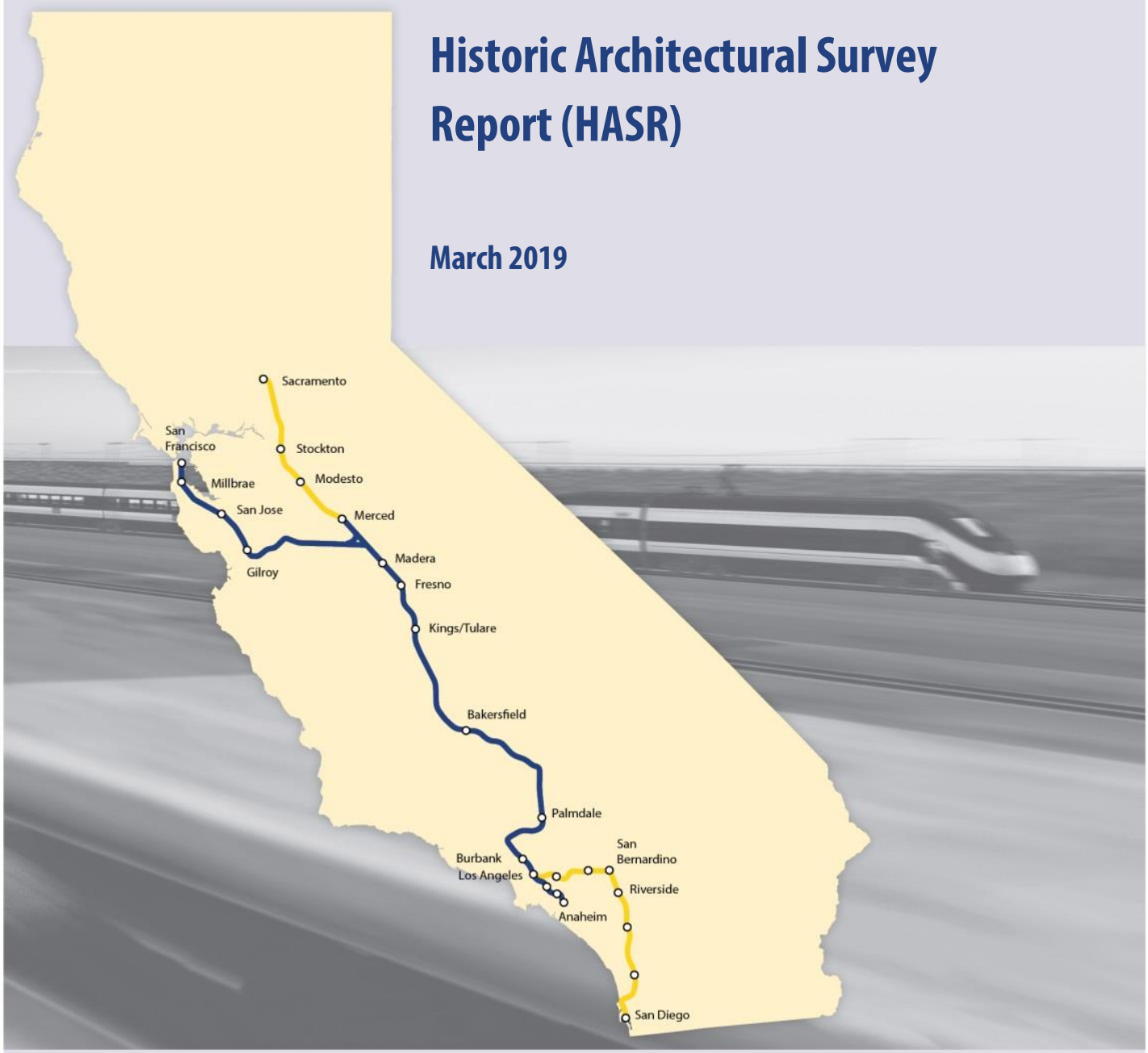
California High-Speed Rail Authority

Burbank to Los Angeles Project Section

Historic Architectural Survey Report (HASR)

March 2019



CALIFORNIA High-Speed Rail Authority

U.S. Department of Transportation
Federal Railroad Administration

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ACRONYMS AND ABBREVIATIONS

Amtrak	National Railroad Passenger Corporation
APE	area of potential effect
Authority	California High-Speed Rail Authority
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
C.F.R.	Code of Federal Regulations
CMF	Central Maintenance Facility
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
EIR	environmental impact report
EIS	environmental impact statement
FHA	Federal Housing Authority
FRA	Federal Railroad Administration
HABS	Historic American Building Survey
HASR	Historic Architectural Survey Report
HMF	heavy maintenance facility
HSR	high-speed rail
I	Interstate
LADWP	Los Angeles Department of Water and Power
LAUS	Los Angeles Union Station
Link US	Link Union Station (Metro project)
LMF	light maintenance facility
LOSSAN	Los Angeles-San Diego-San Luis Obispo
Metro	Los Angeles County Metropolitan Transportation Authority
MOIF	maintenance of infrastructure facility
MOIS	maintenance of infrastructure siding facility
NBC	National Broadcasting Corporation
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
OHP	California State Office of Historic Preservation
PA	Programmatic Agreement
PTC	positive train control
PUC	Public Utilities Commission

QI	Qualified Investigator
SAA	Supplemental Alternatives Analysis
SHPO	State Historic Preservation Officer
SPRR	Southern Pacific Railroad
SR	State Route
TPSS	traction power substation
UPRR	Union Pacific Railroad
US	U.S. Route
U.S.C.	U.S. Code
WPA	Works Progress Administration

1 SUMMARY OF FINDINGS

1.1 California High-Speed Rail System Background

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building, and operating the first high-speed passenger rail service in the nation. The California High-Speed Rail (HSR) System will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. When it is completed, it will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of exceeding 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations, as shown on Figure 1-1.[1] In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

The California HSR System is planned to be implemented in two phases. Phase 1 would connect San Francisco to Los Angeles and Anaheim via the Pacheco Pass and the Central Valley.[2] Phase 2 would connect the Central Valley to Sacramento, and another extension is planned from Los Angeles to San Diego. The California HSR System would meet the requirements of Proposition 1A,[3] including the requirement for a maximum nonstop service travel time between San Francisco and Los Angeles of two hours and 40 minutes.

1.2 Burbank to Los Angeles Project Section Background

The Burbank to Los Angeles Project Section would be a critical link in Phase 1 of the California HSR System connecting the San Francisco Bay Area to the Los Angeles Basin. The Authority and the Federal Railroad Administration (FRA) selected the existing railroad right-of-way as the corridor for the preferred alternative between Sylmar and Los Angeles Union Station (LAUS) in the 2005 *Statewide Program Environmental Impact Report/Environmental Impact Statement* (EIR/EIS) (Authority and FRA 2005). The Sylmar to Los Angeles railroad corridor includes Burbank, which is southeast of Sylmar. Therefore, the Project EIR/EIS for the Burbank to Los Angeles Project Section focuses on alignment alternatives along the existing Sylmar to Los Angeles railroad corridor.

The Burbank to Los Angeles Project Section was initially considered as part of the Palmdale to Los Angeles Project Section. The Authority and FRA announced their intention to prepare a joint EIR/EIS for the Palmdale to Los Angeles Project Section in March 2007. On March 12, 2007, the Authority released a Notice of Preparation, and the FRA published a Notice of Intent on March 15, 2007. Over the next several years, the Authority and FRA conducted scoping and prepared alternatives analysis documents for that section. The 2010 Palmdale to Los Angeles Preliminary Alternatives Analysis recommended alignment alternatives and station options for the Palmdale to Los Angeles Project Section based on the program-level corridor selected in 2005. The 2011 Palmdale to Los Angeles Supplemental Alternatives Analysis (SAA) focused specifically on the subsections from the community of Sylmar to LAUS, and reevaluated the alternatives and station options. In June 2014, the Authority published a Palmdale to Los Angeles SAA Report, which introduced the concept of splitting the Palmdale to Los Angeles Project Section into two sections. On July 24, 2014, the Authority released a Notice of Preparation and the FRA published a Notice of Intent to prepare EIR/EIS documents for the Palmdale to Burbank and Burbank to Los Angeles project sections.

[1] The alignments on Figure 1-1 are based on Authority/FRA decisions made in the 2005, 2008, and 2012 Programmatic EIR/EIS documents.

[2] Phase 1 may be constructed in smaller operational segments, depending on available funds.

[3] http://www.catc.ca.gov/programs/hsptbp.htm.

Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)

Figure 1-1 California High-Speed Rail System

One of the main reasons for the project section split was the Initial Operating Section[4] concept and its interim terminus in the San Fernando Valley, which was discussed in the Authority's 2012 and 2014 Business Plans. Additionally, the Authority and FRA determined that separate environmental documents would be more beneficial to address environmental impacts and conduct stakeholder outreach. The key environmental resources likely to be impacted were different between the two sections, and separate environmental documents better supported project phasing and sequencing.

In April 2016, the Authority released the Burbank to Los Angeles SAA, which refined the previously studied alignments. Additionally, the Authority released the 2016 Palmdale to Burbank SAA, which refined the concepts at the Burbank Airport Station and the alignments from south of the Burbank Airport Station to Alameda Avenue in the City of Burbank. The 2016 Burbank to Los Angeles SAA Report proposed to evaluate one build alternative south of Alameda Avenue to LAUS. The subsection between the Burbank Airport Station and Alameda Avenue was studied in the 2016 Palmdale to Burbank SAA, which proposed two station options and two alignment options. Table 1-1 summarizes the conclusions of the two SAA reports.

Table 1-1 2016 Supplemental Alternatives Analysis Recommendations for the Burbank to Los Angeles Project Section

Alternative	Alignment/ Station	Area/Station	Alignment/Station Type
No Project Alternative			
HSR Build Alternative	Alignments	Burbank Airport Station to Alameda Avenue	Alignment Option A (Surface) Alignment Option B (Below-Grade and Surface)
		Alameda Avenue to LAUS	Surface Alignment
	Stations	Burbank Airport Station	Station Option A (Surface) Station Option B (Below-Grade)
		LAUS	Surface Station Option

Sources: California High-Speed Rail Authority and Federal Railroad Administration (2016). "Palmdale to Burbank Supplemental Alternatives Analysis"; "Burbank to Los Angeles Supplemental Alternatives Analysis."
HSR = High-Speed Rail
LAUS = Los Angeles Union Station

Since the release of the two SAA documents in 2016, the design has undergone further refinements. The surface options from Burbank Airport to Alameda Avenue (Alignment Option A and Station Option A) have been eliminated from consideration. The below-grade options (Alignment Option B and Station Option B) have been refined in order to minimize potential environmental effects and reduce cost. Therefore, this environmental document evaluates one build alternative for the project section.

FRA requires logical termini for project level analysis. The Authority has determined that logical termini are defined by stations, with Burbank Airport Station as the northern terminus and LAUS as the southern terminus for the Burbank to Los Angeles Project Section. These two stations are also termini for the Palmdale to Burbank and Los Angeles to Anaheim Project Sections. The analysis for the Burbank Airport Station is consistent with what is included in the Palmdale to Burbank EIR/EIS. Similarly, the analysis for LAUS is consistent with what is included in the Los Angeles to Anaheim EIR/EIS.

[4] The Initial Operating Section was the first segment planned for construction and operations, as outlined in the 2014 Business Plan. The segment permitted operation of HSR service from Merced to the San Fernando Valley. The 2016 Business Plan revised the initial segment termini to the Central Valley and Silicon Valley.

1.3 Purpose and Findings of the Historic Architectural Survey Report

This Historic Architectural Survey Report (HASR) was prepared for the Burbank to Los Angeles Project Section of the California HSR Program. This study has been prepared to assist the project proponent, the Authority, and the lead federal agency, the FRA, in complying with the National Environmental Policy Act (NEPA), as well as Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations issued by the Advisory Council on Historic Preservation, as these pertain to federally funded undertakings and their impacts on historic properties.

As permitted under the Surface Transportation Project Delivery Program, the State of California has requested that FRA assign its responsibilities under NEPA and related federal environmental laws to the Authority. The program is authorized by 23 U.S. Code (U.S.C.) Section 327 and has been implemented by the Federal Highway Administration, FRA, and Federal Transit Administration through joint regulations defining project and applicant eligibility, the application requirements, and the requirements for a written memorandum of understanding approving the assignment. During the application process, the public will be/was given two opportunities to review application materials and provide comments: one opportunity to review a draft application as part of a state public comment process, and another opportunity provided by the FRA to review the final application and a draft memorandum of understanding.

Because the assignment is still pending, the FRA remains the federal lead agency for purposes of compliance with NEPA and other federal environmental laws, including Section 106. However, if the FRA approves the application prior to the Record of Decision for the Burbank to Los Angeles Project Section, the Authority may issue the Record of Decision and finalize any related environmental reviews in lieu of the FRA, including compliance with Section 106. The FRA will retain responsibility for formal government-to-government consultation with federally recognized Native American tribes.

This study follows the procedures set forth in the *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* (PA) (FRA 2011) and subsequent Cultural Resources Technical Guidance Memorandums issued by the Authority. This study also assists the Authority and FRA in complying with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, as they pertain to historical resources, for this project.

Within the area of potential effect (APE) for the Burbank to Los Angeles Project Section, a total of 408 historic-era (built in or prior to 1966 [i.e., 50 years or older]) built environment resources were either previously identified or evaluated for historical significance as part of this HASR (Table 1-2). This includes resources previously listed in or determined eligible for the National Register of Historic Places (NRHP), previously determined ineligible for the NRHP, evaluated as eligible for the NRHP as a result of this HASR, CEQA-only historical resources, and resources evaluated as ineligible by either full evaluation or streamlined documentation as a result of this HASR.

A total of 13 new properties in the APE were determined eligible for the NRHP as a result of this HASR (12 newly determined eligible, plus 1 assumed eligible for the purposes of this project only). In addition, 4 properties within the APE are currently listed in the NRHP and 7 properties were previously determined eligible for the NRHP. The newly determined NRHP-eligible, NRHP-listed, and previously determined NRHP-eligible properties within the APE—24 properties in total—are considered “historic properties” for the purposes of compliance with NEPA and Section 106. These 24 properties are also considered “historical resources” for the purposes of CEQA. In addition, there is one “CEQA-only” property that is listed on a local register but is not eligible for listing on the NRHP. Therefore, this property is not a “historic property” for NEPA and Section 106 but is considered a “historical resource” for CEQA.

Table 1-2 Summary of Resources in the Area of Potential Effect

Resource Status	Number of Resources	Documentation in Appendix
New Properties Determined Eligible for the NRHP (Historic Properties/Historical Resources)	13[1]	Appendix D, Section D1
Properties Listed in the NRHP (Historic Properties/Historical Resources)	4	Appendix D, Section D2
Properties Previously Determined Eligible for the NRHP (Historic Properties/Historical Resources)	7	Appendix D, Section D3
CEQA-Only Properties (Historical Resources)	1	Appendix D, Section D4
New Properties Determined Ineligible for the NRHP	34	Appendix E, Section E1
Properties Previously Determined Ineligible for the NRHP	5	Appendix E, Section E2
Streamlined Documentation for Individual Properties	276	Appendix F, Section F1
Streamlined Documentation for Group Properties	Group A: 20 Group B: 48	Appendix F, Section F2
Total	408	

[1] Includes one property assumed eligible for the purposes of this project only
CEQA = California Environmental Quality Act
NRHP = National Register of Historic Places

A total of 34 new properties in the APE were determined ineligible for the NRHP as a result of this HASR. In addition, 5 properties within the APE were previously determined ineligible for the NRHP. Finally, there are 276 individual properties, a group of 20 properties, and a group of 48 properties in the APE with no demonstrable potential for historic significance that were "streamlined" per the HSR Section 106 PA and *Cultural Resources Technical Guidance Memorandum #7: Integrity Considerations for Streamlining Built-Environment Resources per PA Attachment C* (Authority 2016). The newly determined NRHP-ineligible, previously determined NRHP-ineligible, and "streamlined" properties within the APE—383 properties in total—are neither "historic properties" for NEPA and Section 106 nor "historical resources" for CEQA.

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2 REGULATORY SETTING

2.1 Federal

2.1.1 National Environmental Policy Act

NEPA establishes that the federal government must use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings.[5] NEPA directs federal agencies to use all practicable means to "Preserve important historic, cultural, and natural aspects of our national heritage…" Historic properties are considered part of the environment that requires consideration in the NEPA process. NEPA requires that impacts on cultural resources be evaluated during the NEPA review process, in coordination with procedures established by Section 106 of the NHPA.

2.1.2 Section 106 of the National Historic Preservation Act

The NHPA (Public Law 89-665; 16 U.S.C. 470 et seq.) is legislation that was passed in 1966 with the intent of preserving historical and archaeological sites in the U.S. The act created the NRHP, the list of National Historic Landmarks, and the State Historic Preservation Officers (SHPO). Among other things, the act requires federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties through a process known as Section 106 Review.

Section 106 of the NHPA requires federal agencies that license or fund projects to consider the undertaking's effects on historic properties. For the purposes of Section 106 of the NHPA, a "historic property" is a resource (prehistoric or historic district, site, building, structure, or object) that is included in, or eligible for inclusion in, the NRHP. Section 106 review gives equal consideration to properties that have already been included in the NRHP, as well as those that have not yet been included but meet one or more of the NRHP criteria.

2.1.2.1 *National Register of Historic Places*

The NHRP is the official list of the nation's historic places worthy of preservation. Authorized by the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources.

In order for a resource to be considered a historic property, it must be at least 50 years of age and possess significance in American history and culture, architecture or archaeology.[6]

Criteria

To be included in the NRHP, a property of potential significance must meet one or more of the four established criteria as outlined by the National Park Service (NPS):

- **Criterion A:** Associated with events that have made a significant contribution to the broad patterns of our history
- **Criterion B:** Associated with the lives of persons significant in our past
- **Criterion C:** Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction
- **Criterion D:** Has yielded, or may be likely to yield, information important in prehistory or history

[5] U.S. Congress. 1969. National Environmental Policy Act of 1969, as amended, 42 U.S.C. Section 4331. http://ceq.hss.doe.gov/nepa/regs/nepa/nepaeqia.htm (accessed February 15, 2013).
[6] Code of Federal Regulations Title 36, Part 60.4.

Physical Integrity

According to *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (National Park Service 2002), "to be eligible for listing in the NRHP, a property must not only be shown to be significant under National Register Criteria, but it also must have integrity" (NPS 2002). Integrity is defined as "the ability of a property to convey its significance" (NPS 2002). Within the concept of integrity, the NRHP recognizes seven aspects or qualities that in various combinations define integrity. They are feeling, association, workmanship, location, design, setting, and materials, and they are defined as follows (NPS 2002):

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

Context

To be eligible for listing in the NRHP, a property must also be significant within a historic context. National Register Bulletin #15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear" (NPS 2002). A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the NRHP.

Historic Districts

The NRHP includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district "derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties" (NPS 2002).

A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.[7] A district's significance and historic integrity should help determine the boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch

[7] 36 C.F.R. Part 60.3(d).

- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial (NPS 1995)

Within historic districts, properties are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the NRHP (NPS 1997).

2.1.2.2 Code of Federal Regulations Part 800

To clarify the responsibilities of federal agencies with regard to Section 106 compliance, the Advisory Council on Historic Preservation has issued Code of Federal Regulations (C.F.R.) Title 36, Part 800: Protection of Historic Properties, Regulations of the Advisory Council on Historic Preservation Governing the Section 106 Review Process. These regulations guide the implementation of Section 106, identify the participants in the Section 106 compliance process, define key terms, and delineate the process of review and consultation. Although 36 C.F.R. 800 et seq. do not dictate how each federal agency shall implement the requirements of Section 106 of the NHPA, they provide for the requirements that must be followed. This report has been prepared on behalf of the FRA, in accordance with 36 C.F.R. 800.

2.1.2.3 *High-Speed Rail Section 106 Programmatic Agreement*

The HSR Section 106 PA provides overall guidance to all nine individual sections of the HSR system regarding compliance with Section 106 of the NHPA and coordination with NEPA and CEQA. Cultural Resources Technical Guidance Memorandums issued by the Authority assist project teams in interpreting the PA. The PA outlines the methodology for development of the APE; the identification, documentation, and evaluation of historic properties; and the assessment of adverse effect. The PA directs that "historic properties shall be identified to the extent possible within the APE," and requires that identified historic properties be evaluated in a manner consistent with the Secretary of the Interior's Standards and Guidelines for Evaluation and that evaluations shall be completed by Qualified Investigators (QI) per the standards of the Secretary of the Interior. The direction of the PA and subsequent memorandums were followed in the preparation of this HASR.

The HSR Section 106 PA establishes the methodology for the documentation of historic properties, including the format and content of the HASR. The PA also outlines a "streamlined documentation" format for substantially altered properties constructed more than 50 years ago and minimally altered properties constructed more than 50 years ago that have little or no potential for significance. As stated in the PA and further explained by Technical Memorandum #7, a property should only be evaluated on Department of Parks and Recreation (DPR) 523 forms when QIs determine that the property has a demonstrable potential for historic significance. Otherwise, the streamlined documentation format is appropriate.

The PA also "defines categories of properties that do not warrant evaluation unless deemed otherwise in the professional judgment of QIs," or "properties exempt from evaluation." Properties exempt from evaluation include "properties less than 50 years old at the time of the intensive survey unless they may have achieved exceptional significance in accordance with National Register Bulletin 22" and "properties moved within the past 50 years unless they are among the exceptions noted in 'Criteria Consideration B: Moved Properties' of National Register Bulletin 15," as well as a list of certain railroad-related features, water conveyance and control features, recent transportation or pedestrian facilities, highway and roadside features, adjacent features, and movable or minor objects. However, per Technical Memorandum #5, resources exempted by the PA from formal evaluation under Section 106 were also considered for their potential to be historical resources under CEQA and/or historic or cultural resources under NEPA.

2.1.3 Section 4(f) of the Department of Transportation Act (49 U.S.C. Section 303)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 303, prohibits use of a publicly owned park, recreation area, wildlife or waterfowl refuge, or publicly or privately owned historic site of national, state or local significance for a transportation project unless the Secretary of Transportation has determined that there is no feasible and prudent alternative to such use and the project includes all possible planning to minimize harm to the property resulting in such use.

"Use" in Section 4(f) is when the transportation project requires a physical taking or other direct control of the land for the purposes of a project. Section 4(f) use also includes adverse indirect impacts or "constructive use" when impacts substantially impair or diminish the activities, features, or attributes of the resources that contribute to its significance. A determination of a *de minimis* impact to a Section 4(f) historic property is when there is a Section 106 finding of no adverse effect on a historic property.

2.2 State

2.2.1 California Environmental Quality Act

The HSR project is also governed by CEQA. In accordance with Section 21084.1 of CEQA, the project would have a significant adverse environmental impact if it "causes a substantial or potentially substantial adverse change in the significance of a historical resource." As defined under state law in California Code of Regulations Title 14, Part 4850, a historical resource is "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or which is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California." A historical resource is further defined under California Public Resources Code §15064.5 as a "resource listed in, or determined eligible for listing in the California Register of Historical Resources (CRHR)." A resource shall be considered by the lead state agency to be historically significant under CEQA if it meets any of the following criteria for listing on the CRHR:

- **Criterion 1:** Associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.
- **Criterion 2:** Associated with the lives of persons important to local, California, or national history
- **Criterion 3:** Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values
- **Criterion 4:** Has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation

Historical resources eligible for listing in the CRHR may include buildings, sites, structures, objects, and historic districts. Under the "Special Considerations" provided in the California Code of Regulations, a resource less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance.[8] While the enabling legislation for the CRHR is less rigorous than the NRHP with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.[9] Further, a property is presumed to be a historical resource for the purposes of CEQA if it is included in a local register of historical resources officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.[10] Also, a property

[8] California Code of Regulations, Title 14, Division 3, Chapter 11.5, 4852(d)(2).
[9] California Public Resources Code, Section 4852.
[10] California Code of Regulations, Title 14, Division 6, Chapter 3, 15064.5(a)(2).

identified as significant in a historical resource survey is presumed to be a historical resource if the survey meets all of the following criteria:[11]

- The survey has been or will be included in the State Historic Resources Inventory.
- The survey and the survey documentation were prepared in accordance with California Office of Historic Preservation (OHP) procedures and requirements.
- The resource is evaluated and determined by OHP to have a significance rating of Category 1 to 5 on a DPR Form 523.
- If the survey is five or more years old, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

CEQA is intended to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

2.3 Local Regulations

Various communities, cities, and counties have passed resolutions related to historic architectural resources within their jurisdictions. These resolutions are usually included in their general plans, which provide additional guidance on assessment and treatment measures for projects subject to CEQA compliance. Provided below is a summary of any policies regarding historic and cultural resources for Los Angeles County and the cities within the Burbank to Los Angeles Project Section.

2.3.1 Los Angeles County General Plan

The Los Angeles County General Plan (Los Angeles County 2015) sets forth the goals, policies, and programs the county uses to manage future growth and land use. The Conservation and Natural Resources Element (Chapter 9) of this general plan contains the following goal and policies designed to protect historic and cultural resources within the county (p. 167):

- **Goal C/NR 14**: Protected historic, cultural, and paleontological resources.
  - **Policy C/NR 14.1:** Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.
  - **Policy C/NR 14.2:** Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.
  - **Policy C/NR 14.3:** Support the preservation and rehabilitation of historic buildings.
  - **Policy C/NR 14.5:** Promote public awareness of historic, cultural, and paleontological resources.
  - **Policy C/NR 14.6:** Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

2.3.2 City of Burbank General Plan

One of the goals of the Land Use Element of the City of Burbank General Plan (City of Burbank 2013) is that “Burbank’s well-designed neighborhoods and buildings and enhanced streets and public spaces contribute to a strong sense of place and ‘small town’ feeling reflective of the past” (p. 3-4). In order to meet this goal, the general plan includes the following policy and program actions regarding historic resources:

- **Policy 3.10:** Preserve historic resources, buildings, and sites, including those owned by private parties and government agencies, including the City of Burbank. Alter such resources

[11] California Public Resources Code, Section 5024.1.

only as necessary to meet contemporary needs and in a manner that does not affect the historic integrity of the resource (p. 3-4).

- **Policy 3.11:** Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank (p. 3-4).
- **Program LU-4: Historic Preservation Plan**: To reduce impacts to both known and as-yet-unknown historical resources within Burbank, the City shall:

> *…Require evaluation by a qualified architectural historian for projects subject to CEQA involving buildings constructed more than 45 years prior to the project application. If the evaluation determines that historical resources (as defined in State CEQA Guidelines Section 15064.5) would be adversely affected, the City shall require the proposed project to comply with Section 10-1-928 of the Historic Resource Management Ordinance… (p. 8-7).*

2.3.3 City of Glendale General Plan

The Historic Preservation Element of the City of Glendale General Plan outlines two primary direction-setting statements: "Goal 1: Preserve historic resources in Glendale which define community character" and "Goal 2: Create and continue programs and practices which enable an appreciation of history and historic preservation in Glendale" (City of Glendale 1997). A number of policy objectives are outlined to guide decision making and future development, including the following that relate to this HASR:

- **Policy 1-11:** Ensure the protection of historic resources through enforcement of existing codes.
- **Policy 1-12:** Support comprehensive studies to discover unrecorded historic resources.
- **Policy 2-2:** Survey all potential historic resources in Glendale.

2.3.4 City of Los Angeles General Plan

The Conservation Element of the City of Los Angeles General Plan identifies natural and cultural resources within the City of Los Angeles and describes objectives, policies, and programs for their protection, preservation, and management (City of Los Angeles 2001). Chapter II: Resource Conservation and Management, Section 5: Cultural and Historical, discusses the protection of such resources and states, in part:

> *Under the city's CEQA guidelines, an environmental assessment must be prepared for any proposed demolition, destruction or significant modification of an Historic-Cultural Monument or resource listed on the national or state registers, or on the CRA list, or cited as a proposed historical resource by a community plan or historic preservation overlay zone survey, or which are over 50 years old and are substantially intact examples of an architectural style important in Los Angeles or are associated with an architect or other person of importance in Los Angeles history. Under the 1998 amendment, buildings less than 50 years old may also be considered (p. II-7).*

This section also indicates that the city has primary responsibility for identifying and protecting its cultural and historical heritage and outlines the following objective, policy, and program regarding these resources (p. II-9):

- **Objective:** protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.
- **Policy:** continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

- **Program 1:** development permit processing, monitoring, enforcement and periodic revision of regulations and procedures.

2.3.5 Local Jurisdiction Ordinances and Codes

Guided by the directives of the respective general plans described above, Los Angeles County and the cities within the Burbank to Los Angeles Project Section each have their own local ordinances regarding the identification and protection of historic and cultural resources.

2.3.5.1 County of Los Angeles Historic Preservation Ordinance

The county's Historic Preservation Ordinance was adopted on September 1, 2015. It only applies to properties located in the unincorporated areas of Los Angeles County. No unincorporated areas are located within the Burbank to Los Angeles Project Section APE; therefore, this ordinance is not relevant.

2.3.5.2 *City of Burbank Historic Resource Management Ordinance*

The City of Burbank's historic preservation regulations are outlined in the Historic Resources Management Ordinance (Burbank Municipal Code, Sections 10-1-926–10-1-930), including the procedures for designating and maintaining historic properties and the duties and responsibilities of the Heritage Commission. The City's Historic Preservation Plan (City of Burbank 1999) provides further direction for implementing the ordinance with specific guidelines and polices for historic preservation.

2.3.5.3 City of Glendale Historic Preservation Ordinance

Local historic preservation regulations in the City of Glendale include the Historic Preservation Ordinance (Glendale Municipal Code, Section 15.20), which pertains to the Glendale Register of Historic Resources, the Historic District Overlay Zone Ordinance (Glendale Municipal Code, Section 30.25), which outlines procedures for historic districts. The city's Demolition Review Ordinance (Glendale Municipal Code, Section 15.22) includes requirements for proposed demolitions of properties over 30 years old. The roles and duties of the Historic Preservation Commission are codified in Glendale Municipal Code Section 2.76.

2.3.5.4 *City of Los Angeles Cultural Heritage Ordinance*

In the City of Los Angeles, the procedures for Historic-Cultural Monument designations and their preservation are described in the Cultural Heritage Ordinance (Number 178,402, effective April 2, 2007). The ordinance also establishes the Cultural Heritage Commission and defines its roles and responsibilities.

2.3.5.5 City of Los Angeles Northeast Los Angeles Community Plan

The City of Los Angeles updated the Northeast Los Angeles Community Plan on June 15, 1999. This community plan guides the physical development of neighborhoods within Northeast Los Angeles through land use goals and policies, including the following, which are relevant to historical resources:

- **Objective 1-4:** To preserve and enhance neighborhoods with a distinctive and significant historical or architectural character.
  - **Policy 1-4.1:** Encourage identification and documentation of historic and architectural resources in the Plan area.
  - **Policy 1-4.2:** Protect and encourage reuse of historic resources in a manner that maintains and enhances the historic appearance of structures and neighborhoods.
  - **Policy 1-4.3:** Preserve architecturally or historically significant features, such as designated trees and stone walls and incorporate such features as an integral part of new development when appropriate.

        - **Goal 14:** A community which preserves and restores the monuments, cultural resources, neighborhoods and landmarks which have historical and/or cultural significance.

- **Objective 14-1:** To ensure that the Plan Area's significant cultural and historical resources are protected, preserved and/or enhanced.
    - **Policy 14-1.2:** Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.
- **Objective 14-2:** To protect and enhance historic and architectural resources in commercial areas in a manner that will encourage revitalization and investment in these areas.
    - **Policy 14-2.1:** Encourage the preservation, maintenance, enhancement and adaptive reuse of existing buildings in commercial areas through the restoration of original facades and the design of new construction which complements the old in a harmonious fashion, enhancing the historic pattern.
- **Objective 14-3:** To enhance and capitalize on the contribution of existing cultural and historical resources in the community.

2.3.5.6 City of Los Angeles Central City North Community Plan

The Central City North Community Plan was updated by the City of Los Angeles on December 15, 2000. This community plan guides the development of neighborhoods within the Central City North Community Plan Area through land use goals and policies, including the following, which are relevant to historic resources:

- **Goal 17:** Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.
    - **Objective 17-1:** To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.
        - **Policy 17-1.1:** Encourage the preservation, maintenance, enhancement, and reuse of existing buildings and the restoration of original facades.
            - **Program:** Adherence to the City's historic properties preservation ordinances and City's Cultural Heritage Board requirements for preservation and design; implementation of design standards.

3 PROJECT DESCRIPTION

The Burbank to Los Angeles Project Section of the California HSR System is approximately 14 miles long, crossing the cities of Burbank, Glendale, and Los Angeles on an existing railroad corridor. HSR for this project section would be within a narrow and constrained urban environment, crossing major streets and highways and, in some portions, adjacent to the Los Angeles River. The Los Angeles County Metropolitan Transportation Authority (Metro) owns the railroad right-of-way, the Southern California Regional Rail Authority owns the track and operates the Metrolink commuter rail service, the National Railroad Passenger Corporation (Amtrak) provides intercity passenger service, and the Union Pacific Railroad (UPRR) holds track access rights and operates freight trains.

This section describes the No Project Alternative and the HSR Build Alternative to be evaluated in the Burbank to Los Angeles Project Section EIR/EIS.

3.1 No Project Alternative

Under the No Project Alternative, the California HSR System would not be built. The No Project Alternative represents the condition of the Burbank to Los Angeles Project Section as it existed in 2015, and as it would exist without the HSR System at the horizon year (2040).

The No Project Alternative assumes that all currently known programmed and funded improvements to the intercity transportation system (highway, transit, and rail) and reasonably foreseeable local land development projects (with funding sources identified) would be developed by 2040. The No Project Alternative is based on a review of the following: regional transportation plans for all modes of travel; the State Transportation Improvement Program; the Federal Transportation Improvement Program; Southern California Regional Rail Authority strategic plans, transportation plans and programs for Los Angeles County; airport master plans; and city and county general plans.

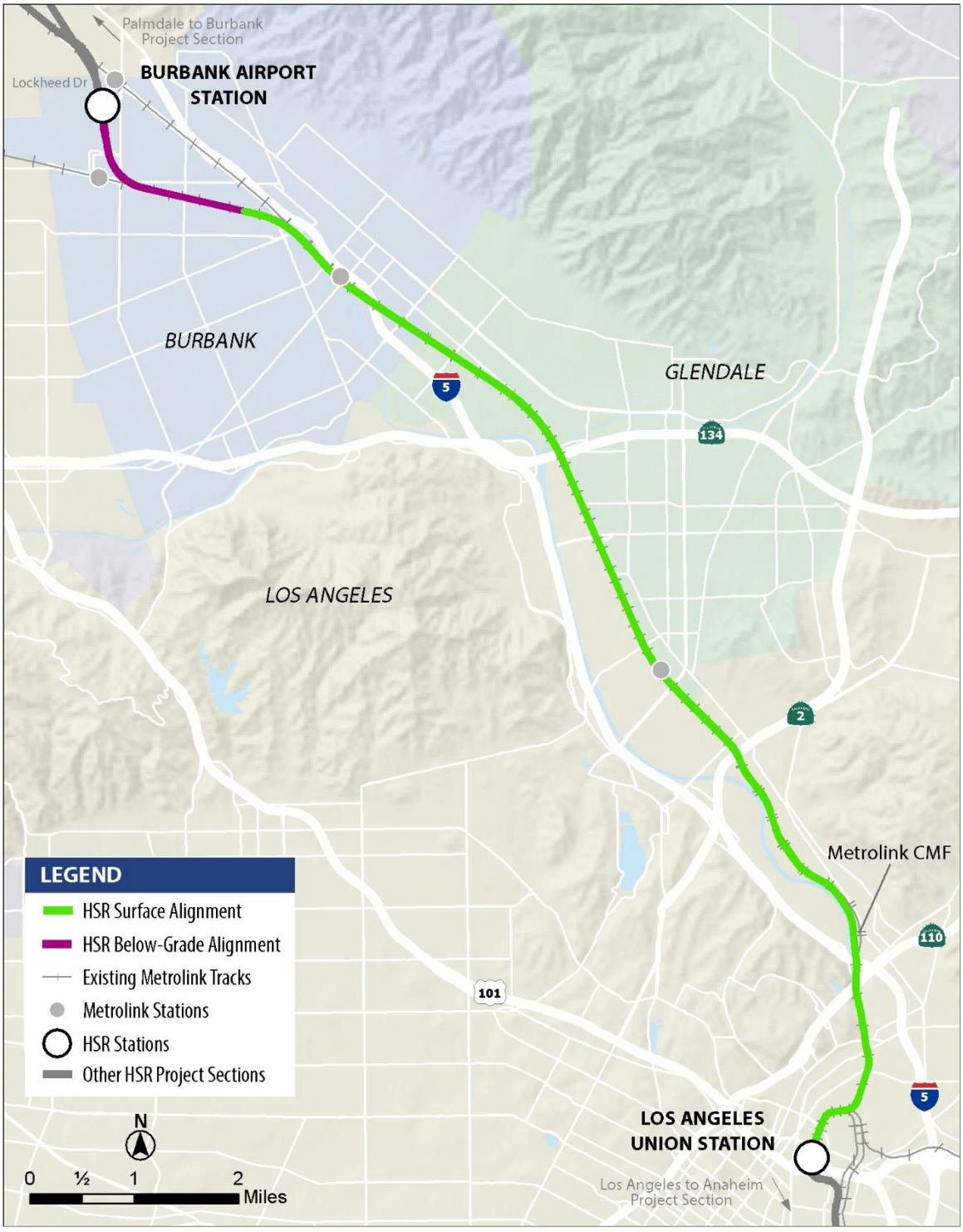
3.2 High-Speed Rail Build Alternative

The HSR Build Alternative includes new and upgraded track, maintenance facilities, grade separations, drainage improvements, communications towers, security fencing, passenger train stations, and other necessary facilities to introduce HSR service into the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor from near Hollywood Burbank Airport to LAUS. In portions of the alignment, new and upgraded tracks would allow other passenger trains to share tracks with the HSR system. HSR stations would be located near Hollywood Burbank Airport and at LAUS. The alignment would be entirely grade-separated at crossings, meaning that roads, railroads, and other transport facilities would be located at different heights so the HSR system would not interrupt or interface with other modes of transport, including vehicle, bicycle, and pedestrian.

For most of the project section, the HSR alignment would be within the existing railroad right-of-way, which is typically 70 to 100 feet wide. The HSR alignment includes northbound and southbound electrified tracks for high-speed trains. The right-of-way would be fenced to prohibit pedestrian and public or unauthorized vehicle access.

The project footprint (the area required to build, operate, and maintain HSR service) is based on the following elements of design: station areas, hydrology, track, roadway, structures, systems, and utilities.

Figure 3-1 shows an overview of the Burbank to Los Angeles Project Section.



Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

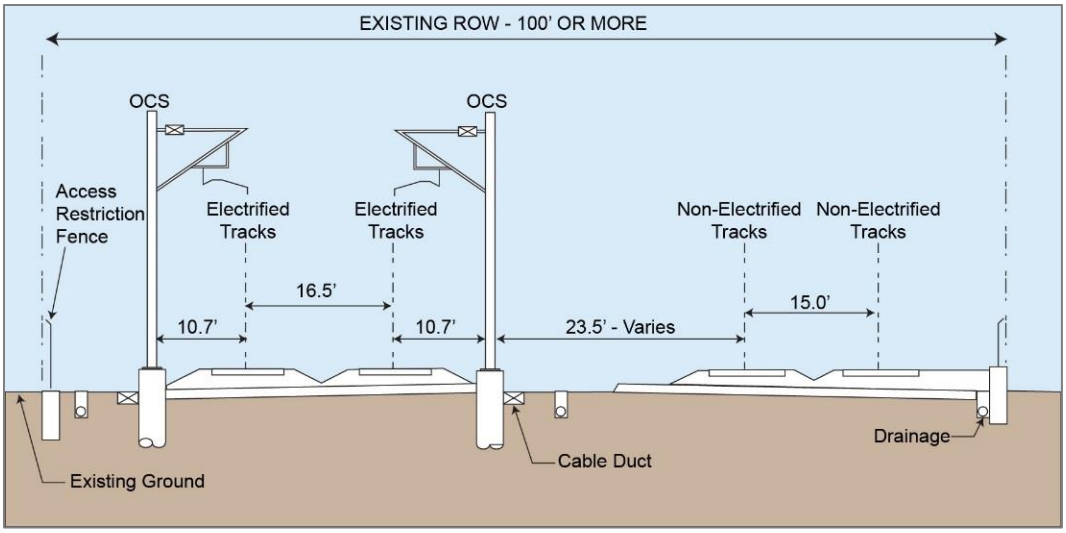
Figure 3-1 Overview of Burbank to Los Angeles Project Section

The Burbank to Los Angeles Project Section includes a combination of at-grade, below-grade, and retained-fill track, depending on corridor and design constraints. The at-grade and retained-fill portions of the alignment would be designed with structural flexibility to accommodate shared operations with other passenger rail operators. Throughout most of the project section (between Alameda Avenue and State Route [SR] 110), two new electrified tracks would be placed along the west side of the existing railroad right-of-way and would be useable for HSR and other passenger rail operators. The existing non-electrified tracks would be realigned closer to the east side of the existing right-of-way, for a total of four tracks; these realigned, non-electrified tracks would be usable for freight and other passenger rail operators, but not for HSR. Figure 3-2 illustrates the placement of the new electrified tracks and realigned, non-electrified tracks relative to the existing tracks.

Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

Figure 3-2 New Electrified and Non-Electrified Tracks Within Existing Right-of-Way

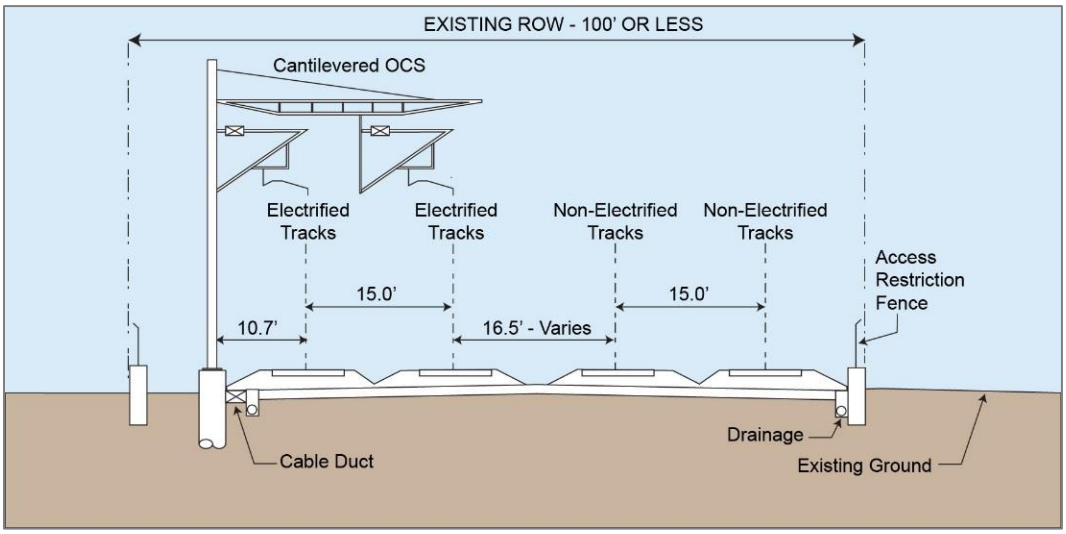
Throughout most of the Burbank to Los Angeles Project Section, the electrified track centerline and the non-electrified track centerline would have a minimum separation of 23.5 feet, and the northbound and southbound electrified tracks would have a separation of 16.5 feet, following the Authority's *Technical Memorandum 1.1.21 Typical Cross Sections for 15% Design*. These standard separations are illustrated on Figure 3-3.



Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)
This illustration shows the standard separations between the electrified and non-electrified tracks in areas where the railroad right-of-way is at least 100 feet wide. (Figure not to scale.)

Figure 3-3 Standard Track Separations within Non-Constrained Right-of-Way

However, in several areas of the corridor, the right-of-way is less than 100 feet wide, a threshold that constrains the design. As a result, reduced track separations were used in these constrained areas in order to stay within the existing right-of-way to the greatest extent possible and thus minimize property impacts. The reduced separations between the electrified and non-electrified track centerlines would be a minimum of 16.5 feet, and between the two electrified track centerlines would be 15 feet. The narrower cross-section separations are illustrated on Figure 3-4.



Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)
This illustration shows the narrow separations between the electrified and non-electrified tracks, which would minimize property impacts in areas where right-of-way is constrained. The reduced separations are applied in areas where the railroad right-of-way is less than 100 feet wide. (Figure not to scale.)

Figure 3-4 Reduced Track Separations within Constrained Right-of-Way

3.2.1 HSR Build Alternative Description

The following section describes the HSR Build Alternative in greater detail. Figure 3-5 (Sheets 1 to 3) shows the HSR Build Alternative, including the HSR alignment, new/modified non-electrified tracks, and roadway crossings.

The HSR alignment would begin at the underground Burbank Airport Station and would consist of two new electrified tracks. After exiting the underground station, the alignment would travel southeast in a cut-and-cover tunnel beneath the Hollywood Burbank Airport runway. Near Fairview Street, the alignment would transition to a trench within the Metrolink Ventura Subdivision. The existing Metrolink Ventura Subdivision tracks would be realigned north within the existing right-of-way, and an existing UPRR siding track between Buena Vista Street and Beachwood Drive would be realigned north of the relocated Metrolink Subdivision tracks within the existing right-of-way. These non-electrified tracks would remain at-grade. The trench, which would be south of and parallel to the relocated non-electrified tracks, would be dedicated for HSR tracks only. Figure 3-6 and Figure 3-7 depict the typical cross-sections of the below-grade portion of the alignment. During construction of the below-grade alignment, shoofly tracks would be provided to support Metrolink operations. The proposed shoofly tracks would be aligned between Hollywood Way and Buena Vista Street outside the existing right-of-way and would result in temporary roadway impacts to Vanowen Street.

The HSR tracks would transition from the trench and emerge to at-grade within the existing railroad right-of-way near Beachwood Drive in the City of Burbank Near Beachwood Drive, the HSR tracks would curve south out of the existing railroad right-of-way and cross Victory Place on a new railroad bridge, which would be located directly south of the existing Victory Place bridge. South of Burbank Boulevard, the HSR tracks would re-enter the railroad right-of-way and run parallel to the Metrolink Antelope Valley Subdivision tracks. Between Burbank Boulevard and Magnolia Boulevard, several UPRR industry tracks west of the right-of-way would be removed.

Continuing south, the HSR alignment would pass the Downtown Burbank Metrolink Station, which would be modified. HSR tracks would be placed within the existing parking lot west of the southbound platforms, and new pedestrian connections and relocated parking would be provided. Section 3.6.1 provides more details on design modifications for the Downtown Burbank Metrolink station.

Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

Figure 3-5 HSR Build Alternative Overview

(Sheet 1 of 3)

Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

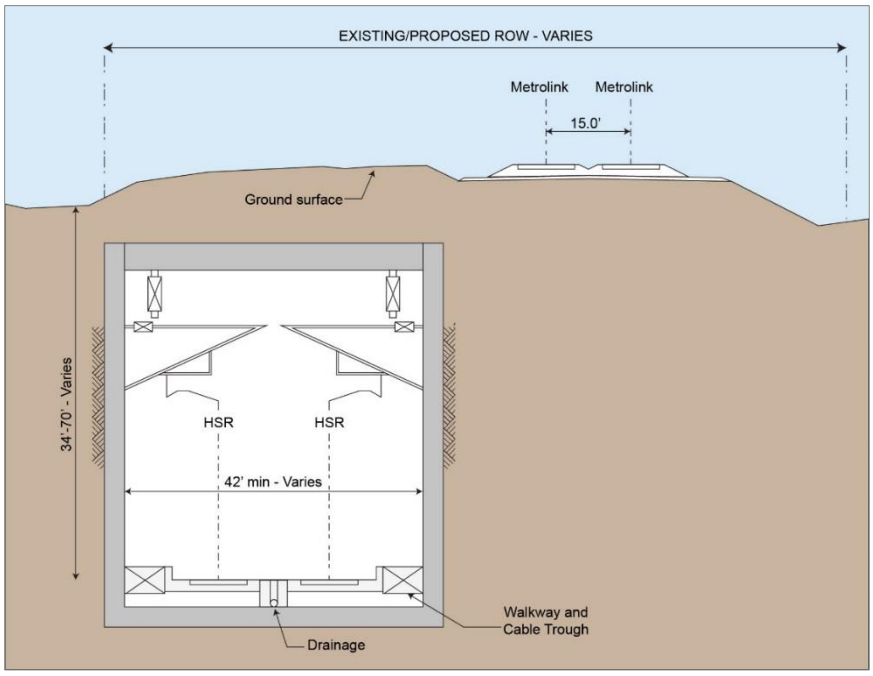
Figure 2-5 HSR Build Alternative Overview

(Sheet 2 of 3)

Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

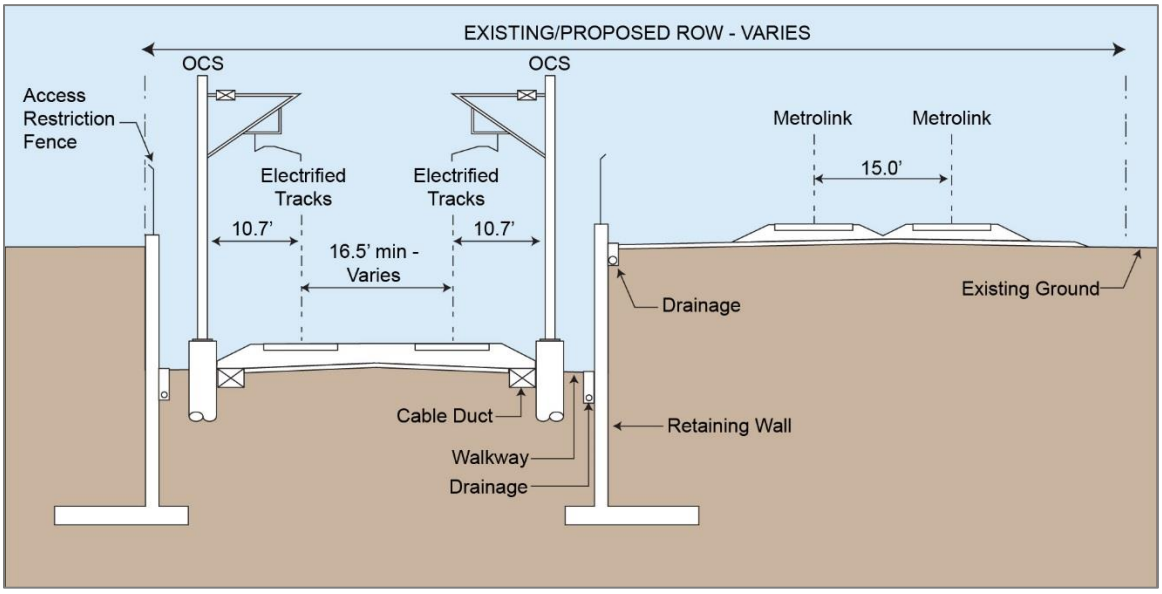
Figure 2-5 HSR Build Alternative Overview

(Sheet 3 of 3)



Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)

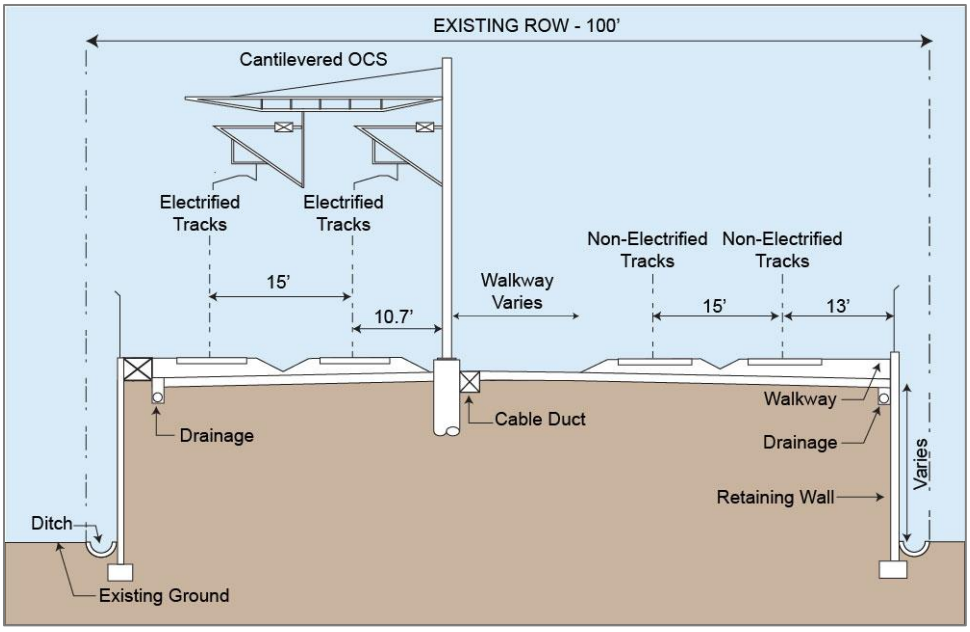
Figure 3-6 Typical Cut-and-Cover Tunnel Cross-Section



Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)

Figure 3-7 Typical Trench Cross-Section

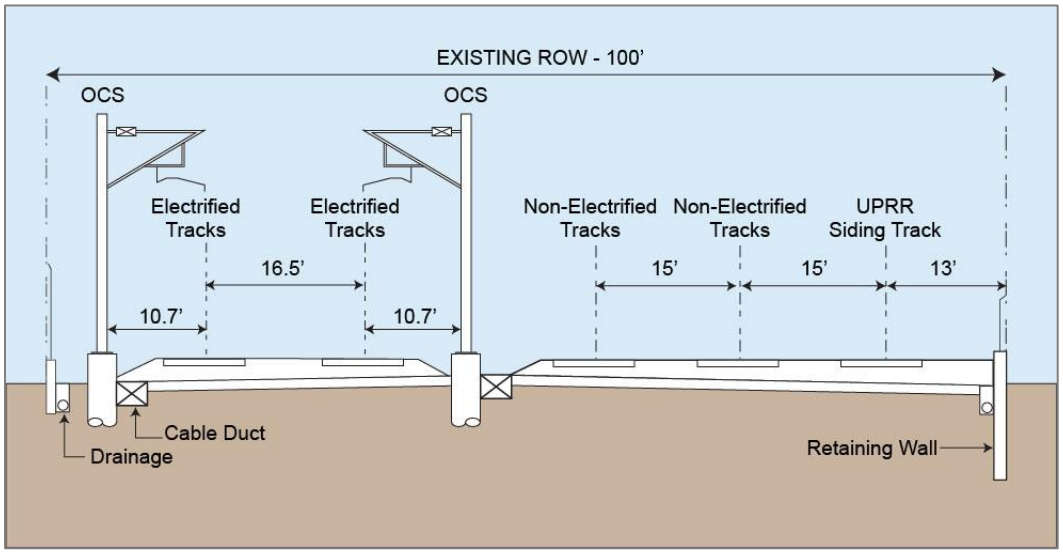
Between Olive Avenue to the north end of the Metrolink Central Maintenance Facility (CMF), the existing non-electrified tracks would be shifted east within the right-of-way to accommodate the addition of the electrified tracks within the right-of-way. Throughout this area, both sets of tracks would be at-grade, with a retained fill segment between Western Avenue and SR 134. Figure 3-8 shows a typical cross-section of the alignment on retained fill.



Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)

Figure 3-8 Typical Retained-Fill Cross-Section

The alignment would cross Verdugo Wash, where an existing railroad bridge would be rebuilt as a new clear-span structure, to accommodate the additional set of electrified tracks. The alignment would continue south within the existing railroad right-of-way, which follows the Glendale and Los Angeles city borders. Between SR 134 and Chevy Chase Drive, a UPRR siding track would be realigned to the east of the non-electrified tracks, for a total of five tracks within the right-of-way through this area. This siding track is currently located at the Metrolink Central Maintenance CMF but would need to be relocated to accommodate HSR at the CMF. Figure 3-9 shows the typical cross-section for this area.



Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)

Figure 3-9 Typical Cross-Section Between State Route 134 and Chevy Chase Drive

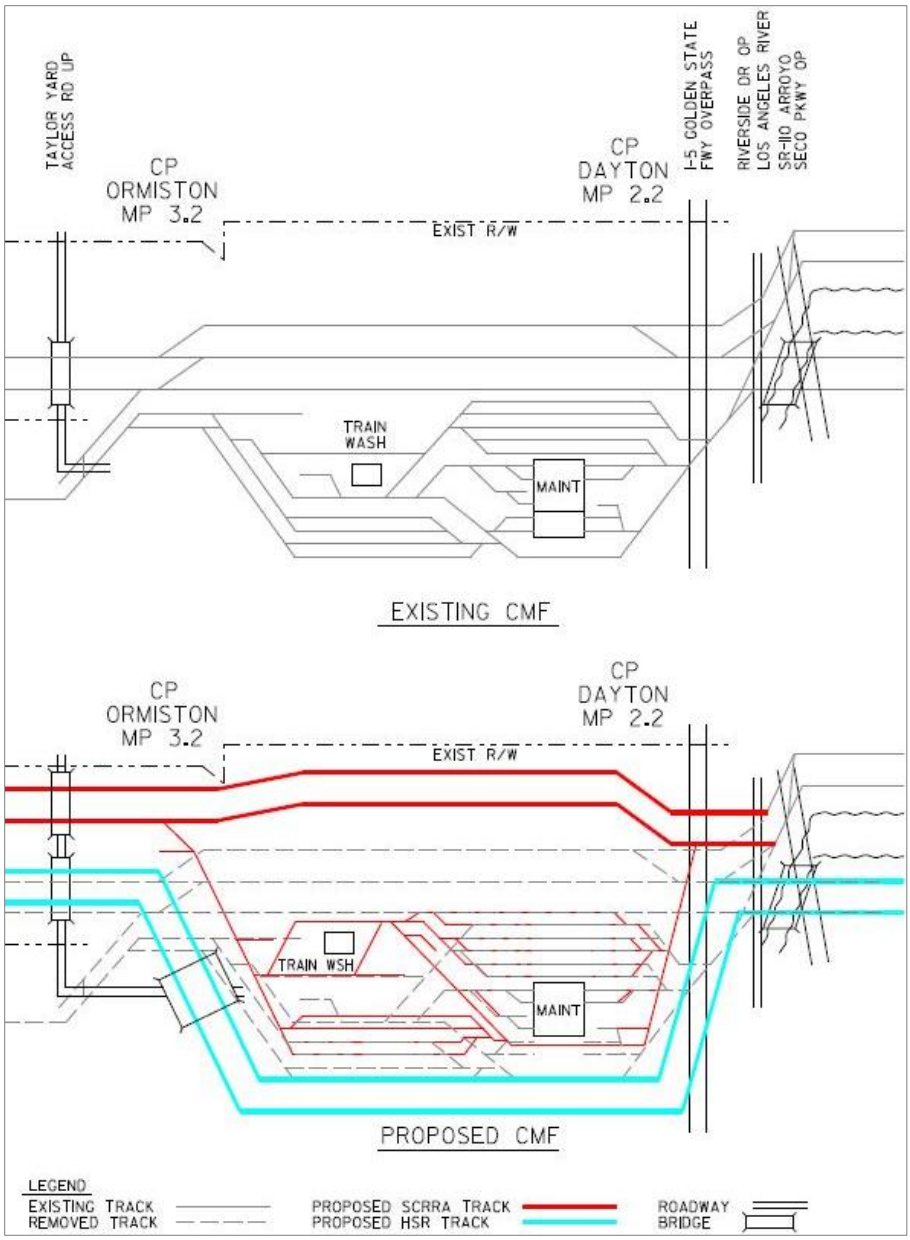
The alignment would pass by the Glendale Metrolink Station (originally known as the Southern Pacific Railroad Depot), a known historical resource listed on the National Register of Historic Places and located north of Glendale Boulevard. No modifications would be needed for the Glendale Metrolink Station. At Tyburn Street, the alignment would enter the City of Los Angeles. Continuing south, the two sets of tracks would diverge at the north end of the Metrolink CMF. The electrified tracks would travel along the west side of the CMF, and the non-electrified, mainline tracks would travel along the east side of the facility.

The CMF is Metrolink's major daily servicing location and maintenance facility in the region. The Burbank to Los Angeles Project Section proposes reconfiguring the various yard and maintenance facilities within the CMF to accommodate HSR, while maintaining as many of the existing yard operations as possible. Figure 3-10 displays a schematic diagram of the existing CMF and the proposed changes, which include new mainline-to-yard track connections, partial demolition of the existing maintenance shop, a revised roadway network with reconfigured parking areas, track relocation shifts, and construction to provide additional storage capacity. Additionally, several facilities would need to be relocated or reconstructed within the CMF, including a train washing/reclamation building, a yard pump house, and two service and inspection tracks. Utilities would also need to be relocated with the CMF, including domestic and fire water, underdrains and reconstructed catch basins, power facilities, fueling facilities and storage tanks, and sanitary sewer systems. The proposed design would not be able to accommodate wheel truing operations or progressive maintenance bays; these would relocate to another Metrolink facility. All other facilities and infrastructure would remain in place. The construction work at the CMF would be phased to minimize the disruption to the existing operations and to maintain the key operational facilities.

At the south end of the CMF, the two electrified and two non-electrified tracks would converge briefly within the right-of-way and then diverge again south of Figueroa Street. The electrified tracks would cross over to the west bank of the Los Angeles River on the existing Metrolink Downey Bridge. The existing tracks on the Downey Bridge would be electrified, which would allow for both HSR and passenger rail operations. The non-electrified tracks would remain on the east bank of the Los Angeles River and cross the Arroyo Seco on an existing railroad bridge, which would not require modifications. These non-electrified tracks would connect with the existing tracks on the east bank, which currently serve UPRR and nonrevenue trains. An illustrative cross-section for this area is shown on Figure 3-11.

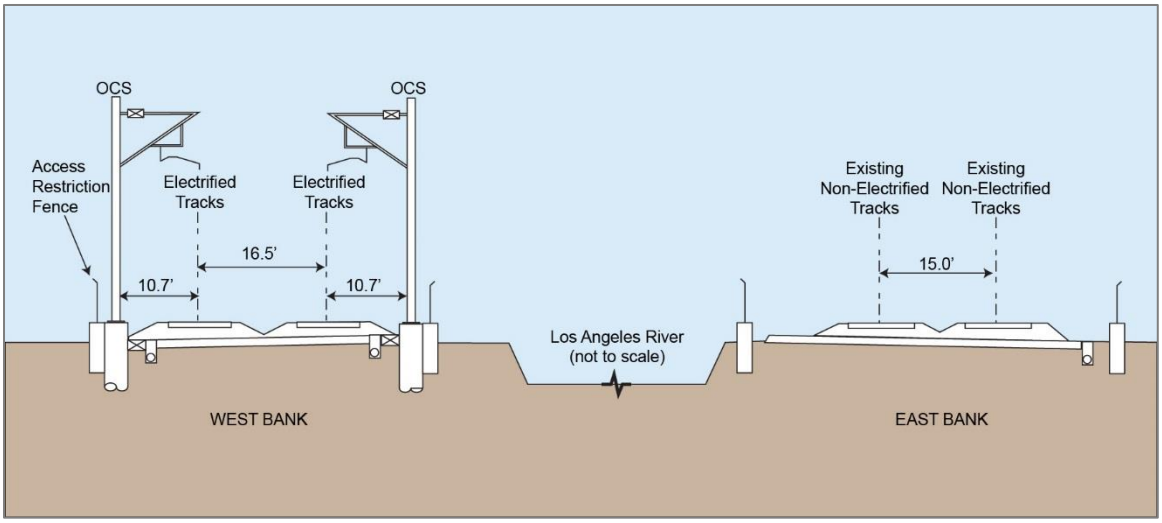
South of Main Street, on the east bank of the river, the existing tracks would be modified at Mission Junction to be used by freight and passenger rail. They would cross the Los Angeles River on the existing Mission Tower bridge to join the electrified tracks within the railroad right-of-way. The existing Mission Tower bridge has two tracks, but currently only one track is functional and utilized by Metrolink. The HSR Build Alternative would replace the trackwork to conform to the most current design standards and specifications, which may require a retrofit to the bridge.

The two sets of tracks would continue south to terminate at LAUS. The electrified tracks and HSR station platforms would be located on the west side of the station, while the non-electrified tracks would merge with the Metrolink and Amtrak tracks. The configuration at LAUS is described in further detail in Section 3.6.1.



Source: Burbank to Los Angeles Draft Preliminary Engineering for Project Description Design Submittal (2016)

Figure 3-10 Diagram of Existing and Proposed Metrolink Central Maintenance Facility



Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)
The electrified tracks would cross the Los Angeles River just north of State Route 110 and run along the west bank of the river. The non-electrified tracks would run along the east bank of the river. (Figure not to scale.)

Figure 3-11 Typical Cross-Section from State Route 110 to Mission Junction

3.2.2 Roadway Crossings

The HSR Build Alternative would cross a total of 34 roadways, 15 of which would require modifications. Figure 3-5 shows the crossings throughout the project section, and Table 3-1 lists their configurations before and after the introduction of the HSR Build Alternative.

- **Modifications to Existing Crossings**
  - Victory Place: a new bridge for the HSR tracks would be constructed directly south of the existing railroad bridge over Victory Place, and the roadway would be lowered to cross under the new bridge.
  - Burbank Boulevard: the roadway bridge would be reconstructed to cross over the tracks, and Burbank Boulevard would be raised in elevation on the west side.
  - Alameda Avenue: the railroad bridge would be reconstructed to be wider.
  - Colorado Street: the railroad bridge would be reconstructed to be wider.
  - Los Feliz Boulevard: the railroad bridge would be reconstructed to be wider, and the roadway would be lowered slightly
  - Glendale Boulevard: the railroad bridge would be reconstructed to be wider, and the roadway would be lowered slightly
  - Kerr Road: the railroad bridge would be reconstructed to be wider, and the roadway would be lowered slightly
- **New Grade Separations**
  - Buena Vista Street: the crossing would be modified and remain at-grade for Metrolink and UPRR tracks, but a new undercrossing would be constructed to grade-separate the HSR tracks only from the roadway.
  - Sonora Avenue: a new roadway undercrossing would be constructed, with the tracks slightly raised on retained fill and the roadway slightly lowered (see Section 3.6).

Table 3-1 Roadway Crossings within the Burbank to Los Angeles Project Section

Roadway	Current Crossing Configuration	Proposed Crossing Configuration[1]
Buena Vista Street	At-Grade*	**At-Grade* (modified)** **Undercrossing** (new)**
Victory Place	Undercrossing"	Undercrossing* **Undercrossing (new)**
Burbank Boulevard	Overcrossing	**Overcrossing (modified)**
Magnolia Boulevard	Overcrossing	Overcrossing
Olive Avenue	Overcrossing	Overcrossing
Interstate 5	Overcrossing	Overcrossing
Alameda Avenue	Undercrossing	**Undercrossing (modified)**
Western Avenue	Overcrossing	Overcrossing
Sonora Avenue	At-Grade	**Undercrossing (new)**
Grandview Avenue	At-Grade	**Undercrossing (new)**
Flower Street	At-Grade	**Undercrossing (new)**
Fairmont Avenue	Overcrossing	Overcrossing
SR 134	Overcrossing	Overcrossing
Salem/Sperry St[2]	No Crossing	Overcrossing (Metro project)
Colorado Street	Undercrossing	**Undercrossing (modified)**
Goodwin Avenue	No Crossing	**Undercrossing (new)**
Chevy Chase Drive	At-Grade	**Closed**
Los Feliz Boulevard	Undercrossing	**Undercrossing (modified)**
Glendale Boulevard	Undercrossing	**Undercrossing (modified)**
Fletcher Drive	Undercrossing	Undercrossing
SR 2	Overcrossing	Overcrossing
Kerr Road	Undercrossing	**Undercrossing (modified)**
Interstate 5	Overcrossing	Overcrossing
Figueroa Street	Overcrossing	Overcrossing
SR 110	Overcrossing	Overcrossing
Metro Gold Line	Overcrossing	Overcrossing
Broadway	Overcrossing	Overcrossing
Spring Street	Overcrossing	Overcrossing
Main Street	At-Grade	**Overcrossing (new)**
Private LADWP road	At-Grade	**Closed**
Vignes Street	Undercrossing	Undercrossing
Cesar Chavez Avenue	Undercrossing	Undercrossing

Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)
[1] All proposed grade crossing configurations are pending Public Utilities Commission approval.
[2] Salem/Sperry Street would be grade-separated as a part of the Metro Doran Street and Broadway/Brazil Grade Separation Project. The project also proposes closing the existing at-grade railroad crossings at Doran Street and Broadway/Brazil Street. As the Metro project would be completed before the introduction of HSR service, the crossing configurations are considered part of the existing conditions for the HSR project.
**Crossings apply to Metrolink and/or UPRR tracks only*
***Crossing applies to HSR tracks only*
***Bold** denotes change from existing condition under the HSR Build Alternative.*
Overcrossing = Road over train tracks *Undercrossing = Road under train tracks*
HSR = High-Speed Rail *SR = State Route*

  - Grandview Avenue: a new roadway undercrossing would be constructed, with the tracks slightly raised on retained fill and the roadway slightly lowered (see Section 3.6).
  - Flower Street: a new roadway undercrossing would be constructed, with the tracks slightly raised on retained fill and the roadway slightly lowered (see Section 3.6).
  - Goodwin Avenue: the road currently does not cross the railroad right-of-way, but the project would grade-separate it as a new roadway undercrossing (see Section 3.6).
  - Main Street: a new roadway bridge would be constructed north of the existing Main Street bridge, which would cross the railroad right-of-way and the Los Angeles River (see Section 3.6).

- **Closures**
  - Chevy Chase Drive: the roadway would be closed, and a new pedestrian undercrossing would be provided (see Section 3.6).
  - Private driveway: a driveway that currently provides access to a Los Angeles Department of Water and Power facility parking lot would be closed, and the Los Angeles Department of Water and Power parking would be relocated to a new facility on Main Street.

3.3 Station Sites

The HSR stations for the Burbank to Los Angeles Project Section would be in the vicinity of Hollywood Burbank Airport and at LAUS. Stations would be designed to optimize access to the California HSR System, particularly to allow for intercity travel and connections to local transit, airports, highways, and the bicycle and pedestrian network. Both stations would include the following elements:

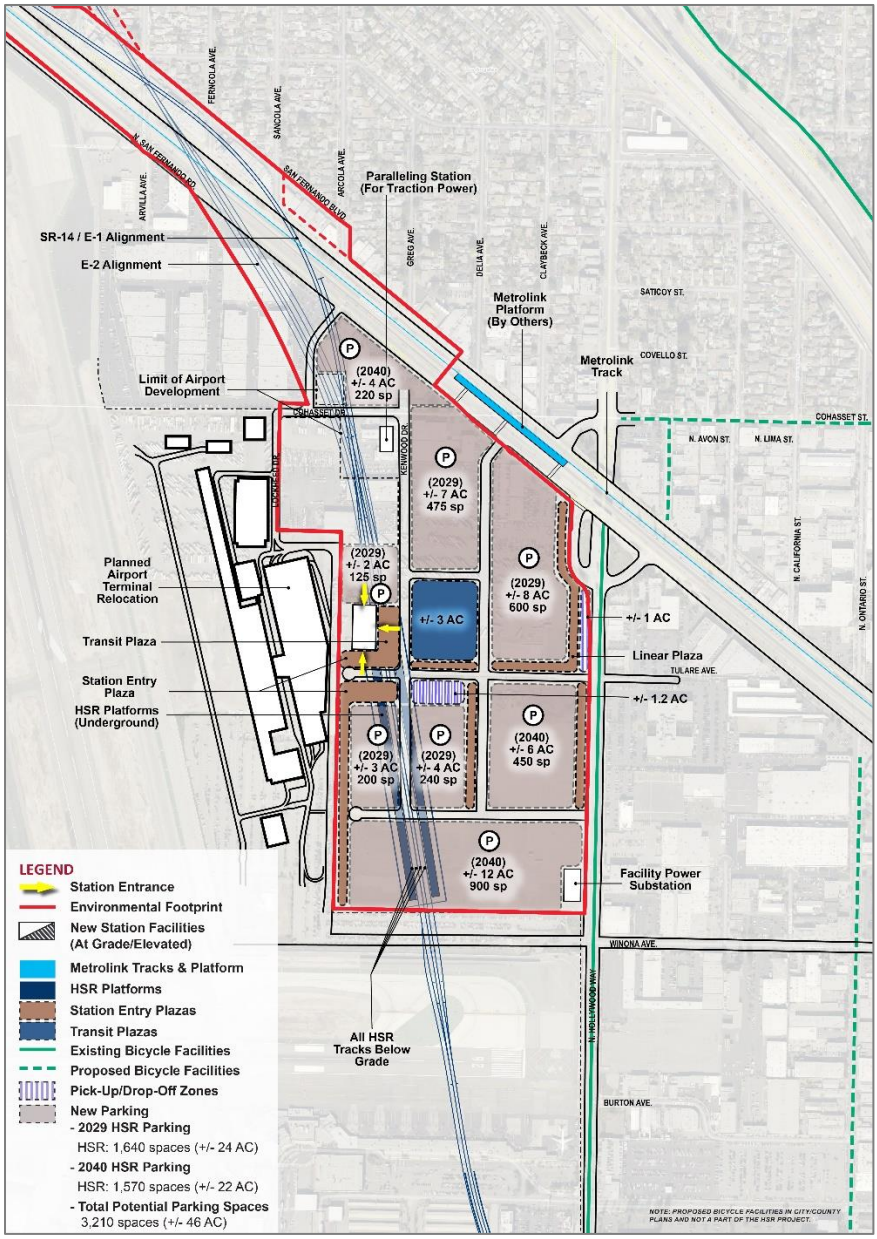
- Passenger boarding and alighting platforms
- Station head house with ticketing, waiting areas, passenger amenities, vertical circulation, administration and employee areas, and baggage and freight-handling service
- Vehicle parking (short-term and long-term)
- Pick-up and drop-off areas
- Motorcycle/scooter parking
- Bicycle parking
- Waiting areas and queuing space for taxis and shuttle buses
- Pedestrian walkway connections

3.3.1 Burbank Airport Station

The Burbank Airport Station site would be located west of Hollywood Way and east of Hollywood Burbank Airport. The airport and ancillary properties occupy much of the land south of the Burbank Airport Station site, while industrial and light industrial land uses are located to the east and residential land uses are found north of the Burbank Airport Station site. Interstate 5 runs parallel to the station site, approximately 0.25 mile north of the proposed Metrolink platform.

The Burbank Airport Station would have both underground and aboveground facilities that would span approximately 70 acres. Station facilities would include train boarding platforms, a station building (that would house ticketing areas, passenger waiting areas, restrooms, and related facilities), pick-up/drop-off facilities for private autos, a transit center for buses and shuttles, and surface parking areas. Underground portions of the station would be beneath Cohasset Street, along which runs the boundary between the City of Los Angeles to the north and the City of Burbank to the south. There would be two HSR tracks at the station.

The Burbank Airport Station would have up to 3,200 surface parking spaces. About 2,980 spaces would be located between the proposed Replacement Terminal and N Hollywood Way. An additional 220 spaces would be located in surface lots in the area bounded by Lockheed Drive to the west, Cohasset Street to the south, and N San Fernando Boulevard to the north and east. The preliminary station layout concept plan is shown on Figure 3-12. The Burbank to Los Angeles Project Section EIR/EIS analyzes the Burbank Airport Station project footprint displayed on Figure 3-12 as permanently impacted because no additional temporary construction easements are identified beyond the permanent area required to construct, operate, and maintain the station. This is the assumption based on the current level of design.



Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

Figure 3-12 Preliminary Station Concept Layout Plan, Burbank Airport Station

3.3.2 Los Angeles Union Station

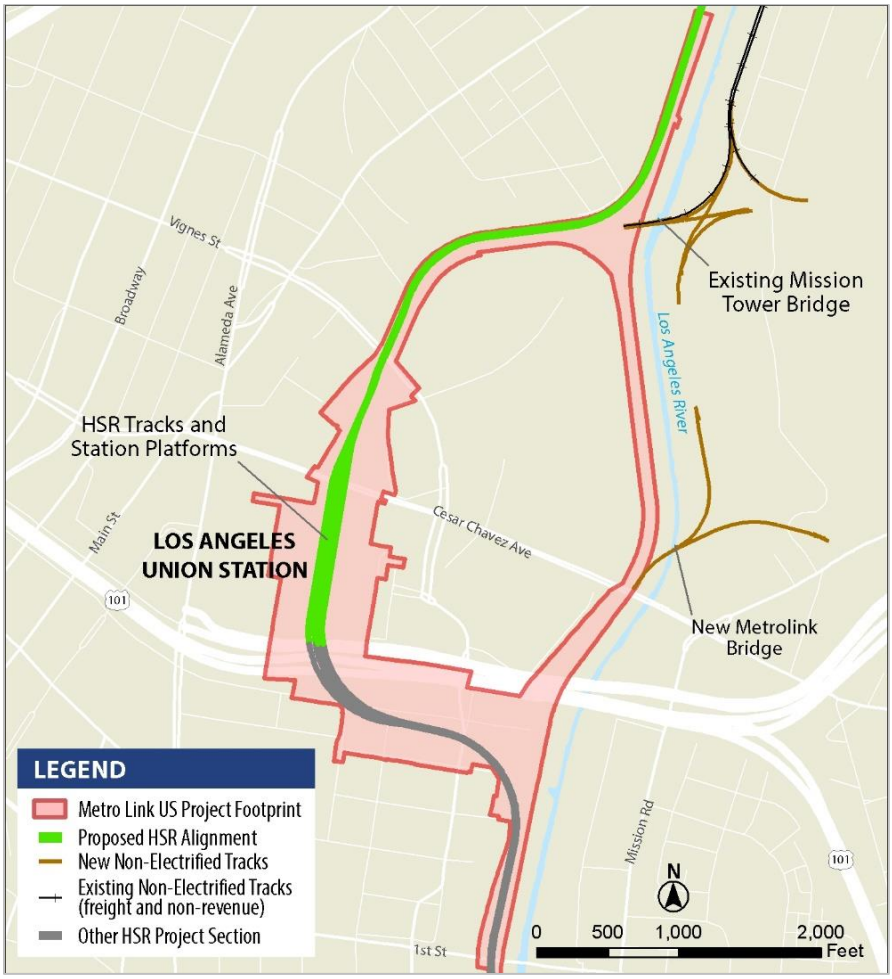
The existing LAUS campus and surrounding tracks are being reconfigured as a part of the Metro Link Union Station (Link US) [12] Project. The Metro Link US Project would reconfigure the station entry tracks from north of Mission Junction and construct an elevated structure through the station arrival and boarding area, which would extend south over U.S. Route 101 and come back to grade near First Street. Reconfiguration would occur over two construction phases. The first phase would include an elevated structure for non-HSR passenger rail operators between Vignes Street and First Street. The second phase would add additional tracks to the structure for use by HSR. The Metro Link US EIR/EIS, on which the Authority is a cooperating agency, would evaluate these changes, along with an expanded passenger concourse area and changes to the Metro Gold Line. These changes would be completed prior to the introduction of HSR service.

While Metro would environmentally clear and construct the trackwork and new passenger concourse, the HSR project would require additional modifications within the Link US area. HSR improvements include raising the platform heights and installing an overhead contact system. The Burbank to Los Angeles Project EIR/EIS evaluates these modifications, as well as potential increases in traffic associated with the introduction of HSR service.

The proposed HSR station at LAUS would include up to four HSR tracks and two 870-foot platforms (with the possibility of extending to 1,000 feet). The HSR system would share passenger facilities, such as parking and pick-up/drop-off, with other operators. HSR would require 1,180 parking spaces in 2029 and 2,010 spaces in 2040. This new demand may be met by existing underutilized parking supply within 0.5 mile of LAUS. This parking would be shared with other LAUS service providers and businesses.

In addition to the HSR elements described above, the Burbank to Los Angeles Project EIR/EIS evaluates a new Metrolink bridge over the Los Angeles River just north of Cesar Chavez Avenue. Due to platform and operational constraints at LAUS, the introduction of HSR service requires this new bridge to ensure Metrolink operations to and from San Bernardino, and to maintain train capacity at LAUS. Figure 3-13 illustrates the proposed location of HSR tracks and station platforms at LAUS along with Metro's Link US project boundaries.

[12] Link US will transform LAUS from a "stub-end" station to a "run-through" station by extending tracks south over U.S. Route 101. The project will add a new passenger concourse, as well as a new loop track that will provide improved operational flexibility for rail service. More information is available at metro.net/projects/link-us.



Sources: California High-Speed Rail Authority and Federal Railroad Administration (2017); Los Angeles Metropolitan Transportation Authority (2018)

Figure 3-13 Preliminary Station Elements Plan, Los Angeles Union Station

3.4 Maintenance of Infrastructure

The California HSR System includes four types of maintenance facilities: maintenance of infrastructure facilities (MOIF), Maintenance of infrastructure siding facilities (MOIS), heavy maintenance facilities, and light maintenance facilities (LMF).[13] The California HSR System would require one heavy maintenance facility for the system, located in the Central Valley. The design and spacing of maintenance facilities along the HSR system do not require the Burbank to Los Angeles Project Section to include any of the maintenance facilities within the limits of the project section.

For purposes of environmental analysis, FRA and the Authority have defined each project section to have the capability to operate as a stand-alone project in the event that other project sections of the HSR system are not constructed. Because this project section does not provide a heavy maintenance facility or MOIF, an independent contractor would need to be retained to handle all maintenance functions for vehicles and infrastructure if this project section were built as a stand-

[13] Maintenance facilities are described in the Authority's *Summary of Requirements for O&M Facilities* (2013).

alone project for purposes of independent utility. Independent utility is discussed further in Section 2.9.

3.4.1 Maintenance of Infrastructure Facilities

The HSR system infrastructure will be maintained from regional MOIFs located at approximately 150-mile intervals. Each MOIF is estimated to be approximately 28 acres in size and would provide a location for regional maintenance machinery servicing storage, materials storage, and maintenance and administration. The MOIFs could be co-located with the MOIS within each 75-mile segment. The MOIFs would be located outside of the Burbank to Los Angeles Project Section.

3.4.2 Maintenance of Infrastructure Sidings

The MOISs would be centrally located within the 75-mile maintenance sections on either side of each MOIF. Each MOIS would support MOIF activities by providing a location for the layover of maintenance of infrastructure equipment and temporary storage for materials. The MOIS is estimated to be about 4 acres in size. The MOISs would be located outside of the Burbank to Los Angeles Project Section.

3.4.3 Heavy Maintenance Facility

Only one heavy maintenance facility is required for the HSR system, and it would be within either the Merced to Fresno Project Section or the Fresno to Bakersfield Project Section. The heavy maintenance facility would include all activities associated with train fleet assembly, disassembly, and complete rehabilitation; all on-board components of the trainsets; and overnight layover accommodations and servicing facilities. The site would include a maintenance shop, a yard Operations Control Center building, one traction power substation (TPSS), other support facilities, and a train interior cleaning platform.

3.4.4 Light Maintenance Facility

An LMF would be used for all activities associated with fleet storage, cleaning, repair, overnight layover accommodations, and servicing facilities. The LMF closest to the Burbank to Los Angeles Project Section would be sited in proximity to LAUS but within the Los Angeles to Anaheim Project Section, and would likely support the following functions:

- **Train Storage:** Some trains would be stored at the LMF prior to start of revenue service.
- **Examinations in Service:** Examinations would include inspections, tests, verifications, and quick replacement of certain train components on the train.
- **Inspection:** Periodic inspections would be part of the planned preventive maintenance program requiring specialized equipment and facilities.

The LMF site will be sized to support the level of daily revenue service dispatched by the nearby terminal at the start of each revenue service day. The Authority defines three levels of maintenance that can be performed at an LMF:

- **Level I:** Daily inspections, pre-departure cleaning, and testing
- **Level II:** Monthly inspections
- **Level III:** Quarterly inspections, including wheel-truing

A Level I LMF is proposed on the west bank of the Los Angeles River at the existing Amtrak Railroad Yard. The facility would be where the current BNSF Railway storage tracks are located and would require their relocation.

3.5 Ancillary and Support Facilities

3.5.1 Electrification

Trains on the California HSR System would draw power from California's existing electricity grid distributed via an overhead contact system. The Burbank to Los Angeles Project Section would

not include the construction of a separate power source, although it would include the extension of power lines from potential TPSSs to a series of independently owned power substations positioned along the HSR corridor if necessary. The transformation and distribution of electricity would occur in three types of stations:

- TPSSs transform high-voltage electricity supplied by public utilities to the train operating voltage. TPSSs would be adjacent to existing utility transmission lines and the right-of-way, and would be located approximately every 30 miles along the HSR system route.
- Switching stations connect and balance the electrical load between tracks, and switch overhead contact system power on or off to tracks in the event of a power outage or emergency. Switching stations would be midway between, and approximately 15 miles from, the nearest TPSSs. Each switching station would be 120x80 feet and be adjacent to the HSR right-of-way.
- Paralleling stations, or autotransformer stations, provide voltage stabilization and equalize current flow. Paralleling stations would be located approximately every 5 miles between the TPSSs and the switching stations. Each paralleling station would approximately be 100x80 feet and located adjacent to the right-of-way.

Table 3-2 lists the proposed switching station and paralleling station sites within the Burbank to Los Angeles Project Section. A TPSS is not required for the Burbank to Los Angeles Project Section because of the HSR system's facilities spacing requirements. The Burbank to Los Angeles Project Section would be able to use the TPSSs within the Palmdale to Burbank Project Section and/or Los Angeles to Anaheim Project Section. In the event the other project sections of the HSR system are not constructed, a standalone TPSS would be required within the Burbank to Los Angeles Project Section for purposes of independent utility. Independent utility is discussed further in Section 3.8.

Table 3-2 Traction Power Facility Locations for the Burbank to Los Angeles Project Section

Type of Facility	Location
Paralleling Station	Los Angeles, south of Main Street between railroad right-of-way and Los Angeles River
Switching Station	Los Angeles, south of Verdant Street and west of railroad right-of-way

Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)

3.5.2 Signaling and Train-Control Elements

To reduce the safety risks associated with freight and passenger trains, the National Transportation Safety Board, FRA, and other agencies have mandated Positive Train Control (PTC). PTC is a train safety system designed to automatically implement safety protocols and provide communication with other trains to reduce the risk of a potential collision. The U.S. Rail Safety Improvement Act of 2008 requires the implementation of PTC technology across most railroad systems; in October 2015, Congress extended the deadline for implementation to December 31, 2018. The FRA published the Final Rule regarding PTC regulations on January 15, 2010.

Communication towers and ancillary facilities are included in the Burbank to Los Angeles Project Section to implement the FRA PTC requirements. PTC infrastructure consists of integrated command, control, communications, and information systems for controlling train movements that improve railroad safety by significantly reducing the probability of collisions between trains, casualties to roadway workers and equipment, and over-speed accidents. PTC is especially

important in "blended"[14] corridors, such as in the Burbank to Los Angeles Project Section, where passenger and freight trains need to share the same tracks safely.

PTC for the HSR project would use a radio-based communications network that would include a fiber-optic backbone and communications towers approximately every 2 to 3 miles, depending on the terrain and selected radio frequency. The towers would be located in the fenced HSR corridor in a fenced area of approximately 20x15 feet, including a 10x8-foot communications shelter and a 6- to 8-foot-diameter, 100-foot-tall communications pole. These communications facilities could be co-located within the TPSSs. Where communications towers cannot be located with TPSSs or other HSR facilities, the communications facilities would be located near the HSR corridor in a fenced area of approximately 20 feet by 15 feet.

3.6 Early Action Projects

As described in the 2016 Business Plan, the Authority has made a commitment to invest in regionally significant connectivity projects in order to provide early benefits to transit riders and local communities while laying a solid foundation for the HSR system. These early actions will be made in collaboration with local and regional agencies. These types of projects include grade separations and improvements at regional passenger rail stations, which increase capacity, improve safety, and provide immediate benefits to freight and passenger rail operations. Local and regional agencies may take the lead on coordinating the construction of these early action projects. Therefore, they are described in further detail below and are analyzed within the Burbank to Los Angeles Project Section EIR/EIS to allow the agencies, as Responsible Agencies under CEQA, to adopt the findings and mitigation measures as needed to construct these projects.

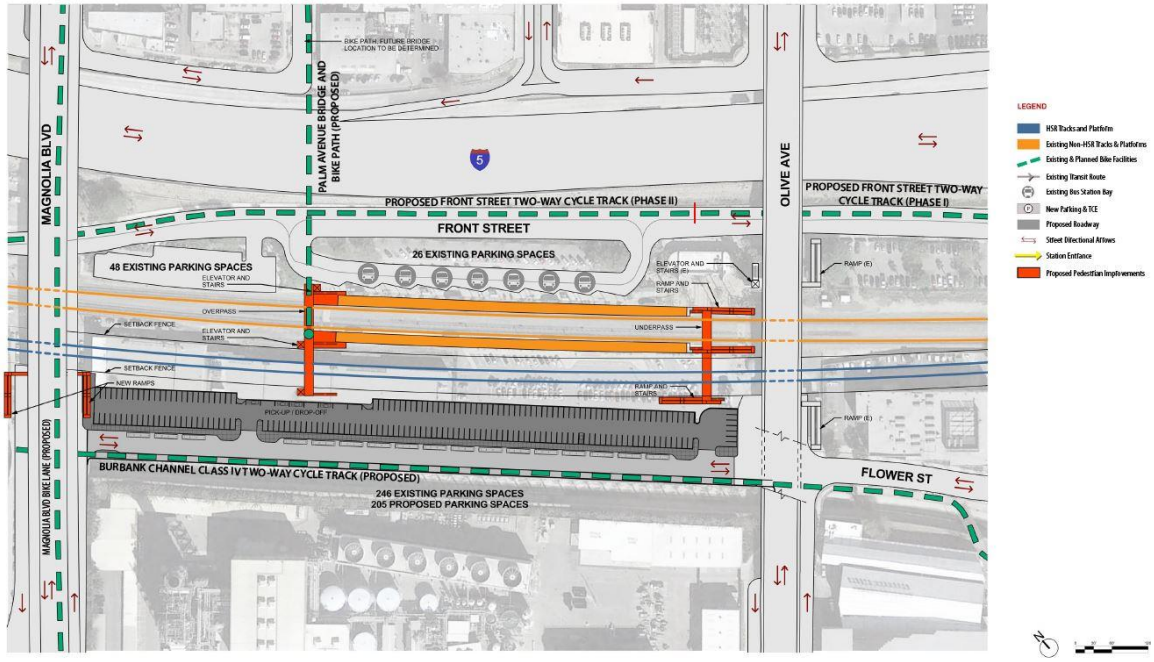
3.6.1 Downtown Burbank Metrolink Station

Although the HSR system will not serve the Downtown Burbank Metrolink Station, modifications at the station would be required to ensure continued operations of existing operators. The HSR tracks would be located within the existing parking lot west of the southbound platforms; the platforms and existing Metrolink tracks would not change. The parking would be relocated to between Magnolia Boulevard and Olive Avenue, and Flower Street would be extended from where it currently ends at the south side of the Metrolink Station. Pedestrian bridges would be provided for passengers to cross over the HSR tracks to access the Metrolink platforms. Other accessibility improvements would include additional vehicle parking, bus parking, and bicycle pathways. Figure 3-14 shows the proposed site plan for the Downtown Burbank Metrolink Station.

3.6.2 Sonora Avenue Grade Separation

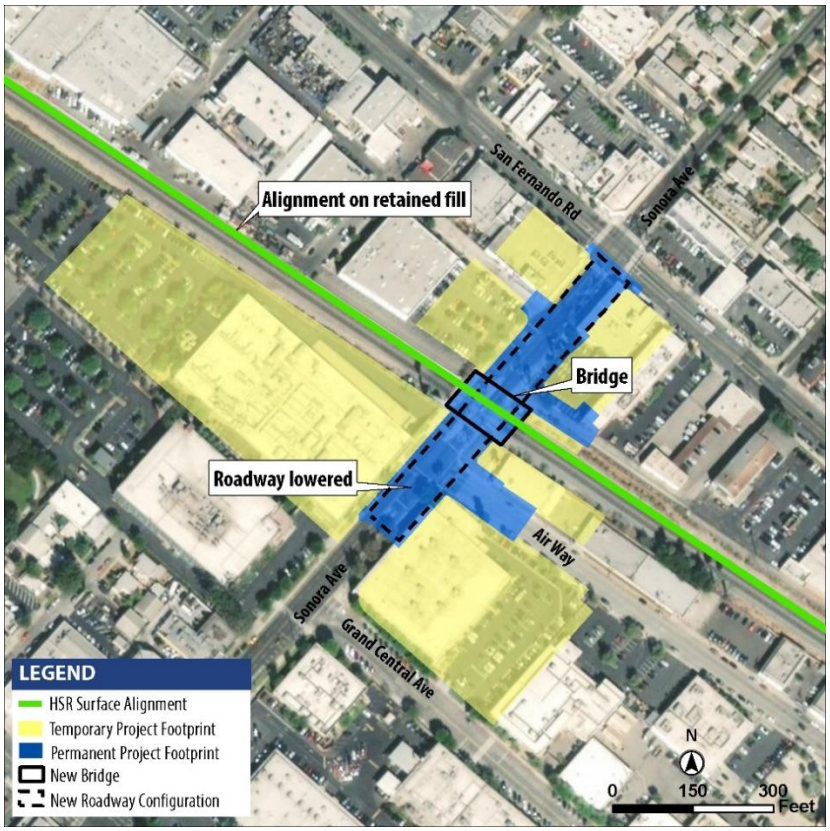
Sonora Avenue is an existing at-grade crossing. The existing roadway configuration consists of two traffic lanes in both the eastbound and westbound directions. The Burbank to Los Angeles Project Section proposes a "hybrid" grade separation, with Sonora Avenue slightly depressed and the HSR alignment and non-electrified tracks raised on a retained-fill structure. A 10-foot-wide median would be added and the lanes would be narrowed, so the overall width of Sonora Avenue would not change. Sonora Avenue would be lowered in elevation between Air Way and San Fernando Road, and the lowest point of the undercrossing would be approximately 10 feet below the original grade. The height of the new retained-fill structure would be approximately 28 feet. Figure 3-15 shows the temporary and permanent project footprint areas.

[14] California HSR Project Business Plans (http://www.hsr.ca.gov/About/Business_Plans/) suggest blended railroad systems and operations. These terms refer to integrating the HSR system with existing intercity, and commuter and regional rail systems through coordinated infrastructure (blended systems) and scheduling, ticketing, and other means (blended operations).



Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)

Figure 3-14 Downtown Burbank Metrolink Station Site Plan



Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

Figure 3-15 Sonora Avenue Grade Separation Footprint

3.6.3 Grandview Avenue Grade Separation

Grandview Avenue is an existing at-grade crossing. The existing roadway configuration consists of three traffic lanes in both the eastbound and westbound directions. The Burbank to Los Angeles Project Section proposes a "hybrid" grade separation, with Grandview Avenue slightly depressed and the HSR alignment and non-electrified tracks raised on retained fill. Grandview Avenue would be lowered in elevation between Air Way and San Fernando Road, and the lowest point of the undercrossing would be approximately 3 feet below original grade. The lanes and overall width of Grandview Avenue would not change. The height of the new retained-fill structure would be approximately 30 feet. Figure 3-16 shows the temporary and permanent project footprint areas.

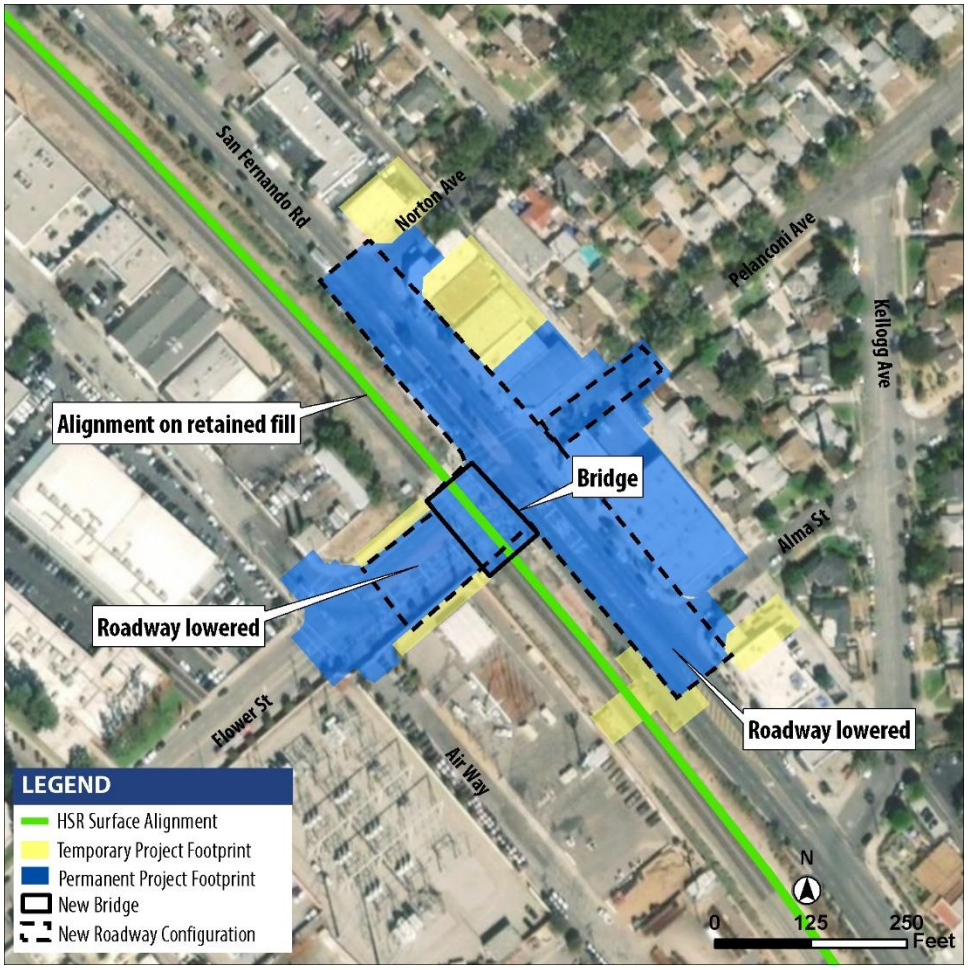
Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

Figure 3-16 Grandview Avenue Grade Separation Footprint

3.6.4 Flower Street Grade Separation

Flower Street is an existing at-grade crossing, with Flower Street ending in a T-shaped intersection with San Fernando Road, which runs parallel on the east side of the railroad right-of-way. Existing Flower Street consists of two traffic lanes in both the westbound and eastbound directions, with a right-turn-only lane in the westbound direction. The Burbank to Los Angeles Project Section proposes a "hybrid" grade separation, with Flower Street and San Fernando Road slightly depressed, and the HSR alignment and non-electrified tracks raised on a retained-fill structure. Flower Street would be lowered in elevation between Air Way and San Fernando Road,

and the lowest point of the undercrossing would be approximately 10 feet below original grade. The existing median would be modified on Flower Street, and the overall width of Flower Street would remain the same. San Fernando Road would be lowered in grade between Norton Avenue and Alma Street, and Pelanconi Avenue would be extended to connect to San Fernando Road. The height of the new retained-fill structure would be approximately 28 feet. Figure 3-17 shows the temporary and permanent project footprint areas.



Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

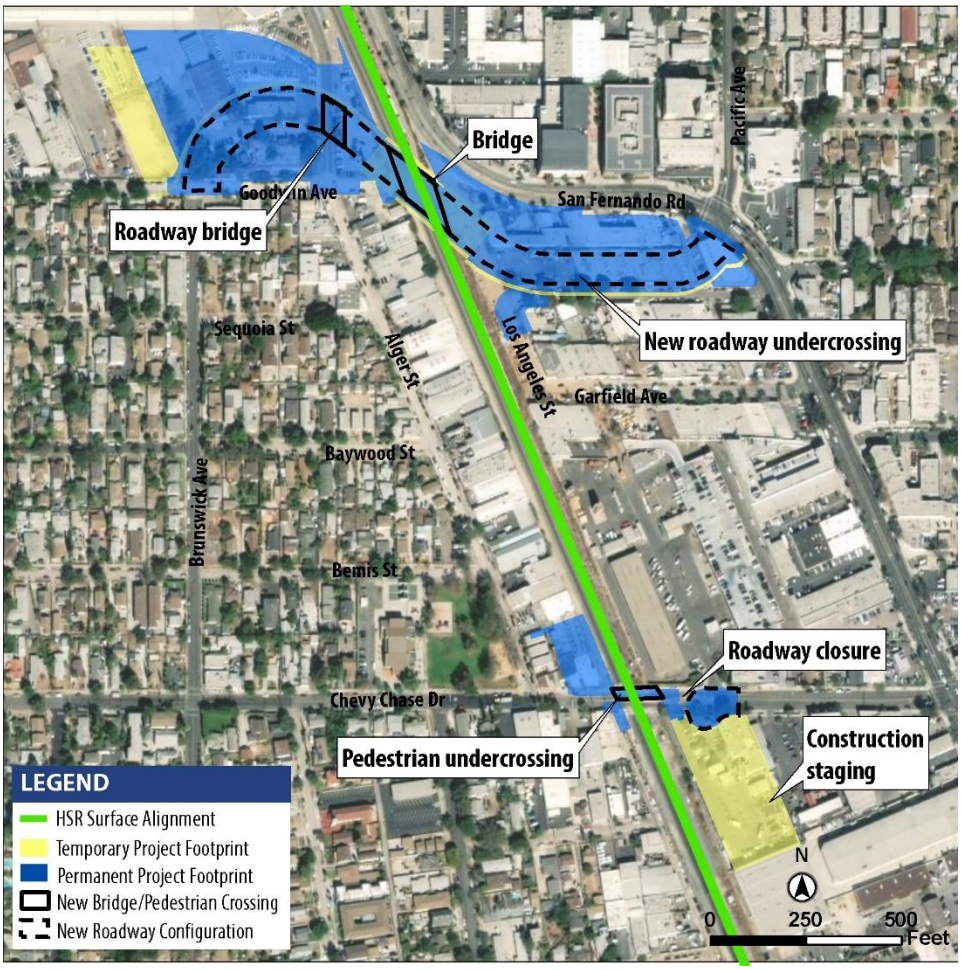
Figure 3-17 Flower Street Grade Separation Footprint

3.6.5 Goodwin Avenue/Chevy Chase Drive Grade Separation

There is currently no crossing at Goodwin Avenue, which ends in a cul-de-sac on the west side of the railroad right-of-way. The Burbank to Los Angeles Project Section proposes a grade separation, with Goodwin Avenue realigned and depressed to cross under a new railroad bridge supporting the HSR and non-electrified tracks. A new roadway bridge would also be required to carry Alger Street over the depressed Goodwin Avenue, connecting to W San Fernando Road. The new depressed roadway would curve north from Brunswick Avenue, cross under the new roadway and railroad bridges, and connect with Pacific Avenue on the east side of the railroad right-of-way. The lowest point of the undercrossing would be approximately 28 feet below original grade.

Chevy Chase Drive is an at-grade crossing. With the construction of a new grade separation at Goodwin Avenue, Chevy Chase Drive would be closed on either side of the rail crossing and a

pedestrian undercrossing would be provided. Figure 3-18 shows the temporary and permanent project footprint areas for Goodwin Avenue and Chevy Chase Drive.



Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

Figure 3-18 Goodwin Avenue Grade Separation

3.6.6 Main Street Grade Separation

Main Street is an existing at-grade crossing. It crosses the existing tracks at-grade on the west bank of the Los Angeles River, crosses over the river on a bridge, and then crosses the existing tracks at-grade on the east bank of the river. The existing bridge carries two traffic lanes in both directions. The Burbank to Los Angeles Project Section proposes a grade separation, with a new Main Street bridge spanning the tracks on the west bank, the Los Angeles River, and the tracks on the east bank. The new Main Street bridge would be 86 feet wide and 75 feet high at its highest point over the Los Angeles River and would place three columns within the river channel. Main Street would be raised in elevation, starting from just east of Sotello Street on the west side of the Los Angeles River. The new bridge would come down to grade at Clover Street on the east side of the Los Angeles River. Several roadways on the east side of the Los Angeles River would be reconfigured, including Albion Street, Lamar Street, Avenue 17, and Clover Street. The existing Main Street bridge would not be modified, but it would be closed to public access. Figure 3-19 shows the temporary and permanent project footprint areas.

Source: California High-Speed Rail Authority and Federal Railroad Administration (2018)

Figure 3-19 Main Street Grade Separation Footprint

3.7 Project Construction

For the Burbank to Los Angeles Project Section of the California HSR System, specific construction elements would include at-grade and underground track, grade-separated roadway crossings, retaining walls, and installation of a PTC system. Surface track sections would be built using conventional railroad construction techniques. A typical construction sequence includes clearing, grubbing, grading, and compacting the railbed; applying crushed rock ballast; laying track; and installing electrical and communications systems. The at-grade track would be laid on an earthen railbed topped with rock ballast approximately 3 feet off the ground. Fill and ballast for the railbed would be obtained from permitted borrow sites and quarries.

Retaining walls are used when it is necessary to transition between an at-grade and elevated profile. In this project section, retained fill would be used between Western Avenue and SR 134. The tracks would be raised in elevation on a retained-fill platform made of reinforced walls, much

like a freeway ramp. Short retaining walls would have a similar effect and would protect the adjacent properties from a slope extending beyond the proposed rail right-of-way.

Tunnel construction would occur for the below-grade portions of the alignment south of the Burbank Airport Station. While the ultimate method of tunnel construction would be determined during the final design phase, the preferred method that is proposed at this stage of design is cut-and-cover construction. Cut-and-cover construction is the preferred method when there is shallow cover along the proposed alignment. It begins with excavating and installing shoring to the proposed depth, followed by construction of the tunnel and backfilling to original grade. Other proposed methods of tunnel construction include sequential excavation, tunnel boring machine, and jacked box. The selected construction method would depend on alignment, ground conditions, portal configuration, approach structures, fire and life safety, and operations and maintenance considerations.

Pre-construction activities would be conducted during final design and would include geotechnical investigations, interpretation of anticipated ground behavior and ground support requirements, identification of staging areas, initiation of site preparation and demolition, relocation of utilities, and implementation of temporary, long-term, and permanent road closures. Additional studies and investigations to develop construction requirements and worksite traffic control plans would be conducted as needed.

Major construction activities for the Burbank to Los Angeles Project Section would include earthwork and excavation support, systems construction, bridge and aerial structure construction, and railway systems construction (including trackwork, traction electrification, signaling, and communications).

During peak construction periods, work is envisioned to be underway at several locations along the route simultaneously, with overlapping construction of various project elements. Working hours and the number of workers present at any time would vary depending on the activities being performed but could be expected to extend to 24 hours per day, seven days per week.

3.8 Independent Utility of the Burbank to Los Angeles Project Section

The Burbank to Los Angeles Project Section would have independent utility if it is able to operate as a standalone project in the event the other project sections of the HSR system are not constructed. As none of the four types of maintenance facilities would be located within the limits of the Burbank to Los Angeles Project Section, all maintenance functions for vehicles and infrastructure would be handled through an independent contractor to achieve independent utility. For power, one potential location for a TPSS has been preliminarily identified within the project section. Because the addition of a TPSS would alter the spacing of the other systems facilities, further design and environmental study would be required to environmentally clear the TPSS site and the alteration of the other systems facilities in the absence of the Palmdale to Burbank and Los Angeles to Anaheim project sections being built and operated.

Any electrical interconnections between a potential future TPSS site and existing utility providers would also have to be environmentally evaluated and cleared in subsequent documentation.

3.9 Operations of the Burbank to Los Angeles Project Section

The conceptual HSR service plan for Phase 1, starting in 2029, begins with service between Los Angeles/Anaheim running through the Central Valley from Bakersfield to Merced, and traveling northwest into the Bay Area. Subsequent sections in Phase 2 of the HSR system include a southern extension from Los Angeles to San Diego and an extension from Merced to north of Sacramento. These extensions do not have an anticipated implementation date.

Currently, the Metrolink Ventura and Antelope Valley Lines, Amtrak Pacific Surfliner and Coast Starlight, and UPRR freight trains operate within the Burbank to Los Angeles Project Section. As the proposed HSR Build Alternative is within the active LOSSAN passenger and freight rail corridor, all existing operators would have to change their operation patterns and frequency. New and realigned tracks would change the tracks on which the various users operate, with passenger

rail and freight trains shifted closer to the east side of the right-of-way. With the introduction of HSR service, the proposed general operational characteristics are shown in Table 3-3.

Table 3-3 Existing and Future Trains per Day in the Los Angeles–San Diego–San Luis Obispo Rail Corridor Within the Burbank and Los Angeles Project Section

Operator	2016 Existing Conditions	2029 Opening Day	2040 Horizon Year
California High-Speed Rail Authority[1]	N/A	196	196
Metrolink[2]	61	99	99
Amtrak[3]	12	16	18
UPRR[4]	11	18	23

[1] 2029 Opening Day and 2040 Horizon Year projections are from the California High-Speed Rail Authority's "Year 2029 and Year 2040 Concept Timetable for EIR/EIS Analysis."
[2] Existing Conditions data are from the 2016 Metrolink Schedule (effective October 3, 2016); 2029 Opening Day projections are extrapolated from the 2016 Metrolink 10-Year Strategic Plan, *"Growth Scenario 2: Overlay of Additional Service Patterns."*
[3] Existing Conditions data are from the 2016 LOSSAN Corridor Schedule; 2029 Opening Day projections are extrapolated from 2012 LOSSAN Corridorwide Strategic Implementation Plan "Long-Term Operations Analysis" (increase of approximately one train every four years for the Amtrak Pacific Surfliner and no growth for the Amtrak Coast Starlight between Hollywood Burbank Airport and LAUS).
[4] Existing Conditions data are from the 2012 LOSSAN Corridorwide Strategic Implementation Plan "Long-Term Operations Analysis"; 2029 Opening Day projections are extrapolated from the 2012 LOSSAN Corridorwide Strategic Implementation Plan "Long-Term Operations Analysis" (increase of approximately one train every two years for UPRR between Hollywood Burbank Airport and LAUS).
Amtrak = National Railroad Passenger Corporation
LAUS = Los Angeles Union Station
N/A = not applicable
UPRR = Union Pacific Railroad

4 AREA OF POTENTIAL EFFECTS

The APE for the Burbank to Los Angeles Project Section was established per the guidance found in Attachment B of the HSR Section 106 PA and in the Authority's Cultural Resources Technical Memorandum #1. The APE included in Appendix B of this HASR is based on the project footprint received in November 2018. The APE includes the geographic areas in which the undertaking may directly or indirectly cause changes in the character or use of historic properties. As previously described in Section 3, the HSR Build Alternative will be constructed within an existing railroad right-of-way. This rail corridor has been in use since the late 1800s and pre-dates many of the built resources within the project vicinity. The APE is within an urban, developed area that is primarily industrial in use, with some areas of commercial and residential development.

The APE includes all areas that could be directly impacted by the HSR Build Alternative, including the railroad right-of-way where the HSR will be constructed, the street right-of-way along San Fernando Road where underground utility lines will be relocated from the railroad right-of-way, and the footprint of the proposed grade separations and other project-related construction work, including alterations to streets or bridges, temporary construction easements, permanent acquisitions, and properties that would be physically altered or demolished.

The APE also includes areas that could potentially be indirectly impacted by the HSR Build Alternative, including visual impacts from the construction of the HSR track with OCS, other vertical elements such as grade separations or transmission towers, and potential noise or vibration from the construction and operation of the HSR Build Alternative. The general methodology used to establish the APE for the HSR Build Alternative was to include the proposed project footprint plus all parcels abutting the railroad right-of-way, proposed grade separations, and other new construction, such as street improvements. Along San Fernando Road, in places where no work other than underground utility relocation within the public street was proposed, abutting parcels were not included in the APE as there was no potential for direct or indirect effects on built-environment resources. A separate *Burbank to Los Angeles Archaeological Survey Report* (Authority and FRA 2018) was prepared to consider below-ground resources.

The APE was first delineated in 2016 and was increased over time as the project footprint was updated. The APE boundary was increased to add new footprint areas but was not decreased to omit areas associated with prior footprints. This additive approach was taken so that information on previously surveyed areas would be retained for use in the event of future footprint changes.

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5 POTENTIALLY INTERESTED PARTIES AND PUBLIC PARTICIPATION

Several federal and state agencies, including the OHP and the SHPO, are engaged in the alternatives development process and work in conjunction with the Authority to identify and protect resources of concern. In addition to working with agencies, the Authority's comprehensive community engagement program includes at-large public meetings and a stakeholder working group. Following is a summary of outreach efforts conducted for the Burbank to Los Angeles Project Section.

5.1 NEPA/CEQA Public Scoping Meetings

NEPA and CEQA outreach by the Authority included seven public scoping meetings for the Palmdale to Burbank and Burbank to Los Angeles project sections' environmental documents between August 5, 2014, and August 19, 2014. Over 900 participants attended the scoping meetings and 140 comment forms were submitted, including 33 for the Burbank to Los Angeles Project Section. Copies of the scoping comments and questions collected at the meetings, as well as comments received via mail or comment forms submitted through the Authority's website, are included in the 2014 Burbank to Los Angeles Scoping Report (Authority 2014). Appendix F of the Scoping Report, dated November 2014, includes copies of letters received from interested parties. Six of these letters mention cultural resources (see Appendix C, Correspondence, for copies of the letters). Comments included concern for potential impacts to the LAUS and Terminal Annex buildings, Los Angeles State Historic Park and Rio de Los Angeles State Park, the Sixth Street Bridge (no longer extant), the Los Angeles River, and the neighborhoods of Glendale Rancho ("Riverside Rancho") and Shadow Hills. More details about these scoping efforts can be found in the 2014 Scoping Report (Authority 2014).

5.2 Community Open House Meetings

To update the public on the proposed project and collect additional feedback, the Authority held three open house meetings for the Burbank to Los Angeles Project Section between November 10, 2015, and November 19, 2015. The Authority used a variety of noticing methods to encourage public participation, including mailing of notices, flyer distribution, electronic distribution, display advertisements, media coverage, social media, and stakeholder coordination and briefings. All forms of noticing provided meeting details (dates, times, locations, and language services) as well as contact information for accessing additional project section details. Over 160 participants attended the open house meetings. The Authority continues to use the feedback received during these meetings to develop the alternatives further. More details about these outreach efforts can be found in the April 2016 *Burbank to Los Angeles Project Section Supplemental Alternatives Analysis Report*, Section 1.4, Agency and Community Outreach (Authority 2016). Additional open house meetings were held on November 29 and December 1, 5, and 6, 2016. A query of the CommentSense database, which is used by the Authority to track public comments, indicates approximately 22 comments related to cultural resources have been received as of June 2017. Comments included concern for potential impacts to historic buildings in the vicinity, including LAUS, Glendale Railroad Depot, Lincoln Heights Jail, and others; the Los Angeles River, Los Angeles State Historic Park, and Rio de Los Angeles State Park; and preserving the community character of neighborhoods in the vicinity, including Glendale Rancho ("Riverside Rancho"), Atwater Village, and Little Tokyo, and others. These comments are included in Appendix C.

5.3 Section 106 Outreach

In January 2016, the Authority issued a letter to 36 local government planning departments, local government heritage/preservation commissions, and historical interest groups (Table 5-1). The purpose of the letter was to provide current information regarding the planning and development of the proposed project and to invite participation in the cultural resources investigation that will be conducted in accordance with Section 106, as well as NEPA and CEQA. The letters also requested that the recipient contact the Authority if they wished to be a consulting party in the Section 106 process. These letters are included in Appendix C.

Table 5-1 Interested Parties

Interested Party	Type of Contact, Date	Response
Burbank Historical Society 115 N Lomita Street Burbank, CA 91506	Letter, 1/21/16	
City of Burbank Community Development Department Planning and Transportation Division Heritage Commission Community Services Building 150 N 3rd Street Burbank, CA 91502	Letter, 1/21/16	
City of Glendale Library, Arts & Culture 222 E Harvard Street Glendale, CA 91205	Letter, 1/21/16	
City of Glendale Planning Department Historic Preservation Commission Jay Platt 633 E Broadway, Room 103 Glendale, CA 91206	Letter, 1/21/16 Request for San Fernando Road corridor information, July 2016	City staff provided San Fernando Road corridor survey document in July 2016.
The Glendale Historical Society Sean Bersell Executive Director P.O. Box 4173 Glendale, CA 91202	Letter, 1/21/16 Comment card, 3/12/16 Email, 5/18/17	Follow-up email sent to Greg Grammer, who submitted an electronic comment card. No response was received.
San Fernando Valley Historical Society P.O. Box 7039 Mission Hills, CA 91346-7039	Letter, 1/21/16	
Pico Rivera History & Heritage Society P.O. Box 4173 Glendale, CA 90660	Letter, 1/21/16	
Autry Museum of Western Heritage 4700 Western Heritage Way Los Angeles, CA 90027-1462	Letter, 1/25/16	
City of Los Angeles Office of Historic Resources, Department of City Planning Ken Bernstein, Manager 200 N Spring Street, Room 620 Los Angeles, CA 90012	Letter, 1/25/16 Request for SurveyLA information, August 2016 Email, 3/8/17	City staff provided SurveyLA survey reports and data in August 2016. Office of Historic Resources confirmed consulting party status on 3/8/17.
Friends of the Los Angeles River Stephen Mejia, Community Programs Manager 570 W Avenue 26, Suite 250 Los Angeles, CA 90065-1047	Letter, 1/25/16	
Los Angeles City Historical Society Todd Gaydowski, President P.O. Box 862311 Los Angeles, CA 90086-2311	Letter, 1/25/16	

Interested Party	Type of Contact, Date	Response
Los Angeles Conservancy Adrian Scott Fine, Director of Advocacy 523 W 6th Street, Suite 826 Los Angeles, CA 90014	Letter, 1/25/16 Meeting, 7/15/16 Email, 8/2/16	Comment card received April 6, 2016. Meeting with Conservancy staff on July 15, 2016. Conservancy confirmed consulting party status on August 2, 2016.
Los Angeles Railroad Heritage Foundation Wendell Mortimer, President 1500 W Alhambra Road Alhambra, CA 91801	Letter, 1/25/16	
Dorothy Peyton Gray Transportation Library & Archive Kenn Bicknell 1 Gateway Plaza, 15th Floor Los Angeles, CA 90012-2952	Letter, 1/25/16	Library staff provided prior studies and reports related to the project section's geographic area on February 4, 2016.
Highland Park Heritage Trust Antonio Castillo, President P.O. Box 50894 Los Angeles, CA 90050-0894	Letter, 1/25/16	
Los Angeles County Historic Landmarks & Records Commission Louis E. Skelton, Chairman 500 W Temple Street Los Angeles, CA 90012	Letter, 1/25/16	
Los Angeles County Department of Regional Planning 320 W Temple Street, 13th Floor Los Angeles, CA 90012	Letter, 1/25/16 Email, 8/17/16	Department of Regional Planning declined to consult on the Burbank to Los Angeles Project Section, as it does not include unincorporated county areas.
Archaeological Institute of America Orange County Society Ruth DeNault, President 1400 Quail Street, Suite 220 Newport Beach, CA 92660	Letter, 1/25/16	
California Preservation Foundation Cindy Heitzman, Executive Director 5 3rd Street, Suite 424 San Francisco, CA 94103	Letter, 1/25/16	
Historical Society of Southern California Kenneth Marcus, President P.O. Box 93487 Los Angeles, CA 91109	Letter, 1/25/16	
Pacific Coast Archaeological Society Megan Galway, President P.O. Box 10926 Costa Mesa, CA 92627	Letter, 1/25/16	
San Bernardino Railroad Historical Society Paul Prine, President 121 Alabama Street Huntington Beach, CA 92648-5203	Letter, 1/25/16	

Interested Party	Type of Contact, Date	Response
Southern Pacific Historical & Technical Society John Signor 1523 Howard Access Road, Suite A Upland, CA 91786-2582	Letter, 1/25/16	
Pacific Railroad Society 210 W Bonita Avenue San Dimas, CA 91773	Letter, 1/25/16	
California State Railroad Museum 125 I Street Sacramento, CA 95814	Letter, 1/25/16	
California State Parks Office of Historic Preservation 1725 23rd Street, Suite 100 Sacramento, CA 95816	Letter, 1/25/16	
Conference of California Historical Societies 112 Harvard Street, #15 Claremont, CA 91711	Letter, 1/25/16	
California State University, Northridge Oviatt Library Digital Collections 18111 Nordhoff Street Northridge, CA 91330	Letter, 1/25/16	
Chinese Historical Society of Southern California 411 Bernard Street Los Angeles, CA 90012	Letter, 1/25/16	
Society of Architectural Historians Southern California Chapter Sian Winship, President P.O. Box 56478 Sherman Oaks, CA 91413	Letter, 1/25/16	
National Trust for Historic Preservation The Watergate Office Building 2600 Virginia Avenue, Suite 1100 Washington, D.C. 20037	Letter, 1/25/16	
Jewish Historical Society of Southern California 6505 Wilshire Boulevard, Suite 370 Los Angeles, CA 90048	Letter, 1/25/16	
Haramokngna American Indian Cultural Center Forest Route 2N24 Azusa, CA 91702	Letter, 1/25/16	
USC Architecture and Fine Art Library Watt Hall 850 Bloom Walk, B-4 University Park Campus Los Angeles, CA 90089-0294	Letter, 1/25/16	

Interested Party	Type of Contact, Date	Response
USC Digital Library CAL 207 MC 2810 3434 S Grand Avenue Los Angeles, CA 90089-2810	Letter, 1/25/16	
The Electric Railway Historical Association of Southern California members@erha.org	Email, 1/27/16	
Southern California Association of Governments Steve Fox, Senior Regional Planner fox@scag.ca.gov	Email, 12/19/16	SCAG confirmed consulting party status on 12/19/16.

Letter recipients were requested to respond by the end of February 2016 if they wished to participate in consultation. On February 4, 2016, Matthew Barrett of the Dorothy Peyton Gray Transportation Library responded via email, providing prior studies prepared by the former Los Angeles County Transportation Commission, including corridor analysis and an EIR process for a Burbank-Glendale-Los Angeles rail project, as well as additional reports about the project section's geographic area. On March 23, 2016, Greg Grammer of the Glendale Historical Society submitted an electronic comment card asking if any architecturally or historically significant properties are threatened by the proposed project. A follow-up email was sent to Mr. Grammer on May 18, 2017; no response was received. On April 6, 2016, Laura Dominguez of the Los Angeles Conservancy submitted a written comment card seeking clarification of the methodology proposed for identifying and evaluating impacts to historic and cultural resources, including the different layers of review (i.e., NEPA, CEQA, Section 106, 4(f)). On July 15, 2016, regional staff of the Authority and cultural resource specialists for the Burbank to Los Angeles Project Section met with Laura Dominguez and Adrian Scott Fine of the Los Angeles Conservancy to provide an introduction to the proposed project and the general schedule for the cultural resources technical studies. At this meeting, the Los Angeles Conservancy requested consulting party status for the Section 106 process. It confirmed its consulting party status via email on August 2, 2016.

The project team contacted City of Glendale Planning Department in July 2016 to request a copy of the San Fernando Road Corridor Survey, which was provided by city staff. In addition, the project team contacted the City of Los Angeles Office of Historic Resources in August 2016 to request data from the city's SurveyLA citywide historic resources survey and for information on potential Traditional Cultural Properties within the project vicinity. City staff provided relevant survey reports and data to the project team, and indicated that SurveyLA and the associated public outreach (known as MyHistoricLA) did not yield any properties that might be considered Traditional Cultural Properties. On March 8, 2017, the Office of Historic Resources confirmed consulting party status via email from Janet Hansen, Deputy Manager.

On November 21, 2016, an invitation to community open houses to be held on November 29 and December 1, 5, and 6, 2016, in Southern California was emailed to all potentially interested parties. This correspondence included an invitation to have one-on-one consultation meetings between the Authority and each interested party.

The Authority and FRA continue to engage in ongoing consultation with the consulting parties and continue outreach efforts to seek the participation of other potentially interested parties for this project section. In accordance with the Section 106 PA, the public and consulting parties will have an opportunity to comment and have their concerns taken into account on findings identified in the HASR and Finding of Effect documents. Additionally, information on historic properties and the effects of the project and treatment of these properties will be available to the public at community open house events. Interested parties will be invited to comment on the treatments proposed, and those with demonstrated interest in the project will be invited to participate as consulting parties to the project section memorandum of agreement. Consulting parties will also

be invited to participate in the development of mitigation measures, if needed, and the Built Environment Treatment Plan.

6 SUMMARY OF IDENTIFICATION EFFORTS AND METHODS

6.1 Prior High-Speed Rail Reports

Previously, the Burbank to Los Angeles Project Section was studied as part of the Palmdale to Los Angeles Project Section. Several reports had been completed for the Palmdale to Los Angeles Project Section, and they were reviewed in the preparation of this HASR for the purpose of identifying historic contexts and historic-era resources in the Burbank to Los Angeles Project Section APE. The previous reports included the *Cultural Resources Technical Evaluation* (Authority 2004) and the *LAUS to SR 134 Baseline Conditions Report and Potential Impact and Mitigation Table for Cultural Resources* (Authority 2008). The Cultural Resources Technical Evaluation provided data for archaeological resources only and some general historic context for Los Angeles County, including the cities of Burbank, Glendale, and Los Angeles. The Baseline Conditions Report provided data for known historic-era resources within a 0.5-mile radius of the alignment between SR 134 and LAUS, as well as some general historic context for the City of Los Angeles.

6.2 Prior Surveys Conducted and Historic Contexts Written in the Study Area

Prior historic resource surveys and historic context statements that have been prepared for various neighborhoods and cities that intersect the APE were collected and reviewed to identify previously evaluated resources and to prepare the historic context (refer to Section 7: Historic Context and Section 8: Properties Identified—Findings). Such documents included:

- *Burbank-Glendale-Los Angeles Rail Transit Project Draft Environmental Impact Report,* prepared for the Los Angeles County Transportation Commission by Gruen Associates (1992)
- *Central City North Community Plan Area Historic Resources Survey Report,* prepared for the City of Los Angeles by Historic Resources Group (May 2016)
- *Citywide Historic Context Report,* prepared for the City of Burbank by Galvin Preservation Associates (now GPA Consulting) (2009)
- *Cornfield Arroyo Seco Specific Plan Area Historic Resources Survey,* prepared for the City of Los Angeles by LSA Associates, Inc. (June 3, 2011)
- *Link Union Station (Link US) Draft Historical Resources Evaluation Report,* prepared for the Los Angeles County Metropolitan Transportation Authority (Metro) by HDR in association with ICF International (September 2016)
- *Northeast Los Angeles River Revitalization Area Historic Resources Survey Report*, prepared for the City of Los Angeles Community Redevelopment Agency by Historic Resources Group and Galvin Preservation Associates (now GPA Consulting) (June 2012)
- *San Fernando Road Corridor Redevelopment Project Area Historic Resources Survey,* prepared for the City of Glendale by Harland Bartholomew & Associates (1996)
- *Silver Lake-Echo Park-Elysian Valley Community Plan Area Historic Resources Survey Report,* prepared for the City of Los Angeles by GPA Consulting (May 2014)
- *South Glendale Historic Context,* prepared for the City of Glendale by Historic Resources Group (September 2014)
- *Spanish Colonial and Mexican Era Settlement Historic Context Statement,* prepared for the City of Los Angeles by Daniel Prosser (February 2016)
- *SurveyLA Chinese American Historic Context Statement*, prepared for the City of Los Angeles Office of Historic Resources by Chattel, Inc. (September 2013)
- *SurveyLA Industrial Development Historic Context Statement,* prepared for the City of Los Angeles by LSA Associates, Inc. (2011)

6.3 Records Search Results

Records searches in the California Historical Resources Information System (CHRIS) were conducted at the South Central Coastal Information Center to obtain previously recorded resources and reports within the project vicinity. The records search for the area between Alameda Avenue in Burbank to LAUS was conducted by South Central Coastal Information Center staff in December 2015. Due to the linear nature of the proposed project, the density of the surrounding area, and the proposed footprint along an existing rail corridor that is confined by the river on one side, the records search for the area between Alameda Avenue and LAUS was limited to a 0.125-mile radius from the centerline of the alignment.[15] The records search for the area north of Alameda Avenue to the Burbank Airport Station was conducted by ICF International staff in January, February, and May 2016 as part of a larger records search for the Palmdale to Burbank Project Section. The records search for this area was limited to a 0.5-mile radius from the centerline of the alignment due to the lower density and more rural nature of much of the Palmdale to Burbank Project Section and the fact that the alignments considered were not always limited to an existing rail corridor.[16] In total, these record searches yielded a combined 87 previously recorded resources and 171 reports (including both archaeological and architectural resources). Summarized in Table 6-1 and Table 6-2 are 26 previously recorded architectural resources and 27 architectural history reports, respectively, that are relevant to the historic context presented in this HASR.

Table 6-1 Relevant Previously Recorded Architectural Resources in Vicinity of Burbank Los Angeles Project Area of Potential Effect

Primary Number	Resource Name	Location	Type
P-19-150324	Glendale Southern Pacific Railroad Depot	Gardena Avenue at 400 W Cerritos Avenue Glendale, CA 91204	Building
P-19-170973	Los Angeles Terminal Annex Post Office	900 N Alameda Street Los Angeles, CA 90012 (APN 5409-015-902)	Building
P-19-171159	Los Angeles Union Station	800 N Alameda Street Los Angeles, CA 90012 (APN 5409-023-017)	Building
P-19-176368	LADWP	1630 N Main Street Los Angeles, CA 90012	District
P-19-179645	Arroyo Seco Parkway	SR-110 Pasadena Freeway, Pasadena, CA Arroyo Seco Parkway, Pasadena, CA	Structure, District
P-19-186110	Union Pacific RR, Hobart Tower	Los Angeles County and Orange County, CA	Structure
P-19-186112	Union Pacific RR, Southern Pacific RR Los Angeles Division	Los Angeles County, Riverside County, and San Bernardino County, CA	Structure

[15] The 2015 records search was conducted for a 0.125-mile radius from the centerline of the alignment as it existed when the search was completed in December 2015. The project footprint has since been refined and now includes the surface alignment only between Alameda Avenue and LAUS. As a result, the records results included some resources and reports that are farther than 0.125 mile from the current footprint.

[16] The 2016 records searches were conducted for a 0.5-mile radius from the centerline of the alignment as it existed when the searches were completed in January, February, and May 2016. The project footprint has since been refined and now includes the below-grade alignment only between Burbank Airport Station and Alameda Avenue. As a result, the records results included some resources and reports that are farther than 0.5 mile from the current footprint.

Primary Number	Resource Name	Location	Type
P-19-186638	Beauty College, T-Mobile West LLC SV00019A/VY019 Aeroscopic	5245 W San Fernando Road Los Angeles, CA 90039 (APN 5593-010-016)	Building
P-19-186688	UPRR Wye & Spur	7 W Magnolia Boulevard Burbank, CA 91502	Building
P-19-186689	UPRR Concrete Drainage Channel	7 W Magnolia Boulevard Burbank, CA 91502	Building
P-19-186859	Arroyo Seco Flood Control Channel		Structure
P-19-188007	Old San Fernando Road	San Fernando Road Glendale and Los Angeles	Building, Structure
P-19-188229	Buena Vista Viaduct	N Broadway over Los Angeles River Los Angeles, CA 90012/90031	Building
P-19-188246	Mission Tower, AT&SF Tower	1436 Alhambra Avenue Los Angeles, CA 90012 (APN 5409-012-908)	Building
P-19-188507	Sword Play	60 E Magnolia Boulevard Burbank, CA 91502 (APN 2453-004-004)	Building
P-19-190312	San Fernando Road Bridge over Verdugo Wash	San Fernando Road and Grange Street Glendale, CA 91202	Structure
P-19-190319	SCVSD-3, segment of former Southern Pacific Railroad	Allen Avenue Burbank, CA 91201	Structure
P-19-190897	Los Angeles River Channel; Glendale Narrow Section	Los Angeles, CA 90039	Structure
P-19-187105	United Airport District; Burbank-Glendale-Pasadena Airport	2627 Hollywood Way Burbank, CA 91505	District
P-19-187327	Burbank-Glendale-Pasadena Airport Hangar 3	2627 Hollywood Way Burbank, CA 91505	Building
P-19-187328	Burbank-Glendale-Pasadena Airport Hangar 4-5	2627 Hollywood Way Burbank, CA 91505	Building
P-19-187329	Burbank-Glendale-Pasadena Airport Hangar 6-7	2627 Hollywood Way Burbank, CA 91505	Building
P-19-187330	Burbank-Glendale-Pasadena Airport Hangar 22	2627 Hollywood Way Burbank, CA 91505	Building
P-19-190053	Commercial Building	3024 N Hollywood Way Burbank, CA 91505	Building
P-19-186688	UPRR Wye & Spur	7 W Magnolia Boulevard Burbank, CA 91502	Structure
P-19-186689	UPRR Concrete Drainage Channel	7 W Magnolia Boulevard Burbank, CA 91502	Structure

APN = Assessor's Parcel Number
AT&SF = Atchison, Topeka and Santa Fe Railway
UPRR = Union Pacific Railroad

Table 6-2 Relevant Previously Prepared Architectural History Reports in Vicinity of Burbank to Los Angeles Project Area of Potential Effect

Report Number	Report Title	Type	Year
LA-04044	*Environmental Impact Report: Seismic Retrofit of Olympic Boulevard and North Broadway Bridges Over the Angeles River*	Management/Planning	1995
LA-04218	*Seismic Retrofit of North Broadway Bridge Over the Los Angeles River*	Architectural/Historical	Date Unknown
LA-04389	*Metro Pasadena Project Preliminary Engineering Structural Feasibility for the Los Angeles River Crossing*	Architectural/Historical	1992
LA-06006	*Cultural Resources Technical Report City of Glendale Water & Power Grayson Unit 9 Project*	Archaeological, Field Study	2003
LA-06087	*The Metropolitan Water District of Southern California Headquarters Facility Project Archival Documentation for the Southern Ramp and Service Wing at Union Station, Los Angeles*	Architectural/Historical, Evaluation, Management/ Planning	1996
LA-06362	*Finding of Effect on Historic Properties Arroyo Seco Parkway and Four Level Interchange*	Other Research	1994
LA-06722	*Historic Property Survey Report State Route 134/San Fernando Road Access and Safety Improvement Program*	Literature Search, Other Research	2000
LA-06723	*Historic Property Survey Report for 15/Western Avenue Access Improvement Program City of Glendale Los Angeles County, CA*	Other Research	2000
LA-07259	*Cultural Resource Records Search and Site Visit for Sprint Facility Candidate La70xc132d (Aeroscopic) 5245 West San Fernando Road, Los Angeles, Los Angeles County, California*	Archaeological, Field Study, Literature Search	2005
LA-07425	*City of Los Angeles Monumental Bridges 1900-1950: Historic Context and Evaluation Guidelines*	Architectural/Historical, Evaluation	2004
LA-07427	*Caltrans Historic Bridge Inventory Update: Metal Truss, Movable, and Steel Arch Bridges*	Architectural/Historical, Evaluation	2004
LA-08054	*Results of a Phase I Cultural Resource Investigation for the Proposed Los Angeles Department of Water and Power Taylor Yard Park Water Recycling Project, Located in the Glendale and Glassell Park Areas of Los Angeles County, California*	Other Research	2006
LA-08252	*Request for Determination of Eligibility for Inclusion in the National Register of Historic Places/Historic Bridges in California: Concrete Arch, Suspension, Steel Girder and Steel Arch*	Architectural/Historical, Evaluation, Other Research	1986
LA-08255	*Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II*	Archaeological, Field Study, Monitoring, Other Research	2006
LA-09489	*Arroyo Seco Parkway Historic District*	Architectural/Historical, Evaluation	2003
LA-10385	*Direct APE Historic Architectural Assessment for T-Mobile USA Candidate SV00120A, 60 Magnolia Blvd, Burbank, Los Angeles County, California*	Architectural/Historical, Evaluation, Other Research	2009

Report Number	Report Title	Type	Year
LA-10642	*Preliminary Historical/Archaeological Resources Study, Antelope Valley Line Positive Train Control (PTC) Project Southern California Regional Rail Authority, Lancaster to Glendale, Los Angeles County, California*	Archaeological, Field Study	2010
LA-10768	*Identification and Evaluation of Historic Properties - Grade Crossing Safety Improvement Program, San Fernando Road/Broadway/Brazil Street, Cities of Glendale and Los Angeles, Los Angeles County, California*	Archaeological, Architectural/Historical, Evaluation, Field Study	2010
LA-10863	*Finding of Effect for the North Main Street Bridge Seismic Retrofit Project*	Other Research	2004
LA-11231	*Historic American Engineering Record Arroyo Seco Flood Control Channel, Los Angeles County, California*	Architectural/Historical, Evaluation	2009
LA-11242	*Los Angeles Union Station, TEA-21 Improvements Section 106 Review, FTA Project Number CA-03-0504-01*	Management/Planning	2001
LA-12120	*Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00019A (VY019 Aeroscopic) 5245 West San Fernando Road, Los Angeles, Los Angeles County, California*	Archaeological, Architectural/Historical, Evaluation, Field Study	2012
LA-12122	*Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00120A (Swordplay LA1200) 60 1/3 East Magnolia Boulevard, Burbank, Los Angeles County, California*	Archaeological, Field Study	2012
LA-12421	*Terminal Annex, Los Angeles, California*	Architectural/Historical, Evaluation	2000
LA-12526	*Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project, Phase I Cultural Resources Assessment*	Archaeological, Field Study	2013
LA-08104	*Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California*	Architectural/Historical, Evaluation, Field Study	2002
LA-11885	*Cultural Resources Study of the Burbank DAS Hub Project, MetroPCS California LLC Site No. LAD093A, 3024 N Hollywood Way, Burbank, Los Angeles County, California 91505*	Architectural/Historical, Field Study	2012

6.4 Field Survey

Field surveys were conducted according to the procedures outlined in the HSR Section 106 PA, Attachment C*, HST Program Documentation and Format Guidelines*, which states on page C-2:

> Perform an intensive survey to identify, record, and evaluate architectural properties adjacent to the proposed alignment, stations and support facilities built within the time period identified in the plan to document and inventory all historic buildings, structures, objects, districts, and cultural landscapes in sufficient detail to permit evaluation for the NRHP (per Section 106 of the NHPA) and the California Register of Historic Resources (CRHR) (per California Public Resources Code Section 5024.1 and 21084.1). Use field maps at 1" = 250' scale that have delineated parcel boundaries, APE boundaries, Assessor Parcel Numbers (APNs), street names, prominent natural and man-made features, and previously recorded sites. Based on the number of historic properties within the APE, a field database may be required. Documentation and evaluation efforts will follow the guidelines of National Register Bulletin No. 15 and the California Office

> of Historic Preservation (OHP) Instructions for Recording Historic Properties (DPR 523 series forms). Private spaces (i.e., building interiors), suburban backyards, and restricted areas will not be surveyed. Surveys will occur from public vantage points, and if access is infeasible, then the property will be evaluated solely on available information or right-of-entry will be coordinated by the Authority.

Surveys took place during June, July, August, November, and December 2016, February 2017, January 2018, and January 2019. All built environment resources (including 17 previously recorded resources) within the APE were visually observed in the field, and any property with a built year of 1966[17] or prior (i.e., 50 years or older) per the Los Angeles County Assessor (or, in the absence of Assessor data, that appeared to be 50 years or older) was photographed in the field from the public right-of-way. Survey photographs and field notes were then reviewed by a QI to determine if properties were exempt from further evaluation per Attachment D of the HSR Section 106 PA. A total of 408 properties were not exempt and were then further researched using Sanborn maps, historic aerials, and building permit records. A QI then reviewed each property for potential historic significance. A total of 47 properties had demonstrable potential for historic significance and were fully evaluated for eligibility for listing on the NRHP and CRHR on DPR 523 forms. Preparation of the DPR 523 forms also involved conducting additional property-specific research, including historical periodicals and city directories. Previously recorded resources that did not have SHPO concurrence on the prior determination of eligibility were documented on DPR 523L Update Forms (or DPR 523A and 523B Forms if such documentation was not previously prepared). If the project team did not agree with the previous determination of eligibility, a change of status code was recommended. When previously recorded resources did have SHPO concurrence, the status code was not changed and an update form was only prepared if necessary to clarify the resource boundaries and character-defining features, changes to the resource, or in the case of large linear resources, to indicate what portion is within the APE. All remaining non-exempt properties (344 in total) were recorded using the streamlined documentation format prescribed by the HSR PA.

6.5 Streamlining Methods

Streamlined documentation is provided in Appendix F for substantially altered properties constructed more than 50 years ago and minimally altered properties with no demonstrable potential for historic significance. Information provided for each streamlined property follows the procedures outlined in the HSR Section 106 PA, Attachment C: HST Program Documentation and Format Guidelines, which states on page C-7:

> Streamlined documentation format for substantially altered properties constructed more than 50 years ago will be provided as follows:
>
> a. Address
>
> b. Year constructed
>
> c. List of substantial alterations and/or lost aspects of integrity
>
> d. Photograph (may be less than three inches by five inches, but legible)
>
> e. Date surveyed
>
> f. Optional information. The following documentation may be provided, but is optional at the discretion of the QI:
>
> i. Construction or historical information to understand the historic context (e.g., original use, original owner, architect, engineer, builder, and/or historic resident/tenant/user.)

[17] For areas surveyed in February 2017, January 2018, or January 2019, all properties built prior to 1967, 1968, or 1969, respectively, were photographed.

ii. Historic contexts considered, if any, or state “no important historic context”

In addition to the HSR Section 106 PA, the *Cultural Resources Technical Guidance Memorandum #7 Integrity Considerations for Streamlining Built-Environment Resources per PA,* Attachment C, was consulted for the preparation of the streamlined documentation. As discussed in more detail in Section 7: Historic Context, certain property types are ubiquitous within the APE and the greater project vicinity. These include industrial factories, small-scale commercial buildings, tracts of single-family residences, and some government infrastructure. Due to the widespread nature of these property types, they are unlikely to be individually significant within their respective historic contexts. These property types were only individually evaluated and recorded on DPR form sets when the survey team identified a potential for exceptional importance within a relevant development trend, for a significant historical association, or as an excellent example of an architectural style or property type. The historic context was also adequately in-depth for the QIs to identify properties associated with significant historic events or people. If a property did not demonstrate any of the above, or if it was significantly altered such that it did not reflect its historic identity, the streamlined documentation format was used.

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7 HISTORIC CONTEXT

7.1 Overview

The Burbank to Los Angeles Project Section traverses three Los Angeles County municipalities (from north to south): the cities of Burbank, Glendale, and Los Angeles. The APE is urban in nature and is characterized primarily by industrial development along its entire length, with some areas of commercial and residential development interspersed. The Los Angeles River and San Fernando Road are two prominent linear features that roughly parallel the proposed alignment right-of-way in the project vicinity. The proposed alignment is generally east of the river in the northern portion of the APE, until it crosses the river just south of Figueroa Street, between I-5 and SR 110. After that point, the proposed alignment runs west of the river. Figueroa Street also marks the general location at which San Fernando Road, which runs parallel to and east of the railroad, becomes Avenue 19.

7.2 Communities That Intersect the Area of Potential Effect

7.2.1 Burbank

The APE runs through central Burbank, from Hollywood Burbank Airport to the east to the city's boundary with Glendale to the west. Burbank began as a small farming town at its founding in 1887, and following incorporation in 1911, the city quickly grew into a residential and industrial community. During the 1920s, the motion picture and aircraft industries flourished, which led to the creation of residential developments. The city's industries sustained Burbank through the difficult periods of the Great Depression and World War II, and the city experienced its biggest growth during the late 1940s and 1950s (Galvin Preservation Associates, Inc. 2009).

7.2.2 Glendale

In Glendale, the APE includes portions of San Fernando Road, located at the southwestern edge of the city. The southernmost part of Glendale within the APE was originally known as Tropico. The Southern Pacific Railroad's Tropico Station (no longer extant) was established in 1883, and the nearby townships of Tropico and Glendale were established in 1887. Glendale incorporated in 1906, followed by Tropico in 1911, and by 1918, Glendale had annexed Tropico (Harland Bartholomew & Associates 1996a). Glendale thrived and became a bedroom community by the early 20th century as a result of its close proximity to Los Angeles. This was initially made possible by the highly accessible public transportation provided by the Pacific Electric Railway, but the increasingly popular automobile also contributed to the growth of Glendale. Within the San Fernando Road Corridor, development is primarily industrial in nature, with some commercial uses fronting San Fernando Road and residential uses on some intersecting side streets. Industrial development in the corridor began in earnest in the 1920s, aided by the proximity of the Southern Pacific Railroad Depot (400 W Cerritos Avenue; built 1923), the Pacific Electric Railway, San Fernando Road, and the Grand Central Air Terminal (1310 Air Way; built 1928). In the post-war years, conversion of the former airfields to the Grand Central Industrial Park boosted industrial development within the project area.

7.2.3 Los Angeles

Within the City of Los Angeles, the APE is primarily located in the Northeast Los Angeles and Central City North Community Plan Areas. The APE crosses into Northeast Los Angeles just south of SR 134, where it follows the boundary between the Los Angeles neighborhood of Atwater Village on the west and Glendale on the east. As it continues south, the APE passes through the southwest portion of Glassell Park, then follows the Los Angeles River, which forms the boundary between Elysian Valley and Elysian Park on the west and between Cypress Park and Lincoln Heights on the east. After crossing N Broadway, the APE enters the northeast portion of the Central City North Community Plan Area, into an area consisting of primarily industrial and government support uses just east of Chinatown and El Pueblo. Below is a brief description of the Los Angeles neighborhoods adjacent to the APE (in roughly north to south order).

7.2.3.1 Atwater Village

The area that became known as Atwater Village was annexed by Los Angeles in 1910, and its earliest subdivision was in 1909. Harriet Atwater Paramore's Atwater Park subdivision in 1912 gave the area its name, and further residential subdivisions followed in 1921 and 1922. The Pacific Electric Red Car line enabled Atwater Village to take advantage of the 1920s real estate boom, and much of the residential areas were subdivided by 1924. Revival-style single-family homes originally constructed for working-class families are typical for this neighborhood. The area north of Chevy Chase Drive was developed with commercial and industrial uses, especially along the Southern Pacific Railroad tracks and San Fernando Road. Lawrence Frank and Walter Van de Kamp (son of the founder of Van de Kamp's Holland Dutch Bakeries) opened a roadside restaurant in 1922 called Montgomery's Country Inn (now the Tam O'Shanter Inn, 2980 Los Feliz Boulevard) which helped establish Los Feliz Boulevard as a commercial thoroughfare. Commercial buildings were developed along Glendale Boulevard to serve the local neighborhoods, creating a local business district (Historic Resources Group et al. 2002).

7.2.3.2 Glassell Park

The Glassell Park neighborhood was named after attorney Andrew Glassell, who owned a large estate in the area in the late 1800s. His family subdivided and sold portions of his estate after his passing in 1901. The first subdivisions occurred in 1905 between Eagle Rock Boulevard (formerly Glassell Boulevard) and San Fernando Road. Eagle Rock Boulevard became a commercial and transportation corridor once the Los Angeles Railway streetcar introduced a route down the boulevard in 1906. Glassell Park was annexed to Los Angeles in 1912 and 1916 (Historic Resources Group et al. 2002). Like Cypress Park to the south, the early residential tracts in Glassell Park have gabled or hipped-roof cottages with American Colonial Revival elements, while later tracts have larger Craftsman homes as well as Spanish Colonial Revival and Mediterranean Revival-style residences.

7.2.3.3 Cypress Park

Cypress Park is primarily a residential area that developed in the early 20th century. It comprises various early residential tracts such as the Jeffries Highland View Tract and the Jeffries Avenue Tract, which were subdivided in 1905. These two tracts were among some of the first subdivisions in the area to establish small parcels for single-family homes on a traditional street grid with back alleys. Cypress Park was annexed to Los Angeles in 1912; subdivision of the area continued throughout the 1910s and 1920s. The early housing tracts contained modestly scaled residential blocks intended for middle-class families. Like Glassell Park to the north, homes constructed in the earliest subdivisions are often gabled or hipped-roof cottages with American Colonial Revival elements. Later subdivisions contain more impressively scaled Craftsman homes as well as Spanish Colonial Revival and Mediterranean Revival-style residences. Scattered neighborhood-serving commercial development in Cypress Park appeared on both Cypress Avenue and Figueroa Street as both streets hosted streetcar lines (Historic Resources Group et al. 2002).

7.2.3.4 Elysian Valley and Elysian Park

The community of Elysian Valley takes its name from the adjacent 600-acre Elysian Park that was dedicated by the City of Los Angeles as a public park in 1886. The Elysian Valley lies between the Elysian Park hills on the west and the Los Angeles River on the east. The first residential tracts were subdivided in 1913, and the area continued to be subdivided into the 1920s. It was in the 1920s that blocks of small homes began to replace the area's small truck farms, and homes continued to fill in the gridded streets into the 1950s. Parcels adjacent to the river developed with light industrial and manufacturing uses, including several wholesale bakeries. Many early residents worked at Taylor Yard (a railyard for the Southern Pacific Railroad) just across the river (Historic Resources Group et al. 2002).

7.2.3.5 Lincoln Heights

The Lincoln Heights neighborhood was among the first residential suburbs to develop on the periphery of Los Angeles' downtown in the late 19th century. It was connected to downtown via horse-drawn streetcars on Downey Avenue (later renamed N Broadway). The community had a small downtown centered on Broadway and surrounded by residential neighborhoods. Lincoln Heights became the location of industrial and rail-related uses after the construction of the Southern Pacific Railroad along the adjacent Los Angeles River in the 1870s, which changed its "small town" character. Then, with the construction of I-5 in the 1950s, the community was physically divided, and its important connections with the river and downtown were lost (LSA Associates, Inc. et al. 2011a).

7.2.3.6 Central City North

As the alignment travels south from Lincoln Heights, it enters an area known as Central City North, which is a planning area that encompasses the communities north and east of the downtown core or "central city." The portion of Central City North that is located adjacent to the Burbank to Los Angeles Project Section is generally sited east of Chinatown and El Pueblo (the city's birthplace) and is characterized by industrial and government support uses, such as Los Angeles State Historic Park (also known as The Cornfield) and the former Southern Pacific Railroad Company's River Station. Other uses within the area include the LADWP Main Street Facility, William Mead Homes public housing, the Men's Central Jail, the U.S. Post Office Terminal Annex, and LAUS.

7.3 Relevant Historical Trends in the Project Section

The following discussion of historic trends is relevant to understanding the development of the built environment within the project vicinity. Rather than present a complete history of the area, the goal of this historic context is to focus on those historical facts that are most important to understand the built resources that were surveyed within the APE.

7.3.1 Native Americans in Los Angeles County

The earliest inhabitants of the project vicinity were a group of native people referred to as the Tongva. Their territory comprised much of present-day Los Angeles and Orange counties, portions of which have been occupied by the Tongva for over 7,000 years. The Spanish would later call the Tongva "Gabrielinos," in reference to Mission San Gabriel, which was founded in 1771 (Historic Resources Group et al. 2002).

There are no extant built resources related to the Tongva within the project vicinity. For a more complete history relating to Native Americans and archaeological resources, please refer to the Archaeological Survey Report.

7.3.2 The Spanish and Mexican Periods: 1781–1849

The first Europeans in the region were led by Spanish explorer Gaspar de Portolà, who was sent from Mexico in 1769 to establish settlements in the Spanish territory known as Alta California. When they arrived to the Los Angeles area, they discovered a lush area surrounding the confluence of the Los Angeles River and Arroyo Seco and determined that it had "all the requisites for a large settlement" (Historic Resources Group et al. 2002).

The Pueblo de Los Angeles was founded within the project vicinity near this junction of the two rivers in 1781. As the town developed, San Fernando Road (part of El Camino Real, or "The King's Highway") emerged as a crucial transportation route between El Pueblo and the missions, presidios, and ranchos to the north and east (Historic Resources Group et al. 2002). The Zanja Madre, or "Mother Ditch," was also established to serve the growing settlement. The Zanja Madre was an open-air earthen canal that diverted water to the Pueblo from a dammed portion of the nearby Los Angeles River, providing irrigation that was crucial for the Pueblo's growth and success (Taniguchi 2008).

In the late 1700s, the Spanish government began creating large land grants called ranchos. The Spanish crown would retain the title to the rancho while allowing—or granting—settlement and cattle grazing rights on the land. Three major ranchos were established within the project vicinity: Rancho San Rafael, Rancho Los Feliz, and Rancho Providencia (Figure 7-1). Rancho San Rafael was granted to Corporal José Maria Verdugo in 1798. The approximately 36,000-acre rancho made up portions of present-day Glendale, Eagle Rock, and Highland Park (Galvin Preservation Associates, Inc. 2009). Rancho Los Feliz, which comprised areas of present-day Los Feliz and Griffith Park, was granted to Corporal Jose Vicente Feliz in 1795 (Historic Resources Group et al. 2002). Rancho Providencia, the smallest of the three ranchos, was located in what are portions of present-day Burbank and Griffith Park; however, this area was not immediately granted to anyone until after Mexico declared its independence from Spain. It was then granted to Comandante Jose Castro, Luis Arenas, and Vincente de la Ossa in the 1820s (Galvin Preservation Associates, Inc. 2009; Shonauer et al. 2014). Most of the ranchos were used for raising livestock, namely sheep and cattle, which helped to establish the local agricultural economy (Historic Resources Group et al. 2002).

In the early 1800s, Spain began to lose its foothold in Mexico and Alta California due to political unrest, a lack of economic independence, and physical isolation. These factors, coupled with Napoleon's invasion of Spain, hindered Spain's ability to manage its far-flung colonies, thereby allowing Mexico to gain and declare its independence in 1821. The period of Mexican rule that followed was somewhat tumultuous as the Spanish missions were secularized and a clear and organized form of government failed to take hold. Between 1822 and 1848, there were 12 different governors and 15 different administrators (Prosser 2016). By the early 1840s, the number of Anglo-American settlers in the area had increased considerably, creating pressure for the annexation of Alta California to the U.S. (Prosser 2016).

The instability of this time period culminated in the Mexican War, which broke out in 1846. Annexing California, a strategic asset, became one of President James Polk's primary goals during the war. Los Angeles came under American occupation during the 1847 Battle of La Mesa, which would be the last battle of the war. A series of treaties, ending with the signing of the Treaty of Guadalupe Hidalgo in 1848, officially brought the war to a close. The 1848 treaty formally ended Mexican rule of the territory and transferred authority to the U.S. For a year, California was a U.S. military-governed territory. In November 1849, voters chose to make California a state, and it was admitted to the Union in 1850 (Prosser 2016).

There are no extant built resources related to the period of Spanish and Mexican rule within the APE. However, there are a few resources from this era within the general project vicinity. East of the APE, across from LAUS, lies the Los Angeles Plaza Historic District, which is near the site of the original pueblo. The district includes a few structures dating to the Spanish and Mexican period, including the Avila Adobe (10 Olvera Street, Los Angeles; built 1818) and the Plaza Catholic Church (535 N Main Street, Los Angeles; built 1822).

Source: Los Angeles Public Library (1937)

Figure 7-1 Title Insurance and Trust Company, the Old Spanish and Mexican Ranchos of Los Angeles County, 1937. The Pueblo de Los Angeles and Ranchos Providencia, San Rafael, and Los Feliz are outlined in red.

7.3.3 Passenger and Freight Railroad Development: 1876–1939

The 1848 Treaty of Guadalupe included provisions for honoring the rights of *Californios* (a person of Spanish descent born in California) to their land grants; however, the treaty stipulated that the land grants had to be confirmed with proof of ownership. This was a lengthy and expensive process that took an average of 17 years to be resolved. In addition to the burden of confirming ownership, a severe drought in the 1860s devastated the cattle ranches, often forcing the subdivision and sale of rancho land in order to pay off accumulating debts (Historic Resources Group et al. 2002). Much of the land was purchased or acquired by wealthy Anglo-American settlers and businessmen. Some used their land for agriculture, often planting orchards and vineyards, while others began speculating with real estate developments (Historic Resources Group 2014).

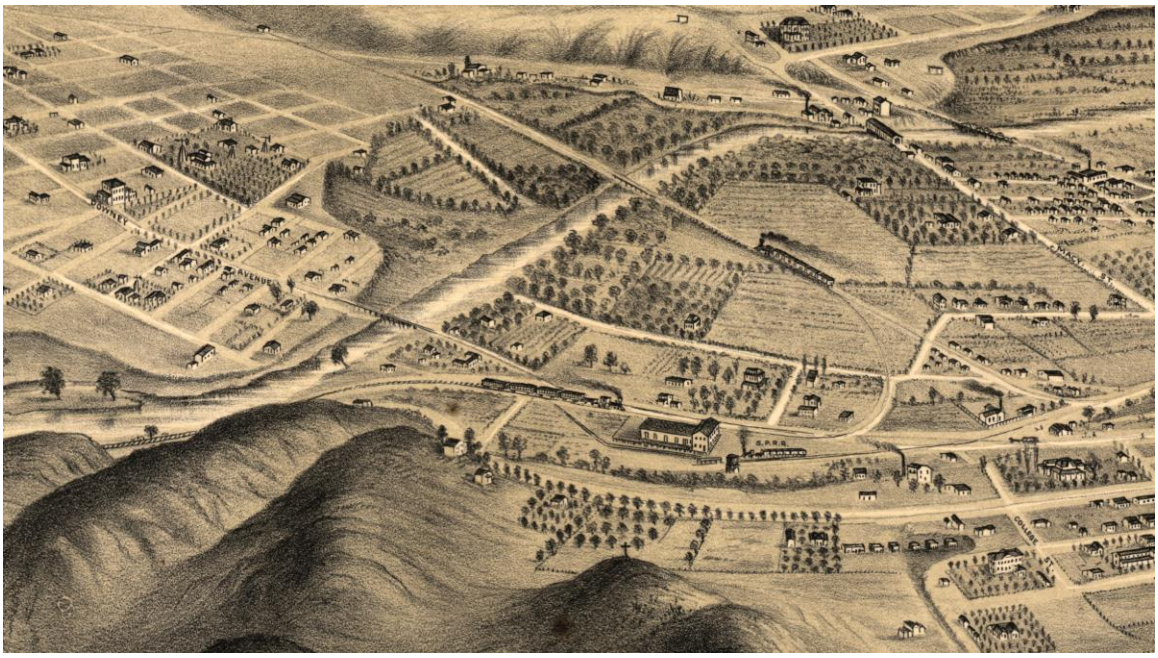
Around the time of the Civil War, stagecoach lines such as the Butterfield Overland Mail Line and the Wells-Fargo Express Company began providing the first—and only—mail and passenger services between California and more established areas to the east. These routes helped reduce California's relative isolation and reinforced the use of San Fernando Road as a main thoroughfare; however, settlers would not arrive in greater numbers until the completion of various railroad routes into Los Angeles (Historic Resources Group et al. 2002).

The first railroad to be constructed in Los Angeles was the Southern Pacific Railroad (SPRR). As a subsidiary of the Central Pacific Railroad, SPRR constructed its primary line between San Francisco and Los Angeles through the Glendale Narrows. The new railroad tracks ran along the course of the Los Angeles River and through land owned by Dr. David Burbank (Galvin Preservation Associates, Inc. 2009). When the line was completed in the 1870s, Los Angeles had its first transcontinental shipping capability (Herbert 2002). Waves of new settlers began arriving in Southern California (Historic Resources Group et al. 2002). SPRR laid its tracks down San Fernando Road and then crossed the Los Angeles River just north of its confluence with the Arroyo Seco near present-day Elysian Park. The tracks then curved west at the base of Elysian Hill to an area between present-day Broadway Street and N Spring Street. This is where SPRR had its first depot and freight station, known as "River Station" (no longer extant) (Figure 7-2 and Figure 7-3), which later was known as "the Cornfields." It developed into a thriving commercial and industrial center, and much of the early growth in Los Angeles was made possible by the economic stimulus of the River Station industrial yard (LSA Associates, Inc. et al. 2011a). The tracks leaving the station curved to the southeast and crossed the Los Angeles River north of Mission Road, across a second truss bridge known today as Mission Junction Bridge, before heading east.

SPRR extended its tracks south down Alameda Street, toward San Pedro. The original passenger depot for the San Pedro line was located at the present-day intersection of Alameda and Commercial Streets (built 1874; no longer extant.)

SPRR's competitor, the Santa Fe Railroad, completed a second transcontinental line to California in 1886. The ensuing "fare war" made travel west even more affordable for passengers, resulting in greater demands for the service (Historic Resources Group et al. 2002). The Santa Fe Railroad tracks also ran along the east side of the Los Angeles River and crossed the river just south of the SPRR tracks at Dayton Avenue (present-day Riverside Drive/Figueroa Street). The two tracks ran parallel along the west side of the river until the SPRR River Station, at which point the Santa Fe Railroad tracks continued south along the western river bank to their own depot, located at Santa Fe Avenue between First and Fourth Streets.

Eventually, four major railroads were operating in Southern California during the late 19th and early 20th centuries: SPRR, UPRR, the Santa Fe Railroad, and the Los Angeles and Salt Lake Railroad. Each line converged in downtown Los Angeles and had its own passenger stations and tracks (Lee et al. 2000). With the necessary transportation and industry in place, Southern California's population exploded in the beginning of the 20th century; however, the huge increase in passengers forced rail companies to address mounting congestion issues.



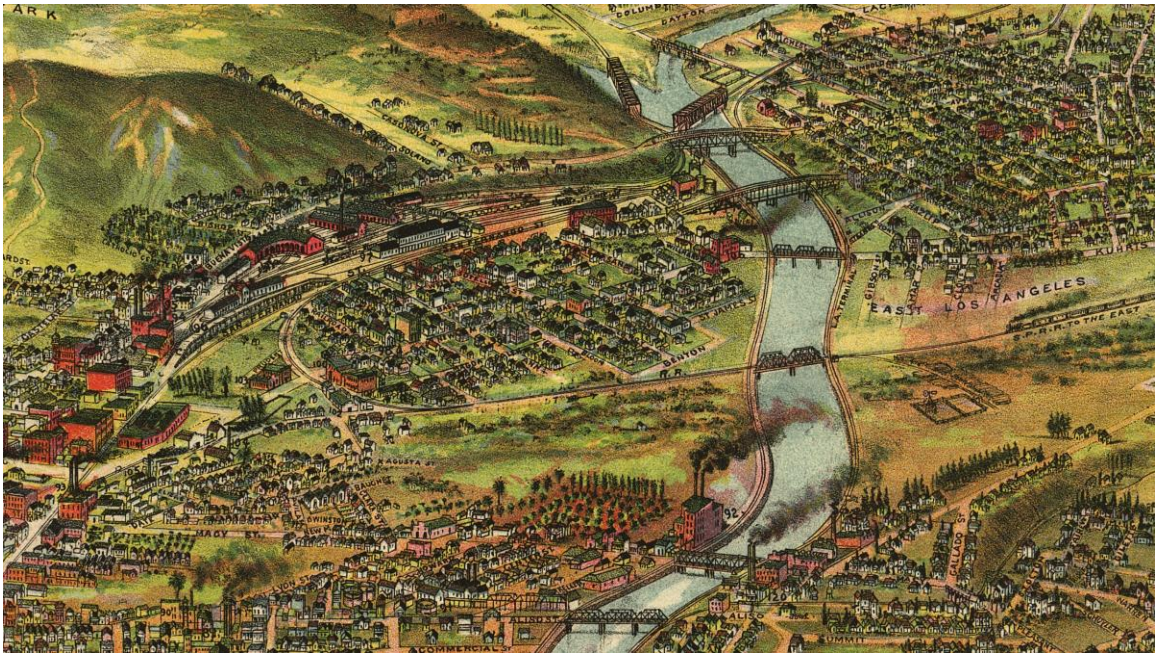
Source: Library of Congress (1877)

Figure 7-2 E.S. Glover, *Birds Eye View of Los Angeles, California*, 1877. Map shows the Southern Pacific Railroad's River Station, looking southeast.

Source: Los Angeles Public Library (n.d.)

Figure 7-3 Early view of Los Angeles' River Station, photographer and date unknown.

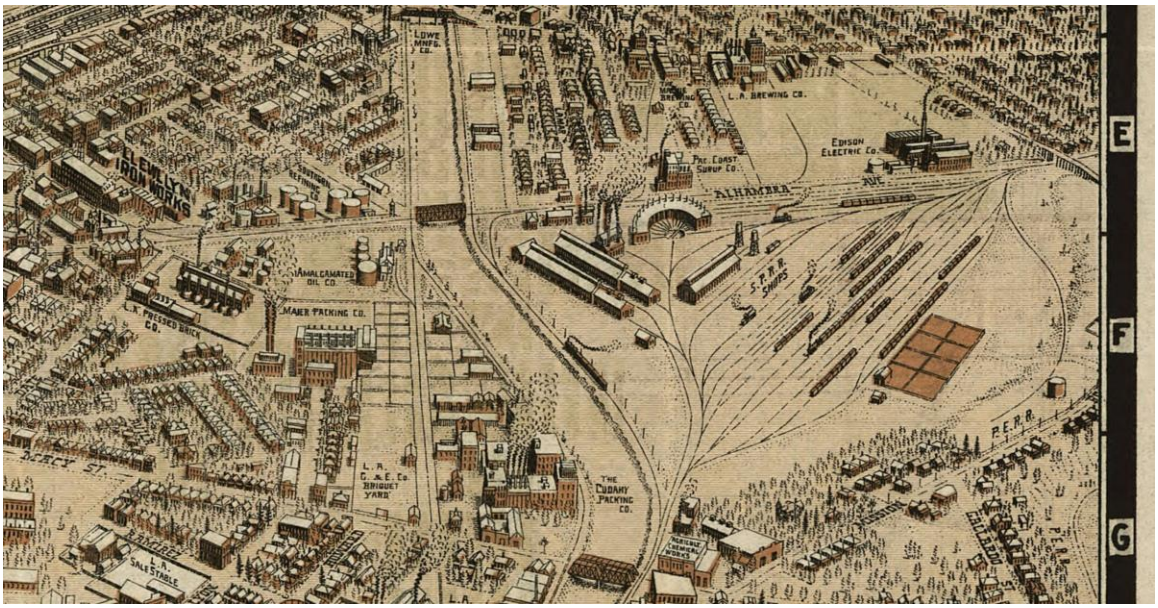
In order to handle the increase in rail and passenger traffic, SPRR began expanding its infrastructure by constructing or improving a number of rail yards and depots. In 1887, the Tropico and Burbank depot stops were added to the route (no longer extant); Tropico was later annexed to Glendale (Mullaly et al. 2002). In the late 1800s, SPRR expanded the existing River Station facility in Los Angeles. It was originally constructed in 1876, and the expansion created a freight storage yard that could hold as many as 225 freight cars (Figure 7-4).



Source: Library of Congress (1894)

Figure 7-4 B.W. Pierce, *Los Angeles, California*, 1894. The map shows the City of Los Angeles, looking north toward the Southern Pacific Railroad's River Station.

By the early 20th century, SPRR added a second yard on the east side of the river, south of where Alameda Street crossed the river. It was located north of present-day downtown Los Angeles, on the east bank of the Los Angeles River north of Mission Road and west of present-day I-5. Today, it is referred to as the Mission/Taylor Junction (Figure 7-5 and Figure 7-6). River Station was Los Angeles' primary freight handling operation until 1925, when SPRR shifted this function to Taylor Yard, a third freight storage facility to the north. Taylor Yard (no longer extant) was located along the west side of San Fernando Road, east of the Los Angeles River and near the Cypress Park neighborhood. Taylor Yard was initially referred to as the "New Classification Yard." The freight storage facility began to take shape in 1908, when SPRR installed a switch and spur line to service the Taylor Milling Corporation. The Taylor Milling Corporation was owned by J. Hartley Taylor, a farmer-turned-successful businessman who made his fortune milling and selling grain. Farmers would bring their grain to the mill to be ground and mixed into cereal, flour, and even livestock feed. During World War I, the demand for food increased Taylor's business exponentially (Historic Resources Group et al. 2002). Although the freight yard was damaged in a devastating 1914 flood, the yard was revamped in the 1920s and 1930s into a large, modern facility that operated around the clock to help alleviate freight traffic congestion with assembly tracks, a roundhouse, and control towers (Historic Resources Group et al. 2002).



Source: Library of Congress (1909)

Figure 7-5 Worthington Gates, *Los Angeles*, 1909. The map shows the Mission Junction bridge at center and the area today known as Mission/Taylor Junction.

Source: Los Angeles Public Library (ca. 1930)

Figure 7-6 Aerial view of Mission/Taylor Junction Yard. Photographer unknown, date circa 1930.

Taylor Yard was in continuous operation as a switching yard for over 50 years. At its peak in the mid-1950s, over 5,000 workers were employed at the site. In 1973, traffic through Taylor Yard began to decline following the completion of the SPRR West Colton Switchyard near San Bernardino; by 1985, Taylor Yard was only being used for storage and maintenance. A few years later, SPRR closed the facility and the 247-acre site was subdivided and sold. A portion was redeveloped for a Metrolink facility in 1992; in 1996, FedEx developed another section of the site. The State of California obtained a central portion of the site for Rio de Los Angeles State Park, which opened to the public in 2007. In 2011, the Sonia Sotomayor Learning Academies was completed (Historic Resources Group et al. 2002).

SPRR officials identified the Glendale (formerly Tropico) stop as a logical point to add a passenger station. Architect Kenneth MacDonald, Jr., and engineer Maurice Couchot were selected to design the new station. Inspired by the Churrigueresque buildings of the 1915 Panama-Pacific International Exposition in San Diego, MacDonald and Couchot created an elegant Spanish Colonial Revival design for the passenger station that reflected Glendale's past while utilizing one of the most popular architectural styles of the mid-1920s (Figure 7-7). The Glendale Railroad Depot (400 W Cerritos Avenue, Glendale) was completed in 1924 and has been in near continuous use as a transportation hub since its construction (Heumann 1996). It was listed on the NRHP in 1997 and is within the APE.

Source: California High Speed Rail (2016)

Figure 7-7 Glendale Railroad Depot

While new railroad stations helped ease passenger congestion, the tangled network of freight trains, passenger trains, automobiles, trolleys, and even horse-drawn carriages created unprecedented road traffic problems in 1920s Los Angeles (Mikesell 1986). Prior to the construction of LAUS, train tracks ran alongside the city's busiest streets, creating traffic and causing dangerous accidents (Lovret 1978). The primary cause of delays was discovered to be between trains and cars: automobile traffic was halted for nearly 15 percent of the day as trains crossed. Private interests, such as the North, Northeast and Northwest Improvement Association, proposed a two-step solution: consolidate all freight and passenger rail into a rail depot, and construct grade separations—bridges and viaducts—to carry automobiles over the Los Angeles River and the train tracks (Mikesell 1986).

The idea for LAUS in its present location (800 N Alameda Street, Los Angeles) was first proposed in 1922 as part of a larger Los Angeles Civic Center; however, legal complications delayed construction of the station until 1933 (Lovret 1978). Despite the efforts of Chinese community

leaders to protect the site of Old Chinatown, much of the community was demolished in 1933 in order to make way for the new rail station. The displacement of Old Chinatown reflected the prevailing anti-Chinese American sentiment of the era, as well as the consequences of discriminatory laws such as the Alien Land Law, which barred Chinese immigrants—among a number of other groups—from owning land outright, making it difficult to stake their claim to an area (Chattel, Inc. 2013).[18]

LAUS was designed by John and Donald B. Parkinson in a monumental Spanish Colonial Revival style with Streamline Moderne detailing (Figure 7-8). The stylistic choices reflected Los Angeles' status as an emerging modern city while evoking its past. The style was also a compliment to El Pueblo de Los Angeles directly across Alameda Street. Completed in 1939, during the heyday of rail travel in the U.S., LAUS was one of the last train stations to be constructed on such a grand scale (Lovret 1978). LAUS has been in continuous use since its construction and served a vital role in World War II. As many as 100 trains could pass through in a single day during wartime (Lovret 1978).

Source: Los Angeles Public Library (2005)

Figure 7-8 Gary Leonard, *Union Station, Los Angeles*, 2005

The LAUS Terminal Tower (337 E Cesar E. Chavez Avenue, Los Angeles) and nearby Mission Tower (1436 Alhambra Avenue, Los Angeles) helped control the trains passing through the newly completed station. Mission Tower is located at Mission Junction, near the historic intersection of the Santa Fe Railroad, UPRR, and SPRR tracks. Mission Tower was originally constructed in 1916 for the Santa Fe Railroad and replaced an earlier tower from 1894; in 1938, it was enlarged to serve LAUS. The two interlocking towers are similar in appearance and function (Myra Frank & Associates, Inc. 2002). Historically, they shared a complex set of remote controls that enabled workers to direct train traffic to any of the tracks in the LAUS yard (NPS n.d.). Both towers remain extant; however, Mission Tower closed in 1996 (Myra Frank & Associates, Inc. 2002). To ease

[18] In 1938, "New Chinatown" began to develop in the community's present-day location.

automobile traffic in the vicinity of LAUS, grade separations were constructed at Vignes Street and Macy Street (now Cesar E. Chavez Avenue) in 1938.

In 1995, the Patsaouras Transit Plaza was completed and linked with LAUS. The two serve as the primary transit hub for the region, serving Amtrak, Metrolink, and Metro's Red, Purple, and Gold lines. The station was added to the NRHP in 1980 (Metro n.d.).

While many of the early railroad properties have been lost or redeveloped, their history was important to the development of the surrounding area as an industrial hub and center of economic activity for the region (Historic Resources Group 2016).

7.3.4 Twentieth-Century Bridge Building and Development: 1900–1939

Despite population growth during the early 20th century, development in the areas surrounding Burbank, Glendale, and northeastern Los Angles remained rural for quite some time. Former rancho land continued to be used for ranching or was subdivided into smaller farms and orchards (Historic Resources Group et al. 2002). Urban development would not begin in earnest until the introduction of electric streetcar service.

In 1903, one of the earliest electric streetcar lines was established: the Glendale and Los Angeles Electric Railway. It began operating between Glendale and Los Angeles, traveling through Atwater Village along Glendale Boulevard and across the river on a wooden trestle bridge. Pacific Electric, commonly referred to as the "Red Cars," took over the Los Angeles to Glendale service in 1904. The City of Los Angeles introduced its own local system, the "Yellow Cars," in 1907, with a route between downtown Los Angeles and Eagle Rock. A Pacific Electric extension to Burbank began operating in 1911 (Galvin Preservation Associates, Inc. 2009), and by 1925, the service connected cities across Los Angeles, Orange, Riverside, and San Bernardino counties. Streetcar suburbs began to emerge along the routes, shaping the early histories and development patterns of their respective communities (Historic Resources Group et al. 2002).

As the communities continued to expand, so did the necessity for improved connections across the river. In response to the rapid population boom, railroad, industry, and transportation infrastructure had grown until there were at least 16 water crossings along the Los Angeles River, varying from earthen causeways to wood and iron trestle bridges. Between 1910 and 1933, a number of wooden river crossings were replaced with reinforced concrete bridges. During this time, the Los Angeles Bureau of Engineering and Municipal Art Commission collaborated on a series of reinforced concrete bridges that encapsulated the ideals of the City Beautiful movement. The designs tastefully incorporated the popular architectural styles of the day while simultaneously breaking new ground in the field of engineering. These bridges beautified the city while improving traffic flow and increasing safety (Lee et al. 2000).

Two of the first reinforced concrete bridges in Los Angeles were the Main Street Bridge and the Buena Vista Street Bridge (now the Broadway Bridge), completed in 1910 and 1911, respectively (both are within the APE). The bridges were executed in a Beaux Arts style that was influenced by the tenets of the City Beautiful movement. The Buena Vista Street Bridge was hailed by contemporaries as a masterpiece (Lee et al. 2000).

In the following decade, a number of reinforced concrete river crossings within the project vicinity were constructed with funds from a series of bond measures. In the 1920s, a newly formed Los Angeles Traffic Commission, consisting of civic and public organizations, started work on a series of traffic studies while the City Council proposed the bond measure to fund bridge construction on the 1923 ballot. A formal Major Traffic Street Plan was released in 1924, and between 1923 and 1926, voters approved bond measures of $5.4 million to construct 12 new bridges (Roth 2007). The Spring Street and First Street Bridges, constructed in 1928 and 1929, respectively, are two other examples of concrete arch bridges within the APE.

7.3.5 River Channelization and Flood Control: 1920–1960

While the completion of permanent river crossings helped ease traffic congestion, unpredictable flooding impeded development. In heavy winter rains, the Los Angeles River would swell and

flood, often changing course and sweeping increasingly larger debris—mud, rocks, trees, animals, and even dwellings—into its path as it raced down the San Gabriel Mountains. When enough of this debris gathered, it would flood and swamp along the river, halting travel and causing millions of dollars in damage and repair costs to properties along the riverbank (Figure 7-9). The combination of an unpredictable river and an increase in development along the river created a perfect storm of flood danger: the reduction in undeveloped land along the river resulted in less surface area for runoff water to be absorbed in a heavy storm (Lee et al. 2000). In response to a series of devastating floods in 1914, the Los Angeles County Flood Control District was formed and began developing a plan to manage flood control issues. Some of the earliest flood control efforts included sections of river channelization and the creation of reservoirs. The Arroyo Seco was determined to be one of the primary contributors to flooding in the downtown Los Angeles area; as such, the first Los Angeles County Flood Control District flood control project was the completion of the Devil's Gate Dam north of Pasadena in 1920 (EDAW, Inc. 2003). Taxpayers funded some of the flood projects through bonds issued in 1917 and 1924, but they were unwilling to fund other more substantial infrastructure (Historic Resources Group et al. 2002).

Source: Los Angeles Public Library (1938)

Figure 7-9 Herman Schultheis, *Los Angeles River flooding, collapsed Dayton Avenue railroad bridge*, 1938. View looking south near Dayton Avenue (now Figueroa Street).

In the 1930s, another series of destructive floods prompted officials to request federal assistance. After a flood in 1934, the City of Pasadena began channelizing sections of the Arroyo Seco that were less than 80 feet wide. With the help of Works Progress Administration (WPA) labor, much of the Arroyo Seco through Pasadena and Los Angeles was channelized by 1940, just before the first phase of the Arroyo Seco Parkway was dedicated. The final section was completed between 1946 and 1947. Much of the 10-mile Arroyo Seco Flood Control Channel is a relatively simple, concrete trapezoidal channel. While it was a less sophisticated design, the construction method was selected to maximize labor efficiency and minimize the materials needed1920 (EDAW, Inc. 2003). The Arroyo Seco Flood Control Channel is located northeast of the APE, parallel to SR 110.

The Verdugo Wash, a small (9.4-mile) tributary to the Los Angeles River, was channelized beginning in 1935, following the 1934 flood. The Los Angeles County Flood Control District appealed for federal aid in the undertaking, which was provided by the U.S. Army Corps of Engineers (Environmental Science Associates 2011). The Verdugo Wash channelization project was underway during the spring of 1938, when a devastating flood washed away bridges, ongoing construction, and nearby homes. The plans for the Verdugo Wash channelization were revised to increase the capacity of the channel, and the project was ongoing as late as the 1950s (Wilkins 1956). The portion of the Verdugo Wash within the APE passes beneath San Fernando Road and the railroad right-of-way, just prior to the confluence with the Los Angeles River. Like the Verdugo Wash, the nearby Burbank Western Channel is a small (6.3-mile) tributary to the Los Angeles River that was also among the many New Deal-era flood control efforts by the U.S. Army Corps of Engineers. The portion of the Burbank Western Channel within the APE runs southwest of and parallel to I-5 and the railroad right-of-way between Burbank Boulevard and Olive Avenue.

The City of Los Angeles also received assistance from the U.S. Army Corps of Engineers to channelize the Los Angeles River. The undertaking began in 1938 and would not be completed until 1960. In all, 51 miles of the Los Angeles River was channelized infrastructure (Historic Resources Group et al. 2002). Only three portions of the river remain unlined: a portion near Griffith Park and the Elysian Valley (within the APE), another within the Sepulveda Flood Control Basin in the San Fernando Valley, and a third in Long Beach where the river empties into the Pacific Ocean (Los Angeles County of Public Works n.d.). Channelization of the Los Angeles River was successful in providing effective and predictable flood control and helped protect the continued development in river-adjacent areas during and after World War II infrastructure (Historic Resources Group et al. 2002).However, the concrete structure has altered the natural ecosystem within the Los Angeles region and has been criticized as an “eyesore.” Recently, revitalization efforts have been underway to improve the appearance and ecological function of the river while maintaining flood safety (City of Los Angeles Bureau of Engineering n.d.).

The various flood control channels within the APE played a role in the growth and economic development of the area by allowing for more secure investment in river-adjacent areas. They are all generally associated with this historical pattern of events, but the Los Angeles River Channel in particular has the most direct and distinctive association. Due to the large scale of the devastation caused by prior floods of the main Los Angeles River and the extensive undertaking to complete its channelization, the Los Angeles River Channel had a commensurately greater impact on the local economy. The smaller tributaries, while still generally associated with the overall trend of flood control in support of local development, bear a more common association to this pattern of events. Therefore, they were not considered significant under Criterion A/1 and are addressed in streamlined documentation in Appendix F, Section F1.

7.3.6 Freeway Development: 1940–1966

As Southern California became increasingly reliant on automobiles as the primary mode of transportation between work centers and the growing suburbs, city planners and officials began considering an efficient new type of limited-access roadway. After several years of planning and political debate, the State Legislature authorized construction of the Arroyo Seco Parkway (SR 110) in 1935 (Figure 7-10). The parkway’s final design struck a careful balance between a scenic pleasure route and a high-speed thoroughfare in order to satisfy competing interests. Although WPA grading crews had already been put to work on the project, the route was eventually agreed upon in 1936 and construction began in earnest in 1938 (Calpo 1996).

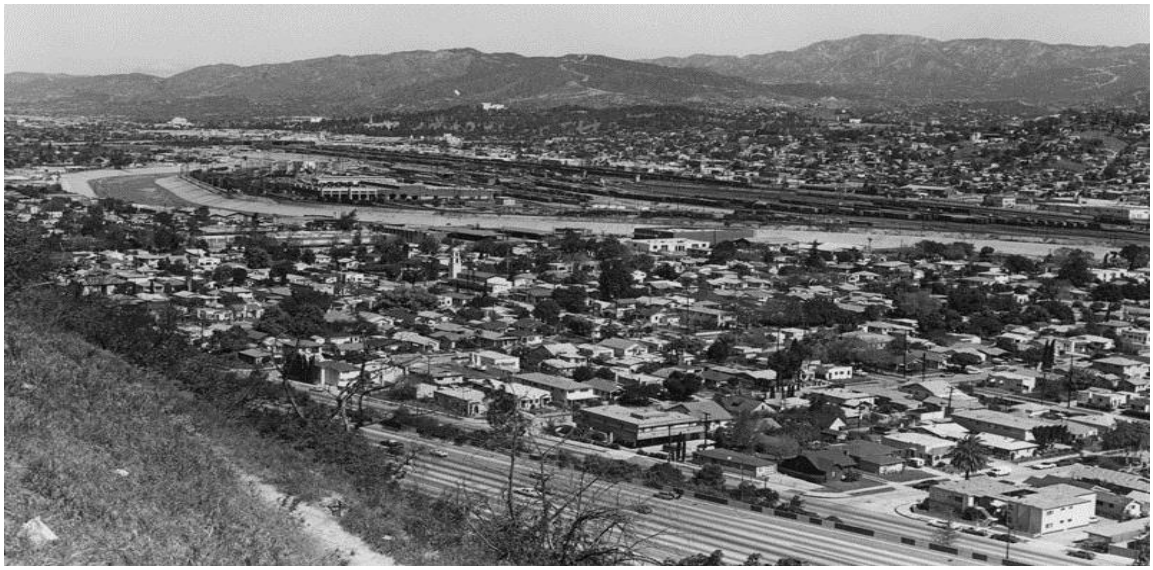
Source: Los Angeles Public Library (ca. 1949)

Figure 7-10 A view of the Arroyo Seco Parkway near Elysian Park, looking south from Bishop's Road. Photographer unknown, date circa 1949.

The parkway was constructed in three phases. The first phase, completed between 1938 and 1940, comprised a 6-mile span that began at Pasadena's E Glenarm Street, traveled through the City of South Pasadena, and ended at Avenue 22 near downtown Los Angeles (Calpo 1996). This portion was dedicated in December 1940 (Calpo 1996). The second phase of construction was completed in 1943 and extended the roadway nearly 2 miles southwest to Adobe Street from Avenue 22 in Los Angeles. The portion of the Arroyo Seco Parkway within the APE was part of this second phase of construction. The final phase of construction, completed between 1948 and 1953, included the Four Level Interchange, a structure of four stacked bridges that created a junction between the Arroyo Seco Parkway and U.S. Route (US) 101. The Four Level Interchange was the first freeway-to-freeway interchange in the U.S. and enabled the continued development of the freeway system in the Los Angeles region.

The interchange, which is located outside the APE, was determined to be individually eligible for the NRHP in 1986 (Calpo 1996). The Arroyo Seco Parkway was listed on the NRHP in 2011. It crosses the APE in Elysian Park. US-101 consists of several different freeways. The portion of US-101 within the APE is referred to as the Santa Ana Freeway and was constructed between 1944 and 1958. North of the Four Level Interchange, it is known as the Hollywood Freeway, which was constructed between 1940 and 1948 (Brodsly 1981). US-101 crosses the APE south of LAUS.

Just as Pacific Electric car service was being terminated in 1955 due to the decline in public transit users, work began on a section of I-5 (Figure 7-11). The new freeway would provide an important link between Los Angeles and Burbank for automobile traffic (Galvin Preservation Associates, Inc. 2009). Prior to the completion of I-5, the primary automobile route between downtown and the San Fernando Valley was San Fernando Road. The route was first recorded in 1871, but it was likely used by Native Americans and Spanish Explorers even earlier. Portions of the road were macadamized starting in 1896. In order to keep pace with booming populations, San Fernando Road underwent near-constant improvements through the late 19th and early 20th centuries. The road formed a portion of US-99, which linked Mexico and Canada and became the "busiest truck route in the nation" after its designation in 1926 (Environmental Science Associates 2012). Within the APE, the segment of San Fernando Road from Allen Street in Glendale to Main Street in Los Angeles was also designated as US-99 in 1926.



Source: Los Angeles Public Library (1983)

Figure 7-11 William Reagh, *Los Angeles River Valley*, 1983. The Golden State Freeway (I-5) is shown in the foreground, looking north from Elysian Park.

Despite the improvements, traffic on San Fernando Road reached a saturation point after World War II. City officials looked to a proposed new interstate freeway (I-5) for relief (Environmental Science Associates 2012). The freeway route was to run generally parallel to San Fernando Road and would serve to replace it as the primary automobile thoroughfare for the area (Galvin Preservation Associates, Inc. 2009). The section of I-5 that connected Los Angeles, Glendale, and Burbank opened to traffic in 1957. Each community had respective on-ramps and off-ramps to facilitate access and mobility through the area (Historic Resources Group 2014). I-5 was effective for relieving traffic congestion on San Fernando Road and US-99, which was decommissioned as a highway in the 1950s (Environmental Science Associates (2012). I-5 crosses the APE in Elysian Park.

SR 2, also known as the Glendale Freeway, was originally known as the Alessandro Freeway. Construction on the route began in 1956. The route traveled northeast from the Los Angeles River, running roughly parallel to Verdugo Road. When it first opened to traffic, the route ended where it met SR 134. Continuation of SR 2 north of SR 134 was not completed until the 1970s (Historic Resources Group 2014). SR 2 crosses the APE south of Atwater Village.

SR 134 was originally called the Crosstown Freeway. The existing route, which runs south of the Verdugo Wash flood control channel, was selected instead of a route that would have run parallel to Colorado Street. Had the Colorado Street route been selected, it would have required a raised roadbed to clear the sewer, water, and underground pipelines already in place. This portion of the route was opened to traffic in 1969 (Historic Resources Group 2014). SR 134 crosses the APE in west Glendale.

The construction of the freeway system in the region increased ease of access and mobility between communities. This accessibility was a benefit to many areas, such as south Glendale. Three freeways surrounded what is called “the golden triangle,” allowing this portion of Glendale to become a “regional destination” for shopping and commercial activity (Historic Resources Group 2014). However, the routes did not always bring positive change. The freeways bisected existing neighborhoods in the project vicinity, dividing communities and displacing residents. Glassell Park was separated into northern and southern portions by the construction of SR 2. Elysian Valley was particularly affected when I-5 sequestered the community between the physical barriers of the river to the west and the new freeway to the east (Historic Resources

Group et al. 2002). Lincoln Heights was also affected by the completion of I-5; the neighborhood was split in half, disrupting its historic relationship with both downtown Los Angeles and the river (LSA Associates, Inc. et al. 2011a). Thousands of households were displaced, and formerly cohesive neighborhoods were truncated by new roadways (Historic Resources Group 2016).

7.3.7 Industrial Development: 1876–1966

The establishment and expansion of industry in the greater Los Angeles area is tied to the substantial population growth after the arrival of the transcontinental railroad in 1876. However, industrial growth lagged within the region until the beginning of the 20th century, when the Chamber of Commerce (1888), the Los Angeles Merchants and Manufacturers Organization (1896), and the Los Angeles Times promoted it (LSA Associates, Inc. et al. 2011b).

New entrepreneurs, industrialists, and craftsmen were eager to establish and expand the region's burgeoning manufacturing sector beyond the agriculture and cottage industry. Civic investments in port and freight infrastructure led to an expanded pool of skilled workers, and the purchasing power of more prosperous consumers led to a boom in industrial development in the metropolitan area during the early 20th century (LSA Associates, Inc. et al. 2011b). Los Angeles soon became nationally known for its petroleum, steel, automotive, entertainment, aviation, and garment manufacturing industries (LSA Associates, Inc. et al. 2011b).

Within the project vicinity, the presence of the rail lines and San Fernando Road facilitated the development of industrial tracts in the early decades of the 20th century. Early land use districting ordinances established industrial use along the rail and river corridor; rapid industrial development followed in the 1920s (LSA Associates, Inc. et al. 2011a). Neighborhoods such as Lincoln Heights, which had previously been characterized as mixed-use and residential, were pushed away from freight transportation routes and displaced by industrial uses (LSA Associates, Inc. et al. 2011a). In general, efforts were made to eliminate residential development in the downtown Los Angeles area; the City re-zoned the area in 1922 to accommodate the construction of more offices, retail uses, and manufacturing facilities (Historic Resources Group 2016).

As a result, industrial development in the project vicinity flourished during the 1920s. This development is concentrated along the rail lines east of Chinatown, adjacent to the rail lines and river channel in Lincoln Heights and the northern half of Elysian Valley, along San Fernando Road between the rail lines and Cypress Avenue in Cypress Park and Glassell Park, between the river channel and the railroad in north Atwater Village, and along the rail lines and San Fernando Road in Glendale and Burbank. Historically, the primary industries within the project vicinity included food processing, aviation, and motion pictures.

Food processing facilities represent some of the earliest industrial development within the area, performing exceedingly well during the 1910s and 1920s and eventually becoming part of a dominant industry (Historic Resources Group 2016). They are associated with the once-prosperous agricultural sector and represent the region's oldest industrial endeavors. The food processing industry represented a shift in social history toward purchasing more pre-processed, manufactured food instead of preparing raw ingredients from home (LSA Associates, Inc. et al. 2011a). Extant examples of the food processing industry in the project vicinity include Van de Kamp's Holland Dutch Bakery (2930 Fletcher Drive, Los Angeles; built 1931), Lawry's California Center (570 W Avenue 26, Los Angeles; built 1953 and expanded 1979), and San Antonio Winery (737 Lamar Street, Los Angeles; built 1917).

In Glendale, industrial development was directly attributable to San Fernando Road and efforts by the Greater Glendale Development Association to designate land alongside it as an industrial area (Harland Bartholomew & Associates 1996a; Historic Resources Group 2014). By the 1950s, early residences that had been built along or in the vicinity of San Fernando Road had been demolished and replaced with commercial or industrial establishments (Harland Bartholomew & Associates 1996a; Historic Resources Group 2014). Industrial development also surrounded the Grand Central Air Terminal (1310 Air Way, Glendale), which opened in 1929 as the first airport to offer flights between Los Angeles and New York. Utilized by several major airlines, Grand Central

Air Terminal "quickly became the premier airport in Southern California," nurturing "the seeds of the aircraft industry" in the region (Historic Resources Group 2014). Glendale experienced another boost in industrial development in 1955, when the Grand Central Air Terminal was closed to air traffic, subdivided for development, and reopened as the Grand Central Industrial Center (Historic Resources Group 2014). It started with four industrial buildings and has since spanned the former airport's 112-acre site (Historic Resources Group 2014).

Aviation also played a key role in the industrial development of Burbank. Brothers Allan and Malcolm Loughead, founders of the Lockheed Aircraft Company, established an aviation manufacturing plant in the City of Burbank in 1928. The plant produced 50 types of planes and employed a staff of 150 (Galvin Preservation Associates, Inc. 2009). Two years later, United Airport (now the Hollywood Burbank Airport) opened as the largest commercial airport in Los Angeles County (Galvin Preservation Associates, Inc. 2009). By 1941, the Lockheed-Vega Aircraft Plant facility became Burbank's biggest employer, employing 44,839 people. Its number of staff doubled by the end of the war, so that in 1945, 80,800 people were employed producing America's first jet fighter, the Lockheed P-80 Shooting Star (Galvin Preservation Associates, Inc. 2009).

At the beginning of the 20th century, film production was concentrated on the East Coast; however, by 1910, the motion picture industry was starting to make its way to Southern California because of the open land and more clement weather for outdoor productions (Historic Resources Group 2014). The rise of the movie industry within the broader realm of entertainment encouraged general growth in manufacturing, since it required building materials for sets, cameras and film, and fashionable garments (LSA Associates, Inc. et al. 2011b). Glendale was particularly an initial hub for silent film production. A robust number of studios existed in Glendale. During the 1920s, a population influx in addition to the transition from silent to talking films likely encouraged production companies to relocate studios to locations with room for larger sound stages, such as the neighboring City of Burbank (Historic Resources Group 2014). Early motion picture and performing arts venues in Glendale have since been demolished (Historic Resources Group 2014).

The City of Burbank became a center for motion picture studios during the 1920s and has managed to sustain this industry through the present day. First National Pictures constructed its studios on the 75-acre former David Burbank Ranch in 1926. Two years later, First National was acquired by Warner Brothers (Galvin Preservation Associates, Inc. 2009). The film industry continued to flourish, even during the Great Depression, as there was high demand for motion pictures to boost public morale. By 1936, Warner Brothers had grown to include a total of 110 acres of farmland that adjoined the studio and doubled its original size with the construction of 50 buildings. Columbia Ranch studio established a 40-acre studio in 1934, and Walt Disney established a 51-acre studio in 1938 (Galvin Preservation Associates, Inc. 2009). During World War II, movie studios helped the war efforts by camouflaging the Lockheed-Vega Aircraft plant with faux streets and vegetation on chicken-wired trees covered with feathers, providing the surrounding landscape with a three-dimensional appearance to thwart Japanese attacks (Casey 2004). After the war, the National Broadcasting Corporation (NBC) moved its headquarters to Burbank in 1952 and developed television sound stages (Galvin Preservation Associates, Inc. 2009). Burbank continues to be a prominent media and entertainment-oriented city (Galvin Preservation Associates, Inc. 2009).

While specialized concentrations of particular industries existed within the project vicinity, such as those described above, a great variety of other types of industrial uses are also found in the project vicinity. There are a few examples of industrial buildings that were constructed for a particular manufacturing process or business that were used for the same purpose or business for many years. However, it is far more common for industrial buildings to have hosted many different uses within their lifetimes:

> While industries evolved over time, the area maintained its character as an industrial center, with one processing or manufacturing operations simply replacing another. Over the course of the 20th century a single manufacturing

facility might house the production of everything from dog food to pie. (Historic Resources Group 2016)

The housing boom during the post-World War II era fueled an unprecedented consumer market for material goods such as appliances, processed foods, clothing, cars, and furnishings. In response to consumer demands, the region experienced an increase in the production of manufacturing facilities (LSA Associates, Inc. et al. 2011b). Additionally, following World War II and preceding the Cold War, aerospace companies in the Los Angeles region won defense contracts to research and develop more sophisticated propulsion, navigation, and missile technology, and aircraft manufacturers produced new models of aircraft for the Department of Defense.

The peak for most industrial development in the region occurred post-World War II. Then, during the 1960s, industry slowed with the rising price of fuel and land, the innovation of containerization, and the completion of the interstate highway system. The subsequent rise of truck transport encouraged the dispersal of manufacturers beyond the city limits. Changing international trade policies led to manufacturing competition abroad and a greater reliance on foreign imports (LSA Associates, Inc. et al. 2011b). As a result, many industrial buildings that represented the earliest industrial districts were vacant by the 1970s (Historic Resources Group 2016).

These historic trends in industrial development led to the construction of a large number of industrial properties within the project vicinity. These properties are therefore relatively ubiquitous and not generally considered to have a high likelihood of being individually significant. Industrial buildings were only evaluated on DPR forms when the survey team thought they might have the potential to be exceptionally important within these trends, or significant for some other historical association or for architectural merit.

Within the APE, the two most common industrial property types observed included the “daylight factory” and the “controlled conditions factory.” In this context, the term “factory” refers to an industrial building or small group of industrial buildings organized around a manufacturing process. A factory can include a single workshop, a large plant, or a complex of related buildings.

During the early 20th century, before the widespread use of electricity, harnessing the daylight into the interior of the industrial building was a necessary component of the design of manufacturing buildings in order to increase productivity (LSA Associates, Inc. et al. 2011a). The daylight factory property type utilized a variety of methods to bring daylight into the building, such as introducing expansive industrial sash windows, locating intensive handwork next to the exterior walls of the building, and using skylights and specialized roof forms in the design (LSA Associates, Inc. et al. 2011a). This property type was generally constructed between 1910, when steel sash windows were first introduced, and 1940, when the controlled conditions factory became the preferred industrial building type.

With the development of better illumination through fluorescent lighting and closed ventilation systems, the earliest controlled conditions factories were hailed as “the pinnacle of modern design” by the mid-20th century (LSA Associates, Inc. et al. 2011b). The controlled conditions factory property type is distinguished by the minimal use of windows for light and ventilation and greater reliance on internal systems for circulation and climate control.

7.3.8 Commercial Development: 1903–1966

During the late 1800s and early 1900s, the areas that surround the project vicinity were primarily agricultural or industrial due to their proximity to the river and rail yards. The earliest commercial development was generally limited to the downtown areas of budding towns like Los Angeles, Burbank, and Glendale. These early commercial establishments were often two-story wood structures that would later be replaced with more permanent buildings (Historic Resources Group 2014). Few, if any, are still extant.

The marshy agricultural land along the river was gradually converted into residential tracts as speculative real estate developers began plotting and selling land to a growing number of settlers

from the Midwest and East Coast (Galvin Preservation Associates 2009). As cities began to incorporate, many of the neighborhoods within the project vicinity became suburbs for downtown commercial and work centers (LSA Associates, Inc. et al. 2011a). The completion of transportation routes such as the Pacific Electric streetcars succeeded in attracting more residents and creating new development as they provided crucial links between cities and communities. In turn, scattered concentrations of commercial properties developed along or near these streetcar routes in order to serve their respective neighborhoods (Historic Resources Group et al. 2002). Streets such as Eagle Rock, Los Feliz, Glendale, and Brand Boulevards began to emerge as secondary commercial corridors (Historic Resources Group et al. 2002; Historic Resources Group 2014). Streetcar-related commercial buildings were often two stories in height and constructed out of masonry (Historic Resources Group 2014). Frequently, the ground floor would be used for retail or commercial tenants, while the upper floor was used for housing or offices.

During the 1920s, there was a major population increase in Southern California. New residents arrived in Los Angeles and its environs, drawn to the area by the emerging film, oil, and aviation industries, as well as the vast quantities of affordable land. The population of some areas would more than triple in the decade between 1920 and 1930 (Historic Resources Group 2014). Commercial development increased accordingly to meet growing demands for goods and services, resulting in a high concentration of commercial buildings during that time period (Historic Resources Group 2014).

Auto-related businesses began to emerge in the 1920s as automobile ownership became the norm for an increasing number of Californians. Cities like Glendale and Burbank in particular were home to a number of early car dealerships, as residents often traveled by car to the business centers in downtown Los Angeles (Historic Resources Group 2014). Other specialized commercial property types that cropped up during this period of concentrated development include department stores, movie palaces, restaurants, and hotels (Historic Resources Group 2014).

Ethnic enclaves formed in areas such as Los Angeles' Central City North as migrants from countries such as China, Japan, Mexico, and Italy settled in areas less affected by racial covenants, deed restrictions, and other discriminatory housing practices (Architectural Resources Group 2014). In turn, localized commercial districts consisting of shops, offices, and specialized services developed to meet the needs of these unique communities. Old Chinatown, which is no longer extant, was a prime example of an economic center that developed around a specific community (Historic Resources Group 2016).[19] Old Chinatown has since been replaced with LAUS, which was constructed in the early 1930s.

The building boom and rapid growth of the 1920s was slowed by the onset of the Great Depression. New commercial construction was sparse and sporadic, and many existing businesses were forced to close during the nationwide economic slump (Historic Resources Group 2014). While building activity slowed, communities were able to stay afloat thanks in part to the relatively stable film and aviation industries, as well as the stimulus of New Deal job creation. Although commercial growth was limited, a number of municipal buildings and civic improvements were completed during this time period through programs like the WPA and the Public Works Administration (Galvin Preservation Associates 2009).

As with much of Southern California, the project vicinity underwent a period of economic recovery and exponential growth as World War II came to an end. Thousands of workers and returning GIs relocated to the Southern California region with their young families, driving up demand for housing and retail goods. Widespread post-war prosperity provided an additional boost to the economy. In response, commercial properties were developed quickly and in large quantities (Historic Resources Group 2014).

By this time, the personal automobile was firmly established as the preferred mode of transportation, allowing suburbs to expand even farther beyond centralized downtown areas.

[19] Old Chinatown was historically located on the site of the LAUS Passenger Terminal.

A large portion of new commercial development after the war was located in these suburbs. Not only were these businesses positioned to reach consumers living in new residential areas (Galvin Preservation Associates, Inc. 2009), but also much of the land adjacent to the river and railroad tracks was already built out with industrial facilities prior to World War II (Historic Resources Group 2016). Automobiles also shaped the types of businesses that were established (Figure 7-12). The rise in auto tourism created a demand for roadside, auto-related services such as drive-thru restaurants, car washes, service stations, motels, and diners along popular thoroughfares, including Route 66 and San Fernando Road (US 99) (Historic Resources Group 2014).

Source: Los Angeles Public Library (1960)

Figure 7-12 A view of Burbank's primary retail strip along San Fernando Road. Photographer unknown, date 1960.

In addition to reaching local consumers, commercial development in the post-war period also focused on drawing customers from nearby communities, which was made possible by the completion of the freeway system. The concept of a regional shopping center—or mall—emerged. Large malls such as the Glendale Fashion Center drew a wide customer base; however, the decentralization of populations shifted commercial activity away from downtown areas, causing even longtime establishments to go out of business and leaving city cores susceptible to urban blight and vacancies in the 1960s (Galvin Preservation Associates, Inc. 2009).

During the 1960s and onward, many communities underwent a period of revitalization and urban renewal to address the detrimental effects of suburbanization on downtown commercial districts. In addition to new infill construction, many older commercial and residential buildings were torn down and redeveloped as a part of these efforts (Historic Resources Group 2014).

Historic development trends within the region led to major building booms in the late 1800s, the hWW1920s, and the late 1940s after World War II. Large quantities of commercial properties were built during each of these periods; however, many of the earliest commercial buildings were demolished and replaced with new buildings during the subsequent building booms and later revitalization efforts of the 1960s. As a result, the extant commercial resources within the APE represent specimens from the 1920s, the post-World War II era, and the 1960s. They are generally ubiquitous, and those commercial buildings from the same era share many of the same architectural characteristics. These built resources also reflect the most common types of

commercial development from these time periods, such as streetcar-related commercial and auto-oriented businesses.

Due to the widespread nature of these property types, they are unlikely to be individually significant within the commercial development context. These property types were only individually evaluated and recorded on DPR form sets when the survey team identified a potential for exceptional importance within one of the above commercial development trends, for a significant historical association, or as an excellent example of an architectural style or property type.

7.3.9 Residential Development: 1903–1966

The earliest residences within the project vicinity were associated with the early ranchos and farms from the mid-19th century; they consisted of sparsely scattered ranch houses, farmhouses, barns, and other rural structures (Galvin Preservation Associates, Inc. 2009; Historic Resources Group et al. 2002). There was very little residential development on the east side of the Los Angeles River. Before the turn of the 20th century, building activity was more densely concentrated around the original pueblo, which had become the economic, political, and cultural center of early Los Angeles. Historically, the areas surrounding the pueblo were also home to a number of immigrants, who arrived and settled into enclaves that would become ethnic communities such as Old Chinatown, Little Italy, Sonoratown, and Little Tokyo (Historic Resources Group 2016). Although the areas on either side of the river would remain predominantly agricultural through the end of the 19th century, the completion of the railroad in the 1870s prompted a land boom. Early rancho land was subdivided and sold, and settlements such as Glendale and Tropico began to take shape (Historic Resources Group 2014). Very few residential resources from this time period remain. Many were demolished to make way for subsequent development, and those that are extant are generally already identified and not within the APE.

Residential development intensified in the early 1900s following the introduction of electric streetcar lines. Access to transit allowed residents to work in downtown Los Angeles or the surrounding industrial areas and live in developing suburbs such as Glendale, Burbank, Lincoln Heights, and Atwater Village. Agricultural land was quickly annexed to growing cities and developed (Historic Resources Group et al. 2002). Streetcar routes were used as a selling point in marketing materials for new subdivisions, and thousands of homes were built in large new tracts throughout the region (Historic Resources Group 2014). An overwhelming majority of these homes were Craftsman in style and were often pre-fabricated (Historic Resources Group 2014).

The Craftsman style emerged from the 19th century English Arts and Crafts movement. The Arts and Crafts movement, a reaction to increasing industrialization, promoted the importance of handcraftsmanship, simplicity of design, and a return to nature. The movement reached the U.S., and the resulting architecture is considered to have reached its apex in Pasadena, California, with the work of architects Greene and Greene. The style was introduced to the general public through magazines and style catalogs, contributing to its widespread popularity. The Craftsman style was most frequently applied to the bungalow, a 1- to 1.5-story residence. Lumberyards and catalogs for companies like Aladdin, Pacific Ready-Cut, and Sears & Roebuck Co. manufactured thousands of pre-fabricated homes in the 1910s and 1920s, contributing to the high concentration of Craftsman bungalows in streetcar suburbs throughout Southern California (Historic Resources Group 2014). Despite its popularity, the Craftsman style had generally fallen out of favor by the 1920s. Influenced in part by the film industry and large expositions such as the Panama-California Exposition in San Diego, breezy and exotic styles like Spanish Colonial Revival and Mediterranean Revival became the preferred residential styles in Southern California during this time.

Mediterranean Revival is a broad term that refers to architecture influenced by that of countries in the Mediterranean region, such as Italy, Greece, and southern France. In the late 1800s, Southern California was becoming an increasingly popular tourist destination as areas like Santa Barbara emerged as resort centers. These resorts attracted affluent, well-traveled visitors—including architects—who were familiar with the Mediterranean region and found Southern

California's climate and landscape to be quite similar. A number of these visitors decided to build winter homes in cities like Pasadena and Palos Verdes, inspired by their travels to the Mediterranean. Many opted to stay year-round, decorating their lavish new homes with trinkets and textiles from Spain, Italy, and southern France. These homes inspired local manufacturers and designers, and would go on to be published in widely read architectural photography books and magazines, particularly during the 1920s. The style was applied more modestly to working-class and middle-class homes, especially in large tracts (Figure 7-13). The style continued to be interpreted and became more eclectic as it grew in popularity. Along with the Spanish Colonial Revival style, Mediterranean Revival became one of the expected "norms" for Southern California architecture prior to World War II (Appleton 2007).

Source: California High Speed Rail (2016)

Figure 7-13 A modest Mediterranean Revival home in Glendale

In the APE, multifamily residential buildings from the early 1900s and 1920s tend to be low-density, including duplexes and occasionally fourplexes, and interspersed with single-family homes. Another multifamily property type, the bungalow court, was developed during this period, and a few examples are present within the APE. The first bungalow court was built by Pasadena architect Sylvanus Marston in 1908. Bungalow courts generally consist of a collection of small homes, or bungalows, arranged in a U- or L- formation, with a central courtyard and automobile parking on the periphery. Like single-family houses, the Craftsman and Mediterranean Revival styles were also applied to these multifamily housing types.

Residential development would slow considerably during the Great Depression, and the ensuing years of hardship prompted the federal government to pass a number of stimulus initiatives to help revive the economy. One such initiative was the National Housing Act of 1934, which established the Federal Housing Authority (FHA). The FHA set standards for construction and lending, helping to both reinvigorate residential construction after the stock market crash and make homeownership more attainable (Historic Resources Group 2014). Other boosts to home construction resulted from the growing film and aviation industries and new manufacturing plants—such as the Lockheed plant in Burbank—that attracted a number of new workers to the Southern California region. Worker's housing and modest single- and multifamily homes were constructed both by companies like Lockheed and private developers who recognized the increased need for housing as an investment opportunity (Galvin Preservation Associates, Inc. 2009).

Residential construction was halted again at the onset of World War II. Building materials were rationed due to their high demand to build appurtenances for the war. By the time these limitations were lifted, Southern California was facing a severe housing shortage after years of stifled development. After the war, thousands of veterans were returning home, marrying, and starting families that needed a place to live (Caltrans 2011).

The housing standards developed by the FHA in the 1930s would have an enormous and lasting impact on the homes constructed after World War II. The immensely popular Minimal Traditional style emerged from these standards, which included provisions for spatial arrangement, efficiency, and modern appliances (Historic Resources Group 2014). The style would be further shaped by the budding Modernism movement, contemporary construction materials, and mass production methods. Minimal Traditional houses were one story in height with low-pitched roofs, multi-light windows, and shallow entry porches. They were sparsely ornamented but often featured restrained, traditional detailing such as wood shutters (Historic Resources Group 2014).

To help relieve the housing crisis, modest single-family homes were built in hundreds of new tracts in unprecedented quantities by large-scale developers and merchant builders (Caltrans 2011). Developers were incentivized in part by the FHA's mortgage guarantee program, while programs such as the 1944 Servicemen's Readjustment Act (commonly known as the GI Bill) helped veterans purchase these homes with little to no down payment (Historic Resources Group 2014). The construction of multifamily apartment houses also proved lucrative for apartment developers, boosted by FHA mortgage insurance for rental housing projects (Historic Resources Group 2014). Encouraged by incentives, there was an "apartment boom" during the 1950s and early 1960s in areas like Glendale. Many of these apartment buildings were designed in the Minimal Traditional style (Historic Resources Group 2014).

Wartime and post-war apartments in the APE are generally low-scale, ranging from one to three stories. The bungalow court housing type evolved in the 1930s from a grouping of small detached buildings to a single-story U-shaped building with units facing a central courtyard (Historic Resources Group 2014). As land values and the need for housing units increased in the 1940s, the courtyard apartment, consisting of two- or three-story buildings arranged around a central courtyard, supplanted the bungalow court (Historic Resources Group 2014). The garden apartment housing type, also developed in response to the need to meet critical housing shortages, brought the idea of courtyard living to a larger scale. These developments were constructed on superblocks, with a high ratio of open space to buildings, and consisted of standardized buildings not more than three stories (Historic Resources Group 2014). The William Mead Homes, located within the APE, is one such example of a garden apartment complex.

Residential areas that flourished during the streetcar era—or even earlier—did not experience post-war construction on the same scale. In communities like Elysian Valley, neighborhoods were already more fully developed, and the construction of post-war homes was simply infill (Historic Resources Group et al. 2002). The dingbat or stucco box was often the typology used for such infill development. Characterized by simple rectangular forms, smooth stucco surfaces, "tuck-under" parking, flat roofs, and flush-mounted aluminum-frame windows, these two- to three-story multifamily structures could fit 2 to 16 units on what was formerly a single-family or duplex lot (Historic Resources Group 2014). In other areas, particularly surrounding San Fernando Road, earlier residential development was demolished to make way for new commercial and industrial buildings (Historic Resources Group 2014). Many of these early communities were also negatively affected by the completion of the freeway system, as the new alignments bisected neighborhoods and created physical barriers (Architectural Resources Group 2014).

Historic development trends in the region led to major residential building booms in the 1920s and the late 1940s after World War II. Large quantities of residential properties were built during each of these periods. As a result, the majority of the extant residential resources within the study area were constructed during the 1920s and the immediate post-war era. They are generally ubiquitous, and those residences from the same era share many of the same characteristics. These built resources also reflect the most common types of residential development from these time periods, including streetcar suburbs and post-war housing tracts.

Due to the widespread nature of these property types, they are unlikely to be individually significant within the residential development context. These property types were only individually evaluated and recorded on DPR form sets when the survey team identified a potential for exceptional importance within one of the above residential development trends, for a significant historical association, or as an excellent example of an architectural style or property type.

7.3.10 Government Infrastructure and Services

A number of properties surveyed within the APE are examples of government infrastructure and services, including water and power facilities, local public parks, and post offices.

The result of the boom in industrial development during the 20th century and the subsequent creation of nearby commercial and residential developments spurred the local governments of Burbank, Glendale, and Los Angeles to establish municipal infrastructure for their growing cities. Each municipality constructed new facilities for various service departments to serve and maintain their cities' water, power, sewer, streets, law enforcement etc. A few facilities associated with public works and municipal power are located in the project's APE.

Los Angeles was the first city in the U.S. to entirely abandon gas for street lighting and replace it with electricity in 1883 after the establishment of its first electric light plant in 1882. The use of underground electric distribution in Los Angeles began in 1897 but was not widespread until the mid-1950s. Municipal electric distribution for the City of Los Angeles began with the installation of its first power pole by the Bureau of Power and Light in 1916. Up to that time, three private electric utility companies had provided power within the city limits: the Los Angeles Gas and Electric Corporation, the Pacific Light and Power Company, and the Southern California Edison Company.[20]

The first attempt at constructing a closed-pipe system for the purpose of transporting uncontaminated water was completed by the Los Angeles Water Works Company, incorporated in 1857. As the first underground water delivery system in the city, it was put in place using a 40-foot water wheel that transported water from the city's main ditch to homes through wooden pipes. After it was washed out by heavy rains in 1861, an attempt was made to erect a dam, a new water wheel, and iron pipes; however, these were washed out again by severe flooding in 1868.[21]

That same year, a few businessmen incorporated the Los Angeles City Water Company. The businessmen gained rights to the city's water and control over its rates in return for constructing a reservoir, laying 12 miles of iron pipes, installing fire hydrants at major street crossings, providing free water to public buildings, and erecting an ornamental fountain in the city plaza. Following a 30-year lease and litigation between the Los Angeles City Water Company and the City of Los Angeles, the city regained control of its water system by ordinance in 1902 and established the city's water department.[22]

The Los Angeles Aqueduct was completed as a new source of water for the city in 1913, and by 1917, the Bureau of Power and Light had utilized this source to open its first major hydroelectric power plant.[23] In 1911, the water department was renamed the Bureau of Water Works and Supply. Around the same time, the Bureau of Power and Light was created within the Department of Public Service.[24] In 1939, these two entities consolidated to form the LADWP, emerging as the sole electrical service provider for the City of Los Angeles.[25] The LADWP Main Street Facility (1630 N Main Street, Los Angeles; built 1923, with subsequent additions) is an early power

[20] Water and Power Associates, *First Electricity in Los Angeles,* http://waterandpower.org/museum/First%20Electricity%20in%20Los%20Angeles.html (accessed August 24, 2016).
[21] Water and Power Associates, *Water in Early Los Angeles,* http://waterandpower.org/museum/Water_in_Early_Los_Angeles.html (accessed August 24, 2016).
[22] Ibid.
[23] Water and Power Associates, *First Electricity in Los Angeles*; Water and Power Associates, *Water in Early Los Angeles.*
[24] Water and Power Associates, *Water in Early Los Angeles;* Water and Power Associates. *DWP – Name Change Chronology.* http://waterandpower.org/museum/Name_Change_Chronology_of_DWP.html (accessed August 24, 2016).
[25] Water and Power Associates, *First Electricity in Los Angeles;* Water and Power Associates. *DWP – Name Change Chronology.*

station that played an important role in the city's development. It is within the APE and has been identified as an NRHP-eligible historic district.

The City of Glendale was incorporated in 1906, three years after the first light and power system was put into place. The newly incorporated City of Glendale acquired the privately owned Glendale Light and Power Company to provide street lighting and power to residences. Within the APE, the Glendale Municipal Power and Light Building (6135 San Fernando Road, Glendale; built 1930) is an extant resource from this early utility company. The Pacific Light and Power Company, followed by the Southern California Edison Company, serviced power to Glendale until 1937, after which the city entered into a contract to receive power from Hoover Dam to meet growing demands. The following year, the City of Glendale determined that it would not have sufficient power to service the growing demand even with the additional power from Hoover Dam. In response, the city built its own steam-electric generating plant on Fairmont Avenue within the project APE. Its first unit, operating at a capacity of 20,000 kilowatts, opened for service in 1941 (901 Fairmont Avenue, Glendale) (City of Glendale n.d.). This facility was renamed the "L.W. Grayson Stem-Electric Generating Station" in 1970, after the retired head of the Glendale Public Service Department, L.W. Grayson.

The City of Glendale first established a municipal water system in 1914 to better service its citizens and protect the water supply from contamination. Initially, the water system relied solely on water flow from Verdugo Canyon, but as Glendale developed, the city supplemented the water supply with local groundwater wells to meet additional needs. The Grandview Pumping Plant, located at 1636 N San Fernando Road (built circa 1950), is an example of such a municipal water well that is located adjacent to the project's APE (Figure 7-14). In 1941, the Colorado River Aqueduct was completed as a new source of water, and by 1946, the City of Glendale was utilizing this regional resource for water as well. It continues to service the Glendale population today, accounting for two-thirds of its water supply (City of Glendale n.d.).

The construction of many of the government facilities within the APE took place during the Great Depression, when numerous municipal buildings were being erected within the region. Many of them were constructed using federal funds. The stock market crash of 1929 and the ensuing Great Depression affected many Southern California communities in a similar way. Commercial development slowed, many businesses closed, businessmen went bankrupt, and many banks ceased operations. Most building from this period is confined to federally funded WPA projects for municipal government infrastructure or education (Historic Resources Group 2014).

Examples of WPA projects within the APE include the Verdugo Wash and Arroyo Seco Flood Control Channel, and the construction of municipal buildings. Government investments shifted to the war effort during World War II, but after the war, government infrastructure was built at a rapid pace to keep up with the population growth. Examples of post-war government facilities surveyed in the APE include the Glendale Public Works Corporation Yard (525 W Chevy Chase Drive, Glendale; built 1961) and the former Grand Central Station Post Office (840 Sonora Avenue, Glendale; built 1957).

Source: California High Speed Rail (2016)

Figure 7-14 City of Glendale Grandview Pumping Plant, 6136 San Fernando Road, Glendale

Due to the nature of their use, government buildings and facilities are not as numerous as industrial, commercial, or residential buildings. While not necessarily ubiquitous within the APE in relation to the sheer amount of private development, government infrastructure property types are commonplace in that every municipality has its examples. Therefore, government infrastructure property types were only individually evaluated and recorded on DPR form sets when the survey team identified a potential for exceptional importance within their context, for a significant historical association, or as an excellent example of an architectural style or property type.

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8 PROPERTIES IDENTIFIED—FINDINGS

Within the Burbank to Los Angeles Project Section APE, a total of 408 historic-era built environment resources were either previously identified or evaluated for significance as part of this HASR. These include resources previously listed in or determined eligible for the NRHP, resources previously determined ineligible for the NRHP, resources evaluated as eligible for the NRHP as a result of this HASR, CEQA-only resources, and resources evaluated as ineligible by either full evaluation or streamlined documentation as a result of this HASR. A total of 24 properties within the APE were identified as "historic properties" for NEPA and Section 106 and as "historical resources" for CEQA. One additional property was identified as a "historical resource" for CEQA only. An overview of these properties relative to the APE is shown on Figure 8-1. Each is indicated by its APE map reference number, which is also referenced in the tables ("Map ID") and property summaries below. The APE map (Appendix B) provides greater detail.

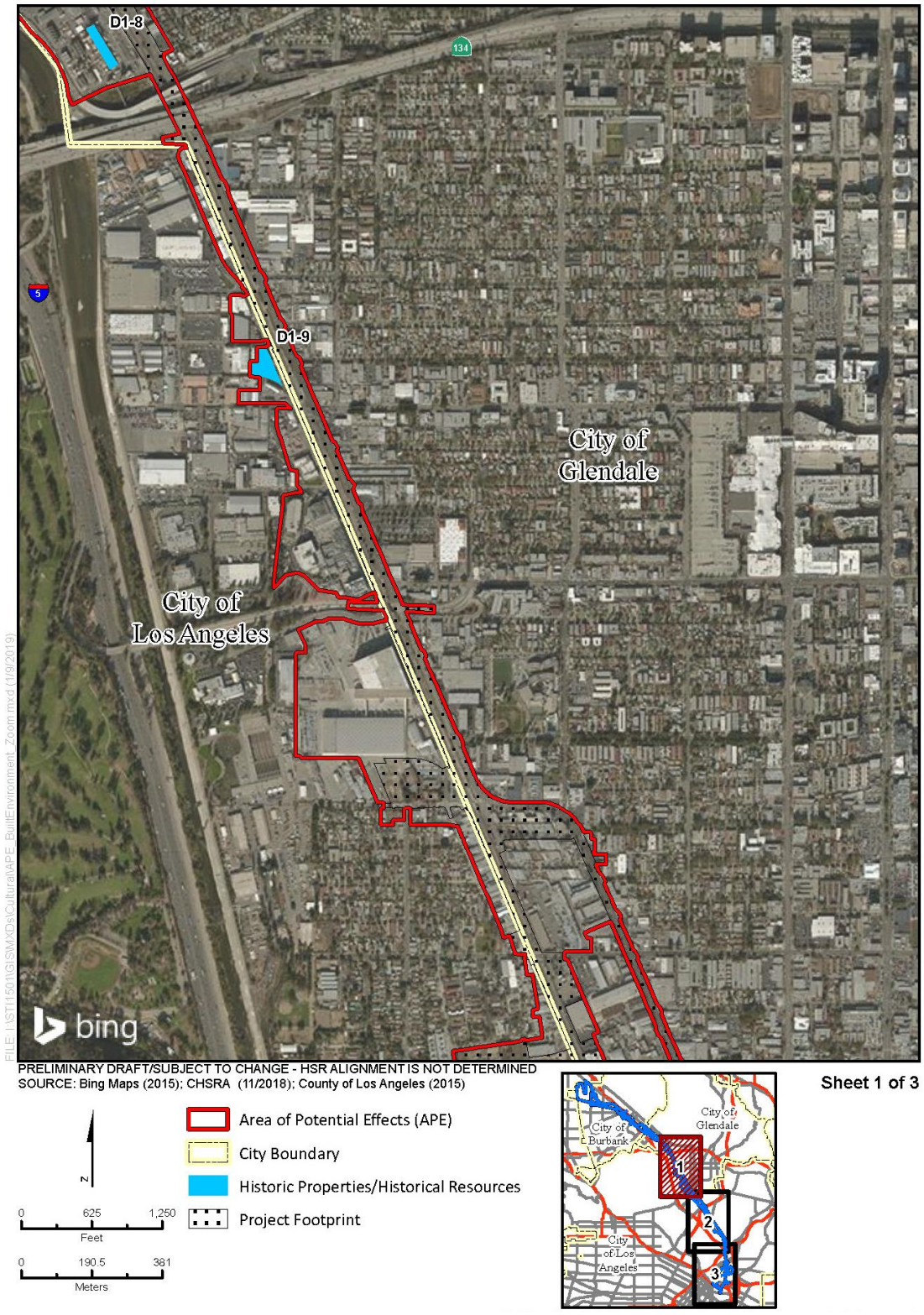

Figure 8-1 Historic Properties and Historical Resources Within the Area of Potential Effect

(Sheet 1 of 3)

Figure 8-1 Historic Properties and Historical Resources Within the Area of Potential Effect

(Sheet 2 of 3)

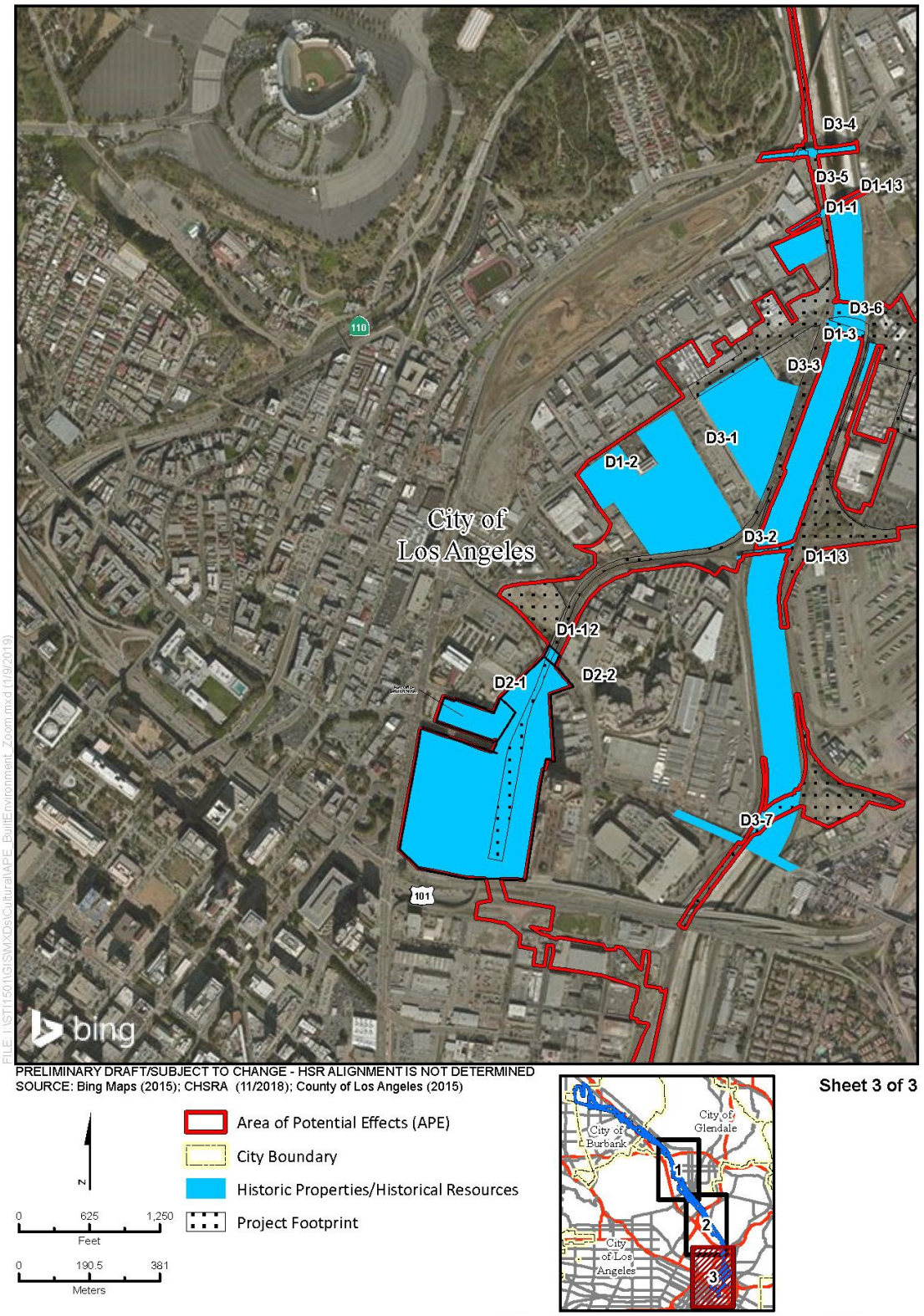

Figure 8-1 Historic Properties and Historical Resources Within the Area of Potential Effect

(Sheet 3 of 3)

8.1 Newly Identified NRHP-Eligible Properties

Thirteen new properties were evaluated within the APE that are eligible for listing in the NRHP and CRHR (Table 8-1). These properties were documented and evaluated on DPR 523 form sets (Appendix D, Section D1) and are summarized below.

Table 8-1 New Properties Determined Eligible for the NRHP in the Area of Potential Effect

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code[1]
D1-1		Standard Oil Company Facilities	5409-002-029	1756 N Spring St	Los Angeles	1920–1938	2S2
D1-2		Kelite Factory	5409-010-032	1250 N Main St	Los Angeles	1924	2S2
D1-3		R. Schiffman Medical Company	5410-003-007	1734 N Main St	Los Angeles	1922	2S2
D1-4		Folk Victorian Residence	5410-019-002	1805 Darwin Ave	Los Angeles	1910	2S2
D1-5		Lanza Brothers Market	5410-019-005	1801 N Main St	Los Angeles	1926	2S2
D1-6		Taylor Yard Signal Tower	5445-006-909	1559 N San Fernando Rd	Los Angeles	1925	2S2
D1-7		Valley Maid Creamery	5458-002-012	2909 Fletcher Dr	Los Angeles	1931	2S2
D1-8		L.W. Grayson Steam-Electric Generating Station	5593-003-906 (primary); 5627-020-903; 5627-020-908; 5627-020-911; 5627-025-905; 5627-025-907	901 Fairmont Ave	Glendale	1941	2S2
D1-9	19-186638	Aero Industries Technical Institute	5593-010-016	5245 W San Fernando Rd	Los Angeles	1937	2S2
D1-10		Municipal Power & Light, City of Glendale	5627-023-900	6135 San Fernando Rd	Glendale	1930	2S2
D1-11		Los Angeles Basket Company	5640-019-037	448 W Cypress St	Glendale	c. 1920	2S2
D1-12	19-171159	Vignes Street Underpass (Bridge# 53C1764)	No Parcel	No Address	Los Angeles	1937	2D2, 2S2
D1-13	19-190897	Los Angeles River Channel	Portions of 5415-003-901, 5447-027-901, and 5410-002-900	No Address	Los Angeles	1946	7N[2]

[1] California Historical Resources Status Codes: 2S2: Individual property determined eligible for National Register of Historic Places by consensus through Section 106 process. Listed in the California Register of Historical Resources; 7N: Needs to be reevaluated.
[2] The Los Angeles River Channel is assumed eligible for purposes of this project only.
APN = Assessor's Parcel Number

8.1.1 D1-1: Standard Oil Company Facilities

The Standard Oil Company Facilities (Figure 8-2), located at 1756 N Spring Street in Los Angeles (Map Reference No. D1-1, Map Sheet #49), is eligible for the NRHP and CRHR at the local level of significance under Criterion A/1 for its important association with the Standard Oil Company of California, as well as under Criterion C/3 for embodying the distinctive characteristics of an Oil Industry Production and Repair Facility in the City of Los Angeles. The property's period of significance is 1920 to 1960, the years Standard Oil occupied the property. The boundary of the historic property coincides with the legal parcel on which the buildings are located. The office building, machine shop, and paint shop contribute to the historic significance of the property; however, the large L-shaped warehouse at the center of the property was constructed outside the period of significance in 1985. The warehouse building was not described or evaluated as part of this study, and does not share the same historic associations with Standard Oil. It does not contribute to the significance of the historic property. The character-defining features of the property are its industrial use and location abutting the railroad tracks. The office building is characterized by its masonry construction, arched openings, distinctive parapet, and position at the front of the property. The machine shop and paint shop are characterized by their smooth stucco cladding, symmetrically organized bays, industrial sash windows, clerestory windows, and sawtooth monitor roofs. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-2 Standard Oil Facilities, 1756 N Spring Street, Los Angeles

8.1.2 D1-2: Kelite Factory

The Kelite Factory (Figure 8-3), located at 1250 N Main Street in Los Angeles (Map Reference No. D1-2, Map Sheets #50 and #52), is eligible for the NRHP and CRHR at the local level of significance under Criterion C/3 as an excellent example of an industrial loft with Art Deco style elements in the City of Los Angeles. The property's period of significance is 1918 to 1930, the years during which Plant No. 1 was constructed. The historic property boundaries are limited to the northernmost portion of the parcel, which contains the Plant No. 1 building and its immediate setting, and excludes the southern portion, which contains two buildings (Plant No. 2 and Plant No. 3) that do not embody the same distinctive characteristics of a type, method, or period of construction, and do not contribute to the significance of the historic property. Plant No. 2 and Plant No. 3 were constructed after World War II, while the most significant examples of this property type were built prior to 1940. The character-defining features of historic Plant No. 1 are its industrial use, proximity to railroad tracks, vertical orientation, symmetrical organization, smooth stucco cladding, raised parapet, Art Deco detailing, large industrial sash windows, and canopied main entrance. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-3 Kelite Factory Plant No. 1, 1250 N Main Street, Los Angeles

8.1.3 D1-3: The R. Schiffman Medical Company

The R. Schiffman Medical Company building (Figure 8-4), located at 1734 N Main Street in Los Angeles (Map Reference No. D1-3, Map Sheets #49 and #51) is eligible for the NRHP and CRHR at the local level of significance under Criterion A/1 as a key factory for "Asthamador," a household name brand that had a significant impact on 20th century social history. The property is also eligible under Criterion B/2 for its association with the productive life of Dr. Rudolph Schiffman, an active philanthropist in the Pasadena area as well as the president of multiple companies, who was best known for his work as a physician and his pioneering asthma treatments. The property's period of significance under Criterion A is 1922 to 1960, the period during which it was built for and occupied by the Schiffman Company. Its period of significance under Criterion B is 1922 to 1926, the years during which Dr. Schiffman was associated with the property before his death in 1926. The property is an early 20th century factory with some characteristics of the industrial loft property type, including extensive industrial sash windows, three-story construction, and smaller footprint. The historic property boundaries coincide with the legal parcel on which the building is located; however, the separate, circa 1964 building that is located on the same parcel but associated with the address 633 Gibbons Street was constructed outside the period of significance and does not contribute to the historic property. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-4 R. Schiffman Medical Company building, 1734 N Main Street, Los Angeles

8.1.4 D1-4: Folk Victorian Residence

The Folk Victorian residence (Figure 8-5) at 1805 Darwin Avenue in Los Angeles (Map Reference No. D1-4, Map Sheet #49) is eligible for the NRHP and CRHR at the local level under Criterion C/3 as a locally significant example of Folk Victorian architecture. The property has a period of significance of 1900, its estimated year of construction. The property embodies the distinctive characteristics of a Folk Victorian residence, including its small scale; pyramidal hipped roof; vertical wood siding; carved wood details, including decorative brackets and trim; and double-hung wood windows. The historic property was moved to its current location in 1928; therefore, the boundaries are limited to the building footprint. The property meets Criteria Consideration B for moved properties, as it retains sufficient physical features to convey its architectural significance. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-5 Folk Victorian Residence, 1805 Darwin Avenue, Los Angeles

8.1.5 D1-5: Lanza Brothers Market

The Lanza Brothers Market (Figure 8-6), located at 1801 N Main Street in Los Angeles (Map Reference No. D1-5, Map Sheets #49 and #51), is eligible for the NRHP and CRHR at the local level under Criterion A/1 as a rare remaining physical representation of the historic Italian community in the Lincoln Heights area. As a longstanding Italian-owned business, the Lanza Brothers Market has a direct association with Los Angeles' ethnic history and documents an important part of the city's settlement and development patterns during the early 20th century. The property has a period of significance of 1926 to 1950, the year it was first opened to the point at which Lincoln Heights began developing into a predominantly Latino neighborhood. The character-defining features of the Lanza Brothers Market are its commercial use, location near a residential area, small one-story scale, flat roof with raised parapet, multiple flush storefronts, and masonry construction. The exterior stair on the primary elevation is a later alteration and a noncontributing feature. The boundaries of the historic property coincide with the building's footprint, since there are no other contributing resources on the legal parcel. There are three residences on the same parcel that are associated with the Lanza family, but they have been heavily altered and are no longer able to convey their historic significance. The three residences do not contribute to the historic property. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA. The Lanza Brothers Market was not evaluated as a Traditional Cultural Property because it does not have an integral relationship to the traditional cultural practices or beliefs of a living community. The Italian community in the area has been largely dissolved, so any relevant relationships to traditional cultural practices between the property and its surrounding community would no longer exist.

Source: California High Speed Rail (2016)

Figure 8-6 Lanza Brothers Market, 1801 N Main Street, Los Angeles

8.1.6 D1-6: Taylor Yard Signal Tower

The Taylor Yard Signal Tower (Figure 8-7), located at 1231 N San Fernando Road in Los Angeles (Map Reference No. D1-6, Map Sheets #42 and #43), is eligible for the NRHP and CRHR at the local level under Criterion A/1 for its association with the railroad history and industrial development of Los Angeles. The tower also meets Criteria Consideration B for moved properties as it is the last surviving property most importantly associated with Taylor Yard following the redevelopment of the site. The property has a period of significance of 1931 to 1949, the year it was constructed to the year Taylor Yard was significantly renovated. The character-defining features of the signal tower are its general proximity to the railroad tracks, two-story height, symmetrical organization, smooth stucco cladding, clay tile roof, pilasters, and groups of windows. As the signal tower has been moved from its original location, the boundaries of the historic property are limited to the building itself. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-7 Taylor Yard Signal Tower, 1231 N San Fernando Road, Los Angeles

8.1.7 D1-7: Valley Maid Creamery

The Valley Maid Creamery (Figure 8-8), located at 2909 Fletcher Drive in Los Angeles (Map Reference No. D1-7, Map Sheet #37) is eligible for the NRHP and CRHR at the local level of significance under Criterion C/3 as an excellent example of the Art Deco style as applied to an industrial property. The period of significance for the property is 1931, the year the office building and cold storage buildings were constructed. A warehouse was constructed on the site in 1960. The character-defining features of the historic property are its rectangular form with flat roofs, symmetrically arranged rectangular window and door openings, concrete cladding, porte-cochères, geometric Art Deco detailing, bas-relief seal with serifed V, multi-light windows, and decorative copper alloy office building entry door. The boundaries of the historic property coincide with the legal parcel on which the buildings are located; however, the warehouse building on the site was constructed outside the period of significance, does not have the same architectural distinction, and does not contribute to the significance of the historic property. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-8 Valley Maid Creamery, 2909 Fletcher Drive, Los Angeles

8.1.8 D1-8: L.W. Grayson Steam-Electric Generating Station

The L.W. Grayson Steam-Electric Generating Station (Figure 8-9), located within the Glendale Water & Power Utility Operations Center at 901 Fairmont Avenue (Map Reference No. DPR-20, Map Sheets #25 and #26), is eligible for the NRHP and CRHR at the local level of significance under Criterion A/1 for its association with the developmental history of power generation in Glendale. Its period of significance is from 1941, when the power generating station was constructed, to 1955, when the adjacent Grand Central Air Terminal was redeveloped as Grand Central Industrial Center. As part of this redevelopment, a large portion of the former airfield was added to the north end of the operations center property and several new buildings and structures were constructed. The property is a power-generating station with some characteristics of the institutional infrastructure property type, including its design as a neighborhood landmark that fits into the fabric of the community, Late Moderne style, few or no windows on the façade, general multi-story box structure with a flat roof, and prominent signage. The historic property boundary is limited to the L.W. Grayson Steam-Electric Generating Station building itself, as the larger Glendale Water & Power Utility Operations Center campus has undergone numerous alterations over time, including the replacement of steam turbines and the addition of modern buildings and infrastructure, and does not qualify as an NRHP district as a whole. Most alterations to the overall site occurred after 1955, the end date of the period of significance. However, the Grayson building retains integrity individually. The property is a “historic property” for the purposes of compliance with NEPA and Section 106 and a “historical resource” for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-9 L.W. Grayson Steam-Electric Generating Station, 901 Fairmont Avenue, Glendale

8.1.9 D1-9: Aero Industries Technical Institute

The former Aero Industries Technical Institute (Figure 8-10), located at 5221–5245 W San Fernando Road in Los Angeles (Map Reference No. D1-9, Map Sheets #27 and #28), is eligible for the NRHP and CRHR at the local level under Criterion A/1 for its association with the development of Los Angeles' aviation industry. The property was a unique facility that provided aviation training to students during a period of wartime preparations and tremendous growth in the industry. The property as a whole, including the primary and secondary office buildings (5245 and 5221 W San Fernando Road, respectively) and machine shop building (5225 W San Fernando Boulevard), is eligible under Criterion A/1, with a period of significance of 1937 to 1944 (the years the property was associated with Aero Industries Technical Institute). The primary office building for the school, associated with the street address of 5245 W San Fernando Road, is also eligible under Criterion C/3 as an excellent example of Streamline Moderne architecture, with a period of significance of 1937 (the year it was constructed). The character-defining features of the property are their use as school and office buildings and their Streamline Moderne-influenced design, as well as a low streamline wall fronting the property and a column with streamline elements at the south end of the property. The primary office building is characterized by its smooth stucco cladding, rounded corners, horizontal ribbons of windows, flat canopies, and emphasis on horizontality and the feeling of movement. The boundaries of the historic property coincide with the legal parcel on which it is located. The Aero Industries Technical Institute campus historically consisted of two additional properties on an adjacent parcel; however, these buildings appear to have been heavily altered and are not able to convey the same historic associations as the subject property. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-10 International College of Beauty Arts & Sciences (Aero Industries Technical Institute), 5245 San Fernando Road, Los Angeles

8.1.10 D1-10: Municipal Power & Light, Glendale

The Municipal Power & Light Building (Figure 8-11), located at 6135 San Fernando Road in Glendale (Map Reference No. D1-10, Map Sheets #23 and #24), is eligible for the NRHP and CRHR at the local level under Criterion C/3 as an excellent example of an Art Deco-style municipal building, with a period of significance of 1930 (the year it was constructed). The character-defining features of the property are its industrial use; rectangular form with flat roof; symmetrically arranged windows; rectangular door and window openings; ornamental, decorative bas-relief panels above the windows and doors; decorative metal grilles; horizontal ribbons of windows; and smooth stucco surfaces. The boundaries of the historic property coincide with the footprint of the Municipal Power & Light Building, as the other features on the parcel have been recently constructed or do not share the same architectural distinction as the subject building, are not eligible under Criterion C/3, and do not contribute to the historic property. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-11 Municipal Power & Light, 6135 San Fernando Road, Glendale

8.1.11 D1-11: Los Angeles Basket Company

The Los Angeles Basket Company (Figure 8-12), located at 448 W Cypress Street in Glendale (Map Reference No. D1-11, Map Sheet #32 and #33), is eligible for the NRHP and CRHR at the local level under Criterion A/1 for its association with the early industrial history of Glendale and for being one of the earliest major employers in the Tropico (later Glendale) area. The property has a period of significance beginning in 1908, the earliest recorded evidence of the building, and extending to 1918, the year Tropico was annexed to Glendale. The character-defining features of the building are its proximity to the railroad tracks, rectangular gabled form, utilitarian design, rectangular window and door openings, and metal siding. The boundaries of the historic property coincide with the legal parcel on which it is located. The Los Angeles Basket Company property was at one time much larger and consisted of several buildings; however, these buildings appear to have been demolished, and the buildings that currently surround the subject building do not share the same historic associations under Criterion A/1. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-12 Los Angeles Basket Company, 448 W Cypress Street, Glendale

8.1.12 D1-12: Vignes Street Underpass (California Department of Transportation Bridge# 53C1764)

The Vignes Street Underpass (Figure 8-13), which carries railroad traffic over Vignes Street near LAUS (Map Reference No. D1-12, Map Sheet #52), is an NRHP-eligible contributing resource to the LAUS Passenger Terminal and Grounds NRHP listing (Map Reference No. D2-2). It is also individually eligible for the NRHP and CRHR at the local level under Criterion A/1 for its association with the history of transportation and transportation planning in Los Angeles. The period of significance begins in 1933 with the initial construction of the bridge and ends in 1939 with the opening of LAUS. The character-defining features of the undercrossing are its relationship to LAUS and the railroad tracks, reinforced concrete construction, single filled arch span, and window railings on either side of the deck. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-13 Vignes Street Underpass (California Department of Transportation Bridge# 53C1764)

8.1.13 D1-13: Los Angeles River Channel

The segments recorded as part of this study are only a small percentage of the much larger 51-mile-long Los Angeles River Channel (Figure 8-14) (Map Reference No. D1-13, Map Sheets #46, #49, #51, #52, #53, #55, #56, and #57). As such, it is unlikely that these segments would be able to convey any significance without the context of the larger resource. The Los Angeles River Channel is significant as a district at the local level under Criterion A/1 for its association with flood control in the Los Angeles region and its role in the development of river-adjacent areas in the greater Los Angeles area. However, assessing the physical integrity of the entire 51-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 for this undertaking. Full evaluation of the entire channel is precluded by its large size and the limited potential for effects as a result of the HSR Build Alternative. Therefore, for the purposes of this project only, the Los Angeles River Channel is presumed to be eligible for listing in the NRHP and CRHR. The segments within the study area retain integrity and would contribute to the historical significance of the larger resource should the channel be fully evaluated in the future. The character-defining features of the Los Angeles River Channel are its route, trapezoidal reinforced concrete channels, parapet paved berms, and central trench at the bottom to guide water flow. The boundaries of the property generally correspond with several legal parcels. Within the study area, these APNs include: 5415-003-901, 5447-027-901, and 5410-002-900. For the purposes of this project, the property is assumed to be a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-14 Los Angeles River Channel North of Cesar E. Chavez Avenue Viaduct

8.2 Previously Identified NRHP-Eligible Properties

Eleven resources in the APE were previously identified as eligible for the NRHP. These include four properties that are listed in the NRHP (Table 8-2) and seven properties that were identified as part of a previous study or survey (Table 8-3) and for which the SHPO concurred on the determination of eligibility. Whenever possible, the previously prepared DPR 523 form set for these properties was obtained, and is included in Appendix D, Section D2 (Properties Listed in the NRHP) or D3 (Properties Previously Determined Eligible for the NRHP). When DPR forms were not available, an excerpt from the relevant prior study or survey is included. Each previously identified NRHP-eligible property was surveyed in the field as part of this HASR. A DPR 523L Update Form was prepared if necessary to clarify the resource boundaries and character-defining features, changes to the resource, or in the case of large, linear resources, to indicate what portion is within the APE.

Table 8-2 Properties Listed in the NRHP in the Area of Potential Effect

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code[1]
D2-1	19-170973	Post Office Terminal Annex	5409-015-016	900 N Alameda St	Los Angeles	1938	1S
D2-2	19-171159	Los Angeles Union Station Passenger Terminal and Grounds	5409-023-941	800 N Alameda St	Los Angeles	1933	1S; 5S1
D2-3	19-150324	Glendale Southern Pacific Railroad Depot	5640-042-902	400 W Cerritos Ave	Glendale	1924	1S; 5S1
D2-4	19-179645	Arroyo Seco Parkway Historic District	No Parcel	No Address	Los Angeles	1938–1953	1S

[1] *California Historical Resources Status Codes:* 1S: Individual property listed in National Register of Historic Places by the Keeper. Listed in the California Register of Historical Resources; 5S1: Individual property that is listed or designated locally.
APN = Assessor's Parcel Number

Table 8-3 Properties Previously Determined Eligible for the NRHP in the Area of Potential Effect

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code[1]
D3-1		William Mead Homes	5409-011-900, 5409-011-901, 5409-011-902, 5409-012-902, 5409-012-903	1300 N Cardinal St	Los Angeles	1942	2S2
D3-2	19-188246	Mission Tower, AT&SF Tower	5409-012-908	1436 Alhambra Ave	Los Angeles	1916, 1938	2S2
D3-3	19-176368	Bureau of Power and Light General Services Headquarters	5409-013-913	1630 N Main Street	Los Angeles	1946	2S2
D3-4	19-188229	Broadway (Buena Vista) Viaduct (Bridge# 53C0545)	No Parcel	No Address	Los Angeles	1909	2S2; 5S1
D3-5		Spring Street Viaduct (Bridge# 53C1010)	No Parcel	No Address	Los Angeles	1928	2S2; 5S1
D3-6		Main Street Bridge (Bridge# 53C1010)	No Parcel	No Address	Los Angeles	1910	2S2; 5S1
D3-7		Cesar E. Chavez Ave (Macy St) Viaduct (Bridge# 53C0130)	No Parcel	No Address	Los Angeles	1937	2S2; 5S1

[1] *California Historical Resources Status Codes:* 2S2: Individual property determined eligible for National Register of Historic Places by consensus through Section 106 process. Listed in the California Register of Historical Resources; 5S1: Individual property that is listed or designated locally.
APN = Assessor's Parcel Number

8.2.1 D2-1: Post Office Terminal Annex

The U.S. Post Office—Los Angeles Terminal Annex (Figure 8-15), located at 900 N Alameda Street in Los Angeles (Map Reference No. D2-1, Map Sheet #54), was the central mail processing facility for Los Angeles from 1940 to 1989. Designed by Gilbert Stanley Underwood, the building's architectural style is Mission/Spanish Colonial Revival. This property was listed in the NRHP on January 11, 1985, as part of the U.S. Post Office Thematic Resource nomination (NRHP SID# 85000131). The nomination is not specific, but it implies the property is eligible under Criterion C as an excellent example of Mission/Spanish Colonial Revival-style architecture and the work of a master architect, Gilbert Stanley Underwood. Although its purpose was principally utilitarian, Underwood sought to keep the building's design consistent with that of LAUS, which opened across the street in May 1939. The original building is a three-story structure with two towers and 500,000 square feet of floor space. Character-defining features include two domes near the front of the building; large canales, or waterspouts, along the front and side elevations below the third-floor cornice; concrete buttresses and thick walls with entrances and windows incised into the surface; richly detailed bronze doors at the public entrances; and the cast-concrete vaulted ceiling and terrazzo floors in the public lobby. A fire escape added to the south elevation in the 1970s is not a contributing element of the historic property, nor are the small ancillary structures located north of the original building, which are presumably related to its current use as a data center. The boundaries of the historic property are defined in the NRHP nomination as an irregular trapezoid with a 416-foot frontage on Macy Street (now Cesar E. Chavez Avenue) and a 168-foot frontage on Alameda Street (see Appendix D, Section D2 for a full boundary description and sketch map). The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-15 Post Office Terminal Annex, 900 N Alameda Street, Los Angeles

8.2.2 D2-2: Los Angeles Union Station Passenger Terminal and Grounds

The LAUS Passenger Terminal and Grounds (Figure 7-8), located at 800 N Alameda Street in Los Angeles (Map Reference No. D2-2, Map Sheet #54 and 57), was listed in the NRHP on November 13, 1980 (NRHP SID#80000811) at the local level of significance under Criterion C; the period of significance is 1938. The property is also listed as California Historic Landmark No. 892. LAUS is automatically listed in the CRHR and is a historical resource for the purposes of CEQA. The boundaries are described in the NRHP nomination as an irregular area generally bounded by Alameda Street on the west, the Santa Ana freeway off-ramp on the south, and Macy Street (now Cesar E. Chavez Avenue) at the north, and including the track area east of the station and extending north to Vignes Street (see Appendix D, Section D2, for full boundary description and sketch map). Contributing elements include the tile roof, arcades, stucco wall cladding, clock tower, arched main entrance, decorated beamed ceilings, tile floors, patios, wrought-iron railings, wainscot, platforms, butterfly sheds, railroad tracks, pedestrian subway, (reconstructed) retaining wall and luminaire lights just south of stub ends, and ramps. Noncontributing elements include the removal of the Pacific Electric freight service yard and the addition to the Railway Express Agency offices. Additionally, the original NRHP nomination boundaries include Terminal Tower, the Cesar Chavez Avenue (Macy Street) Undercrossing, and a car supply/repair shop, all of which have previously been individually evaluated and are considered contributing features of the historic property. The Vignes Street Undercrossing (Map Reference No. D1-12), located immediately north of the LAUS passenger loading platforms, appears to have erroneously been left out of the original NRHP boundary description, but is singularly evaluated in this study and identified as an NRHP-eligible contributing resource to the LAUS NRHP listing. LAUS is also City of Los Angeles Historic-Cultural Monument No. 101, but the boundaries of the city's designation exclude the rail platforms and associated features. LAUS was documented in the Historic American Buildings Survey (HABS) (Survey Number HABS CA-2158). The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA. Figure 7-8 provides a photograph of this resource.

8.2.3 D2-3: Glendale Southern Pacific Railroad Depot

The Glendale Southern Pacific Depot (Figure 7-7), located at 400 W Cerritos Avenue in Glendale (Map Reference No. D2-3, Map Sheet #33-34), was listed in the NRHP in 1997 under Criterion A for its importance in the context of rail-related transportation and under Criterion C for its Mission/Spanish Colonial Revival-style architecture. The period of significance is 1924 to 1953, beginning with the construction of the depot in 1924 and including the expansion of the outdoor waiting room in 1943 and addition of a district office in 1953. The historic property boundaries include the depot and related signage and the immediately adjacent trackage area and open spaces (see the 1997 NRHP Registration Form in Appendix D, Section D2, for a boundary map). The depot building and related signage (four stucco posts alternately topped by wooden signs reading "Glendale" or iron and glass lanterns) are contributing elements of the historic property. Renovations completed in 1999 altered the trackage area and open spaces surrounding the depot, adding hardscape features such as planters, decorative paving, walls, ramps, steps, lighting fixtures, and signage. These non-original features are not contributing elements of the historic property. Character-defining features of the historic property include the depot's transportation-related use; Mission/Spanish Colonial Revival style; plan consisting of interior and exterior "rooms" arranged end-to-end, paralleling the tracks; and asymmetrical massing emphasized by variations in roof height, form, material, and architectural elements. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA. Figure 7-7 provides a photograph of this resource.

8.2.4 D2-4: Arroyo Seco Parkway Historic District

The Arroyo Seco Parkway Historic District (Figure 8-16) is a linear resource that extends from Pasadena to Los Angeles (Map Reference No. D2-4, Map Sheet #46); it was listed in the NRHP in 2011. Two contributing elements of this district are located within the APE: the Figueroa Street Viaduct (known as the Los Angeles River Bridge, Eastbound) (Bridge No. 53-0042R) (built 1936) and Los Angeles River Bridge, Westbound (Bridge No. 53-0042L) (built 1944), which spans the Los Angeles River Channel and the parallel railroad rights-of-way (referred to collectively as the Los Angeles River Bridge). The district is eligible under Criteria A, B, and C at the state level of significance. The period of significance extends from 1938, when construction of the original 6-mile segment of parkway commenced, to completion of the southerly extension in 1953. Character-defining features of the Los Angeles River Bridge include five continuous reinforced concrete girder spans and three continuous steel plate girder spans; massive square concrete piers and abutments; and concrete railing with closely spaced narrow arches and railing posts with parallel scoring on the outside face. A pedestrian stairway on the north side of San Fernando Road provides access to a walkway that travels along the north side of the eastbound bridge, up a spiral staircase, and continues along the south side of the westbound bridge. The pedestrian stairways and walkways are original features; the concrete barrier topped with a chain-link fence that separates the walkways from traffic is a later addition. The property is a “historic property” for the purposes of compliance with NEPA and Section 106 and a “historical resource” for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-16 Segment of Arroyo Seco Parkway in Area of Potential Effect

8.2.5 D3-1: William Mead Homes

William Mead Homes (Figure 8-17), located at 1300 Cardinal Street in Los Angeles (Map Reference No. D3-1, Map Sheet #50 and 52), was the eighth public housing development built by the Housing Authority of the City of Los Angeles. It was one of many local garden apartments built as a result of the 1937 Housing Act. Completed in 1942 after several years of delays, William Mead Homes was designed by chief architect P.A. Eisen in collaboration with Norman F. Marsh, Herbert Powell, Armand Monaco, A.R. Walker, and David D. Smith. Its landscape was designed by prolific landscape architect Ralph D. Cornell. William Mead Homes contains a combination of two- and three-story Modern garden apartments on a 15-acre property. The buildings are organized into five blocks that largely adhere to the pattern of the surrounding street grid. William Mead Homes was determined eligible for listing in the NRHP at the local level of significance under Criteria A and C on June 3, 2002, as part of the U.S. Department of Housing and Urban Development PA for the City of Los Angeles. It was determined to meet Criterion A for its association with the development of public and defense worker housing in Los Angeles during World War II, and to meet Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements. The period of significance is 1943–1952. The boundaries of the historic property are U-shaped and are generally bounded by Main Street to the north, Leroy Street to the east, railroad tracks to the south, and Elmyra Street to the west. The property is a “historic property” for the purposes of compliance with NEPA and Section 106 and a “historical resource” for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-17 William Mead Homes, 1300 Cardinal Street, Los Angeles

8.2.6 D3-2: Mission Tower (Atchison, Topeka and Santa Fe Railway Tower)

Mission Tower (Figure 8-18), located at 1436 Alhambra Avenue in Los Angeles (Map Reference No. D3-2, Map Sheet #52 and 53), was determined eligible for listing in the NRHP and CRHR on January 15, 2004, as a result of an intensive-level survey for the California Department of Transportation's (Caltrans) proposed LAUS Run-Through Tracks project, at the local level of significance under Criteria A and C; the period of significance is 1938. The boundaries of the historic property are limited to the building footprint. Character-defining features include a third-floor band of recessed metal casement windows, incised lettering that spells "Mission Tower," a clay tile hipped roof with overhanging eaves, horizontal windows on the primary elevation, multi-light metal-framed windows, the rear elevation, and the smooth-textured stucco. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-18 Mission Tower, 1436 Alhambra Avenue, Los Angeles

8.2.7 D3-3: Bureau of Power and Light General Services Headquarters

The Bureau of Power and Light General Services Headquarters (Figure 8-19), located at 1630 N Main Street (Map Reference No. D3-3, Map Sheet #49–53), was previously evaluated as a historic district in 1994 as a part of the Federal Emergency Management Agency's Northridge Earthquake Project Review. The district was determined eligible for the NRHP at the local level of significance under Criterion A for its association with the development and distribution of power in Los Angeles, and under Criterion B for its association with Ezra F. Scattergood, Los Angeles' chief electrical engineer for 31 years. The boundaries of the historic property coincide with the core of the site, which is the location of 11 contributing buildings that date within the period of significance for the property (1923–1966), retain integrity, and convey their historic associations with the development and distribution of power in Los Angeles under Criterion A/1. With the exception of four post-war buildings that are not associated with Ezra Scattergood, the remaining seven buildings within the district boundary retain their integrity and convey their historic associations with Ezra Scattergood under Criterion B/2. The character-defining features of the property are its infrastructural use; proximity to the water; utilitarian design, including concrete cladding, industrial steel sash windows, and flat roofs; and Classical, Art Deco, and International design motifs seen on the buildings within the district boundaries. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-19 Bureau of Power and Light General Services Headquarters, 1630 N Main Street, Los Angeles

8.2.8 D3-4: Broadway (Buena Vista) Viaduct (Bridge# 53C0545)

The N Broadway (originally Buena Vista) Viaduct (Figure 8-20) carries Broadway over the Los Angeles River and railroad rights-of-way (Map Reference No. D3-4, Map Sheet #48). It was previously evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory and determined eligible for the NRHP under Criterion C for its significance as the first viaduct in California and the first open-spandrel, ribbed concrete arch bridge in the state (a design that became standard for long-span concrete bridges). The period of significance is 1910. In 2008, the bridge was designated as Los Angeles Historic-Cultural Monument #907. The character-defining features of the bridge are its relationship with the Los Angeles River, reinforced concrete construction, open spandrels, multiple spans, and Beaux Arts design details. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-20 Broadway (Buena Vista) Viaduct (Bridge# 53C0545)

8.2.9 D3-5: Spring Street Viaduct (Bridge# 53C0859)

The Spring Street Viaduct (Figure 8-21) carries Spring Street over the Los Angeles River and railroad rights-of-way (Map Reference No. D3-5, Map Sheet #48–49). It was previously evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory and determined eligible for the NRHP Criteria A and C for its design and association with the bridge-building period in 1920s Los Angeles. The period of significance is 1928. In 2008, the bridge was designated as Los Angeles Historic-Cultural Monument #900. The character-defining features of the bridge are its relationship with the Los Angeles River, reinforced concrete construction, open spandrels, multiple spans, and Beaux Arts-inspired design details. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-21 Spring Street Viaduct (Bridge# 53C0859)

8.2.10 D3-6: Main Street Bridge (Bridge# 53C1010)

The Main Street Bridge (Figure 8-22) carries Main Street over the Los Angeles River and railroad rights-of-way (Map Reference No. D3-6, Map Sheet #49). It was previously evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory and determined eligible for the NRHP Criterion C for its engineering; the period of significance is 1910. The bridge was a pioneering example of a three-hinge bridge design that originated in Europe and was one of the earliest of its kind in the western U.S. In 2008, the bridge was designated as Los Angeles Historic-Cultural Monument #901. The character-defining features of the bridge are its relationship with the Los Angeles River, reinforced concrete construction, open spandrels, multiple spans, and Beaux Arts design details. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself. The property is a “historic property” for the purposes of compliance with NEPA and Section 106 and a “historical resource” for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-22 Main Street Bridge (Bridge# 53C1010)

8.2.11 D3-7: Cesar Chavez Avenue (Macy Street) Viaduct (Bridge# 53C0130)

The Cesar Chavez Avenue (formerly Macy Street) Viaduct (Figure 8-23) carries the avenue over the Los Angeles River (Map Reference No. D3-7, Map Sheet #56). It was previously determined eligible for inclusion in the NHRP as part of the Caltrans Statewide Historic Bridge Inventory in 1986 at the local level of significance under Criteria A and C; the period of significance is 1931. The boundaries of a historic bridge typically encompass the entirety of the super- and substructure, including approach ramps and supporting embankments/abutments and/or wingwalls, and extend on either side of the bridge to include piers, cantilevered sidewalks, pylons, and underwater footings. Contributing elements of the reinforced-concrete, open-spandrel viaduct include the arch ribs and struts, spandrel beams and columns, piers, abutments, and wingwalls. In addition, the character-defining features of this ornate Spanish Revival-style bridge include the massive porticos at each end of the bridge, characterized by spiral columns with embellished capitals; the articulated cornice; the seashell details and city seal; and the baroque-style railing and ornamental lights (comprising base, column, arms, and lanterns). Noncontributing elements include the current deck material, the steel jackets on the spandrel columns, and the restrainers that were added at the bents and deck joints as part of a seismic retrofit. The property is a "historic property" for the purposes of compliance with NEPA and Section 106 and a "historical resource" for the purposes of CEQA.

Source: California High Speed Rail (2016)

Figure 8-23 Cesar Chavez Avenue (Macy Street) Viaduct (Bridge# 53C130)

8.3 Newly Identified NRHP-Ineligible Properties

A total of 378 new properties were evaluated within the APE that are ineligible for listing in the NRHP and CRHR. These include 34 resources that were documented and evaluated on DPR 523 form sets (Table 8-4) (located in Appendix E, Section E1) and 321 resources that were recorded using the streamlined documentation method outlined in the HSR Section 106 PA. Streamlined documentation was prepared for 276 individual properties (Table 8-5) and 2 groups of properties (Table 8-6), located in Appendix F, Section F1 (Streamlined Documentation for Individual Properties) and Section F2 (Streamlined Documentation for Group Properties), respectively. Residential tracts with no demonstrable potential for significance were documented as a group. Group A contains 20 properties and Group B contains 48 properties.

Table 8-4 New Properties Determined Ineligible for the NRHP in the Area of Potential Effect

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code[1]
E1-1		Machine Shop/Factory	5409-003-018	1667 N Main St	Los Angeles	1911–1953	6Z
E1-2		Cement Mixing Plant	5410-012-014 (primary)	625 Lamar St	Los Angeles	1961	6Z
E1-3		Old Colony Paint & Chemical Co.	5410-014-020	620 Lamar St	Los Angeles	1937–1957	6Z
E1-4		Two Residential Units	5410-019-003	1807 Darwin Ave	Los Angeles	1906, 1910, 1917	6Z
E1-5		Folk Victorian Residence	5410-019-005	1811 N Main St	Los Angeles	c. 1900	6Z
E1-6		Commercial/Industrial Building	5410-019-009	1779 N Main St	Los Angeles	1924	6Z
E1-7		Residence	5410-019-022				
E1-8		Carmichael-Kemp Architects	5435-003-018	2870 Los Feliz Blvd	Los Angeles	1965	6Z
E1-9		Commercial Building	5435-006-001	3429 Glendale Blvd	Los Angeles	1922, 1950	6Z
E1-10		Commercial Building	5435-006-002	3421 Glendale Blvd	Los Angeles	1924	6Z
E1-11		Certified Chrome Furniture Co; Goldenberg Plywood and Lumber Co.	5447-028-004	351 S Avenue 17	Los Angeles	1926–1967	6Z
E1-12		Trailer Manufacturing	5447-028-012	1745 N Main St	Los Angeles	1912-1937	6Z
E1-13		Commercial Building	5593-021-023	4209 Chevy Chase Dr	Los Angeles	1949, 1954	6Z
E1-14		Single-Family Residence	5593-022-004	4116 Goodwin Ave	Los Angeles	1925	6Z
E1-15		Weber Baking Co.	5624-018-028	6841 San Fernando Rd	Glendale	1952, 1973	6Z
E1-16		Jos Feigelbaum Building (Public Market)	5627-001-001	6401 San Fernando Rd	Glendale	1925	6Z
E1-17		Crocker-Citizens Bank Branch	5627-021-017	6343 San Fernando Rd	Glendale	1964	6Z
E1-18		Household Utility and Coffee Warehouse	5627-023-002; 5627-023-008	1411 Air Way	Glendale	1949, 1950	6Z

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code[1]
E1-19		Art Deco Commercial Building	5628-039-013	5846 San Fernando Rd	Glendale	1939	6Z
E1-20		Genge Industries, Inc.	5640-021-016	440 W Los Feliz Rd	Glendale	1960	6Z
E1-21		Art Deco Commercial/Industrial Building	5696-020-011	4611 San Fernando Rd	Glendale	1938	6Z
E1-22		Public Works Corporation Yard	5696-021-900	525 W Chevy Chase Dr	Glendale	1961	6Z
E1-23		Victory Place Bridge (Bridge #53C0591)	No Parcel	No Address	Burbank	1932	6Z
E1-24		SPRR Bridge over Verdugo Wash	No Parcel	No Address	Glendale	c. 1938	6Z
E1-25		Mission Junction Bridge	No Parcel	No Address	Los Angeles	1903	6Z
E1-26	19-187105, 19-187327, 19-187328, 19-187329, 19-187330	Hollywood Burbank Airport	No Parcel	2627 Hollywood Wy	Burbank	1929–1966	6Z
E1-27	19-188007	San Fernando Road	No Parcel	No Address	Burbank, Glendale, Los Angeles	c. 1880s–present	6Z
E1-28	19-186110	East Bank Line	No Parcel	No Address	Los Angeles	1891	6Z
E1-29	19-186112	Southern Pacific Railroad Sunset Line	No Parcel	No Address	Los Angeles	1881	6Z
E1-30	19-186688, 19-186689	Southern Pacific Railroad Coast Line and Burbank Branch	No Parcel	No Address	Burbank	1893, 1904	6Z
E1-31	19-190319	Southern Pacific Railroad Main Line	No Parcel	No Address	Burbank, Glendale, Los Angeles	c. 1874	6Z
E1-32		Seneca Avenue Street Trees	No Parcel	No Address	Los Angeles	c. 1912	6Z
E1-33		Mid-Century Modern Industrial/Office Building	5593-011-043	5121 W San Fernando Rd	Los Angeles	1954	6Z
E1-34		Roger E. McKee General Contractor Branch Office	5593-020-017	4101 W Goodwin Ave	Los Angeles	1930	6Z

[1] *California Historical Resources Status Codes:* 6Z: Found ineligible for National Register of Historic Places, California Register of Historical Resources, or local designation through survey evaluation.
APN = Assessor's Parcel Number

Table 8-5 Streamlined Individual Properties in the Area of Potential Effect

Map ID	APN	Address	City	Year Built	Status Code[1]
F1-1	2449-030-029	930 N Victory Blvd	Burbank	1962	6Z
F1-2	2449-031-003	6 W Burbank Blvd	Burbank	1950	6Z
F1-3	2449-031-903, -904	740 N Lake St	Burbank	1966	6Z
F1-4	2449-032-001	640 N Victory Blvd	Burbank	1952–1957	6Z
F1-5	2449-032-005	111 W Cypress Ave	Burbank	1963	6Z
F1-6	2449-035-018	5 W Magnolia Blvd	Burbank	1948	6Z
F1-7	No Parcel	Verdugo Wash	Glendale	c. 1935	6Z
F1-8	2451-010-906	10 W Magnolia Blvd	Burbank	c. 1941	6Z
F1-9	2453-042-004	640 S Flower St	Burbank	1950	6Z
F1-10	2453-042-005	700 S Flower St	Burbank	1946, 1961	6Z
F1-11	2453-042-007	726 S Flower St	Burbank	1943, 1946	6Z
F1-12	2453-042-010	1 W Alameda Ave	Burbank	1953	6Z
F1-13	2453-042-011	630 S Flower St	Burbank	1955	6Z
F1-14	2462-002-007	1829 N Lincoln St	Burbank	1938	6Z
F1-15	2462-011-001	1339 N Reese Pl	Burbank	1950	6Z
F1-16	2462-011-002	1344 N Orchard Dr	Burbank	1950	6Z
F1-17	2462-012-001	1340 N Reese Pl	Burbank	1953	6Z
F1-18	2462-012-022	1337 N Sparks St	Burbank	1941	6Z
F1-19	2462-012-023	1334 N Sparks St	Burbank	1943	6Z
F1-20	2462-012-041	1333 N Beachwood Dr	Burbank	1936	6Z
F1-21	2462-016-017	1328 N Griffith Park Dr	Burbank	1943	6Z
F1-22	2462-019-012	1023 N Victory Pl	Burbank	1959	6Z
F1-23	2462-019-013	1021 N Victory Pl	Burbank	1949	6Z
F1-24	2462-019-014	1017 N Victory Pl	Burbank	1946	6Z
F1-25	2462-019-028	1061 N Victory Pl	Burbank	1963	6Z
F1-26	2462-020-005	1011 N Lake St	Burbank	1935, 1946	6Z
F1-27	2462-020-006	1010 N Victory Pl	Burbank	1958	6Z
F1-28	2462-020-007	1016 N Victory Pl	Burbank	1948	6Z
F1-29	2462-021-028	1048 N Lake St	Burbank	1957	6Z
F1-30	2464-001-002	3030 W Empire Ave	Burbank	1965	6Z
F1-31	2464-001-003	3020 W Empire Ave	Burbank	1963	6Z
F1-32	2464-001-007	2820 W Empire Ave	Burbank	1967, 1981, 1991	6Z
F1-33	2464-001-017	2814 W Empire Ave	Burbank	1952	6Z
F1-34	2464-001-020	2890 W Empire Ave	Burbank	1945, 1958	6Z
F1-35	2464-001-913	2800 W Empire Ave	Burbank	1954-1964	6Z
F1-36	2464-005-002	2305 N Niagara St	Burbank	1938, 1949	6Z
F1-37	2464-005-021	2314 N Fairview St	Burbank	1938, 1981	6Z
F1-38	2464-005-024	2300 N Fairview St	Burbank	1949, 1956	6Z
F1-39	2464-005-029	2317 N Fairview St	Burbank	1952	6Z

Map ID	APN	Address	City	Year Built	Status Code[1]
F1-40	2464-005-030	2321 N Fairview St	Burbank	1963	6Z
F1-41	2464-005-031	2325 N Fairview St	Burbank	1947, 1955	6Z
F1-42	2464-005-033	2335 N Fairview St	Burbank	1947, 1963	6Z
F1-43	2464-005-037	3030 Thornton Ave	Burbank	1922	6Z
F1-44	2464-005-038	2346 N Ontario St	Burbank	1950	6Z
F1-45	2464-005-040	2336 N Ontario St	Burbank	1963	6Z
F1-46	2464-005-041	2332 N Ontario St	Burbank	1963	6Z
F1-47	2464-005-042	2328 N Ontario St	Burbank	1963	6Z
F1-48	2464-005-073	2331 N Fairview St	Burbank	1941, 1948	6Z
F1-49	2464-006-011	2235 N Niagara St	Burbank	1947	6Z
F1-50	2464-006-012	2241 N Niagara St	Burbank	1939, 1961, 2008	6Z
F1-51	2464-006-014	2247 N Niagara St	Burbank	1939, 1948	6Z
F1-52	2464-006-017	2246 N Fairview St	Burbank	1939, 1953	6Z
F1-53	2464-007-003	2805 W Empire Ave	Burbank	1954	6Z
F1-54	2464-007-004	2801 W Empire Ave	Burbank	1950	6Z
F1-55	2464-007-005	2721 W Empire Ave	Burbank	1955	6Z
F1-56	2464-007-006	2711 W Empire Ave	Burbank	1960	6Z
F1-57	2464-007-030	2215 N Catalina St	Burbank	1954, 1958	6Z
F1-58	2464-007-031	2219 N Catalina St	Burbank	1952, 1954	6Z
F1-59	2464-007-043	2238 N Niagara St	Burbank	1952	6Z
F1-60	2464-007-044	2234 N Niagara St	Burbank	1947, 1949	6Z
F1-61	2464-007-045	2230 N Niagara St	Burbank	1942, 1943	6Z
F1-62	2464-007-046	2226 N Niagara St	Burbank	1939	6Z
F1-63	2464-007-047	2222 N Niagara St	Burbank	1939, 1947	6Z
F1-64	2464-007-048	2220 N Niagara St	Burbank	1948	6Z
F1-65	2464-007-052	2707 W Empire Ave	Burbank	1940	6Z
F1-66	2466-009-004	3400 Winona Ave	Burbank	1949, 1964, 1981	6Z
F1-67	2466-009-007	3210 Winona Ave	Burbank	1947–1985	6Z
F1-69	2466-009-025	2513 N Ontario St	Burbank	1951	6Z
F1-70	2466-009-026	2509 N Ontario St	Burbank	1951	6Z
F1-71	2466-009-034	2503 N Ontario St	Burbank	1950	6Z
F1-72	2466-009-035	2501 N Ontario St	Burbank	1946	6Z
F1-75	5409-002-025	1717 N Main St	Los Angeles	1911	6Z
F1-76	5410-003-003	647 Gibbons St	Los Angeles	1963	6Z
F1-79	5410-012-003	1754 N Main St	Los Angeles	1911	6Z
F1-80	5410-012-017	646 Gibbons St	Los Angeles	1957	6Z
F1-81	5410-012-018	647 Lamar St	Los Angeles	1946	6Z
F1-82	5410-012-019	654 Gibbons St	Los Angeles	1946	6Z
F1-83	5410-012-020	1744 N Main St	Los Angeles	1964	6Z
F1-84	5410-014-001	1772 Main St	Los Angeles	1909	6Z

Map ID	APN	Address	City	Year Built	Status Code[1]
F1-85	5410-014-002	1774 N Main St	Los Angeles	1923	6Z
F1-86	5410-014-018	1778 N Main St	Los Angeles	1925	6Z
F1-87	5410-015-010	651 Clover St	Los Angeles	1962	6Z
F1-88	5410-019-001	1801 Darwin Ave	Los Angeles	1910	6Z
F1-89	5410-019-004	502 S Avenue 17	Los Angeles	1963	6Z
F1-90	5410-019-010	1783 N Main St	Los Angeles	1940	6Z
F1-91	5410-019-011	415 S Avenue 17	Los Angeles	1950	6Z
F1-92	5410-019-012	1797 N Main St	Los Angeles	1956	6Z
F1-93	5410-019-013	1815 Darwin Ave	Los Angeles	1890	6Z
F1-94	5410-019-023	1815 N Main St	Los Angeles	1935	6Z
F1-95	5435-004-019	2900 Los Feliz Blvd	Los Angeles	1924	6Z
F1-96	5435-004-020	2904 Los Feliz Blvd	Los Angeles	1922	6Z
F1-97	5435-006-003	3419 Glendale Blvd	Los Angeles	1947, 1953	6Z
F1-98	5435-006-004	3409 Glendale Blvd	Los Angeles	1921, 1923, 1924	6Z
F1-99	5436-001-002	3109 Casitas Ave	Los Angeles	1946, 1980s	6Z
F1-100	5436-001-005	3135 Casitas Ave	Los Angeles	1947	6Z
F1-101	5436-001-006	3139 Casitas Ave	Los Angeles	1957	6Z
F1-102	5436-001-018	3131 Casitas Ave	Los Angeles	1965	6Z
F1-103	5436-001-019	3121 Casitas Ave	Los Angeles	1953	6Z
F1-104	5436-001-021	3191 Casitas Ave	Los Angeles	1924, 1943, 1978	6Z
F1-105	5436-002-001	3201 Casitas Ave	Los Angeles	1941	6Z
F1-106	5436-002-027	3265 Casitas Ave	Los Angeles	1940-1986	6Z
F1-107	5436-003-012	3345 Casitas Ave	Los Angeles	1946, 1957, 1960	6Z
F1-108	5436-004-008	3519 Casitas Ave	Los Angeles	1923, 1969	6Z
F1-109	5436-004-009	3511 Casitas Ave	Los Angeles	1922, 1926	6Z
F1-110	5436-004-020	3423 Casitas Ave	Los Angeles	1962	6Z
F1-111	5436-004-023	3407 Casitas Ave	Los Angeles	1952	6Z
F1-112	5436-005-001	3422 Glendale Blvd	Los Angeles	1947	6Z
F1-113	5436-005-002	3418 Glendale Blvd	Los Angeles	1913, 1925	6Z
F1-114	5436-005-023	3400 Glendale Blvd	Los Angeles	1926, 1947	6Z
F1-115	5447-029-019	340 S Avenue 17	Los Angeles	1955	6Z
F1-116	5458-002-017	3250 N San Fernando Rd	Los Angeles	1965	6Z
F1-117	5458-003-027	3410 N San Fernando Rd	Los Angeles	1962	6Z
F1-118	5593-005-042	5440 W San Fernando Rd	Los Angeles	1960	6Z
F1-119	5593-005-050	5410, 5420, and 5430 W San Fernando Rd	Los Angeles	1947, 1950	6Z
F1-120	5593-009-027	4506 Cutter St	Los Angeles	1945, 1946	6Z
F1-121	5593-010-017	4517 Brazil St	Los Angeles	1951–1954	6Z
F1-122	5593-011-001	5181 W San Fernando Rd	Los Angeles	1951	6Z
F1-123	5593-012-040	4501 Colorado Blvd	Los Angeles	1934–2012	6Z

Map ID	APN	Address	City	Year Built	Status Code[1]
F1-124	5593-017-024	4801 W San Fernando Rd	Los Angeles	1944–1986	6Z
F1-125	5593-021-004	4661 Alger St	Los Angeles	1923, 1954	6Z
F1-126	5593-021-005	4651 Alger St	Los Angeles	1954	6Z
F1-127	5593-021-006	4629 Alger St	Los Angeles	1945	6Z
F1-128	5593-021-007	4625 Alger St	Los Angeles	1945	6Z
F1-129	5593-021-008	4619 Alger St	Los Angeles	1945	6Z
F1-130	5593-021-009	4607 Alger St	Los Angeles	1925, 1945	6Z
F1-131	5593-021-010	4603 Alger St	Los Angeles	1950	6Z
F1-132	5593-021-014	4519 Alger St	Los Angeles	1948	6Z
F1-133	5593-021-015	4515 Alger St	Los Angeles	1927	6Z
F1-134	5593-021-016,-017	4503 Alger St	Los Angeles	1926, 1986	6Z
F1-135	5593-021-019	4459 Alger St	Los Angeles	1939, 1953	6Z
F1-136	5593-021-024	4529 Alger St	Los Angeles	1948, 1978, c. 2009	6Z
F1-137	5593-021-025	4673 Alger St	Los Angeles	1925	6Z
F1-138	5593-022-005	4122 Goodwin Ave	Los Angeles	1923, 1949	6Z
F1-139	5593-022-019	4674 Alger St	Los Angeles	1953	6Z
F1-141	5594-001-019	4212 Chevy Chase Dr	Los Angeles	1956	6Z
F1-142	5594-002-029	4316 Alger St	Los Angeles	1944, 1947	6Z
F1-144	5623-029-001	6400 San Fernando Rd	Glendale	1951	6Z
F1-145	5624-015-028	1736 Standard Ave	Glendale	1929	6Z
F1-146	5624-015-030	1740 Standard Ave	Glendale	1940	6Z
F1-147	5624-016-018	900 Allen Ave	Glendale	1935, 1994	6Z
F1-148	5624-018-019,-025	905 Allen Ave	Glendale	1963	6Z
F1-149	5624-019-014	101 E Linden Ave	Burbank	1927, 1937, 1960	6Z
F1-150	5624-020-008	100 E Graham Pl	Burbank	1951, 1974, 1979	6Z
F1-151	5624-024-001	1833 Dana St	Glendale	1951, c. 2005	6Z
F1-152	5624-024-002	1829 Dana St	Glendale	1957, 1985	6Z
F1-153	5624-024-004	815 Thompson Ave	Glendale	1948, 1953	6Z
F1-154	5627-001-019	910 Justin Ave	Glendale	1961	6Z
F1-155	5627-003-008	808 Western Ave	Glendale	1954	6Z
F1-156	5627-003-023	811 Sonora Ave	Glendale	1959, 1983	6Z
F1-157	5627-022-005	6231 San Fernando Rd	Glendale	1921	6Z
F1-158	5627-022-012	6265 San Fernando Rd	Glendale	1943, 1977	6Z
F1-159	5627-023-024	830 Sonora Ave	Glendale	1965	6Z
F1-160	5627-023-033	840 Sonora Ave	Glendale	1957	6Z
F1-161	5627-023-034	1333 Air Way	Glendale	1966	6Z
F1-162	5627-023-038,-039	1225–1235 Air Way	Glendale	1934	6Z
F1-163	5627-023-047	1111 Air Way	Glendale	1964	6Z
F1-164	5627-024-005	941 Air Way	Glendale	1952	6Z

Map ID	APN	Address	City	Year Built	Status Code[1]
F1-165	5627-024-006	933 Air Way	Glendale	1937	6Z
F1-166	5627-024-013	1007 Air Way	Glendale	1946	6Z
F1-167	5627-024-015	1045 Air Way	Glendale	1943	6Z
F1-168	5627-025-002	915 Air Way	Glendale	1927, 1972	6Z
F1-169	5628-031-017	6000 San Fernando Rd	Glendale	1966	6Z
F1-170	5628-031-019	6010 San Fernando Rd	Glendale	1953	6Z
F1-171	5628-031-020	6020 San Fernando Rd	Glendale	1946	6Z
F1-172	5628-031-021	6026 San Fernando Rd	Glendale	1946	6Z
F1-173	5628-032-010	5940 San Fernando Rd	Glendale	1962	6Z
F1-174	5628-032-011	5938 San Fernando Rd	Glendale	1961	6Z
F1-175	5628-032-012	5932 San Fernando Rd	Glendale	1962	6Z
F1-176	5628-032-014	5924 San Fernando Rd	Glendale	1946	6Z
F1-177	5628-032-023	811 Pelanconi Ave	Glendale	1938	6Z
F1-178	5628-038-004	711 Alma St	Glendale	1936	6Z
F1-179	5628-038-026	810 Pelanconi Ave	Glendale	1937	6Z
F1-180	5628-039-016	5832 San Fernando Rd	Glendale	1946	6Z
F1-181	5628-039-017	5830 San Fernando Rd	Glendale	1930	6Z
F1-182	5635-017-021	5720 San Fernando Rd	Glendale	1949	6Z
F1-183	5640-003-002	1295 Los Angeles St	Glendale	1952, 1967	6Z
F1-184	5640-020-013	417 W Los Feliz Rd	Glendale	1924	6Z
F1-185	5640-020-025	425 W Los Feliz Rd	Glendale	1939, 1941, 1980	6Z
F1-186	5640-033-034	1829 S Brand Blvd	Glendale	1959	6Z
F1-187	5640-041-002	1845 Topock St	Glendale	c. 1919–1925	6Z
F1-188	5640-041-029	1838 S Brand Blvd	Glendale	1964	6Z
F1-189	5696-019-002	4628 San Fernando Rd	Glendale	1940	6Z
F1-191	5696-019-033	4608 San Fernando Rd	Glendale	1947	6Z
F1-192	5696-019-034	4612 San Fernando Rd	Glendale	1917	6Z
F1-193	5696-019-040	4616 San Fernando Rd	Glendale	1957	6Z
F1-194	5696-020-001	547 W Garfield Ave	Glendale	1944	6Z
F1-195	5696-020-002	545 W Garfield Ave	Glendale	1941	6Z
F1-196	5696-020-003	541 W Garfield Ave	Glendale	1924	6Z
F1-197	5696-020-004	537 W Garfield Ave	Glendale	1924	6Z
F1-198	5696-020-006	531 W Garfield Ave	Glendale	1942	6Z
F1-199	5696-020-007	525 W Garfield Ave	Glendale	1947	6Z
F1-200	5696-020-008, -009	513–523 W Garfield Ave	Glendale	1939, 1965	6Z
F1-201	5696-020-012	4615 San Fernando Rd	Glendale	1948	6Z
F1-202	5696-020-013	512 W Windsor Rd	Glendale	1945	6Z
F1-203	5696-020-016	540 W Windsor Rd	Glendale	1935	6Z
F1-204	5696-020-021	533 W Windsor Rd	Glendale	1929	6Z
F1-205	5696-020-022	527 W Windsor Rd	Glendale	1941	6Z

Map ID	APN	Address	City	Year Built	Status Code[1]
F1-206	5696-020-023	525 W Windsor Rd	Glendale	1925	6Z
F1-207	5696-020-024	521 W Windsor Rd	Glendale	1928	6Z
F1-208	5696-020-028	4647 San Fernando Rd	Glendale	1928	6Z
F1-209	5696-020-029	4649 San Fernando Rd	Glendale	1941	6Z
F1-210	5696-020-033	4667 San Fernando Rd	Glendale	1962	6Z
F1-211	5696-020-034	4677 San Fernando Rd	Glendale	1959, 1971	6Z
F1-212	5696-020-037	528 W Windsor Rd	Glendale	1942	6Z
F1-213	5696-020-038	517 W Windsor Rd	Glendale	1925	6Z
F1-214	5696-020-039	520 W Windsor Rd	Glendale	1942	6Z
F1-215	5696-021-010	518-520 W Garfield Ave	Glendale	1924	6Z
F1-216	5696-021-011	522 W Garfield Ave	Glendale	1924	6Z
F1-217	5696-021-012	530-532 W Garfield Ave	Glendale	1923	6Z
F1-218	5696-021-013	546 W Garfield Ave	Glendale	1951	6Z
F1-219	5696-021-014	550 W Garfield Ave	Glendale	1952	6Z
F1-220	5696-021-015	554 W Garfield Ave	Glendale	1956	6Z
F1-221	No Parcel	Olive Ave Overpass (Bridge #53C1902)	Burbank	1959	6Z
F1-222	No Parcel	Burbank Blvd Overpass (Bridge #53C0198)	Burbank	1958	6Z
F1-223	No Parcel	Magnolia Blvd Frontage Rd Bridge (#53C0200)	Burbank	1949	6Z
F1-224	No Parcel	Magnolia Blvd Overpass (Bridge #53C1903)	Burbank	1959	6Z
F1-225	No Parcel	Olive Ave Frontage Rd Bridge (#53C0201)	Burbank	1949	6Z
F1-226	No Parcel	Alameda Ave E Access Rd Bridge (#53C0749)	Burbank	1963	6Z
F1-227	No Parcel	Alameda Ave W Access Rd Bridge (#53C0751)	Burbank	1963	6Z
F1-228	No Parcel	Alameda Ave Underpass (Bridge #53C0750)	Burbank	1963	6Z
F1-229	No Parcel	Brand Blvd Underpass (Bridge #53C0747)	Glendale	1960	6Z
F1-230	No Parcel	Los Feliz Rd Underpass (Bridge #53C0046)	Glendale	1960	6Z
F1-231	No Parcel	Colorado Blvd Underpass (Bridge #531071)	Glendale	1957	6Z
F1-232	No Parcel	US-101 over Los Angeles River (Bridge #530405)	Los Angeles	1944	6Z
F1-233	No Parcel	Southern Pacific Railroad Bridge	Los Angeles	1938	6Z
F1-234	No Parcel	Fletcher Drive Underpass (Bridge #53C1167)	Los Angeles	1962	6Z
F1-235	No Parcel	Burbank Western Channel	Burbank	c. 1941	6Z
F1-236	2466-008-025	3403 Winona Ave	Burbank	1961	6Z

Map ID	APN	Address	City	Year Built	Status Code[1]
F1-237	2466-008-026	3401 Winona Ave	Burbank	1960	6Z
F1-238	2466-008-027	3311 Winona Ave	Burbank	1960	6Z
F1-239	2466-008-028	2811 N Lima St	Burbank	1960	6Z
F1-240	2466-008-029	2815 N Lima St	Burbank	1960	6Z
F1-241	2466-008-030	2821 N Lima St	Burbank	1959	6Z
F1-242	2466-008-031	2823 N Lima St	Burbank	1959	6Z
F1-244	2466-008-037	2820 N Hollywood Way	Burbank	1961	6Z
F1-245	2466-027-001, -014	3151 N Kenwood St, 3810 Cohasset St	Burbank	1955, 1958	6Z
F1-246	2466-027-003	3161 N Kenwood St	Burbank	1947	6Z
F1-247	2466-027-007	3151 N Kenwood St	Burbank	1958	6Z
F1-248	2466-027-904	3111 N Kenwood St	Burbank	c. 1965–1972	6Z
F1-249	2466-035-002	7511 N San Fernando Rd	Los Angeles	1955	6Z
F1-250	2466-035-003	7505 N San Fernando Rd	Los Angeles	1931	6Z
F1-251	5458-003-010	3350 N San Fernando Rd	Los Angeles	1958	6Z
F1-252	5593-029-009	4046 Goodwin Ave	Los Angeles	1962	6Z
F1-253	5593-029-010	4050 Goodwin Ave	Los Angeles	1921	6Z
F1-254	5593-029-013	4062 Goodwin Ave	Los Angeles	1947	6Z
F1-255	2463-010-002	3310 W Vanowen St	Burbank	1958	6Z
F1-256	2463-010-010	3216 W Vanowen St	Burbank	1956	6Z
F1-257	2463-010-009	3210 W Vanowen St	Burbank	1951	6Z
F1-258	2463-010-007	3120 W Vanowen St	Burbank	1953	6Z
F1-259	2463-010-019	3116 W Vanowen St	Burbank	1952, 1967	6Z
F1-260	2463-010-018	3104 W Vanowen St	Burbank	1951	6Z
F1-261	2463-010-004	3100 W Vanowen St	Burbank	1954	6Z
F1-262	2463-011-001	2016 N Ontario St	Burbank	1951	6Z
F1-263	2463-011-033	2027 N Fairview St	Burbank	1943	6Z
F1-264	2463-012-015	2024 N Fairview St	Burbank	1943	6Z
F1-265	2463-012-001	1953 N Niagara St	Burbank	1944	6Z
F1-266	2463-013-014	1952 N Niagara St	Burbank	1941	6Z
F1-267	2463-013-015	1849 N Catalina St	Burbank	1944	6Z
F1-268	2463-014-012	1844 N Catalina St	Burbank	1944	6Z
F1-269	2463-014-025	1841 N Naomi St	Burbank	1944	6Z
F1-270	2463-015-041	1840 N Naomi St	Burbank	1944	6Z
F1-271	2463-015-030	2600 W Vanowen St	Burbank	1946	6Z
F1-272	2463-015-047	1836 N Frederic St	Burbank	1938	6Z
F1-273	2463-015-009	1835 N Buena Vista St	Burbank	1939	6Z
F1-274	2463-015-008	1831 N Buena Vista St	Burbank	1941	6Z
F1-275	2462-002-026	1838 N Buena Vista St	Burbank	1938	6Z
F1-276	2462-002-027	1834 N Buena Vista St	Burbank	1939	6Z

Map ID	APN	Address	City	Year Built	Status Code[1]
F1-277	2462-002-028	1830 N Buena Vista St	Burbank	1938	6Z

[1] California Historical Resources Status Codes: 6Z: Found ineligible for National Register of Historic Places, California Register of Historical Resources, or local designation through survey evaluation.
APN = Assessor's Parcel Number

Table 8-6 Streamlined Group Properties in the Area of Potential Effect

Map ID	APN	Address	City	Status Code[1]
F2-A-1	5640-041-003	1817 Gardena Ave	Glendale	6Z
F2-A-2	5640-041-004	1821 Gardena Ave	Glendale	6Z
F2-A-3	5640-041-005	1823 Gardena Ave	Glendale	6Z
F2-A-4	5640-041-006	1827 Gardena Ave	Glendale	6Z
F2-A-5	5640-041-007	1831 Gardena Ave	Glendale	6Z
F2-A-6	5640-041-008	1835 Gardena Ave	Glendale	6Z
F2-A-7	5640-041-009	1839 Gardena Ave	Glendale	6Z
F2-A-8	5640-041-010	1843 Gardena Ave	Glendale	6Z
F2-A-9	5640-041-011	1847 Gardena Ave	Glendale	6Z
F2-A-10	5640-041-013	1905 Gardena Ave	Glendale	6Z
F2-A-11	5640-041-014	1909 Gardena Ave	Glendale	6Z
F2-A-12	5640-041-015	1911 Gardena Ave	Glendale	6Z
F2-A-13	5640-041-016	1913 Gardena Ave	Glendale	6Z
F2-A-14	5640-041-017	1917 Gardena Ave	Glendale	6Z
F2-A-15	5640-041-018	1925 Gardena Ave	Glendale	6Z
F2-A-16	5640-041-019	1927 Gardena Ave	Glendale	6Z
F2-A-17	5640-041-020	1933 Gardena Ave	Glendale	6Z
F2-A-18	5640-041-021	1937 Gardena Ave	Glendale	6Z
F2-A-19	5640-041-025	1910 S Brand Blvd	Glendale	6Z
F2-A-20	5640-041-028	1851 Topock St	Glendale	6Z
F2-B-1	5435-001-004	3619 Seneca Ave	Los Angeles	6Z
F2-B-2	5435-001-005	3625 Seneca Ave	Los Angeles	6Z
F2-B-3	5435-001-006	3629 Seneca Ave	Los Angeles	6Z
F2-B-4	5435-001-007	3635 Seneca Ave	Los Angeles	6Z
F2-B-5	5435-001-008	3641 Seneca Ave	Los Angeles	6Z
F2-B-6	5435-001-009	3703 Seneca Ave	Los Angeles	6Z
F2-B-7	5435-001-010	3707 Seneca Ave	Los Angeles	6Z
F2-B-8	5435-001-011	3713 Seneca Ave	Los Angeles	6Z
F2-B-9	5435-001-012	3723 Seneca Ave	Los Angeles	6Z
F2-B-10	5435-001-013	3729 Seneca Ave	Los Angeles	6Z
F2-B-11	5435-001-014	3733 Seneca Ave	Los Angeles	6Z
F2-B-12	5435-001-015	3737 Seneca Ave	Los Angeles	6Z
F2-B-13	5435-001-016	3745 Seneca Ave	Los Angeles	6Z
F2-B-14	5435-002-001	3749 Seneca Ave	Los Angeles	6Z

Map ID	APN	Address	City	Status Code[1]
F2-B-15	5435-002-002	3803 Seneca Ave	Los Angeles	6Z
F2-B-16	5435-002-003	3807 Seneca Ave	Los Angeles	6Z
F2-B-17	5435-002-004	3811 Seneca Ave	Los Angeles	6Z
F2-B-18	5435-002-005	3817 Seneca Ave	Los Angeles	6Z
F2-B-19	5435-002-006	3821 Seneca Ave	Los Angeles	6Z
F2-B-20	5435-002-007	3825 Seneca Ave	Los Angeles	6Z
F2-B-21	5435-002-008	3829 Seneca Ave	Los Angeles	6Z
F2-B-22	5435-002-009	3833 Seneca Ave	Los Angeles	6Z
F2-B-23	5435-002-010	3837 Seneca Ave	Los Angeles	6Z
F2-B-24	5435-002-011	3841 Seneca Ave	Los Angeles	6Z
F2-B-25	5435-002-012	3845 Seneca Ave	Los Angeles	6Z
F2-B-26	5435-002-013	3849 Seneca Ave	Los Angeles	6Z
F2-B-27	5435-002-014	3853 Seneca Ave	Los Angeles	6Z
F2-B-28	5435-002-015	3857 Seneca Ave	Los Angeles	6Z
F2-B-29	5435-002-016	3861 Seneca Ave	Los Angeles	6Z
F2-B-30	5435-002-017	3867 Seneca Ave	Los Angeles	6Z
F2-B-31	5435-002-018	3871 Seneca Ave	Los Angeles	6Z
F2-B-32	5435-002-019	3877 Seneca Ave	Los Angeles	6Z
F2-B-33	5435-003-001	3903 Seneca Ave	Los Angeles	6Z
F2-B-34	5435-003-002	3913 Seneca Ave	Los Angeles	6Z
F2-B-35	5435-003-003	3917 Seneca Ave	Los Angeles	6Z
F2-B-36	5435-003-004	3921 Seneca Ave	Los Angeles	6Z
F2-B-37	5435-003-005	3925 Seneca Ave	Los Angeles	6Z
F2-B-38	5435-003-006	3929 Seneca Ave	Los Angeles	6Z
F2-B-39	5435-003-007	3933 Seneca Ave	Los Angeles	6Z
F2-B-40	5435-003-008	3935 Seneca Ave	Los Angeles	6Z
F2-B-41	5435-003-009	3941 Seneca Ave	Los Angeles	6Z
F2-B-42	5435-003-010	3943 Seneca Ave	Los Angeles	6Z
F2-B-43	5435-003-011	3949 Seneca Ave	Los Angeles	6Z
F2-B-44	5435-003-012	3953 Seneca Ave	Los Angeles	6Z
F2-B-45	5435-003-013	3957 Seneca Ave	Los Angeles	6Z
F2-B-46	5435-003-014	3961 Seneca Ave	Los Angeles	6Z
F2-B-47	5435-003-015	3965 Seneca Ave	Los Angeles	6Z
F2-B-48	5435-004-017	3966 Seneca Ave	Los Angeles	6Z

[1] *California Historical Resources Status Codes:* 6Z: Found ineligible for National Register of Historic Places, California Register of Historical Resources, or local designation through survey evaluation.
APN = Assessor's Parcel Number

8.4 Previously Identified NRHP-Ineligible Properties

There are five resources in the APE that were previously identified as ineligible for the NRHP as part of a previous study or survey (Table 8-7).

Table 8-7 Properties Previously Determined Ineligible for the NRHP in the Area of Potential Effect

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code[1]
E2-1		Crystallite Production Corporation	5624-015-006	1708 Standard Ave	Glendale	1927–1930	6Y
E2-2		Industrial Building	5624-015-035	902 Thompson Ave	Glendale	1929	6Y
E2-3		Industrial Building	5627-001-013	915 Ruberta Ave	Glendale	1948	6Y
E2-4		Industrial Building	5627-002-017	911 Justin Ave	Glendale	1948	6Y
E2-5	19-190312	San Fernando Road/Verdugo Wash Bridge	No Parcel	No Address	Glendale	1939	6Y

[1] *California Historical Resources Status Codes:* 6Y: Determined ineligible for National Register of Historic Places by consensus through Section 106 process—not evaluated for California Register of Historical Resources or local listing.
APN = Assessor's Parcel Number

8.5 CEQA-Only Properties

There is one resource within the APE that is a "CEQA-only" property (Table 8-8), which is listed on a local register but is not eligible to the NRHP. Therefore, this resource is not a "historic property" for NEPA and Section 106, but is considered a "historical resource" for CEQA.

Table 8-8 CEQA-Only Properties in the Area of Potential Effect

Map ID	Historic Name	APN	Address	City	Year Built	Status Code[1]
D4-1	Van de Kamp's Holland Dutch Bakery (Los Angeles Historic-Cultural Monument #569)	5458-001-904	3020 N San Fernando Rd	Los Angeles	1930	5S1

[1] *California Historical Resources Status Codes:* 5S1: Individual property that is listed or designated locally
APN = Assessor's Parcel Number

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10 PREPARER QUALIFICATIONS

This HASR was prepared by Jenna Kachour, Allison Lyons, Amanda Duane, Emily Rinaldi, Laura Groves, Audrey von Ahrens, Sean Morales, Jane Kang, Jonathan Kaplan, and Andrea Galvin of GPA Consulting. Ms. Kachour, Ms. Duane, and Ms. Groves prepared the historic context, and Ms. Kachour assembled the report contents. Ms. Lyons used GIS data to create the lists of properties within the APE and assisted with producing maps to direct the field survey. Interns Mr. Morales, Ms. Kang, and Mr. Kaplan conducted the fieldwork and research of properties within the APE, assisted with preparing information for the streamline forms and conducted data entry to produce the DPR forms. Staff members Ms. Rinaldi and Ms. von Ahrens also conducted fieldwork and research of properties within the APE and prepared streamline forms. Ms. Groves and Ms. Duane prepared architectural descriptions for the inventory forms as well as the significance statements for properties that required evaluation. Ms. Galvin was the project manager and conducted the peer review. All key individuals fulfill the qualifications for historic preservation professionals outlined in 36 C.F.R. Part 61 and as required by the HSR Section 106 PA.

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APPENDIX A: PROJECT LOCATION AND VICINITY MAPS

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APPENDIX B: AREA OF POTENTIAL EFFECTS MAP

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APPENDIX C: CORRESPONDENCE

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APPENDIX D: DEPARTMENT OF PARKS AND RECREATION 523 FORMS (NRHP, CRHR, OR OTHER CEQA DESIGNATION) FOR ELIGIBLE PROPERTIES

Section D1: New Properties Determined Eligible for the NRHP

Section D2: Properties Listed in the NRHP

Section D3: Properties Previously Determined Eligible for the NRHP

Section D4: CEQA-Only Properties

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APPENDIX E: DEPARTMENT OF PARKS AND RECREATION 523 FORMS FOR INELIGIBLE PROPERTIES

Section E1: New Properties Determined Ineligible for the NRHP

Section E2: Properties Previously Determined Ineligible for the NRHP

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APPENDIX F: STREAMLINED DOCUMENTATION FOR SUBSTANTIALLY ALTERED PROPERTIES

Section F1: Streamlined Documentation for Individual Properties

Section F2: Streamlined Documentation for Group Properties

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