

Appendix E

Historical Resource Technical Study





Historic Resources Technical Study

Los Angeles County Metropolitan Transportation
Authority Transportation Communication
Network Program

Los Angeles, California

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Prepared for:

AllVision LLC
714 W. Olympic Boulevard, Suite 709-711
Los Angeles, California 90015

Prepared by:

HDR, Inc.
591 Camino de la Reina, Suite 300
San Diego, California 92108

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Acronyms

| | |
|----------|---|
| Caltrans | California Department of Transportation |
| CEQA | California Environmental Quality Act |
| CCR | California Code of Regulations |
| CRHR | California Register of Historical Resources |
| FF | Freeway-Facing |
| HCM | Historic Cultural Monument |
| HPOZ | Historic Preservation Overlay Zone |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| NFF | Non-Freeway-Facing |
| NRHP | National Register of Historic Places |
| PRC | Public Resources Code |
| PWA | Public Works Administration |
| RIITS | Regional Integration of Intelligent Transportation System |
| SRL | State Registered Landmark |
| TCN | Transportation Communication Network |



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Management Summary

The Los Angeles County Metropolitan Transportation Authority (Metro) proposes to implement the Transportation Communication Network (TCN) Program (Project or TCN Program), which would provide a network of structures with digital displays (TCN Structures) that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles (City). Implementation of the Project would include the installation of up to 34 Freeway-Facing (FF) TCN Structures and 22 Non-Freeway Facing (NFF) TCN Structures, all on Metro-owned property.

The present technical study was prepared in support of the Project's environmental document to assess potential impacts to known significant historic architectural resources, which are "historical resources" under the California Environmental Quality Act (CEQA) and referred to as "historic resources" in this report when discussed outside of official CEQA language. The Study Area was defined as a 100 m (330 ft) buffer from all proposed TCN Structure locations, determined for this study by topography, vegetation, and viewing distance, including areas visible from the Project and public viewpoints that offer unobstructed views of the TCN Structures within their proposed urban setting. A desktop review of publicly available sources of information—including the National Register of Historic Places (NRHP), Los Angeles Historic-Cultural Monument List, and Los Angeles Historic Resources Survey—was carried out to identify previously recorded historic resources within the Study Area. Nineteen architectural resources either listed in or eligible for listing in the NRHP, California Register of Historical Resources (CRHR), or local register were identified within 100 m of 17 proposed TCN Structures. Of the 17 proposed TCN Structures, three locations (NFF-3, NFF-6, and NFF-16) have more than one associated historic resource within the 100 m Study Area buffer, and two resources (Billingsley's Golden Bull and Campo de Cahuenga) are associated with more than one TCN Structure. A site visit was conducted at the 17 proposed TCN Structure locations to carry out photographic documentation in support of the assessment of potential Project impacts on the previously recorded historic resources identified in this desktop review.

Thirteen of the 17 proposed TCN Structures would result in less than significant or no impacts to historic resources identified in this study. Four proposed TCN Structures have the potential to result in significant visual impacts:

- NFF-2 to the North Spring Street Bridge (Caltrans Bridge No. 53C0859);
- NFF-3 to the Lankershim Depot;
- NFF-16 to the Little Tokyo Historic District and Japanese Village Plaza; and
- NFF-21 to the Fourth Street Bridge (Caltrans Bridge No. 53C0044).

Avoidance of these resources is recommended by removing proposed TCN Structures NFF-2, NFF-3, NFF-16, and NFF-21 from the Project or relocating them to alternative locations where they would result in a less than significant impact or no impact to historic resources identified in this study.



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1 Introduction

The Los Angeles County Metropolitan Transportation Authority proposes to implement the Transportation Communication Network Program (Project or TCN Program), which would provide a network of structures with digital displays (TCN Structures) that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City. Implementation of the Project would include the installation of up to 34 FF TCN Structures and 22 NFF TCN Structures, all on Metro-owned property.

This technical study was prepared in support of the Project's environmental document to assess potential impacts to known significant historic architectural resources, which are "historical resources" under CEQA and referred to as "historic resources" in this report when discussed outside of official CEQA language.

1.1 Project Location

The site locations for the TCN Structures (Site Locations) are within property owned and operated by Metro along freeways and major streets, within the City. Some of the Site Locations currently contain existing static displays. The majority of the Site Locations are located on vacant land with limited vegetation and are generally inaccessible to the public. Further, the proposed sites are used primarily for Metro operations, which include rail corridors, stations, parking, bus depots, and equipment lots. The Site Locations are located in the Community Plan areas of Central City, Central City North, Silver Lake–Echo Park–Elysian Valley, Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass, North East Los Angeles, Boyle Heights, North Hollywood–Village Valley, Sun Valley–La Tuna Canyon, Arleta–Pacoima, Granada Hills–Knollwood, Sylmar, Encino–Tarzana West Los Angeles Community Plan, South Los Angeles, Southeast Los Angeles, Palms-Mar Vista-Del Rey, Westchester-Playa-Del-Rey, Van Nuys-North Sherman Oaks, West Adams-Baldwin Hills-Leimert, and Wilshire and are generally designated and zoned for commercial, public facilities, and manufacturing uses. No Site Locations are zoned for residential use.

1.2 Project Description

Implementation of the Project would include the installation of up to 34 FF TCN Structures and 22 NFF TCN Structures on Metro-owned property (**Figure 1-1**). FF TCN Structures include signage that can be viewed from the highway, while NFF TCN Structures would be viewed from major streets. FF TCN Structures would range in size from 672 to 1,200 square ft with the majority being 672 square ft, and structures adjacent to elevated freeways would be up to 50 ft in height above finished grade for visibility. NFF TCN structures would range in size from 300 to 672 square ft and would be up to 30 ft above finished grade. TCN Structures would follow Metro's Advertising Content Guidelines and revenues generated from advertising would be utilized to fund new and expanded transportation programs.

Each TCN Structure would have one or two faces depending on the location and line-of-sight visibility, and they would utilize light-emitting diode lighting with a daytime maximum of up to 6,000 candelas



and a nighttime maximum of 300 candelas. Illumination of the digital displays would conform to applicable Federal and State regulations for signs oriented toward roadways and freeways. Additionally, the TCN Structures would be equipped with Metro's Regional Integration of Intelligent Transportation System (RIITS), which provides comprehensive, timely, and real-time information between freeway traffic, transit, emergency systems, and various agencies such as the California Highway Patrol and Los Angeles Department of Public Works. Roadway efficiency, public safety, and communication benefits would include improved bus wi-fi and timing, and additional messaging ability for broadcasts like the Earthquake Early Warning System and Amber Alerts.

The total maximum amount of digital signage associated with the TCN Structures would be approximately 55,000 square ft. As part of implementation of the TCN Structures, a take-down program would also be implemented whereby existing static displays would be removed. Signage to be removed would include approximately 200 static displays located within the City. As part of the Project, the City must amend the City's sign regulations in the Zoning Code (Zoning Ordinance) to create a mechanism to review and approve the TCN Structures Citywide. The regulations would generally affect the location, design, operations, take-down program and community benefits of the TCN Structures. General digital display and illumination standards would be adopted to support the implementation of the TCN Structures.

1.3 Study Area

The Study Area includes a 100 m (330 ft) buffer around each Site Location, determined for this study by topography, vegetation, and viewing distance, including areas visible from the Project and public viewpoints that offer unobstructed views of the TCN Structures within their proposed urban setting. No buildings or structures are within the immediate project footprint, i.e., no historic resources would be subject to physical impact. Therefore, historic resources in the Study Area were assessed for potential visual impacts only.

1.4 Personnel

Professional services were performed by individuals meeting the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44716).



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2 Regulatory Framework

Pursuant to the requirements of CEQA, it is necessary for the lead agency to determine if a proposed project has the potential to affect “historical resources.”

2.1 California Environmental Quality Act

CEQA statutes are encoded in Public Resources Code (PRC) § 21000 et seq., with Guidelines for Implementation codified in the California Code of Regulations (CCR), Title 14, Division 6, Chapter 3. Pursuant to CEQA, it is necessary for the lead agency to determine whether a proposed project may have a significant effect on the environment (PRC § 21082.2[a]). CEQA associates a significant effect on the environment with a substantial adverse change in the significance of a historical resource (PRC § 21084.1).

For the purposes of CEQA review, a historical resource is defined as follows (14 CCR 15064.5[a]):

1. A resource listed in, or determined eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (CRHR)
2. A resource included in a local register of historical resources
3. A resource identified as significant in a historical resource survey meeting the requirements specified in PRC 5024.1(g)
4. Any resource that the lead agency determines to be historically significant

Generally, a lead agency shall consider a resource to be historically significant if the resource retains sufficient integrity and meets the criteria for listing in the CRHR (PRC § 5024.1). These include the following criteria (14 CCR § 4852[b]), which mirror the NRHP federal eligibility criteria:

1. It is 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 United States
2. It is associated with the lives of persons important to local, California, or national history
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation

Determining the integrity of a resource involves evaluating the authenticity of that resource’s physical identity—that is, the survival of characteristics that were present during the resource’s period of significance. In order to be listed in the CRHR, resources must “retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance” (14 CCR § 4852[c]). Integrity is evaluated with regard to the retention of location, design setting, materials, workmanship, feeling, and association.

Any historical resource in California that is listed or determined eligible for listing on the NRHP is included in the CRHR (PRC § 5024.1[d][1]). Under CRHR regulations, “it is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the California Register” (14 CCR § 4852[c]). The CRHR also includes properties that are:

- Registered State Historical Landmarks numbered 770 and above



- Points of Historical Interest that have been reviewed and recommended to the State Historical Resources Commission for listing
- City- and county-designated landmarks or districts, if the criteria for designation are determined by the Office of Historic Preservation to be consistent with CRHR criteria

A substantial adverse change in the significance of a historical resource includes “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (14 CCR § 15064.5[b]). If the proposed project has the potential to cause a substantial adverse change in the significance of a historical resource, the lead agency shall identify potentially feasible measures to mitigate such change.

2.2 Local Regulations

2.2.1 City of Los Angeles Environmental Quality Guidelines

The City of Los Angeles has adopted the CEQA statutes and guidelines, as encoded in the City of Los Angeles Environmental Quality Guidelines, adopted on July 31, 2002. An outline of the CEQA guidelines relating to cultural resources is contained in Section D of the L.A. CEQA Thresholds Guide of 2006, enforced by the Environmental Affairs Department. Referenced in that document is Section 6-3.2 of the *Standard Specifications for Public Works Construction*, which requires that “grading, excavation, and other ground-disturbing activities for a public project be halted in the area of a paleontological or archaeological find, until such time as a resource expert can review the find, determine its significance, and if required, determine appropriate mitigation measures.”

Additionally, the City has adopted guidelines relating to the treatment of historic resources. Per Chapter 3 of the Cultural Heritage Masterplan, a cultural resource may be considered historically relevant if it meets any of the following criteria:

1. It is eligible for inclusion in the NRHP or the CRHR.
2. It qualifies as a California Point of Historical Interest.
3. It is a Los Angeles Historic-Cultural Monument (HCM), as determined by the Cultural Heritage Commission.
4. It falls within the boundaries of a Historic Preservation Overlay Zone (HPOZ).

2.2.2 City of Los Angeles Cultural Heritage Ordinance

The Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code § 22.171) was first adopted by the Los Angeles City Council in 1962 and has since been amended several times, most recently in 2018. The Ordinance created a Cultural Heritage Commission and criteria for designating HCMs. The Commission comprises five citizens, appointed by the Mayor, who have exhibited a knowledge of Los Angeles’ history, culture, and architecture. Section 22.171.7 of the Los Angeles Administrative Code defines an HCM as follows:

... any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State, or community is reflected or exemplified or which is identified with historic personages or with important events in the main currents of national, State, or local history; or which

embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

Each nomination is reviewed by the Commission, followed by the Planning and Land Use Management Committee of the City Council, and then by the City Council as a whole. Once a property has been designated an HCM, the Cultural Heritage Commission and its staff review permits for alteration, relocation, or demolition. The Commission can delay demolition of an HCM for 180 days and has the authority to recommend to the City Council to delay demolition for another 180 days. Locally designated cultural resources are presumed to be historically significant under CEQA. Therefore, demolition or alterations of HCMs are subject to review under CEQA.



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3 Methods

3.1 Sources of Information

The following publicly available sources of information were reviewed to identify previously recorded significant historic resources in the Study Area:

- NRHP (National Park Service 2018)
- Los Angeles HCM List (City of Los Angeles 2020)
- Los Angeles Historic Resources Survey (Historic Resources Group 2014)

3.2 Desktop Review

The objective of the desktop review was to identify known significant historic resources within 100 m of Site Locations. Data included NRHP nomination forms, available site records and reports, and online resources such as the Los Angeles Conservancy (*laconservancy.org*). Nineteen historic resources were identified in the Study Area, within 100 m of 17 Site Locations (**Table 3-1**). **Figure 3-1** is an overview of these 17 Site Locations. **Figure 3-2** through **Figure 3-15** are detailed maps showing each Site Location with its respective Study Area and any historic resources identified via the desktop review. Three Site Locations (NFF-3, NFF-6, and NFF-16) have more than one associated historic resource within the Study Area, and two resources (Billingsley’s Golden Bull and the Site of Campo de Cahuenga) are associated with more than one Site Location.

Table 3-1. Historic Resources Identified in the Study Area

| Site Location | Historical Resources in Study Area |
|---------------|---|
| FF-1 | Los Angeles Union Station Passenger Terminal and Grounds |
| FF-2 | Magellan Storage |
| FF-13 | Van De Kamp’s Holland Dutch Bakery |
| FF-27 | Billingsley’s Golden Bull |
| FF-28 | 9190 Exposition Boulevard |
| FF-30 | Panama Street Industrial Historic District |
| NFF-2 | North Spring Street Bridge, No. 53C0859 |
| NFF-3 | Lankershim Depot; United States Post Office North Hollywood |
| NFF-4 | Site of Campo de Cahuenga |
| NFF-5 | Site of Campo de Cahuenga |
| NFF-6 | Broadway Theater and Commercial District; Subway Terminal Building; Angels Flight Railway |
| NFF-11 | Batson’s Fine Laundering and Dry Cleaning |
| NFF-13 | Macy Street School |
| NFF-15 | Billingsley’s Golden Bull |
| NFF-16 | Little Tokyo Historic District; Japanese Village Plaza |
| NFF-20 | Nicholas Priester Building |
| NFF-21 | Fourth Street Bridge, No. 53C0044 |



3.3 Site Visit

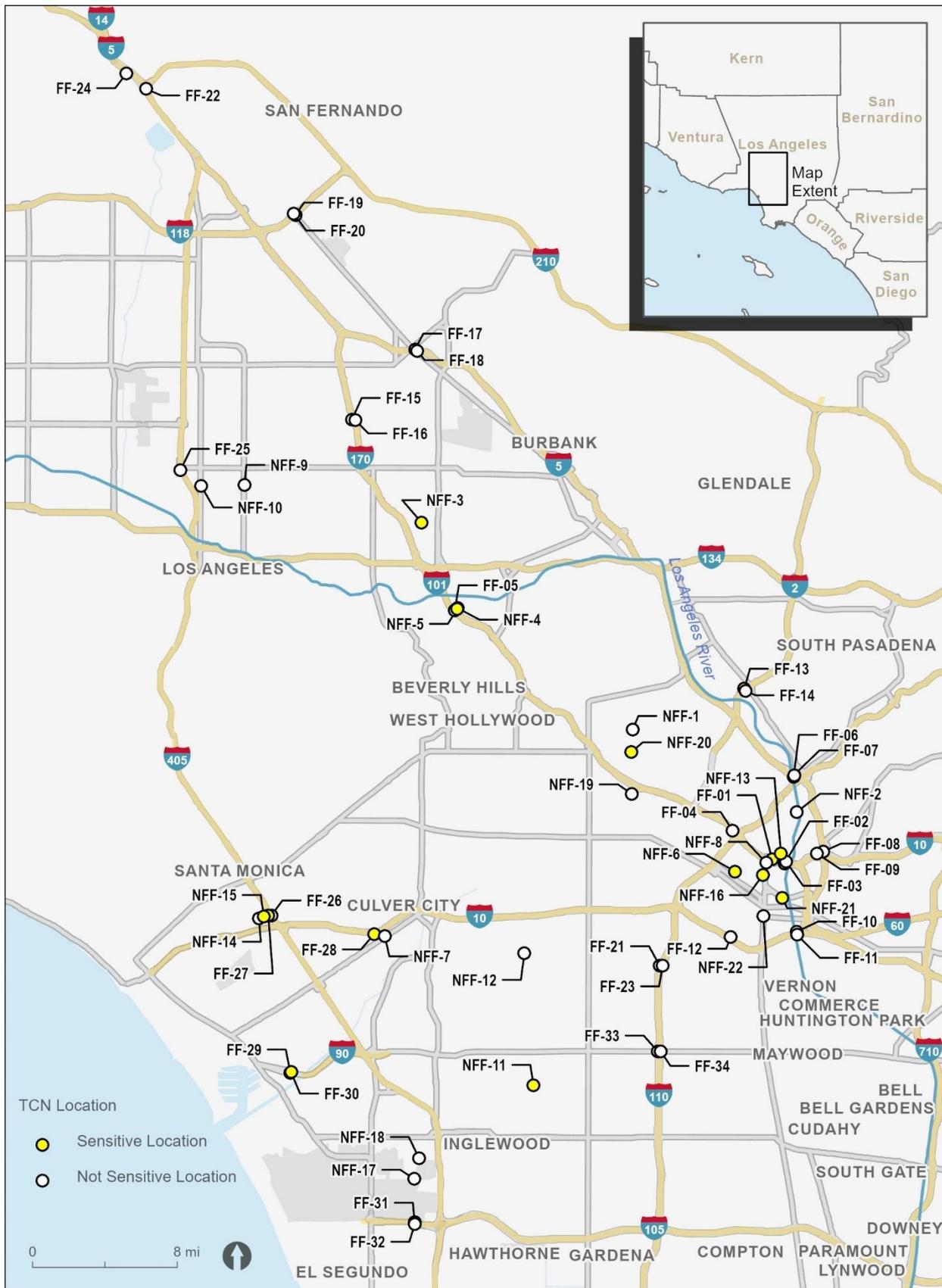
On June 10, 13, and 23, 2022, HDR cultural resource personnel visited the 17 Site Locations near previously recorded historic resources identified in the desktop review to document current conditions and carry out photographic documentation in support of the assessment of Project impacts on the previously recorded historic resources in the Study Area. Identification of previously unrecorded historic resources or significance evaluation or reevaluation of known historic resources was not undertaken as it was not included in the scope of work.

3.4 Impact Assessment

While the Project poses no physical impact to historic resources, change in visual setting was investigated as a Project impact with the capacity to diminish a historic resource's integrity of setting, thus potentially impeding its ability to convey its significance and affecting its eligibility for local, state, or national designation. Features of each historic resource and aspects of its setting when assessing potential visual impact included:

- Applicable criterion/criteria for significance (i.e., importance of setting to significance)
- Character-defining features of resource and contributing components, if applicable
- Historic and current function of resource
- Scale of signage in relation to resource
- Orientation of resource in relation to signage
- Location of signage in relation to resource (e.g., potential for impeded view from/toward resource)
- Distance between signage and resource
- Integrity of existing setting (e.g., presence of vertical structures and/or modern structures)
- Additional setting considerations (e.g., vegetative screening, existing signage)

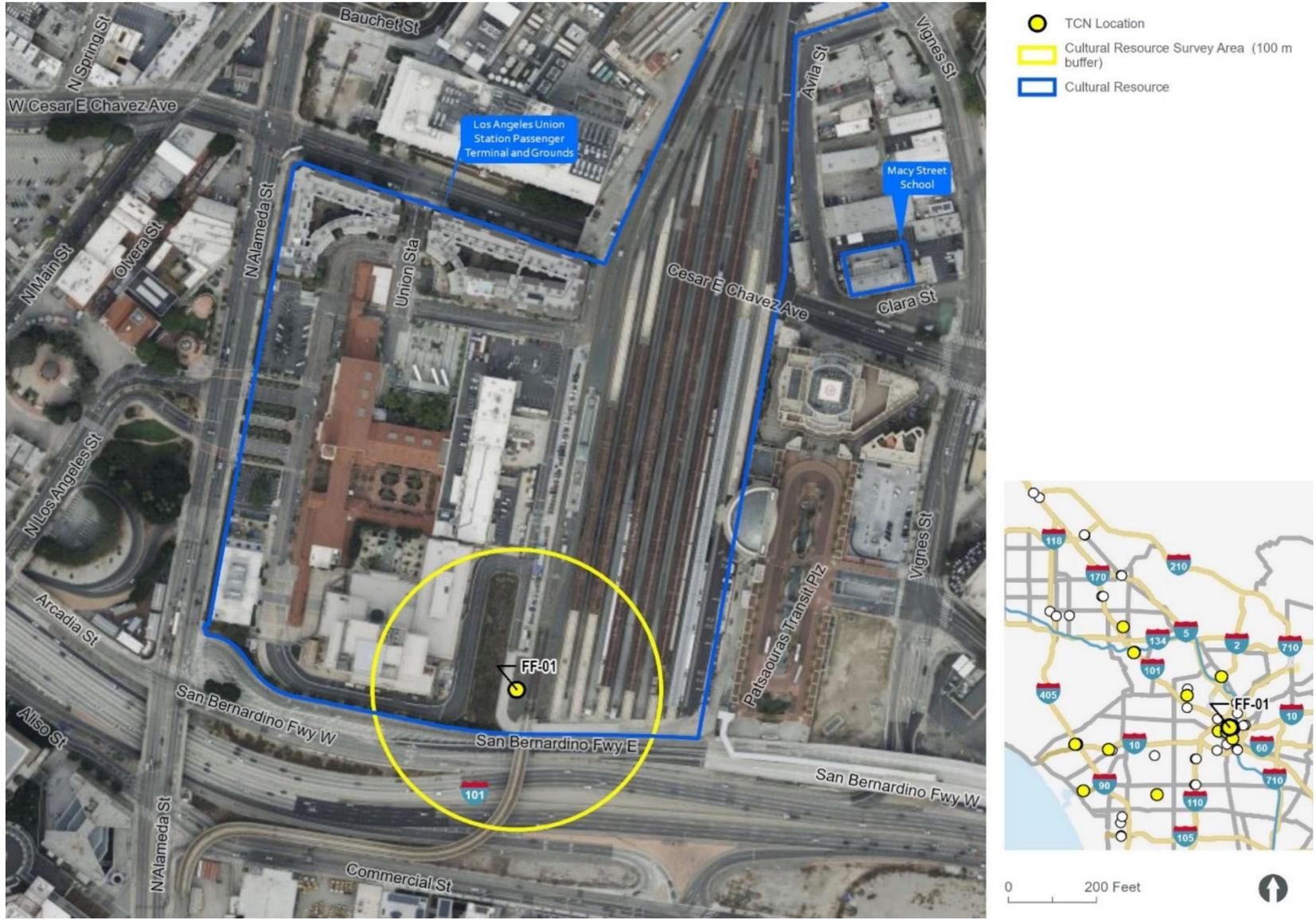
Figure 3-1. Site Locations within 100 m of Historic Resources





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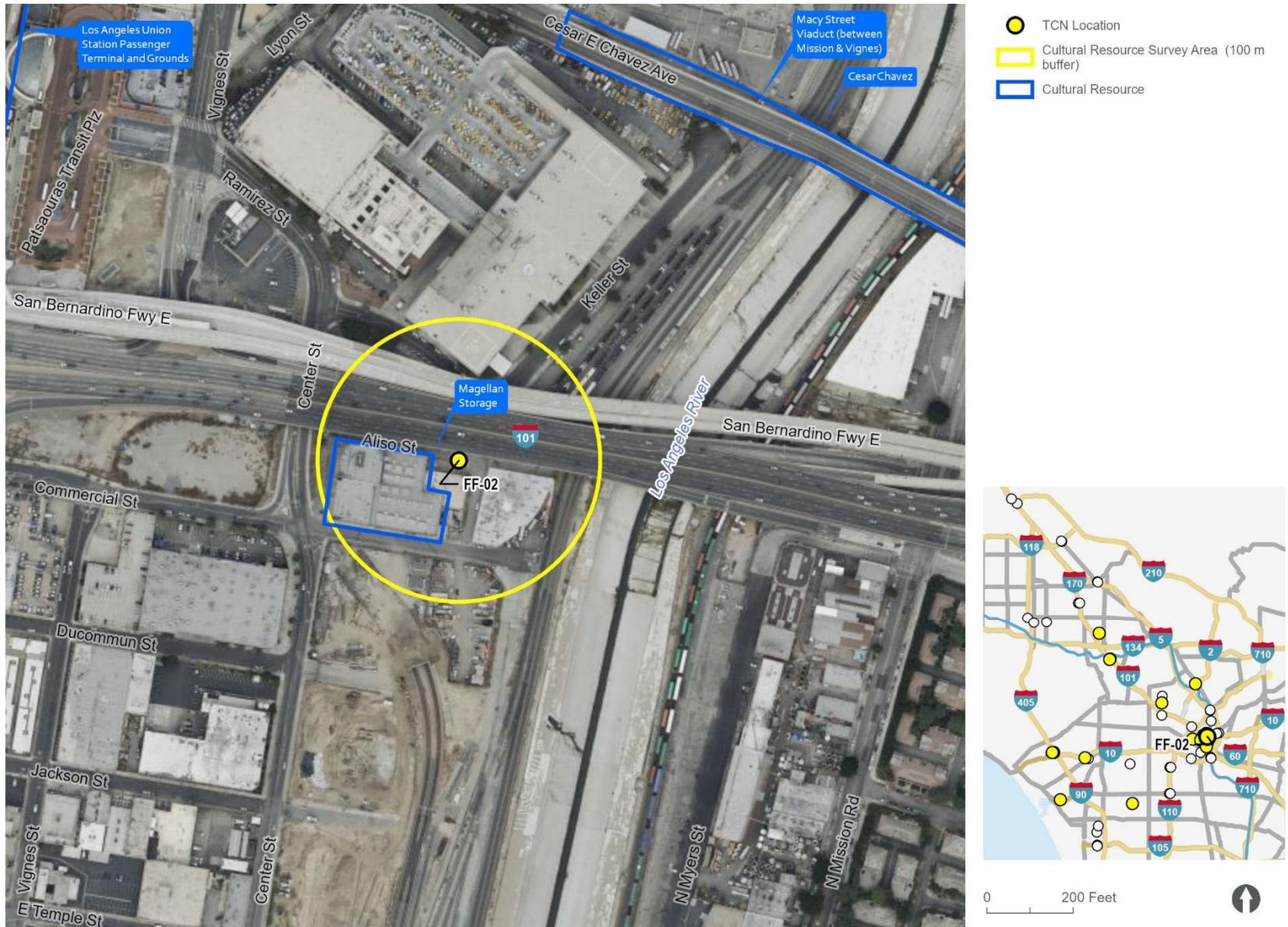
Figure 3-2. Site Location FF-1, Study Area, and Identified Historic Resources





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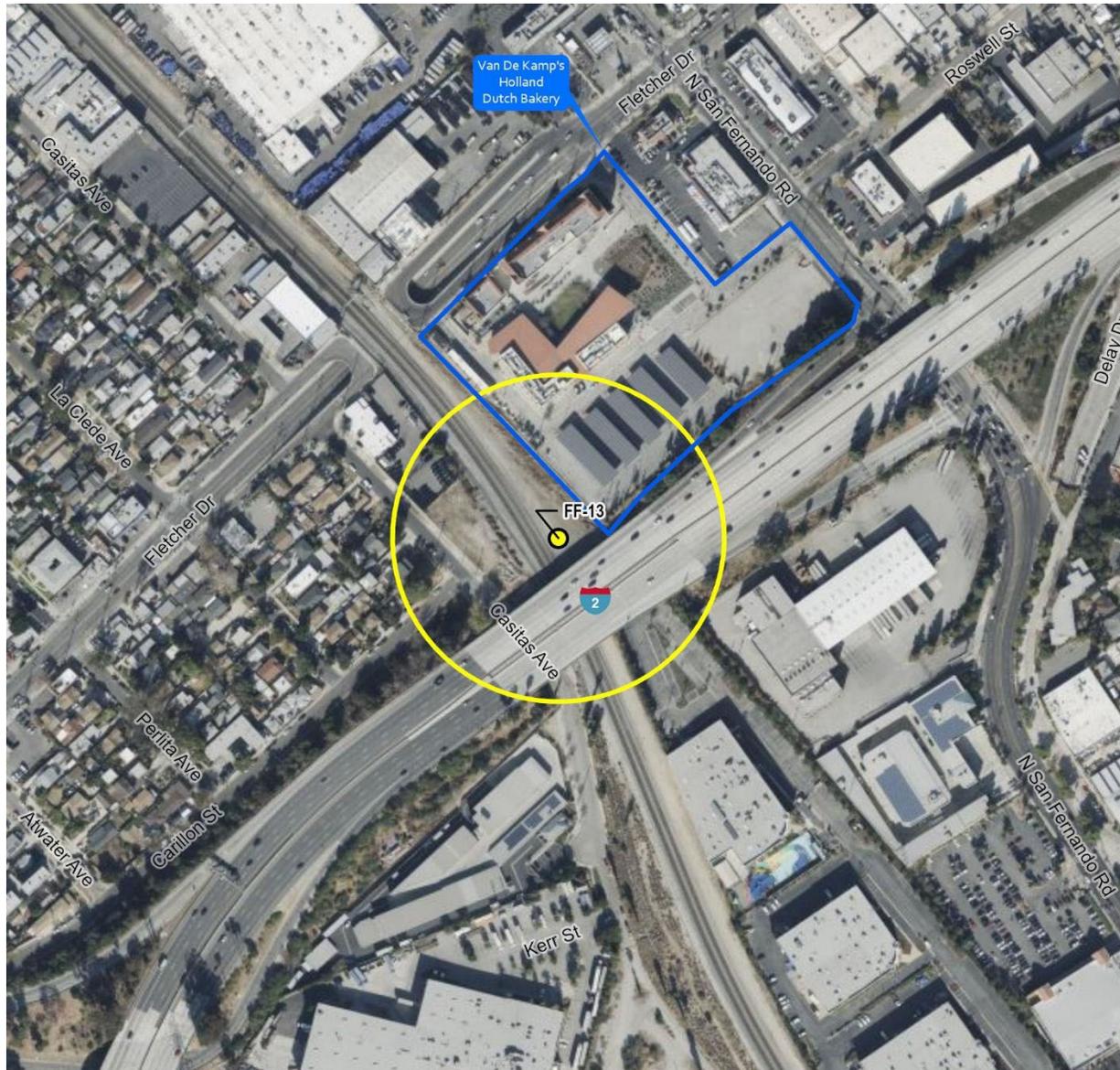
Figure 3-3. Site Location FF-2, Study Area, and Identified Historic Resources



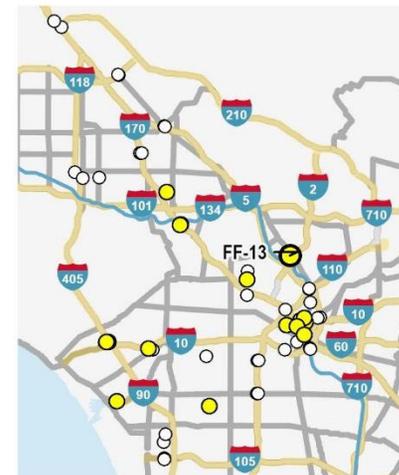


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Figure 3-4. Site Location FF-13, Study Area, and Identified Historic Resources



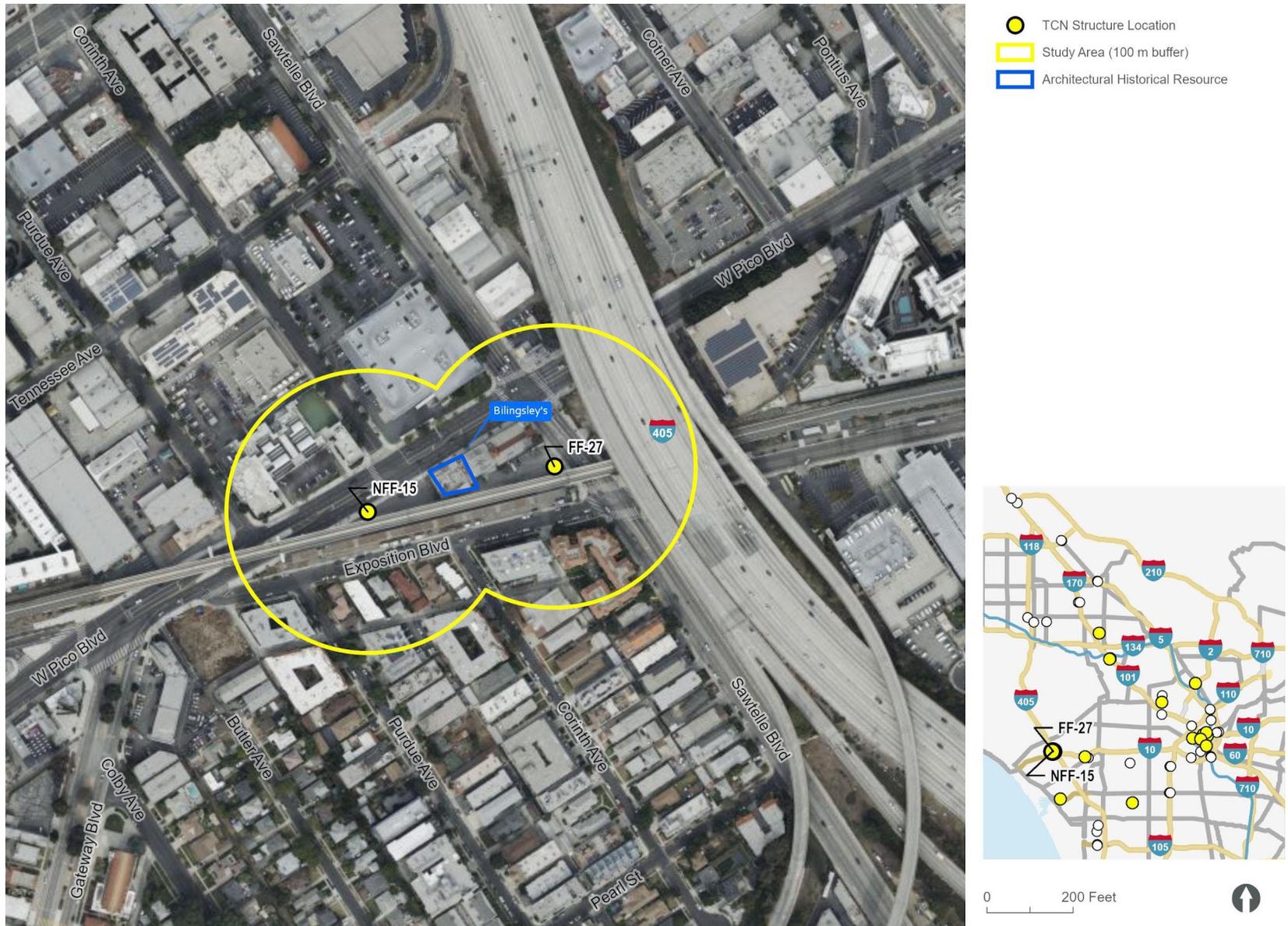
-  TCN Location
-  Cultural Resource Survey Area (100 m buffer)
-  Cultural Resource





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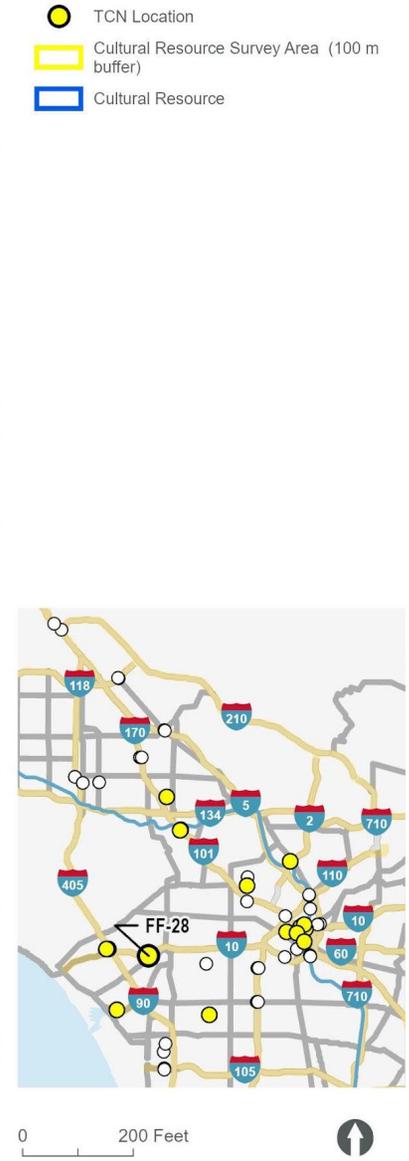
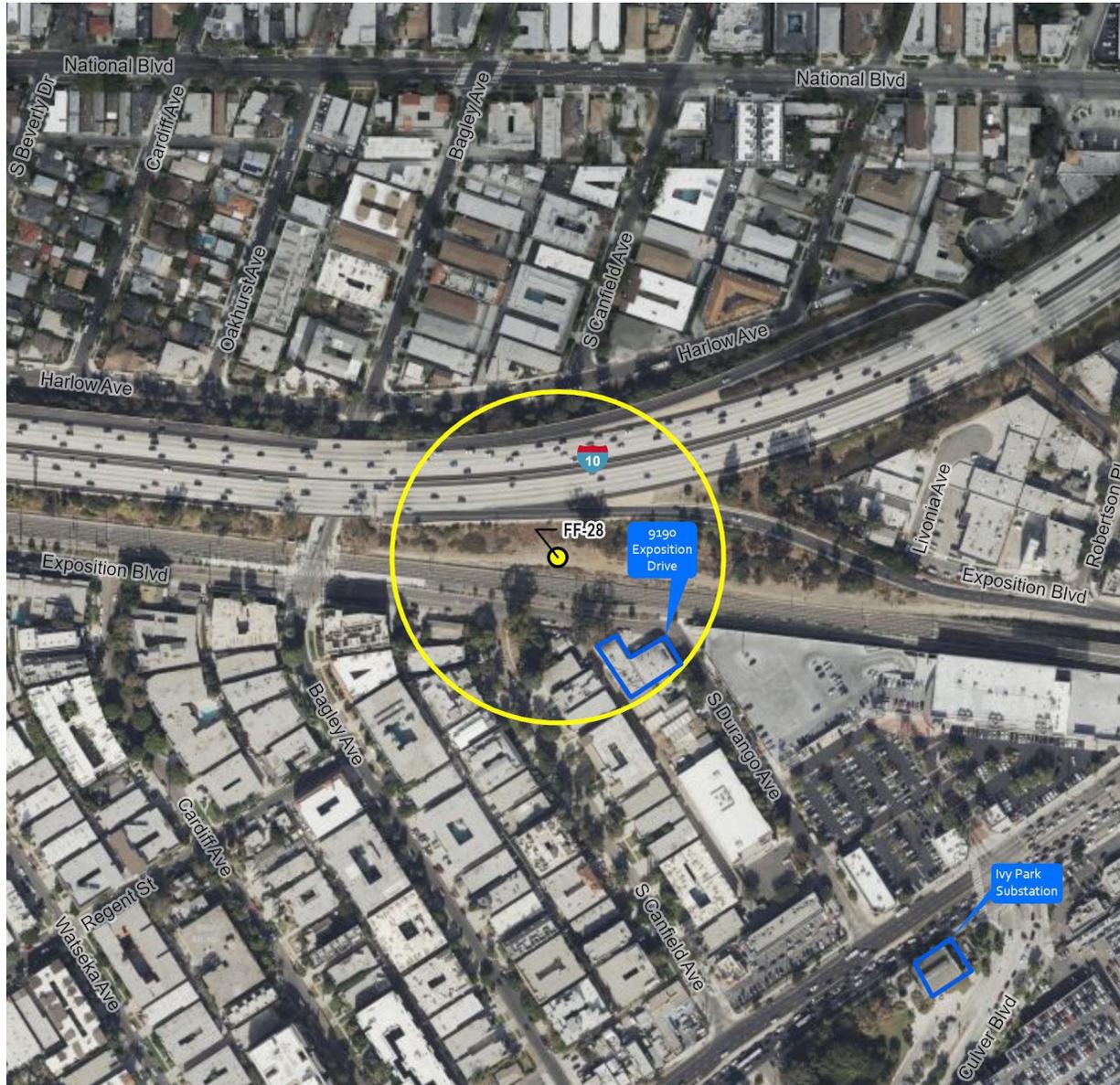
Figure 3-5. Site Locations FF-27 and NFF-15, Study Area, and Identified Historic Resources





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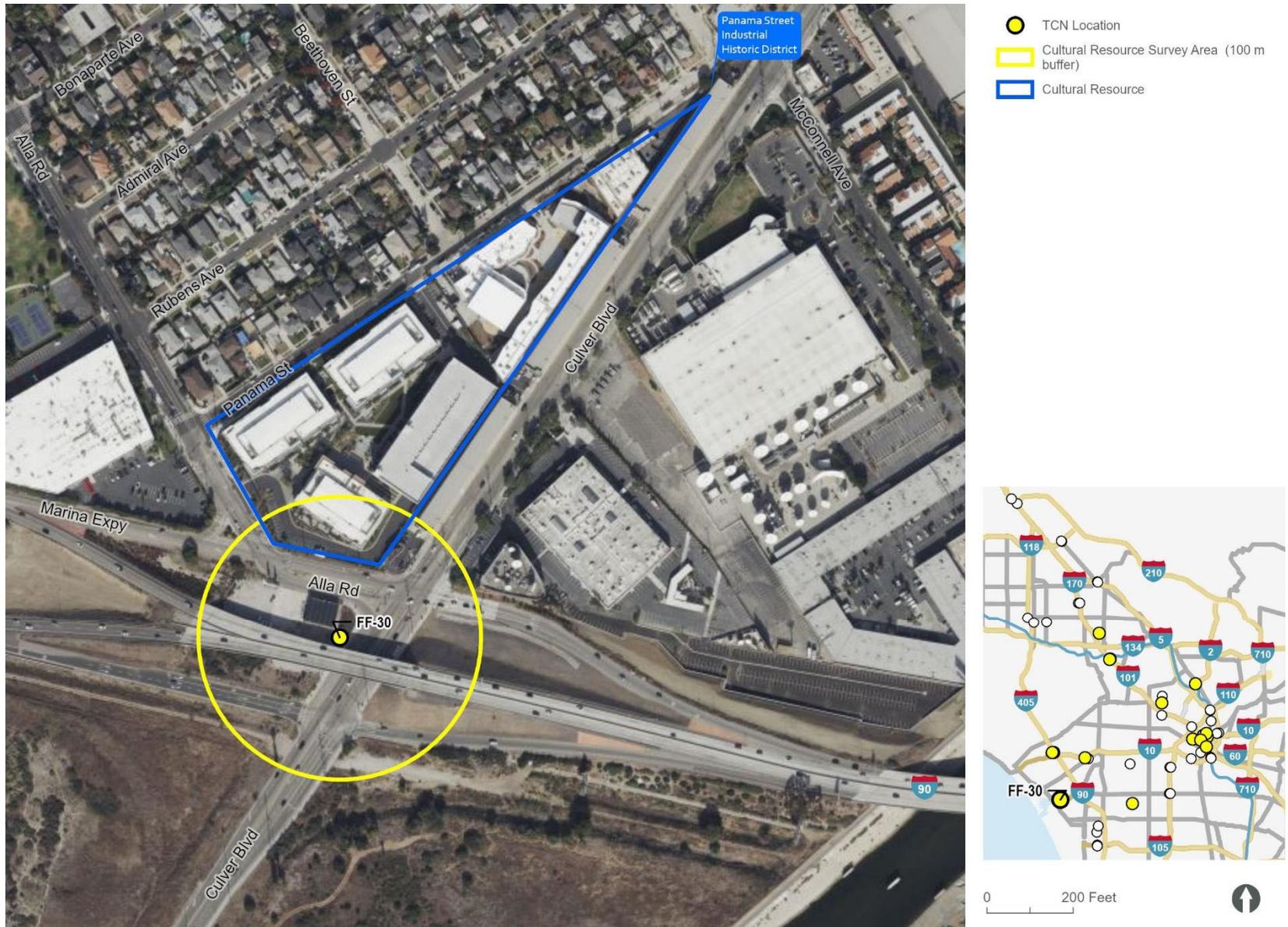
Figure 3-6. Site Location FF-28, Study Area, and Identified Historic Resources





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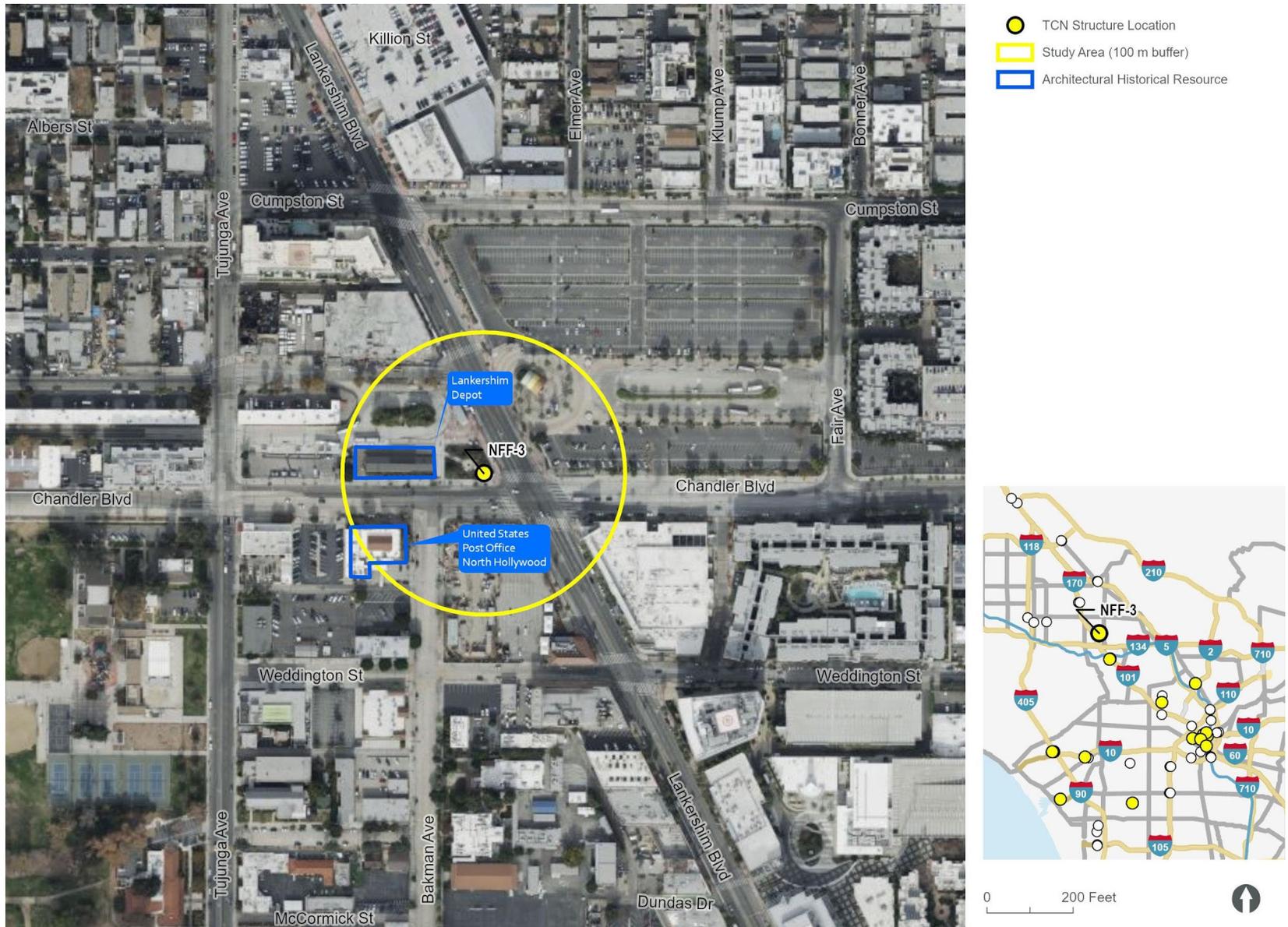
Figure 3-7. Site Location FF-30, Study Area, and Identified Historic Resources





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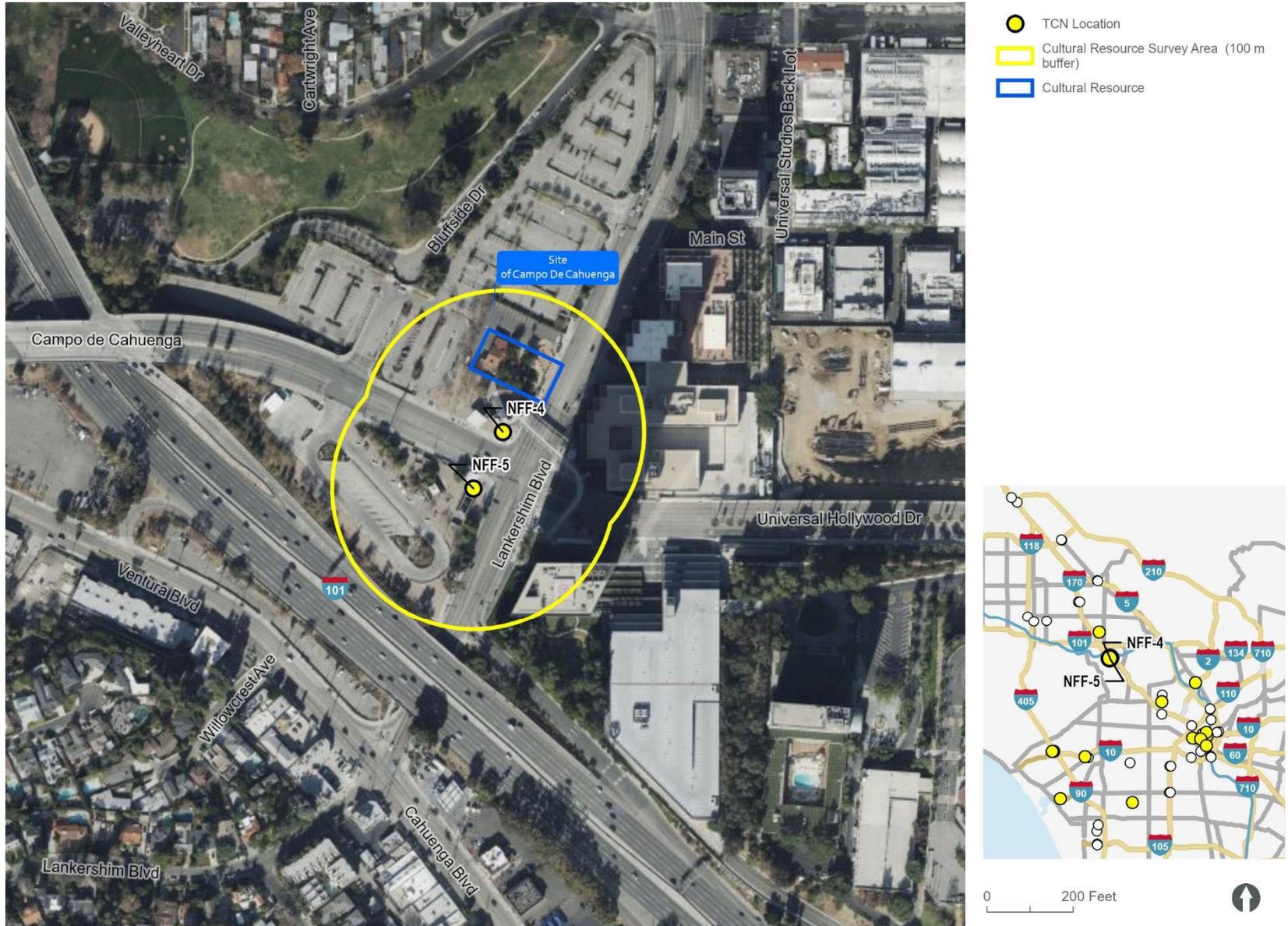
Figure 3-8. Site Location NFF-3, Study Area, and Identified Historic Resources





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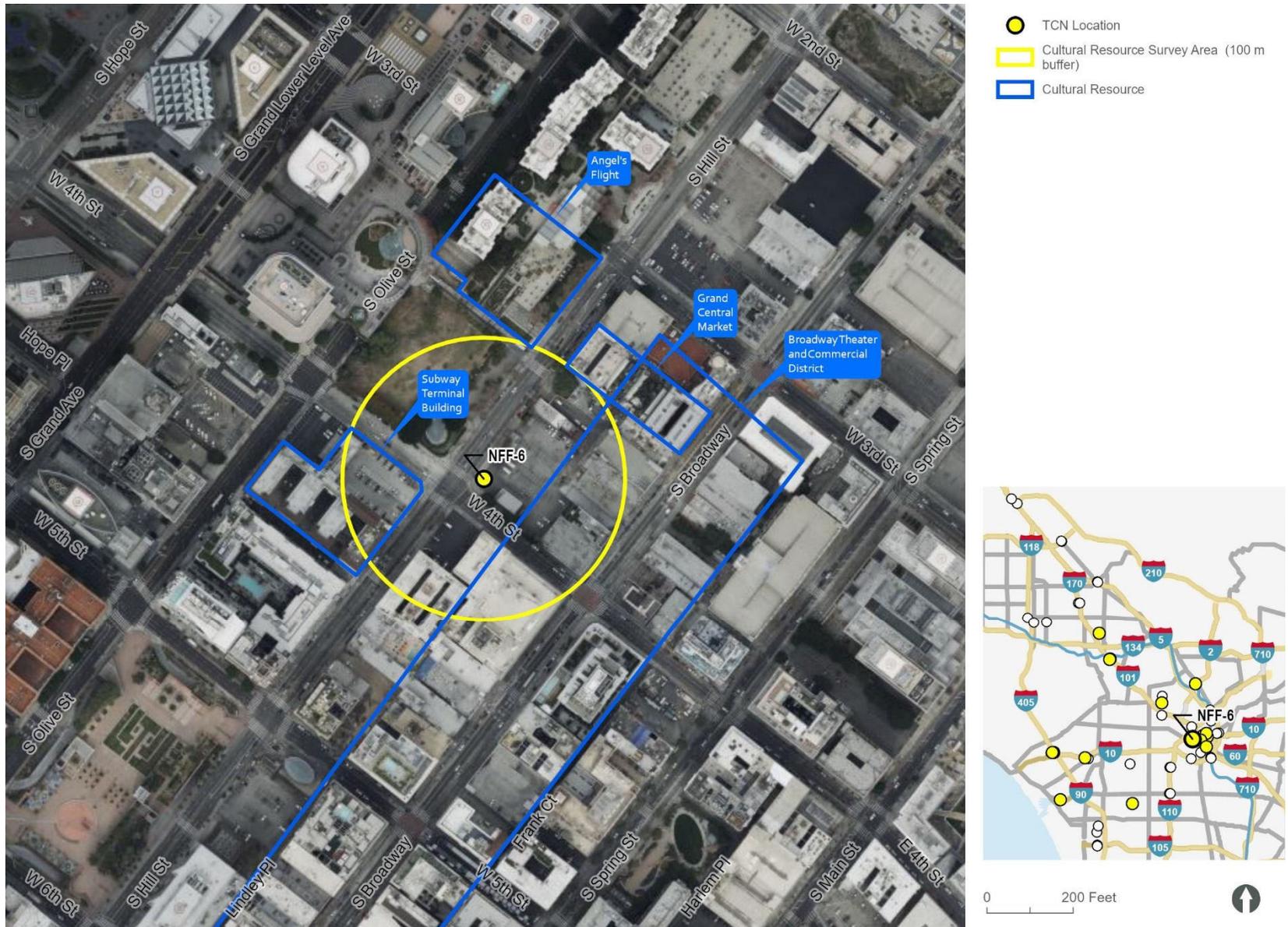
Figure 3-9. Site Locations NFF-4 and NFF-5, Study Area, and Identified Historic Resources





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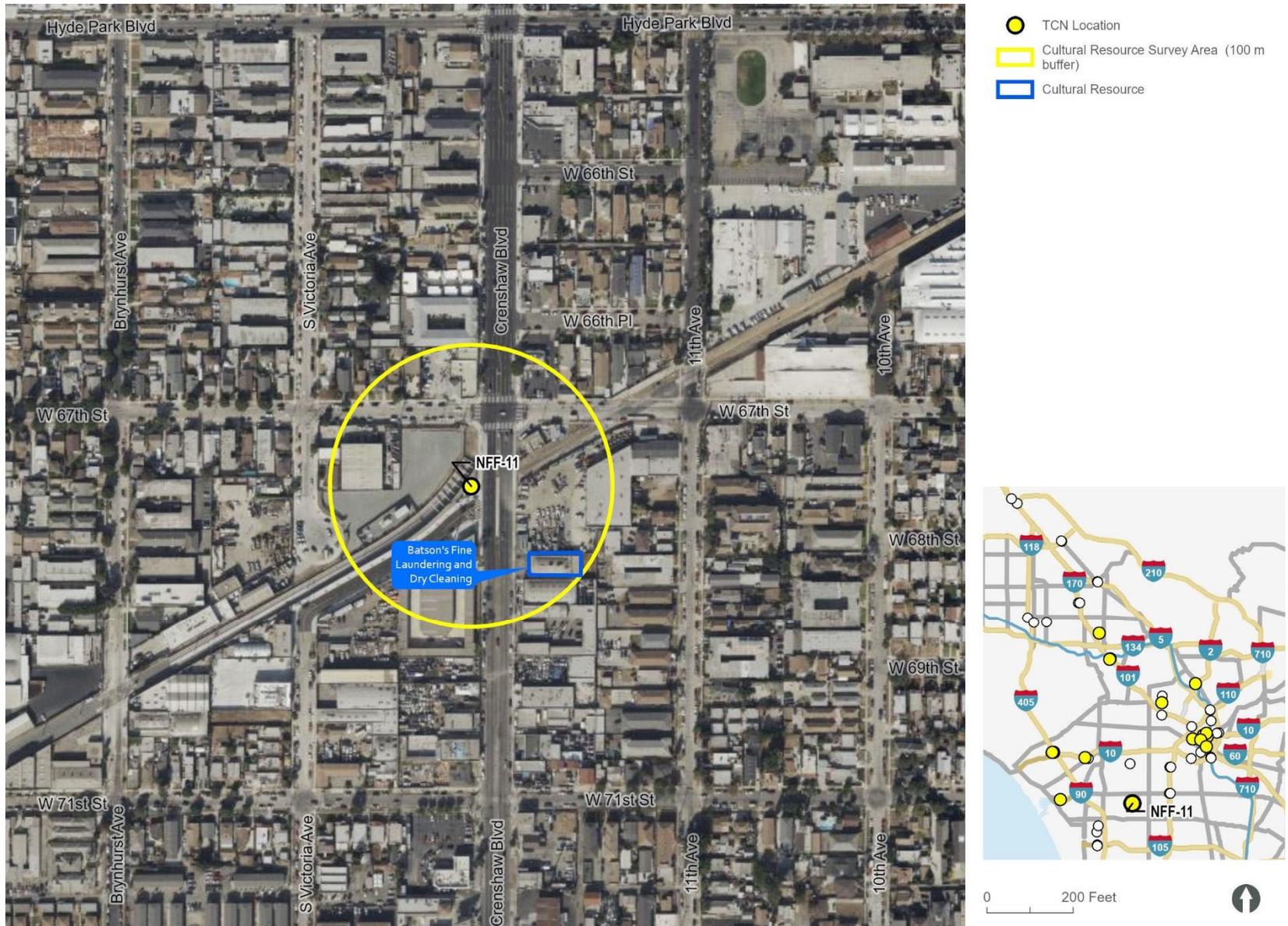
Figure 3-10. Site Location NFF-6, Study Area, and Identified Historic Resources





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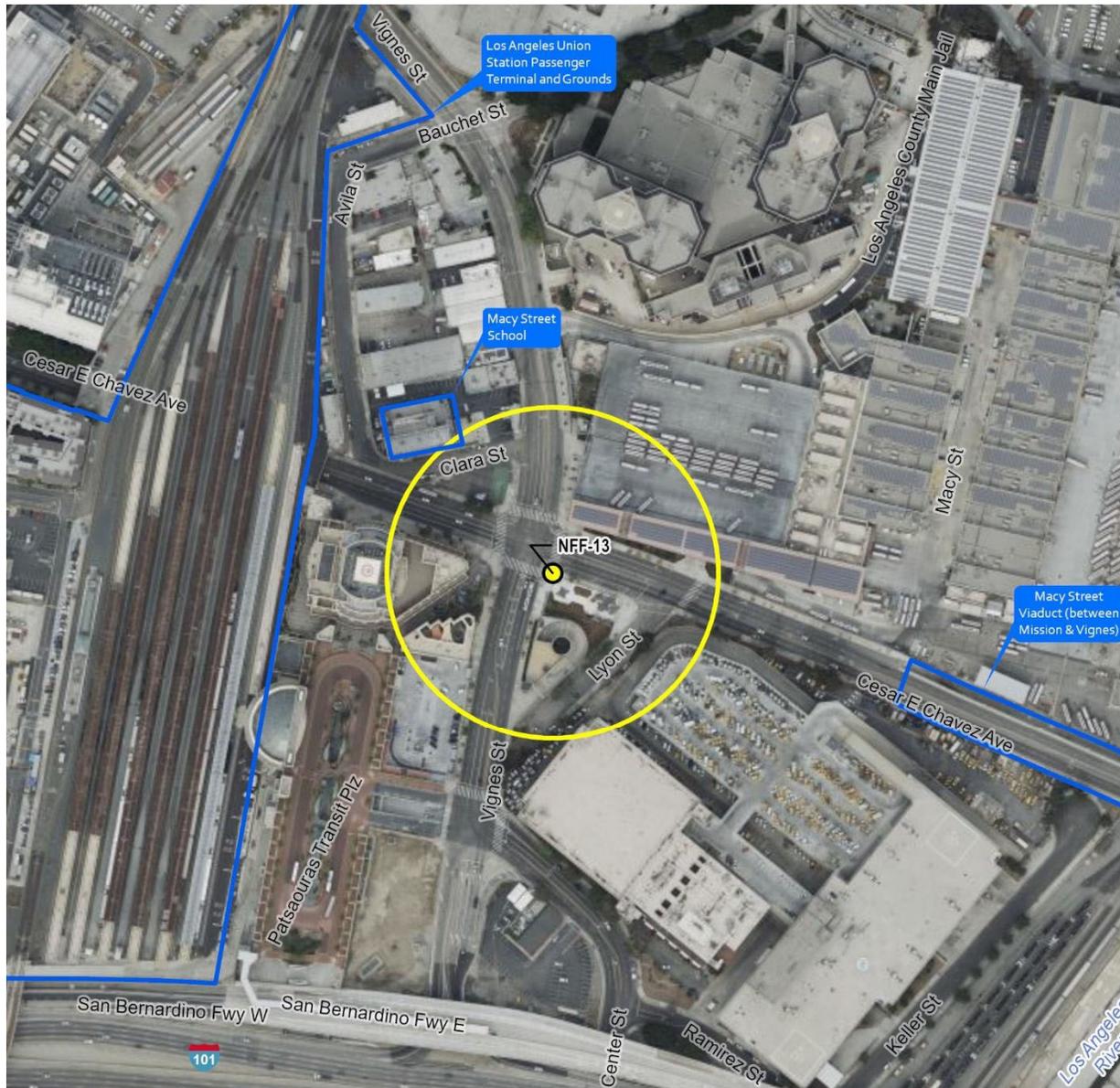
Figure 3-11. Site Location NFF-11, Study Area, and Identified Historic Resources



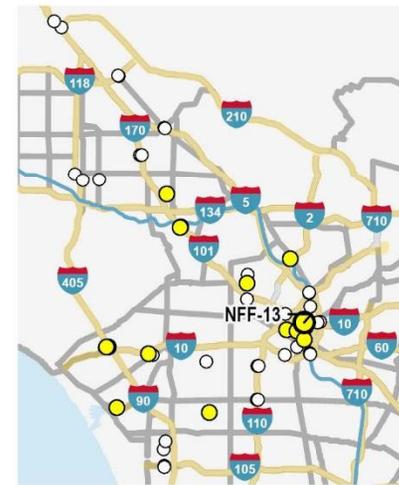


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Figure 3-12. Site Location NFF-13, Study Area, and Identified Historic Resources



- TCN Location
- Cultural Resource Survey Area (100 m buffer)
- Cultural Resource



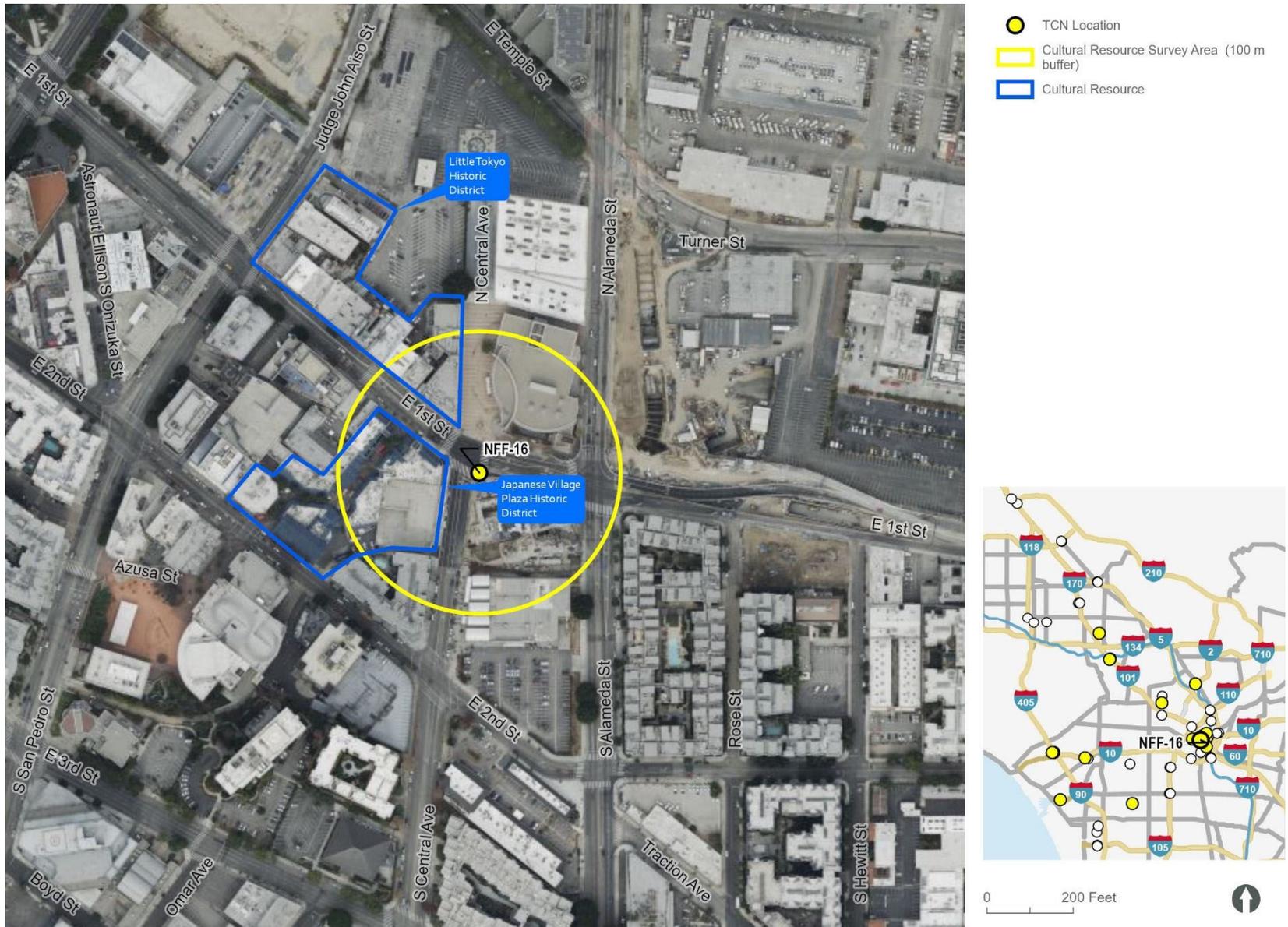
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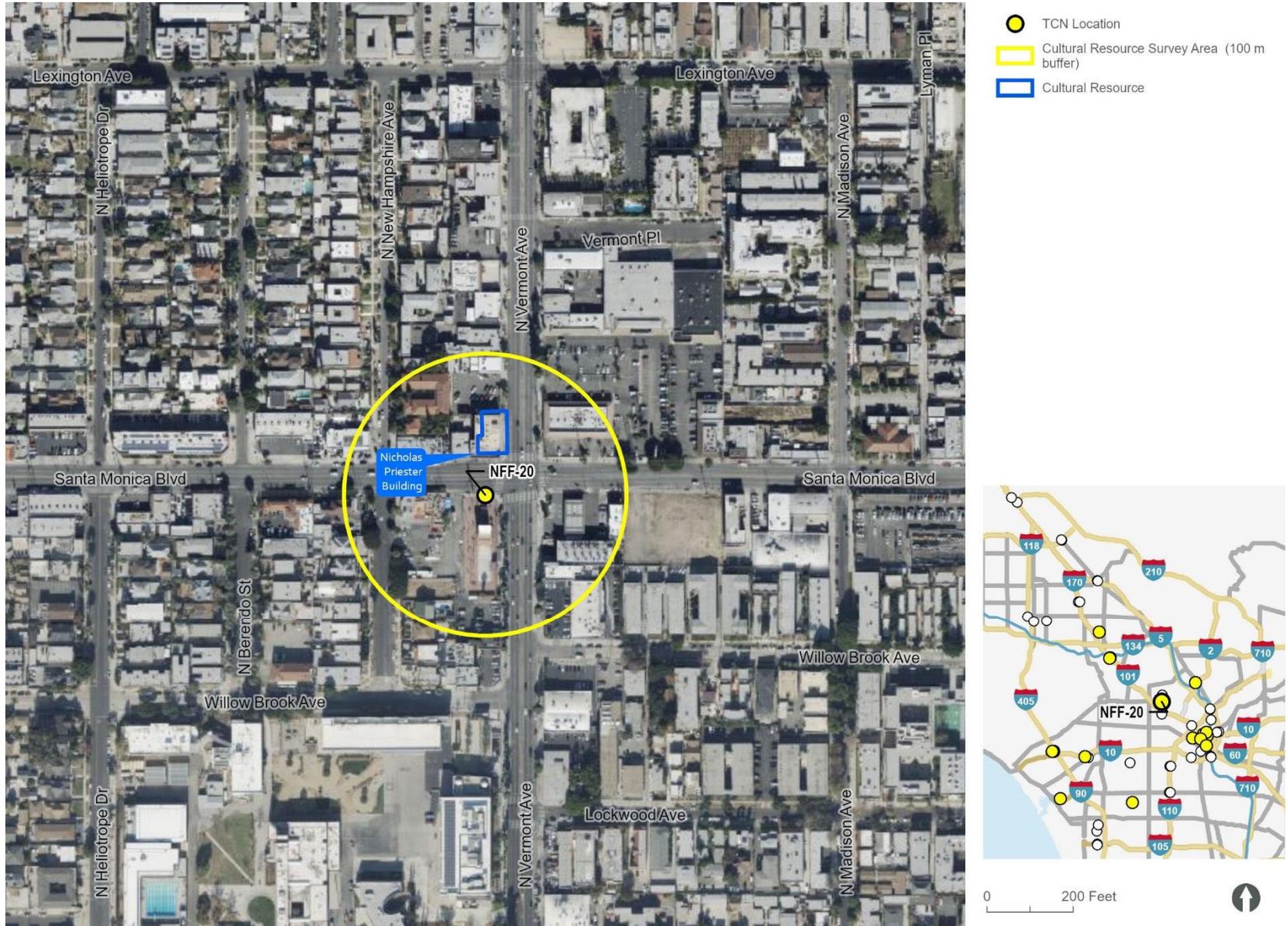
Figure 3-13. Site Location NFF-16, Study Area, and Identified Historic Resources





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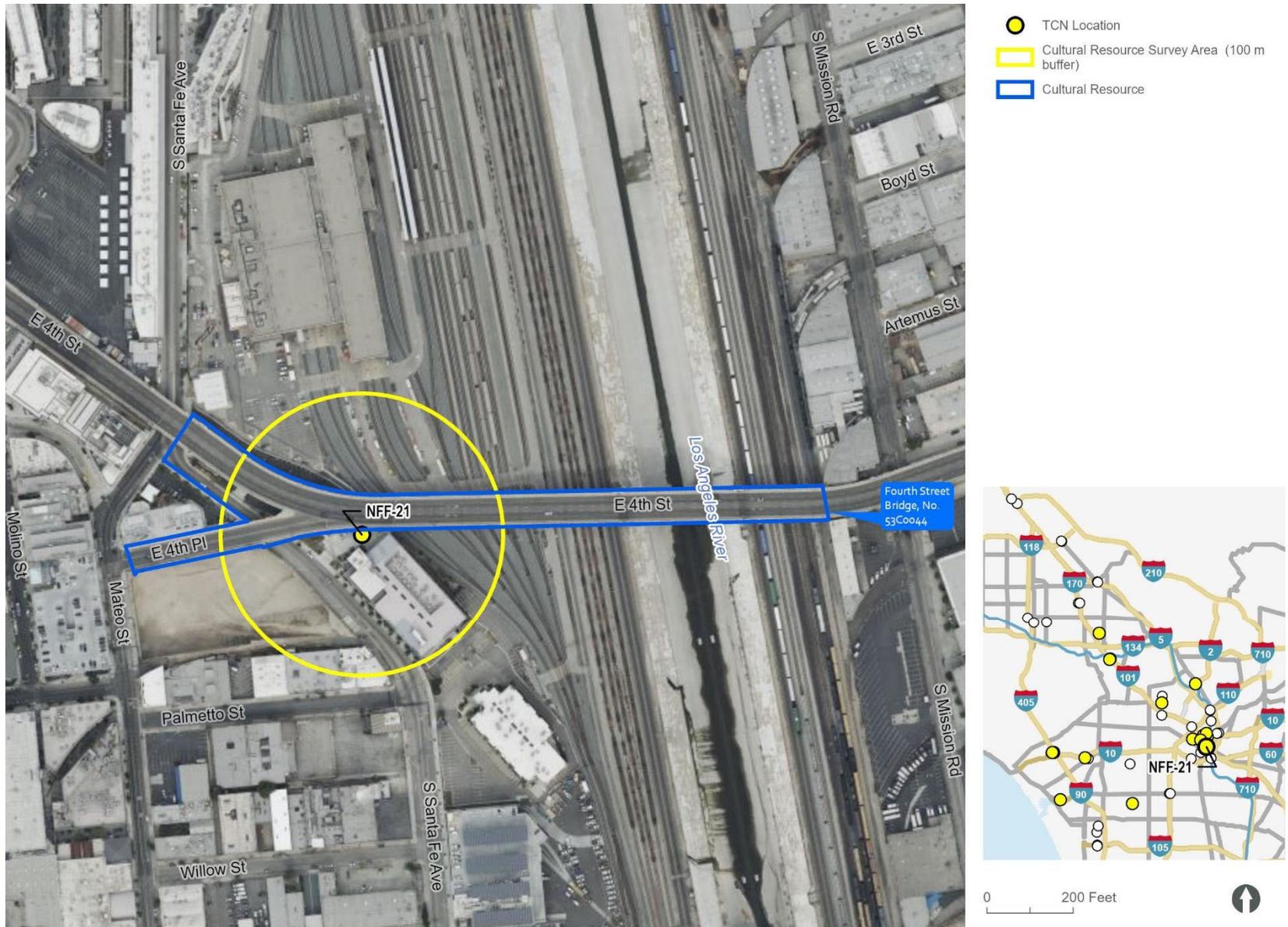
Figure 3-14. Site Location NFF-20, Study Area, and Identified Historic Resources





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Figure 3-15. Site Location NFF-21, Study Area, and Identified Historic Resources





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4 Impact Assessment for Historic Architecture

4.1 Thresholds of Significance

Pursuant to CEQA, a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment (PRC § 21084.1). Pursuant to 14 CCR § 15064.5(b)(1), a substantial adverse change in the significance of a historical resource means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” The significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those characteristics that convey its historical significance and justify its inclusion in the NRHP, CRHR, or a local register of historical resources (14 CCR § 15064.5[b][2]).

The CEQA Guidelines define three types of effects or impacts: direct, indirect, and cumulative. Direct effects are caused by a project and occur at the same time and place (14 CCR § 15064[d]). Potential direct effects on historical resources are generally related to physical destruction of a resource or changes in the visual setting. Indirect effects are secondary effects that are reasonably foreseeable and caused by a project at a different time and place, and cumulative effects are incremental effects of an individual project when viewed in connection with the effects of past, present, and any reasonably foreseeable future projects (14 CCR § 15355).

When effects to a resource cannot be avoided, mitigation measures must be developed as outlined in 14 CCR § 15126.4 and § 15331. Generally, a project that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties shall be considered as mitigated below a level of significance (14 CCR § 15126.4[b]).

4.2 Impact Assessments for Identified Historic Resources

Nineteen significant historic resources were identified within 100 m of 17 proposed Site Locations (**Table 4-1**). Of these 19 resources, seven are listed in the NRHP and/or CRHR,¹ six have been previously determined eligible for listing in either the NRHP or CRHR, and six have been previously recommended eligible for either the NRHP or CRHR. Additionally, six of these resources are, or have contributing elements that are, designated as State Registered Landmarks (SRL) or HCMs. As a result of the current investigation, 14 of the 19 historic resources will not be significantly impacted by the Project. However, the Project would result in potentially significant visual impacts to five historic resources: the North Spring Street Bridge (California Department of Transportation [Caltrans] Bridge No. 53C0859), the Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044). Details about the historical significance of each resource and an assessment of potential Project impacts on the resource are provided below.

¹ Resources listed in the NRHP are automatically listed in the CRHR, as are California State Registered Landmarks No. 770 and above and Points of Historical Interest nominated after December 1997.



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Table 4-1. Summary of Historic Resources Impact Assessment Recommendations

| Resource | Address | Year Built | Status* | Site Location | Impact Assessment |
|--|---|-----------------------|---|-----------------|--------------------------------|
| Los Angeles Union Station Passenger Terminal and Grounds | 800 N. Alameda St. | 1939 | Listed: NRHP & CRHR, Criteria A/1 & C/3 NR #80000811 Los Angeles HCM #101 | FF-1 | Less than significant |
| Magellan Storage Building | 801 E. Commercial St. | 1902 | Eligible: NRHP & CRHR, Criterion A/1 | FF-2 | Less than significant |
| Van De Kamp's Holland Dutch Bakery | 3016–3020 San Fernando Rd.; 2900–2930 Fletcher Dr. | 1930 | Eligible: CRHR, Criteria 1 & 3 Los Angeles HCM #569 | FF-13 | Less than significant |
| Billingsley's Golden Bull | 11326 W. Pico Blvd. | 1947 | Recommended eligible: local designation, Criterion A/1 | FF-27 NFF-15 | Less than significant |
| 9190 Exposition Blvd. | 9190 Exposition Blvd. | 1932 | Recommended eligible: NRHP & CRHR, Criterion A/1 | FF-28 | Less than significant |
| Panama Street Industrial Historic District | 12820–12964 Panama St. | 1955–1960 | Recommended eligible: NRHP & CRHR, Criterion C/3 | FF-30 | No impact |
| North Spring Street Bridge, Caltrans Bridge No. 53C0859 | N. Spring St. between Aurora St. and Ave. 18 | 1928 | Eligible: NRHP & CRHR, Criteria A/1 & C/3 Los Angeles HCM #900 | NFF-2 | Potentially significant |
| Lankershim Depot | 11275 W. Chandler Blvd. | 1896 | Listed: CRHR, Criteria A/1 & C/3 | NFF-3 | Potentially significant |
| United States Post Office North Hollywood | 11314 W. Chandler Blvd. | 1933 | Recommended eligible: NRHP & CRHR, Criteria A/1 & C/3 | NFF-3 | Less than significant |
| Site of Campo de Cahuenga | 3919 Lankershim Blvd. | 1844–1845; 1927; 1942 | Listed: NRHP & CRHR, Criteria A/1, C/3, & D/4 NR #72001602 SRL #151, HCM #29 | NFF-4 NFF-5 | Less than significant |
| Broadway Theater and Commercial District | 200-947 S. Broadway | 1893–1913 | Listed: NRHP & CRHR, Criteria A/1 & C/3 NR #79000484; NR #02000330 | NFF-6 | Less than significant |
| Subway Terminal Building | 415–425 S. Hill St. 416–424 S. Olive St. | 1925 | Listed: NRHP & CRHR, Criteria A/1 & C/3 NR #06000657 | NFF-6 | Less than significant |



| Resource | Address | Year Built | Status* | Site Location | Impact Assessment |
|---|---|------------|---|---------------|-------------------------|
| Angels Flight Railway | 351 S. Hill St. | 1901 | Listed: NRHP & CRHR, Criteria A/1 & C/3 NR #00001168, HCM #4 | NFF-6 | Less than significant |
| Batson's Fine Laundering and Dry Cleaning | 6732 S. Crenshaw Blvd. | 1941 | Recommended eligible: local designation, Criterion A/1 | NFF-11 | Less than significant |
| Macy Street School | 900 N. Avila St. | 1915 | Eligible: NRHP & CRHR, Criteria A/1 & B/2 | NFF-13 | Less than significant |
| Japanese Village Plaza | 1st St. and Central Ave. | 1978 | Recommended eligible: local designation, Criterion A/1 | NFF-16 | Potentially significant |
| Little Tokyo Historic District | 301–349 East First St. 110–120 San Pedro St. 119 Central Ave. | 1905–1942 | Listed: NRHP & CRHR, Criteria A/1 NR #86001479 1 resource: Los Angeles HCM #313 | NFF-16 | Potentially significant |
| Nicholas Priester Building | 1109 N. Vermont Ave. | 1924 | Eligible: NRHP & CRHR, Criteria A/1 & C/3 | NFF-20 | Less than significant |
| Fourth Street Bridge, Caltrans Bridge No. 53C0044 | Fourth St. between Mission Rd. and Santa Fe Ave. | 1930–1931 | Eligible: NRHP & CRHR, Criterion C/3 Los Angeles HCM #906 | NFF-21 | Potentially significant |

* Resources listed in the NRHP under Criteria (A, B, C, D) are also listed in the CRHR under the equivalent Criteria (1, 2, 3, 4).

Los Angeles Union Station Passenger Terminal and Grounds

a. Significance

The Los Angeles Union Station Passenger Terminal (LAUS or Union Station) (**Figure 4-1**), located at 800 Alameda Street, was initially recorded and declared a City of Los Angeles HCM #101 on August 2, 1973. In 1978, Ruben Lovret of the Los Angeles City Planning Department nominated LAUS for the NRHP and it was listed on November 13, 1980 (NR #80000811). Lovret described LAUS as having strong California Spanish Colonial Influence with a blending of 1930s Art Deco and Streamline Moderne styles. As the station had not been subjected to any major remodeling efforts, it retained all aspects of historical integrity. Updated evaluations of the resource by Myra Frank & Associates (2003) and ICF International (2014) affirmed that the historical integrity of the resource was intact. Contributing elements of the resource within the Study Area include: the platforms, butterfly sheds and canopies, the railroad tracks, and a reconstructed retaining wall with luminaire lights just south of the stub end yard (Lovret 1978; HDR and ICF 2018).

LAUS was built between 1934 and 1939, when railroad passenger service was on the decline, and it was known as “The Grand Finale of the Golden Age of Railroads in America” because it was the last monumental-scale passenger terminal built in a major American city. The site was once part of the original Pueblo de Los Angeles, and the west half became part of the first Chinese community in the 1860s. In 1876, Southern Pacific built the first major rail line in Los Angeles along Alameda Street, where LAUS would later be constructed. By the early twentieth century, three railroads served Los Angeles, and passenger trains traveled down the middle of some of the City’s busiest streets. As the automobile became more prevalent, the railroad corridors interfered with traffic and caused unsafe conditions. The completion of Union Station in 1939 was part of the solution to this problem by unifying the three separate railroads in the city (Lovret 1978).

The resource’s period of significance is 1939, corresponding to the year LAUS was completed. Although specific NRHP eligibility criteria were not articulated in its nomination, the discussion of significance indicated LAUS met the conditions of NRHP Criteria A for Community Planning and Transportation and C for Architecture. At the time of its nomination, LAUS was also found to be of exceptional importance, and therefore met NRHP Criteria Consideration G for properties achieving significance within 50 years prior to the time of listing. However, the historic property has since exceeded the 50-year mark and Criteria Consideration G is no longer applicable (Lovret 1978; HDR and ICF 2018).

Figure 4-1. Los Angeles Union Station Passenger Terminal and Grounds, view southwest from the north end of the platform.

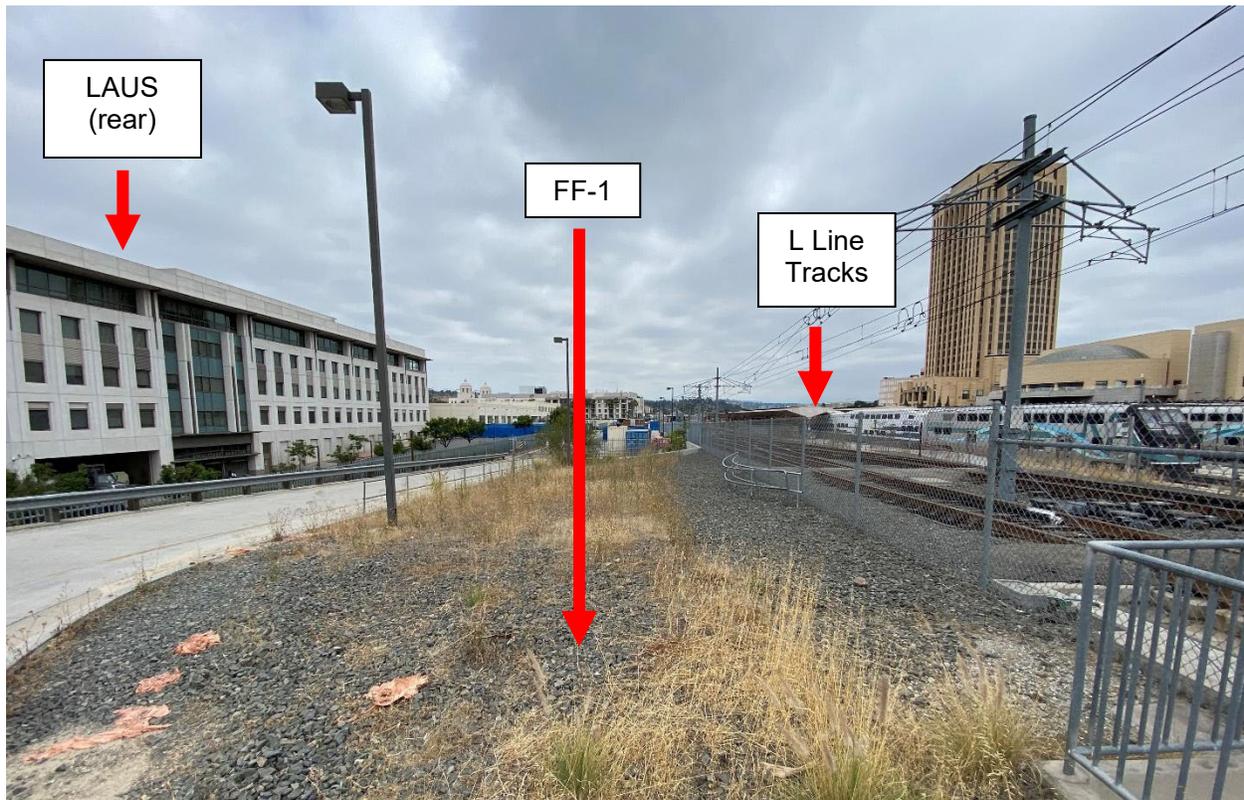


b. Impact Assessment

LAUS is listed in the NRHP and CRHR under Criteria A/1 and C/3 and is designated HCM #101. Character-defining features include details associated with its California Spanish Colonial, Art Deco, and Streamline Modern architectural influences. Contributing components of the site include the landscape plan, rail platforms, butterfly sheds and canopies, tracks, and a retaining wall with luminaire lights. The Project as proposed anticipates no physical impact on LAUS and buildings closest to the Site Location largely block the station and its landscaping from view of the signage. Site Location FF-1 is approximately 140 ft (942 m) from the closest building and 18 ft (5 m) from tracks (**Figure 4-2**). The primary entrance to the terminal building is on the west elevation, away from proposed signage. Traffic traveling in either direction on U.S. 101 has no view of the station or the rail yard as it is below street grade. Vehicular and pedestrian traffic on North Alameda Street and the El Monte Busway would not have impeded views of the station or the rail yard because intervening buildings (tallest building: 13 stories) are present. Thus, the proposed TCN Structure at FF-1 would not impede primary views of the resource from street level or the highway. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource's setting, but to an extent temporary and/or minor. Given its urban location, the resource's setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from certain locations on the property, introducing a new visual element to the setting, the resource's significance under Criteria A/1 and C/3 is not dependent on its setting beyond its rail association, which remains intact. The Project as proposed would not impact the character-defining features of LAUS. Its integrity of location, design, materials, workmanship, and association would be unchanged. Its integrity of setting and feeling may be impacted by the Project, but not to a degree that the resource would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-2. FF-1 Site Location in relation to Los Angeles Union Station Passenger Terminal and Grounds, view north; L Line tracks visible at right.

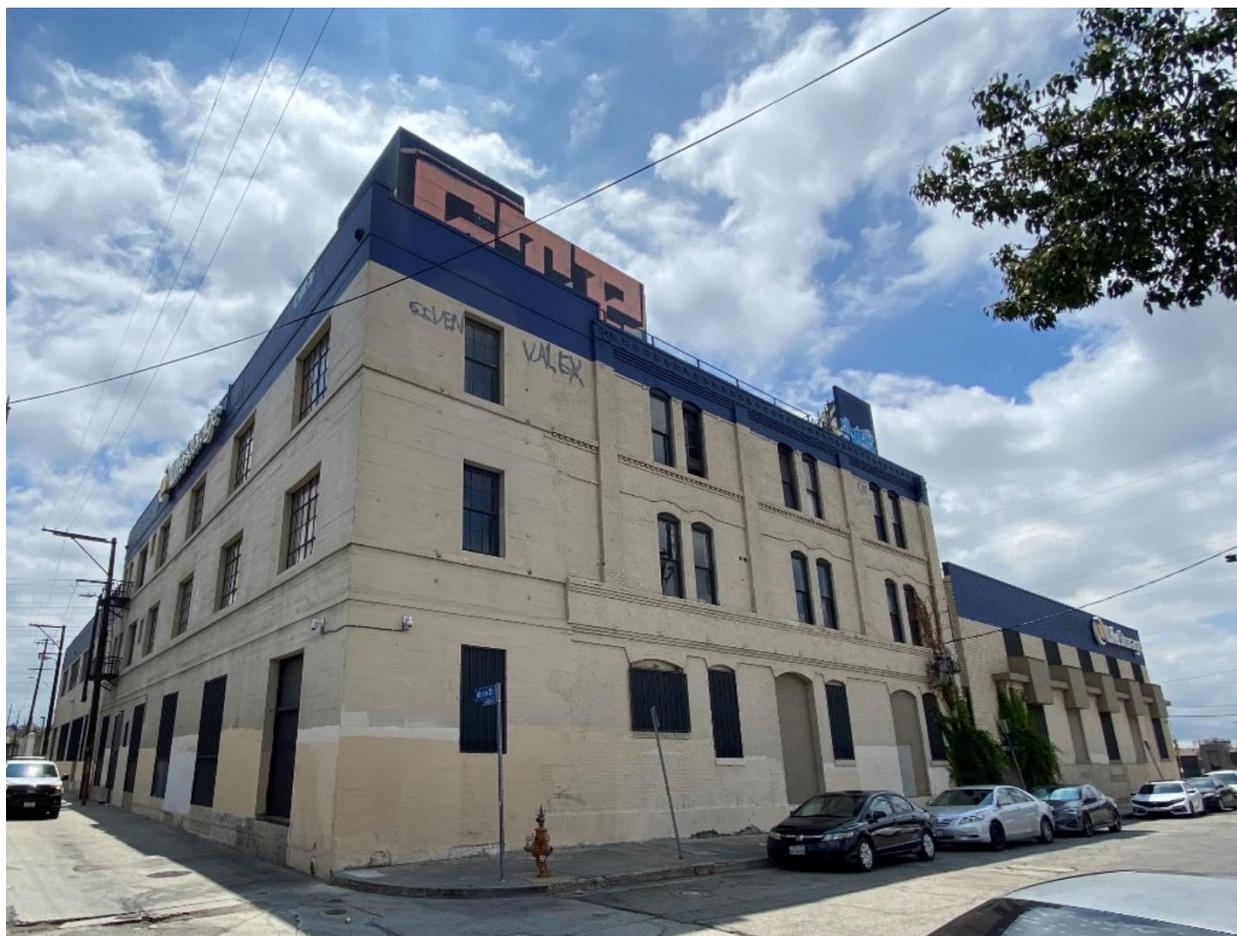


Magellan Storage Building

a. Significance

The Magellan Storage Building (**Figure 4-3**), 801 E. Commercial Street, consists of three connected industrial buildings (the original volume and two additions) located at the northeast corner of the intersection of East Commercial Street and Center Street in the Central City North Community Plan Area. The original volume, a three-story brick structure designed by architect Robert Brown Young and built in 1902 for the Kahn-Beck Company, occupies the northwest corner of the resource boundary. In 1906, a one-story addition, also designed by Young, was built directly south of the original building. In 1941, a two-story warehouse addition, designed by architects Barker and Ott, was built directly east of the 1902 and 1906 buildings. In 2016, Historic Resources Group/SurveyLA evaluated the original building, although its construction date is listed as 1906 instead of 1902. The building was identified through SurveyLA as appearing eligible for the NRHP, CRHR, and for local listing or designation under the “Industrial Development, 1850–1980” context and “Early Industrial Development, 1880–1945” theme for its association with an early phase of industrial development in Los Angeles’ primary industrial district (Criterion A/1). Its period of significance is 1902. The 2016 evaluation indicated the building represents an excellent and rare example of a 1902 industrial building in Los Angeles.

Figure 4-3. Magellan Storage (1902 building), view southeast



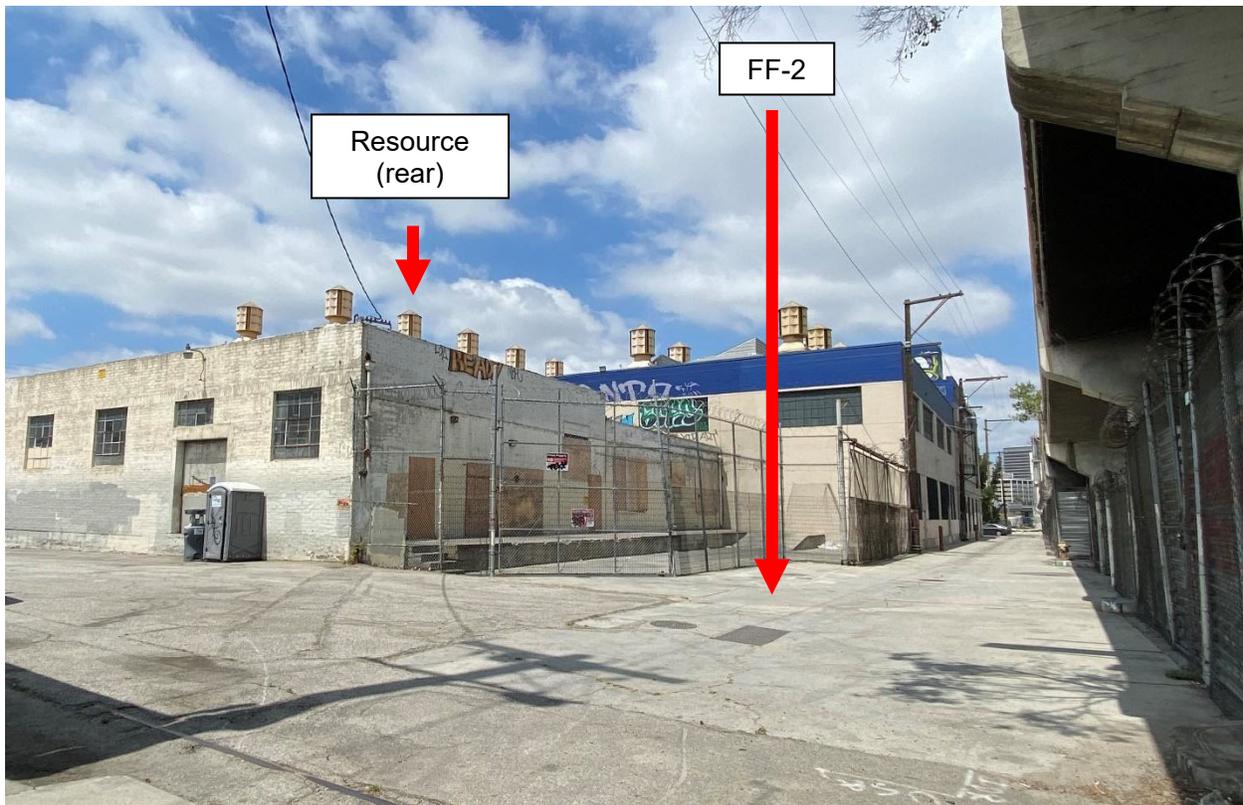
b. Impact Assessment

The Magellan Storage Building was identified through SurveyLA as appearing eligible under Criterion A/1 for its association with the City’s early industrial development. Its character-defining features were not specifically identified in documentation, although they would likely be associated with its industrial use and location. The Project as proposed anticipates no physical impact on the Magellan Storage Building. Site Location FF-2 is approximately 60 ft (18 m) from this resource, nearest the north and east elevations of the 1941 two-story addition (**Figure 4-4**). The building has pedestrian entries at its west and south elevations. U.S. 101 traffic passing west to east (closest to the resource) would have no impeded views and traffic passing east to west would have a partially impeded view of the third story of the rear of the building. Thus, the proposed TCN Structure at FF-2 would not impede primary views of the resource from street level or the highway. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource’s setting, but to an extent temporary and/or minor. Given its urban location, the resource’s setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from certain locations on the property, introducing a new visual element to its setting, the building’s significance under Criterion A/1 is not dependent on its setting, beyond its location within an industrial area (that has been subject to major infill and clearance). The Project as proposed would not impact the character-defining features of the building. Its integrity of location, design, materials, workmanship, and association would be unchanged. Its integrity of setting and feeling may be

impacted by the Project, but not to a degree that the building would be unable to convey its significance. *Also note that the building has been impacted by a fire on the premises.*

Recommended finding for historic architecture: less than significant impact.

Figure 4-4. FF-2 Site Location in relation to Magellan Storage Building, view west



Van De Kamp's Holland Dutch Bakery

a. Significance

Van De Kamp's Holland Dutch Bakery (**Figure 4-5**), 3016–3020 San Fernando Road and 2900–2930 Fletcher Drive, is a 2.5-story building designed by architect J. Edwin Hopkins, constructed in 1930 in the Glassell Park neighborhood of Los Angeles. It was designed to resemble a Dutch sixteenth-century farmhouse. From 1930 to 1990, the building served as the headquarters of the Van de Kamp chain of bakeries and coffee shops. The Bakery closed in 1990 and was designated HCM #569 in 1992. In the HCM application, the Los Angeles Conservancy described it as the only extant example of an industrial plant in the Renaissance Revival and Dutch Colonial Revival styles in Los Angeles. In 2010, the building underwent a \$72-million renovation funded by the Los Angeles Community College District and was leased to a charter school.

The building was identified through SurveyLA as appearing eligible for local listing or designation in 2014 for “Architecture and Engineering, 1850–1980,” “Mediterranean and Indigenous Revival Architecture, 1887–1952,” and “Renaissance Revival, 1895–1935.” Its period of significance is 1930 to 1990, when the factory ceased operations. Applicable criteria are not listed in the 2014 re-evaluation, but are likely 1 and 3, for its association with Van de Kamp's Bakery, a Los Angeles-based bakery and restaurant chain founded in 1915, and as an example of Renaissance Revival architecture with Dutch Eclectic influences.

Figure 4-5. Van de Kamp’s Dutch Bakery, view east

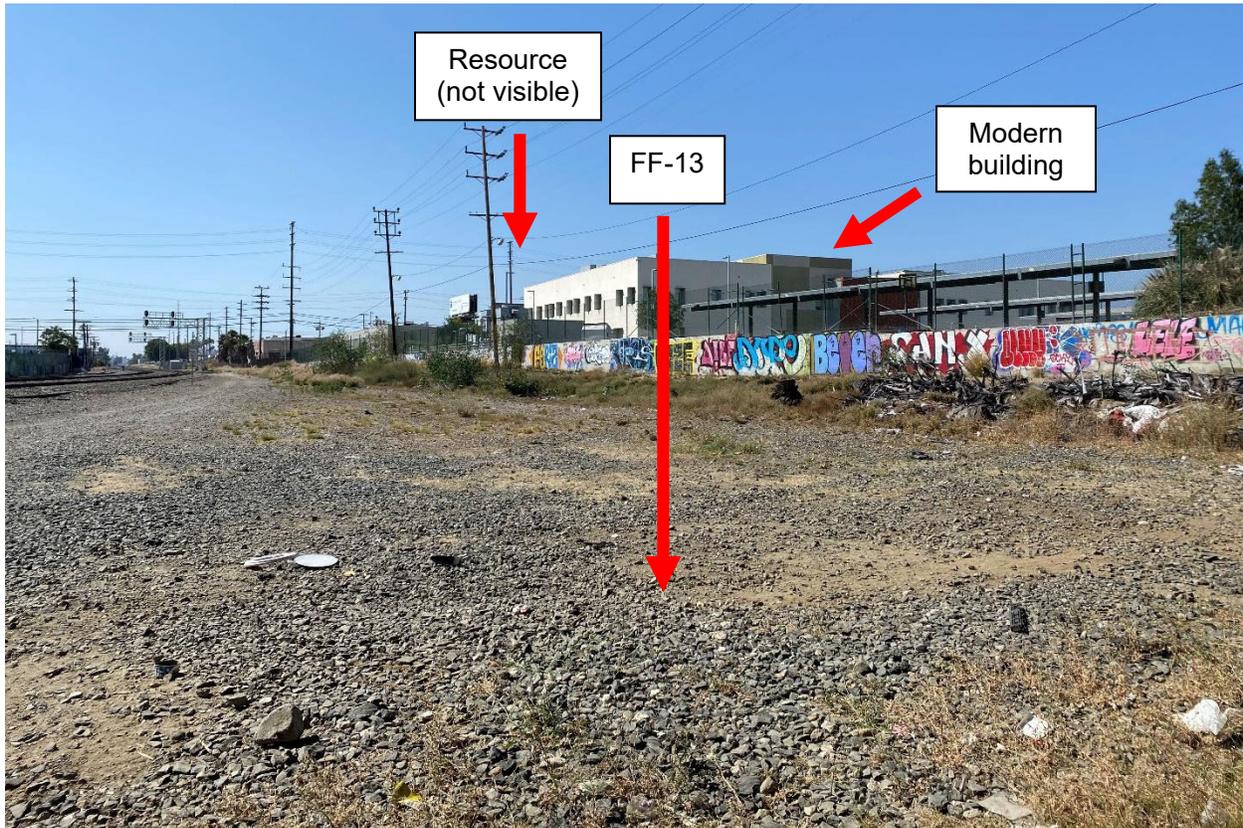


b. Impact Assessment

Van De Kamp’s Holland Dutch Bakery has been determined eligible for the CRHR under Criteria 1 and 3 and is designated HCM #569. Its character-defining features include architectural details associated with its Renaissance Revival and Dutch Eclectic influence. The Project as proposed anticipates no physical impact on the resource. Site Location FF-13 is approximately 260 ft (76 m) from the Bakery, nearest its rear (southwest and southeast) elevations (**Figure 4-6**). A two-story building constructed in 2009 stands between the resource and the Project. Highway traffic passing the rear of the building would have momentarily and partially impeded views of the resource, due to the presence of a vegetative buffer along the highway. The proposed TCN Structure at FF-13 would not impede primary views of the resource from street level or the highway. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource’s setting, but to an extent temporary and/or minor. Given its urban location, the resource’s setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project may be visible from certain locations on the property, introducing a new visual element to its setting, the building’s significance under Criteria 1 and 3 is not dependent on its setting. The Project as proposed would not impact the character-defining features of the building (its commercial origins and its Dutch-influenced, Renaissance Revival architectural details). Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting may be impacted by the Project, but not to a degree that the building would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-6. FF-13 Site Location in relation to Van De Kamp’s Holland Dutch Bakery, view northwest



Billingsley’s Golden Bull

a. Significance

Billingsley’s Golden Bull (**Figure 4-7**), 11326 West Pico Boulevard, is a one-story commercial building, constructed in 1947 and located in the West Los Angeles Community Plan Area. In 2015, the building was identified through SurveyLA as appearing eligible for local listing or designation within the “Commercial Development, 1850–1980” context and “Commercial Identity, 1850–1980” theme, and under Criterion 1 for its association with a business that has made important contributions to the commercial growth and development of the West Los Angeles neighborhood. Its period of significance is 1947. The resource was found to be significant as the original and long-term location of Billingsley’s Restaurant, which has been in continuous operation at this location since its establishment in 1947. Integrity assessment was not included in the 2015 evaluation.

Figure 4-7. Billingsley’s Golden Bull, view south.



b. Impact Assessment

Billingsley’s Golden Bull was identified through SurveyLA as appearing eligible for local listing or designation under Criterion A/1 for Commerce. Its character-defining features were not specifically identified in documentation, although they would likely be associated with its use as a restaurant. The Project as proposed anticipates no physical impact on the resource. The building is approximately 320 ft (97 m) west of Site Location FF-27 and 160 ft (49 m) east of Site Location NFF-15 (Figure 4-8 and **Figure 4-9**). The building faces northwest, away from FF-27 signage and adjacent to NFF signage. Given their distance from the building, the proposed TCN Structures at FF-27 and NFF-15 would not impede primary views of either the resource or its associated signage. Interstate 405 views are limited due to the building’s distance from the highway, existing signage in the vicinity, and the resource’s one-story height. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource’s setting, but to an extent temporary and/or minor. Given its urban location, the resource’s setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from the building, introducing two new visual elements to its setting, the building’s significance under Criterion A/1 is not dependent on its setting (which is already subject to modern infill). The Project as proposed would not impact the character-defining features of the building (its commercial function and property type). Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting may be impacted by the Project, but not to a degree that the building would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-8. FF-27 location in relation to Billingsley's Golden Bull, view west

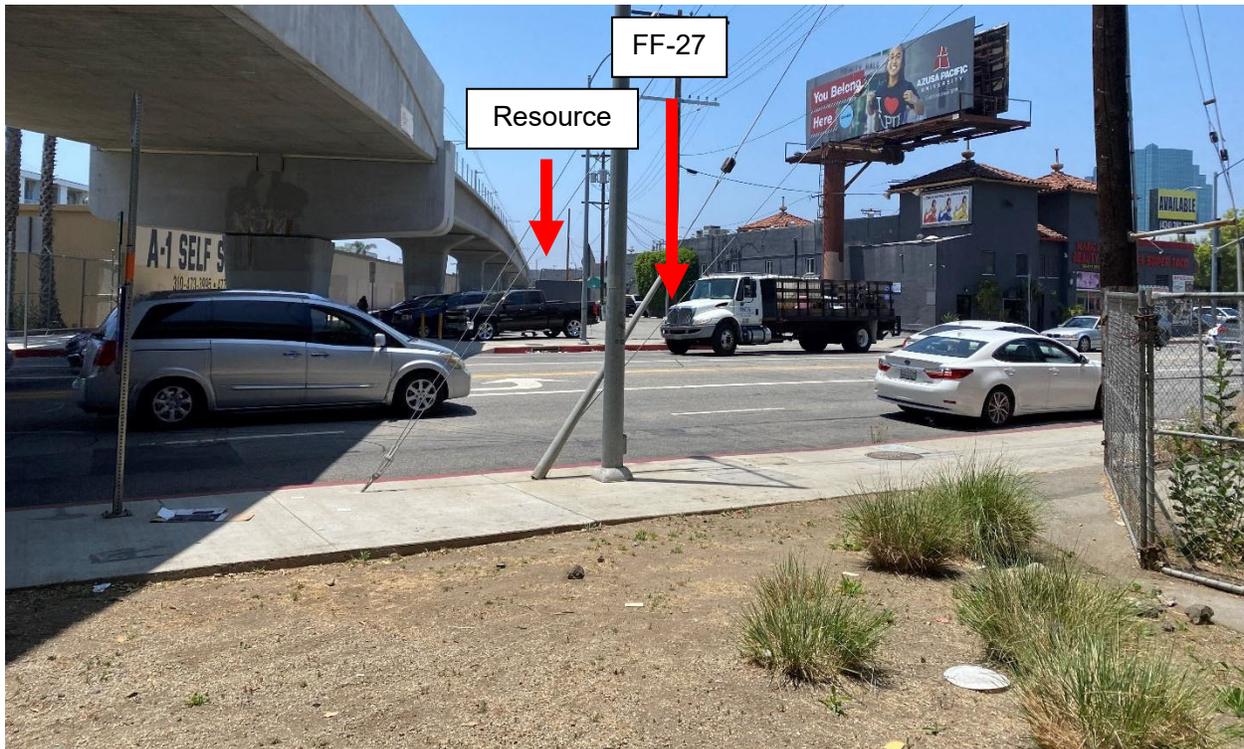
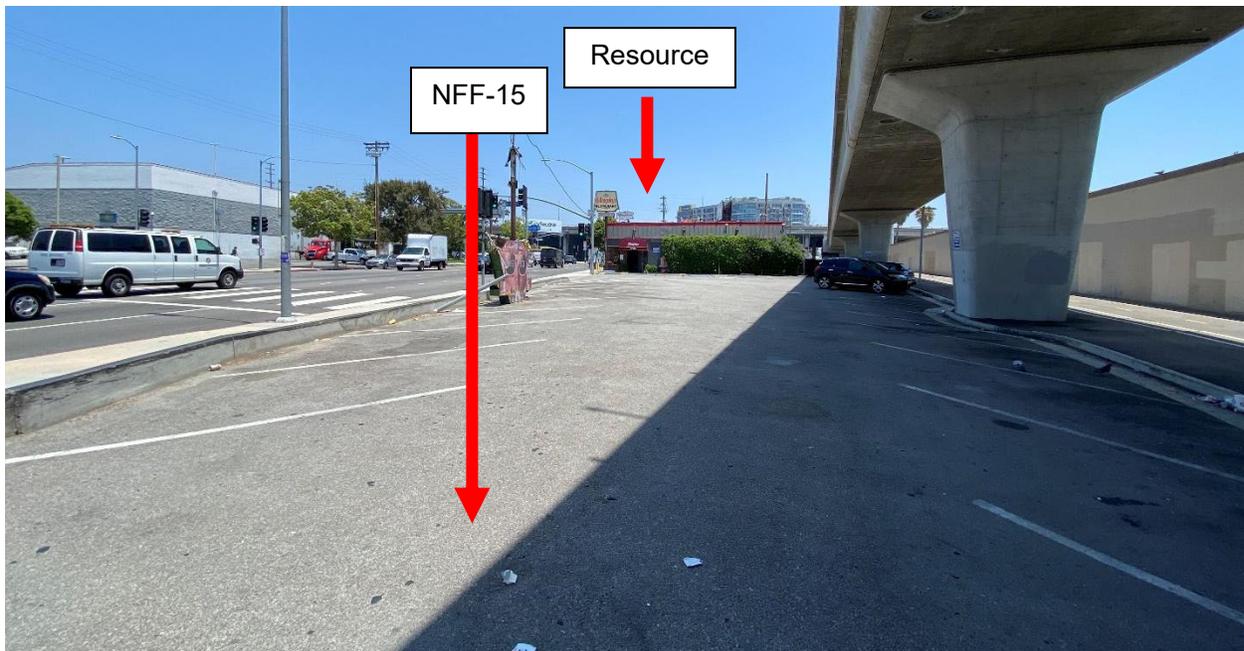


Figure 4-9. NFF-15 location in relation to Billingsley's Golden Bull, view east



9190 Exposition Boulevard

a. Significance

The industrial building located at 9190 Exposition Boulevard in the Palms–Mar Vista–Del Rey Community Plan Area was constructed in 1932 (**Figure 4-10**). In 2015, the building was identified through SurveyLA as appearing eligible for the CRHR and for local listing or designation under the

under the “Industrial Development, 1850–1980” context and “Early Industrial Development, 1880–1945” theme, and under Criterion A/1 for its association with an early phase of industrial development in the Palms neighborhood. Its period of significance is 1932. Due to alterations to the Streamline Moderne-style brick building, it was recommended not eligible for listing under Criteria C/3.

Figure 4-10. 9190 Exposition Boulevard, view southeast



b. Impact Assessment

The resource at 9190 Exposition Boulevard was identified through SurveyLA as appearing eligible for the CRHR under Criterion 1. Its character-defining features were not specifically identified in documentation, although they would likely be associated with its industrial use. The Project as proposed anticipates no physical impact on the building. Site Location FF-28 is approximately 190 ft (58 m) northwest of the building, separated by Exposition Boulevard and a two-track rail corridor (**Figure 4-11**). The building has pedestrian entries at its northwest elevation (towards signage); however, its original facade is its northeast elevation. The proposed TCN Structure at FF-28 would not impede views of the resource from street level, and due to the highway’s elevation in this location, highway traffic has no view of the resource. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource’s setting, but to an extent temporary and/or minor. Given its urban location, the resource’s setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from current main entrance of the building, introducing a new visual element to its setting, the building’s significance under Criterion A/1 is not dependent on its setting. The Project as proposed would not impact the character-defining features of the building (associated with its industrial use in the Palms neighborhood). Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting may be impacted by the Project, but not to a degree that the building would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-11. FF-28 location in relation to 9190 Exposition Boulevard, view west-northwest



Panama Street Industrial Historic District

a. Significance

The Panama Street Industrial Historic District (District) (**Figure 4-12**), 12820-12964 Panama Street, was documented and evaluated by Historic Resources Group/SurveyLA in 2015 as a triangular-shaped industrial site in the Palms–Mar Vista–Del Rey Community Plan Area. At the time, the District contained seven one-story light industrial buildings and several surface parking areas constructed between 1955 and 1960. Five of these buildings were assessed as contributing to the District. Buildings were characterized by flat roofs, stucco and brick exterior cladding, ribbons of steel-frame industrial windows, metal-frame storefront windows, and loading docks. District features included uniform front backs, lawns and shrubbery, and mature trees. The District was identified through SurveyLA as appearing eligible for the NRHP, CRHR, and for local listing or designation under the “Industrial Development, 1850–1980” context and “Industrial Design and Engineering, 1887–1965” theme (Criterion A/1), and under Criterion C/3 as an excellent and rare example of a 1950s office and light industrial complex in Del Rey. Its period of significance is 1955–1960.

However, between 2016 and 2018, all buildings within the district except the easternmost structure (12820 Panama Street, occupied by long-time tenant Teledyne Microelectronic Technologies) were demolished and replaced in 2019 with office buildings, a parking structure, and a charter school. The sole extant contributing resource to the district is the building at 12810 Panama Street, which is approximately 1,165 ft (355 m) from the Site Location FF-30, well beyond the 100 m Study Area.

Figure 4-12. Panama Street Industrial Historic District, view north



b. Impact Assessment

The lone extant contributing resource to the Panama Street Industrial Historic District falls outside the Study Area for Site Location FF-30.

Recommended finding for historic architecture: no impact.

North Spring Street Bridge, Caltrans Bridge No. 53C0859

a. Significance

The North Spring Street Bridge (Viaduct) (Caltrans Bridge No. 53C0859) carries Spring Street over the Los Angeles River and railroad rights-of-way between Aurora Street and Avenue 18 (**Figure 4-13**). It was evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory and determined eligible for the NRHP under Criteria A and C. The Viaduct was also assessed in 2006 by JPR Historical Consulting and the URS Corporation for the North Street Bridge Widening and Rehabilitation Project, and in 2020 by the California High-Speed Rail Authority for the Burbank to Los Angeles Project. The Viaduct was constructed in 1928, and subsequently widened in 1939. In 1993, railing sections were repaired or replaced and electroliers were replaced in kind. Its character-defining features were identified as its relationship with the Los Angeles River, reinforced concrete construction, open spandrels, multiple spans, and Beaux Arts-inspired design details. The boundaries of the historic property are limited to the bridge itself (California High-Speed Rail Authority 2020; JRP Consulting and URS Corporation 2006).

The Viaduct was determined significant at the local level under NRHP Criterion A for its association with the bridge-building period in 1920s Los Angeles (Transportation) and Criterion C for Engineering. Its period of significance is 1928, coinciding with the completion of the Viaduct. In 2008, the bridge was designated HCM #900. Although the bridge has undergone modifications, it was found to retain sufficient historical integrity to convey its significance (California High-Speed Rail Authority 2020; JRP Consulting and URS Corporation 2006).

Figure 4-13. North Spring Street Bridge, view southeast



b. Impact Assessment

The North Spring Street Bridge has been determined eligible for NRHP and CRHR listing under Criteria A/1 and C/3 and is designated HCM #900. The Project as proposed anticipates no physical impact on the North Spring Street Bridge; however, Site Location NFF-2 is within 15 ft (5 m) of this resource (**Figure 4-14**). A TCN Structure in such close proximity to the Bridge would result in visual impact on the resource, diminishing its integrity of setting and feeling. No other signage was identified in close proximity to the bridge. Character-defining features are clearly visible from parallel bridges north and south of the Viaduct. Although the resource is within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the proposed TCN Structure would impede visibility of and thus detract from character-defining features including its relationship with the Los Angeles River, its multiple open spandrels, and its Beaux Arts-inspired design details.

Recommended finding for historic architecture: potentially significant impact.

Figure 4-14. NFF-2 location in relation to North Spring Street Bridge, view south



Lankershim Depot

a. Significance

The Lankershim Depot (**Figure 4-15**), 11275 West Chandler Boulevard, is a one-story frame building originally known as the Toluca Southern Pacific Train Depot. The depot was likely constructed when South Pacific first laid track through Toluca (North Hollywood) in 1896. It played a role in the area's early growth as part of Southern Pacific's conveyance of agricultural products and livestock to and from North Hollywood. In 1911, the depot was called into additional service as a station on the Pacific Electric Company line. The building has a gabled roof and partial open-shed construction with sawn bargeboards and brackets. In 1983, it was determined eligible for NRHP listing and listed in the CRHR; its significance was tied to the early growth and settlement of North Hollywood and it being one of the few surviving nineteenth century non-adobe structures in the Valley (Criteria A/1 and C/3). Its period of significance was identified as 1911–1952, when it served as a Pacific Electric depot. Its character-defining features include its platform, doors/windows, chimney, rooftop signage, canopy, telephone booth, exterior walls, landscaping, and interior floor plan.

Figure 4-15. Lankershim Depot, view northeast



b. Impact Assessment

The Lankershim Depot was recommended eligible for the NRHP and listed in the CRHR under Criteria A/1 and C/3. The Project as proposed anticipates no physical impact on the resource. Site Location NFF-3 is approximately 100 ft (30 m) east of the depot, separated by small park (**Figure 4-16**). The building has entrances on its north and south elevations. The proposed TCN Structure at NFF-3 may impede views of the resource from street level along Chandler and Lankershim Boulevards, as the proposed location of NFF-3 is on the same block of Chandler Boulevard as the depot, with no intervening vegetative cover or vertical incursions. Interpretive signage in the park is focused on the historic significance of the depot and railroad. A TCN Structure in such close proximity to the depot would result in visual impact on the resource and diminishing its integrity of setting and feeling. Character-defining features are clearly visible from passersby at street level. Although the resource is within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the proposed TCN Structure would impede visibility of and thus detract from character-defining features including its construction methods and materials and its rail-related transportation association.

Recommended finding for historic architecture: potentially significant impact.

Figure 4-16. NFF-3 location in relation to Lankershim Depot, view northeast



United States Post Office North Hollywood

a. Significance

The United States Post Office Building in North Hollywood (**Figure 4-17**), 11314 West Chandler Boulevard, is a one- and two-story masonry and stucco post office. It was designed by architect James A. Wetmore and built in 1933 in the Public Works Administration (PWA) Moderne style with Spanish Colonial Revival influences. It exhibits formal symmetry and massing, smooth wall surfaces, such as stucco, marble, terrazzo, polished stone, and stripped appearance with minimal ornamentation, including some zigzags, medallions, or plaster reliefs. In 2012, Architectural Resources Group/SurveyLA evaluated the building under several contexts and themes related to Public and Private Institutional Development, 1850–1980, and Architecture and Engineering, 1850–1980. It was identified through SurveyLA as appearing eligible for the NRHP, CRHR, and for local listing or designation under Criteria A/1 and C/3. The building was determined eligible under Criteria A/1 for its association with the expanding population in the San Fernando Valley and the need for government services in the area. It was also determined eligible under Criteria C/3 as an excellent example of PWA Moderne architecture, with regional influence of the Spanish Colonial Revival style, and for retaining the distinctive features of the postal facility property type and buildings standards of the U.S. Postal Service at the time. Its period of significance is 1933, when construction was completed.

It should be noted that this resource (as listed in the Los Angeles Built Environment Resource Directory) was previously evaluated by the Federal Transit Administration in 2002 and determined ineligible for NRHP listing by consensus through the Section 106 process.

Figure 4-17. U.S. Post Office in North Hollywood, view southwest



b. Impact Assessment

The U.S. Post Office in North Hollywood was identified through SurveyLA as appearing eligible for the NRHP and CRHR under Criteria A/1 and C/3. Character-defining features include its PWA Modern details, Spanish Colonial Revival influence, and its standardized postal facility design. The Project as proposed anticipates no physical impact on the resource. Site Location NFF-3 is approximately 200 ft (61 m) northeast of the post office (**Figure 4-18**). The building's primary façade is its north elevation (toward signage). The proposed TCN Structure at NFF-3 would not impede views of the resource from street level, as the proposed location of NFF-3 is across Chandler Boulevard and the post office has heavy vegetative cover at its north elevation along Chandler Boulevard and at its east elevation along Bakman Avenue. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource's setting (which has already been subject to modern infill), but to an extent temporary and/or minor. Given its urban location, the resource's setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from certain locations on the property, introducing a new visual element to its setting, the building's significance under Criterion A/1 is not dependent on its setting. The Project as proposed would not impact the character-defining features of the building. Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting may be impacted by the Project, but not to a degree that the building would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-18. NFF-3 location in relation to U.S. Post Office in North Hollywood, view east



Site of Campo de Cahuenga

a. Significance

The Site of Campo de Cahuenga (**Figure 4-19**), 3919 Lankershim Boulevard, was the site of the Don Tomás Feliz Adobe (also referred to as Casa de Cahuenga), located at the southern edge of the San Fernando Valley near the entrance to Cahuenga Pass (Gilkey 1972). The Californios and Mexican Army led by General Andrés Pico surrendered to John Frémont at this site after the Battle of La Mesa on January 13, 1847, during a formal ceremony known as the Capitulation of Cahuenga (Gilkey 1972; Starr 2007:70). The six-room Feliz Adobe ranch house was built in 1844–1845 to replace an earlier Mission San Fernando adobe (ca. 1795), and it measured approximately 100 ft in length and 40 ft in width. Abandoned during the late nineteenth century, only a portion of the foundation remained by 1900. The City purchased the site in 1924 (lots 16 and 17 of the Universal Tract), and it was excavated in 1931/1932 by Fremont High School. The site was designated SRL #151, and the City converted it into a park and built a community center with a façade replicating the Feliz Adobe in 1940. The grounds were officially dedicated as Campo de Cahuenga, Fremont-Pico Memorial Park in 1950 (Gilkey 1972). Although nominated, the site was rejected for NRHP listing in 1974. Portions of original adobe tiles and foundation were encountered during construction monitoring in 1995, and subsequent excavations uncovered all but the northeast and southeast corners of the original building’s footprint. Recovered artifacts included Native American pottery, two stone pestles, Chinese porcelain, and two kaolin pipes (Greenwood 2003).

Figure 4-19. Site of Campo de Cahuenga, view southwest



The site's NRHP nomination was updated in 2003 under Criteria A for Social History and Conservation, C for Architecture, and D for Historic Archaeology (aboriginal/non-aboriginal) as a commemorative property and district and approved the same year (NR #72001602). Its periods of significance as a multi-component archaeological site range from 1795 to the 1880s and as a historic building from 1923 to 1953. The archaeological site, which is designated as CA-LAN-1945H (contributing element), consists of the original Mission San Fernando Adobe stone foundations and tile floors built in 1795. The community center building (contributing element), which was completed in 1942, was designed as a Spanish Colonial Revival-style reconstruction of the original adobe based on the 1931–1932 excavations. The landscape design is also a contributing element to the site. It was initially designed in 1927 by the Los Angeles Department of Parks and updated by the City Department of Parks and Recreation in 1949 (Greenwood 2003).

b. Impact Assessment

The Site of Campo de Cahuenga is listed in the NRHP and CRHR under Criteria A/1, C/3, and D/4 and is designated SRL #151. Its character-defining features include Mission details, its landscape design, and the archaeological site and contributing components include stone foundations and floors, the community center, and landscaping. The Project as proposed anticipates no physical impact on the historic architectural component of the Site of Campo de Cahuenga. The resource is approximately 100 ft (30 m) from Site Location NFF-4 and 240 ft (73 m) northeast of Site Location NFF-5 (**Figure 4-20** and **Figure 4-21**). The building's façade is its southeast elevation, and the entrance to the site is along Lankershim Boulevard. The proposed TCN Structures at NFF-4 and NFF-5 would not impede views of the resource from street level, as a two-story modern pedestrian overpass structure and a pedestrian underpass entrance structure both stand between the Site Locations and the site. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource's setting, but to an extent temporary and/or minor. Given its urban location, the resource's setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition,

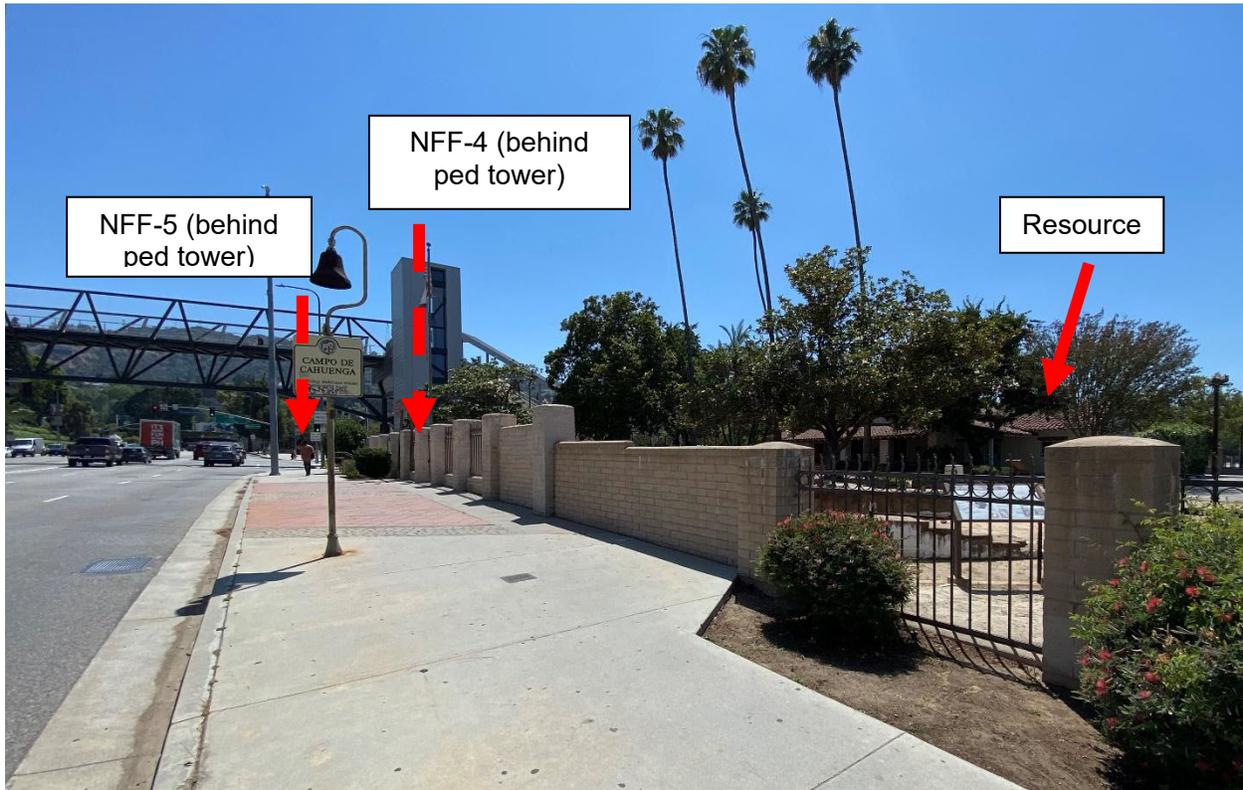
while the Project will be visible from certain locations on the property, introducing a new visual element to its setting, the resource's context outside of its walled boundaries is entirely modern. The Project as proposed would not impact the character-defining features of this resource (its Spanish Colonial Revival architecture and stone and tile building materials). Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting may be only slightly impacted by the Project, and not to a degree that the site would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-20. NFF-4 location in relation to Site of Campo de Cahuenga, view north



Figure 4-21. NFF-4 and NFF-5 locations in relation to Site of Campo de Cahuenga, view southwest



Broadway Theater and Commercial District

a. Significance

The Broadway Theater and Commercial District (District) (**Figure 4-22**), 300–849 South Broadway, was listed in the NRHP in 1979 (NR #79000484) and expanded via a boundary increase in 2002 (NR #02000330) under Criterion A for Commerce and Theater, and under Criterion C for Architecture. The District is associated with Los Angeles commerce and theater from the early 1890s to the early 1930s. At the time of its nomination in 1979, the district had 63 contributing and 36 non-contributing buildings. At the time of its boundary increase in 2002, when six contributing and two non-contributing buildings were added, the resource count totaled 54 contributing buildings and 36 non-contributing buildings.

Prior to the 1890s, the commercial center of Los Angeles was centered on First and Spring Streets and the District consisted primarily of residential property. During the 1880s, a new city hall building was installed on Broadway between Second and Third Streets, which facilitated the expansion of commercial enterprise to the south during the following decade. By the turn of the twentieth century, several large commercial buildings were present: the Bradbury Building (1893); the Grand Central Market (1897), a contributing resource within the Study Area at 315 South Broadway; the Nelson Building (1897), a contributing element within the Study Area at 355 South Broadway; and several smaller blocks, the O.T. Johnson Block (1895), the Hubert-Thom McAn Building (1900), and the Jacoby Brothers store (1900). Other buildings contributing to the significance of the District within the Study Area include Karl's (1903) at 341–45 South Broadway and the Broadway Mart Center (1913) at 401–23 South Broadway (Sitton 1977). The boundary increase added buildings in the 200 and 900 blocks of South Broadway.

Figure 4-22. Broadway Theater and Commercial District, view southeast



b. Impact Assessment

The District is listed in the NRHP and CRHR under Criteria A/1 and C/3. Character-defining features of the District include architectural details associated with Classical, Commercial, Beaux Arts, Art Deco, and Moderne architectural styles. The Project as proposed anticipates no physical impact on the Broadway Theater and Commercial District. Site Location NFF-6 is located outside the boundary of the District, approximately 180 ft (55 m) from the closest contributing resource (**Figure 4-23**). Pedestrians and cars traveling southeast on West 4th Street may have an impeded view of the northernmost block of the original six-block District, but contributing resources in the District are now largely surrounded by modern infill. During Project construction, visual, atmospheric, and audible elements may be introduced to the District’s setting, but to an extent temporary and/or minor. Given its urban location, the District’s setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project may be visible from certain vantage points within the District, introducing a new visual element to its setting, the District’s significance under Criteria A/1 and C/3 is not dependent on its setting, aside from its collective commercial and entertainment use. The Project as proposed would not impact the character-defining features of the District (its commercial and theater origins, and architectural details of individual buildings). Its integrity of location, design, materials, workmanship, feeling and association would be unchanged. Its integrity of setting may be impacted by the Project, but not to a degree that the District would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-23. NFF-6 location in relation to the District (background), view east



Subway Terminal Building

a. Significance

The Subway Terminal Building (**Figure 4-24**), 415–425 South Hill Street and 416–424 South Olive Street, was listed in the NRHP in 2006 (NR #06000657). The Italian Renaissance Revival-style building, constructed in 1925, is 12 stories with a two-story mechanical penthouse and two subterranean levels. In 2005, a renovation was completed in accordance with Secretary of Interior’s Standards, which converted a large portion of the building to house 277 residential units known as Metro 417.

The property was determined significant at the local level under Criterion A for its association with the Pacific Electric Interurban Railway (Transportation) and under Criterion C for Architecture. Its period of significance is 1925–1955. Besides the building’s exterior, primary and secondary lobbies, and upper-floor corridors, most other areas and features have been altered over time (McAvoy and Ritz 2005).

Figure 4-24. Subway Terminal Building, view south

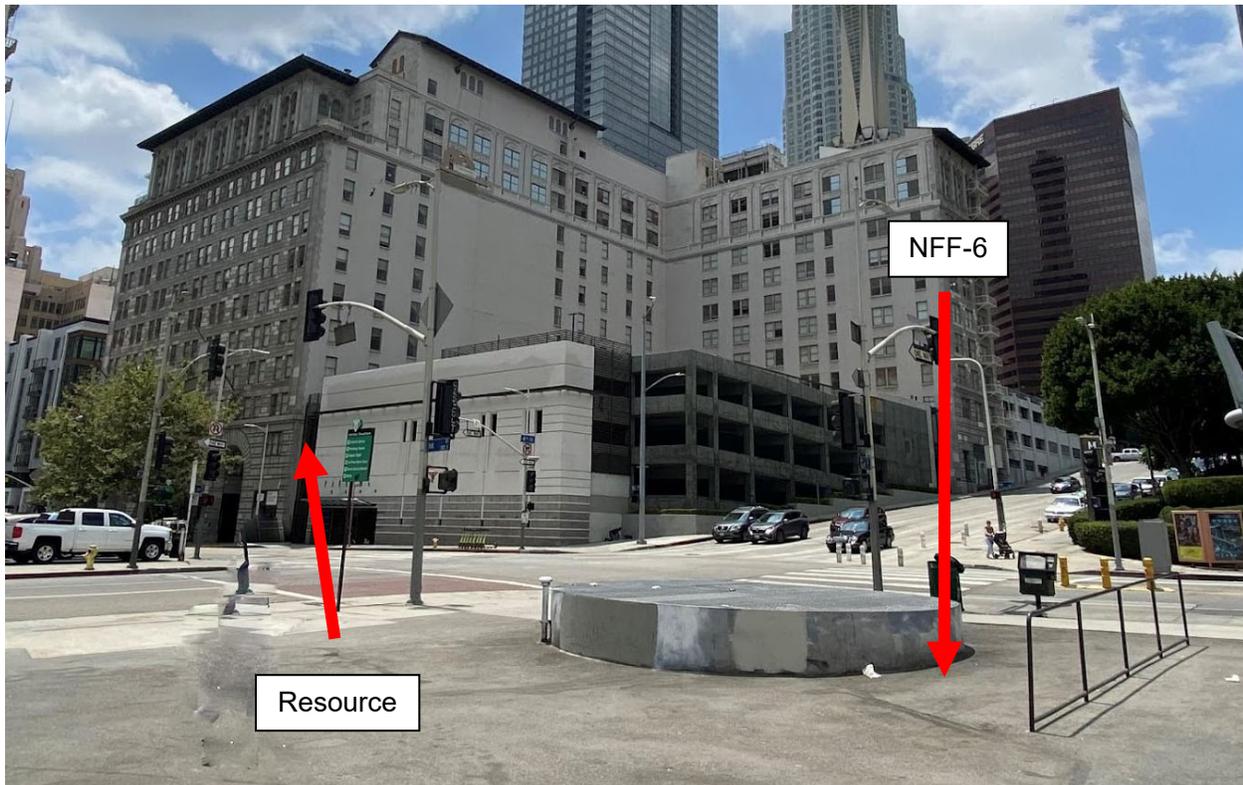


b. Impact Assessment

The Subway Terminal Building is listed in the NRHP and CRHR under Criteria A/1 and C/3. Its character-defining features include the building’s association with transportation infrastructure and its Italian Renaissance Revival architectural details. The Project as proposed anticipates no physical impact on the Subway Terminal Building. Site Location NFF-6 is approximately 240 ft (73 m) northeast of this resource (**Figure 4-25**). The building’s main façade is its southeast elevation, so the Project would be visible from the building, diagonally across South Hill and West 4th Streets; however, the proposed TCN Structure at NFF-6 would not impede primary views of the resource from street level. Existing signage and modern infill are present within the immediate vicinity of the resource. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource’s setting, but to an extent temporary and/or minor. Given its urban location, the resource’s setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from the building, introducing a new visual element to its setting, the building’s significance under Criterion A/1 for Transportation and Criterion C/3 for Architecture is not dependent on its setting. The Project as proposed would not impact the character-defining features of the building (its use and Italian Renaissance Revival details). Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting may be impacted by the Project, but not to a degree that the building would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-25. NFF-6 location in relation to the Subway Terminal Building, view west

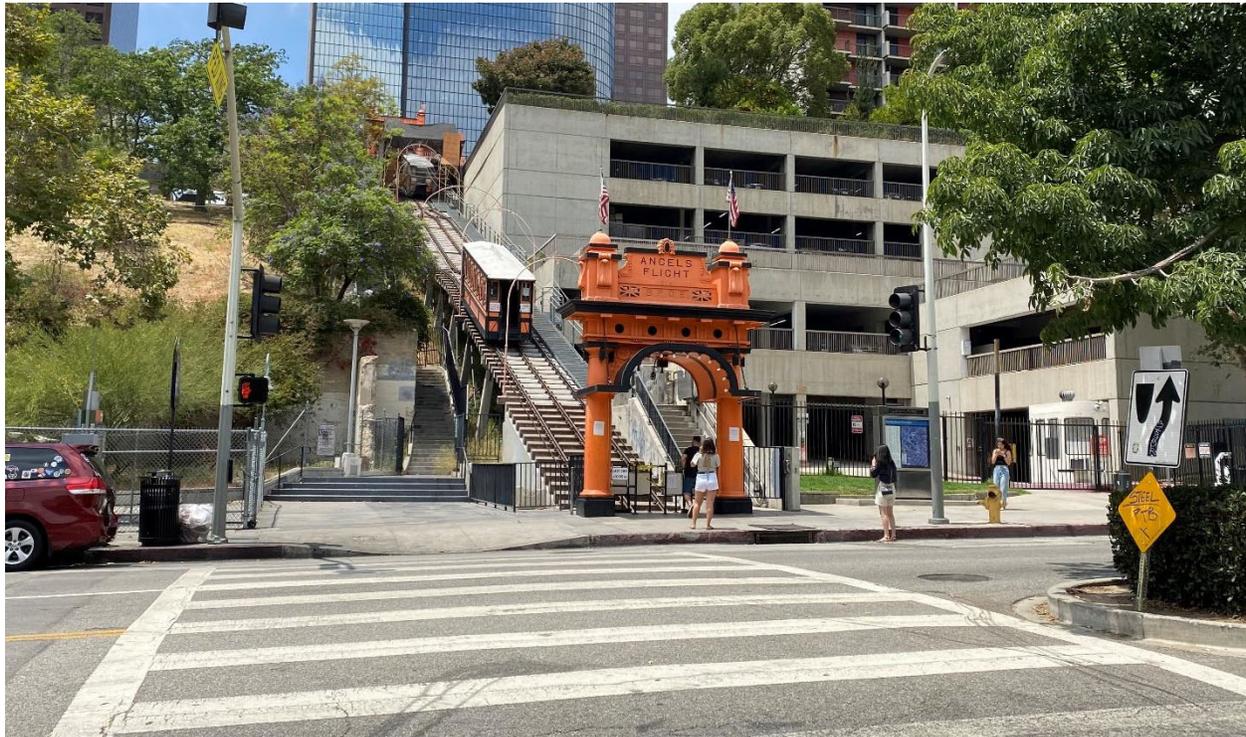


Angels Flight Railway

a. Significance

The Angels Flight Railway (Railway) (**Figure 4-26**), 351 South Hill Street, was listed in the NRHP in 2000 (NR #00001168) and is an HCM (#4). The resource includes an incline railway on the eastern slope of Bunker Hill, a Beaux Arts wood and cast stone station house, a Beaux Arts cast stone archway for boarding, and two wooden cars. The railway was constructed in 1901 and originally located along the south side of the Third Street tunnel before being dismantled in 1969 to make way for the Angelus Plaza Senior Citizens Housing Project. In 1995, the Railway was restored and installed at its present location, 300 ft (92 m) south of the original location. The original station house, 1910 archway, and original cars were restored while the tracks and trestles were replicated with modern materials. Original sign boards reading “Angels Flight” are extant (McAvoy 2000). The property was determined significant at the local level under Criterion A for Transportation and under Criterion C for Architecture and Engineering. Its period of significance is 1905–1945.

Figure 4-26. Angels Flight Railway, view west

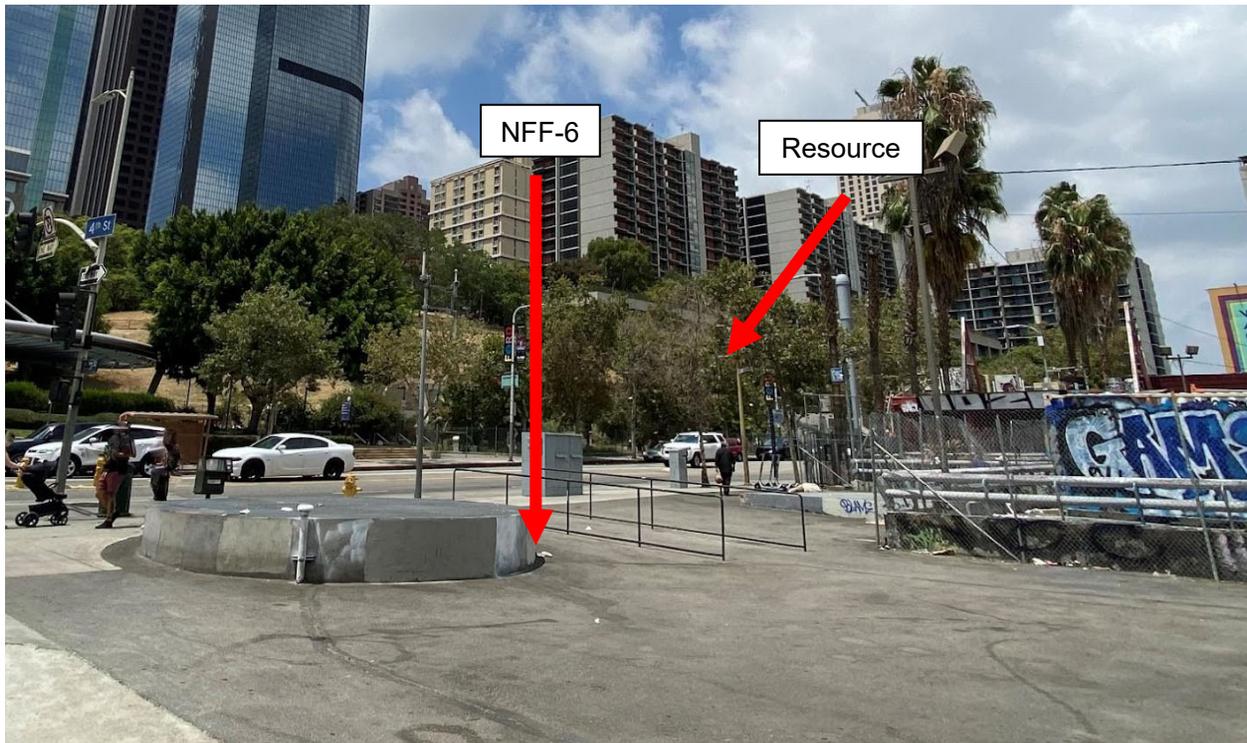


b. Impact Assessment

The Angels Flight Railway is listed in the NRHP and CRHR under Criteria A/1 and C/3. The Project as proposed anticipates no physical impact on the Angels Flight Railway. Character-defining features include its Beaux Arts details and transportation-related components. Site Location NFF-6 is approximately 300 ft (92 m) south of this resource (**Figure 4-27**). For travelers on the railway, the Project would be visible to the southeast when viewed from the top on the railway, albeit partially shielded due to vegetative cover and topography; however, the proposed TCN Structure at NFF-6 would not impede views of the railway at street level. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource's setting, but to an extent temporary and/or minor. Given its urban location, the resource's setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from certain locations on the railway, introducing a new visual element to its setting, the railway's significance under Criterion A/1 for Transportation and Criterion C/3 for Architecture and Engineering is not dependent on its setting (beyond its inclined location). The Project as proposed would not impact the character-defining features of the building (its use, engineering, and Beaux Arts details). Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting may be impacted by the Project, but not to a degree that the building would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-27. NFF-6 location in relation to the Angels Flight Railway, view north



Batson's Fine Laundering and Dry Cleaning

a. Significance

Batson's Fine Laundering and Dry Cleaning (**Figure 4-28**), 6732 South Crenshaw Boulevard, consists of a one-story brick and stucco commercial building built in 1941 in the West Adams–Baldwin Hills–Leimert Community Plan Area. In 2015, the building was identified by Historic Resources Group/SurveyLA as appearing eligible for local listing or designation within the “Commercial Development, 1850–1980” context and “Commercial Identity, 1850–1980” theme, and under Criterion A/1 for its association with a business that has made important contributions to the commercial growth and development of its neighborhood. The resource was found significant as the original and long-term location of Batson's Laundry, which was in continuous operation at this location from 1941 through 2015 at least. Its period of significance is 1941.

Figure 4-28. Batson’s Fine Laundering and Dry Cleaning, view southeast

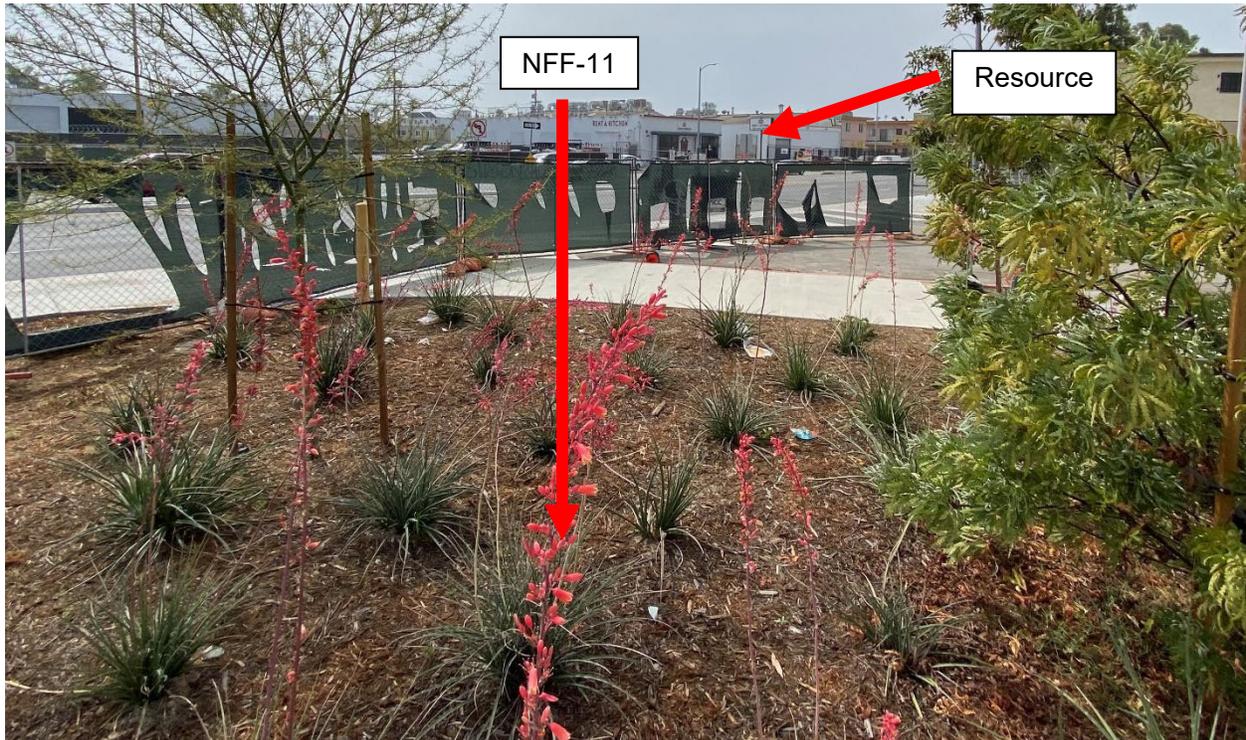


b. Impact Assessment

Batson’s Fine Laundering and Dry Cleaning was identified by SurveyLA as appearing eligible for local listing or designation under Criterion A/1 for Commerce. Its character-defining features were not specifically identified in documentation, although they would likely be associated with its commercial use and location. The Project as proposed anticipates no physical impact on Batson’s Fine Laundering and Dry Cleaning. Site Location NFF-11 is approximately 200 ft (61 m) northwest of this resource (**Figure 4-29**). The building’s main façade is its west elevation, so the Project would be visible from the building, diagonally across Crenshaw Boulevard and South Victoria Avenue; however, the proposed TCN Structure at NFF-11 would not impede views of the resource from street level. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource’s setting, but to an extent temporary and/or minor. Given its urban location, the resource’s setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from the building, introducing a new visual element to its setting, the building’s significance under Criterion A/1 for Commerce is not dependent on its setting. The Project as proposed would not impact the character-defining features of the building (its use and association with commerce in the neighborhood). Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting (which has been subject to modern infill) may be impacted by the Project, but not to a degree that the building would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-29. NFF-6 location in relation to Batson's Fine Laundering and Dry Cleaning, view southeast



Macy Street School

a. Significance

Macy Street School (**Figure 4-30**), 900 North Avila Street (alternate address is 505 Clara Street), was constructed in 1915 and designed in the English Renaissance Revival style by noted Los Angeles architect Albert C. Martin. ICF International recommended the building eligible for the NRHP in 2016 as significant at the local level under Criterion A for Education and Ethnic Heritage and Criterion B for its association with progressive educator Nora Sterry. Its period of significance is 1915–1930, coinciding with the Sterry’s tenure as principal. Assessment indicated that substantial window alterations and entry additions compromised its integrity of design, materials, and workmanship, precluding eligibility under Criterion C. The School is not a state landmark or HCM (HDR and ICF 2018).

Figure 4-30. Macy Street School, view north



b. Impact Assessment

Macy Street School has been recommended eligible for the NRHP and CRHR under Criteria A/1 and B/2. Character-defining features include its use and its English Renaissance Revival details. The Project as proposed anticipates no physical impact on the Macy Street School. Site Location NFF-13 is approximately 290 ft (88 m) southeast of this resource (**Figure 4-31**). The building has pedestrian entries on its west, south and east elevations. The Project would be visible from the building, diagonally across East Cesar E Chavez Avenue and North Vignes Street; however, the proposed TCN Structure at NFF-13 would not impede views of the resource from street level, and nearly the entirety of the area is modern infill. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource’s setting, but to an extent temporary and/or minor. Given its urban location, the resource’s setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from the building, introducing a new visual element to its setting, the building’s significance under Criterion A/1 for Education and Ethnic Heritage and Criterion B/2 for its association with Nora Sterry is not dependent on its setting. The Project as proposed would not impact the character-defining features of the building (its use, its English Renaissance Revival details). Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting may be impacted by the Project, but not to a degree that the building would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-31. NFF-13 location in relation to Macy Street School, view east-southeast



Little Tokyo Historic District

a. Significance

The Little Tokyo Historic District (District) (**Figure 4-32**), at 301–349 East First Street, 110–120 San Pedro Street, and 119 Central Avenue, was listed in the NRHP in 1986 (NR #86001479, revised 1993). The District was also granted National Historic Landmark status in 1995. The District was determined significant at the national level under Criterion A for Ethnic Heritage, as the only significant pre-World War II remnant of the largest Japanese community in the United States at the time (Gardner and Charleton 1993). Its period of significance is 1905–1942.

The District consists of 13 buildings (9 contributing, 4 non-contributing resources) along First and Judge John Aiso Streets with the most significant being the former Nishi (Homba) Hongwanji Buddhist Temple (contributing resource, within the Study Area [HCM #313]). The Temple was built in 1925 and operated as a religious facility until it was sold in 1969. The three-story building was designed in the eclectic style by Edgar Cline with three architecturally and historically distinct sections. In 1992, the building was reopened as the Japanese-American National Museum and Interpretive Center (Gardner and Charleton 1993).

Figure 4-32. Little Tokyo Historic District (Temple in foreground), view northwest



Adjacent to the Homba Hongwanji Buddhist Temple along First Street is a three-story Art Deco commercial building (447–353 East First Street), a contributing resource within the Study Area. It currently houses the Far East Lounge. It was built in 1911 and remodeled in 1935. Adjoining the northwest side of this building along First Street is another commercial building (341–345 East First Street), a contributing resource within the Study Area, constructed in 1905. The building currently houses two eateries and a clothing store (Gardner and Charleton 1993). Contributing resources outside of the Study Area include buildings dating to 1905–1933.

b. Impact Assessment

The Little Tokyo Historic District is listed in the NRHP and CRHR under Criterion A/1 and one contributing resource in the Study Area (the Homba Hongwanji Buddhist Temple) is designated HCM #313. The Project as proposed anticipates no physical impact on the Little Tokyo Historic District. Site Location NFF-16 is approximately 120 ft (37 m) southeast of this resource (**Figure 4-33**). While the proposed TCN Structure would be located outside the boundary of the District and the District and its surroundings are largely commercial, field observations indicate that buildings in the Study Area are largely three stories or less. A TCN Structure with its proposed height of 30 ft directly facing the district in such close proximity has the potential to have significant visual impact on the District, diminishing its integrity of setting and feeling. Although the resource is within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the proposed TCN Structure would potentially overshadow the pre-World War II character of the District and its contributing resources.

Recommended finding for historic architecture: potentially significant impact.

Figure 4-33. NFF-16 location in relation to the District (left), view southeast



Japanese Village Plaza

a. Significance

The Japanese Village Plaza (**Figure 4-34**), 1st Street and Central Avenue, is a 2.5-acre Japanese-themed commercial center, constructed in 1978, located in the Central City Community Plan Area. The entrance to the plaza on 1st Street is marked by the iconic Yagura Fire Tower, designed to resemble a traditional fire lookout in rural Japan. The 55 ft tall tower features bright red beams and an ornamented roof with tiles imported from Japan. Due to termite damage, the original wood tower was replaced with a metal replica in 2010. The Plaza property consists of four adjoining commercial buildings ranging in height between one and two stories and occupied by small retail stores and eateries. It is transected by a pedestrian promenade that extends between First and Second Streets. Plaza buildings exhibit some characteristics of the East Asian Eclectic style. Notable features include complex roof forms and blue clay tile roof cladding, ornamented roof ridges, decorative wood screens, and other Japanese-inspired motifs.

Figure 4-34. Japanese Village Plaza, view west



While the resource was determined ineligible for the NRHP and CRHR in 2009, it was identified through SurveyLA as appearing eligible in 2016 for local listing or designation under the “Commercial Development, 1850–1980” context and “Commercial Identity, 1850–1980” theme, and under Criterion A/1 for its association with a long-term location of a retail complex important to the commercial identity of Little Tokyo. Since its construction, the complex has served as a focal point of Japanese-American cultural and community identity in Los Angeles. Its period of significance begins in 1978, when the complex was constructed, and has been left open-ended since the complex has remained in continuous operation.

b. Impact Assessment

Japanese Village Plaza was identified through SurveyLA as appearing eligible for local listing or designation under Criterion A/1. The Project as proposed anticipates no physical impact on the Japanese Village Plaza. Site Location NFF-16 is approximately 70 ft (21 m) east of this resource (**Figure 4-35**). While the Plaza and its surroundings are largely commercial, field survey indicated that buildings in the Study Area are largely three stories or less. A TCN Structure with its proposed height of 30 ft directly across the street from the resource in such close proximity has the potential to have significant visual impact on the resource, diminishing its integrity of setting and feeling. Although the resource is within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the proposed TCN Structure would potentially overshadow the Japanese American character and identity of the Plaza.

Recommended finding for historic architecture: potentially significant impact.

Figure 4-35. NFF-16 location in relation to Japanese Village Plaza (right), view east



Nicholas Priester Building

a. Significance

The Nicholas Priester Building (**Figure 4-36**), 1109 North Vermont Avenue, is a two-story masonry building designed by Weston and Weston Architects, constructed in 1924 and executed in the Renaissance Revival style. It was determined individually eligible for the NRHP by consensus through the Section 106 process in 1988. In 2015, it was identified through SurveyLA as appearing eligible for the NRHP, CRHR, and for local listing or designation under Criteria A/1 and C/3 under the “Commercial Development, 1850–1980” context and “Streetcar Commercial Development, 1873–1934” theme. Its period of significance is 1924.

Figure 4-36. Nicholas Priester Building, view west



b. Impact Assessment

The Nicholas Priester Building was determined eligible under Criteria A/1 and C/3. Its character-defining features include its Renaissance Revival architectural details and commercial and transportation-related origins. The Project as proposed anticipates no physical impact on the building. Site Location NFF-20 is located approximately 75 ft (23 m) south of this resource (**Figure 4-37**). The building's primary entrance is on its east elevation. The proposed TCN Structure at NFF-20 would not impede views of the resource from street level, as the proposed location of NFF-20 is across Santa Monica Boulevard. During Project construction, visual, atmospheric, and audible elements may be introduced to the resource's setting, but to an extent temporary and/or minor. Given its urban location, the resource's setting is subject to the visual, atmospheric, and audible effects of its environment on a regular basis. In addition, while the Project will be visible from the building, introducing a new visual element to its setting, the building's significance under Criteria A/1 and C/3 is not dependent on its setting, beyond its location along a former streetcar route. The building has also been subject to extensive modern infill within its viewshed. The Project as proposed would not impact the character-defining features of the building (association with commercial development related to a streetcar corridor, and Renaissance Revival architectural details). Its integrity of location, design, materials, workmanship, feeling, and association would be unchanged. Its integrity of setting may be impacted by the Project, but not to a degree that the building would be unable to convey its significance.

Recommended finding for historic architecture: less than significant impact.

Figure 4-37. NFF-20 location in relation to Nicholas Priester Building, view west



Fourth Street Bridge, Caltrans Bridge No. 53C0044

a. Significance

Fourth Street Bridge (Viaduct) (Caltrans Bridge No. 53C0044) spans the Los Angeles River from Mission Road on the east to Santa Fe Avenue on the west (**Figure 4-38**). It was constructed in 1930–1931 and its design was influenced by both the Beaux Arts and Gothic Revival architectural styles. It was first recorded and recommended eligible for the NRHP in 1982 by the U.S. Department of Transportation, and again in 1986 by Caltrans. As a result of the 1986 recommendation, the Viaduct was determined eligible for the NRHP by consensus. Additional evaluations were completed by Myra Frank & Associates (1994) and ICF International (2016). Character-defining features of the Viaduct include its fixed-hinge arch spans set atop 40-foot pylons. It the first viaduct in the United States to use the fixed-hinge design and cast aluminum lanterns (HDR and ICF 2018).

The Viaduct has been determined significant at the local level under NRHP Criterion C for Engineering, and its period of significance is 1930–1931, coinciding with its construction. Removal of two sets of trolley tracks has impacted the Viaduct’s integrity of materials and association. It was designated HCM #906 in 2008 (HDR and ICF 2018).

Figure 4-38. Fourth Street Bridge, view east



b. Impact Assessment

The Fourth Street Bridge has been determined eligible for NRHP and CRHR listing under Criterion C/3 and is designated HCM #906. The Project as proposed anticipates no physical impact on the Fourth Street Bridge; however, Site Location NFF-21 is within 15 ft (5 m) of this resource (**Figure 4-39**). A TCN Structure in such close proximity to the Bridge would result in visual impact on the resource, diminishing its integrity of setting and feeling. No other signage was identified in close proximity to the bridge. Character-defining features are clearly visible from pedestrian level and parallel bridges north and south of the Viaduct. Although the resource is within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the proposed TCN Structure would impede visibility of and thus detract from character-defining features including its fixed-hinge arch spans.

Recommended finding for historic architecture: potentially significant impact.

Figure 4-39. NFF-21 location in relation to Fourth Street Bridge, view northeast





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5 Summary and Recommendations

Nineteen historic resources either listed in or eligible for listing in the NRHP, CRHR, or local register were identified within 100 m of 17 proposed TCN Structures. Of the 17 proposed TCN Structures, three locations (NFF-3, NFF-6, and NFF-16) have more than one associated historic resource within the 100 m Study Area buffer, and two resources (Billingsley’s Golden Bull and Site of Campo de Cahuenga) are associated with more than one TCN Structure. Thirteen of the 17 proposed TCN Structures would result in less than significant or no impacts to historic resources identified in this study. Four proposed TCN Structures have the potential to result in significant visual impacts:

- NFF-2 to the North Spring Street Bridge (Caltrans Bridge No. 53C0859);
- NFF-3 to the Lankershim Depot;
- NFF-16 to the Little Tokyo Historic District and Japanese Village Plaza; and
- NFF-21 to the Fourth Street Bridge (Caltrans Bridge No. 53C0044).

5.1 Proposed TCN Structures with a Less Than Significant or No Impact to Historic Resources

The 13 TCN Structures listed in **Table 5-1** are not anticipated to result in significant impacts to historic resources identified in this study. Existing visibility of the resources would not be impeded to an extent preventing them from conveying their significance and, in most cases, the Study Area around each resource has been subject to modern infill. During Project construction, visual, atmospheric, and audible elements may be introduced to the settings of these resources, but to an extent temporary and/or minor. Given their urban locations, the settings of these resources are subject to the visual, atmospheric, and audible effects of their environments on a regular basis. No aspects of the integrity of these resources would have the potential to be significantly diminished by the Project. Therefore, there would be a less than significant or no impact to historic resources identified in this study resulting from the Project, and no further consideration of historic resources is recommended for these TCN Structures and their associated resources for the Project as proposed.

Table 5-1. TCN Structures Resulting in a Less Than Significant or No Impact Recommendation

| TCN Structure | Architectural Resources in Study Area | Impact Assessment |
|---------------|---|-----------------------|
| FF-1 | Los Angeles Union Station Passenger Terminal and Grounds | Less than significant |
| FF-2 | Magellan Storage | Less than significant |
| FF-13 | Van De Kamp’s Holland Dutch Bakery | Less than significant |
| FF-27 | Billingsley’s Golden Bull | Less than significant |
| FF-28 | 9190 Exposition Blvd | Less than significant |
| FF-30 | Panama Street Industrial Historic District | No impact |
| NFF-4 | Site of Campo de Cahuenga | Less than significant |
| NFF-5 | Site of Campo de Cahuenga | Less than significant |
| NFF-6 | Broadway Theater and Commercial District; Subway Terminal Building; Angels Flight Railway | Less than significant |



| TCN Structure | Architectural Resources in Study Area | Impact Assessment |
|---------------|---|-----------------------|
| NFF-11 | Batson’s Fine Laundering and Dry Cleaning | Less than significant |
| NFF-13 | Macy Street School | Less than significant |
| NFF-15 | Billingsley’s Golden Bull | Less than significant |
| NFF-20 | Nicholas Priester Building | Less than significant |

5.2 Proposed TCN Structures with a Potentially Significant Impact to Historic Resources

Proposed TCN Structures NFF-2, NFF-3, NFF-16, and NFF-21 have the potential for significant visual impacts to the North Spring Street Bridge (NFF-2), the Lankershim Depot (NFF-3), the Little Tokyo Historic District (NFF-16), the Japanese Village Plaza (NFF-16), and the Fourth Street Bridge (NFF-21) (**Table 5-2**). These proposed TCN Structures are within immediate proximity of their associated historic resource(s), and the Project would likely result in permanent and unavoidable visual impacts by fundamentally affecting a resource’s integrity of setting and feeling. Although these resources are within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the proposed TCN Structures would likely detract from the character-defining features and affect the viewsheds of the resources. Therefore, the Project would result in potentially significant impacts to these historic resources. Avoidance of these resources is recommended by removing proposed TCN Structures NFF-2, NFF-3, NFF-16, and NFF-21 from the Project or relocating them to alternative locations where they would result in a less than significant impact to historic resources.

Table 5-2. TCN Structures Resulting in a Potentially Significant Impact

| TCN Structure | Architectural Resources in Study Area | Impact Assessment |
|---------------|---|-------------------------|
| NFF-2 | North Spring Street Bridge, Caltrans Bridge No. 53C0859 | Potentially Significant |
| NFF-3 | Lankershim Depot | Potentially Significant |
| NFF-16 | Little Tokyo Historic District; Japanese Village Plaza | Potentially Significant |
| NFF-21 | Fourth Street Bridge, Caltrans Bridge No. 53C0044 | Potentially Significant |

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