruction conditions assessment, plan for protection, and repair of inadvertent damage (**CUL-IAMF#6**); implementation of a Built Environment Monitoring Plan (**CUL-IAMF#7**); and implementation of protection or stabilization measures (**CUL-IAMF#8**).

Although mitigation measures may be developed during consultation to prevent accidental damage to cultural resources during construction, the project would still result in an adverse effect. **CUL-MM#12** seeks to address consultation with interested parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual impacts. This mitigation measure would not reduce the impact below a level of significance because of the physical alteration of the bridge.

The Authority would develop a property-specific mitigation measure to minimize the adverse effect by consulting with interested parties to achieve a protective barrier design that meets safety goals while introducing the minimum physical and visual effects on the historic property. In addition, the Authority would develop an MOA for the project section where the Authority determines there would be an adverse effect on historic properties or when phased identification is necessary and adverse effects could occur. The Authority and SHPO would use the MOA to enforce the implementation of required actions that arise from the Section 106 consultation.

The Authority has made a finding of adverse effect for this resource under Section 106 for Shared Passenger Track Alternatives A and B. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process (Authority 2025c).

Shared Passenger Track Alternatives A and B would result in the same impacts described above. Both project alternatives require the installation of protective barriers on the bridge and permanent incorporation into the project footprint, resulting in the alteration of character-defining features during construction. Therefore, both project alternatives would result in a Section 4(f) use.

4.6.2.5 Olympic Boulevard (Ninth Street) Bridge (H-5)

Both project alternatives require the installation of protective barriers on the bridge, resulting in the alteration of character-defining features during construction. Therefore, both Shared Passenger Track Alternatives A and B would result in a Section 4(f) use. This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option.

Shared Passenger Track Alternative A

As described in Section 4.5.2.1, character-defining features of the Olympic Boulevard Bridge include Beaux-Arts detailed ornamental pylons having triglyphs, metopes, and dentil molding, topped with a bracket-molded base on which is a centered, finial-capped mast from which symmetrically extend four torch-like bronze luminaries each underscored at their armatures with floral bracketing and bud-like drop finials; turn spindle railing with a periodic circle motif in which is diagonally inset a semi-abstract bud-like double motif akin to nearby spindles but possessing a mantling quality; and molded railing with small, periodic piers.

Under Shared Passenger Track Alternative A, a permanent use would occur. As depicted on Figure 4-27, the following project elements would be completed directly on the bridge, including installation of a wire for OCS components, which may be attached to the bridge's undersides within the historic property boundaries, and installation of protective barriers on the bridge to increase safety by preventing people or objects from entering the HSR right-of-way. Solid barriers on the overcrossing are required to extend to the edge of the rail right-of-way or 30 feet from the centerline of the outermost track, whichever is greater, at a minimum height of 8 feet. These elements would be installed on the bridge within the historic property boundaries and result in direct a physical alteration of the bridge. The OCS-associated wire would represent a minimal physical alteration that would not adversely affect the bridge's integrity of design, workmanship, or materials. The protective barriers, however, would introduce a visual intrusion that is incompatible with the bridge's designs.

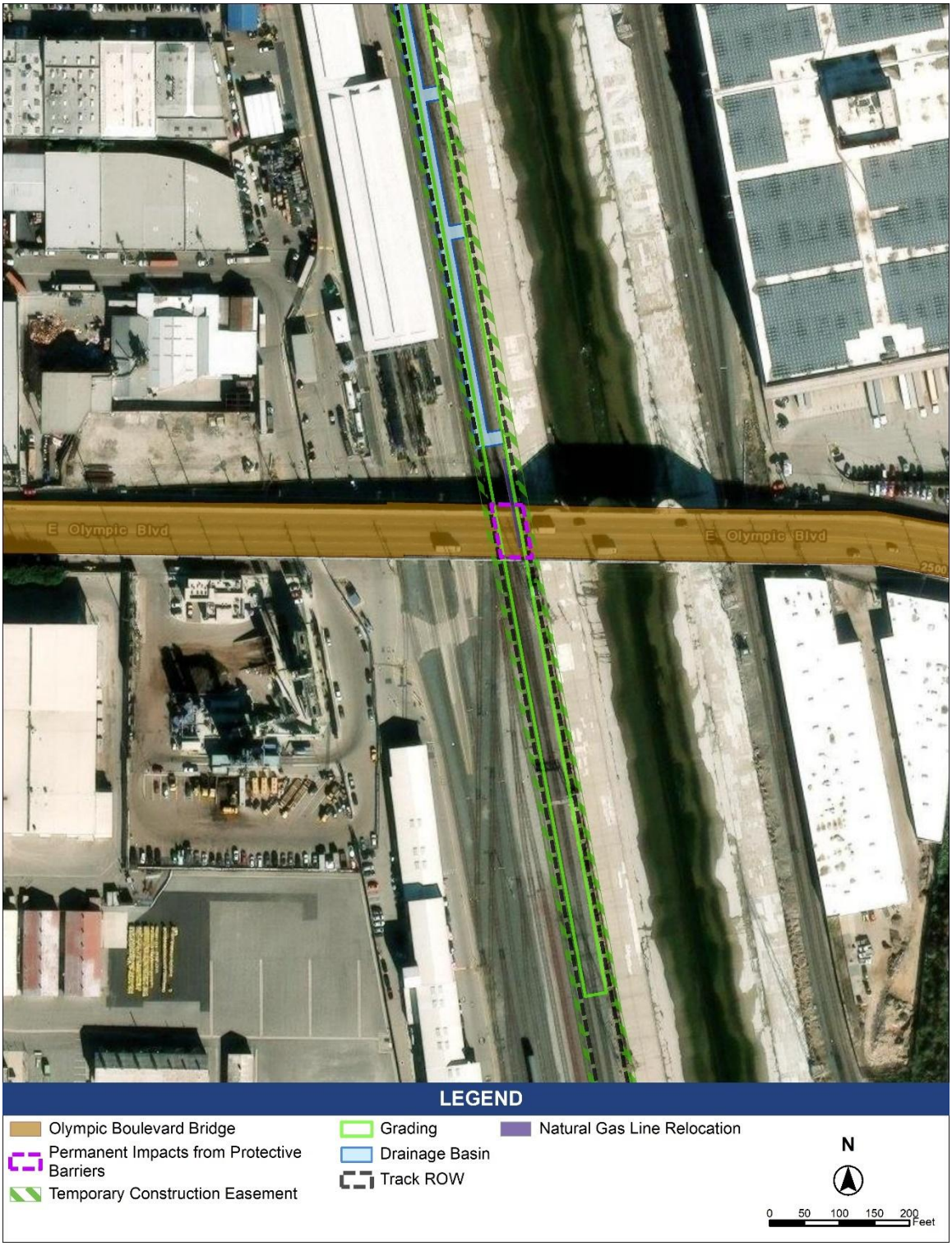
The protective barriers would be so incompatible with the bridge's original designs that they would result in direct effects on the bridge with potential to diminish the character-defining architectural features that express the properties' significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), and (iii)). Therefore, the project would result in a direct adverse effect on the bridge. The permanent project elements would be completed on the property, and a portion of the property would be permanently incorporated into both alternatives, constituting a permanent use under Section 4(f).

Project design components have been included to address accidental damage to cultural resources during construction. IAMFs developed for the project section include the inclusion of a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the contractor to protect cultural resources during construction (**CUL-IAMF#2**). Because construction would occur within the historic property boundaries, a property-specific protection plan would be warranted in this case, including preparation of a Built Environment Treatment Plan, to include a preconstruction conditions assessment, plan for protection, and repair of inadvertent damage (**CUL-IAMF#6**); implementation of a Built Environment Monitoring Plan (**CUL-IAMF#7**); and implementation of protection or stabilization measures (**CUL-IAMF#8**).

Although mitigation measures may be developed during consultation to prevent accidental damage to cultural resources during construction, the project would still result in an adverse effect. **CUL-MM#12** seeks to address consultation with interested parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual impacts.

The Authority would develop a property-specific mitigation measure to minimize the adverse effect by consulting with interested parties to achieve a protective barrier design that meets safety goals while introducing the minimum physical and visual effects on the historic property. In addition, the Authority would develop an MOA for the project section where the Authority determines there would be an adverse effect on historic properties or when phased identification is necessary and adverse effects could occur. The Authority and SHPO would use the MOA to enforce the implementation of required actions that arise from the Section 106 consultation.

The Authority has made a finding of adverse effect for this resource under Section 106 for Shared Passenger Track Alternative A. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process (Authority 2025c).



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-27 Impacts on Olympic Boulevard (Ninth Street) Bridge

Shared Passenger Track Alternative B

Shared Passenger Track Alternative B would result in the same impacts described above for Shared Passenger Track Alternative A, as well as additional impacts associated with construction of the 15th Street LMF. Lead tracks to access the 15th Street LMF would be built along the west side of the railroad corridor from just north of the Seventh Street Bridge to just south of the Olympic Boulevard Bridge, before entering the 15th Street LMF. The lead tracks would pass beneath the Olympic Boulevard Bridge. They would be built between the existing bridge piers; however, to accommodate the necessary vertical clearance between the lead tracks and the bridge, the lead tracks would need to be lowered below existing grade and each would be within a shallow trench. The trenches would require excavations up to 15 feet deep between the existing piles that support the bridge superstructure. Trenching would include sheet piles, excavation, cast-in-place reinforced-concrete U-trenches, ballast, and track. In addition, catenary lines may be affixed to the underside of the bridge. These activities could damage or destroy part of the historic property.

The lead tracks would pass beneath the western side of the bridge's substructure; however, numerous railroad tracks already pass beneath the Olympic Boulevard Bridge. The addition of lead tracks does not change the character of the property or its use as a vehicular and pedestrian bridge that traverses the Los Angeles River and railroad tracks in an established industrial setting.

The reinforced-concrete historic property is considered a Category I structure, but excavation and sheet pile driving would take place immediately adjacent to and between each of the bridge's piers, which has the potential to cause vibration effects on the bridge. As analyzed in Section 3.4, vibrations resulting from excavation and building track have the potential to damage the reinforced-concrete bridge because construction would take place immediately adjacent to the bridge's piers. For example, vibratory pile drivers within 15 feet could damage reinforced concrete.

The project incorporates **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#6**, **CUL-IAMF#7**, and **CUL-IAMF#8**, and implements **CUL-MM#12**, which will avoid or minimize destruction associated with the lead tracks. Although the impacts associated with the 15th Street LMF lead tracks would be minimized, Shared Passenger Track Alternative B would still include the addition of OCS components and safety barriers on the Olympic Boulevard (Ninth Street Bridge), which would result in adverse effects, as described above.

The Authority has made a finding of adverse effect for this resource under Section 106 for Shared Passenger Track Alternative B. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process (Authority 2025c).

The permanent project elements would be completed on the property, and a portion of the property would be permanently incorporated into the alternative, constituting a permanent use under Section 4(f).

4.6.2.6 Southern California Gas Company Administration Building (H-6)

The Southern California Gas Company Administration Building in Los Angeles was previously determined eligible for listing in the NRHP with SHPO concurrence in 1989, at the local level of significance under Criterion C. Its area of significance is architecture and its period of significance is 1923, the year of its construction. Because the property was determined eligible for the NRHP with SHPO concurrence, it is listed on the CRHR under Criterion 3. This building is an important example of the work of the prominent Los Angeles architectural firm Curlett and Beelman. Character-defining features consist of the building's rectangular plan and four-story plus basement height; piers; sawtooth roof; minimal classical detailing around the two west-facing entrances; medallions on the primary elevation that depict gas-related infrastructure and the year build date; and multilight steel windows all four elevations, including three-story-tall windows along the primary (western) elevation and the northern elevation. Noncontributing elements include a mural along the building's south elevation. The historic property boundary is the building footprint.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. The nearest project feature of Shared Passenger Track Alternative A is more than 250 feet from the Southern California Gas Company Administration Building; therefore, it is only discussed in Table 4-5.

Shared Passenger Track Alternative B

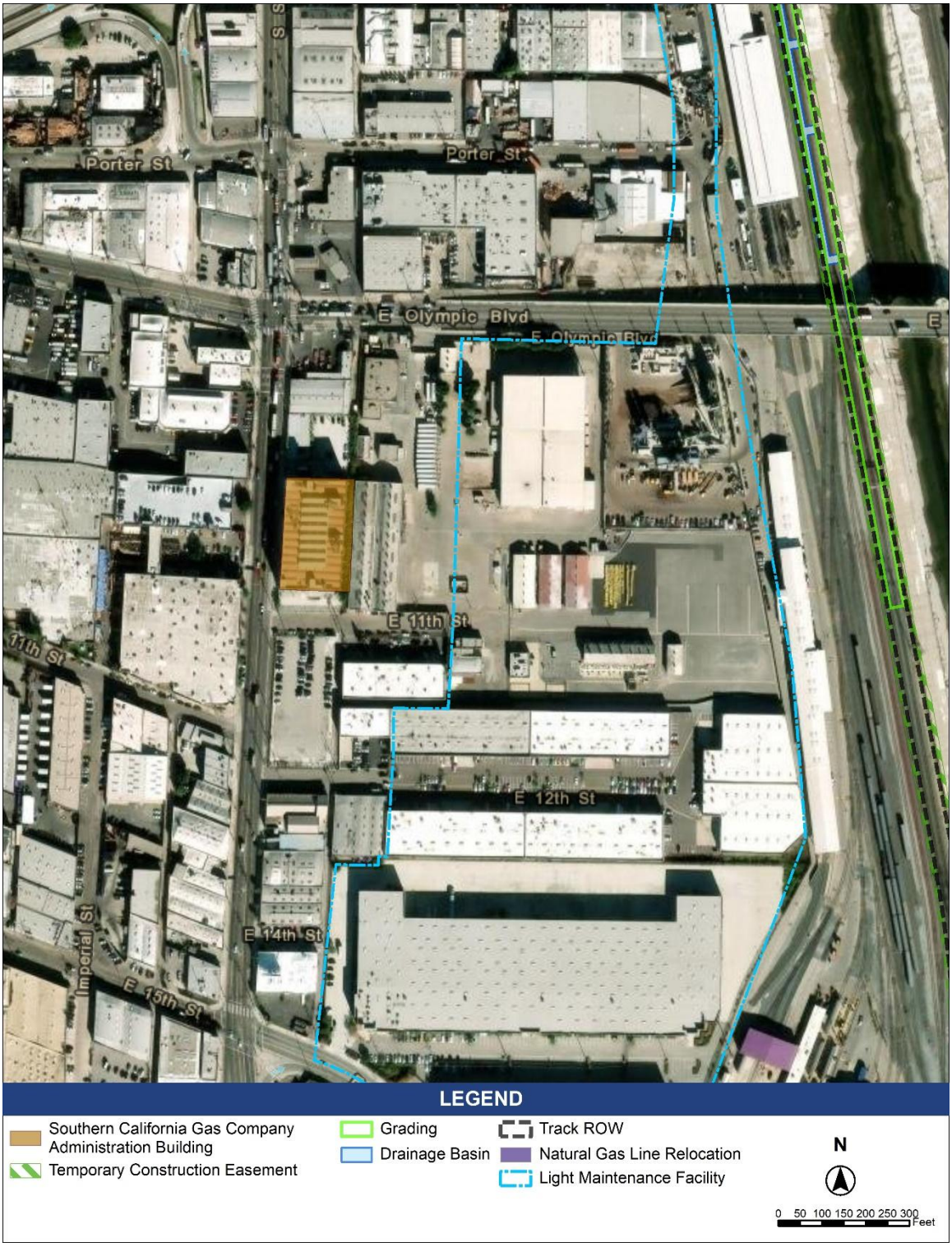
As depicted on Figure 4-28, Shared Passenger Track Alternative B would neither encroach on this historic property nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property, including portions of the former Southern California Gas Company property east of the historic property. Construction of the LMF would include a six-track shop building, outdoor storage capacity for twenty 704-foot-long train sets, a train washer, right-of-way access loading bays and storage tracks for crews, one 30,000-square-foot building, 150 parking spaces, and access points for semitrucks and employees. The shop building and storage tracks would be parallel to and just west of Redondo Junction Yard. Other project elements would be across the former Southern California Gas Company property (now Waste Management) and other nearby properties. However, demolition and construction activities would take place approximately 230 feet from the Southern California Gas Company Administration Building's historic property boundary. No demolition, destruction, damage, or alterations would be made to the Southern California Gas Company Administration Building. The project would not, therefore, result in effects on the Southern California Gas Company Administration Building with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The building's significance is rooted in its architecture, and its setting is not a character-defining feature of the historic property. However, the demolition of buildings associated with Southern California Gas Company, although not found to be historic properties, and the construction of new railroad-related facilities in their place would encroach on the Southern California Gas Company Administration Building's setting. Nonetheless, the administration building's architectural significance and its character-defining features would remain intact and undisturbed as the result of Shared Passenger Track Alternative B. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Southern California Gas Company Administration Building.

Vibrations resulting from demolition and construction are not anticipated to cause an effect because of the building's reinforced-concrete construction and the distance between vibratory elements of Shared Passenger Track Alternative B that could cause damage to those types of buildings. As indicated in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report*, the administration building could be damaged as a result of the project if impact pile-driving activities occur within 30 feet of the building, vibratory pile-driving activities occur within 15 feet of the building, or a vibratory roller is used within 15 feet of the building (Authority 2025d). However, the Southern California Gas Company Administration Building is approximately 115 feet from the proposed 15th Street LMF site's boundary and 330 feet from proposed demolition and construction. Therefore, no vibratory impacts are expected for this resource.

IAMFs will be incorporated to address accidental damage to cultural resources during construction, including the creation of a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). Shared Passenger Track Alternative B would, therefore, result in no adverse effects on the Southern California Gas Company Administration Building with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv).



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-28 Impacts on Southern California Gas Company Administration Building

The Authority has made a finding of no adverse effect on this resource under Section 106 for Shared Passenger Track Alternative B. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger

Track Alternative B would have no adverse effect on the Southern California Gas Company Administration Building, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.7 Southern California Gas Company Complex (H-7)

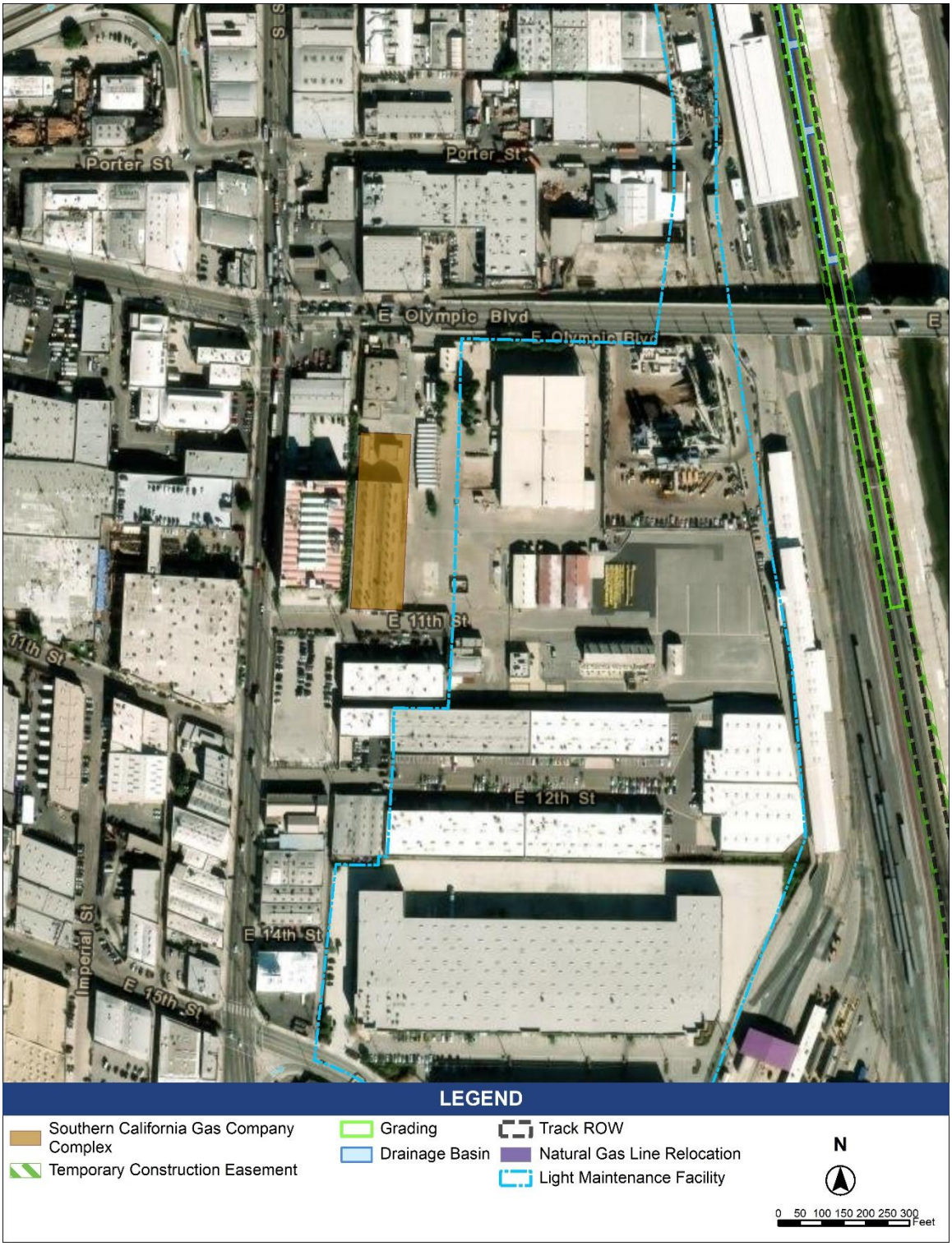
The Southern California Gas Company Complex in Los Angeles consists of four buildings built during the years from 1932 to 1936: the Office and Lab building, Auto Service and Gas Station building, Weigh Station, and Shop building. The complex was previously determined eligible for the NRHP with SHPO concurrence in 1989, at the local level of significance under Criterion C. Its area of significance is architecture, with a 1919 to 1936 period of significance that reflects the date that Southern California Gas Company first began to operate from the legal parcel boundary through the complex's most recently built building. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. The Office and Lab building and the Shop building display elements of Spanish Colonial Style architecture, and the Auto Service and Gas Station building is an example of Streamline Moderne architecture. Contributing elements consist of the four buildings in the complex boundaries. Only the Shop building could be observed from the public right-of-way. The Shop building's character-defining features include its two front gables over a rectangular plan, stucco cladding, loading bays with metal roll-up doors, multilight windows (one has been painted over), pilasters, and medallions in the gable end. Noncontributing elements consist of the eight other buildings on the parcel not within the historic property boundary. The historic property boundary is the rectangular area of the larger parcel that encompasses the four buildings, extending from the south elevation of the Shop building to the north elevation of the Office and Lab building, with a width equivalent to the Shop building footprint.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. The nearest project feature of Shared Passenger Track Alternative A is more than 250 feet from the Southern California Gas Company complex; therefore, it is only discussed in Table 4-5.

Shared Passenger Track Alternative B

As depicted on Figure 4-29, Shared Passenger Track Alternative B would neither encroach on this historic property nor require construction activities that could cause potential visual, noise, or vibration effects on this historic property. Construction of the 15th Street LMF would require demolition of multiple parcels south of E Olympic Boulevard, east of S Santa Fe Avenue, north and east of 15th Street, north of E Washington Boulevard, and west of the existing railroad right-of-way and Redondo Junction Yard. Specifically, demolition and construction would take place approximately 220 feet from the historic property boundary. No alterations would be made to the Southern California Gas Company Complex.

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-29 Impacts on Southern California Gas Company Complex

The building's significance is rooted in its architecture, and views to and from the property as well as nearby noise are not character-defining features of the historic property. The setting is primarily industrial, with some commercial uses. In addition, railroad right-of-way is already part of

the setting. Changes to the industrial setting and noise generated from it are in character with existing conditions. Vibrations resulting from demolition and construction are not anticipated to cause an effect because of the buildings' wood and stucco construction and the 220-foot distance between vibratory elements of the project and the buildings—a distance at which no impact is expected. This conclusion is supported by the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d). Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Southern California Gas Company Complex.

IAMFs are incorporated into the project design to address accidental or inadvertent damage to cultural resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). Shared Passenger Track Alternative B would therefore result in no adverse effects on the Southern California Gas Company Complex with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)).

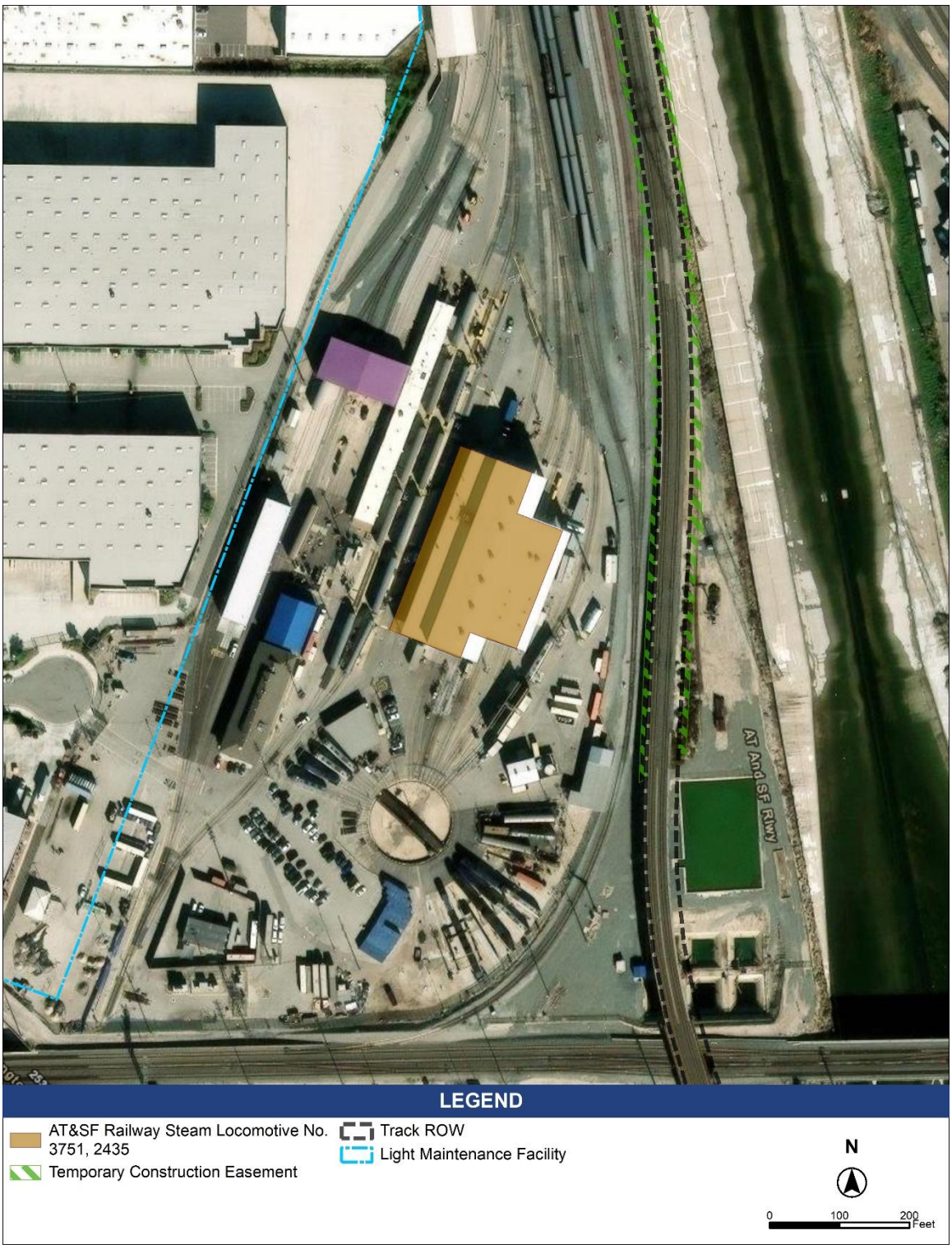
The Authority has made a finding of no adverse effect on this resource under Section 106 for Shared Passenger Track Alternative B. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternative B would have no adverse effect on the Southern California Gas Company Complex, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.8 Atchison, Topeka and Santa Fe Railway Steam Locomotive No. 3751 (H-8)

AT&SF Steam Locomotive No. 3751 in Los Angeles is an oil-burning steam locomotive built in May 1927 by the Baldwin Locomotive Works in Philadelphia, Pennsylvania. It is individually listed on the NRHP and CRHR under Criteria A/1 and C/3 at the national level of significance. Its areas of significance are transportation and engineering. The period of significance for the object is 1927 to 1953. Originally built to burn coal, the locomotive was converted to oil-burning technology in December 1936 at the AT&SF shops in San Bernardino, California. The locomotive was rebuilt again in 1941. A movable resource, AT&SF 3751 is assumed to be presently stored in a shed at the NRHP-eligible Redondo Junction Yard at 2435 E Washington Boulevard/2550 Butte Street. The engine is a noncontributing element of the Redondo Junction Yard; it is only eligible individually. The engine is the oldest surviving example of a "4-8-4," a particular type of steam locomotive. 4-8-4 refers to the locomotive's wheel arrangement. The locomotive was produced by what was then the largest steam locomotive fabricator in the world. Its character-defining features are the 4-8-4 wheel arrangement, the steel body, and other materials that compose the locomotive. For project purposes, the historic boundary of AT&SF Railway Steam Locomotive No. 3751 is the footprint of the shed in which the locomotive is assumed to be currently stored.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Shared Passenger Track Alternatives A and B would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property, as depicted on Figure 4-30. Construction would be confined to the railroad right-of-way east of Redondo Junction Yard, which is assumed to house the locomotive. No changes would be made to the existing tracks in this area, except for the addition of OCS poles. No alterations would take place in the yard or to the locomotive.

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-30 Impacts on Atchison, Topeka and Santa Fe Railway Steam Locomotive No. 3751

The locomotive's significance is rooted in its transportation association and engineering, and its setting is not a character-defining feature of the historic property. Moreover, it is a movable

object; its significance is not tied to its location. Nevertheless, the railroad infrastructure and industrial properties surround the yard; the introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting of a locomotive. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the AT&SF Steam Locomotive No. 3751 with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Railroad infrastructure and industrial properties surround the yard; the introduction of the HSR track, OCS poles, and catenary lines would not be out of character with the existing setting. Vibratory impacts resulting from construction and operation would also not affect the locomotive. Shared Passenger Track Alternatives A and B do not have the potential to result in noise or vibration impacts during construction or operation because construction would be over 115 feet from the locomotive—a distance at which such impacts would not be expected. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the AT&SF Steam Locomotive No. 3751.

IAMFS have been incorporated to address accidental damage to cultural resources during construction. These entail inclusion of a geospatial layer on construction drawings that identifies cultural resources (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

The Authority has made a finding of no adverse effect on this resource under Section 106 for Shared Passenger Track Alternatives A and B. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the AT&SF Steam Locomotive No. 3751, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

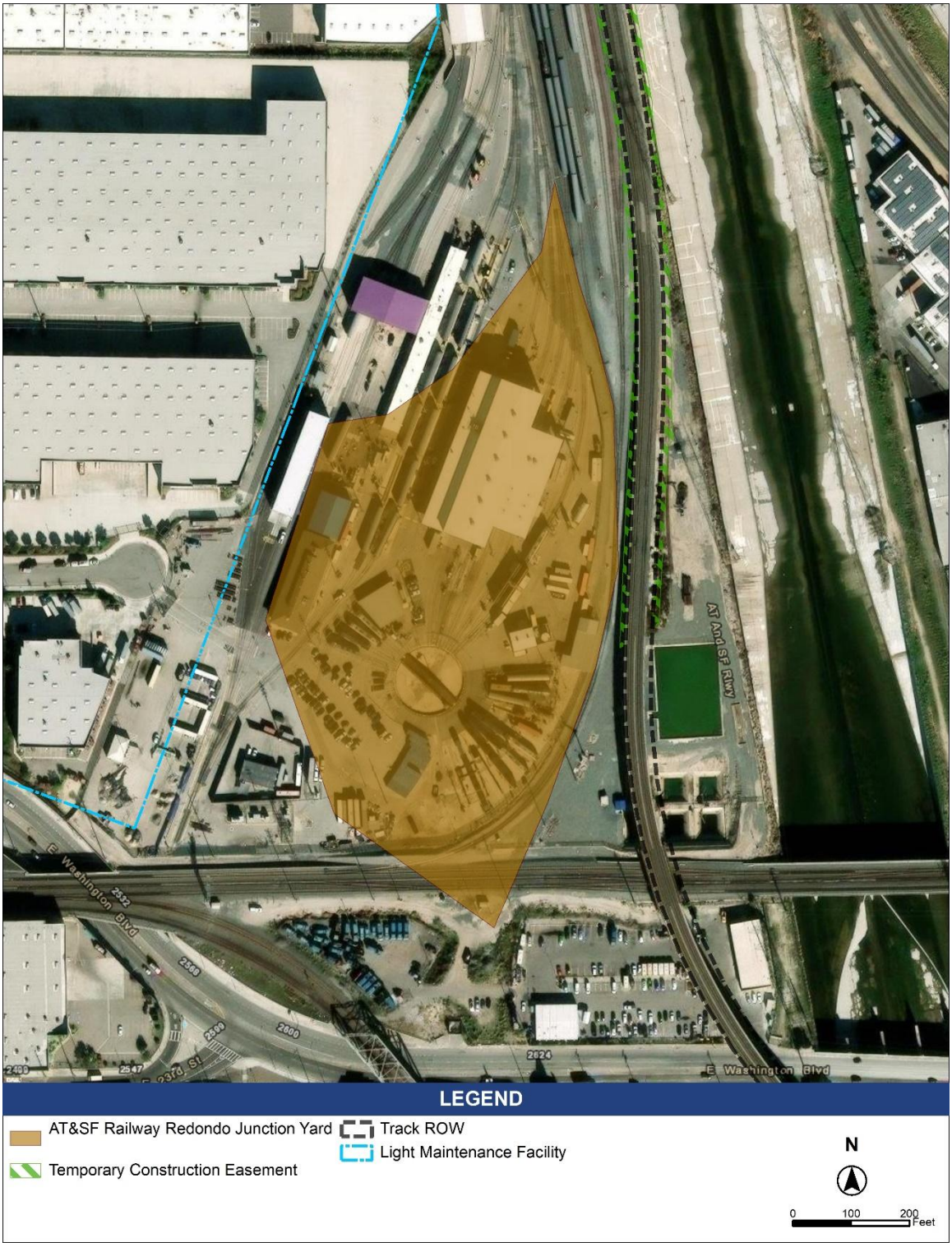
4.6.2.9 Atchison, Topeka and Santa Fe Railway Redondo Junction Yard (Historic District) (H-9)

The AT&SF Redondo Junction Yard District in Los Angeles was previously determined NRHP eligible under Criteria A and C on July 19, 1994, as part of a Federal Highway Administration Alameda Corridor Determination of Eligibility. The district's areas of significance are transportation, in addition to architecture and engineering. The Redondo Junction Yard District's period of significance, as identified in the 1994 evaluation, is 1893 to 1929. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criteria 1 and 3. The district's eligibility was based on its status as one of the last operating train junctions in the western United States to feature a roundhouse, watchman's tower, and offices that housed both the master train mechanic and locomotive supervisor. Since 1994, the roundhouse has been demolished but its turntable remains. In addition, the NRHP-listed AT&SF 3751 locomotive, which is a noncontributing element of the yard, is assumed to be stored in a nonhistoric shed at Redondo Junction. The district's historic property boundary is coincident with the building plans and intervening spaces and tracks between these three buildings. Also included are the radiating tracks northeast of the former roundhouse.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option.

Shared Passenger Track Alternative A

Shared Passenger Track Alternative A would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property, as depicted on Figure 4-31. Construction would be confined to the railroad right-of-way east of Redondo Junction Yard. No changes would be made to the existing tracks in this area, except for the addition of OCS poles. No alterations would take place in the yard.



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-31 Impacts on Atchison, Topeka and Santa Fe Railway Redondo Junction Yard

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The yard's significance is rooted in its transportation associations, architecture, and engineering, and its setting is not a character-defining feature of the historic property. Nevertheless, railroad infrastructure and industrial properties surround the yard; the introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting of the yard. Shared Passenger Track Alternative A would not, therefore, result in effects on the AT&SF Redondo Junction Yard with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

The yard's significance is rooted in its transportation associations, architecture, and engineering; views to and from the property as well as nearby noise are not character-defining features of the historic property. Railroad infrastructure and industrial properties surround the yard; the introduction of the HSR track, OCS poles, and catenary lines would not be out of character with the existing setting in or surrounding the yard. The yard is inaccessible to the public, and views onto the property would remain restricted. Vibratory impacts resulting from construction and operation would also not affect the yard. As indicated in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), because of the supervisor's office's concrete construction, and because the nearest proposed construction would occur 130 feet from the building, the supervisor's office would not be susceptible to vibration impacts from any proposed equipment or HSR train operation because they would be too far away from the construction activity. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the AT&SF Redondo Junction Yard District.

IAMFs have been incorporated to address accidental damage to cultural resources during construction. These entail inclusion of a geospatial layer on construction drawings that identifies cultural resources (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

The Authority has made a finding of no adverse effect on this resource under Section 106 for Shared Passenger Track Alternative A. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternative A would have no adverse effect on the AT&SF Redondo Junction Yard District, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

Shared Passenger Track Alternative B

Shared Passenger Track Alternative B would neither encroach on this historic property boundary nor require construction activities that would cause physical destruction of this historic property. Construction of the 15th Street LMF would require the demolition of multiple parcels south of E Olympic Boulevard, east of S Santa Fe Avenue, north and east of 15th Street, north of E Washington Boulevard, and west of the existing railroad right-of-way and Redondo Junction Yard. Construction would include a six-track shop building, outdoor storage capacity for twenty 704-foot-long train sets, a train washer, right-of-way access loading bays and storage tracks for crews, one 30,000-square-foot building, 150 parking spaces, and access points for semitrucks and employees. The shop building and storage tracks would be parallel to and just west of Redondo Junction Yard. No alterations would take place in the yard.

All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The yard's significance is rooted in its transportation associations, architecture, and engineering, and its setting is not a character-defining feature of the historic property. Nevertheless, railroad infrastructure and industrial properties surround the yard; the introduction of track, a shop building, OCS poles, and catenary lines in the immediate vicinity would not be out of character with existing conditions in or surrounding the yard. The yard is inaccessible to the public, and views onto the property would remain restricted. Shared Passenger Track Alternative B would

not, therefore, result in effects on the AT&SF Redondo Junction Yard with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), and (iii)).

The yard's significance is rooted in its transportation associations, architecture, and engineering; views to and from the property as well as nearby noise are not character-defining features of the historic property. Railroad infrastructure and industrial properties surround the yard; the introduction of the HSR trains, a shop building, OCS poles, and catenary lines would not be out of character with the existing setting in or surrounding the yard. The yard is inaccessible to the public, and views onto the property would remain restricted. Vibratory impacts resulting from construction and operation would also not affect the yard. As indicated in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), because of the supervisor's office's concrete construction, and because the nearest proposed demolition and construction would occur 130 feet from the building, the supervisor's office would not be susceptible to vibration impacts from any proposed equipment. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the AT&SF Redondo Junction Yard District.

Shared Passenger Track Alternative B would incorporate **CUL-IAMF#1** and **CUL-IAMF#2**. Shared Passenger Track Alternative B would result in no adverse effects on the Redondo Junction Yard District with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

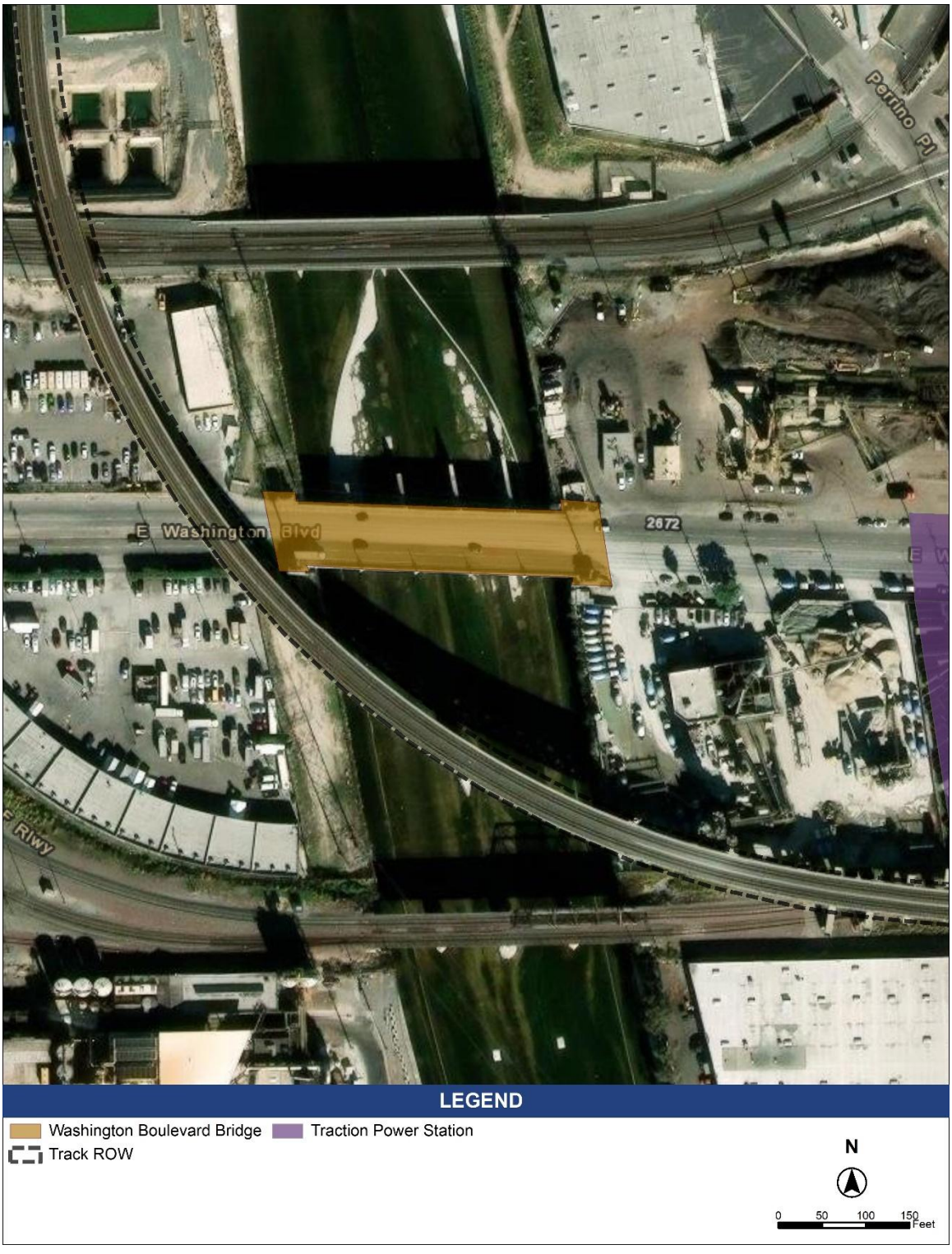
The Authority has made a finding of no adverse effect on this resource under Section 106 for Shared Passenger Track Alternative B. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternative B would have no adverse effect on the AT&SF Redondo Junction Yard District, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.10 Washington Boulevard Bridge over Los Angeles River (H-10)

The Washington Boulevard Bridge in Los Angeles spans the Los Angeles River from west of Perrino Place (on the east) to east of 23rd Street (on the west). It was previously determined NRHP eligible in 1986 at the local level of significance under Criterion C, and its areas of significance are architecture and engineering, plus community planning and development. Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1931, which is also the year of its completion. Because it was previously determined eligible, with SHPO concurrence, it is also listed on the CRHR under Criterion 3. A relatively short bridge spanning only the Los Angeles River channel itself and designed by City Bridge Engineer Merrill Butler, the Washington Boulevard Bridge is a five-span T-girder bridge with City Beautiful Beaux-Arts design elements. Character-defining features include cornice molded pylons at either end having wraparound, bas-relief terra cotta frieze-work depicting the people who built the bridge; pylons topped with decorative bronze lanterns set on molded plinths flanked by concrete volutes; pronounced concrete channel walls; and decorative pole light standards topped with acorn globes each placed on periodic molded bases present within decorative railing having punchout openings. The entire length of the Washington Boulevard Bridge is present within the APE. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure."

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Shared Passenger Track Alternatives A and B would not encroach on this historic property boundary and would not require construction activities that would cause physical alteration of this historic property, as depicted on Figure 4-32. Actions near the Washington Boulevard Bridge would consist installation of OCS poles and catenary line on an existing railroad viaduct elevated above Washington Boulevard, west of the Washington

Boulevard Bridge. A TPSS would be built on the southern side of Washington Boulevard, east of the Los Angeles River channel; the power would connect to the alignment south of the TPSS approximately 550 feet from the bridge.



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-32 Impacts on Washington Boulevard Bridge over Los Angeles River

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The bridge's significance is rooted in its architecture and engineering, and the industrial setting is not a character-defining feature of the historic property. New infrastructure associated with the project would be installed on an existing railroad viaduct, above the Washington Boulevard Bridge and southeast of the viaduct. The setting is industrial with railroad infrastructure, power lines, and other types of industrial properties. Operational activities such as OCS poles, catenary lines, TPSS, and HSR trains do not have the potential to negatively affect views to or from the bridge or result in noise or vibration impacts during operations. Specifically, views to or from the bridge and noise levels at the bridge are not character-defining features of this historic property. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Washington Boulevard Bridge over the Los Angeles River.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These entail inclusion of a geospatial layer on construction drawings that identifies cultural resources (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Washington Boulevard Bridge with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Washington Boulevard Bridge over the Los Angeles River, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.11 Shrimpton Manufacturing and Supply Company (H-11)

The Shrimpton Manufacturing and Supply Company in Commerce is an irregular-plan industrial building having Late Moderne design elements on its primary, street-facing northern and western elevations. It is eligible for the NRHP and CRHR at the local level of significance under Criteria C and 3, respectively. Its area of significance is architecture. The property's period of significance is 1948, the year of its construction. Its character-defining features include metal-frame ribbon windows set in deep bezels, glass block, and a prominent, bezel-framed entry parapet itself having Roman brick cladding, gold anodized doorframes, and travertine veneer. It also includes the landscape in front of the office portion of the industrial building. The NRHP-eligible historic property boundary is the 1947 building and landscape footprint, which contain the design features that render the building NRHP eligible. It does not include the southeastern area of the parcel.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Shared Passenger Track Alternatives A and B would encroach on this historic property's legal parcel boundary but would not encroach on the NRHP-eligible historic property boundary, as depicted on Figure 4-33. The project would not require any construction activities that would cause physical destruction of, damage to, or alteration of the historic property. Approximately 225 feet south of the rear of the building, construction activity would include at-grade freight rail relocation, utility relocation, and construction of elevated track that would consist of concrete columns and concrete box girders, either cast-in-place or precast, and OCS poles and catenary line. The elevated track structure would reach heights of up to 65 feet west of S Eastern Avenue and begin descending in height in the vicinity of the Shrimpton Manufacturing and Supply Company building. Most of the proposed construction would take place along the existing railroad alignment; however, the project footprint includes utility relocations at the southeast corner of the Shrimpton Manufacturing and Supply Company's

parcel. None of this construction would be within the historic property boundary; however, construction would be within the legal parcel on which the property sits.

Sources: Authority 2025c; ESRI 2024

Figure 4-33 Impacts on Shrimpton Manufacturing and Supply Company

All project improvements and proposed work would be completed outside the NRHP-eligible historic property boundary; therefore, no permanent use or temporary occupancy would result from the project.

The proposed construction would take place in a paved parking lot at a location approximately 200 feet from the building. The architecturally significant entry and office portion of the property are oriented to the northwest and away from the proposed trackwork. Project construction would not alter the office front or other portion of the main building, and the two ancillary buildings in the southern portion of the property do not contribute to the historic property. The introduction of an elevated track structure would alter the property's setting at the rear of the building. However, setting is not a character-defining feature of the historic property. Although the elevated track structure would be partially visible from vantage points near the curving front of the building, along S Eastern Avenue and Commerce Way, the structure would not obscure views of the building's character-defining architectural features along S Eastern Avenue and Commerce Way. No aspect of the property's character-defining architecturally significant features would be altered, damaged, or destroyed by project construction, and construction would not permanently alter the building's setting or its use. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Shrimpton Manufacturing and Supply Company with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Railroad infrastructure and industrial properties surround the building; the introduction of the HSR track, OCS poles, and catenary lines would not be out of character with the existing setting in or surrounding the building. Vibratory impacts resulting from construction and operation would also not affect the building. As indicated in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), because the nearest proposed construction would occur 225 feet from the building, the building would not be susceptible to vibration impacts from any proposed equipment or HSR train operation. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Shrimpton Manufacturing and Supply Company.

Although the historic property's character-defining features are at a safe distance from construction areas, IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Shrimpton Manufacturing and Supply Company, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.12 Western Waxed Paper Company (H-12)

An exceptionally large complex featuring combined warehouse and office portions, the 1948 Western Waxed Paper Company building in Commerce is a significant example of a Late Moderne–styled post-World War II industrial property. It is eligible for the NRHP and CRHR at the local level of significance under Criteria C and 3, respectively. Its area of significance is architecture. The property's period of significance is its build year, 1948. The property's street-facing elevations read as an asymmetrical but highly composed total design, of one- and two-story elements, of protruding and receding massing, itself of varying geometries—some set back from a frontal, lawn-covered landscape having mature tree specimens. Character-defining features include a two-story bezel-boxed massing with cutaway square openings; asymmetrically composed front elevation with bezeled balconet counter-balanced by inset, steel-frame, fixed, full-height window glazing and stacked Roman brickwork; architecturally integrated Roman brick

planters; a low-rise, extended isosceles cantilever framing a pedestrian walkway and connected to a carport; and long, set-back massing having a continuous grid of fixed aluminum windows. The historic boundary includes the building footprint as built in 1948, an early 1960s-era warehouse addition, and landscape elements near the main entrance.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Shared Passenger Track Alternatives A and B would encroach on this historic property's legal parcel boundary but would not encroach on the NRHP-eligible historic property boundary, as depicted on Figure 4-34. The project would not require any construction activities that would cause physical destruction of, damage to, or alteration of the Western Waxed Paper Company building. Project activities in the vicinity of the building would include at-grade freight rail relocation and construction of elevated track that would consist of concrete columns and concrete box girders, either cast-in-place or precast, and OCS poles and catenary line. Aligned within 60 feet of the building's southern elevation, the elevated track structure would reach heights of up to 65 feet west of S Eastern Avenue and descend in height in the vicinity of the Western Waxed Paper Company building. None of this construction would be within the historic property boundary; however, construction would be within the legal parcel on which the property sits.

All project improvements and proposed work would be completed outside the NRHP-eligible historic property boundary; therefore, no permanent use or temporary occupancy would result from the project.

The building and the architecturally significant entry and office portion of the building are over 750 feet north of the of the property's southern edge, where project construction would take place. Utility relocations would occur at the parcel's southwest corner, and existing railroad line relocated slightly north of its current alignment would result in a sliver acquisition at the far southern edge of the property, but the construction associated with these encroaching project elements would be outside of the NRHP-eligible historic property boundary and would not affect the building. The introduction of an elevated track structure would alter the property's setting at the rear of the building. However, the setting is not a character-defining feature of the historic property. The elevated structure could be partially visible from vantage points near the building's primary elevation along Commerce Way and Sheila Street, but the structure would not obscure views of the building's character-defining architectural features. Shared Passenger Track Alternatives A and B would not cause physical destruction of, damage to, or alteration of this historic property. The project would not, therefore, result in effects on the Western Waxed Paper Company with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Railroad infrastructure and industrial properties surround the building; the introduction of the HSR track, OCS poles, and catenary lines would not be out of character with the existing setting in or surrounding the building. Vibratory impacts resulting from construction and operation would also not affect the building. As indicated in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), because the nearest proposed construction would occur over 750 feet from the building, the building would not be susceptible to vibration impacts from any proposed equipment or HSR train operation. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Western Waxed Paper Company.

Although the historic property's character-defining features are at a safe distance from construction areas, IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These IAMFs include a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Western Waxed Paper Company, the Authority would

make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-34 Impacts on Western Waxed Paper Company

4.6.2.13 Rio Hondo (H-11)

The Rio Hondo consists of two channels: a northern channel between the Santa Fe Dam and the Whittier Narrows Flood Control Basin, and a southern channel extending from Whittier Narrows Dam, approximately 8.5 miles southwest to a convergence with the Los Angeles River. A 1.2-mile segment of the southern Rio Hondo channel is within the RSA. This segment extends south from Washington Boulevard to Slauson Avenue. The Rio Hondo channel is significant for its contributions to a larger historic district composed of U.S. Army Corps of Engineers flood control works along the San Gabriel River watershed from 1941 to 1960. Therefore, for the purposes of this project only, the southern segment of the Rio Hondo channel is presumed eligible for listing in the NRHP. The character-defining features include a concrete channel base, concrete-lined embankments extending approximately 580 feet south of Washington Boulevard, and grouted stone embankments across the remainder of the recorded segment to the south. The boundaries of the property extend to the tops of the embankments.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Impacts on the resource under Shared Passenger Track Alternatives A and B are depicted on Figure 4-35. Construction of the widened bridge would require new piers and abutments to be built in the river channel, which would permanently incorporate part of the Rio Hondo. On the western basin, the existing railroad bridge would be widened on the northern side to accommodate the new mainline track. On the eastern side of the channel, an existing Pico Rivera yard track would be realigned north of the new mainline track, which would widen the railroad right-of-way. In the eastern basin, retained fill would be needed for the realigned Pico Rivera yard track.

The installation of project elements along the existing railroad bridge over the Rio Hondo would require construction in the aerial space above, as well as at grade and adjacent to the historic property and would require temporary encroachment onto the historic boundary. A very small portion of the Rio Hondo would be permanently incorporated into the project footprint under Shared Passenger Track Alternatives A and B because of the construction of piers and abutments in the river channel.

Although the construction of new bridge piers in the river channel would physically alter some of the historic property's materials, it would not alter the character-defining features of the river channel in a manner that would diminish the property's historic integrity. Patches of concrete beneath the piers may be lost, but the channel's route, concrete-lined channel base, and angled grouted stone or concrete embankments, would remain intact. However, construction of the HSR alignment would encroach on the historic property boundary but would not cause the removal of, the physical destruction of, or damage to this historic property as described at 36 CFR Part 800.5(a)(2)(i), (ii), and (iii).

IAMFs are incorporated in the project design to prevent accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training required by the Authority to protect cultural resources during construction (**CUL-IAMF#2**). Although HSR construction would physically alter some of the historic property's materials because of the construction of pier and abutments in the river channel, it would not alter the character-defining features of the river channel in a manner that would diminish the property's historic integrity.

The project elements and new crossing would be visible in the channel; however, these structures are consistent with the types of transportation infrastructure that have historically surrounded the river channel. The introduction of new visual elements caused by construction or operation of the at-grade HSR alignment or change the character of the historic property's use or result in changes to the physical setting in a manner that would substantially impair the protected features, activities, or attributes of the Rio Hondo channel.

The Rio Hondo channel's historic use for drainage and flood control is not considered sensitive to noise and vibration and does not derive its NRHP significance from being in a quiet setting. Additionally, the Rio Hondo channel is already near a rail corridor and industrial areas, which are

associated with higher noise levels. Therefore, anticipated noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Rio Hondo channel.

Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-35 Impacts on Rio Hondo

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Rio Hondo, the Authority would make a *de minimis* impact finding for this resource. The Authority would notify the SHPO of its intent to make a *de minimis* finding during the Section 106 consultation process. The Authority cannot approve the use of the Rio Hondo without written concurrence from the SHPO on the finding of no adverse effect.

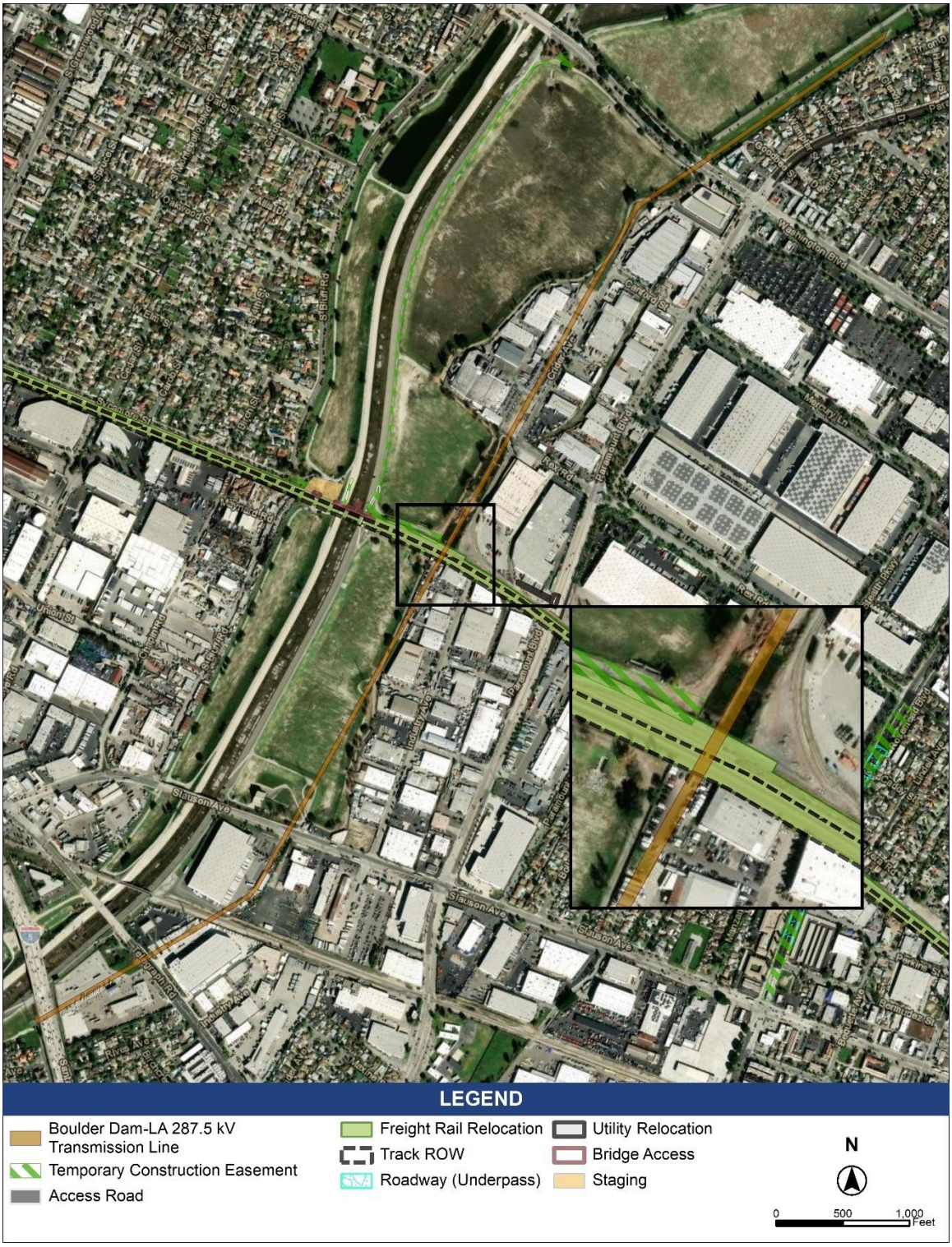
4.6.2.14 Boulder Dam–Los Angeles Transmission Line (H-14)

Approximately 270 miles long, the Boulder Dam–Los Angeles Transmission Line transmits electricity from its generation point at the Boulder (now Hoover) Dam in southern Nevada to the Century Receiving Station in the Watts neighborhood of Los Angeles. In 2000 it was listed on the NRHP and CRHR. It is listed under NRHP/CRHR Criteria A/1 at the local level of significance, and under NRHP/CRHR Criteria C/3 at the state level of significance. Its area of significance is engineering and its period of significance is 1937 to 1953. It is important for its associations to the Boulder Dam, Los Angeles development during the pre-World War II era, and unique engineering and structural characteristics in the context of point-to-point power transmission. The property consists of a 225.2-mile-long, single-circuit transmission corridor (400 feet wide) and a 40.8-mile-long, double-circuit transmission corridor. Several switching stations are also part of the historic property. The single-circuit transmission corridor contains two parallel rows of steel lattice towers connected by cable. The narrower double-circuit corridor contains a single row of towers. Only a small segment of this historic property is present within the APE, near the eastern bank of the Rio Hondo in Pico Rivera. The APE contains a short segment of the double-circuit transmission corridor approximately 200 feet wide and approximately 386 linear feet long. No towers are included within the APE boundary. Character-defining features include the steel lattice towers, single and double corridors, associated stations, and power cables.

According to the NRHP nomination form, “[t]he boundaries of the property begin at the step-up transformer station 2,000 feet southwest of Hoover Dam in Nevada, through the Silver Lake and Victorville Switching Stations in California’s Mojave Desert, and end at the Century Receiving Station in Los Angeles, California. The Boulder station measures 675 ft northeast-southwest and 300 ft northwest-southeast. The single-circuit transmission corridor is 400 feet wide and 225.2 miles long. This portion of the corridor includes the Silver Lake and Victorville switching stations. The Silver Lake station measures approximately 620 ft square while the Victorville station is 650 ft northeast-southwest and 600 ft northwest-southeast. The double-circuit transmission corridor, which begins near the city of Upland, California, is 200 feet wide and 40.8 miles long. The line ends at the Century Receiving Station. The station measures approximately 1,600 ft north-south and 6520 ft east-west.”

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Shared Passenger Track Alternatives A and B would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property as depicted on Figure 4-36. Project improvements adjacent to the transmission line would be limited to at-grade construction of new track and freight rail relocation and installation of OCS poles and catenary lines. The transmission line’s nearest towers are approximately 250 feet southwest and 350 feet northeast of the existing rail right-of-way.

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.



Sources: County of Los Angeles 2024; ESRI 2024

Figure 4-36 Impacts on Boulder Dam–Los Angeles Transmission Line

Shared Passenger Track Alternatives A and B would not result in the removal of, physical destruction of, or damage to character-defining features in the vicinity of the APE such as transmission towers. Shared Passenger Track Alternatives A and B would not, therefore, result in

effects on the Boulder Dam–Los Angeles Transmission Line with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

The project elements and the widened crossing over the Rio Hondo would be visible from the transmission lines; however, these structures are consistent with the types of transportation infrastructure that have historically surrounded the resource. Shared Passenger Track Alternatives A and B would not result in adverse effects from the introduction of new visual elements caused by construction or operation of the HSR alignment, change the character of the historic property's use, or result in changes to the physical setting in a manner that would diminish its integrity as described in 36 CFR Part 800.5(a)(2)(iv) and (v). Finally, anticipated noise from operation of the project would not cause adverse effects on this property because the Boulder Dam–Los Angeles Transmission Line does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Boulder Dam–Los Angeles Transmission Line.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

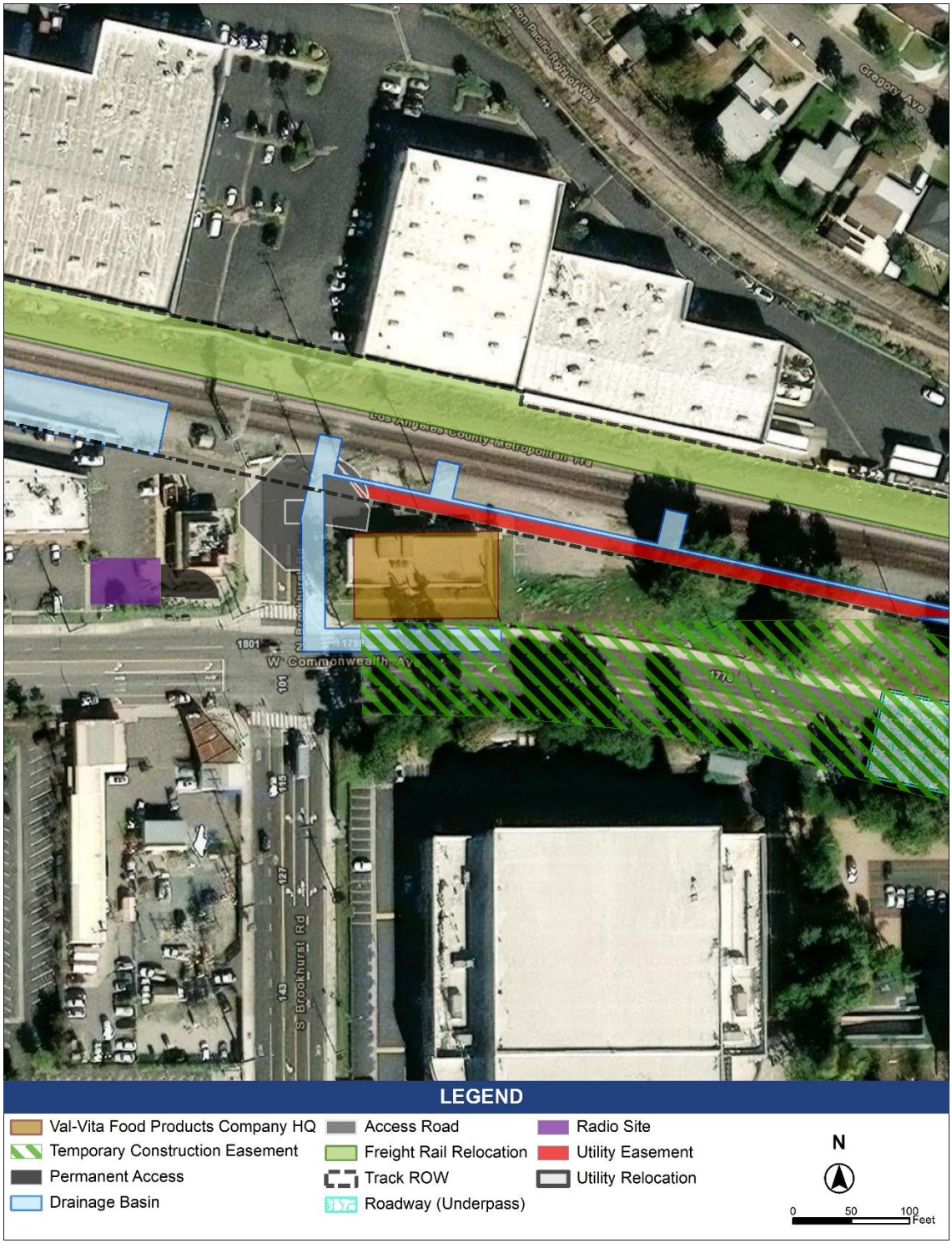
The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Boulder Dam–Los Angeles Transmission Line, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.15 Val-Vita Food Products Company Headquarters (H-15)

The former Val-Vita Food Products Company Headquarters property in Fullerton is a single-story office building designed in the Streamline Moderne style. The subject property is NRHP and CRHR eligible at the state level under Criteria C and 3, respectively, as a significant and highly intact example of Streamline Moderne design. Its area of significance is architecture. The property's period of significance is 1938, its date of construction. The subject building served as Norton Simon's Val-Vita and later Hunt Foods headquarters until the noted Modernist William Pereira built a new headquarters nearby in 1962. Its character-defining features include a prominent, full-height, semicircular massing with a centered entrance accessed by semicircular stairs having thin metal stair railing; entry flanked by sidelights and topped with a diamond-muntin transom; a long, low, and stark symmetry featuring original nine-part windows; continuous, full-length molding strips across the front elevation that wrap rounded corners to the building's sides that are equally adorned; and a vent centered above each window near the molded roofline. The property's historic boundary is the building footprint and immediately adjacent landscape features that include front and side lawn and original walkways. Neither adjacent paved parking area nor landscape features in the parking area are included within the historic property boundary.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Shared Passenger Track Alternatives A and B would be within this historic property's legal parcel boundary but would not be within the NRHP-eligible historic property boundary, as depicted on Figure 4-37. The project would not affect the historic property's character-defining features that convey significance. The project would include utility relocations in Brookhurst Street west of the Val-Vita Food Products Company Headquarters property. At-grade freight rail relocation and construction of new track, OCS poles, and catenary line would occur along the railroad alignment approximately 24 feet north of the property. Installation of a 100-foot-tall radio tower approximately 160 feet to the west would include the demolition of a

building over 90 feet to the west of the property. The northwestern portion of the property to the rear of the headquarters building, outside of the NRHP-eligible historic property boundary, would be subject to a partial acquisition to accommodate development of new parking area in the dead-end portion of Brookhurst Street and installation of an OCS pole at the edge of the property.



Sources: Authority 2025c; ESRI 2024

Figure 4-37 Impacts on Val-Vita Food Products Company Headquarters

All of the project improvements and proposed work would be completed outside the NRHP-eligible historic property boundary; therefore, no permanent use or temporary occupancy would result from the project.

The property's significance is rooted in its architecture. The setting is not a character-defining feature of this historic property, which has been adjacent to an active railroad corridor since its construction in 1938. The introduction of the radio tower, OCS poles, and catenary line would not block views of the building's primary elevation from W Commonwealth Avenue and Brookhurst Street. The project does not propose any permanent physical alterations to the Val-Vita Food Products Company Headquarters building. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Val-Vita Headquarters with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)). Therefore, anticipated visual impacts from operation of the project would not substantially impair the protected features, activities, or attributes of the Val-Vita Food Products Company Headquarters.

The wood-frame building is considered a Category I building. Construction equipment, which would include bulldozers, rollers, and trucks, produce low vibration levels. Construction would occur at a distance of approximately 24 feet or more from the building. As analyzed in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), construction activities would not generate vibration levels that would damage the wood-frame building. Construction activities would need to be approximately 15 feet or closer to result in effects on the historic property. Anticipated noise from operation of the project would not cause adverse effects on this property because the Val-Vita Food Products Company Headquarters does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Val-Vita Food Products Company Headquarters.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Val-Vita Food Products Company Headquarters, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

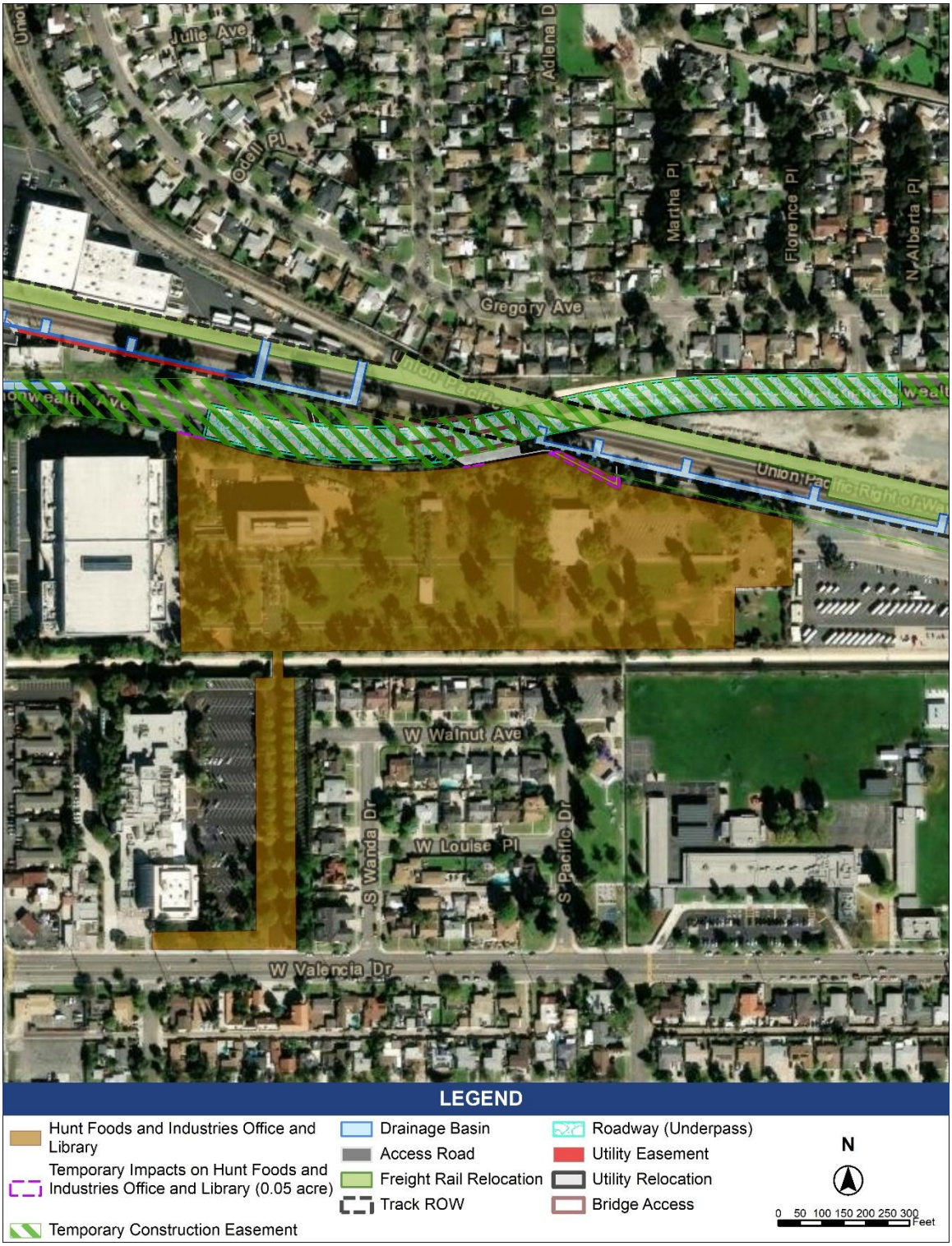
4.6.2.16 Hunt Foods and Industries Office and Library (H-16)

Completed in 1962, the six-story Hunt Foods and Industries office building and the nearby Hunt branch of the Fullerton Library in Fullerton are present at either end of a long and continuous landscaped campus that has an Asiatic-inspired landscape theme and dark-stained aggregate walkways, many of which are slightly elevated, which are character-defining features of the property. The property is eligible for the NRHP and CRHR under Criteria B/2 and C/3, at the local level of significance, for its associations to Norton Simon, a significant industrialist and philanthropist whose office was based in this building, and for possessing two highly intact examples of Mid-Century Modern design by significant architect William L. Pereira, whose firm William L. Pereira and Associates also designed the exceptionally intact campus landscape. The property is eligible at the local level of significance. Its areas of significance are architecture and landscape architecture, in addition to community planning and development. The property's period of significance is 1962 to 1964 for Criteria B/2 and 1962 for Criteria C/3. The administrative building served as the headquarters for Hunt Foods and Industries: a pre-existing company Norton Simon transformed into a juggernaut. Simon also funded construction of the Hunt Library.

The Norton Simon art collection was originally housed in the library before Norton Simon relocated it to Pasadena in 1974 and today the Norton Simon Museum is one of global recognition in the art world. Character-defining features include flat roofs; black spandrels; thin, protruding full-height decorative columns of connected chevroned “Ts” at the roofline; all-over grids of protruding aluminum mullions; and a high degree of sharp-angled modernist abstraction. The property’s historic boundary includes most of two parcels that total approximately 7 acres, with the office on the western side, the library on the eastern side, and the totality of the Asiatic-inspired park-like landscape in between.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Shared Passenger Track Alternatives A and B would encroach on this historic property and NRHP-eligible historic property boundary, but not require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property, as depicted on Figure 4-38.

Shared Passenger Track Alternatives A and B would require a temporary construction easement on 0.05 acre out of approximately 7 acres (less than 1 percent) of land.



Sources: Authority 2025c; ESRI 2024

Figure 4-38 Impacts on Hunt Foods and Industries Office and Library

The Authority has preliminarily determined that the project would meet the following five conditions under 23 CFR Part 774.13(d), and the temporary occupancy would therefore not constitute a use:

- The land use would be of short duration (defined as less than the time needed for the construction of the project). The duration of construction in the temporary construction easement area would be temporary and would be less than the total time needed to build the entire project (approximately 10 years or more).
- There would be no change in ownership of the land. The City of Fullerton would continue to own the land for the resource.
- As discussed above, the scope of the work would be minor (0.05 acre/0.7 percent of the resource). The resource would only be used for minor utility relocation. No grading or other substantial construction activities would take place in the portion of the resource to be used for the temporary construction easement.
- There would be no permanent adverse physical impacts or interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis, as follows:
  - No construction except for minor utility relocation is proposed on the Hunt Foods and Industries property. Construction to be undertaken in the vicinity of the Hunt Foods and Industries property would include utility relocations, road construction, and installation of a 100-foot-high radio tower immediately west of Brookhurst Street north of Commonwealth Avenue; at-grade freight rail relocation and construction of new track, OCS poles, and catenary line along the existing railroad alignment to the north of the property; construction of a new bridge to carry rail traffic over Commonwealth Avenue at the site of the existing railroad bridge immediately north of the property; and drainage construction just north of the property boundary to north of the library building. The existing grade of Commonwealth Avenue to the north of the property would be lowered. No branches would be removed from trees on the property; however, a dense line of mature trees just beyond the northern property line could be subject to branch removal and foliage shaving so that no tree elements have potential to touch OCS elements along the new HSR tracks.
  - Shared Passenger Track Alternatives A and B would not damage, remove, or directly alter the physical characteristics of the office building, library, pavilion (between the office and library buildings), walkways, or landscaping to the south of the property's northern edge. Buildings and hardscape elements of the designed landscape would retain their current integrity of design, workmanship, and materials. The property's landscape design makes it potentially sensitive in terms of overall setting. Trees across the northern edge of the property help separate it visually from the built environment to the north; however, project construction would not result in visual alterations or atmospheric changes to the area north of the property that could adversely affect the property by altering its setting. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Hunt Foods and Industries Office and Library with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).
  - Trees and tree branches adjacent to, but outside, the historic property boundary near the railroad right-of-way would be removed or trimmed as part of operations to ensure that foliage does not encroach on OCS elements during operations. As discussed above, setting beyond the property boundary is not a character-defining feature of the historic property; because no trees or landscape elements that contribute to the historic property would be altered as part of the project, the removal or trimming of trees beyond it would not affect its setting or views to or from it. Therefore, anticipated visual impacts from construction or operation of the project would not substantially impair the protected features, activities, or attributes of the Hunt Foods and Industries Office and Library and would not result in a constructive use.

  - Operation-related noise from the project would not cause adverse effects on this property because the Hunt Foods and Industries Office and Library does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated visual noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Hunt Foods and Industries Office and Library and would not result in a constructive use.
  - IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

- The land would be fully restored to preproject conditions. Following construction, the temporary construction easement area would be restored to existing conditions.
- The Authority has preliminarily determined that Shared Passenger Track Alternatives A and B would meet the five conditions under 23 CFR Part 774.13(d), and the temporary occupancy of the Hunt Foods and Industries Office and Library would therefore not constitute a use. This preliminary determination has been made pending concurrence from SHPO. The Authority will continue to coordinate with the SHPO regarding this determination.

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Hunt Foods and Industries Office and Library, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.17 Elephant Packing House (H-19)

Built in 1924, the Elephant Packing House in Fullerton is a one-story Mission Revival–style former packing house. The property is listed in the NRHP under Criteria A and B, at the local level of significance. Its areas of significance are industry and Charles C. and Irvin Chapman, with a 1924 to circa 1950 period of significance. It is listed on the CRHR under Criteria 1 and 2. The property is also listed as City of Fullerton Landmark HL-18. The property has agricultural, commercial, and industrial significance for its role in the history of Fullerton and its citrus industry. The building was one of two extant citrus packing houses present in Fullerton at the time of designation. It is also significant for its association with Charles C. Chapman, considered the father of Fullerton's citrus industry, and with Charles's son Irvin Chapman. Character-defining features include smooth stucco cladding; a curved stucco-covered balustrade and a wood-bracketed porch hood with exposed rafters and red barrel tile at the primary entrance; a Mission-style parapet above the entrance; pilasters set at regular intervals that extend slightly above the roofline; clay barrel tile coping between pilasters; interior elements such as roof trusses, heavy posts, and beams; and the building's sawtooth roof. The property includes a small, nonoriginal rectangular addition built in the 1970s at the northern side of the western elevation that is not a contributing element of the historic property. The historic property boundary is the parcel boundary.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option.

Shared Passenger Track Alternatives A and B

Shared Passenger Track Alternatives A and B would neither encroach on nor require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property, as depicted on Figure 4-39. Project activities nearest to the property would consist of at-grade freight rail relocation, drainage work, utility relocations, and construction of new track, OCS poles, and catenary line within and immediately south of the existing railroad alignment approximately 230 feet north of the packing house building. Intervening light-industrial

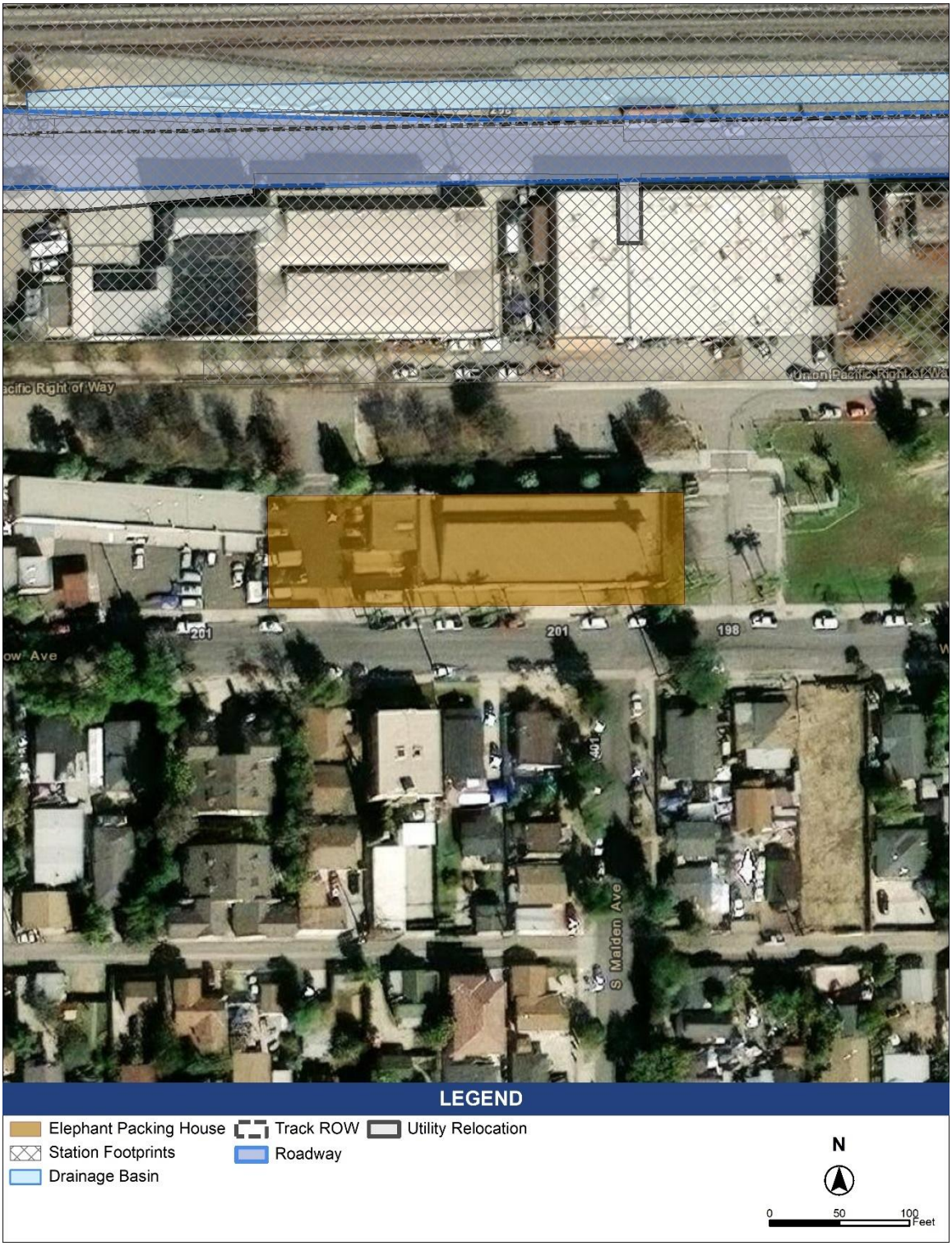
properties are situated between the packing house and the railroad alignment. These project activities would not physically alter any of the character-defining architectural features that convey the Elephant Packing House's significance. No element of Shared Passenger Track Alternatives A or B would significantly alter the historic property's existing light-industrial and residential setting. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Elephant Packing House with potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

Railroad infrastructure and industrial properties surround the building; at-grade freight rail relocation, drainage work, utility relocations, and construction of new track, OCS poles, and catenary line would not be out of character with the existing setting in or surrounding the building. Vibratory impacts resulting from construction and operation would also not affect the building. As indicated in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), because the nearest proposed construction would occur 230 feet from the building, the building would not be susceptible to vibration impacts from any proposed equipment or HSR train operation. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Elephant Packing House.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction. These IAMFs include a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Elephant Packing House Headquarters, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).



Sources: Authority 2025c; ESRI 2024

Figure 4-39 Impacts on Elephant Packing House

High-Speed Rail Station Option: Fullerton

The Fullerton HSR Station Option facilities would not encroach on this historic property's parcel. The Fullerton HSR Station Option would consist of a new multistory parking facility over 200 feet northeast of the Elephant Packing House, a new station plaza approximately 150 feet northeast of the packing house, a new station facility concourse approximately 100 feet north of the Elephant Packing House, and a substation approximately 160 feet north of the packing house. The nearest construction would occur at or over 75 feet from the packing house.

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

Although setting can be an important character-defining feature for a historic property that meets NRHP Criteria A and B, in this case, the setting is not a character-defining feature of the Elephant Packing House. Because the packing house faces south rather than north, construction of the Fullerton HSR Station Option would not alter the setting at the front of the building along W Truslow Avenue. The paved parking lot to the rear of the building would remain intact, maintaining a spatial buffer between the property and the station facilities. For these reasons, although the Fullerton HSR Station Option would alter the setting at a distance of 75 feet from the historic property, it would not result in effects on the Elephant Packing House that would diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)). Therefore, anticipated visual impacts from operation of the project would not substantially impair the protected features, activities, or attributes of the Elephant Packing House.

As indicated in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), pile driving, the construction activity with the greatest potential for vibratory damage, would not produce vibration levels with potential to damage the packing house at distances of 75 or more feet from the packing house. As an industrial building, the packing house is not subject to noise effects from construction of the Fullerton HSR Station Option. For these reasons, the project would not result in noise-related or vibratory effects on Elephant Packing House with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)). Anticipated noise from operation of the project would not cause adverse effects on this property because the Elephant Packing House does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Elephant Packing House.

To prevent damage of the historic property from construction vibration, the Fullerton HSR Station Option incorporates a preconstruction conditions assessment of the packing house and a plan for protection of the historic property and repair of inadvertent damage (**CUL-IAMF#6**) as well as a built-environment monitoring plan (**CUL-IAMF#7**) and implementation of protection or stabilization measures (**CUL-IAMF#8**).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the Fullerton HSR Station Option. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because the Fullerton HSR Station Option would have no adverse effect on the Elephant Packing House Headquarters, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.18 Fullerton Union Pacific Railroad Depot (H-20)

Completed in 1923, the Fullerton UPRR Depot in Fullerton is a Mission Revival depot that is prototypical for UPRR depots of the interwar era. The building is listed under NRHP Criteria A and C. Its areas of significance are architecture and transportation, at the local level of significance. The property has a period of significance of 1923. It is also listed on the CRHR under Criteria 1 and 3. The building consists of two separate sections: a passenger area and a

connected portion originally for freight. Character-defining features include espadaña parapets; prominent arched entry topped with stepped block parapets with centered diamond cap; symmetrical four-bay arcades having diamond-capped piers and wingwalls at their ends; and Spanish tile roofs, stucco cladding, and octagonal rotunda with small, punchout windows topped by a lantern cupola with small bullseye windows. The property was moved to its present location in 1980. The NRHP-listed boundary description and justification in the NRHP nomination form reads, “Boundaries have been drawn to encompass the historic resource on its new lot. The property is at the northeast corner of Harbor Boulevard with its intersection with the Santa Fe Railway right of way. Because of the lack of similarity between the original and current sites, for the purposes of this analysis, the NRHP historic property boundary description has been revised to encompass solely the building footprint.”

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option.

Shared Passenger Track Alternatives A and B

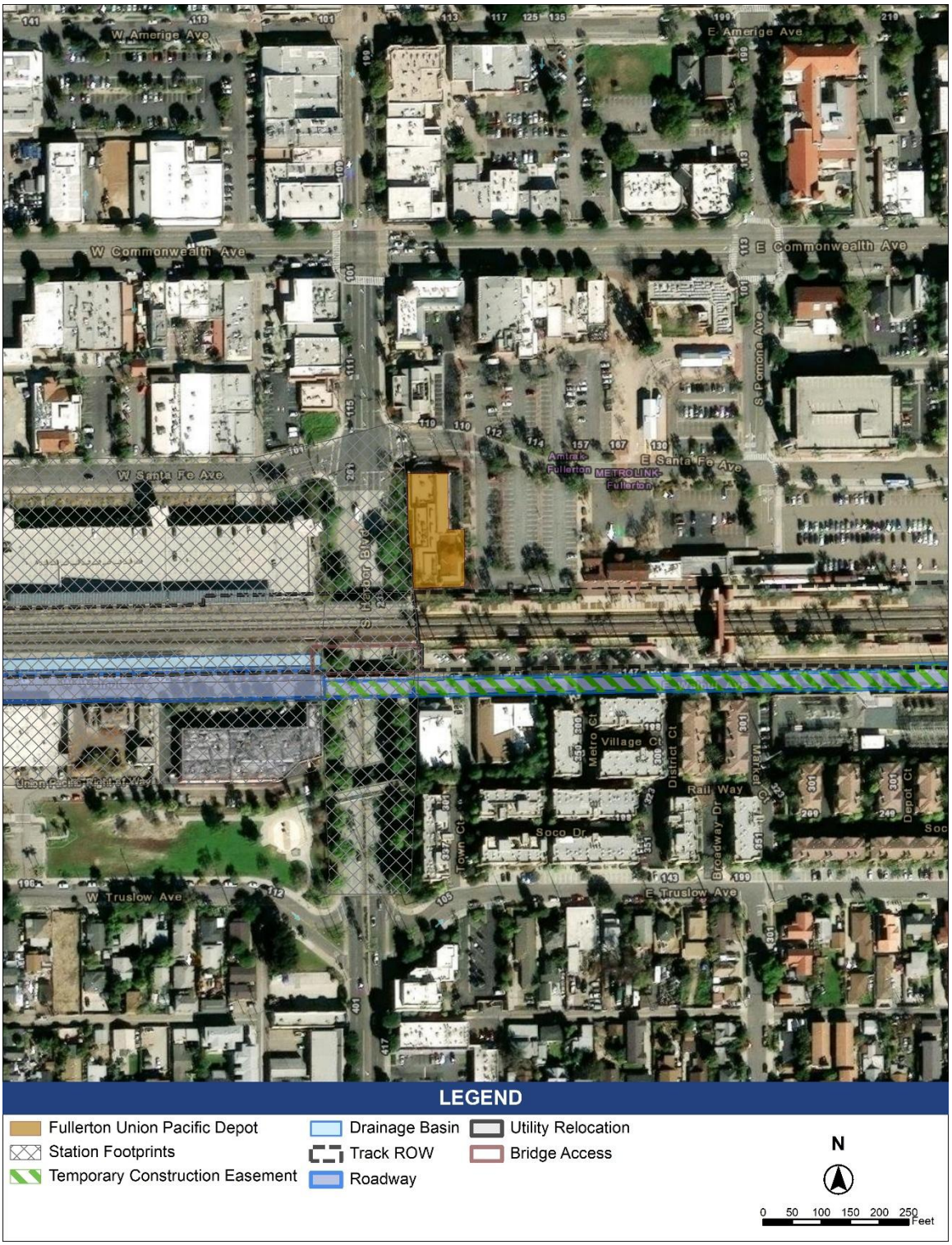
Shared Passenger Track Alternatives A and B would encroach on this historic property’s parcel but would not encroach on the NRHP-eligible historic property boundary, as depicted on Figure 4-40. The project would not require any alterations to the property that could cause physical destruction of, damage to, or alteration of the Fullerton UPRR Depot. Project activities within the building’s parcel would be limited to utility relocations south of the building and widening of the existing railroad alignment. Project construction within the widened railroad alignment, which would extend within approximately 15 feet of the Fullerton UPRR Depot’s southern elevation, would include at-grade freight rail relocation, construction of new track, and installation of OCS poles and catenary line. The S Harbor Boulevard undercrossing approximately 30 feet southwest of the building would also be altered. The nearest roadway construction would occur south of the existing railroad alignment along Walnut Avenue on the eastern side of Harbor Boulevard approximately 160 feet south of the depot building.

All project improvements and proposed work would be completed outside the NRHP-eligible historic property boundary; therefore, no permanent use or temporary occupancy would result from the project.

The Fullerton UPRR Depot’s significance is rooted in its architecture and its importance to the history of transportation. Its spatial relationship to the existing railroad line is the most important aspect of its setting. The introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting, and no element of the project would block views of the depot building’s south-facing primary elevation. Shared Passenger Track Alternatives A and B would not require permanent physical alterations of the building. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Fullerton UPRR Depot with the potential to diminish the character-defining features that express the property’s significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Railroad infrastructure and industrial properties surround the building; at-grade freight rail relocation, drainage work, utility relocations, and construction of new track, OCS poles, and catenary line would not be out of character with the existing setting in or surrounding the building. The wood-frame building is considered a Category I structure. The track and utility work would use excavators, bulldozers, loaders, rollers, and trucks. The closest construction activities would be for the pedestrian underpass construction and would include vibratory pile driving approximately 28 feet from the historic property boundary and building’s footprint. In addition, the S Harbor Boulevard undercrossing would be altered approximately 30 feet to the southwest of the historic property boundary and utility relocation along S Harbor Boulevard would be approximately 20 feet or more from the historic property boundary. As analyzed in Section 3.4, vibratory pile driving has the potential to damage a Category I building at approximately 26 feet, and excavators, bulldozers, loaders, rollers, and trucks have the potential to damage a Category I building at approximately 8 feet. Anticipated noise from operation of the project would not cause adverse effects on this property because the Fullerton UPRR Depot does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated visual

impacts or noise from construction or operation of the project would not substantially impair the protected features, activities, or attributes of the Fullerton UPRR Depot.



Sources: Authority 2025c; ESRI 2024

Figure 4-40 Impacts on Fullerton Union Pacific Railroad Depot

IAMFs are incorporated in the project design to address accidental or inadvertent damage to cultural resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). To avoid damage to the building from construction vibration, IAMFs specifying protective measures are incorporated into the project design, including a preconstruction conditions assessment of the property (**CUL-IAMF#6**), preparation of a built-environment monitoring plan prior to construction (**CUL-IAMF#7**), and implementation of stabilization and protection measures (**CUL-IAMF#8**). These IAMFs will ensure that Shared Passenger Track Alternatives A and B do not result in effects on the Fullerton UPRR Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Fullerton UPRR Depot, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

High-Speed Rail Station Option: Fullerton

The Fullerton HSR Station Option would not encroach on this historic property's parcel or the NRHP-eligible historic property boundary. The HSR station elements would be built approximately 220 feet southwest of the Fullerton UPRR Depot, on the other side of the railroad corridor and the other side of Harbor Boulevard. The Fullerton HSR Station Option would not, therefore, damage or result in physical destruction of the historic property.

All project improvements and proposed work would be completed outside the NRHP-eligible historic property boundary; therefore, no permanent use or temporary occupancy would result from the project.

The Fullerton HSR Station Option would not obscure views of the Fullerton UPRR Depot from the railroad right-of-way or streets and parking areas adjacent to the historic property. The HSR parking garage, station building, and pedestrian bridges would be visible to the southwest, at distances of 220 feet or farther from the depot building. However, because the Fullerton UPRR Depot's immediate setting consists largely of railroad infrastructure and railroad-associated buildings, the Fullerton HSR Station Option would not change features of the setting that contribute to the depot building's historic significance. Construction of Fullerton HSR Station Option would not destroy, damage, or alter the historic property or substantially alter its immediate setting. The Fullerton HSR Station Option would not, therefore, result in effects on the Fullerton UPRR Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

The Fullerton HSR Station Option parking garage, station building, and pedestrian bridges would be visible to the southwest, 220 feet or farther from the Fullerton UPRR Depot. However, the depot's immediate setting consists largely of railroad infrastructure and railroad-associated buildings. The Fullerton HSR Station Option would be built approximately 220 feet southwest of the Fullerton UPRR Depot, on the other side of the railroad corridor and the other side of Harbor Boulevard. As indicated in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), construction of the Fullerton HSR Station Option at a 220-foot distance would not generate vibration levels that could damage the depot building. Therefore, the Fullerton HSR Station Option would not have an adverse visual, noise-related, or vibratory effect on the historic property (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)). Therefore, anticipated visual impacts or noise from construction or operation of the project would not substantially impair the protected features, activities, or attributes of the Fullerton UPRR Depot.

The Authority has made a finding of no adverse effect on this resource under Section 106 for the Fullerton HSR Station Option. This finding was provided to the SHPO for review, comment, and

concurrence as part of the Section 106 process. Because the Fullerton HSR Station Option would have no adverse effect on the Fullerton UPRR Depot, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.19 Fullerton Ice Company (H-21)

Built in 1910, the Fullerton Ice Company in Fullerton is an exposed brick building that is believed to be the fourth oldest brick building in Fullerton. The property is NRHP and CRHR eligible at the local level of significance under Criteria A and 1, respectively, for its associations with the early-twentieth-century refrigeration industry. Its area of significance is industry. The period of significance is 1910, the year of its construction, to 1958, the year that the Santa Ana freeway (Interstate 5) was completed through northern Orange County, fostering a new suburbanization that hastened the demise of the local citrus industry that this building primarily served. Later known as the Crystal Ice House, the business played a crucial local role in providing ice for traveling perishables leaving Fullerton before the advent of new refrigeration technologies after World War II. Character-defining features include the simply designed building with its flat roof, original wood-frame windows, and inset decorative brickwork near the parapet roof with brick dentil molding. An inset loading dock is also present. The property's NRHP-eligible boundary is its parcel, largely occupied by the building itself.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. The nearest project feature of the Fullerton HSR Station Option is more than 250 feet from the Fullerton Ice Company; therefore, it is only discussed in Table 4-5.

Shared Passenger Track Alternatives A and B would not encroach on this historic property's legal parcel boundary and would not encroach on the NRHP-eligible historic property boundary. The project would not involve any construction activities that would require alterations to the Fullerton Ice Company building, as depicted on Figure 4-41. The building faces E Walnut Avenue, which would be narrowed along its northern side to account for a widened right-of-way to accommodate a fourth mainline track and would include enhanced sidewalk improvements and parking to connect the neighborhood to the Metrolink/Amtrak services. The fourth mainline tracks would include at-grade tracks, with OCS poles and catenary lines. Permanent construction would occur approximately 40 feet north of the Fullerton Ice Company's historic property boundary.

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The Fullerton Ice Company's significance is rooted in its association with the early-twentieth-century refrigeration industry; railroad infrastructure in the vicinity is part of its historic setting. Although not historic railroad features, the introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting. The enhanced sidewalk improvements and parking would be approximately 40 feet from the Fullerton Ice Company, and the building's connection to the street and railroad infrastructure would remain present. Shared Passenger Track Alternatives A and B would not require permanent physical alterations of the building. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Fullerton Ice Company with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Sources: Authority 2025c; ESRI 2024

Figure 4-41 Impacts on Fullerton Ice Company

Railroad infrastructure and industrial properties surround the building; at-grade freight rail tracks, OCS poles, and catenary line would not be out of character with the existing setting in or surrounding the building. Vibratory impacts resulting from construction and operation would also

not affect the building. The property would be close to construction activities with the potential to generate vibration levels that could damage the 1910 brick masonry building. The brick masonry building is considered a Category III structure. However, construction equipment, which would include bulldozers, rollers, trucks, produce low vibration levels. The closest construction activities, which would include bulldozers, rollers, trucks, and jackhammers, would occur approximately 40 feet north of the Fullerton Ice Company's historic property boundary and the building's north primary elevation, and would produce low vibration levels. In addition, vibratory pile driving, which would produce higher vibrations levels than the bulldozers, rollers, trucks, and jackhammers, would occur approximately 95 feet to the northeast of the Category III building. As analyzed in Section 3.4, construction activities would not generate vibration levels that could damage the Category III building at a distance of approximately 40 feet for bulldozers, rollers, trucks, and jackhammers, or at a distance of 95 feet for a vibratory pile driver. Anticipated noise from operation of the project would not cause adverse effects on this property because the Fullerton Ice Company does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Fullerton Ice Company.

IAMFs are incorporated in the project design to address accidental or inadvertent damage to cultural resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). To avoid damage to the building from construction vibration, IAMFs specifying protective measures are incorporated into the project design, including a preconstruction conditions assessment of the property (**CUL-IAMF#6**), preparation of a built-environment monitoring plan prior to construction (**CUL-IAMF#7**), and implementation of stabilization and protection measures (**CUL-IAMF#8**). These IAMFs will ensure that the project does not result in effects on the Fullerton Ice Company building with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Fullerton Ice Company, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.20 Fullerton Odd Fellows Temple (H-22)

Completed in 1927, the Fullerton Odd Fellows Temple in Fullerton is a three-story brick commercial building. The building is NRHP listed at the local level of significance under Criterion A. Its area of significance is social history. The period of significance is 1925 to 1949. It is also listed on the CRHR under Criterion 1. A multiuse building from the start, the Odd Fellows designed the property to be a money-making venture, with other fraternal, patriotic, and women's entities intended to occupy the ground floor, while the Odd Fellows occupied the second floor, designing its space for various secret, fraternal purposes. One of the original tenants was the Fullerton Post Office; the tin ceiling from when the post office occupied the building is still present. Character-defining features include highly distinctive glazed pale pink and blue terra cotta tile across the entirety of the property's façade, which is also topped with turban-shaped copper cupolas and narrow arched windows at the property's western elevation. The arched windows and cupolas lend the building the slightest Moorish influence. According to the NRHP nomination, "the nominated property includes the entire city lot historically associated with the Fullerton Odd Fellows Temple proper." The historical property boundary is the building's parcel.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. The nearest project feature of the Fullerton HSR Station Option is more than 250 feet from the Fullerton Odd Fellows Temple; therefore, it is only discussed in Table 4-5.

Shared Passenger Track Alternatives A and B would not encroach on this historic property's parcel and would not require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property, as depicted on Figure 4-42. The nearest project-related construction would involve utility relocations approximately 200 feet south of the Fullerton Odd Fellows Temple building. Other construction associated with the project, including at-grade freight rail relocation, construction of new track, and installation of OCS poles and catenary line, would take place approximately 400 feet south of the building.

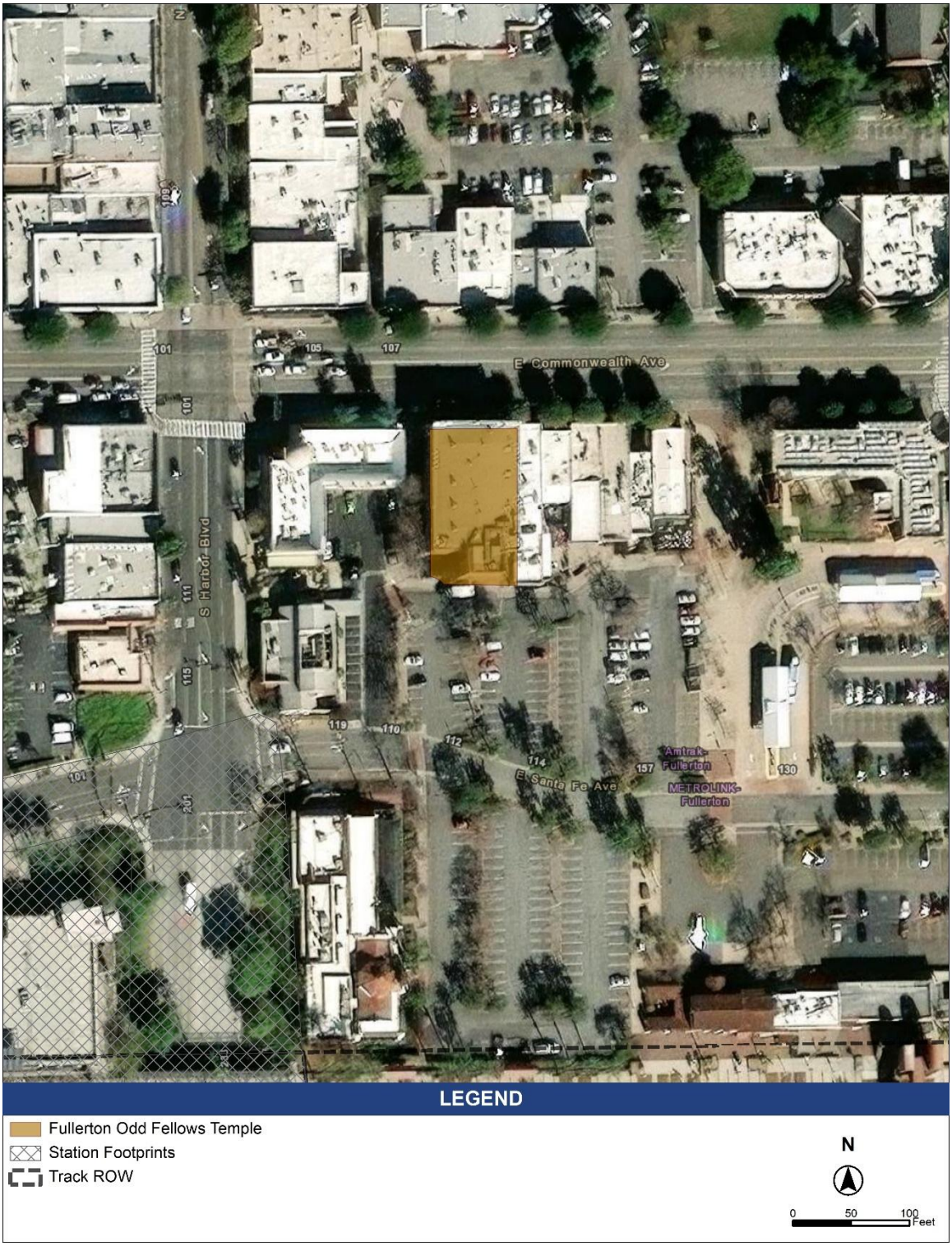
All of the project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The Odd Fellows Temple's significance is rooted in its associations with the social history of voluntary associations and local commercial development. Although the downtown Fullerton setting and location are character-defining features of the property, the majority of the building's character-defining features are at the primary elevation, which faces north to Commonwealth Avenue. The structures built as part of the project design would not be visible from the front of the building, and the project would not require permanent physical alterations of the building. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Fullerton Odd Fellows Temple with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

The project elements would not be visible from the building; furthermore, these structures are consistent with the types of transportation infrastructure that have historically surrounded the building. Shared Passenger Track Alternatives A and B would not result in adverse effects from the introduction of new visual elements caused by construction or operation of the at-grade HSR alignment or change the character of the historic property's use or result in changes to the physical setting in a manner that would diminish its integrity as described in 36 CFR Part 800.5(a)(2)(iv) and (v). Finally, anticipated noise from operation of the project would not cause adverse effects on this property because the Fullerton Odd Fellows Temple does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Fullerton Odd Fellows Temple.

IAMFs are incorporated in the project design to avoid accidental damage to historic properties and historical resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Fullerton Odd Fellows Temple, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).



Sources: Authority 2025c; ESRI 2024

Figure 4-42 Impacts on Fullerton Odd Fellows Temple

4.6.2.21 Pacific Electric Railway Depot (H-23)

Built in 1918, the Pacific Electric Railway Depot in Fullerton is a single-story, rectangular-plan Mission Revival building with its broad side perpendicular to Commonwealth Avenue. The building is eligible for the NRHP under Criteria A and C and CRHR under Criteria 1/3, at the local level of significance. Its areas of significance are architecture, commerce, community planning and development, and transportation. The property's period of significance 1918. The station not only serviced passengers, but citrus, hence the loading dock. Passenger service continued from this depot until 1938, with the more lucrative citrus freight continuing from the depot until the late 1940s. Character-defining features include an espadaña parapet; pyramidal cupolas with ball finials; stucco cladding; 6/1 wood-frame double-hung windows; loading dock; and a small, Spanish-tiled awning supported by knee brackets. The historic property boundary is the building footprint, including the recent shed-roofed bump-outs that shade fenestration off the eastern and western side elevations.

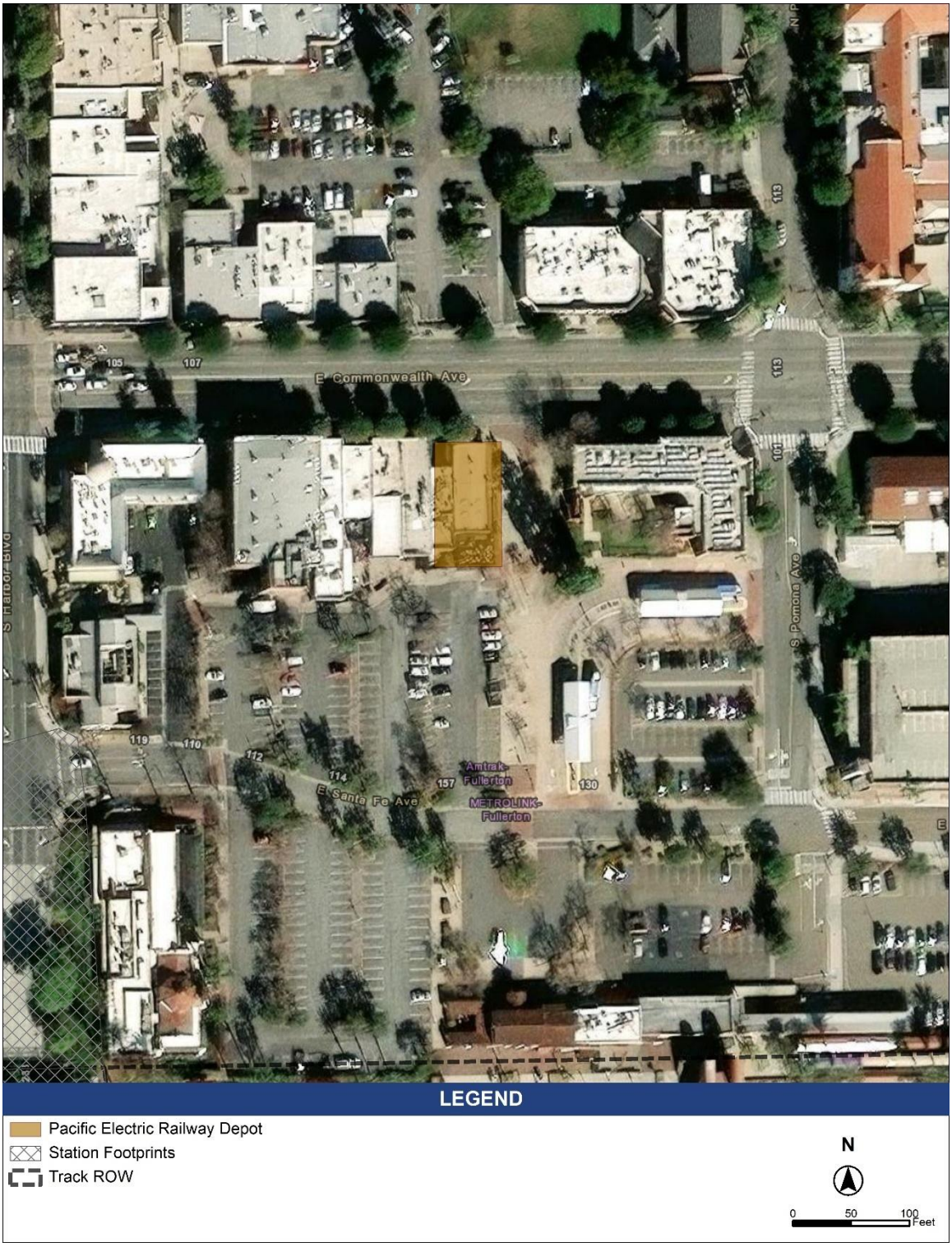
This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. The nearest project feature of the Fullerton HSR Station Option is more than 250 feet from the Pacific Electric Railway Depot; therefore, it is only discussed in Table 4-5.

Shared Passenger Track Alternatives A and B would not encroach on this historic property's parcel and would not require any construction activities that would cause physical destruction of, damage to, or alteration of this historic property, as depicted on Figure 4-43. The nearest project-related construction would involve utility relocations approximately 240 feet southwest of the depot building. Other project construction, including at-grade freight rail relocation, construction of new track, and installation of OCS poles and catenary line, would take place over 400 feet south of the property.

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The Pacific Electric Railway Depot's significance is rooted in its architecture and its associations with the histories of transportation, commerce, and community development in Fullerton. The downtown Fullerton setting and the building's location near a longstanding railroad corridor are character-defining features of the property. However, the introduction of OCS poles and catenary lines several hundred feet south of the property would not be out of character with existing conditions in the setting of the yard. Shared Passenger Track Alternatives A and B would not obstruct views of the building's character-defining architectural features, and the project would not physically alter the depot building in any way. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Pacific Electric Railway Depot's significance with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

Railroad infrastructure and industrial properties surround the building; at-grade freight rail relocation, drainage work, utility relocations, and construction of new track, OCS poles, and catenary line would not be out of character with the existing setting in or surrounding the building. Vibratory impacts resulting from construction and operation would also not affect the building. As indicated in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), because the nearest proposed construction would occur 240 feet from the building and operation of HSR trains would be over 400 feet from the resource, the building would not be susceptible to vibration impacts from any proposed equipment or HSR train operation. Therefore, anticipated visual impacts or noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Pacific Electric Railway Depot.



Sources: Authority 2025c; ESRI 2024

Figure 4-43 Impacts on Pacific Electric Railway Depot

IAMFs are incorporated in the project design to avoid accidental damage to historic properties during construction, including a geospatial data layer depicting the location of cultural resources

on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because the Fullerton HSR Station Option would have no adverse effect on the Pacific Electric Railway Depot, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.22 Santa Fe Railway Passenger and Freight Depot (H-25)

Completed in 1930, the Santa Fe Railway Passenger and Freight Depot in Fullerton is a cast-concrete Spanish Colonial Revival–style railroad depot. The building is NRHP listed at the local level of significance under Criteria A and C. Its areas of significance are architecture, agriculture, industry, and transportation. It has a period of significance of 1930–1941. It is also CRHR-listed under Criteria 1 and 3. The Santa Fe Railroad Company was an important factor in the local citrus and oil industries. Character-defining features include the irregular footprint and massing, quatrefoil windows, wooden shutters, concrete grill work, wrought iron bracketing, tapered columns, and Monterey-style balconies. For the purposes of this project, the historic boundary is the building's footprint plus the 1965 canopy and concrete platform.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option. The nearest project feature of the Fullerton HSR Station Option is more than 250 feet from the Santa Fe Railway Passenger and Freight Depot; therefore, it is only discussed in Table 4-5.

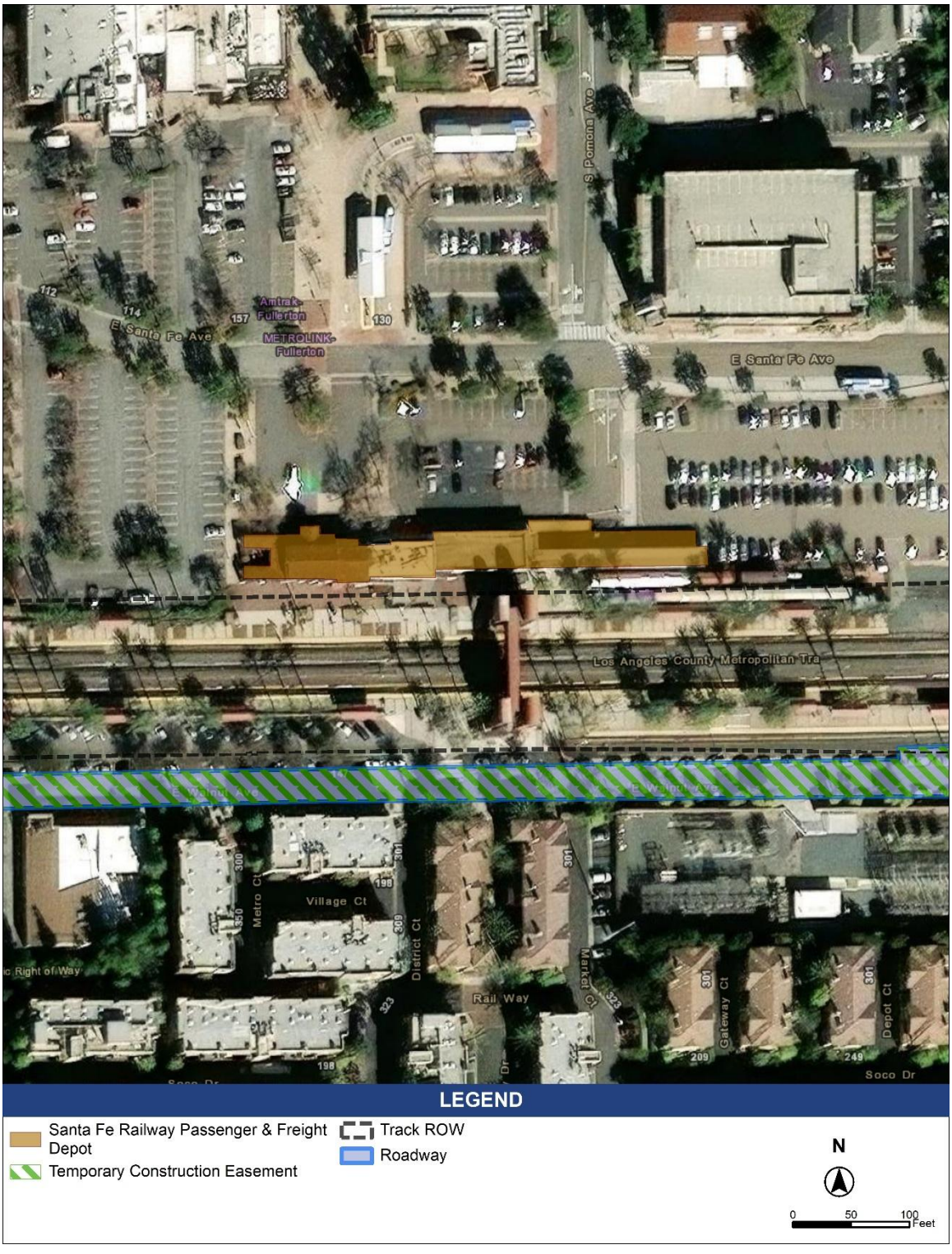
Shared Passenger Track Alternatives A and B would encroach on this historic property but would not require any demolition or other physical alterations of this property, as depicted on Figure 4-44. Construction in the vicinity of the depot would include at-grade freight rail relocation, construction of new track south of the existing tract, and installation of OCS poles and catenary line within the existing railroad alignment. These permanent construction activities would occur approximately 60 feet south of the depot. In addition, the pedestrian overpass would be demolished and rebuilt nearby as a pedestrian underpass. Demolition would occur approximately 15 feet from the depot and new construction would occur approximately 30 feet away. Roadway and drainage basin construction would also occur south of the existing railroad alignment along Walnut Avenue on the eastern side of Harbor Boulevard.

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The Santa Fe Railway Passenger and Freight Depot's significance is rooted in its architecture and its association with histories of agriculture, industry, and transportation in Fullerton. Its spatial relationship to the existing railroad line is the most important aspect of its setting. The introduction of OCS poles and catenary lines would not be out of character with existing conditions in the setting. Although those project elements would alter views of the building's southern elevation from vantage points across the railroad alignment from the building, the southern elevation's character-defining features would remain visible from vantage points across the alignment. Shared Passenger Track Alternatives A and B would not require permanent physical alterations of the building. Shared Passenger Track Alternatives A and B would not, therefore, result in effects on the Santa Fe Railway Passenger and Freight Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

The project elements would be visible in the Santa Fe Railway Passenger and Freight Depot; however, these structures are consistent with the types of transportation infrastructure that have historically surrounded the depot. Shared Passenger Track Alternatives A and B would not result in adverse effects from the introduction of new visual elements caused by construction or operation of the at-grade HSR alignment or change the character of the historic property's use or result in changes to the physical setting in a manner that would diminish its integrity as described

in 36 CFR Part 800.5(a)(2)(iv) and (v). Therefore, anticipated visual impacts from operation of the project would not substantially impair the protected features, activities, or attributes of the Santa Fe Railway Passenger and Freight Depot.



Sources: Authority 2025c; ESRI 2024

Figure 4-44 Impacts on Santa Fe Railway Passenger and Freight Depot

The reinforced-concrete historic property is considered a Category I building. Equipment used for demolition would include excavators, bulldozers, and loaders. The closest construction activity would be the demolition of the existing pedestrian overpass approximately 15 feet south of the historic property boundary and building's footprint. In addition, approximately 28 feet to the southwest, the new pedestrian underpass would be built using a vibratory pile driver. Other construction would occur approximately 100 feet south of the depot and would include bulldozers, rollers, and trucks. As analyzed in Section 3.4, vibratory pile driving has the potential to damage the Category I building at approximately 26 feet to result in effects on the historic property, and excavators, bulldozers, loaders, rollers, and trucks have the potential to damage the Category I building at approximately 8 feet to result in effects on the historic property. Finally, anticipated noise from operation of the project would not cause adverse effects on this property because the Santa Fe Railway Passenger and Freight Depot does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Santa Fe Railway Passenger and Freight Depot.

IAMFs are incorporated in the project design to address accidental or inadvertent damage to cultural resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). To avoid damage to the building from construction vibration, IAMFs specifying protective measures are incorporated into the project design, including a preconstruction conditions assessment of the property (**CUL-IAMF#6**), preparation of a built-environment monitoring plan prior to construction (**CUL-IAMF#7**), and implementation of stabilization and protection measures (**CUL-IAMF#8**). These IAMFs will ensure that Shared Passenger Track Alternatives A and B do not result in effects on the Santa Fe Railway Passenger and Freight Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Santa Fe Railway Passenger and Freight Depot, the Authority would make a no use determination for this resource because the project improvements and proposed work would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).

4.6.2.23 Anaheim Union Pacific Railroad Depot (Anaheim Union Station) (relocated) (H-26)

The 1923 Anaheim UPRR Depot, also known as Anaheim Union Station, is a one-story Spanish Revival–themed train depot. The building is eligible for the NRHP at the local level of significance under Criterion A, Criterion Consideration B for relocated properties. Its areas of significance are commerce and transportation. The property's period of significance is 1923, its construction year, through 1956, the year of Interstate 5's completion. Within city limits, the Anaheim UPRR Depot is the last train station property type directly associated with historic-era railroad development in Anaheim. It is also listed on the CRHR under Criterion 1. This property is additionally considered a contributing resource to the Anaheim Colony Historic District. Character-defining features include stucco cladding, symmetrically placed arcades, and a centered, arched entry topped with an espadaña parapet. Similar parapets are present at either end, and the roof is topped with Spanish tile. A smaller, three-arched auxiliary arcade is present off the north-side elevation. The subject property was relocated to its present location during the 1990s, when a substantial grade separation at Lincoln Avenue was built. Although it has some alterations, this property is a highly intact example of its property type—passenger depot—exhibiting Spanish Revival design elements. The historic property boundary is the historic building's footprint.

This resource is outside the RSA of the Norwalk/Santa Fe Springs HSR Station Option and Fullerton HSR Station Option. Shared Passenger Track Alternatives A and B would not encroach on this relocated historic property's parcel, as depicted on Figure 4-45. Construction activities approximately 55 feet west of the historic building would consist of installation of OCS poles and catenary line along the existing railroad alignment east of the building.

All project improvements and proposed work would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project.

The Anaheim UPRR Depot's significance is rooted in its architecture. The setting is not a character-defining feature of the historic property. No elements of the project would obscure views of the building's primary elevation, which faces west away from the existing railroad alignment and toward E Center and S Atchison Streets. Shared Passenger Track Alternatives A and B would not require any permanent physical alterations to the building. The project would not, therefore, result in effects on the Anaheim UPRR Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iii), and (iv)).

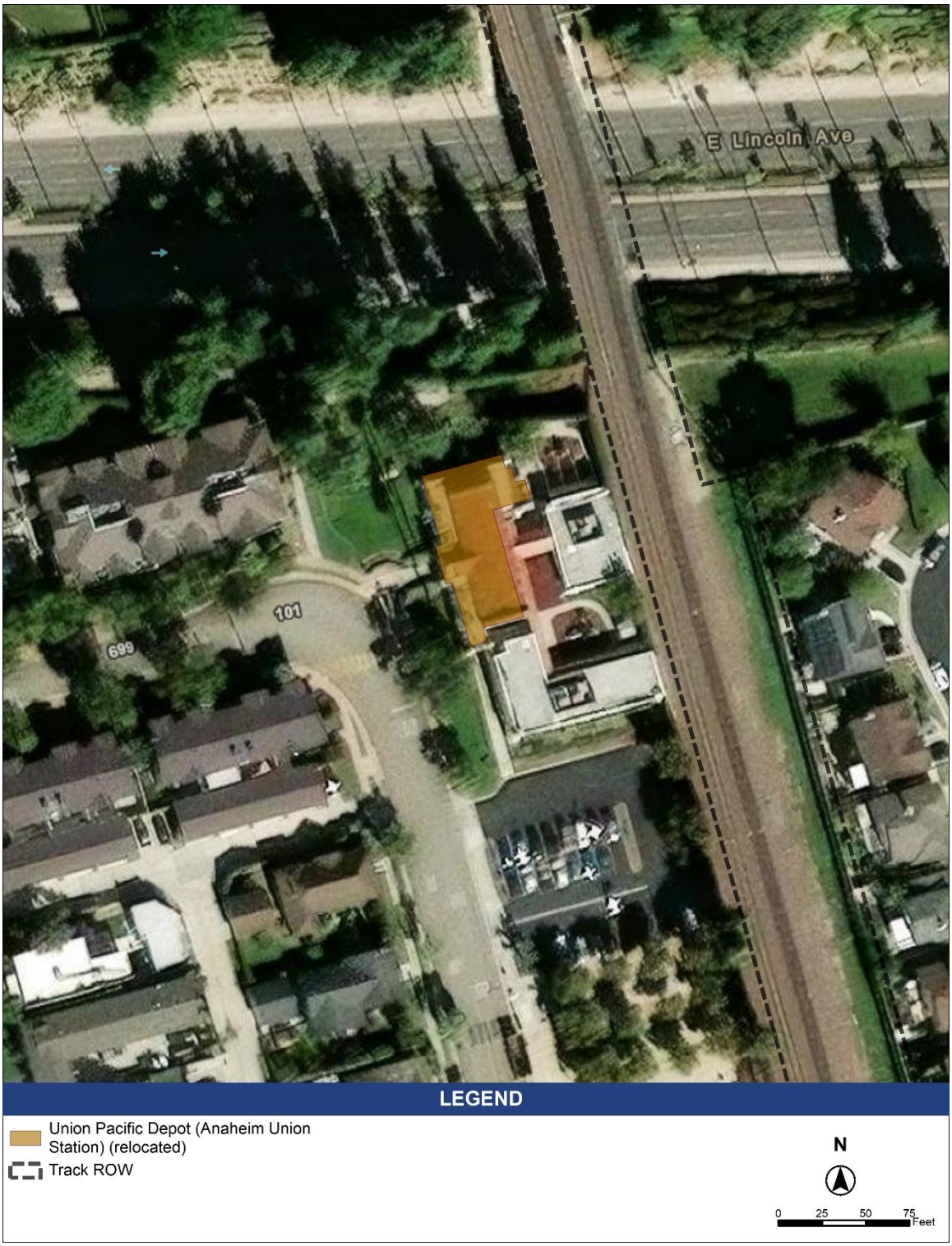
The project elements would be visible in the Anaheim UPRR Depot; however, these structures are consistent with the types of transportation infrastructure that have historically surrounded the depot. Shared Passenger Track Alternatives A and B would not result in adverse effects from the introduction of new visual elements caused by construction or operation of the at-grade HSR alignment or change the character of the historic property's use or result in changes to the physical setting in a manner that would diminish its integrity as described in 36 CFR Part 800.5(a)(2)(iv) and (v). Therefore, anticipated visual impacts from operation of the project would not substantially impair the protected features, activities, or attributes of the Anaheim UPRR Depot.

The historic property's reinforced-concrete construction is not susceptible to damage from vibration. Construction equipment, which would include bulldozers and trucks, produce low vibration levels. As analyzed in the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025d), construction activities would not generate vibration levels that could damage the reinforced-concrete depot at a distance of approximately 55 feet. Rather, the construction activities would need to be about 10 feet or closer to result in effects on the historic property. Finally, anticipated noise from operation of the project would not cause adverse effects on this property because the Anaheim UPRR Depot does not derive its NRHP significance from being in a quiet setting; rather, it has historically been along rail corridors and industrial areas, which are associated with higher noise levels. Therefore, anticipated noise from operation of the project would not substantially impair the protected features, activities, or attributes of the Anaheim UPRR Depot.

IAMFs are incorporated in the project design to address accidental or inadvertent damage to cultural resources during construction, including a geospatial data layer depicting the location of cultural resources on construction drawings (**CUL-IAMF#1**) and mandatory training for the Authority to protect cultural resources during construction (**CUL-IAMF#2**). To avoid damage to the building from construction vibration, IAMFs specifying protective measures are incorporated into the project design, including a preconstruction conditions assessment of the property (**CUL-IAMF#6**), preparation of a built-environment monitoring plan prior to construction (**CUL-IAMF#7**), and implementation of stabilization and protection measures (**CUL-IAMF#8**). These IAMFs will ensure that the project does not result in effects on the Anaheim UPRR Depot with the potential to diminish the character-defining features that express the property's significance and integrity (36 CFR Part 800.5(a)(2)(i), (ii), (iv), and (v)).

The Authority has made a finding of no adverse effect on this resource under Section 106 for the project alternatives. This finding was provided to the SHPO for review, comment, and concurrence as part of the Section 106 process. Because Shared Passenger Track Alternatives A and B would have no adverse effect on the Anaheim UPRR Depot, the Authority would make a no use determination for this resource because the project improvements and proposed work

would be completed outside the resource boundaries and would not substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).



Sources: Authority 2025c; ESRI 2024

Figure 4-45 Impacts on Anaheim Union Pacific Railroad Depot

4.7 Avoidance Alternatives

Section 4(f) requires the selection of an alternative that avoids the use of a Section 4(f) property if that alternative is deemed feasible and prudent. As documented in this chapter, Shared Passenger Track Alternatives A and B would result in Section 4(f) uses, which are not *de minimis* impacts, requiring a determination of whether there are feasible and prudent alternatives to avoid the use of these resources.

The purpose and need statement of this Draft EIR/EIS tiers off the approved program EIR/EIS documents. The alternatives evaluation process conducted as part of the HSR project for the project section concluded that there was no feasible and prudent HSR alternative within the study area that did not result in a use of a Section 4(f) resource. Although the alternatives analysis process considered multiple criteria, the screening emphasized the project objective to maximize the use of existing transportation corridors and available rights-of-way, to the extent feasible; the result of this was carrying forward of the north-south alignment alternatives that follow the existing rail corridor. The alternatives evaluation process resulted in the conclusion that, in accordance with 49 U.S.C. 303(c), there was no feasible and prudent HSR alternative within the study area that, based on multiple factors that are individually not severe, would cumulatively result in conditions rendering the alternative not prudent.

The reason for this finding is as follows:

- All HSR alternatives were designed to follow existing railroad corridors to the extent allowed by design speeds. Locating the HSR alignment along these corridors is an objective of the project intended to minimize impacts on the natural and human environment. Any alternative that did not follow these or other transportation corridors would substantially increase the number of displacements, overall community disruption, adverse impacts on natural environment resources, and adverse social and economic impacts.
- Any alternative that did not follow these or other transportation corridors would not meet the purpose and need of the project section because such an alternative would fail to link the major metropolitan areas of the state, deliver predictable and consistent travel times, and relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources:
- Scoping comments brought up alternatives that were already considered in the 2005 Final Statewide Program EIR/EIS, such as the Shifted Alignment Alternative and the Profile Variation Alternative. The Shifted Alignment Alternative and the Profile Variation Alternative were already eliminated in the Statewide Program EIR/EIS because of lack of connectivity with urban centers, inability to generate adequate revenue, and high environmental impacts.
  - **Shifted Alignment Alternative:** This alternative involves shifting the alignment outside the existing railroad corridor to avoid the Section 4(f) resources. As described in Section 2.4, Alternatives Considered during the Alternatives Screening Process, the alternatives evaluation process conducted for the project section included the examination of multiple alternatives in and outside of the existing railroad corridor to the extent allowed by design speeds.
  - **Profile Variation Alternative:** This alternative includes either raising the profile of the alignment above the resources (viaduct option) or lowering the profile below the resources (tunnel option) to avoid the use of Section 4(f) resources.
  - Because of the proximity of the bridges, there is no room between the bridges for a viaduct to touch down to grade and then rise back up to clear the next bridge, or for a tunnel to rise back to the surface and extend below ground to clear the next bridge. Therefore, for the entire length of the west bank of the Los Angeles River, the HSR tracks would be on an approximately 3.5-mile-long continuous viaduct, which would also include spanning a new bridge over the Los Angeles River. In addition, a tunnel option would involve the excavation of a cut trench and bored tunnel under the bridges of approximately 3.5 miles. For Metrolink, Amtrak, and Shared Passenger Track

Alternatives A and B to share tracks going south to Anaheim, a new junction would be required after the HSR tracks touch down from the viaduct between Soto Street and Downey Road, or after the after the HSR tracks emerge from the tunnel at this location. This would require full property acquisitions of most of the businesses along the western side of the railroad right-of-way in Vernon in the area between those streets for this junction.

- **No Project Alternative:** The No Project Alternative would not include construction of the HSR project or associated facilities and would thus have no impact on Section 4(f) resources associated with construction and operation of the project. However, there could be impacts on Section 4(f) resources as a result of the existing and planned transportation improvements associated with the No Project Alternative. This alternative would not address the state's purpose and need for the project. This alternative is insufficient to meet existing and future travel demand; current and projected future congestion of the transportation system would continue to result in deteriorating air quality reduced reliability and increased travel times. Because the No Project Alternative does not meet the project purpose and need, it is neither feasible nor prudent and is not discussed further as an avoidance alternative for any Section 4(f) resources.

Greater detail on alternatives considered but dismissed is provided in Section 2.3 and in the Statewide Program EIR/EIS (Authority and FRA 2005), *Los Angeles to Anaheim Preliminary Impacts Assessment Report* (Authority 2024b), and *Los Angeles to Anaheim Supplemental Alternatives Analysis Report* (Authority 2023b), available at www.hsr.ca.gov/.

4.7.1 Preliminary Individual Resource Avoidance Assessments

4.7.1.1 First Street Bridge

As described in Section 4.6.2, protective barriers would be required on the First Street Bridge to maintain safety, which would constitute a permanent use of the historic bridge under Section 4(f). Although the Shifted Alignment Alternative and Profile Variation Alternative would avoid the use of the First Street Bridge, these avoidance alternatives would not be feasible or prudent, as follows:

- **Shifted Alignment Alternative:** To avoid the use of the First Street Bridge, the alignment could be shifted to the east or west of the existing railroad corridor. As depicted in aerial imagery provided on Figure 4-24, the areas to the east and west of the existing railroad corridor are occupied by the Los Angeles River and multiple commercial/industrial buildings to the east, and railroad tracks and commercial/industrial buildings to the west. The Shifted Alignment Alternative would substantially increase the number of residential or business displacements, overall community disruption, and the potential for adverse impacts on environmental resources outside the RSA that have potential to occur in areas east or west of the First Street Bridge. This alternative would require substantial right-of-way acquisitions and utility relocations, which would result in excessive construction costs, and would result in a combination of impacts that would be significant if taken cumulatively. Therefore, the Shifted Alignment Alternative would not be considered feasible or prudent under Section 4(f) to avoid use of the First Street Bridge.
- **Profile Variation Alternative:** Both tunnel and viaduct options would be disruptive to existing railroad operations during the construction period; result in excessive construction costs because of substantial right-of-way acquisitions and utility relocations and a considerably high demand for materials, equipment, and construction services and staffing during a prolonged construction period; and result in a combination of impacts that would be significant if taken cumulatively. Therefore, the Profile Variation Alternative would not be considered prudent under Section 4(f) to avoid use of the First Street Bridge. Additional justification that each option is not feasible or prudent is as follows:
  - For a viaduct spanning the First Street Bridge, the amount of land required to build and maintain the structure would increase beyond current design. The viaduct would be up to

70 feet tall in a densely populated area that includes multiple sensitive receptors, which include densely populated multifamily residential neighborhoods, resulting in significant visual, noise, and vibration impacts. The aesthetics of a viaduct over the historic bridge was also unacceptable to the local stakeholders when it was presented as part of a design option during the project alternative screening process. This alternative would also result in impacts on other Section 4(f) resources identified in the RSA. Therefore, a viaduct option would not be feasible or prudent.

- Tunneling under the First Street Bridge would require more land to be acquired for construction and operations, resulting in right-of-way impacts, including displacing businesses and public facilities, and impacts on cultural resources. Additionally, substantial amounts of soil would be removed, the export and storage of which would be considerable, resulting in additional air quality, cultural, and potential hazardous materials impacts. Lowering the alignment to provide sufficient clearance for a tunnel would involve the reconfiguration of the alignments and, depending on the alternative, may require additional tunneling to avoid other environmental or structural constraints and the reconfiguration of additional intersections. This alternative would also result in impacts on other Section 4(f) resources identified in the RSA. Therefore, a tunnel option would not be feasible or prudent.

Based on this analysis, there are no feasible and prudent alternatives that would avoid the use of the First Street Bridge.

4.7.1.2 Fourth Street Bridge

As described in Section 4.6.2.3, Fourth Street Bridge (H-3), protective barriers would be required on the Fourth Street Bridge to maintain safety, which would constitute a permanent use of the historic bridge under Section 4(f). Although the Shifted Alignment Alternative and Profile Variation Alternative would avoid the use of the Fourth Street Bridge, these avoidance alternatives would not be feasible or prudent, as follows:

- **Shifted Alignment Alternative:** To avoid the use of the Fourth Street Bridge, the alignment could be shifted to the east or west of the existing railroad corridor. As depicted in aerial imagery provided on Figure 4-25, the areas to the east and west of the existing railroad corridor are occupied by the Los Angeles River and multiple commercial/industrial buildings to the east, and railroad tracks and commercial/industrial buildings to the west. The Shifted Alignment Alternative would substantially increase the number of residential or business displacements, overall community disruption, and the potential for adverse impacts on environmental resources outside the RSA that have potential to occur in areas east or west of the Fourth Street Bridge. This alternative would require substantial additional right-of-way acquisitions and utility relocations, which would result in excessive construction costs, and would result in a combination of impacts that would be significant if taken cumulatively. Therefore, the Shifted Alignment Alternative would not be considered feasible or prudent under Section 4(f) to avoid the use of the Fourth Street Bridge.
- **Profile Variation Alternative:** Both tunnel and viaduct options would be disruptive to existing railroad operations during the construction period; result in excessive construction costs because of substantial right-of-way acquisitions and utility relocations and a considerably high demand for materials, equipment, and construction services and staffing during a prolonged construction period; and result in a combination of impacts that would be significant if taken cumulatively. Therefore, the Profile Variation Alternative would not be considered feasible or prudent under Section 4(f) to avoid the use of the Fourth Street Bridge. Additional justification that each option is not feasible or prudent is as follows:
  - For a viaduct spanning the Fourth Street Bridge, the amount of land required to build and maintain the structure would increase beyond current design. The viaduct would be up to 70 feet tall in a densely populated area that includes multiple sensitive receptors, which include densely populated multifamily residential neighborhoods, resulting in significant visual, noise, and vibration impacts. The aesthetics of a viaduct over the historic bridge was also unacceptable to the local stakeholders when it was presented as part of a

design option during the project alternative screening process. This alternative would also result in impacts on other Section 4(f) resources identified in the RSA. Therefore, a viaduct option would not be feasible or prudent.

- Tunneling under the Fourth Street Bridge would require more land to be acquired for construction and operations, resulting in right-of-way impacts, including displacing businesses and public facilities, and impacts on cultural resources. Additionally, substantial amounts of soil would be removed, the export and storage of which would be considerable, resulting in additional air quality, cultural, and potential hazardous materials impacts. Lowering the alignment to provide sufficient clearance for a tunnel would involve the reconfiguration of the alignments and, depending on the alternative, may require additional tunneling to avoid other environmental or structural constraints and the reconfiguration of additional intersections. This alternative would also result in impacts on other Section 4(f) resources identified in the RSA. Therefore, a tunnel option would not be feasible or prudent.

Based on this analysis, there are no feasible and prudent alternatives that would avoid the use of the Fourth Street Bridge.

4.7.1.3 Seventh Street Bridge

As described in Section 4.6.2.4, Seventh Street Bridge (H-4), protective barriers would be required on the Seventh Street Bridge to maintain safety, which would constitute a permanent use of the historic bridge under Section 4(f). Although the Shifted Alignment Alternative, and Profile Variation Alternative would avoid the use of the Seventh Street Bridge, these avoidance alternatives would not be feasible or prudent, as follows:

- **Shifted Alignment Alternative:** To avoid the use of the Seventh Street Bridge, the alignment could be shifted to the east or west of the existing railroad corridor. As depicted in aerial imagery provided on Figure 4-26, the areas to the east and west of the existing railroad corridor are occupied by the Los Angeles River and multiple commercial/industrial buildings to the east, and railroad tracks and commercial/industrial buildings to the west. The Shifted Alignment Alternative would substantially increase the number of residential or business displacements, overall community disruption, and the potential for adverse impacts on environmental resources outside the project RSA that have potential to occur in areas east or west of the Seventh Street Bridge. This alternative would require substantial right-of-way acquisitions and utility relocations, which would result in excessive construction costs, and would result in a combination of impacts that would be significant if taken cumulatively. Therefore, the Shifted Alignment Alternative would not be considered feasible or prudent under Section 4(f) to avoid the use of the Seventh Street Bridge.
- **Profile Variation Alternative:** Both tunnel and viaduct options would be disruptive to existing railroad operations during the construction period; result in excessive construction costs because of substantial right-of-way acquisitions and utility relocations and a considerably high demand for materials, equipment, and construction services and staffing during a prolonged construction period; and result in a combination of impacts that would be significant if taken cumulatively. Therefore, the Profile Variation Alternative would not be considered feasible or prudent under Section 4(f) to avoid the use of the Seventh Street Bridge. Additional justification that each option is not feasible or prudent is as follows:
  - For a viaduct spanning the Seventh Street Bridge, the amount of land required to build and maintain the structure would increase beyond current design. The viaduct would be up to 70 feet tall in a densely populated area that includes multiple sensitive receptors, which include densely populated multifamily residential neighborhoods, resulting in significant visual, noise, and vibration impacts. The aesthetics of a viaduct over the historic bridge was also unacceptable to the local stakeholders when it was presented as part of a design option during the project alternative screening process. This alternative would also result in impacts on other Section 4(f) resources identified in the RSA. Therefore, a viaduct option would not be feasible or prudent.

- Tunneling under the Seventh Street Bridge would require more land to be acquired for construction and operations, resulting in right-of-way impacts, including displacing businesses and public facilities, and impacts on cultural resources. Additionally, substantial amounts of soil would be removed, the export and storage of which would be considerable, resulting in additional air quality, cultural, and potential hazardous materials impacts. Lowering the alignment to provide sufficient clearance for a tunnel would involve the reconfiguration of the alignments and, depending on the alternative, may require additional tunneling to avoid other environmental or structural constraints and the reconfiguration of additional intersections. This alternative would also result in impacts on other Section 4(f) resources identified in the RSA. Therefore, a tunnel option would not be feasible or prudent.

Based on this analysis, there are no feasible and prudent alternatives that would avoid the use of the Seventh Street Bridge.

4.7.1.4 Olympic Boulevard (Ninth Street) Bridge

As described in Section 4.6.2.5, Olympic Boulevard (Ninth Street) Bridge (H-5), protective barriers would be required on the Olympic Boulevard (Ninth Street) Bridge to maintain safety, which would constitute a permanent use of the historic bridge under Section 4(f). Although the Shifted Alignment Alternative and Profile Variation Alternative would avoid the use of the Olympic Boulevard (Ninth Street) Bridge, these avoidance alternatives would not be feasible or prudent, as follows:

- **Shifted Alignment Alternative:** To avoid the use of the Olympic Boulevard (Ninth Street) Bridge, the alignment could be shifted to the east or west of the existing railroad corridor. As depicted in aerial imagery provided on Figure 4-27, the areas to the east and west of the existing railroad corridor are occupied by the Los Angeles River and multiple commercial/industrial buildings to the east, and railroad tracks and commercial/industrial buildings to the west. The Shifted Alignment Alternative would substantially increase the number of residential or business displacements, overall community disruption, and the potential for adverse impacts on environmental resources outside the project RSA that have potential to occur in areas east or west of the Olympic Boulevard. This alternative would require substantial right-of-way acquisitions and utility relocations, which would result in excessive construction costs, and would result in a combination of impacts that would be significant if taken cumulatively. Therefore, the Shifted Alignment Alternative would not be considered feasible or prudent under Section 4(f) to avoid the use of the Olympic Boulevard (Ninth Street) Bridge.
- **Profile Variation Alternative:** Both tunnel and viaduct options would be disruptive to existing railroad operations during the construction period; result in excessive construction costs because of substantial right-of-way acquisitions and utility relocations and a considerably high demand for materials, equipment, and construction services and staffing during a prolonged construction period; and result in a combination of impacts that would be significant if taken cumulatively. Therefore, the Profile Variation Alternative would not be considered feasible or prudent under Section 4(f) to avoid the use of the Olympic Boulevard (Ninth Street) Bridge. Additional justification that each option is not feasible or prudent is as follows:
  - For a viaduct spanning the Olympic Boulevard (Ninth Street), the amount of land required to build and maintain the structure would increase beyond current design. The viaduct would be up to 70 feet tall in a densely populated area that includes multiple sensitive receptors, which include densely populated multifamily residential neighborhoods, resulting in significant visual, noise, and vibration impacts. The aesthetics of a viaduct over the historic bridge was also unacceptable to the local stakeholders when it was presented as part of a design option during the project alternative screening process. This alternative would also result in impacts on other Section 4(f) resources identified in the RSA. Therefore, a viaduct option would not be feasible or prudent.

- Tunneling under the Olympic Boulevard (Ninth Street) would require more land to be acquired for construction and operations, resulting in right-of-way impacts, including displacing businesses and public facilities, and impacts on cultural resources. Additionally, substantial amounts of soil would be removed, the export and storage of which would be considerable, resulting in additional air quality, cultural, and potential hazardous materials impacts. Lowering the alignment to provide sufficient clearance for a tunnel would involve the reconfiguration of the alignments and, depending on the alternative, may require additional tunneling to avoid other environmental or structural constraints and the reconfiguration of additional intersections. This alternative would also result in impacts on other Section 4(f) resources identified in the RSA. Therefore, a tunnel option would not be feasible or prudent.

Based on this analysis, there are no feasible and prudent alternatives that would avoid the use of the Olympic Boulevard (Ninth Street).

4.8 Measures to Minimize Harm

Measures to minimize harm include project IAMFs, which are measures that are incorporated into the project design to avoid or minimize impacts. The application of IAMFs does not imply there are Section 4(f) uses of Section 4(f) protected properties. Mitigation and enhancement measures to compensate for unavoidable project impacts mitigate project impacts that cannot be avoided with the incorporation of IAMFs. Each applicable IAMF and mitigation measure is described in Table 4-6, as applicable to each Section 4(f) protected property, as required by 49 U.S.C. 303(c)(2). Additionally, avoidance alternatives have been developed to avoid uses to Section 4(f) properties where possible, as described in Section 4.7, Avoidance Alternatives, and coordinated with the OWJs over the resource. The Authority is continuing ongoing coordination, as appropriate, with these officials; during the Authority's consideration of its decision and during final design, additional measures may be agreed on to further reduce potential impacts on Section 4(f) properties.

For effects on historic properties, as previously described, the PA outlines an approach for compliance with Section 106 of the NHPA. An MOA that is under development for the project section will address the treatment of adverse effects from the proposed HSR alignment. The MOA will stipulate treatment measures that will be applied to which historic properties. The MOA will also stipulate the treatment of built resources will be described in the Built Environment Treatment Plan and the treatment of known and anticipated archaeological resources will be described in the Archaeological Treatment Plan. IAMFs and mitigation measures for all historic properties are listed together in Table 4-6, as applicable to each historic property. As described, the project includes all possible planning to minimize harm to Section 4(f) properties resulting from use, as required by 49 U.S.C. 303(c)(2).

Table 4-6 Project Features and Measures to Minimize Harm

Impact(s)	Project Features to Minimize Harm
First Street Bridge, Fourth Street Bridge, Seventh Street Bridge, Olympic Boulevard (Ninth Street) Bridge	
Permanent Demolition, Destruction, Relocation, or Alteration of Historic Architectural Resources or Setting	**CUL-IAMF#1: Geospatial Data Layer and Archaeological Sensitivity Map** Prior to construction (ground-disturbing activities) and staging of materials and equipment, the contractor's archaeologist or geoarchaeologist will prepare a geospatial data layer identifying the locations of known archaeological resources and built historic resources that require avoidance or protection, and areas of archaeological sensitivity that require monitoring within the APE. The contractor's archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards provided in 36 CFR Part 61, is to use, as appropriate, a combination of the following: known locations of archaeological sites and built historic properties, tribal consultation, landforms, depositional processes, distance to water, mapping provided in the ATP, or historic mapping. This mapping is to be updated as the design progresses if it results in an expansion of the area of ground disturbance/APE, including temporary construction easements and new laydown and access areas. This

Impact(s)	Project Features to Minimize Harm
	mapping will be used to develop an archaeological monitoring plan to be prepared by the contractor's archaeologist and, on approval by the Authority, applied by the contractor's archaeologist. When design is sufficiently advanced, a geospatial data layer will be produced by the contractor overlaying the locations of known archaeological resources and built historic resources within the APE for which avoidance measures are necessary, and archaeologically sensitive areas for which monitoring is required. **CUL-IAMF#2: Worker Environmental Awareness Program Training Session** Prior to construction (ground-disturbing activity) construction contractor personnel who work on site will attend a WEAP training session provided by the Authority or property owner(s). The WEAP would include cultural resources awareness training performed by the contractor's archaeologist who meets the Secretary of the Interior's Professional Qualification Standards provided in 36 CFR Part 61. The Authority will develop instructional materials and a fact sheet for distribution to the construction crews, and submit the materials, as well as qualifications of the personnel providing the training, to the Authority for approval at least 15 days prior to being permitted on-site access. The training will address measures required to avoid or protect built historic resources, and to educate crews on artifacts and archaeological features they may encounter and the mandatory procedures to follow should potential cultural resources be exposed during construction. Translation services will be provided by the Authority for non-English-speaking participants. The training sessions will be given prior to the initiation of ground disturbance activities and repeated on an annual basis. Additionally, new construction crewmembers will attend an initial WEAP training session prior to working on site. On completion of the WEAP training, construction crews would sign a form stating that they attended the training, understood the information presented, and would comply with the WEAP requirements. The contractor's archaeologist will submit the signed WEAP training forms to the Mitigation Manager on a monthly basis. On an annual basis, the contractor will provide the Authority with a letter indicating that regular WEAP training has been implemented and will provide at least one PowerPoint annually of the WEAP training. On a monthly basis, the contractor's archaeologist will provide updates and synopsis of the training to workers during the daily safety ("tailgate") meeting. Construction crews will be informed during the WEAP training that, to the extent possible, travel within the marked project site will be restricted to established roadbeds. **CUL-IAMF#6: Preconstruction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage** Prior to construction (ground-disturbing activities that are within 1,000 feet of a historic built property) the contractor may be required to assess the condition of construction-adjacent historic properties, and prepare a Plan for the Protection of Historic Built Resources and Repair of Inadvertent Damage. The MOA and BETP will stipulate for which properties the plan is to be prepared. MOA signatories and consulting parties may comment on the adequacy of the assessments. Protection measures will be developed in consultation with the landowner or land-owning agencies as well as the SHPO and the MOA signatories and consulting parties, as required by the Section 106 PA. As the design progresses, additional properties may be identified by the Authority as requiring this plan. The plan will record existing conditions to (1) establish a baseline against which to compare the property's post-project condition, (2) to identify structural deficiencies that make the property vulnerable to project construction-related damage, such as vibration, and (3) to identify stabilization or other measures required to avoid or minimize inadvertent adverse effects. The plan will be further described in the BETP and be prepared by an interdisciplinary team, including (but not limited to), as appropriate, an architectural historian, architect, photographer, structural engineer, and acoustical engineer. Ambient conditions will be used to identify buildings that are sensitive receptors to construction-related vibration and require vibration monitoring during construction activities. Additional protective measures may be required if the property is vacant during construction.

Impact(s)	Project Features to Minimize Harm
	The plan content will be outlined in the BETP and will be completed and approved by the Authority, with protective measures implemented before construction begins within 1,000 feet of the subject building. The plan will describe the protocols for documenting inadvertent damage (should it occur), as well as notification, coordination, and reporting to the SHPO, MOA signatories, and the owner of the historic property. The plan will direct that inadvertent damage to historic properties be repaired in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (U.S. Department of the Interior 1995). The plan will be developed in coordination with the Authority, and will be submitted to the SHPO for review and approval. Protective plans will be required for buildings that would be moved as part of the project mitigation, including stabilization before, during, and after relocation; protection during temporary storage; and relocation to a new site, followed by rehabilitation. **CUL-IAMF#7: Built Environment Monitoring Plan** Prior to construction (ground-disturbing activities within 1,000 feet of a historic property or resource), the Authority will prepare a Built Environment Monitoring Plan. Draft and final Built Environment Monitoring Plans will be prepared describing the properties that will require monitoring, the type of activities or resources that will require full-time monitoring or spot checks, the required number of monitors for each construction activity, and the parameters that would influence the level of effort for monitoring. Maximum vibration level thresholds may be established in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage, the monitoring of which will be included in this monitoring plan. The BETP will outline the process for corrective action should the protection measures prove ineffective. Consultation procedures will also be defined in the BETP. The Authority will develop both the draft and final plans in coordination with the Authority, and the plans will be submitted to the SHPO for review and approval. The plan will be implemented prior to ground-disturbing activities within 1,000 feet of properties identified as requiring monitoring, as specified in the BETP. **CUL-MM#8: Repair of Inadvertent Damage** The Authority-prepared MOA and BETP will identify properties subject to the preparation of plans for the repair of inadvertent damage. These plans are to be developed prior to the start of construction in the immediate proximity of the historic properties, and the HSR standard IAMFs require the contractor to prepare these plans. Should any of the properties or resources be damaged as a result of construction activities, the contractor will repair them in accordance with the approved plan and with the Secretary of the Interior's Standards for Rehabilitation. Inadvertent damage is any damage that results in a significant impact on a historical resource in the meaning of State CEQA Guidelines Section 15064.5(b)(2) or adverse effects on historic properties in the meaning of 36 CFR Part 800.5(a)(1). All repairs will be reviewed and approved by the Authority prior to determining that the treatment has been adequately implemented. There may be instances where a property or resource that is damaged during construction will be better served by temporary stabilization and protection, with final repairs occurring post construction. This will be determined by the Authority, in consultation with the MOA signatories. Should this be the preferred approach, the contractor will have its interdisciplinary team prepare plans for the temporary work for approval by the Authority and MOA signatories prior to construction commencing in the area of the damaged property. Any emergency stabilization deemed necessary by the contractor prior to plan approval must be reversible.

Impact(s)	Project Features to Minimize Harm
Bridge Barrier Design	**CUL-MM#12: Design Review for Intrusion-Protection Barriers** Because of safety concerns, protective barriers will be installed on four NRHP- and CRHR-eligible bridges crossing the Los Angeles River, specifically the First, Fourth, and Seventh Street Bridges and Olympic Boulevard Bridge. Prior to execution of the MOA, the Authority commits to consultation with the SHPO and other Consulting Parties to achieve a bridge barrier design that meets the goal of preventing people or objects from entering the Shared Passenger Track Alternatives A and B right-of-way while introducing the minimum physical and visual effects on the historic property.

APE = area of potential effects; ATP = Archaeological Treatment Plan; Authority = California High-Speed Rail Authority; BETP = Built Environment Treatment Plan; CFR = Code of Federal Regulations; CEQA = California Environmental Quality Act; CRHR = California Register of Historical Resources; FRA = Federal Railroad Administration; HSR = high-speed rail; IAMF = impact avoidance and minimization feature; MOA = Memorandum of Agreement; NRHP = National Register of Historic Places; PA = Programmatic Agreement; SHPO = State Historic Preservation Officer; WEAP = Worker Environmental Awareness Program

4.9 Section 4(f) Least Harm Analysis

When there is no feasible and prudent avoidance alternative to using Section 4(f) resources, the Authority must approve the alternative that causes the least overall harm to Section 4(f) resources, taking into consideration the preservation purpose of the statute. To ascertain which alternative that uses Section 4(f) properties would cause the least overall harm, the Authority will consider the following seven factors:

- Ability to mitigate adverse impacts on each Section 4(f) property (including any measures that result in benefits to the property)
- Relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection
- Relative significance of each Section 4(f) property
- Views of the OWJs over each Section 4(f) property
- Degree to which each alternative meets the purpose and need for the project
- After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f)
- Substantial differences in costs among the alternatives

The first four factors relate to the net harm that each alternative would cause to Section 4(f) property, and the remaining three factors consider impacts not specific to Section 4(f).

Because both project alternatives would result in a Section 4(f) permanent use of the First Street Bridge, Fourth Street Bridge, Seventh Street Bridge, and Olympic Boulevard (Ninth Street) Bridge, the Authority has completed the following least harm analysis for the project. Table 4-7 presents the Section 4(f) properties that would incur a use as a result of the project alternatives and characterizes each alternative using the seven least harm analysis factors (23 CFR Part 774.3(c)). The following discussion demonstrates the least overall harm alternative for impacts in the project footprint that is consistent with the Preferred Alternative (refer to Chapter 8).

Table 4-7 Preliminary Least Harm Analysis for the Los Angeles to Anaheim Project Section Alternatives

Least Harm Factor	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B
Section 4(f) property incurring a use	Use finding for four resources: ▪ First St Bridge ▪ Fourth St Bridge ▪ Seventh St Bridge ▪ Olympic Blvd (Ninth St) Bridge	Use finding for four resources: ▪ First St Bridge ▪ Fourth St Bridge ▪ Seventh St Bridge ▪ Olympic Blvd (Ninth St) Bridge
Factor 1: The ability to mitigate adverse impacts on each Section 4(f) property (including any measures that result in benefits to the property)	**First St Bridge, Fourth St Bridge, Seventh St Bridge, and Olympic Blvd (Ninth St) Bridge:** The protective barriers would result in direct effects on the bridges with potential to diminish the character-defining architectural features that express the properties' significance and integrity. Although mitigation measures may be developed during consultation with the SHPO to prevent accidental damage to cultural resources during construction, the project would still result in an adverse effect. **CUL-MM#12** seeks to address consultation with interested parties to achieve a barrier design that meets safety goals while introducing the minimum physical and visual impacts. This mitigation measure would not reduce the impact below a level of significance because of the physical alteration of the bridge. Impacts from the physical alteration of the bridges cannot be mitigated to not adverse.	**First St Bridge, Fourth St Bridge, Seventh St Bridge:** Shared Passenger Track Alternative B would affect the same resources in the same manner as described for Shared Passenger Track Alternative A. **Olympic Blvd (Ninth St) Bridge:** Shared Passenger Track Alternative B would have the same impacts described above for Shared Passenger Track Alternative A, as well as additional impacts associated with construction of the 15th St LMF. Lead tracks to access the 15th St LMF would be built along the west side of the railroad corridor from just north of the Seventh St Bridge to just south of the Olympic Blvd Bridge, before entering the 15th Street LMF. These activities could damage or destroy part of Olympic Blvd (Ninth St) Bridge. The project will incorporate **CUL-IAMF#1**, **CUL-IAMF#2**, **CUL-IAMF#6**, **CUL-IAMF#7**, and **CUL-IAMF#8**, and would implement **CUL-MM#12**, which will avoid or minimize destruction associated with the lead tracks. Although the impacts associated with the 15th St LMF lead tracks would be minimized, Shared Passenger Track Alternative B would still include the addition of OCS components and safety barriers on the Olympic Blvd (Ninth St) Bridge, which would result in adverse effects.

Least Harm Factor	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B
Factor 2: The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection	**First St Bridge, Fourth St Bridge, Seventh St Bridge, and Olympic Blvd (Ninth St) Bridge:** The protective barriers would result in direct effects on the bridges with potential to diminish the character-defining architectural features that express the properties' significance and integrity. Mitigation would reduce the level of harm to the resources but would not reduce the impact below a level of significance because of the physical alteration of the bridge. However, the bridges would remain eligible for listing on the NRHP after project implementation, and no remaining harm would result from project implementation.	**First St Bridge, Fourth St Bridge, Seventh St Bridge:** Shared Passenger Track Alternative B would affect the same resources in the same manner as described for Shared Passenger Track Alternative A. **Olympic Blvd (Ninth St) Bridge:** Shared Passenger Track Alternative B would have the same impacts described above for Shared Passenger Track Alternative A, as well as additional impacts associated with construction of the 15th St LMF. Construction of the 15th St LMF would require three yard lead tracks to be built beneath the Olympic Blvd Bridge. Each lead track would be built between piers supporting the bridge's superstructure, and, to accommodate the necessary vertical clearance between the lead tracks and the bridge, the lead tracks would need to be lowered below existing grade and each would be within a shallow trench. Excavation has the potential to cause additional permanent damage, destruction, or alteration of the historic property. Mitigation would avoid or minimize destruction or damage to the bridge from the additional impacts of the 15th Street LMF. However, Shared Passenger Track Alternative B would still include the addition of OCS components and safety barriers, which would result in direct effects on the bridges with potential to diminish the character-defining architectural features that express the properties' significance and integrity. Mitigation would reduce the level of harm to the resources but would not reduce the impact below a level of significance because of the physical alteration of the bridge. However, the bridges would remain eligible for listing on the NRHP after project implementation, and no remaining harm would result from project implementation.

Least Harm Factor	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B
Factor 3: The relative significance of each Section 4(f) property	**First St Bridge:** The First St Bridge, spanning the Los Angeles River from approximately Mission Rd at the east to Vignes St at the west, was previously determined eligible for inclusion in the NRHP at the local level of significance under Criterion C. Its area of significance is architecture. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure." **Fourth St Bridge:** The Fourth St Bridge, spanning the Los Angeles River from Anderson St at the east to Molino St at the west, was previously determined eligible for inclusion in the NRHP at the local level of significance in 1986 under Criterion C. Its areas of significance are architecture and engineering. Caltrans' Historic Bridges and Tunnels database identifies the period of significance as 1930, which is also the Fourth St Bridge's completion year. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure." **Seventh St Bridge:** The Seventh St Bridge, spanning the Los Angeles River from approximately Myers St at the east to Santa Fe Ave at the west, was previously determined eligible for inclusion in the NRHP in 1986 under Criterion C at the local level of significance. Its areas of significance are architecture, plus community planning and development. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure." **Olympic Blvd (Ninth St) Bridge:** The Olympic Blvd (Ninth St) Bridge, spanning the Los Angeles River from Rio Vista Ave at the east to Santa Fe Ave at the west, was previously determined eligible for inclusion in the NRHP in 1986 at the	Shared Passenger Track Alternative B would affect the same resources in the same manner as described for Shared Passenger Track Alternative A.

Least Harm Factor	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B
	local level of significance under Criterion C. Its area of significance is engineering. As described in the 1986 determination of eligibility, the NRHP-eligible historic property bridge boundary includes "the width of the structure and its length from abutment to abutment, including piers and other elements of the substructure, the deck, and the superstructure."	
Factor 4: The views of the official(s) with jurisdiction over each Section 4(f) property	**First St Bridge:** The SHPO concurred with the NRHP eligibility of the property in 1986. Consultation with the SHPO is anticipated to yield a finding of adverse effect under Section 106. **Fourth St Bridge:** The SHPO concurred with the NRHP eligibility of the property in 1986. Consultation with the SHPO is anticipated to yield a finding of adverse effect under Section 106. **Seventh St Bridge:** The SHPO concurred with the NRHP eligibility of the property in 1986. Consultation with the SHPO is anticipated to yield a finding of adverse effect under Section 106. **Olympic Blvd (Ninth S) Bridge:** The SHPO concurred with the NRHP eligibility of the property in 1986. Consultation with the SHPO is anticipated to yield a finding of adverse effect under Section 106.	Shared Passenger Track Alternative B would affect the same resources in the same manner as described for Shared Passenger Track Alternative A.
Factor 5: The degree to which each alternative meets the Purpose and Need for the project	Meets the project purpose and need.	Meets the project purpose and need.

Least Harm Factor	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B
Factor 6: After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f)	The same number of moderate (443) and severe (59) noise impacts at residential locations as Shared Passenger Track Alternative B. The number of aquatic resources realigned, modified, or otherwise affected: Based on the 2025 PEPD designs, there are a total of 7 potentially jurisdictional (i.e., USACE, SWRCB, CDFW) aquatic resources in the project section corridor that would be subject to minor in-channel modifications during construction: Rio Hondo, San Gabriel River, North Fork Coyote Creek, La Mirada Creek, Coyote Creek, Brea Creek, and unnamed Feature 29. The remaining crossings would not require work, personnel, equipment, fill, or structures in the bed or banks. Least number of displacements: 3 residential, 113 commercial, 143 industrial, and 0 community and public facility displacements. The impact on Clean Water Act Section 404/401 jurisdictional aquatic resources: approximately 0.10 acre total permanent impacts and 1.52 acres total temporary impacts.	The same number of moderate (443) and severe (59) noise impacts at residential locations as Shared Passenger Track Alternative A. The same number of aquatic resources realigned, modified, or otherwise affected as Shared Passenger Track Alternative A. Most number of displacements: 3 residential, 122 commercial, 152 industrial, and 0 community and public facility displacements. The same impact on jurisdictional aquatic resources would occur as under Shared Passenger Track Alternative A.
Factor 7: Substantial differences in costs among the project alternatives	Shared Passenger Track Alternative A would have capital costs ($6,654 million) similar to those of Shared Passenger Track Alternative B.[1]	Shared Passenger Track Alternative B would have capital costs ($6,654 million) similar to those of Shared Passenger Track Alternative A.[1]

Least Harm Factor	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B
Summary	Shared Passenger Track Alternative A would result in permanent uses on four historic resources. Shared Passenger Track Alternative A would result in the same number of noise impacts on residential locations, waterbodies, and jurisdictional aquatic resources. It would result in the least number of displacements. It would have similar capital costs to those of Shared Passenger Track Alternative B.	Shared Passenger Track Alternative B would result in the same permanent uses on the First Street Bridge, Fourth Street Bridge, and Seventh Street Bridge as Shared Passenger Track Alternative A. Shared Passenger Track Alternative B would result in the same number of noise impacts on residential locations, waterbodies, and jurisdictional aquatic resources. It would result in the greatest number of displacements. It would have similar capital costs to those of Shared Passenger Track Alternative A. Additionally, construction of the LMF at 15th Street would have greater impacts on the Olympic Boulevard Bridge because lead tracks would need to be built close to the resource.

[1] The capital costs presented in this environmental impact report/environmental impact statement reflect the capital costs that were developed for the 2023 Supplemental Alternatives Analysis that was approved by the California High-Speed Rail Authority Board in May 2024. The California High-Speed Rail Authority is preparing updated capital costs, to be published with the 2026 Business Plan in early 2026.
Caltrans = California Department of Transportation; CDFW = California Department of Fish and Wildlife; LMF = light maintenance facility; NRHP = National Register of Historic Places; OCS = overhead contact system; PEPD = Preliminary Engineering for Project Design; project section = Los Angeles to Anaheim Project Section; SHPO = State Historic Preservation Officer; SWRCB = State Water Resources Control Board; USACE = U.S. Army Corps of Engineers

4.9.1 Net Harm to Section 4(f) Property

Factors one through fourTable 4-7 listed in Table 4-7 consider the net harm that each alternative would cause to a Section 4(f) property. Overall, both Shared Passenger Track Alternatives A and B would affect the same Section 4(f) properties.

Both Shared Passenger Track Alternatives A and B would result in permanent use of four historic resources: First Street Bridge, Fourth Street Bridge, Seventh Street Bridge, and Olympic Boulevard (Ninth Street) Bridge.

In addition, Shared Passenger Track Alternative B would result in additional impacts associated with construction of the 15th Street LMF. Construction of the 15th Street LMF would require three yard lead tracks to be built beneath the Olympic Boulevard Bridge. Each lead track would be built between piers supporting the bridge's superstructure, and, to accommodate the necessary vertical clearance between the lead tracks and the bridge, the lead tracks would need to be lowered below existing grade and each would be within a shallow trench. Excavation has the potential to cause additional permanent damage, destruction, or alteration of the historic property. Additional mitigation would be required under Shared Passenger Track Alternative B compared to Shared Passenger Track Alternative A. Mitigation would avoid or minimize destruction or damage to the bridge from the additional impacts of the 15th Street LMF.

Therefore, after considering the ability to mitigate adverse impacts on each Section 4(f) property, Shared Passenger Track Alternative B would have the greatest impact on Section 4(f) resources, while Shared Passenger Track Alternative A would result in the least impact on Section 4(f) resources.

4.9.2 Impacts on Environmental Resources Outside of Section 4(f) Uses

The Authority also considered the other factors beyond the potential impacts on properties protected by Section 4(f). Factors five through seven in Table 4-7 present a comparison with non-Section 4(f) considerations and are helpful in determining overall least harm where the impacts on the Section 4(f) qualifying attributes of the resources do not provide a clear distinction. Although both Shared Passenger Track Alternatives A and B are consistent with the project's purpose and need, each would result in different comparative impacts on some of the other resource areas. Shared Passenger Track Alternatives A and B would result in the same number of noise impacts on residential locations, waterbodies, and jurisdictional aquatic resources. However, Shared Passenger Track Alternative A would result in the least number of displacements.

Based on this information, although each of the project alternatives would cause impacts on resources not protected by Section 4(f), Shared Passenger Track Alternative A would cause the least amount of impacts on non-Section 4(f) resources compared to Shared Passenger Track Alternative B.

4.10 Section 6(f)

The Authority reviewed the LWCF database of properties that have received LWCF grants to determine if any properties within the RSA have been funded in full or in part by the LWCF. The search did not identify any LWCF-funded properties within the RSA (Trust for Public Land 2022). Therefore, no Section 6(f) resources have been identified in the RSA; no further discussion is required.