

Sally Mordi\*  
202 429 6287  
smordi@steptoe.com

\*Admitted in Maryland only and practicing under the supervision of an active member of the District of Columbia Bar.

1330 Connecticut Avenue, NW  
Washington, DC 20036-1795  
202 429 3000 main  
www.steptoe.com



July 23, 2019

VIA EMAIL AND FEDEX

Michelle C. Messinger  
Department of Parks and Recreation  
Office of Historic Preservation  
1725 23rd Street, Suite 100  
Sacramento, CA 95816

Re: **STB\_2019\_0610\_001, STB Docket No. AB 6 (Sub-No. 499X)**

Dear Michelle,

I am writing to reply to the attached letter dated July 5, 2019 from Julianne Polanco.

Peter Denton and I represent BNSF Railway Company (BNSF) in an abandonment proceeding before the Surface Transportation Board (STB Docket No. AB 6 (Sub-No. 499X)). BNSF is seeking to abandon a freight rail easement over approximately 5.93 miles of track on the Harbor Subdivision in Los Angeles County, California. The physical assets of the line are owned by the Los Angeles County Metropolitan Transportation Authority (LACMTA). LACMTA desires to construct the Rail to Rail Active Transportation Corridor Project, which will consist of on- and off-street bicycle and pedestrian/multipurpose paths within existing street rights-of-way and within the Harbor Subdivision railroad right-of-way. The project will require BNSF to abandon its freight rail easement over the Harbor Subdivision.

An environmental and historic review was conducted for the LACMTA project. The attached Categorical Exclusion documentation summarizes on pages 37-41 the historic preservation analysis completed by LACMTA. Also attached is Appendix B to the Categorical Exclusion documentation, which is a Cultural Resources Study conducted by Rincon Consultants, Inc. On page 48, Rincon Consultants, Inc. provides its recommendation of a finding of no effect to historic properties and no impact on historical resources for the current undertaking.

We trust that the provided documents are sufficient to meet the needs addressed in your letter. We would appreciate receipt of any written comments that the Office of Historic Preservation may have based on these documents.

Michelle C. Messinger  
July 23, 2019  
Page 2

Please call me directly with any questions.

Sincerely,



Sally Mordi  
Attorney for BNSF Railway Company

Enclosures as stated

Cc: Julianne Polanco, State Historic Preservation Officer  
Peter W. Denton, Steptoe & Johnson LLP  
Jill Rugema, BNSF Railway Company



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, *Director*

Julianne Polanco, *State Historic Preservation Officer*  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

July 5, 2019

Reply In Reference To: STB\_2019\_0610\_001

Sally Mordi  
Attorney  
BNSF Railway Company  
1330 Connecticut Ave., NW  
Washington, DC 20036-1795

RE: STB Docket No. AB (Sub-No 49XX) BNSF Railway Company-Abandonment  
Exemption-Los Angeles County, California

Dear Ms. Mordi:

OHP is in receipt of your June 5, 2019 letter and an Environmental Report with Exhibits A through H for the above action.

You are seeking my comments, on behalf of the Surface Transportation Board (STB). The STB will evaluate the environmental and and/or historic preservation impacts for the above contemplated action, an Abandonment Exemption for a freight rail easement over 5.93 miles of track on the Harbor Subdivision between approximately milepost 2.1 and approximately milepost 7.95 in Los Angeles County, California (the "Line").

The undated combined Environmental and Historic Report states, that to date no reply has been received from my office whether the sites and/or structures meet the criteria for listing on the National Register of Historic Places (NRHP); and whether there is a likelihood of archaeological resources or any other previously unknown historic property in the project area.

Please note the following. A Professional meeting the Qualifications of the Secretary of the Interior, on behalf of BNSF Railway Company must conduct the identification of historic properties in the Section 106 process.

Generally, at minimum a site survey and a records search conducted at the appropriate Information Center (IC) should provide the basics for the identification of historic properties pursuant to 36 CFR Part 800.4. Depending on the results, an evaluation of potential historic properties applying the criteria of the NRHP might become necessary.

Please contact the CHRIS Information Center (IC) for Alameda County at (707) 588-8455.

Upon completion of the identification efforts pursuant to 36 CFR Part 800.4 please provide a written Report with adequate photo documentation and the results of a records search and other identification efforts to my office and make a finding of effect. OHP will issue written comments upon receipt of the required documentation.

If you have any other questions, please contact Michelle C. Messinger of my staff at (916) 445-7005 or through e-mail at [Michelle.Messinger@parks.ca.gov](mailto:Michelle.Messinger@parks.ca.gov).

Sincerely,



**Julianne Polanco**  
State Historic Preservation Officer

# Volume I

## Rail to Rail Active Transportation Corridor

Documentation for a Categorical Exclusion

April 2017



U.S. Department of Transportation  
Federal Transit Administration

In Association with:

Cityworks Design  
EFI Global  
Fehr & Peers

KPFF  
Rincon Consultants, Inc.  
Terry A. Hayes Associates Inc.

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## ABBREVIATIONS/ACRONYMS

AB.....	Assembly Bill
APE.....	Area of Potential Effects
ATC.....	Active Transportation Corridor
ATP.....	Active Transportation Program
ATSF.....	Atchison, Topeka, and Santa Fe Railway
BNSF.....	Burlington Northern Santa Fe Railway
CAC.....	Community Advisory Committee
CE.....	Categorical Exclusion
CEQ.....	Council on Environmental Quality
CEQA.....	California Environmental Quality Act
CCR.....	California Code of Regulations
CFR.....	Code of Federal Regulations
CHRIS.....	California Historical Resources Information System
CMP.....	Congestion Management Program
CO.....	Carbon Monoxide
CRHR.....	California Register of Historical Resources
dBa.....	Decibel
DASH.....	Downtown Area Short Hop
DOT.....	U.S. Department of Transportation
DTSC.....	Department of Toxic Substances Control
EA.....	Environmental Assessment
EIS.....	Environmental Impact Statements
FHWA.....	Federal Highway Administration
FTA.....	Federal Transit Administration
FTIP.....	Federal Transportation Improvement Program
HCM.....	Historic-Cultural Monument
HHS.....	U.S. Department of Health and Human Services
I-110.....	Interstate 110
LACTC.....	Los Angeles County Transportation Commission
LADWP.....	City of Los Angeles Department of Water and Power
LARWQCB.....	Los Angeles Regional Water Quality Control Board
LASD.....	Los Angeles County Sheriff's Department
LAX.....	Los Angeles International Airport
LED.....	Light Emitting Diode
L <sub>eq</sub> .....	Equivalent Noise Level

LOS .....	Level of Service
Metro .....	Los Angeles County Metropolitan Transportation Authority
NAAQS.....	National Ambient Air Quality Standards
NAHC.....	Native American Heritage Commission
NHPA.....	National Historic Preservation Act
NEPA.....	National Environmental Policy Act
NO <sub>2</sub> .....	Nitrogen Dioxide
NPDES .....	National Pollutant Discharge Elimination System
NRHP.....	National Register of Historic Places
O <sub>3</sub> .....	Ozone
Pb .....	Lead
PBC.....	Polychlorinated Biphenyls
PM.....	Particulate Matter
PM <sub>2.5</sub> .....	Particulate Matter 2.5 microns or less in diameter
PM <sub>10</sub> .....	Particulate Matter 10 microns or less in diameter
PRC.....	Public Resources Code
ROW.....	Right-of-Way
RSL .....	Regional Screening Levels
SCAB .....	South Coast Air Basin
SCAQMD .....	South Coast Air Quality Management District
SCCIC.....	South Central Coastal Information Center
SVOC.....	Semivolatile Organic Compounds/Polycyclic Aromatic Hydrocarbons
SWPPP .....	Stormwater Pollution Prevention Plan
TIGER.....	Transportation Investment Generating Economic Recovery
TPHcc.....	Total Petroleum Hydrocarbons
TWW .....	Treated Wood Waste
UPRR.....	Union Pacific Railroad
USC .....	United States Code
USEPA.....	U.S. Environmental Protection Agency
VOC.....	Volatile Organic Compounds

## 1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the Rail to Rail Active Transportation Corridor Project – Segment A (Project). The Project consists of on- and off-street bicycle and pedestrian/multi-purpose paths within existing street and railroad rights-of-way (ROW). The Project would be primarily located along the existing rail ROW, while a small portion would be located along existing street ROW. The following analysis provides supporting documentation for a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA).

The Federal Transit Administration (FTA) is the federal lead agency for the Project, and Metro is the Project sponsor. The Project would be funded by the California Department of Transportation (Caltrans) Division of Local Assistance Active Transportation Program (ATP) Cycle 2 and the U.S. Department of Transportation (DOT) Transportation Investment Generating Economic Recovery (TIGER) VII Grants. Local funding sources would also be used for the Project.

### 1.1. PURPOSE OF DOCUMENTATION

The purpose of this document is to provide support for a CE. According to the Council on Environmental Quality (CEQ) regulations for implementing NEPA:

*Categorical exclusion means a category of actions which do not individually or cumulatively have a significant effect on the human environment ... and ... for which, therefore, neither an environmental assessment nor an environmental impact statement is required (40 Code of Federal Regulations [CFR] Part 1508.4).*

23 CFR Part 771.118(a) identifies the types of actions that qualify for CE determinations:

*...actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area, do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.*

Actions that normally qualify for CEs are listed under 23 CFR 771.118(c). The Project qualifies for the following CE:

- 23 CFR 771.118(c)(2): Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: a multi-use pathway, lane, trail, or pedestrian bridge, and transit plaza amenities.

- 23 CFR 771.118(c)(12): Projects, as defined in 23 United States Code (USC) 101, that would take place entirely within the existing operational ROW. Existing operational ROW refers to ROW that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities). Portions of the ROW that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational ROW.

Actions that FTA determines to fall within 23 CFR 771.118(c) normally do not require any further NEPA approvals by FTA. Per 23 CFR 771.118(b):

*Any action which normally would be classified as a CE but could involve unusual circumstances will require FTA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:*

- *Significant environmental impacts;*
- *Substantial controversy on environmental grounds;*
- *Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (NHPA); or*
- *Inconsistencies with any federal, state, or local law, requirement or administrative determination relating to the environmental aspects of the action.*

The following analysis demonstrates that the Project would not result in significant environmental impacts, significantly impact properties protected by Section 4(f) of the DOT Act or Section 106 of the NHPA, or result in inconsistencies with any federal, state, or local law, requirement or administrative determination relating to the environmental aspects of the action. No substantial controversy exists on environmental grounds. Therefore, the Project qualifies for a CE under 23 CFR Part 771.118(c).

## **1.2. PROJECT BACKGROUND AND OVERVIEW**

The Los Angeles County Transportation Commission (LACTC), Metro's predecessor, purchased the Harbor Subdivision ROW in 1992 from Atchison, Topeka, and Santa Fe Railway (ATSF), the predecessor of the Burlington Northern Santa Fe Railway (BNSF) for the purpose of rail service expansion. Since 2006, Metro has studied a variety of future transit uses for the Project corridor. However, prior studies and efforts have not yielded any specific plans and funding has not been identified to implement a major transit project.

In September 2012, the Metro Board of Directors (Metro Board) requested Metro staff to conduct a preliminary assessment of the feasibility of an intermediate use of the Harbor Subdivision ROW as an active transportation corridor (ATC). The motion indicated that the ROW presents major blight in the community, and directed Metro staff to look at intermediate uses for the ROW that would not preclude future transit use. The 2012 Preliminary Assessment cited an ATC as a potentially beneficial interim use.

In 2014, Metro prepared the *Rail to River Intermediate Active Transportation Corridor Feasibility Study* to assess the feasibility of repurposing the Project corridor as an ATC. The report indicated that a bicycle and pedestrian path along the Project corridor would provide significant enhancements to the regional transportation network.<sup>1</sup>

The above-mentioned bicycle and pedestrian path, or the Project, is a 6.4-mile corridor, 0.5 miles of which would be located along West Boulevard and 67<sup>th</sup> Street public street ROWs between the Crenshaw/LAX Fairview Heights Station, which is currently under construction, to where 11<sup>th</sup> Street intersects with the Metro-owned Harbor Subdivision ROW. The remaining 5.9 miles (from 11<sup>th</sup> Street to where the Harbor Subdivision ROW intersects with South Santa Fe Avenue) would be located along the Harbor Subdivision ROW. The Project consists of on- and off-street bicycle and pedestrian/multi-purpose paths. The Harbor Subdivision ROW is an under-utilized freight railroad ROW that currently accommodates minimally active freight operations under an operating easement with BNSF. No freight train activity has been observed on the Harbor Subdivision ROW within the Project corridor has been observed since 2011. Metro is in the process of undergoing easement abandonment along the Harbor Subdivision ROW. The Project corridor would traverse through the West Adams-Baldwin Hills-Leimert, South Los Angeles and Southeast Los Angeles communities of the City of Los Angeles; the unincorporated Florence-Graham community in the County of Los Angeles; and the Cities of Inglewood, Huntington Park and Vernon.

The Project would improve linkages between the Metro Blue, Silver, and Crenshaw/LAX transit lines and connect multiple Metro bus lines and other municipal bus lines along Slauson Avenue.

### 1.3. STATUTORY REQUIREMENTS

As discussed above, FTA implementing guideline for CE's may be found under 23 CFR Part 771.118. 40 CFR Section 1507.3(b) includes the broad statutory requirements and states that agency procedures shall comply with CEQ regulations except where compliance would be inconsistent with statutory requirements and shall include:

1. Those procedures required by Sections 1501.2(d), 1502.9(c)(3), 1505.1, 1506.6(e) and 1508.4.

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<sup>1</sup>The feasibility study was for an 8.3-mile corridor along the Harbor Subdivision ROW from the Crenshaw/LAX Fairview Heights Station to Washington Boulevard. Of the 8.3-mile corridor, 6.4 miles is part of the Project corridor.

2. Specific criteria for and identification of those typical classes of action:
  - (i) Which normally do require Environmental Impact Statements (EIS).
  - (ii) Which normally do not require either an EIS or an Environmental Assessment (EA) (CEs [Section 1508.4]).
  - (iii) Which normally require EAs but not necessarily EIS.

According to 40 CFR Section 1506.5, applicants or applicants' contractors may prepare NEPA documents for submittal to federal agencies. However, the applicant is responsible for submitting accurate and complete documentation to the federal agency.

#### **1.4. ENTITLEMENTS AND REGULATORY PERMITS**

This document is intended to provide environmental clearance for future related actions under NEPA by Metro and FTA. These actions include those approvals, entitlements or permits necessary in order to implement a project. Construction of the Project would require compliance with the State General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 99-08-DWQ), as well as local municipal grading, construction, street use, and tree protection ordinances, as appropriate. Stormwater and urban runoff discharges must comply with Los Angeles Regional Water Quality Control Board (LARWQCB) Municipal National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2009-0130). Coordination and approvals from communications and utility purveyors (e.g., Los Angeles Department of Water and Power [LADWP]) would be needed for temporary or permanent utility relocation or service interruption. The Project is entering into a Voluntary Cleanup Program with the Department of Toxic Substances Control (DTSC) to clean up contaminated soils within the Project corridor. Soil remediation within the Project corridor would be required to meet DTSC standards. Coordination and approvals from the California Public Utilities Commission (CPUC) is also required to reconfigure the Long Beach Avenue/Slauson Avenue intersection, as well as to provide improvements (e.g., pedestrian gates and other pedestrian improvements) where the active Union Pacific Railroad (UPRR) tracks intersect with the Project corridor just east of Long Beach Avenue and the Metro Blue Line Slauson Station.

#### **1.5. PUBLIC OUTREACH AND AGENCY COORDINATION**

As defined in 40 CFR Section 1501.5, Metro is the Lead Agency responsible for preparing the CE for the Project. The Metro public outreach effort included community meetings on January 26, 2017 (from 3:00 p.m. to 5:00 p.m. and from 6:00 p.m. to 8:00 p.m.). Metro notified property owners and occupants within 1,000 feet of the Project corridor of the community meetings. In addition to community meetings, Metro obtained input from the local Community Advisory Committee (CAC) and the local Technical Advisory Committee. Community surveys were distributed at community events. Additionally, Metro coordinated with local agencies, including the Cities of Los Angeles, Inglewood, Huntington Park, and Vernon, as well as the County of Los Angeles. A fact sheet was produced and updated as needed, an information hotline and email were set up and monitored regularly, and the

Project web page (<https://www.metro.net/projects/r2r/>) was used as a resource for ongoing access to Project information.

The CAC indicated that it is interested in a multi-use pathway (walking, exercise, recreation, and bicycling) that would be family-friendly; clean and well maintained; beautiful and safe; landscaped with drought-tolerant plantings; discourages encampments; and includes lighting, fencing, seating, and other amenities. The results of the community surveys indicate that many of the responders are interested in having a pathway for walking, bicycling, exercising, reaching transit stations, reaching jobs, jogging, and reaching schools.

As part of the environmental process required by California Environmental Quality Act (CEQA) in the State of California, Metro is also preparing a Categorical Exemption in compliance with Article 19 of the CEQA Guidelines and is engaging in public outreach. The Project qualifies for a Class 4 (Minor Alterations to Land) categorical exemption under Section 15304(h) of the CEQA Guidelines.

## 2. PROJECT DESCRIPTION

### 2.1. PROJECT LOCATION AND SETTING

The Project is located in a highly urbanized part of Los Angeles County. The Project would encompass portions of the West Adams-Baldwin Hills-Leimert, South Los Angeles and Southeast Los Angeles communities of the City of Los Angeles; Florence-Graham, which is an unincorporated community of Los Angeles County; and the Cities of Inglewood, Vernon and Huntington Park.

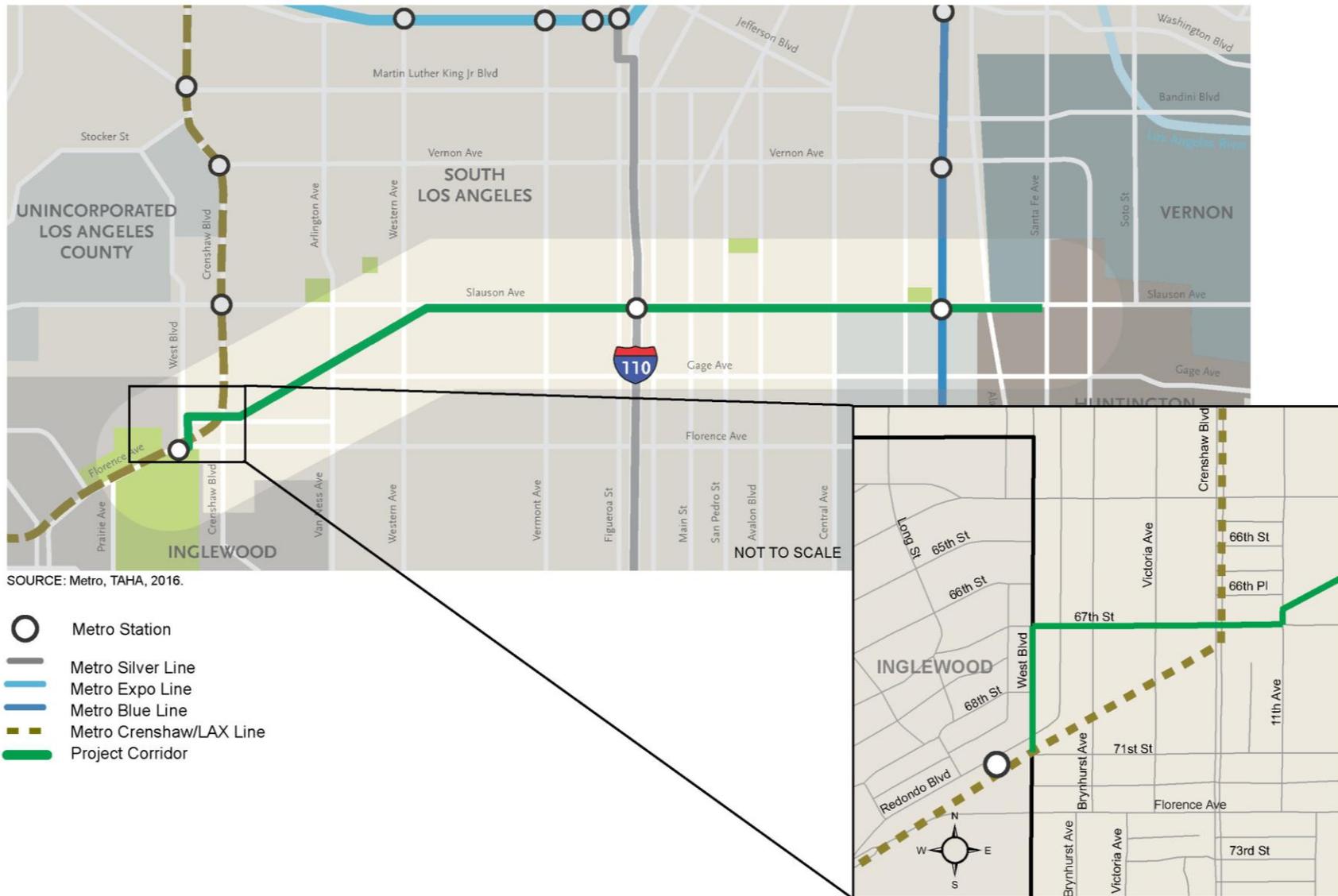
The Project limits would extend from the Crenshaw/LAX Fairview Heights Light Rail Station, which is currently under construction, in the City of Inglewood through the City of Los Angeles, Florence-Graham, the City of Vernon, to the Metro-owned Harbor Subdivision ROW/Santa Fe Avenue intersection in the City of Huntington Park.

The western portion of the Project (approximately 0.5 miles in length) would be within the City of Los Angeles and City of Inglewood public street ROWs while the remaining 5.9 miles would be located within the Metro-owned Harbor Subdivision ROW. The Metro-owned Harbor Subdivision ROW contains railroad tracks, railroad ties, ballast, rail equipment, utility poles, underground fiber optic cables, bus shelters and benches, bollards, and a billboard. **Figure 1** shows the Project corridor.

The Project would start at the western terminus (i.e., Crenshaw/LAX Fairview Heights Light Rail Station) and travel north on West Boulevard until the street meets 67<sup>th</sup> Street. The sidewalk and parkway on the west side of West Boulevard is within the City of Inglewood, while the street, parkway, and sidewalk on the east side of West Boulevard are within the City of Los Angeles. At 67<sup>th</sup> Street, the Project would travel east until the street meets 11<sup>th</sup> Avenue. At 11<sup>th</sup> Avenue, the Project corridor would travel north for approximately 40 feet until the street meets the Metro-owned Harbor Subdivision ROW. From there, the Project would travel northeast within the Metro-owned Harbor Subdivision ROW. After the Metro-owned ROW crosses Slauson Avenue (east of Western Avenue), the Project would travel east to its eastern terminus, which is located just north of the Slauson Avenue/Santa Fe Avenue intersection in the City of Huntington Park.

The Project would intersect with the Metro Crenshaw/LAX Light Rail Transit Line, the Harbor Transit Way, and the Metro Blue Line. The eastern terminus is approximately 0.75 miles east of the Metro Blue Line Slauson Station.

FIGURE 1: PROJECT LOCATION



### 2.1.1. Project Objectives

The objectives of the Project include the following:

- 1) To provide safe dedicated walking and cycling transportation options to promote healthy neighborhoods and linkages between local communities, schools, shopping, employment centers, transit hubs, and other key destinations.
- 2) To facilitate opportunities for improved access to major transit facilities, such as the Metro Crenshaw/LAX Light Rail Transit Line, the Harbor Transit Way, the Metro Blue Line, and various rapid and local bus lines.
- 3) To remove a prominent social equity barrier within the South Los Angeles community with new and improved access for pedestrians, cyclists, and transit riders traveling to and from schools, jobs, health care providers, as well as religious, commercial and cultural institutions.

### 2.1.2. Project Description

As previously discussed, the western 0.5-mile portion of the Project corridor would be within the West Boulevard and 67<sup>th</sup> Street ROWs while the remaining 5.9 miles would be located within the Metro-owned Harbor Subdivision ROW. Where the Project corridor is within the public street ROWs, the Project would use the existing sidewalks and streets. Where the Project corridor is within the Metro-owned ROW, a two-way Class I bike path and a separate pedestrian/multi-purpose pathway would be created. The following discussion describes the Project components in further detail. Project renderings are shown in **Figures 2 through 6**.

**Public Street ROWs.** The Project corridor would travel along West Boulevard from the Crenshaw/LAX Fairview Heights light rail station at Redondo Boulevard to 67<sup>th</sup> Street. North of 68<sup>th</sup> Street, West Boulevard contains an existing Class II bikeway on both sides of the streets. The Project would extend the existing Class II bicycle lanes from 68<sup>th</sup> Street to the Crenshaw/LAX Fairview Heights light rail station. Pedestrian improvements would be provided, and may consist of street trees, mid-height lighting, curb ramp upgrades, and wayfinding signs. Bicyclists would use the bicycle lanes, while pedestrians would use the existing sidewalks on both sides of West Boulevard.

Where West Boulevard meets 67<sup>th</sup> Street, the Project would travel east along 67<sup>th</sup> Street until the street meets 11<sup>th</sup> Avenue. At 11<sup>th</sup> Avenue, the Project would travel north for approximately 40 feet until the street meets the Metro-owned Harbor Subdivision ROW. With implementation of the Project, 67<sup>th</sup> Street would be classified as a Class III bicycle route. The Project would provide street markings on 67<sup>th</sup> Street and install bicycle route signs along the parkways to indicate that bicycles would be sharing the roadway with vehicles. A new traffic signal would be installed at the 67<sup>th</sup> Street/11<sup>th</sup> Avenue intersection. Pedestrian improvements would also be provided along 67<sup>th</sup> Street and 11<sup>th</sup> Avenue.

FIGURE 2: METRO-OWNED ROW DIAGONAL SEGMENT – DESIGN CONCEPT

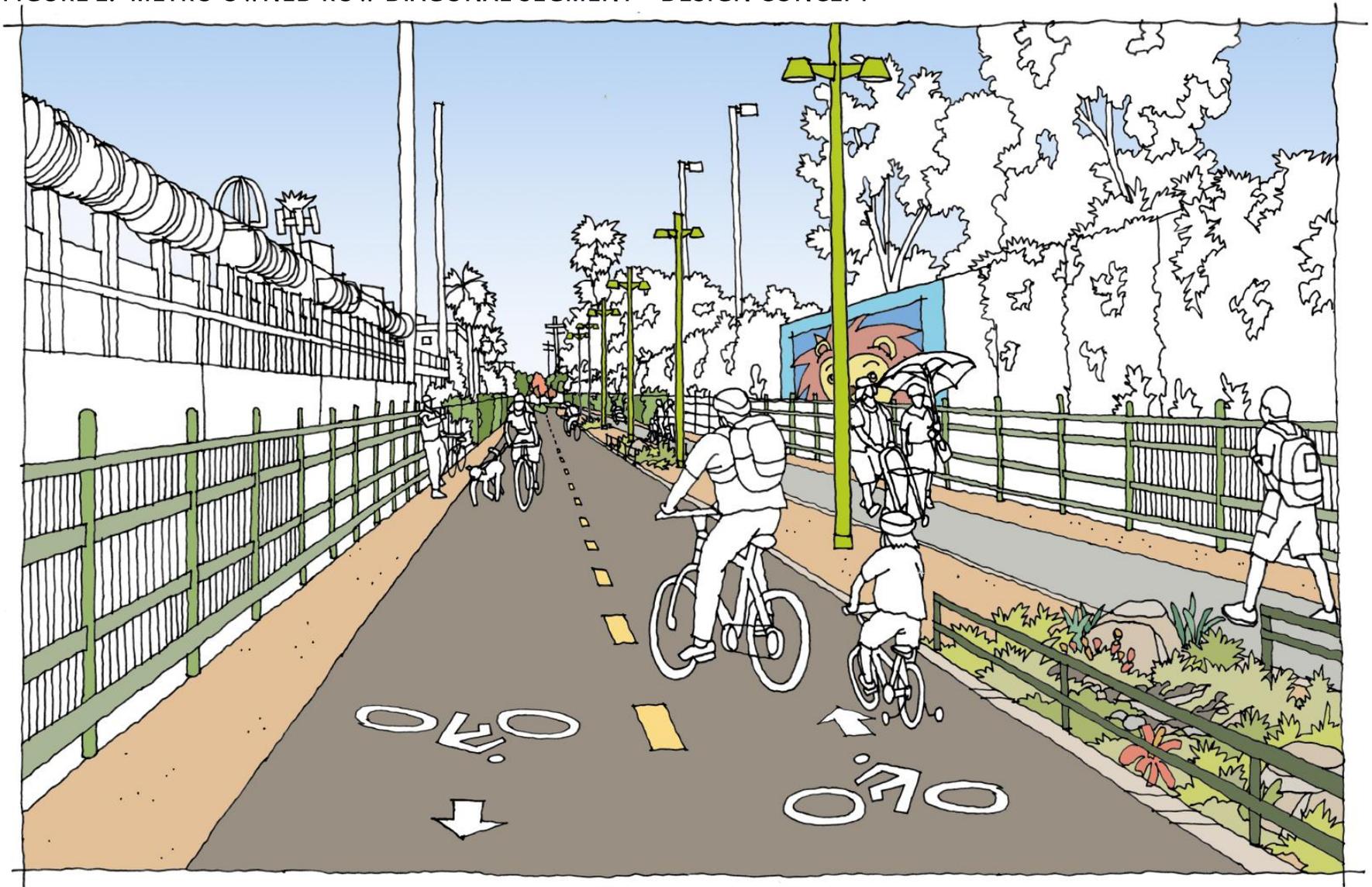
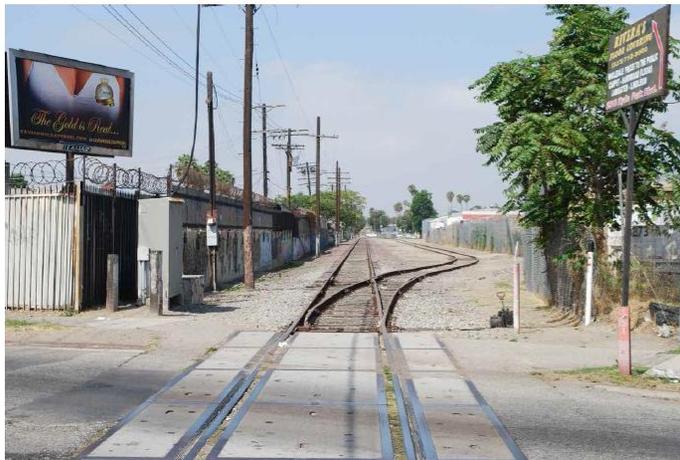
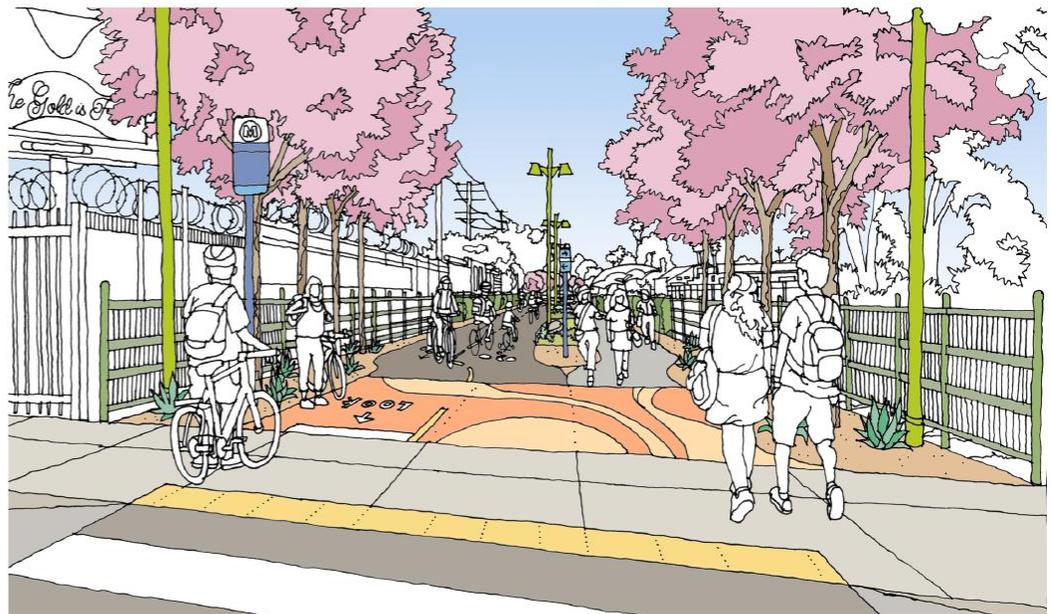
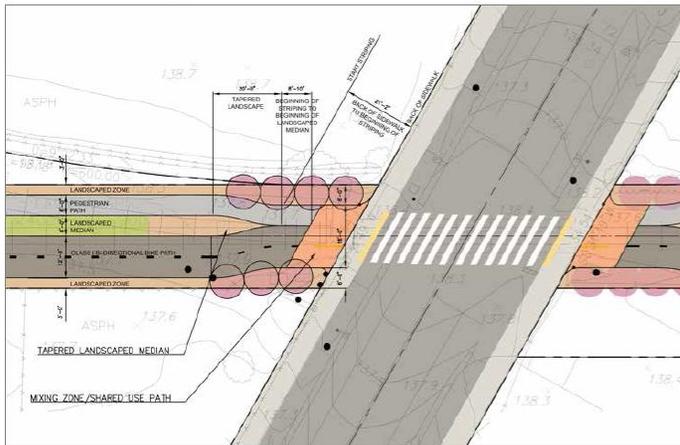


FIGURE 3: METRO-OWNED ROW EAST-WEST SEGMENT – MID-BLOCK DESIGN CONCEPT



FIGURE 4: METRO-OWNED ROW DIAGONAL SEGMENT – MIXING ZONES DESIGN CONCEPT



Existing photo of Metro ROW at Van Ness intersection



A concentration of bright trees such as the Chilopsis linearis 'Lopur' can help indicate access points

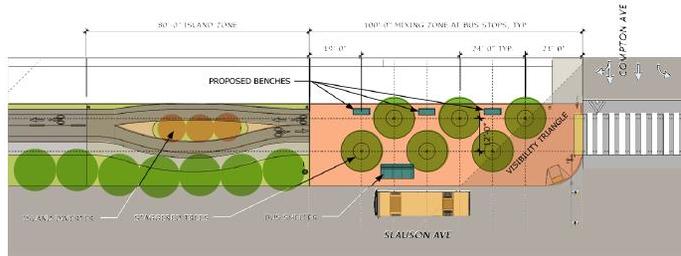


Example of diverter island that alert cyclists to upcoming intersection (Whittier Greenway Trail)

FIGURE 5: METRO-OWNED ROW DIAGONAL SEGMENT – DESIGN CONCEPT FOR CUL-DE-SAC ACCESS



FIGURE 6: METRO-OWNED ROW EAST-WEST SEGMENT – MIXING ZONES DESIGN CONCEPT



Concept plan at bus stop mixing zones



Existing photo of Slauson/Compton intersection



Example of diverter planted with drought tolerant flax



Example of street bond graphic (Auckland, NZ)

Parkway improvements include permeable pavers, additional street trees, mid-height lighting, and curb ramp upgrades. Pedestrian improvements would also be provided. Project features, including curb ramp upgrades, would be designed to comply with ADA standards for accessibility. The existing railroad tracks and equipment to the north and west of the 67<sup>th</sup> Street/11<sup>th</sup> Avenue intersection would be removed. Along 67<sup>th</sup> Street, bicyclists would travel along the roadway, while pedestrians would use the existing sidewalks on both sides of the street.

The City of Los Angeles 2010 Bicycle Plan identifies West Boulevard and 67<sup>th</sup> Street within the Project corridor as designated bikeways and bicycle friendly streets. This plan also identifies the streets as part of a neighborhood bikeway network.<sup>2</sup>

**Metro-owned ROW – Diagonal Segment.** The width of the Project corridor along the diagonal segment of the Metro-owned ROW (between 11<sup>th</sup> Avenue and Slauson Avenue) range from approximately 30 to 50 feet. In this segment, the bicycle paths and dedicated walkway would be separated by a stormwater treatment median (bioswales). Separate walk and bicycle paths would meet at regular intervals. The walkways and bike paths would be paved with asphalt. Most of this segment includes private properties on both sides of the corridor, and the visibility of this segment is limited at public streets. Because of the limited public visibility, no trees would be planted where the Project corridor is located between private properties. Landscaping would include low growing, drought-tolerant plants, which would be designed to discourage encampments. See **Figure 2** for the design concept of the diagonal segment.

Lighting would be placed at regular intervals. High-efficiency light emitting diode (LED) lamps would be used along this segment, and lighting would comply with Illuminating Engineering Society, Metro and City of Los Angeles standards. Lighting would be elevated for increased visibility; however, lighting would be designed to prevent spillover onto adjacent properties. In this segment of the Project corridor, security phones and cameras would be provided. Fencing would be provided along the edge of the Project corridor where necessary to differentiate the Project boundaries from adjacent properties.

Where the Project corridor intersects with a street, mixing zones would be created. In these areas, bicyclists and pedestrians would share the space. Trees would be installed to provide shade but would be installed in a manner that would not block the bicyclists and pedestrians, maintenance vehicles, law enforcement, and emergency responders' line-of-sight at intersections. The Project will provide crosswalks. Additional lighting would also be provided at mixing zones. See **Figure 4** for the design concept of mixing zones within the diagonal segment.

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<sup>2</sup>City of Los Angeles Department of City Planning, *2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element*, March 1, 2011.

Many of the streets that intersect the Project in the diagonal segment are small residential streets. Western Avenue is an arterial street that intersects the Project corridor at mid-block. The Project would install a signalized crosswalk where this street intersects with the Project corridor.

Five cul-de-sacs intersect with the Project corridor along the diagonal segment of the Project corridor. Chain-linked fences currently block access to the Project corridor at these cul-de-sacs. As part of the Project, the fencing would be removed and Metro's standard panelized fencing would be installed. An access point would be provided at each cul-de-sac to allow the community south of the Project corridor to have direct access to the proposed pedestrian/multi-purpose and bicycle paths, as well as to provide ingress/egress opportunities for users of the Project. Small mixing zones would be created in these areas to indicate to bicyclists and pedestrians that ingress/egress opportunities are available at these areas. See **Figure 5** for the conceptual design of cul-de-sacs.

Additional improvements proposed along the diagonal segment include upgrades to crosswalk markings, curb ramps, repainting advanced stop bars, and signage for bicyclists and pedestrians using the Project corridor. Project features, including curb ramp upgrades, would be designed to comply with ADA standards for accessibility.

**Metro-Owned ROW – East-West Segment.** As with the diagonal segment of the Project corridor, a two-way Class I bicycle path and a separate pedestrian/multi-purpose path would be created along the east-west segment of the Metro-owned ROW (along Slauson Avenue east of Western Avenue to Santa Fe Avenue). The widths of this segment of the Project corridor range between approximately 25 to 81 feet in width.

In the east-west segment of the Project corridor, the pedestrian/multi-purpose path would be located immediately next to the bicycle paths. Bioswales will be located along the south side of the Metro-owned ROW to provide a buffer between Slauson Avenue and the bicycle and pedestrian/multi-purpose pathways and to slow, collect, infiltrate and filter stormwater runoff before entering into the storm drains. Trees would be planted along the south side of the Project corridor. Landscaping would be installed in various areas and would include the use of low growing, drought-tolerant and native plantings. See **Figure 3** for the design concept of the east-west segment of the Harbor Subdivision ROW.

New lighting would be provided throughout the east-west segment. High-efficiency LED lamps would be used along this segment and would be elevated for increased visibility. However, lighting would be designed to prevent spillover onto adjacent properties. Fencing would be provided along the northern perimeter of the Project corridor where necessary to differentiate the Project boundaries from adjacent properties.

As with the diagonal segment, mixing zones would be created at intersections. Mixing zones in the east-west segment would typically be larger than the mixing zones in the diagonal segments. Large mixing zones would generally be located at intersections with bus stops to accommodate high levels of pedestrian activities at the bus stops. The widths of the Project

corridor along the east-west segment of the Project corridor generally range between approximately 25 to 81 feet in width. The majority of this segment is approximately 30 feet in width. Where the Project corridor is 30 feet or less in width, the bicycle and pedestrian/multi-purpose pathways would have straight paths towards the mixing zones. Where the Project corridor is 40 feet or more in width, the bicycle and pedestrian/multi-purpose pathways would slightly curve to notify users that they are approaching an intersection and encourage bicyclists to dislodge. The mixing zones would be designed to include neighborhood amenities, such as benches or other types of seating. Trees would be installed to provide shade but would be installed in a manner that would not block the bicyclists and pedestrians' line-of-sight at intersections. As with the diagonal segment, crosswalks would be installed at intersections. Additional lighting would also be provided at mixing zones. See **Figure 6** for the design concepts of mixing zones in the east-west segment of the Harbor Subdivision ROW.

Additional improvements at intersections include upgrades to crosswalk markings, upgrades to curb ramps, repainting advanced stop bars, installation of signals to alert right-turn drivers to the presence of pedestrian and bicycle traffic on the Project corridor, signage for bicyclists and pedestrians using the Project corridor, and ADA compliance as required. Project features, including curb ramp upgrades, would be designed to comply with ADA standards for accessibility, where necessary.

No traffic control devices are currently available where Slauson Avenue (east of Western Avenue) intersects with the Project corridor and at the Long Beach Avenue/Slauson Avenue intersection. The Project would install new traffic signals at these streets to allow users of the Project corridor to safely cross these streets. See discussion under "Metro-owned ROW – East-West Segment at Metro Blue Line Station," below, for further discussion of the changes that are proposed at the Long Beach Avenue/Slauson Avenue intersection.

**Metro-owned ROW – East-West Segment at Harbor Transitway/Metro Silver Line Station/Interstate 110 (I-110).** This portion of the Project corridor is located under I-110. The Metro Silver Line Station is located in the center of I-110 above the Project corridor. The Project corridor along this segment is approximately 40 feet in width. A bus stop is located at the northeast corner of the Figueroa Street/Slauson Avenue intersection. At this corner, a large mixing zone is proposed. A smaller mixing zone is proposed at the northwest corner of the Broadway/Slauson Avenue intersection.

Along this segment of the Project corridor, the Metro Silver Line Station entrance is located in the center of I-110 on the south side of Slauson Avenue. The Project would provide access to this station entrance by constructing new north-south crosswalks and ADA-compliant curb ramps at the interior of the intersection of each ramp closest to the Silver Line Slauson station (i.e., north-south crosswalks would be provided at the east side of the I-110 southbound ramps and at the west side of the I-110 northbound ramps). Guardrails would be installed between the new crosswalks along the southern perimeter of the Project corridor to prevent jaywalking under the freeway. Lighting that would provide brief illumination as bicyclists and pedestrians travel under the freeway would be installed.

No landscaping would be installed under I-110. However, public art, which would be determined by Metro’s Public Art program at a later date, may be provided in this area. Decorative features, such as river rocks, would be installed along this portion of the Project corridor.

**Metro-owned ROW – East-West Segment at Metro Blue Line Station.** Between Long Beach Avenue W. to Alba Street, the Project corridor is about 60 feet in width. Just west of the Metro Blue Line Station, Long Beach Avenue W. meets Slauson Avenue at an angle. The Project would realign this intersection such that Long Beach Avenue W. would meet Slauson Avenue at a “T.” The Project would install traffic signals at this intersection. Currently, southbound left turns are prohibited at this intersection. The Project would install a median in the center of Slauson Avenue to prevent vehicles from making illegal left turns onto Slauson Avenue.

New east-west and north-south crosswalks would be installed at the Long Beach Avenue W./Slauson Avenue intersection. The new north-south crosswalk would provide a direct connection between the Project corridor on the north side of Slauson Avenue and the light rail station and bus stop on the south side of the street, as well as to facilitate existing pedestrian travel between the station and the neighborhood to the north. New curb cuts on the east side of Long Beach Avenue W. are also proposed.

The active UPRR crosses the Project corridor at-grade immediately east of the Metro Blue Line Station. In this area, new pedestrian rail gates would be installed to the east and west of this rail crossing. Hand rails would also be provided to discourage pedestrians and bicyclists from going around the gates. East of this rail crossing, the bicycle and pedestrian/multi-purpose pathways would slightly curve to indicate to the bicyclists and pedestrians that they are approaching a railroad crossing.

**Opportunity Sites.** A few areas along the Project corridor provide opportunities to develop neighborhood-based uses, such as open space and community amenities. These opportunity sites are further described below.

*Trailhead Plaza at 67<sup>th</sup> Street and 11<sup>th</sup> Avenue.* The triangular parcel at the northwest corner of the 67<sup>th</sup> Street/11<sup>th</sup> Avenue intersection is a transition zone between the bicycle lanes and sidewalks along the 67<sup>th</sup> Street/11<sup>th</sup> Avenue ROWs and the bicycle and pedestrian/multi-purpose pathways within the Metro-owned ROW. At this opportunity site, an open plaza is proposed. Amenities for this site include, but not be limited to, seating, drought-tolerant plants, grass, trees, permeable pavers, a security/service station, and an information kiosk that would provide information about the Project corridor and neighborhood.

*11<sup>th</sup> Avenue to 8<sup>th</sup> Avenue.* At this opportunity site in the diagonal segment of the Project corridor between 11<sup>th</sup> and 8<sup>th</sup> Avenues, low, drought-tolerant plants would be planted immediately north of the bicycle and pedestrian/multi-purpose paths. No trees would be in this part of the Project corridor. Planting would discourage loitering and encampment.

*Hyde Park Neighborhood.* At this opportunity site in the diagonal segment of the Project corridor that parallels Hyde Park Boulevard (generally between 4<sup>th</sup> and 7<sup>th</sup> Avenues), drought-tolerant plants, trees, and neighborhood amenities would be installed. Neighborhood amenities may include tables, benches, and exercise equipment. The use of the City of Los Angeles sidewalk that adjoins the rail ROW could provide more opportunities for neighborhood amenities at this opportunity site. Metro would coordinate with the City of Los Angeles if the City sidewalk is to be used for this opportunity site.

*Slauson Avenue Crossing.* This opportunity site is located where the Project corridor intersects with Slauson Avenue (between Western Avenue and Denker Avenue). At this opportunity site, a new signalized crosswalk would be installed. Trees and drought-tolerant plants would be installed at the north and south sides of Slauson Avenue.

Wayfinding/signage would be provided at the south side of Slauson Avenue. At the Slauson Supermall, the driveway closest to the Metro-owned ROW would be reconstructed.

*Silver Line Station/I-110 Underpass.* See “Metro-Owned ROW – East-West Segment at Harbor Transitway/Metro Silver Line Station/Interstate 110 (I-110),” above, for a discussion of the types of treatments that are proposed at this opportunity site.

*Normandie Avenue to Budlong Avenue.* The Project corridor along Slauson Avenue between Normandie Avenue and Budlong Avenue is approximately 80 feet in width. The wide ROW at this opportunity site provides opportunities to provide trees, tables, benches and other types of seating, exercise stations, playground equipment, drought-tolerant plants, and other types of neighborhood-based amenities. Additionally, this opportunity site could provide flexible open space that could accommodate food trucks and community events, such as farmers’ markets.

*Augustus F. Hawkins Natural Park Frontage.* Along the Project corridor that adjoins Augustus F. Hawkins Natural Park, trees and native landscaping would be provided to blend in with the park. Decomposed granite walkways are also proposed at this opportunity site.

*Blue Line Station and Trailhead.* Between the Blue Line Station and Alba Street, trees would be installed. At Alba Street, a security/service station, information kiosk (to provide information about the Project corridor and neighborhood) and special paving may be provided. Decomposed granite walkways are also proposed at this opportunity site.

### 3. EVALUATION OF ENVIRONMENTAL IMPACTS

#### 3.1. AIR QUALITY AND CLIMATE CHANGE

##### 3.1.1. Federal Transportation Improvement Plan and Transportation Conformity

Transportation conformity requirements are based on Clean Air Act Section 176(c), which prohibits the DOT and other federal agencies from funding, authorizing or approving plans, programs or projects that do not conform to the State Implementation Plan for attaining the National Ambient Air Quality Standards (NAAQS). The Project corridor is within the Los Angeles County portion of the South Coast Air Basin (SCAB), which is a subarea of the South Coast Air Quality Management District's (SCAQMD) jurisdiction. SCAB includes the non-desert portions of Los Angeles, Orange, San Bernardino, and Riverside Counties. It is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The Los Angeles County portion of SCAB is classified as a federal nonattainment area for ozone (O<sub>3</sub>), fine particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>) and lead (Pb). It is a federally-designated maintenance area for particulate matter 10 microns or less in diameter (PM<sub>10</sub>), carbon monoxide (CO) and nitrogen dioxide (NO<sub>2</sub>).

The CFR lists types of projects that are exempt from all transportation conformity requirements, including consistency with the regional Federal Transportation Improvement Program (FTIP) and requirements for project-level particulate matter (PM) and CO hot-spot assessments. According to 40 CFR 93.126, bicycle and pedestrian facilities are exempt from all transportation conformity requirements. The CE is not required to demonstrate consistency with the FTIP or provide PM and CO hot-spot assessments. Thus, no further analysis is necessary.

Additionally, the Project is listed in the 2017 Adopted FTIP as Project ID LA0G1247 for bicycle and pedestrian transportation linkage improvements along the Project corridor. On December 16, 2016, the Federal Highway Administration (FHWA) and FTA determined that the 2017 Adopted FTIP has met all air quality conformity requirements.

##### 3.1.2. Criteria Pollutant, Ozone Precursor, and Greenhouse Gas Emissions

The proposed pedestrian/multi-purpose and bicycle pathways would not include a permanent source of pollutant emissions. The Project would not generate new vehicle trips that would affect regional emissions or result in a redistribution of existing traffic patterns that would affect localized pollutant concentrations. There is no potential for bicycle and pedestrian activities to generate pollutant emissions. Any effect to pollutant emissions would be beneficial as the Project would potentially remove vehicles trips from the roadway network resulting in a related decrease in emissions. Therefore, the Project would not result in an adverse effect related to criteria pollutant, ozone precursor, and greenhouse gas emissions.

### 3.2. LAND USE AND ZONING

#### 3.2.1. Consistency with Surrounding Land Uses

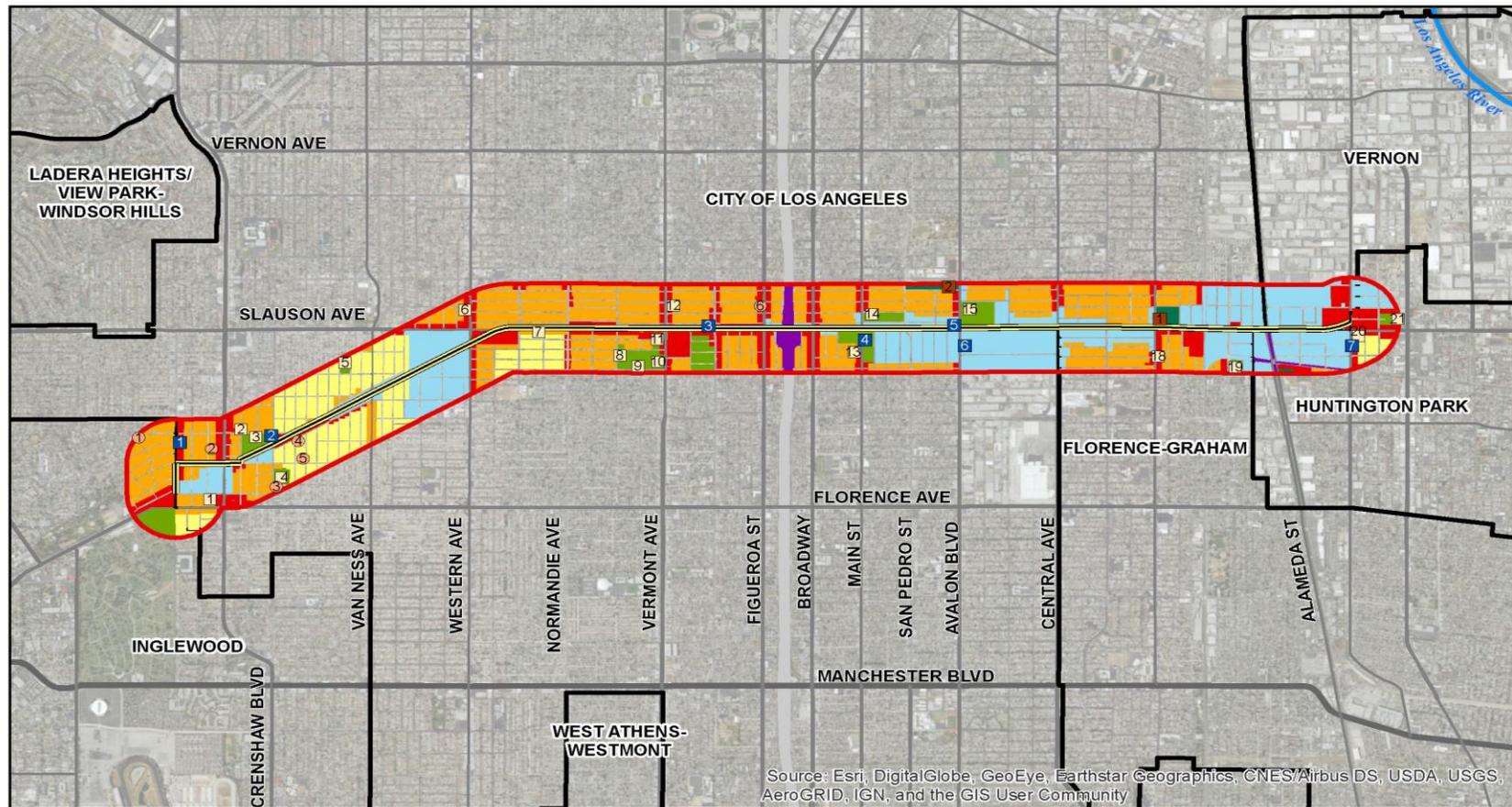
The area surrounding the Project corridor can be characterized as a dense urban environment. Surrounding development consists of primarily low-rise residential, commercial, industrial, and institutional structures. **Figure 7** identifies the existing land uses within 0.25 miles of the Project corridor, including residential uses, parks and recreational facilities; schools; health care facilities; childcare facilities. **Table 1** lists the institutional land uses, distances from the Project corridor, and addresses. Within 0.25 miles of the Project corridor, there are 2 parks and recreational facilities, 20 schools, 7 health care facilities, and 6 child care facilities.

**TABLE 1: INSTITUTIONAL LAND USES WITHIN 0.25 MILES OF PROJECT CORRIDOR**

ID	Name of Facility	Distance from Corridor	Address
<b>PARKS AND RECREATIONAL FACILITIES</b>			
1	Augustus F. Hawkins Nature Park	immediately north	5790 Compton Ave.
2	South Los Angeles Wetlands Park	0.22 miles north	5413 S. Avalon Blvd.
<b>SCHOOLS</b>			
1	Nikka Tiffany School	0.18 miles south	7112 S. Victoria Ave.
2	Hyde Park Children’s Center	0.12 miles north	6428 11 <sup>th</sup> Ave.
3	Yes Academy	immediately north	3140 Hyde Park Blvd.
4	Alliance Renee & Meyer Luskin College Ready Academy	0.15 miles south	2941 W. 70 <sup>th</sup> St.
5	59 <sup>th</sup> Street Elementary School	0.15 miles north	5939 2 <sup>nd</sup> Ave.
6	Learn 4 Life	0.16 miles north	5701 S. Western Ave.
7	Youth Build Charter School of California	immediately south	1512 W. Slauson Ave.
8	Lou Dantzler Preparatory Charter School	0.2 miles south	5940 Budlong Ave.
9	Budlong Avenue Elementary School	0.12 miles south	5940 S. Budlong Ave.
10	John Muir Middle School	0.12 miles south	5929 S. Vermont Ave.
11	Park Huerta Primary Center	0.07 miles south	1020 W. 58 <sup>th</sup> Pl.
12	Nativity Catholic School	0.11 miles north	944 W. 56 <sup>th</sup> St.
13	Augustus F. Hawkins High School	0.04 miles south	825 W. 60 <sup>th</sup> St.
14	Juanita Tate Elementary School	immediately south	123 W. 59 <sup>th</sup> St.
15	Estrella Elementary School	0.04 miles north	120 E. 57 <sup>th</sup> St.
16	Los Angeles Academy Middle School	immediately north	644 E. 56 <sup>th</sup> St.
17	Alliance Kory Hunter Middle School	0.14 miles south	5886 Compton Ave.
18	Lillian Elementary School	0.18 miles south	5909 Lillian St.
19	Crescent College	0.14 miles north	5940 Santa Fe Ave.
20	Aspire Ollin University Preparatory Academy	0.18 east	2540 E. 58 <sup>th</sup> St.
<b>HEALTH CARE FACILITIES</b>			
1	Hyde Park Convalescent Hospital	0.10 miles north	6520 West Blvd.
2	St. John’s Community Health Center	immediately north	6505 S. 8 <sup>th</sup> Ave.
3	St. John’s Well Child & Family Center	immediately north	808 W. 58 <sup>th</sup> St.
4	Hubert H. Humphrey Comprehensive Health Center	immediately south	5850 S. Main St.
5	Davita Avalon Dialysis	immediately north	5807 S. Avalon Blvd.
6	Kennedy Occupational Medical Center	0.09 miles south	5862 S. Avalon Blvd.
7	Clinica La Victoria	0.14 miles north	5950 Santa Fe Ave.
<b>CHILD CARE</b>			
1	From the Heart Preschool & Enrichment Center	0.23 miles northwest	1061 E. Hyde Park Blvd.
2	G & G Daycare	0.08 miles north	6542 S Victoria Ave
3	Newby Woods Day Care	0.21 miles south	7002 8 <sup>th</sup> Ave.
4	Skinner Family Child Care	0.05 miles south	6608 7 <sup>th</sup> Ave.
5	G & R Ultimate Child Care	0.15 miles south	6653 6 <sup>th</sup> Ave.
6	Figueroa Christian Day Care	0.12 miles north	5607 S. Figueroa St.

SOURCE: Terry A. Hayes Associates, 2017.

FIGURE 7: LAND USES WITHIN 0.25 MILES OF PROJECT CORRIDOR



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**LEGEND:**

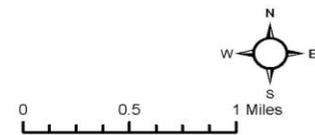
- Jurisdictional Boundary
- Study Area (0.25 miles of Project)
- Project Corridor

**Existing Land Uses**

- Single Family Residential
- Multi-Family Residential
- Industrial / Manufacturing
- Commercial
- Public Facility / Institutional
- Open Space
- Transportation

**Sensitive Receptors**

- Health Care Facilities
- Child Care
- Parks and Recreational Facilities
- Schools



Along the Project corridor, land uses adjacent to West Boulevard consist of a mix of commercial, industrial, and multi-family residential uses. On 67<sup>th</sup> Street, land uses primarily consist of single-family and multi-family residential uses. Land uses adjacent to the Harbor Subdivision ROW primarily consist of a mix of industrial, commercial, single-family residential and multi-family residential uses. Commercial uses, such as shopping centers/strip malls, restaurants and gas stations, are primarily found adjacent to the Project corridor at Crenshaw Boulevard, Western Avenue, Vermont Avenue, Figueroa Street, Olive Street, Broadway, Central Avenue, Compton Avenue, Holmes Avenue, and Santa Fe Avenue. Commercial uses also can be found along Slauson Avenue between Hoover Street and Figueroa Street. Major commercial development adjacent to the Project corridor includes Chesterfield Square Shopping Center, Slauson Super Mall, and Vermont Slauson Shopping Center.

One of the Project objectives is to provide linkages between local communities, schools, shopping, employment centers, transit hubs, and other key destinations. The Project would support access to and between uses within the vicinity of the Project corridor. The Project does not include components that would conflict with existing uses surrounding the Project corridor. Therefore, the Project would not result in adverse effects related to consistency with surrounding land uses.

### **3.2.2. Zoning and General Plan Land Use Designations**

The Project is located in the West Adams-Baldwin Hills-Leimert, South Los Angeles and Southeast Los Angeles communities of the City of Los Angeles; Florence-Graham, which is an unincorporated community of Los Angeles County; and the Cities of Vernon and Huntington Park. The Zoning and General Plan land use designations within the Project corridor are identified in Table 2. Additionally, zoning within 0.25 miles of the Project is shown in Figure 8.

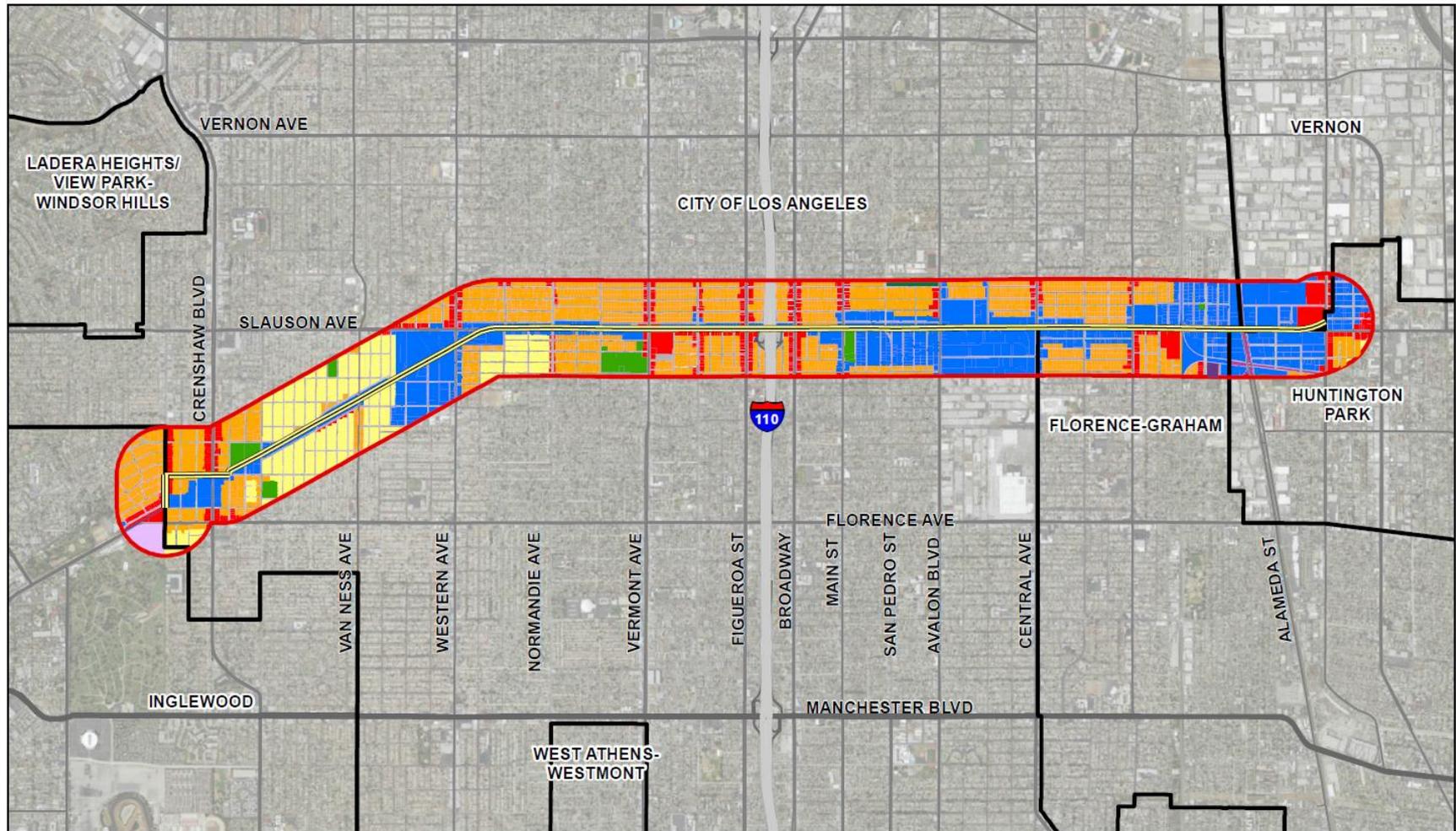
As shown in Table 2, the Project corridor is zoned and has General Plan land use designations for commercial, industrial, and residential uses. Although the Project corridor is zoned for commercial, industrial, and residential uses, the Project corridor is located on existing transportation ROWs. The Project would not conflict with the zoning and General Plan land use designations along the corridor, and would support access to and between uses surrounding the Project corridor. Additionally, the Project is consistent with the goals and policies pertaining to the development of bicycle paths contained in the West Adams-Baldwin Hills-Leimert, South Los Angeles and Southeast Los Angeles Community Plans, as well as in the General Plan for the Los Angeles County and the Cities of Vernon and Huntington Park. Therefore, the Project would not result in adverse effects related to zoning and General Plan land use designations.

**TABLE 2: PROJECT CORRIDOR ADJACENT LAND USE, ZONING, AND GENERAL PLAN LAND USE DESIGNATIONS**

Corridor Segment	Jurisdiction	Adjacent Land Use	Zoning	General Plan Land Use Designation
West Blvd. between Redondo Blvd. and 68 <sup>th</sup> St.	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles; City of Inglewood (west of West Blvd.)	Commercial, Industrial	MR1-1VL (City of Los Angeles); C-3, R-3 (City of Inglewood) <sup>1</sup>	Limited Industrial (City of Los Angeles); Commercial, Medium Density Residential (City of Inglewood) <sup>1</sup>
West Blvd. between 68 <sup>th</sup> St. and 67 <sup>th</sup> St.	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles; City of Inglewood (west of West Blvd.)	Multi-family Residential, Church	C2-1 (City of Los Angeles), R-3 (City of Inglewood) <sup>1</sup>	General Commercial (City of Los Angeles), Medium Density Residential (City of Inglewood) <sup>1</sup>
67 <sup>th</sup> St. between West Blvd. and Victoria Ave.	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Single- and Multi-family Residential	R3-1 <sup>1</sup>	Medium Residential <sup>1</sup>
67 <sup>th</sup> St. between Victoria Ave. and Harbor Subdivision ROW	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Commercial and Single- and Multi-family Residential (north side of E. 67 <sup>th</sup> St.); Industrial (south side of E. 67 <sup>th</sup> St.)	R3-1, C2-1 (north side of E. 67 <sup>th</sup> St.); MR1-1VL (south side of E. 67 <sup>th</sup> St.) <sup>1</sup>	Medium Residential, General Commercial (north side of E. 67 <sup>th</sup> St.); Limited Industrial (south side of E. 67 <sup>th</sup> St.) <sup>1</sup>
Harbor Subdivision ROW (between 67 <sup>th</sup> St. and 11 <sup>th</sup> St.)	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Single-family Residential (north side of E. 67 <sup>th</sup> St.); Industrial (south side of E. 67 <sup>th</sup> St.)	M1-1VL	Limited Industrial
Harbor Subdivision ROW (between 11 <sup>th</sup> St. and 8 <sup>th</sup> Ave.)	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Los Angeles Unified School District Maintenance & Operation (north side of rail ROW); Industrial (south side of rail ROW)	M1-1VL	Limited Industrial
Harbor Subdivision ROW (between 8 <sup>th</sup> Ave. and 4 <sup>th</sup> Ave.)	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Single- and Multi-family Residential, Industrial	CM-1VL	Commercial Manufacturing
Harbor Subdivision ROW (between 4 <sup>th</sup> Ave. and Van Ness Ave.)	West Adams-Baldwin Hills-Leimert Community in the City of Los Angeles	Single- and Multi-family Residential, Industrial	M1-1VL	Limited Industrial
Harbor Subdivision ROW (between Van Ness Ave. and Wilton Pl.)	South Los Angeles Community in the City of Los Angeles	Single- and Multi-family Residential, Industrial	M1-1	Light Industrial
Harbor Subdivision ROW (between Wilton Pl. & Slauson Ave.)	South Los Angeles Community in the City of Los Angeles	Industrial, Commercial	M1-1	Light Industrial
Harbor Subdivision ROW (east of Western Ave. to west of Vermont Ave.)	South Los Angeles Community in the City of Los Angeles	Youth Build Charter School of California, Church, Commercial, Industrial, Single-family Residential	CM-1	Commercial Manufacturing
Harbor Subdivision ROW at Slauson Ave./Vermont Ave. intersection	South Los Angeles Community in the City of Los Angeles	Commercial	C2-2	Commercial Manufacturing

Corridor Segment	Jurisdiction	Adjacent Land Use	Zoning	General Plan Land Use Designation
Harbor Subdivision ROW (between Vermont Ave. and Figueroa St.)	South Los Angeles Community in the City of Los Angeles	Commercial, Industrial, Single-family Residential	CM-1	Commercial Manufacturing
Harbor Subdivision ROW (between Figueroa St. and Broadway)	Southeast Los Angeles Community in the City of Los Angeles	Commercial, Industrial, Single-family Residential, Parking Lot	M1-1	Limited Industrial
Harbor Subdivision ROW at Slauson Ave./Broadway intersection	Southeast Los Angeles Community in the City of Los Angeles	Commercial, Industrial, Parking Lot	C2-1	Neighborhood Commercial
Harbor Subdivision ROW east of Broadway and west of Main St.	Southeast Los Angeles Community in the City of Los Angeles	Single- and Multi-family Residential, Offices, Commercial, Church	R2-1	Low Medium I Residential
Harbor Subdivision ROW at Slauson Ave./Main St. Intersection	Southeast Los Angeles Community in the City of Los Angeles	Hubert H. Humphrey Comprehensive Health Center, Juanita Tate Elementary School, Commercial, Industrial	M1-1	Limited Industrial
Harbor Subdivision ROW between Main St. and Central Ave.	Southeast Los Angeles Community in the City of Los Angeles	Los Angeles Academy Middle School, Commercial, Industrial	MR1-1	Limited Industrial
Harbor Subdivision ROW (between Central Ave. and Compton Ave.)	Florence (unincorporated community in County of Los Angeles)	Commercial, Industrial	M-2	Public and Semi-Private
Harbor Subdivision ROW (between Compton Ave. and Long Beach Ave.)	Florence (unincorporated community in County of Los Angeles)	Augustus F. Hawkins Nature Park, Commercial, Industrial	M-1	Public and Semi-Private
Harbor Subdivision ROW (between Long Beach Ave. and Alba St./Wilmington Ave.)	Florence (unincorporated community in County of Los Angeles)	Commercial, Industrial	C-M	Public and Semi-Private
Harbor Subdivision ROW (between Alba St./Wilmington Ave. and Alameda St.)	City of Huntington Park	Industrial	n/a <sup>2</sup>	n/a <sup>2</sup>
Harbor Subdivision ROW (between Alameda St. and S. 1 <sup>st</sup> St.)	City of Vernon	Medical offices, Industrial	Industrial	Industrial
Harbor Subdivision ROW (between S. 1 <sup>st</sup> St. and Santa Fe Ave.)	City of Huntington Park, City of Vernon	Commercial, Industrial	n/a (City of Huntington Park) <sup>2</sup> ; Commercial-2 (City of Vernon)	n/a (City of Huntington Park) <sup>2</sup> ; Commercial (City of Vernon)
<p>Notes:</p> <p><sup>1</sup> Zoning and General Plan Land Use designation adjacent to the street ROW.</p> <p><sup>2</sup> No Zoning and General Plan land use designation is available for the portion of the ROW that is within the City of Huntington Park.</p> <p>SOURCE: Terry A. Hayes Associates, 2016; <a href="http://zimas.lacity.org">http://zimas.lacity.org</a>, accessed on August 2, 2016; West Adams-Baldwin Hills-Leimert Community Plan, General Plan Land Use Map, December 8, 2010; Southeast Los Angeles Community Plan, General Plan Land Use Map, August 22, 2013; South Los Angeles Community Plan, General Plan Land Use Map; May 29, 2015.</p>				

FIGURE 8: ZONING WITHIN 0.25 MILES OF PROJECT CORRIDOR

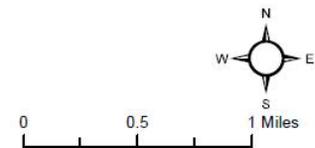


**LEGEND:**

- Jurisdictional Boundary
- 0.25 miles of Project
- Project Corridor

**Generalized Zoning**

- Single-Family Residential
- Multi-Family Residential
- Manufacturing
- Commercial
- Public Facility
- Transportation
- Open Space
- Parking
- Special Cemetery
- Institutional



### 3.3. TRAFFIC AND TRANSPORTATION

#### 3.3.1. Traffic

The existing street system in the Study Area consists of a roadway system that includes freeways, as well as arterials, collector, and local streets. Regional access to the Project corridor is provided by I-110, which runs north-south within the vicinity of the Project corridor. Slauson Avenue parallels the Project corridor east of Western Avenue to Santa Fe Avenue. Direct north-south access to the Project corridor is provided by all intersecting arterials, as well as by many collectors and some local streets. Arterials that intersect with the Project Corridor include Compton Avenue, Hooper Avenue, Central Avenue, Avalon Boulevard, San Pedro Street, Main Street, Broadway, Figueroa Street, Hoover Street, Vermont Avenue, Normandie Avenue, Western Avenue, Van Ness Avenue, and Crenshaw Boulevard.

Public transit in the area surrounding the Project corridor is provided by Metro and Los Angeles Department of Transportation's (LADOT) Downtown Area Short Hop (DASH) transit service. Metro bus lines 108 and 358 provide service east/west along Slauson Avenue. North/south bus connections are available at Compton Avenue (Lines 55/355/611), Hooper Avenue (Line 102), Central Avenue (Line 53), Avalon Boulevard (Lines 51/52/351), Main Street (Line 48), Broadway (Lines 45/745), Figueroa Street (Line 81), Vermont Avenue (Lines 754/204), Normandie Avenue (Line 206), Western Avenue (Lines 757/207), Van Ness Avenue (Line 209), and Crenshaw Boulevard (Lines 710/740/40/210).

Along the Project corridor, the Southeast DASH bus line runs on Slauson Avenue between Main Street and Vermont. The Chesterfield Square DASH bus line runs along Slauson Avenue between Hoover Street and Vermont Avenue. The Vermont/Main DASH bus line runs along Slauson Avenue between Vermont Avenue and Main Street. Within the vicinity of the Project corridor, the Pueblo del Rio DASH bus line runs north-south between Gage Avenue and Vernon Avenue. This route crosses Slauson Avenue on Holmes Avenue.

Connections to regional transit service are available at the Metro Blue Line Slauson Avenue Station and at the Metro Silver Line Slauson Avenue Station. A future regional transit service connection will be available at the west end of the Project corridor when the Crenshaw/LAX Fairview Heights station opens in 2019.

A Transportation Analysis Report was conducted by Fehr & Peers for the Project in January 2017 (see **Appendix A**). The Transportation Analysis Report examined 21 signalized intersections and 5 unsignalized locations:

- Signalized Intersections:
  1. Slauson Avenue/Alameda Street (operated by the City of Huntington Park)
  2. Slauson Avenue/Holmes Avenue (operated by the County of Los Angeles)
  3. Slauson Avenue/Compton Avenue (operated by the County of Los Angeles)
  4. Slauson Avenue/Hooper Avenue (operated by the County of Los Angeles)
  5. Slauson Avenue/Central Avenue

6. Slauson Avenue/McKinley Avenue
  7. Slauson Avenue/Avalon Boulevard
  8. Slauson Avenue/San Pedro Street
  9. Slauson Avenue/Main Street
  10. Slauson Avenue/Broadway
  11. Slauson Avenue/I-110 SB ramp
  12. Slauson Avenue/I-110 NB ramp
  13. Slauson Avenue/Figueroa Street
  14. Slauson Avenue/Hoover Street
  15. Slauson Avenue/Vermont Avenue
  16. Slauson Avenue/Budlong Avenue
  17. Slauson Avenue/Normandie Avenue
  18. Slauson Avenue/Denker Avenue
  19. 67<sup>th</sup> Street/Crenshaw Boulevard
  20. 67<sup>th</sup> Street/West Boulevard
  21. Florence Avenue/West Boulevard
- Unsignalized Locations:
    1. Slauson Avenue/Long Beach Avenue W.
    2. Slauson Avenue east of Western Avenue
    3. Western Avenue south of Slauson Avenue
    4. Van Ness Avenue south of Hyde Park Boulevard
    5. 67<sup>th</sup> Street/11<sup>th</sup> Avenue

The Highway Capacity Manual’s “Operational Analysis” delay-based methodology was used to determine the level of operation at all signalized intersections that were examined in the Transportation Analysis Report. This operational method determines the key operating characteristics of signalized intersections. These characteristics are used to evaluate the operation of each signalized intersection, which is described generally in terms of level of service (LOS) and expressed in terms of seconds of delay. **Table 3** provides delay-based LOS definitions for signalized intersections. Under the criteria established by Metro, the Project would have an adverse effect on traffic when the increase in vehicle delay is equal to or greater than 5.0 seconds for intersections operating at LOS E or F. Intersections operating at LOS D or better are not considered to have an adverse effect regardless of the Project-related increase in vehicle seconds of delay.

**TABLE 3: LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

Level of Service	Average Stopped Delay per Vehicle (seconds)	Definition
A	≤10	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>10 and ≤20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>20 and ≤35	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>35 and ≤55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>55 and ≤80	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>80	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

**SOURCE:** Transportation Research Board, *Highway Capacity Manual*, 2000.

The Project would attract new pedestrian and bicycle trips to the Project corridor but would not generate new vehicle trips or result in a redistribution of traffic patterns. The Project design includes various components to promote pedestrian and bicycle flow without disrupting traffic. A key component of the Project is the modification of traffic signal phasing to facilitate bicycle and pedestrian flow along the Project corridor, and to eliminate conflicts between vehicle and active transportation traffic in order to reduce safety hazards. To this end, east-west minimum green time at signalized intersections along the Project corridor would be extended to allow for automatic recall of the pedestrian walk phase, and eliminate the need for bicyclists and pedestrians to manually request a pedestrian walk signal. Under existing conditions, the majority of eastbound left-turns along the Project corridor are protected. With implementation of the Project, eastbound left-turn protections would be extended to all signalized intersections to prevent conflict between vehicles needing to head north across the Project corridor and bicyclists and pedestrians crossing street intersections in an east/west direction. Additionally, under existing conditions, the majority of the signalized intersections include southbound “no right-turn-on-red” restrictions due to the presence of the freight rail crossings. These restrictions would be maintained and extended to the westbound right-turn movement to prevent conflicts between southbound right-turning vehicles or westbound right-turning vehicles and bicyclists and pedestrians crossing east-west along the Project corridor during the pedestrian walk phase.

At two unsignalized intersections along the Slauson Avenue portion of the Project corridor (Towne Avenue and Paloma Avenue), the Project would prohibit eastbound left turns to eliminate the conflict between users of the Project corridor and eastbound left turning

vehicles. For the traffic analysis, eastbound left turn volumes from Towne Avenue and Paloma Avenue were shifted evenly to the intersections immediately adjacent to these two streets.

No north-south crosswalks currently exist at the I-110 north- and southbound on- and off-ramps on Slauson Avenue, including the Metro Silver Line Slauson station, which is located in the center of I-110. The Project would provide north-south crosswalks at the interior of the intersection of each ramp closest to the Silver Line Slauson station (i.e., north-south crosswalks would be provided at the east side of the I-110 southbound ramps and at the west side of the I-110 northbound ramps). Due to the likely number of pedestrian crossings per hour with implementation of the Project, as well as in the interest of maintaining freeway-bound vehicular operations to the closest degree to existing conditions as possible, the traffic analysis assumes that pedestrian crossing signals at the ramps would be actuated by the bicyclist or pedestrian, rather than on automatic recall.

At the intersection of 67<sup>th</sup> Street and Crenshaw Boulevard, a pedestrian-only, diagonal crossing phase has been simulated through the analysis of an extended all-red phase. Signal timings would be optimized to better accommodate overall traffic flow following the above modifications.

Three new traffic signals (including midblock locations) are proposed for the Project and were evaluated in the traffic analysis:

- Slauson Avenue/Long Beach Avenue
- Slauson Avenue east of Western Avenue
- Western Avenue south of Slauson Avenue

Currently, at the Slauson Avenue/Long Beach Avenue intersection, no north-south pedestrian crossing facility connects the Metro Blue Line Slauson light rail station on the south side of the street with the neighborhood to the north. During field observations, numerous pedestrians were observed crossing north-south across Slauson Avenue, often needing to run to avoid high-speed traffic. In order to provide a direct connection between the Project corridor on the north side of Slauson Avenue and the light rail station and bus stop on the south side of the street, as well as to facilitate existing pedestrian travel between the station and the neighborhood to the north, a north-south pedestrian crosswalk with signal would be implemented at this location.

At the diagonal segment of the Project corridor, two-phase pedestrian signals would be implemented at two streets that intersect with the Project corridor: Slauson Avenue east of Western Avenue and Western Avenue south of Slauson Avenue. The pedestrian signals would facilitate pedestrian and bicycle flow along the Project corridor. The pedestrian signal would be coordinated with upstream and downstream signals in order to best maintain traffic operations. To provide the most conservative estimate of the impact of pedestrian crossings on vehicle traffic, the traffic analysis assumes that the pedestrian call button triggering the signal would be activated once per cycle.

To evaluate the potential impacts of the Project in opening year (Year 2019) conditions, future traffic conditions in the area surrounding the Project corridor was estimated. The traffic volumes projected for the No Build scenario take into account the expected changes in traffic over existing conditions from two primary sources: 1) ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area, and 2) traffic generated by specific development projects in, or in the vicinity of, the Project corridor. The methods used to account for these factors can be found in the Transportation Analysis Report, which is located in **Appendix A**.

**Table 4** compares Project with No Build scenario LOS. **Table 5** summarizes the LOS at the new mid-block crossings proposed under the Project. All 21 analyzed intersections and the four new signalized crossings are projected to operate at LOS D or better during one or both of the peak hours under Project conditions. Therefore, the Project would not result in adverse effects related to intersection delay.

TABLE 4: INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name	E/W Street Name	Peak Hour	No Build		Project		Project Increase	Significant Impact Yes/No
				Delay (sec)	LOS	Delay (sec)	LOS	With Delay (sec)	
1	Alameda Ave.	Slauson Ave.	AM	48	D	48	D	0	NO
			PM	44	D	44	D	0	NO
2	Holmes Ave.	Slauson Ave.	AM	19	B	19	B	0	NO
			PM	17	B	18	B	1	NO
3	Compton Ave.	Slauson Ave.	AM	23	C	26	C	3	NO
			PM	25	C	21	C	-4	NO
4	Hooper Ave.	Slauson Ave.	AM	14	B	18	B	4	NO
			PM	11	B	20	B	9	NO
5	Central Ave.	Slauson Ave.	AM	35	C	32	C	-3	NO
			PM	38	D	36	D	-2	NO
6	McKinley Ave.	Slauson Ave.	AM	23	C	23	C	0	NO
			PM	16	B	16	B	1	NO
7	Avalon Blvd.	Slauson Ave.	AM	35	C	35	C	0	NO
			PM	37	D	37	D	0	NO
8	San Pedro St.	Slauson Ave.	AM	23	C	24	C	1	NO
			PM	32	C	33	C	1	NO
9	Main St.	Slauson Ave.	AM	51	D	36	D	-15	NO
			PM	39	D	36	D	-3	NO
10	Broadway	Slauson Ave.	AM	50	D	49	D	-1	NO
			PM	39	D	37	D	-2	NO
11	I-110 NB Ramp	Slauson Ave.	AM	20	B	25	C	5	NO
			PM	23	C	26	C	3	NO
12	I-110 SB Ramp	Slauson Ave.	AM	19	B	14	B	-5	NO
			PM	7	A	8	A	1	NO
13	Figueroa St.	Slauson Ave.	AM	69	E	66	E	-3	NO
			PM	68	E	45	D	-23	NO
14	Hoover Ave.	Slauson Ave.	AM	32	C	34	C	2	NO
			PM	29	C	29	C	0	NO
15	Vermont Ave.	Slauson Ave.	AM	31	C	31	C	0	NO
			PM	37	D	37	D	0	NO
16	Budlong Ave.	Slauson Ave.	AM	10	A	12	B	2	NO
			PM	24	C	26	C	2	NO
17	Normandie	Slauson Ave.	AM	49	D	50	D	1	NO
			PM	34	C	37	D	3	NO
18	Denker Ave.	Slauson Ave.	AM	10	A	11	B	1	NO
			PM	16	B	28	C	12	NO
19	Crenshaw Blvd.	67 <sup>th</sup> St.	AM	13	B	14	B	1	NO
			PM	13	B	13	B	0	NO
20	West Blvd.	67 <sup>th</sup> St.	AM	8	A	11	B	3	NO
			PM	5	A	10	A	5	NO
21	West Blvd.	Florence Ave.	AM	29	C	29	C	0	NO
			PM	26	C	26	C	0	NO

SOURCE: Fehr & Peer, Draft Transportation Analysis Report: Rail to Rail Active Transportation Corridor Project, January 2017.

**TABLE 5: NEW SIGNALIZED CROSSING LEVEL OF SERVICE ANALYSIS**

ID	N/S Street Name	E/W Street Name	Crossing Type	Analyzed Periods	Delay	LOS
1	Long Beach Ave.	Slauson Ave.	Intersection	AM	3	A
				PM	3	A
2	Slauson Ave.	e/o Western Ave.	Midblock	AM	6	A
				PM	6	A
3	Western Ave.	s/o Slauson Ave.	Midblock	AM	6	A
				PM	6	A
4	Van Ness Ave.	s/o Hyde Park Blvd.	Midblock	AM	6	A
				PM	6	A

SOURCE: Fehr & Peer, *Draft Transportation Analysis Report: Rail to Rail Active Transportation Corridor Project*, January 2017.

### 3.3.2. Parking

The Project corridor currently does not have any designated public parking spaces. However, several portions of the Metro-owned ROW (such as at the northeast corner of Towne Avenue/Slauson Avenue and between McKinley Avenue and Central Avenue) are currently used for informal parking. The vehicles are illegally parked on the Metro-owned ROW and, currently, the Los Angeles Police Department (LAPD) could cite and tow the vehicles parked within the Metro-owned ROW. At the northeast corner of Towne Avenue/Slauson Avenue, an approximately 15-foot strip of unpaved land is situated between the Metro-owned ROW and buildings and fences of the adjacent property. Vehicles that are parked diagonally in this area typically do not encroach onto the Metro-owned ROW. However, some vehicles park perpendicular to the Metro-owned ROW. These vehicles illegally encroach onto the Metro-owned ROW. Additionally, vehicle must use the Metro-owned ROW to access these informal spaces (for diagonal and perpendicular parking). However, existing on-street parking spaces are available in the areas surrounding the Project corridor. The Project would not remove any designated public parking spaces.

Metro currently leases the Metro-owned ROW between Holmes Avenue and Alba Street for vehicle and truck parking. The ground lease agreement in the area between Holmes Avenue and Bandera Street was obtained after Metro acquired the Harbor Subdivision ROW from ATSF. Tenants for this ground lease would not be eligible for relocation assistance and compensation. However, Metro would offer relocation advisory assistance and general assistance if requested. The ground lease in the area between Alba Street and Bandera Street was obtained prior to Metro’s purchase of the Harbor Subdivision ROW from ATSF. This location would be eligible for relocation assistance and compensation per the per the Uniform Relocation Assistance and Real Property Acquisition Policies Act, pursuant to 49 CFR Part 24, and the California Relocation Act.

The Project would not remove any designated public parking spaces, and the Project is not anticipated to result in a permanent loss of parking. Therefore, the Project would not result in an adverse effect related to parking.

### 3.3.3. Transportation

The Project would improve access for pedestrians, cyclists, and transit riders to major transit facilities, such as the Metro Crenshaw/LAX Light Rail Transit Line, the Harbor Transit Way, the Metro Blue Line, and various rapid and local bus lines. Therefore, the Project would not result in an adverse effect related to bus services.

### 3.4. CULTURAL RESOURCES

A Cultural Resources Study was completed by Rincon Consultants, Inc. for the Project on February 27, 2017 (see **Appendix B**). Section 106 of the NHPA requires the delineation of an Area of Potential Effect (APE). Under 36 CFR Part 800.16(d), APE is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.” The APE for the Project comprises the 6.4-mile section of the Harbor Subdivision ROW. Along the Project corridor, the Metro-owned ROW ranges from approximately 25 feet to 105 feet in width. The depth of ground disturbance for the Project corridor is not expected to exceed five feet.

The National Register of Historic Places (NRHP) recognizes properties that are significant at the federal, state, and/or local levels. Listing in the NRHP assists in preservation of historic properties through: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally-assisted projects; eligibility for federal tax benefits; consideration in the decision to issue a surface coal mining permit; and qualification for federal assistance for historic preservation, when funds are available. In addition, for projects that receive federal funding, a clearance process must be completed in accordance with Section 106 of the NHPA. Furthermore, state and local regulations may apply to properties listed in the NRHP.

To be considered eligible for listing in the NRHP, properties must meet any or all of the following criteria:

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

In addition to meeting any or all of the above criteria, properties must also possess integrity of location, design, setting, feeling, workmanship, association, and materials.

The criteria for eligibility for the California Register of Historical Resources (CRHR) are based upon NRHP criteria. These criteria are:

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

A historic resource eligible for listing in the CRHR must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

The California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) located at the California State University, Fullerton was searched to identify all previous cultural resources work and previously recorded cultural resources (including resources listed in the NRHP and CRHR) within 0.25 miles of the Project APE. The SCCIC records search identified a total of 31 previous studies within 0.25 miles of the Project APE, 11 of which included a portion of the Project APE. The SCCIC records search identified 20 previously recorded cultural resources within 0.25 miles of the Project APE, of which one is located directly adjacent to the APE and none are located within the APE (see **Table 6**).

In addition, a review of the City of Los Angeles historic-cultural monument (HCM) report indicates that none of the uses adjacent to the Project corridor are designated local historic resources. According to the *SurveyLA: South Los Angeles Historic Resources Survey Report*, two properties adjacent to the Project corridor may be eligible to be listed in the NRHP, CRHP, or the locally designated HCM. The two properties are the Foster Planing Mill at 262 58<sup>th</sup> Street and a Quonset hut at 1334 58<sup>th</sup> Street. The report indicates that additional research is needed to determine whether the two properties are eligible to be listed in the NRHP, CRHP, or the locally designated HCM. The Project does not involve any changes outside of the existing West Boulevard, 67<sup>th</sup> Street, and Harbor Subdivision ROWs. Thus, the Project is not expected to change the character or use of the two properties.

Cultural resource primary number 19-002859 is a clay utility conduit located directly adjacent to the Project APE. The conduit is underground, approximately 25 to 37 inches below the surface of the northernmost westbound lane of Slauson Avenue, approximately five feet from the Project corridor.

**TABLE 6: PREVIOUSLY RECORDED CULTURAL RESOURCES WITHIN 0.25 MILE OF THE PROJECT APE**

Primary Number	Description	NRHP/CRHR Eligibility Status	Recorded By and Year	Proximity to Project APE
19-002859	Clay conduit	Insufficient information	H. Brewer 2000	<b>Adjacent</b>
19-002860	Concrete storm drain	Insufficient information	D. Livingstone and J. Paniagua 2000	Outside
19-002863	Utility vault	Insufficient information	S. Kestler, H. Brewer, and D. Livingstone 2000	Outside
19-002870	Railroad signal tower	Insufficient information	J. Paniagua, H. Brewer, and D. Livingstone 2000	Outside
19-002871	Utility vault	Insufficient information	J. Paniagua and D. Livingstone 2000	Outside
19-004165	Historic refuse scatter and seepage pit	Insufficient information	C. Hunt and C. Barks 2010	Outside
19-186738	3008 W. Hyde Park; Commercial building	Recommended ineligible	S. Younger and J. Marvin 2002	Outside
19-186741	5600 S. Central Ave.; Commercial building	Insufficient information	J. Marvin, S. Younger, J. Michalsky 2002	Outside
19-187509	5734 S. Broadway; Commercial building	Recommended ineligible for NRHP	C. Taniguchi 2004	Outside
19-187537	114 E. 57 <sup>th</sup> Street; Single-family residence	Insufficient information	J. McKenna 2004	Outside
19-187538	118 E. 57 <sup>th</sup> St.; Single family residence	Insufficient information	J. McKenna 2004	Outside
19-187539	120-122 E. 57 <sup>th</sup> St.; Single-family residence	Insufficient information	J. McKenna 2004	Outside
19-187540	126 E. 57 <sup>th</sup> St.; Single-family residence	Insufficient information	J. McKenna 2004	Outside
19-187541	134 E. 57 <sup>th</sup> St.; Single-family residence	Insufficient information	J. McKenna 2004	Outside
19-187732	5921 S. Western Ave.; Industrial building/ warehouse	Presumed ineligible	N. Pletka and J. Marvin 2003	Outside
19-188503	2001 W. 60 <sup>th</sup> St.; Commercial building	Recommended ineligible for NRHP	K.A. Crawford 2009	Outside
19-188505	5900-5904 ½ S. Broadway St.; Commercial building	Recommended ineligible for NRHP	K.A. Crawford 2009	Outside
19-189329	1340 W. 58 <sup>th</sup> St.; Commercial building	Recommended ineligible for NRHP	D.E. Supernowicz 2007	Outside
19-189810	200 E. Slauson Ave.; Industrial building	Insufficient information	J. McKenna 2001	Outside
19-190078	5833 S. Avalon; Commercial building	Recommended ineligible for NRHP	K.A. Crawford 2012	Outside

**SOURCE:** Rincon, *Metro Rail to Rail Active Transportation Corridor Project Cultural Resources Study*, February 27, 2017.

The site was recorded in 2000 by H. Brewer when it was encountered during construction monitoring. According to Pacific Bell engineering records, the conduit contains four ducts housing copper telephone wire installed in 1922. The lines were still active at the time of recordation. No artifacts or other associated cultural materials were found in association with the conduit.

In addition to the record search, Native American scoping was also conducted. The Native American Heritage Commission (NAHC) was contacted to request a review of the Sacred Land File (SLF). Results from NAHC stated that the SLF request produced negative results. NAHC provided a list of eight groups or individuals to contact regarding information on cultural resources in or near the APE. Letters and follow-up phone calls to each of the eight contacts were made, and no response were received. Additionally, in accordance with State of California Assembly Bill (AB) 52, Native American consultation has been conducted. AB 52 consultation included a meeting between Metro and the Gabrielino Band of Mission Indians – Kizh Nation. The meeting resulted in the discussion of trade routes through the Project vicinity but did not identify tribal cultural resources within the APE. Communications with NAHC, informal Native American scoping, and email exchanges between Metro as part of the AB 52 consultation are included in **Appendix B** of the Cultural Resources Study. No cultural resources were identified within the Project APE as a result of the records search or the Native American consultation.

An intensive pedestrian survey of all accessible areas of the Project APE was completed on August 18, 2016. A reconnaissance-level survey was conducted on all areas that were not safely accessible. One built-environment resource was identified within the APE during the survey: the Harbor Subdivision ROW. Several features attributed to the Harbor Subdivision ROW including electrical boxes, connectors, rail switches, derailleurs, and exposed pipe were noted.

Neither the section of the railroad under evaluation nor the Harbor Subdivision ROW in its entirety appears to meet the eligibility criteria for the NRHP or the CRHR. Portions of the Harbor Subdivision ROW were constructed in the late 1800s and up through 1926 when it connected with the Belt Line Railroad at the Los Angeles Harbor. The railroad within the Harbor Subdivision ROW has lost integrity of design, materials, and workmanship. The 2006 Harbor Subdivision Transit Analysis report shows that the section passing through the Project APE is approximately postmile 2 through 9. In this area, the rails date from 1954 – 1998 and the rail ties date from 1979 – 1980. The area surrounding the Harbor Subdivision ROW has also changed dramatically since the railroad was originally constructed. The parcels adjacent to the Harbor Subdivision ROW have been developed with buildings of various uses. Therefore, the integrity of setting, feeling and association has been diminished. Thus, the Harbor Subdivision ROW and the railroad within the ROW is not considered to meet the criteria for listing in the NRHP or CRHR. Although the railroad is broadly associated with the development of the area (Criterion A/1), it has lost much of its integrity. Based on current research, it is not known to be associated with the lives of persons significant in our past (Criterion B/2). It does not embody distinctive characteristics of a type, period or method of

construction, represent the work of a master, or possess high artistic values. No special engineering or construction techniques were known to be used in the construction of the railroad (Criterion C/3). There is no information to indicate that the property has the potential to yield information important to prehistory or history (Criterion D/4). As the railroad within the Project corridor does not meet Criteria 1 through 4, the railroad was determined not eligible for inclusion in the NRHP.

As discussed, no cultural resources were identified within the APE as a result of the records search or the Native American and historic group consultation. One historic-era built environment resource was identified within the APE during the pedestrian survey: a 6.4-mile section of the Harbor Subdivision ROW. This rail segment was determined not eligible for inclusion in the NRHP. Therefore, the Project would not result in an adverse effect related to cultural resources.

Most of the Project corridor has been previously disturbed due to rail construction with gravel and or pavement obscuring 90 percent of the surface within the Project corridor. No archaeological and paleontological resources were identified within the Project corridor during the pedestrian survey of all accessible areas and during the reconnaissance-level survey of the Project APE (see the Cultural Resources Study in **Appendix B**). Ground disturbing activities from construction of the railroad within the Harbor Subdivision ROW has likely destroyed any archaeological and paleontological resources that may have existed on the surface of the Project corridor and grading for the rail would have likely caused significant damage to subsurface deposits.

In the unlikely event that archaeological and paleontological resources are encountered during excavation (which would include up to five feet of excavation), grading, or construction of the Project, Metro would be notified immediately, and all work would cease in the area of the find until a qualified archaeologist or paleontologist evaluates the find. The found deposits would be treated in accordance with federal, state and local guidelines, including those set forth in Public Resources Code (PRC) Section 21083.2. Therefore, the Project would not result in an adverse effect related to archaeological and paleontological resources during construction.

### **3.5. NOISE AND VIBRATION**

Noise sensitive land uses are listed in **Table 1**, above. In addition, single- and multi-family residential uses are located adjacent to and within the vicinity of the Project corridor.

Existing noise levels were monitored at various locations within the vicinity of the Project corridor between 9:00 a.m. and 2:00 p.m. on August 11, 2016. These readings were used to establish existing ambient noise conditions. No freight train activities occurred during the noise measurements. As shown in **Table 7**, averaged 15-minute noise levels were between 55.7 and 71.5 dBA ( $L_{eq}$ ).

**TABLE 7: EXISTING NOISE LEVELS**

Noise Measurement Location	Noise Level (dBA, Leq)
1. Rail ROW west of Santa Fe Ave.	62.3
2. Augustus F. Hawkins Nature Park (noise measurement was taken 270 feet north of the corridor)	55.7
3. Estrella Elementary School (noise measurement was taken 350 feet north of the corridor on Main St.)	71.5
4. Augustus F. Hawkins High School (noise measurement was taken 190 feet south of the corridor on Menlo Ave.)	62.8
5. Residential Use at 58 <sup>th</sup> St. (noise measurement was taken 100 feet north of the corridor)	55.4
6. Residential Use at Wilton Pl. (noise measurement was taken 120 feet south of the corridor)	57.8
7. Industrial Use at 8 <sup>th</sup> Ave. (noise measurement was taken 140 feet north of the corridor)	66.1
8. Residential Use at 67 <sup>th</sup> St. (noise measurement was taken adjacent to Option 1 portion of the corridor and 600 feet north of Option 2 of the corridor)	60.5

**SOURCE:** Terry A. Hayes Associates, 2016.

The Project would not include a mechanical source of noise. Low-level noise would be generated by bicyclists and pedestrians having conversations on the path. It is anticipated that noise generated on the bike path would be overshadowed by existing traffic noise. Normal conversation (i.e., not raised voices) generates a noise level of approximately 54 A-weighted decibels (dBA) at six feet.<sup>3</sup> Conversational noise occurring along the Project corridor would be consistent with existing noise levels. Regarding vibration, bicycle and other activities that would occur along the Project corridor would not generate vibration. Therefore, the Project would not result in an adverse effect related to operational noise or vibration.

### 3.6. ACQUISITIONS AND RELOCATIONS

**Leases.** Metro has five ground lease agreements that are within the Project corridor. These lease agreements would be terminated with implementation of the Project. No commercial or residential structures are within the areas leased by Metro.

The five businesses with ground leases entered into the lease agreements for vehicle and/or truck parking, storage, and/or construction staging. Three of these ground leases are on a month-to-month basis. One of the leases (located on Slauson Avenue between Normandie Avenue and Budlong Avenue) has a lease term that ends in December 2018. After the lease ends, the lease will be on a month-to-month basis. This business uses the Metro-owned property for construction staging and storage, including dirt piles, for the Crenshaw/LAX Light Rail transit project. As discussed in Subsection 3.3.2., Parking, one of the tenants (located on

<sup>3</sup>The Engineering Toolbox, *Voice Level and Distance*, [http://www.engineeringtoolbox.com/voice-level-d\\_938.html](http://www.engineeringtoolbox.com/voice-level-d_938.html), accessed February 23, 2017.

Slauson Avenue between Alba Street and Bandera Street) has a ground lease agreement on the Harbor Subdivision ROW that was obtained prior to Metro's purchase of ROW from ATSF. This tenant would be eligible for relocation assistance and compensation per the Uniform Relocation Assistance and Real Property Acquisition Policies Act, pursuant to 49 CFR Part 24, and the California Relocation Act. The other four lease agreements were obtained after Metro acquired the Harbor Subdivision ROW. As these tenants entered into lease agreements with Metro after Metro's purchase of the Harbor Subdivision ROW, the affected tenants would not be eligible to receive financial assistance to relocate. However, Metro would offer relocation advisory assistance and other general assistance if requested by the tenants.

The Project would occur completely within public street ROW and Metro-owned Harbor Subdivision ROW. The Project does not involve acquisition of properties and does not require any permanent easements. Metro's standard practice is to send affected tenants a courtesy letter one year prior to the start of a project or lease termination to ensure that the affected tenants are adequately informed and are provided a reasonable amount of time to relocate. Although no formal courtesy letters have been sent to the affected tenants yet, the affected tenants have been notified about the Project through mailings that informed them about the community meetings that were held for the Project on January 26, 2017. In addition, Metro would provide the affected tenants with at least a 90-day termination notice of the actual lease termination date. As previously mentioned, Metro would provide relocation assistance and compensation for tenants whose leases were acquired by Metro when Metro purchased the Harbor Subdivision ROW. For the affected tenants whose lease agreements were obtained after Metro's purchase of the Harbor Subdivision ROW, Metro would offer relocation advisory assistance and other general assistance if requested. Therefore, the Project would not result in an adverse effect related to acquisition and relocation.

**Encroachments and Informal Uses along Project Corridor.** Several uses along the Project corridor do not have lease agreements with Metro to use the Harbor Subdivision ROW. These include transient encampments and adjacent businesses that use the Harbor Subdivision ROW for parking and/or access to businesses. The re-use of the Harbor Subdivision ROW for bicycle and pedestrian pathways, fencing along the perimeter of the Project corridor, and landscaping would eliminate informal uses and encroachments that currently take place within the Project corridor.

Several transient encampments physically obstruct the Harbor Subdivision ROW between Van Ness Avenue and Western Avenue. This portion of the Harbor Subdivision ROW is primarily located between commercial and industrial uses. Based on field observations of the Project corridor, approximately 20 to 30 individuals are in tent encampments within this portion of the Project corridor. Prior to construction, the encampments would be removed and signs and fences would be placed around the Project corridor. Metro has developed a Homeless Strategic Plan, which aims at maintaining a safe and clean environment for Metro patrons while connecting homeless persons in the transit system to services and resources. As part of the Strategic Plan, Metro works with the Los Angeles County Department of Mental Health, the Los Angeles Homeless Services Authority and deputies from the Los Angeles County

Sheriff's Department (LASD) to respond to homelessness by working with homeless individuals and families and connecting them to resources and services. Encampments affected by the Project would be approached at least 30 days prior to the start of any site work. Anyone living within the Project corridor will be provided with information pertaining to public services and be directed to the City of Los Angeles for housing and any other additional social service needs.

Portions of the Harbor Subdivision ROW are currently used for informal parking and/or to access adjacent businesses. As discussed in Section 3.3.2, Parking, vehicles that are parked diagonally at the northeast corner of Towne Avenue/Slauson Avenue typically do not encroach onto the Metro-owned ROW. However, vehicles that park perpendicular to the Metro-owned ROW illegally encroach onto the Metro-owned ROW. Regardless of whether the vehicles are parked diagonally or perpendicularly, vehicles must use the Metro-owned ROW to access these informal spaces. With implementation of the Project, the northerly perimeter of the Metro-owned ROW would be fenced and these informal parking spaces would no longer be available. However, the Project would not remove any designated public parking spaces, and on-street parking spaces would still be permitted in the surrounding streets. Additionally, the formal driveway and entrance to this property is located on 58<sup>th</sup> Street and would remain available with implementation of the Project. Thus, adverse indirect business effects are not anticipated.

Between McKinley Avenue and Central Avenue, eight parcels are directly adjacent to the Harbor Subdivision ROW. Businesses on these parcels use the southern portion of the properties and portions of the Harbor Subdivision ROW to access the properties in the middle of the block and for parking. The businesses are light industrial and retail in nature. Six of the eight parcels currently have parking lots situated at the rear or side of the properties. Additionally, six parcels in this block are only accessible from adjacent parcels and the Harbor Subdivision ROW. The buildings on these parcels are set back between approximately 20 to 45 feet from the Harbor Subdivision ROW. Approximately 30 to 35 vehicles associated with these businesses currently parallel park within the Harbor Subdivision ROW in unmarked spaces. These vehicles are parked illegally along the Harbor Subdivision ROW and LAPD could cite and tow these vehicles for illegal trespassing. With implementation of the Project, the northerly perimeter of the Project corridor in this area would be fenced to prevent illegal parking within the Harbor Subdivision ROW. Adjacent property owners may need to reconfigure access to their businesses and parallel parking would be shifted approximately four to eight feet northward. Approximately 75 to 80 percent of the informal parking spaces would be maintained. Additionally, businesses would still be able to access and use the existing parking lots located on their property. As the vehicles are currently parked illegally within the Harbor Subdivision ROW, any indirect adverse effects are solely the responsibility of the property owner and does not result from the Project. Thus, adverse indirect business effects are not anticipated.

An informal driveway is currently located approximately 400 feet west of Central Avenue. At sometime in the past, there was a railroad siding tract that crossed Slauson Avenue in this

area. These tracks still remain in the street. To accommodate the siding track, a curb cut was provided on the north side of Slauson Avenue. Since abandonment of the siding, the curb cut has been converted to a driveway crossing of the Harbor Subdivision ROW from Slauson Avenue. Metro does not have a lease arrangement for this driveway crossing, and no permitted driveway is shown in the City of Los Angeles land use records. The driveway serves as an additional (more convenient) access for several retail/light industrial businesses located north of the Harbor Subdivision ROW between McKinley Avenue and Central Avenue. Formal driveway access to these business is available from curb cuts at McKinley Avenue and Central Avenue through some type of informal arrangement with adjacent property owners. The Los Angeles County Office of the Assessor does not have records that designate this area as a street, alley, or easement. With implementation of the Project, the encroaching driveway off of Slauson Avenue would be eliminated. No adverse effects are anticipated as access to adjacent businesses will continue to be possible from McKinley Avenue and Central Avenue under current arrangements between the affected adjacent property owners.

At 1701 Slauson Avenue, a self-storage building currently has 19 garage-style doors facing Slauson Avenue. Of the 19 garage-style doors, 14 garage-style doors provide access to storage areas. These doors are only accessible along the Harbor Subdivision ROW. The remaining five doors are part of the building façade and do not provide access to any storage units. Currently, the self-storage facility has over 500 storage spaces within the building associated with this business. The self-storage business currently rents the Harbor Subdivision ROW immediately south of the self-storage building on a month-to-month basis. The self-storage facility initially provided storage spaces that were accessible from the interior of the public storage building. None of the storage spaces were accessible outside of the public storage building. With implementation of the Project, external access to these 14 storage spaces would no longer be available. As a result, the property owner would need to either abandon the 14 newly created storage area entries or reconfigure access to these storage areas from inside the building if the original interior access were removed. As Metro was unaware of the building modification that created the exterior storage space entries with access only from Metro-owned ROW, any indirect adverse effects are solely the responsibility of the property owner and does not result from the Project.

In summary, the Project would provide homeless individuals living within the Project corridor with information pertaining to public services and be directed to the City of Los Angeles for housing and any other additional social service needs. Vehicles that are informally parked within the Metro-owned ROW are illegally parked and would be notified prior to implementation of the Project. The railroad siding tract that crossed Slauson Avenue approximately 400 feet west of Central Avenue is currently used illegally as an informal driveway. Although access to adjacent properties in this area would no longer be allowed at the informal driveway with implementation of the Project, the existing driveways at McKinley Avenue and Central Avenue would remain accessible. Additionally, the self-storage building at 1701 Slauson Avenue could be reconfigured to provide access to storage areas from inside the self-storage building. Therefore, the Project would not result in an adverse effect related to acquisition and relocation.

### 3.7. HAZARDOUS MATERIALS

A regulatory database search and site reconnaissance was completed for the area within 0.1 mile of the Harbor Subdivision ROW to identify properties that may represent a hazard to the Project (**Appendix C**). Based on the regulatory database search, the following properties may represent a hazard to the Project:

- Clean Harbor’s, LLC, located at 5756 Alba Street, provides storage, treatment, and off-site transfer of hazardous waste generated from several industries. This facility is listed on several databases, the most significant of which include the Superfund Enterprise Management System Archive (SEMS-ARCHIVE), Resource Conservation and Recovery Act – Large Quantity Generator (RCRA-LQG), PCB Activity database (PADS), Emergency Response Notification System (ERNS), California Hazardous Material Incident Report System (CHMIRS), and Department of Toxic Substances Control EnviroStor (CA ENVIROSTOR). This facility has permits for significant hazardous waste generation and storage, including an extensive list of volatile organic compounds (VOCs), metals, and petroleum products. Notice of violations from various regulatory agencies have been issued due to improper handling of hazardous materials, improper cleanup to hazardous material spills, failure to meet general facility standards, failure to meet tank system standards, and administrative failures. The emergency response listings for this facility indicate several releases of 1,000 gallons of polychlorinated biphenyls (PCBs) during various operations (such as drum filling, transformer upgrades, etc.).
- 5816 South Central Avenue is a plating facility. This facility is listed on the SEMS database and an inactive DTSC EnviroStor case, which is listed as needing evaluation.
- 5716 McKinley Avenue is an industrial facility listed on the SEMs database and EnviroStor database, with confirmed contaminants of concern including benzene, lead, and tetrachloroethylene (PCE).

In addition to the regulatory database search, a site reconnaissance of the entire Metro-owned ROW was completed to visually identify apparent areas of concern from former railroad operations, physical settings, and/or adjoining property uses. The following locations within the Project corridor were identified as higher risk for contamination during the site reconnaissance:

- Old transformers/electrical boxes (high risk for PCBs), which can be found near the northwest corner of the 11<sup>th</sup> Avenue/67<sup>th</sup> Street intersection (near the western end of the Project corridor) and at the Slauson Avenue/2<sup>nd</sup> Street intersection (near the eastern end of the Project corridor);
- In the vicinity of observed stockpiled soils from the City of Los Angeles sewer rehabilitation project between Normandie Avenue and Budlong Avenue;
- In the vicinity of observed stockpiled soils and overflow truck parking between Holmes Avenue and Alameda Street, adjacent to Clean Harbor’s;
- An identified wood mill that spilled wood residue onto the rail ROW between Normandie Avenue and Budlong Avenue; and

- In an identified low point to the east of Gramercy Place, 317 feet north of 60<sup>th</sup> Street.

The western portion of the Project corridor (approximately 0.5 miles) would be located within public street ROWs. This portion of the Project is completely paved. Existing uses adjacent to the West Boulevard and 67<sup>th</sup> Street portions of the Project corridor are not known to handle hazardous materials.

Based on the regulatory database search and site reconnaissance, environmental sampling investigation along the Harbor Subdivision ROW portion of the Project corridor (**Appendix D**). Soil sampling was conducted on approximately 1,000-foot linear intervals along the ROW, as well as in areas of high concerns based on the hazardous materials regulatory database search and site reconnaissance. A total of 36 borings were advanced throughout the Project corridor. Soil sampling locations are identified in **Appendix D**.

Based on the soil sampling, the Harbor Subdivision ROW contains chromium, arsenic, lead, organochlorine pesticides, polychlorinated biphenyls (PCB), semi-volatile organic compounds/polycyclic aromatic hydrocarbons (SVOC), Total Petroleum Hydrocarbons (TPHcc), volatile organic compounds (VOCs) (i.e., benzene, toluene, and tetrachloroethylene).

Total chromium, organochlorine pesticides, and PCB concentrations do not exceed the commercial/industrial regional screening levels (RSL) established by the U.S. Environmental Protection Agency (USEPA). VOCs are below the DTSC screening levels and, thus, would not be of concern to future users of the Project. TPHcc that were detected during soil investigation did not exceed the Maximum Soil Screening Levels established by the Los Angeles Regional Water Quality Control Board (LARWQCB), and thus is not considered a significant risk to groundwater quality.

Some of the soil samples detected arsenic, lead, SVOC that exceed the commercial/industrial RSL. To clean up soils contaminated with arsenic, lead, and SVOCs, Metro has entered into a Voluntary Cleanup Program with DTSC. Under this program, DTSC will have oversight during the clean-up process along the Project corridor and will provide a closure or no further action determination when the program activities are completed. Soils that have elevated levels of contaminants either would be remediated, or removed and disposed of in accordance with DTSC requirements, as well as other federal, state and local regulations. Soils with elevated levels of contaminants would be managed to prevent migration to water supplies and exposure to humans. Therefore, the Project would not have an adverse effect related to hazardous materials.

### **3.8. ENVIRONMENTAL JUSTICE**

Environmental Justice Executive Order 12898 requires consideration of impacts on low income and minority populations, careful consideration of whether there are high and substantial adverse effects on these populations, whether these effects are disproportionate compared to the general population, and whether there are offsetting benefits. Low income is

defined as a person (or, in this case, a community or group) whose household income is below the U.S. Department of Health and Human Services (HHS) poverty guidelines. For purposes of the Executive Order, the CEQ, Executive Office of the President has defined minority as members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic.

A large portion of the population within the 0.25 miles of the Project corridor is minority populations and is identified as low income. Based on the 2010 Census, 98 percent of the population within 0.25 miles of the Project corridor belongs to a minority group, while 71 percent of the Los Angeles County population is characterized as minority. The minority group with the largest representation within 0.25 miles of the Project corridor is Hispanic/Latino (72 percent). The second largest minority group within 0.25 miles of the Project corridor is Black (26 percent). Less than one percent of the following races are within 0.25 miles of the Project corridor: White, American Indian or Native Alaskan, Asian, Native Hawaiian or Other Pacific Islander; or Other Race. Within 0.25 miles of the Project corridor, 38 percent of the population is below the poverty threshold, whereas 18 percent of the Los Angeles County population is below the poverty threshold.

As discussed throughout this document, the Project would result in no adverse environmental effects. Thus, the Project does not have the potential to cause disproportionately high and adverse effects to minority and low-income populations. The Project would provide safe dedicated walking and cycling transportation options to promote healthy neighborhoods and linkages between local communities, schools, shopping, employment centers, transit hubs, and other key destinations. The Project would also remove a prominent social equity barrier within the South Los Angeles community with new and improved access for pedestrians, cyclists, and transit riders traveling to and from schools, jobs, health care providers, as well as religious, commercial and cultural institutions. As a result, the Project would not result in an adverse effect related to the environmental justice population.

### **3.9. COMMUNITY DISRUPTION**

The Project would provide dedicated pedestrian/multi-purpose and bicycle paths within existing public street and Metro-owned ROWs that would improve connections between local communities, schools, shopping, employment centers, transit hubs, and other key destinations. The Project would provide various access and circulation improvements such as signalized traffic lights, new crosswalks and curb ramps. In the diagonal portion of the Harbor Subdivision ROW between 11<sup>th</sup> Street and Slauson Avenue, the Project would remove existing barriers, which primarily consist of chain-linked fences, to allow the community to the south of the Project corridor to have direct access to the pedestrian/multi-purpose and bicycle paths. Additionally, depending on the size of opportunity sites along the Project corridor, the Project would install neighborhood-based uses (such as seating areas, drought-tolerant landscaping, exercise equipment, and bio-swales) and/or would provide space that would accommodate temporary community events. The Project would provide components that would improve linkages between local communities, schools, shopping centers, transit hubs,

and other key destinations, the Project would not physically divide an established community, would not adversely affect community character, and would not disrupt community activities. Therefore, the Project would not result in an adverse effect related to community disruption.

### **3.10. SECTION 4(F) AND SECTION 6(F) RESOURCES**

A total of two parks and recreation facilities are located within the 0.25 miles of the Project corridor. These parks are listed in **Table 1** and shown in **Figure 7**. One of the parks (Augustus F. Hawkins Nature Park) is located adjacent to the Project corridor. Although Augustus F. Hawkins Nature Park adjoins the Project corridor to the north, the Project would not result in a use of this Section 4(f) resource. Rather, the Project would incorporate native landscaping, trees, and amenities that would blend in with the park. Additionally, as discussed in Subsection 3.4, Cultural Resources, no cultural resources would be affected by the Project. Therefore, the Project would not result in a use of Section 4(f) resources.

Section 6(f) does not apply as no parks or recreational properties funded through the Land and Water Conservation Fund would be acquired or improved.

### **3.11. WETLANDS**

No wetland features exist within or adjacent to the Project corridor, and no federally protected wetlands as defined by Section 404 of the Clean Water Act are located within the vicinity of the Project corridor. Thus, the Project would not result in an adverse effect related to wetlands.

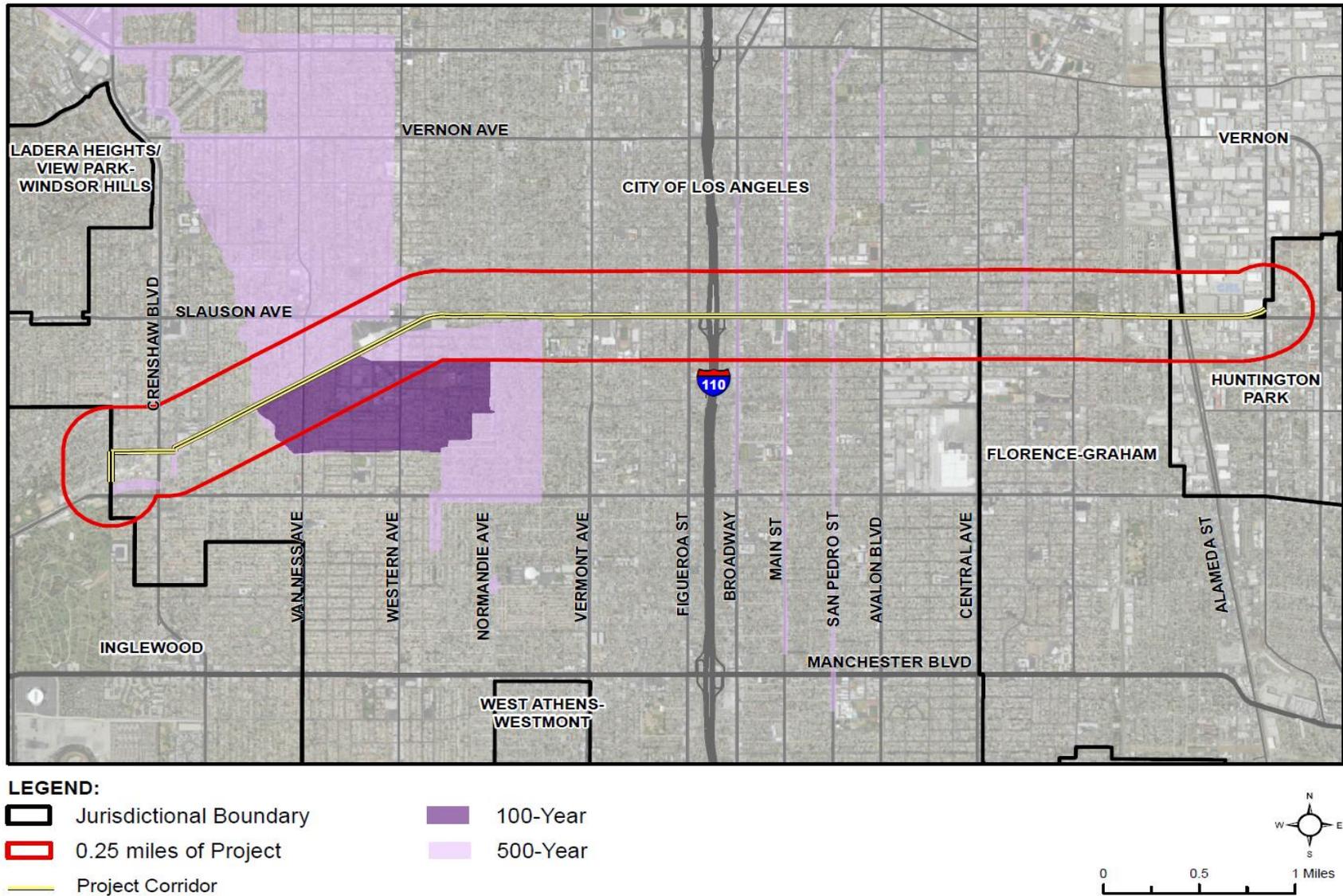
### **3.12. FLOODPLAIN**

According to the Federal Emergency Management Agency Flood Insurance Rate Maps, the entire Project corridor is not within a 100-year floodplain (see **Figure 9**). However, the properties adjacent to and south of the Project corridor generally between 5<sup>th</sup> Avenue and Gramercy Place are within a 100-year floodplain. The Project would not change floodplain elevations or floodways. Therefore, the Project would not result in an adverse effect related to floodplains.

### **3.13. NAVIGABLE WATERWAYS AND COASTAL ZONES**

According to the U.S. Army Corps of Engineers, navigable waterways are water bodies that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce (33 CFR 329.4). The Project corridor is not located within the vicinity of any streams or waterways.

FIGURE 9: FLOODPLAINS



The nearest navigable waterway as designated by the U.S. Army Corps of Engineers is Los Angeles River, located approximately 1.5 miles northeast from the eastern end of the Project corridor. The nearest man-made water feature can be found in Augustus F. Hawkins Nature Park, which adjoins the Project corridor. The water features in Augustus F. Hawkins Nature Park are not considered navigable waterways.

The Project corridor is not located within a coastal zone. It is approximately 6.6 miles inland from the Pacific Ocean at elevations between 137 to 180 feet mean sea level. According to City of Los Angeles Hazard Mitigation Plan Tsunami Inundation Hazard Areas Map (July 2011), the Project corridor is not within an inundation zone for a seiche or tsunami. The Project would not result in an adverse effect related to navigable waterways or coastal zones.

### **3.14. WATER QUALITY**

Storm drains within public street ROWs surround the Project corridor. The storm drain system surrounding the Project corridor is a vast network of underground pipes and open channels that were designed to prevent flooding. Runoff drains from the street into the gutter and enters the system through catch basins. Catch basins serve as the neighborhood entry point to the journey into the ocean. All drainage for the Project and the surrounding areas are part of the fully developed municipal infrastructure.

The Project is not located within the vicinity of any Clean Water Act 303d Listed Impaired Water Bodies. In addition, the Project would not alter or create a new direct connection to any surface water body. The Project includes components, such as permeable pavers and bioswales, that would reduce stormwater runoff from the Project corridor. Any water that does not percolate within the Project corridor would flow toward the storm drains at adjacent or intersecting streets, similar to existing conditions. The Project would comply with the City of Los Angeles Low Impact Development ordinance, which is designed to address stormwater runoff and pollution at the source. As discussed in Section 3.7, Hazardous Materials, Metro is entering into a Voluntary Cleanup Program with DTSC in which DTSC will have oversight during the clean-up process along the Project corridor. Soils with elevated levels of contaminants would be managed to prevent migration to water supplies. As Metro would enter into a Voluntary Cleanup Program with DTSC and the Project includes components that would reduce stormwater runoff, the Project would not result in an adverse effect related to water quality.

### **3.15. ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES**

Table 8 identifies a total of six rare plants and animals (two plants and four animal species) that have been historically found within 0.25 miles of the Project according to the California Natural Diversity Database RareFind 5. Of the six plants and animals, three are endangered species under the Federal and State Endangered Species Acts.

**TABLE 8: RARE PLANTS AND ANIMALS WITHIN 0.25 MILES OF PROJECT**

Scientific Name	Common Name	Federal Status <sup>1</sup>	California Status <sup>2</sup>
<i>Lasthenia glabrata ssp. Coulteri</i>	Coulter’s goldfields (plant)	None	None
<i>Astragalus tener var. titi</i>	Coastal dunes milk-vetch (plant)	Endangered	Endangered
<i>Athene cunicularia</i>	Burrowing owl (animal)	None	None
<i>Taxidea taxus</i>	American badger (animal)	None	None
<i>Empidonax traillii extimus</i>	Southwestern willow flycatcher (animal)	Endangered	Endangered
<i>Vireo bellii pusillus</i>	Least Bell’s vireo (animal)	Endangered	Endangered

<sup>1</sup> Federally listed as endangered pursuant to the Federal Endangered Species Act.  
<sup>2</sup> State listed as endangered pursuant to the California Endangered Species Act.  
**SOURCE:** California Natural Diversity Database RareFind 5, 2016.

The general habitat for the coastal dunes milk-vetch includes coastal bluff scrub, coastal dunes, and coastal prairie. The general habitat for the southwestern willow flycatcher is riparian woodlands in Southern California. The least Bell’s vireo is generally found in low riparian habitat in the vicinity of water or in dry river bottoms. The Project corridor does not contain features that would support these endangered species. Additionally, the Project is located within a highly-urbanized area of Los Angeles County consisting mostly of residential, industrial, and commercial uses. The Project corridor and its vicinity has not been identified as critical habitat for threatened or endangered species, does not contain any wildlife corridors or wildlife nursery sites, and does not contain features that would support riparian habitat or other sensitive natural communities. In addition, the Project corridor is not located near any designated biological or environmentally sensitive areas. The Project corridor does not contain any notable natural features or protected biological resources. Any natural communities or species that may have been present along the Project corridor have been displaced by urban uses. Therefore, the rare plants and animals that can be found within 0.25 miles of the Project corridor are not likely to occur within the Project corridor. The Project would not result in an adverse effect related to ecologically-sensitive areas and endangered species.

**3.16. SAFETY AND SECURITY**

The Project includes various components that would minimize safety hazards along the Project corridor. Subsection 3.3, Traffic and Parking, identifies several components of the Project that would reduce safety hazards. These components include providing new crosswalks and ADA-compliant curb ramps on both sides of I-110 and at the Long Beach Avenue/Slauson Avenue intersection adjacent to the Metro Blue Line Slauson Station, modifying traffic signal phasing to facilitate bicycle and pedestrian flow along the Project corridor and to eliminate conflicts between vehicle and active transportation traffic, and installing new traffic signals. Additionally, the Project would install a pedestrian gate where the Alameda rail corridor intersects with the Project at-grade immediately east of the Metro

Blue Line Slauson Station. Guardrails would be installed under I-110 between new crosswalks along the southern rail ROW boundary to prevent jaywalking and jaycycling under I-110. At the intersection of Long Beach Avenue/Slauson Avenue, a median would be installed in the center of Slauson Avenue to prevent illegal left turns. To increase safety and to provide neighborhood access along the diagonal portion of the Project corridor between 67<sup>th</sup> Street and Slauson Avenue, bicyclists and pedestrians ingress and egress opportunities would be provided where cul-de-sacs meet the Project corridor. Project components would be designed to meet ADA standards. Additionally, pedestrian/multi-purpose and bicycle paths would be designed to support maintenance and emergency vehicles (i.e., ambulance and police vehicles). Trees would not be planted in areas where safety is a concern (such as in the diagonal segment where the Project corridor is situated between buildings). Lighting would be installed throughout the Project corridor to ensure safety and visibility. At the diagonal segment of the Project corridor, lighting would be integrated with cameras and emergency telephones. The Project would be designed to meet current safety design standards, ADA standards, and would ensure no new safety hazards would occur as a result of the Project.

In addition to the safety components that would be incorporated into the Project, Metro implements a multi-agency law enforcement service to provide a consistent and reliable law enforcement presence. Metro contracts with LAPD and LASD to provide law enforcement along the Project corridor. Were the Project corridor is located within the City of Los Angeles, Metro contracts with LAPD to provide law enforcement in this area. LASD would provide law enforcement at the Crenshaw/LAX Fairview Heights Station, the Metro Blue Line Slauson Station, as well as in the non-City of Los Angeles portions of the Project corridor.

The Project includes components to that would increase safety and security throughout the Project corridor, no adverse effects on safety and security are anticipated.

### **3.17. CONSTRUCTION ACTIVITIES**

Construction of the Project is anticipated to occur for approximately 18 months in segments during work times allowed by local ordinances. While construction is anticipated to commence in early 2018 and end in 2019, it is possible that certain segments of the Project corridor could be constructed at a later date. The construction analysis presented below represents the worst-case construction scenario. Construction of the segments would vary in length. However, no more than one-half mile of the Project corridor is expected to undergo construction at a given time. Care would be taken to minimize disruptions associated with traffic and utilities, as well as other related inconveniences during construction. Construction outreach activities would be conducted throughout the duration of construction. The following construction activities could occur for the Project:

- Public Street ROWs:
  - Pedestrian improvements along West Boulevard and 67<sup>th</sup> Street
  - Install appropriate signage and provide street markings along 67<sup>th</sup> Street
  - Restripe bike lanes and install appropriate signage along West Boulevard

- Install new traffic signal and pedestrian crosswalks at 67<sup>th</sup> Street/11<sup>th</sup> Avenue intersection
- Install lighting and street trees along West Boulevard and 67<sup>th</sup> Street
- Removing existing railroad tracks, concrete aprons, and abandoned rail equipment to the north and west of the 67<sup>th</sup> Street/11<sup>th</sup> Avenue intersection
- Restore curb ramps, as necessary
- Relocate affected traffic signals and its appurtenances, as necessary, in coordination with the affected cities
- Diagonal segment of the Metro-owned ROW:
  - Remove rails, rail ties, and ballast
  - Remediate (amend/replace) contaminated soils, if necessary, per recommendation from DTSC
  - Clear and grub the Metro-owned ROW, including trash, debris, and vegetation
  - Remove encroachments, access points, and encampments, as necessary
  - Construct bike path and pedestrian walkway with appropriate markings
  - Install bioswales, landscaping/shrubs, trees, and irrigation along the Metro-owned ROW
  - Install lights, emergency telephones, security cameras, and required appurtenances
  - Install signage and fencing in appropriate areas
- East-west segment of the Metro-owned ROW:
  - Remove rail, rail ties and ballast
  - Remediate (amend/replace) contaminated soils, if necessary, per recommendation from DTSC
  - Clear and grub the Metro-owned ROW, including trash, debris, and vegetation
  - Remove encroachments, parking, access points, and encampments, as necessary
  - Construct bike path and pedestrian walkway with appropriate markings
  - Install bioswales, landscaping/shrubs, trees, and irrigation along the Metro-owned ROW
  - Install lights and required appurtenances
  - Install signage and fencing in appropriate areas
  - Install pedestrian crosswalks and signals at three locations

The potential environmental effects of these construction activities would be highly varied. In particular, activities that would generate the greatest amount of truck trips into and out of the Project corridor would be of greatest concern along with activities that would involve the extensive use of heavy grading equipment for subgrade recompaction. Activities that would generate the most truck trips into and out of the Project corridor would generally entail the removal of ballast and rail ties, as well as the removal and replacement of soil. As a practical logistical matter with respect to staging and loading times, it is unlikely that the number of truck trips serving a given segment could exceed 25 trips per day. Similarly, soil grading and compaction work would represent the worst-case activity with respect to the use of

construction equipment. No more than two acres is expected to be disturbed at a given time. Additionally, the depth of excavation would not exceed five feet. Given the narrow ROW and the area that is expected to be disturbed at a given time, construction equipment that would operate at a given time would be limited to three or four pieces, including excavators, graders, and rollers. The environmental consequences related to these worst-case construction activities are discussed below.

Construction activities, including temporary parking and staging, would be limited to and contained within the Project corridor. Temporary intermittent lane closures at adjacent public street ROWs may be required depending on the type of construction activity, such as the construction of curb returns and utility cutouts). No more than one lane is anticipated to be closed at a given time. It is Metro's standard practice to develop a construction traffic control plan to facilitate the flow of traffic around the construction area.

### 3.17.1. Air Quality

Pollutant emissions during construction of the Project would be related to equipment exhaust, worker commute trips, fugitive dust associated with grading and loading activities, and off-gassing from asphalt paving. Construction emissions for equipment exhaust were estimated using the emissions factors and emission rates obtained from Appendix D - the Data Tables used by California Emissions Estimator Model (CalEEMod) version 2016.3.1. Table 3-3 of this appendix shows equipment that would be used during construction activity. The CalEEMod emission rate for VOC off-gassing during paving is 2.62 pounds per acre. Refer to **Appendix E** for emission calculations and other relevant assumptions used to estimate pollutant emissions.

All construction activities associated with the Project would adhere to applicable measures outlined in SCAQMD Rules 402 (Nuisance) and 403 (Fugitive Dust). Metro has adopted a Green Construction Policy committing to less polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions on all Metro construction projects performed on Metro properties and ROWs. Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment greater than 50 horsepower and restricting idling to a maximum of five minutes. This air quality analysis accounts for these emission standards.

Neither Metro nor FTA have adopted air quality impact criteria. SCAQMD regional and localized significance thresholds are used as an indicator of potential air quality impacts due to the local air district's role in attaining and maintaining the federal NAAQS in SCAB. Worst-case construction emissions associated with the Project are shown in **Table 9**. As shown, construction emissions would not exceed the SCAQMD significance thresholds. Therefore, the Project would not result in an adverse effect related to construction emissions.

**TABLE 9: MAXIMUM DAILY CONSTRUCTION EMISSIONS**

Construction Activity	VOC (lb/day)	NO <sub>x</sub> (lb/day)	CO (lb/day)	SO <sub>x</sub> (lb/day)	PM <sub>10</sub> (lb/day)	PM <sub>2.5</sub> (lb/day)
<b>GRADING</b>						
Maximum On-site Emissions	0.28	2.4	12	0.02	0.63	0.10
Maximum Off-site Emissions	0.55	16	3.9	0.04	1.0	0.33
Total Emissions	0.83	18	15	0.06	1.6	0.43
<b>PAVING</b>						
Maximum On-site Emissions	3.8	0.91	13	0.02	0.03	0.03
Maximum Off-site Emissions	0.32	6.2	2.5	0.02	0.54	0.18
Total Emissions	4.1	7.1	15	0.04	0.57	0.21
<b>REGIONAL EMISSIONS ANALYSIS</b>						
Maximum Daily Regional Emissions	4.1	18	15	0.06	1.6	0.43
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
<b>LOCALIZED EMISSIONS ANALYSIS</b>						
Maximum Daily On-site Emissions	--	2.4	13	--	0.63	0.10
SCAQMD Localized Threshold/a/	--	65	346	--	7	4
Exceed Threshold?		No	No		No	No
/a/ Portions of the Project corridor would be located in Source Receptor Areas 1, 3, and 12. Localized emissions are compared to the lowest threshold between the Source Receptor Areas for a two-acre project site and a 25-meter receptor distance.						
SOURCE: Terry A. Hayes Associates Inc., 2017.						

The Project would include the remediation of hazardous soil conditions. As discussed in Subsection 3.7, Hazardous Materials, the Project would enter into a Voluntary Cleanup Program with DTSC. DTSC would oversee the cleanup of hazardous materials within the Project corridor. Additionally, the Project would be required to comply with SCAQMD (e.g. Rule 1166 - Volatile Organic Compound Emissions from Decontamination of Soil) and DTSC regulations, which would minimize pollutant exposure during the soil remediation process. Therefore, the Project would not exceed SCAQMD significance thresholds and would comply with applicable SCAQMD rules, the Project would not result in an adverse effect related to air quality during construction.

### 3.17.2. Traffic

Construction activities would be primarily limited to and contained within the Project corridor, within the West Boulevard and 67<sup>th</sup> Street ROWs, and on public street ROWs adjacent to the Project corridor. All construction and worker vehicles are anticipated to be accommodated within the Harbor Subdivision ROW throughout construction.

The construction phase may include temporary intermittent lane closures along the portion of the Project corridor adjacent to Slauson Avenue. These temporary lane closures would likely be associated with the removal of utilities and power poles, the reconstruction of curb returns at intersections, the installation of crosswalk markings, and bicycle lane striping. In each of these instances, it is Metro's standard practice to develop a construction traffic control plan in close coordination with the affected local jurisdiction to facilitate the flow of traffic around

the construction area and to minimize temporary disruptions. Therefore, the Project would not result in an adverse effect related to traffic during construction.

### **3.17.3. Archaeological and Paleontological Resources, Native American Cultural Materials, and Human Remains**

As previously discussed in Subsection 3.4, Native American scoping and a cultural resources pedestrian survey was conducted along the Project corridor. No cultural resources were identified within the Project APE as a result of the records search or the Native American scoping. If any Native American cultural material is encountered within the Project corridor during construction, consultation with interested Native American parties would be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources.

No formal cemeteries, other places of human interment or burial grounds are known to occur within the Project corridor. There is always a possibility that human remains may be unexpectedly encountered during construction. There cannot be disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and PRC Section 5097.98. These code provisions prohibit construction activity after the discovery of human remains on any nearby area reasonably suspected to overlie adjacent remains until the County Coroner has determined that the remains are not subject to laws concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. These code provisions also require notification of NAHC, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. These laws would ensure that the Project would not significantly impact human remains.

Therefore, the Project would comply with all regulatory requirements in the unlikely event that archaeological resources, paleontological resources, and Native American cultural materials, and human remains are encountered, no cultural resources would be adversely affected by the Project.

### **3.17.4. Noise and Vibration**

Construction noise levels would depend on the construction activity, type of equipment, number of pieces of equipment operating, general condition, length of time each piece would operate per day, the presence or absence of noise-attenuating features such as walls or other intervening structures, and the location of construction noise sources relative to sensitive receivers. **Table 10** shows construction equipment that may be utilized to construct the Project and its associated noise levels. Individual construction activity levels range from 73.0 dBA to 82.6 dBA measured at 50 feet from the equipment.

**TABLE 10: CONSTRUCTION EQUIPMENT TYPICAL NOISE LEVELS (DBA) AT 50 FEET**

Noise Source	Noise Level (dBA) at 50 Feet
Backhoe	73.6
Compressor	73.7
Concrete Mixer Truck	74.8
Concrete Pump Truck	74.4
Concrete Saw (Rail Saw)	82.6
Drum Mixer	77.0
Excavator	76.7
Generator	77.6
Grader	81.0
Paver	74.2
Roller	73.0

SOURCE: Federal Highway Administration, *Roadway Construction Noise Model (RCNM) Version 1.1.*

The Project would be located in multiple jurisdictions with competing noise regulations. For consistency, noise levels are assessed using FTA guidance. FTA has indicated that construction noise may result in an adverse community reaction if noise levels at residences exceed 90 dBA during the day and 80 dBA during the night, or 100 dBA at any time near commercial or industrial facilities.

**Table 10** shows construction noise levels would not usually exceed 90 dBA at 50 feet from the construction equipment. Some sensitive land uses, such as residential uses, are located adjacent to the Project corridor. It is anticipated that construction activity would move quickly along the Project corridor and noise exposure at individual sensitive receptors would be short in duration and intermittent. The Project would not require nighttime construction activities, and it is standard Metro practice to comply with local noise regulations.

Construction activity would occur within an urban environment with many existing sources of noise. Given the existing environment and the transient nature of the project-specific construction process, temporary increases in existing noise levels are not considered significant at individual land uses. Therefore, the Project would not result in an adverse effect related to construction equipment noise.

Construction activity may require lane closures on local roadways. The majority of vehicle noise generated on roadways is related to the generation of sound pressure waves as vehicles pass by the stationary receiver. Vehicles traveling at faster speeds generate larger sound pressure waves and more noise. Lane closures would reduce vehicle speeds and idling noise would not exceed the noise that would have been generated by vehicles traveling at regular speeds. Therefore, the Project would not result in an adverse effect related to temporary lane closures and noise.

Some construction activities, such as paving and the use of excavators and rollers, could result in perceptible levels of ground-borne vibration. Vibration is a localized effect and typically attenuates to barely perceptible levels within a few feet of construction equipment.

Equipment would most likely generate vibration levels similar to a small bulldozer, or approximately 0.003 inches per second peak particle velocity at 25 feet. It is not anticipated that this amount of vibration would damage structures or annoy people in close proximity to the equipment. There may be occasions when equipment would be located in close proximity a vibration sensitive receptor, although it is anticipated that construction activity would move quickly along the alignment and vibration exposure at individual receptors would be short in duration and intermittent. Given the transient nature of the project-specific construction process, temporary increases in vibration levels are not considered significant at individual land uses. Therefore, the Project would not result in an adverse effect related to construction equipment vibration.

### 3.17.5. Utility Disruption

The Project corridor was surveyed to identify existing utilities. Several utilities are currently present within the Project corridor. Signal poles, signal conduit boxes, and street lights are located along the parkways of West Boulevard and 67<sup>th</sup> Street. Additionally, utility poles are found along 67<sup>th</sup> Street. The Project does not involve construction activities that would disrupt existing utilities found along the public street ROWs outside of the Project corridor.

Existing above ground utility infrastructure that can be found within the Harbor Subdivision ROW portion of the Project corridor include utility poles, rail crossing control devices, rail crossing utility cabinets, signal poles, and signal conduit boxes. The utility poles found along the Harbor Subdivision ROW are used by the Southern California Telephone Company, Pacific Telephone and Telegraph Company, Pacific Bell, and LADWP. Some of the utility poles are active while others are abandoned and are not connected to power and/or telephone lines. Additionally, some of the utility poles may have been used for BNSF communications. The rail crossing control devices and utility cabinets are owned by Metro. Signal poles and signal conduit boxes are located where the Harbor Subdivision ROW intersects a public street ROW. The signal poles and signal conduit boxes are owned by the city or county in which the signal poles and signal conduit boxes are located (i.e., City of Los Angeles, City of Vernon, and County of Los Angeles).

Underground utilities that run through the Harbor Subdivision ROW include power fiber conduit, gas lines, and water lines. LADWP owns the power fiber conduit, while the American Telephone and Telegraph – Telecommunications Association is the purveyor of the fiber optic cables. The gas lines are owned by the Southern California Gas Company, and the water lines are owned by LADWP.

Utility relocation is a common aspect of construction projects. During construction of the Project, abandoned utility poles would be removed from the Project corridor. Additionally, some utilities would be relocated. The removal and relocation of existing utilities would follow all codes, regulations, and standards regarding utility removal/relocation and relevant safety precautions. Therefore, the Project is not expected to have an adverse effect on utilities during construction.

### 3.17.6. Hazardous Materials

As discussed in Subsection 3.7, Hazardous Materials, soils within the Project corridor may contain elevated levels of hazardous substances, including arsenic, lead, and SVOC. Metro is entering into a Voluntary Cleanup Program with DTSC. Under this program, DTSC will have oversight during the clean-up process along the Project corridor and will provide a closure or no further action determination when the program activities are completed. Soils that has elevated levels of contaminants either would be remediated, or removed and disposed of in accordance with DTSC requirements, as well as federal, state and local regulations. Soils with elevated levels of contaminants would be managed in accordance with DTSC requirements to prevent migration to water supplies and exposure to humans.

In addition to contaminated soils, railroad ties are commonly treated with various chemicals for preservation, including but not limited to creosote, pentachlorophenol and metallic arsenates. During construction, railroad ties remaining within the former railroad bed may either become a product suitable for reuse or a waste product. Upon removal, railroad ties that are salvaged and designated for reuse would be managed as “Treated Wood Waste” (TWW) in accordance with Alternative Management Standards provided in California Code of Regulations (CCR) Title 22 Section 67386. Railroad tie materials designated for disposal would be considered potentially hazardous TWW and would be managed and disposed of in accordance with CCR Title 22 Section 67386.

The Project would comply with regulations associated with the removal of railroad ties. Contaminated soils that would be removed from the Project corridor would be segregated and disposed of in accordance with federal, state and local regulations. Additionally, the Project is entering into a Voluntary Cleanup Program with DTSC and would comply with DTSC requirements. Thus, the Project would not have an adverse effect related to hazardous materials during construction.

### 3.17.7. Water Quality

Construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. The Project would be required to obtain coverage under the NPDES General Construction Activity Permit in which a site-specific Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented. The SWPPP would specify erosion control, sediment control and non-stormwater management and materials management; and would address requirements throughout the operational life of the Project through source and treatment control. Furthermore, prior to and during construction, the Project would be required to comply with local tree protection ordinances and obtain local permits associated with local municipal grading, construction, and street use, as appropriate. Therefore, the Project would not result in an adverse effect related to water quality during construction.

### **3.17.8. Biological Resources**

The Project is located in a highly-urbanized area consisting mostly of residential, industrial, and commercial uses. The Project is located on existing street ROWs and the Harbor Subdivision ROW. Landscaping (primarily grass and street trees, many of which are mature trees) are currently located along the parkways of the West Boulevard and 67<sup>th</sup> Street ROWs. The Project is not expected to remove any existing street trees along parkways of existing street ROWs.

The Harbor Subdivision ROW portion of the Project primarily contains railroad tracks and ties, ballast, railroad equipment, dirt, trash, and billboards. Most of the Harbor Subdivision ROW is devoid of vegetation. Where vegetation exists, the vegetation is primarily located along the edge of the ROW and consists of weeds and vines that grow on walls/fences adjacent to the Harbor Subdivision ROW. Non-native trees, such as palms, can be found in a few areas along the ROW. During construction, non-native trees along the Harbor Subdivision ROW would be removed; however, these trees are not protected or identified as scenic trees. Although the trees are not identified as protected species by the City of Los Angeles, removal would occur under consultation with the City of Los Angeles Department of Public Works Bureau of Street Services, Urban Forestry Division. Furthermore, it is Metro's standard practice that tree removal activities would be timed as much as possible to occur outside the migratory bird nesting season. In the event nests are identified during surveying or construction activities, the nests would be protected in place to ensure compliance with the Migratory Bird Treaty Act. Although the Project would remove existing non-native trees, the Project would install additional trees along the Project corridor. Therefore, the Project would not result in an adverse effect related to biological resources during construction.

### **3.17.9. Safety and Security**

Construction activities would not result in full road closures, although single lane closures along Slauson Avenue may be required occasionally for some construction activities. Slauson Avenue has a total of four lanes (two lanes in each direction), and a single lane closure would not impede emergency vehicle access to the Project corridor or surrounding area during the construction phase. Per state and local regulations, emergency vehicle access along street ROWs would be maintained at all times during construction. Additionally, it is Metro's standard practice to develop a construction traffic control plan in close coordination with the affected local jurisdictions to minimize these temporary disruptions. Construction areas would be secured to eliminate the threat to safety and security of anyone not directly involved in construction activity. Therefore, the Project would not result in an adverse effect related to safety and security during construction.

## **3.18. CUMULATIVE EFFECTS**

A cumulative effect is an impact on the environment which results from the incremental effect of the action when added to other past, present, and reasonably foreseeable future actions (40

CFR 1508.7). Cumulative effects can result from individually minor but collectively significant actions taking place over time.

FTA guidance states that a project must have a direct and/or indirect effect on a specific resource to exert a cumulative influence. If no direct and/or indirect effect to a specific resource is expected, then the project is not likely to contribute to cumulative effects to that resource. The analysis presented above for the CE demonstrates that the Project would not result in adverse effects to resource areas. The project components are intended to provide on- and off-street bicycle and pedestrian/multi-purpose pathways. Therefore, the Project is not expected to contribute to cumulative adverse effects.

## 4. SUPPORTING TECHNICAL STUDIES

The following technical studies were prepared for the Project and are included in the appendices of this CE document:

- Rincon Consultants, Inc., *Metro Rail to Rail Active Transportation Corridor Project Cultural Resources Study*, February 27, 2017.
- EFI Global, Inc., *Environmental Research and Testing Services, Los Angeles Metro Rail to River Project*, September 19, 2016.
- EFI Global, Inc., *Environmental Sampling Report*, January 2017.
- Fehr and Peers, *Transportation Analysis Report: Rail to Rail Active Transportation Corridor Project*, January 2017.

In addition to the above technical studies, Metro is also preparing a Categorical Exemption in compliance with Article 19 of the CEQA Guidelines. The Project qualifies for a Class 4 (Minor Alterations to Land) categorical exemption under Section 15304(h) of the CEQA Guidelines.

## 5. LEAD AGENCY, PREPARERS AND SOURCES CONSULTED

This chapter provides the lead agencies, preparers and sources consulted for the CE.

### 5.1. LEAD AGENCY

#### Los Angeles County Metropolitan Transportation Authority

Roberto Machuca, Project Manager

### 5.2. LIST OF PREPARERS

#### Terry A. Hayes Associates Inc.

Terry A. Hayes, AICP, Chief Executive Officer

Sam Silverman, Senior Associate

Teresa Li, AICP, Senior Planner

Kevin Ferrier, Senior Planner

Kieran Bartholow, Assistant Planner

Rosa Soria, Assistant Planner/GIS Specialist

Natasha Mapp, Word Processing

#### Cityworks Design

Lisa Padilla, AIA, LEED AP, Principal

### 5.3. SOURCES CONSULTED (LISTED IN ALPHABETICAL ORDER)

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-

# Volume II

## Rail to Rail Active Transportation Corridor Segment A

Documentation for a Categorical Exclusion  
Administrative Draft

March 2017



U.S. Department of Transportation  
Federal Transit Administration

In Association with:

Cityworks Design  
EFI Global  
Fehr & Peers

KPFF  
Rincon Consultants, Inc.  
Terry A. Hayes Associates Inc.

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- Appendix D Environmental Sampling Report
- Appendix E Air Quality Construction Emissions Calculations

APPENDIX B:  
CULTURAL RESOURCES STUDY

*Terry A. Hayes & Associates*

# **Metro Rail to Rail Active Transportation Corridor Project**

## **Cultural Resources Study**

U.S.G.S. *Inglewood, CA* and *South Gate, CA* quadrangles

*Prepared for:*

Terry A. Hayes & Associates  
8522 National Boulevard #102  
Culver City, CA 90232

*Prepared by:*

Rincon Consultants, Inc.  
706 South Hill Street, Suite 1200  
Los Angeles, California 90014

*Authors:*

Breana Campbell, M.A., Susan Zamudio- Gurrola, M.H.P.,  
and Laura Hoffman M.A., RPA

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**February 27, 2017**



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Pedestrian Survey; P-19-002859

Campbell, B., S. Zamudio-Gurrola, and L. Hoffman

2016 *Phase I Cultural Resources Study Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California.* Rincon Consultants Project No. 16-02349. Report on file at the South Central Coastal Information Center, California State University, Fullerton.

# Metro Rail to Rail Active Transportation Corridor Project Cultural Resources Study

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## EXECUTIVE SUMMARY

Rincon Consultants, Inc. (Rincon) was retained by Terry A. Hayes & Associates, Inc. to conduct a Phase I cultural resources survey of the Metro Rail to Rail Active Transportation Corridor Project (project) in Los Angeles County. The project is approximately 6.4 miles in total and is generally located north of West Slauson Avenue. The 6.4-mile corridor is primarily centered within the City of Los Angeles, but extends through Inglewood, and Huntington Park in Los Angeles County, California.

This project will receive funding through the Federal Transit Administration; therefore, this cultural resources study has been conducted in accordance with the National Environmental Policy Act (NEPA), and Section 106 of the National Historic Preservation Act (NHPA). The project is also subject to the California Environmental Quality Act (CEQA). This cultural resources study has been prepared in accordance with these guidelines and includes the delineation of an area of potential effects (APE), a cultural resources records search, Native American scoping which includes assistance with Assembly Bill (AB) 52 consultation in the form of document preparation, historic group consultation, an intensive pedestrian survey, and this technical report.

On July 14, 2016, Rincon conducted a search of the California Historical Resources Information System (CHRIS), at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The SCCIC records search identified a total of 31 previous studies within a 0.25-mile radius of the project APE, eleven of included a portion of the project APE. In addition, the records search identified 20 previously recorded cultural resources within a 0.25-mile radius of the project APE, none of which are located within the APE.

Rincon contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF); we received the results from the NAHC on July 20, 2016, which stated that the SLF request produced negative results. The NAHC provided a list of 8 groups or individuals to contact regarding information on cultural resources in or near the APE. Rincon prepared and mailed letters to each of the 8 contacts on July 20, 2016, and made follow-up phone calls on August 25, 2016. As of August 26, 2016, Rincon has received no response. The coordination with local Native American Groups Table documents responses.

Rincon initiated historic group consultation for the project on July 20, 2016. Rincon mailed letters to the Los Angeles Conservancy, Historical Society of Centinela Valley, Los Angeles City Historical Society, Office of Historic Resources for the City of Los Angeles, and Historic Preservation for the City of Huntington Park, requesting consultation for the proposed project. Follow-up consultation was conducted via telephone on August 2 and August 9, 2016. As of August 26, Rincon has received two responses: Ms. Anna Skylar of the Los Angeles City Historical Society forwarded the request for consultation to the society President and Ms. Janet Hansen at the City of Los Angeles, Office of Historic Resources recommended that Rincon review the HistoricPlacesLA database. Rincon reviewed this database and did not locate any resources within the APE.



Rincon archaeologists conducted a cultural resources survey of the APE on August 18, 2016. Investigation constraints consisted of personal safety concerns and areas under construction. Rincon conducted an intensive pedestrian survey of approximately 22 acres of the APE and a reconnaissance-level survey of approximately 5 acres of the APE that were inaccessible due to safety concerns. This report was completed in August 2016.

Neither the background research nor the field survey identified any archaeological resources within the APE. One historic-era built environment resource, a 6.4 mile section of the Harbor Subdivision rail line, was identified during the pedestrian survey. Rincon recorded the Harbor Subdivision rail line and evaluated it as part of the current study. The rail line is ineligible for listing in the National Register of Historic Places (NRHP) and is not an historical resource under CEQA. Development within the APE has caused substantial disturbance and has likely destroyed any archaeological resources that may have existed within the APE. Based on these facts, Rincon recommends a finding of *no effect to historic properties* and no impact on historical resources for the current undertaking. Furthermore, Rincon recommends no further cultural resources work for the project. The following measures are recommended in case of unanticipated discoveries: retain a qualified archaeologist in the event that archaeological resources or human remains are identified as a result of the project; stop work within the immediate area if unanticipated cultural deposits or human remains are discovered; and comply with existing regulations.



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## 1.0 INTRODUCTION

Rincon Consultants Inc., (Rincon) was retained by Terry A. Hayes & Associates, Inc. to conduct a cultural resources study of a 6.4 linear mile inactive metro rail line. The project site is generally located north of West Slauson Avenue, and is bounded by West Boulevard to the west and South Santa Fe Avenue to the east in south Los Angeles County, California (Figure 1).

This project will receive funding through the Federal Transit Administration therefore this cultural resources study has been conducted in accordance with the National Environmental Policy Act (NEPA), and Section 106 of the National Historic Preservation Act (NHPA). The project is also subject to the California Environmental Quality Act (CEQA). This cultural resources study includes a cultural resources records search, Native American scoping including providing AB 52 assistance, historic group consultation, pedestrian survey, and the preparation of this report.

### 1.1 PROJECT DESCRIPTION AND LOCATION

The proposed project involves improvements along a 6.4-mile-long corridor of underutilized Metro owned railroad Right-of-Way (ROW) that travels through the cities of Inglewood, Los Angeles, and Huntington Park, and is located in Township 2 S, Range 14 W, Sections 13, 15, 16, 17, 18, 22, 23, and 24 of the United States Geological Survey (USGS) *Inglewood and South Gate*, CA 7.5-minute topographic quadrangles and is limited to the Metro-owned right of way (ROW) (Figure 2). The project proposes to redevelop the ROW with bicycle and pedestrian transportation linkage improvements. Where possible, existing rail tracks will be left in place; however, where the ROW does not exceed 50 feet rail tracks will be removed. Additional improvements include upgrades to crosswalk markings, curb ramps, repainted advanced stop bars, and signage both for alerting right-turn drivers to the presence of pedestrian and bicycle traffic on the corridor as well as signage for bicyclist and pedestrians utilizing the corridor.

Additional improvements will include landscaping using low growing, drought tolerant and native plantings, solar lighting, and way finding and regulatory signage. Recycled railroad ties will be repurposed as places to sit or as barriers where needed unless the ties are designated as hazardous materials and/ or contaminated as identified in environmental site assessments.

### 1.2 AREA OF POTENTIAL EFFECTS

36 CFR 800.16(d) of Section 106 defines the Area of Potential Effects (APE) of an undertaking as the “geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.”

The current undertaking’s APE for archaeological and built-environment resources (or direct APE) comprises the 6.4-mile section of the metro rail, which is bounded by West Boulevard to the west and South Santa Fe Avenue to the east. Along this corridor the ROW ranges from 25 feet to 105 feet in width. The depth of ground disturbance for this project is not expected to exceed 2 feet. Because the proposed project will retain the existing railroad ROW in its current alignment for continued use as a transportation corridor, the project has no potential to directly



or indirectly impact any historic properties adjacent to the ROW. The area surrounding the project APE is developed with industrial and commercial properties as well as multi-family and single-family residential properties. The proposed undertaking will not significantly change the existing setting nor diminish the historic integrity of any potential resources within the vicinity of the APE. Therefore, the APE was limited to the direct project footprint.

### **1.3 PERSONNEL**

Rincon cultural resources specialists Stephanie Duncan and William Huey conducted the pedestrian survey. Rincon Archaeologist Breana Campbell, M.A., served as primary author of this report. Rincon Architectural Historian Susan Zamudio-Gurrola served as the co-author of this report. Cultural Resources Principal Investigator Laura Hoffman, M.A., Registered Professional Archaeologist (RPA) served as principal investigator for this study. Senior Architectural Historian Shannon Carmack, B.A. managed this project and reviewed the architectural history components of the report. GIS Analyst Allysen Valencia, prepared the figures found in this report. Rincon Principal Joe Power, AICP CEP, reviewed this report for quality control.





Imagery provided by National Geographic Society, ESRI and its licensors © 2016. Inglewood & South Gate Quadrangle. T02S R13W S15-18 & T02S R14W S13,22,23. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.



 Project Site

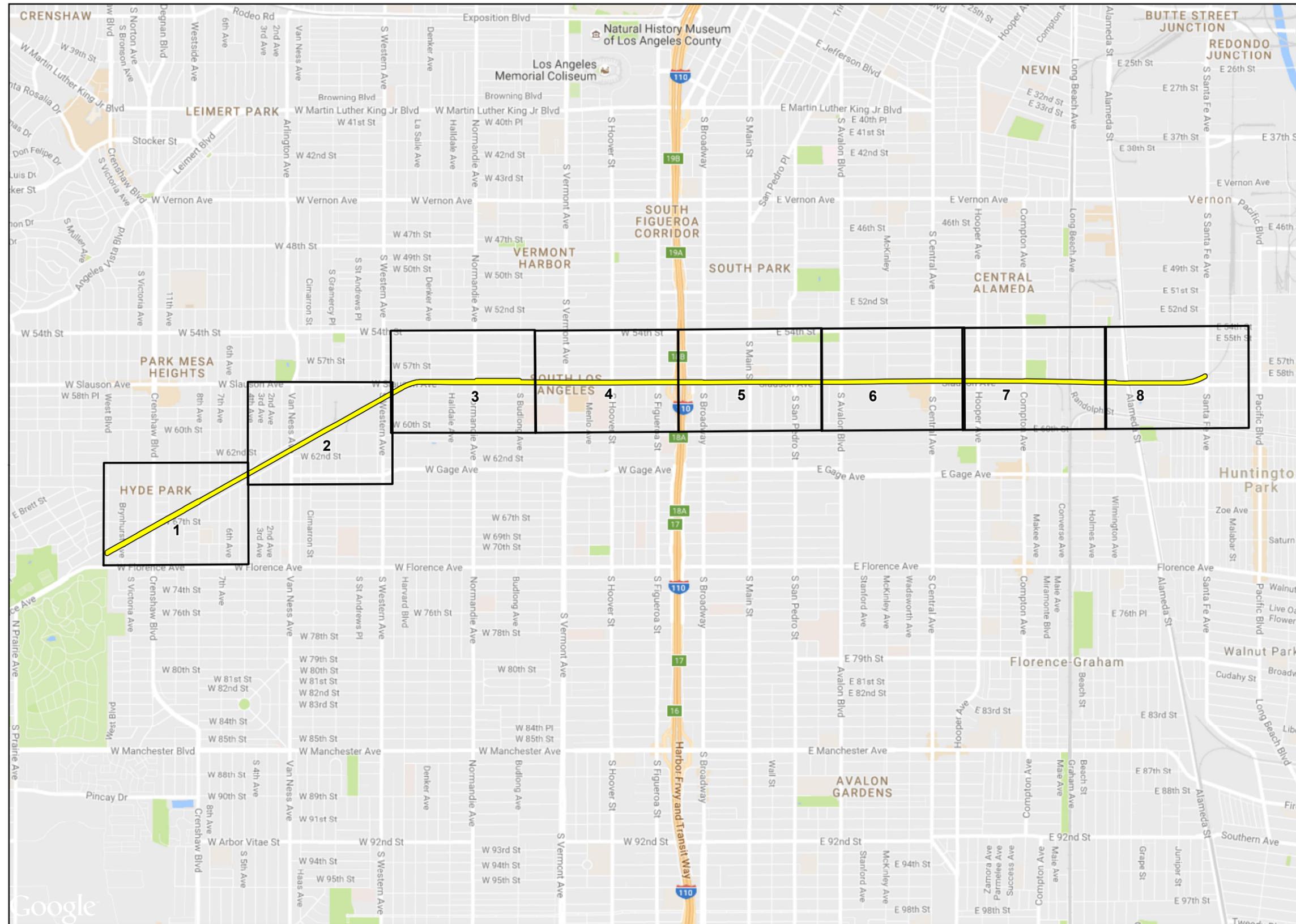
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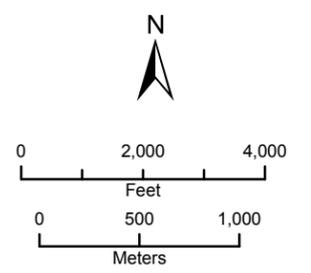
Project Location Map

Figure 1



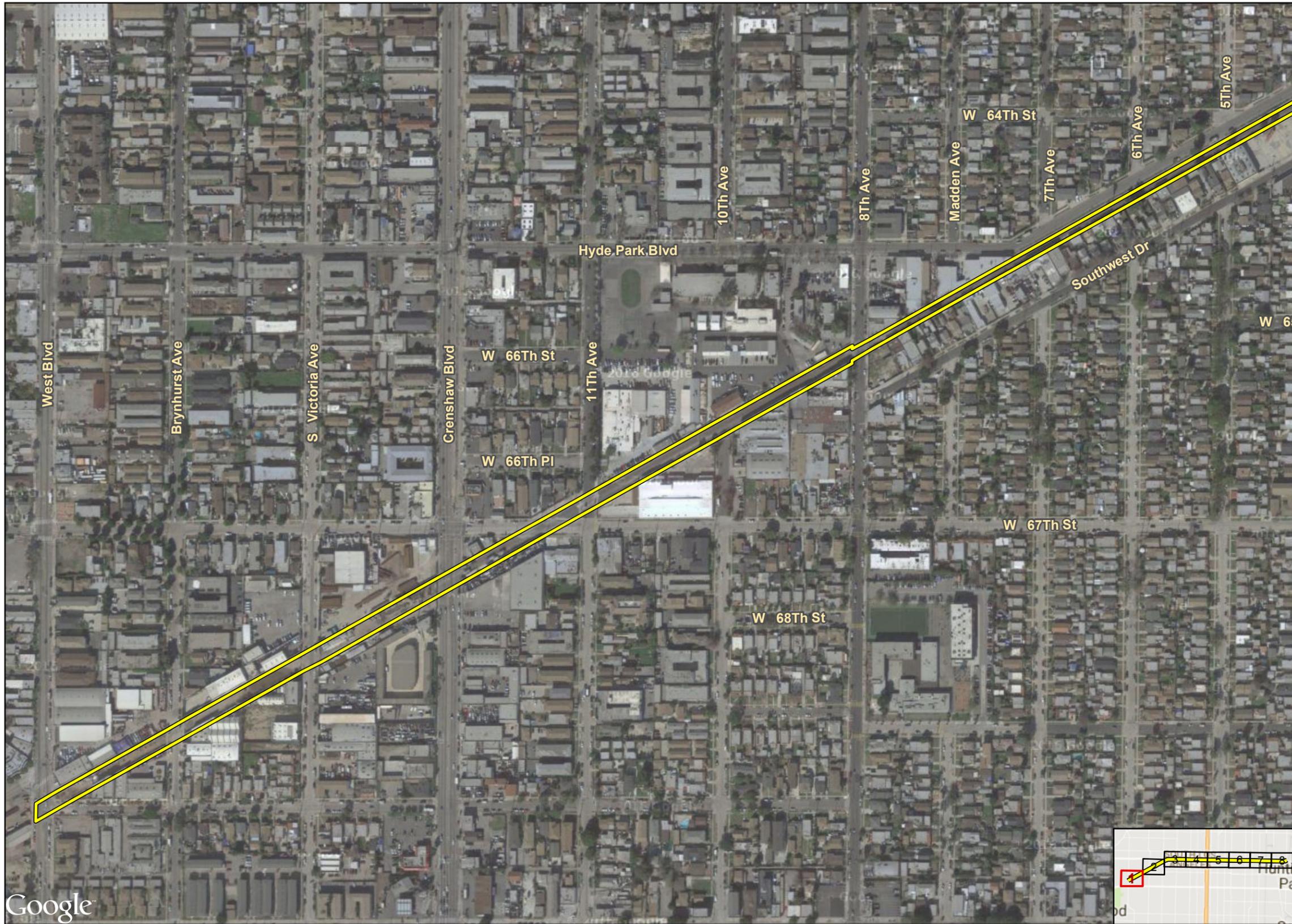


 Area of Potential Effect  
 Map Sheet



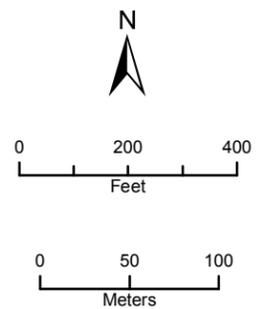
Area of Potential Effects  
 Map

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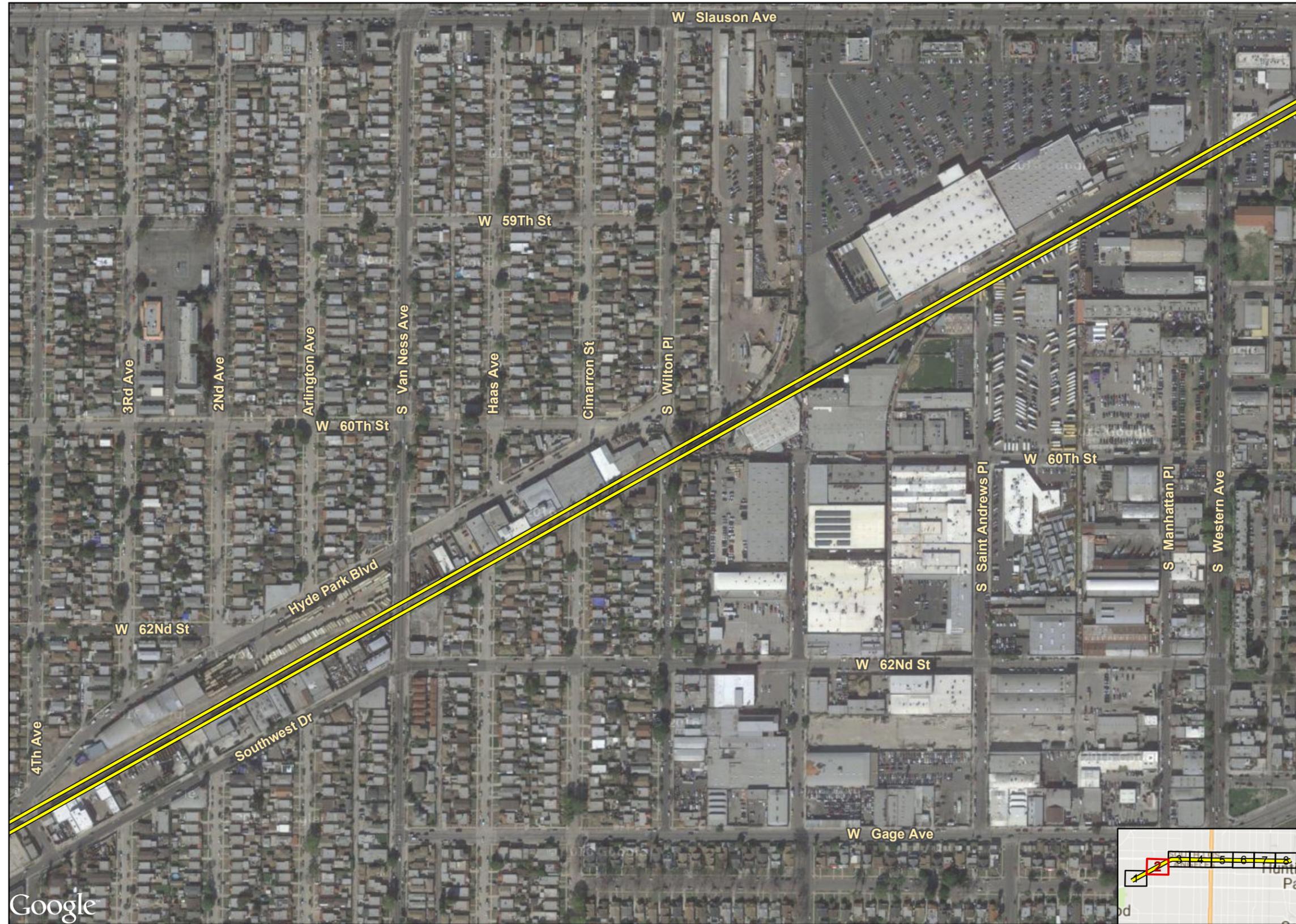


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 Area of Potential Effect



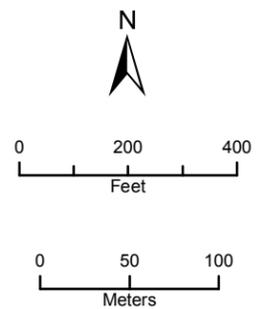
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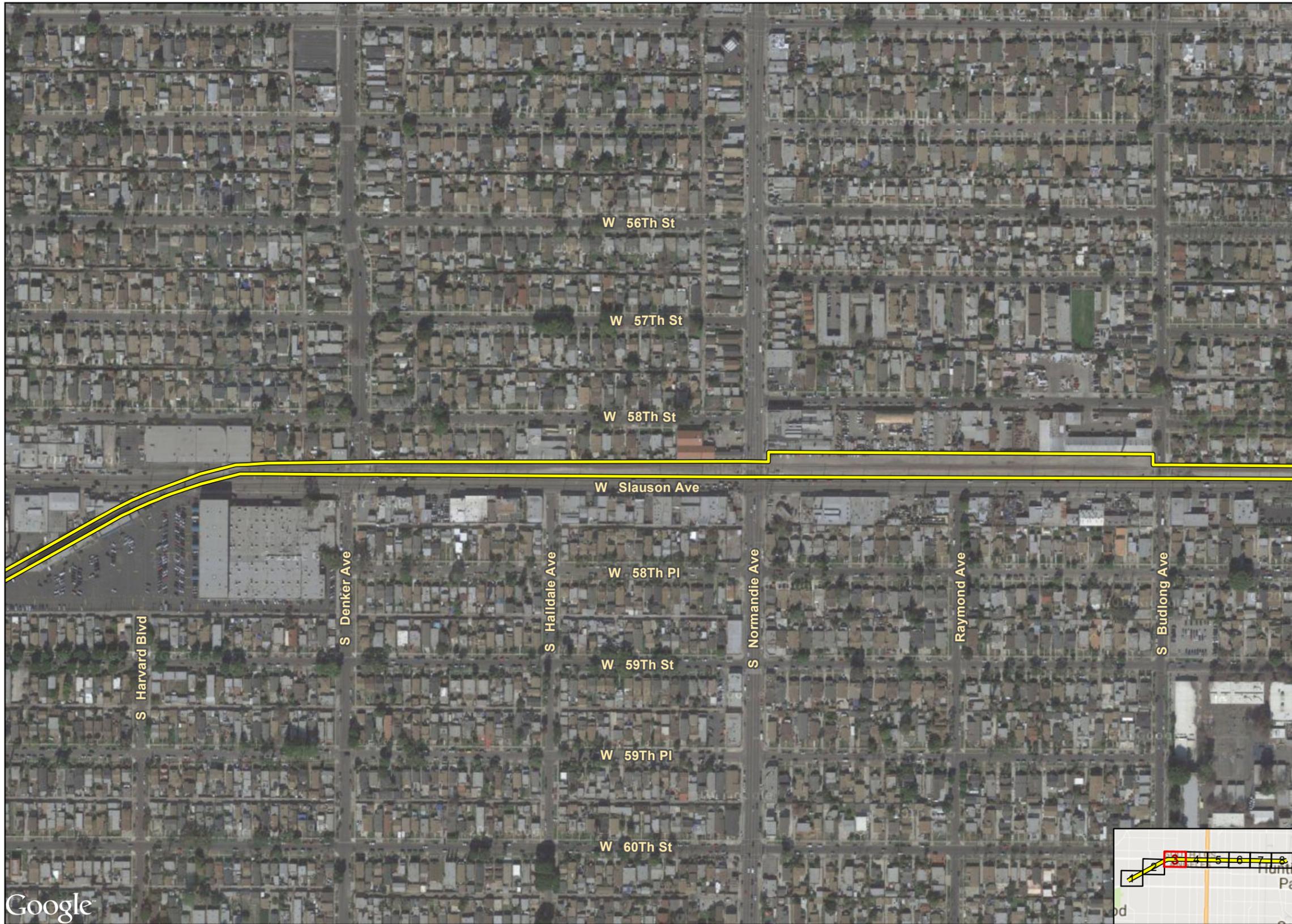
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Area of Potential Effect



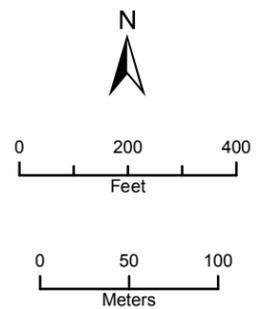
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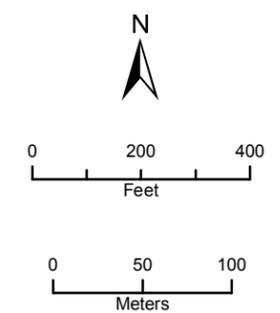
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Area of Potential Effects  
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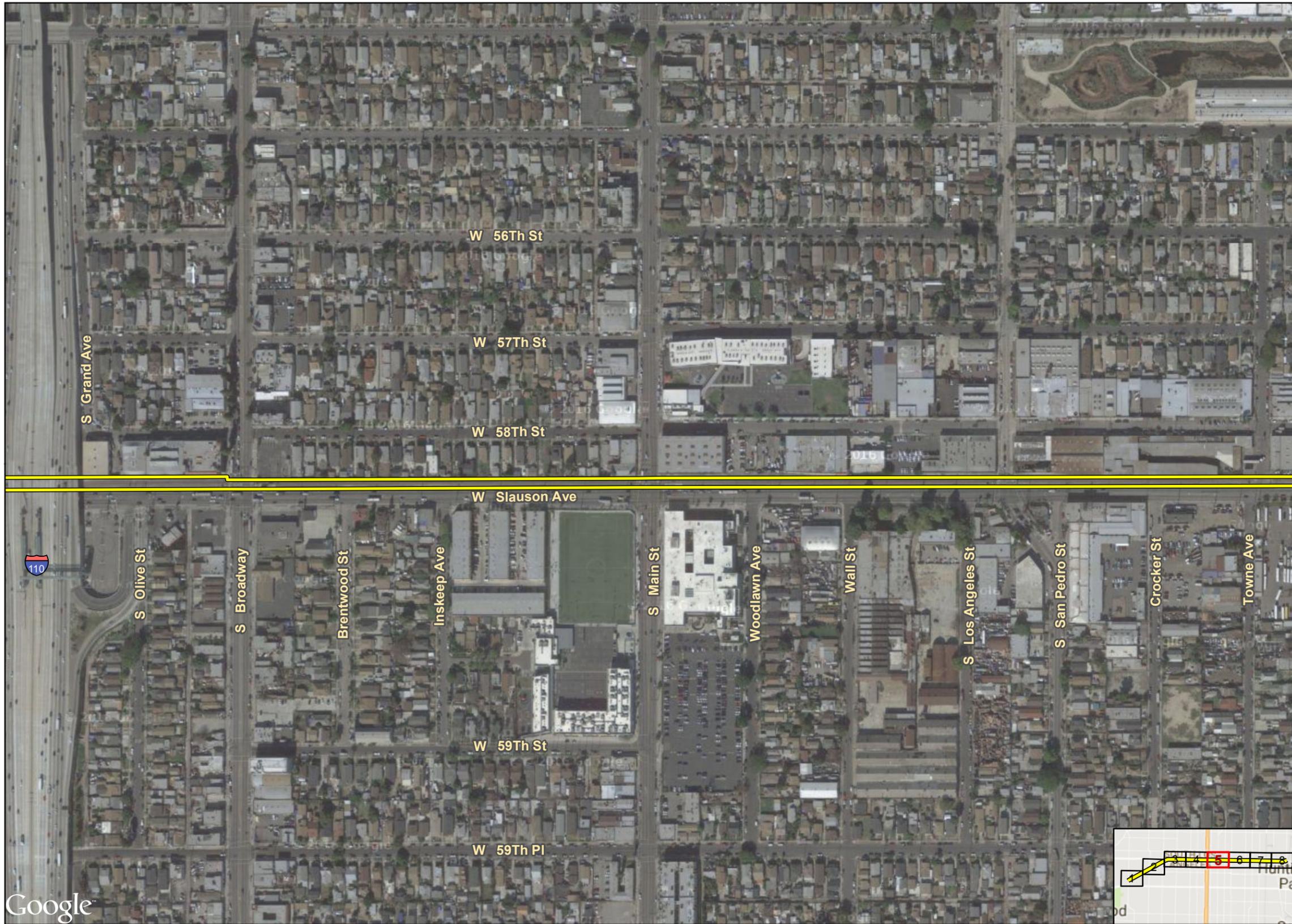


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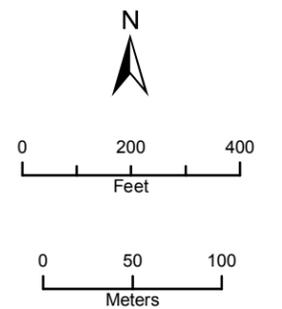
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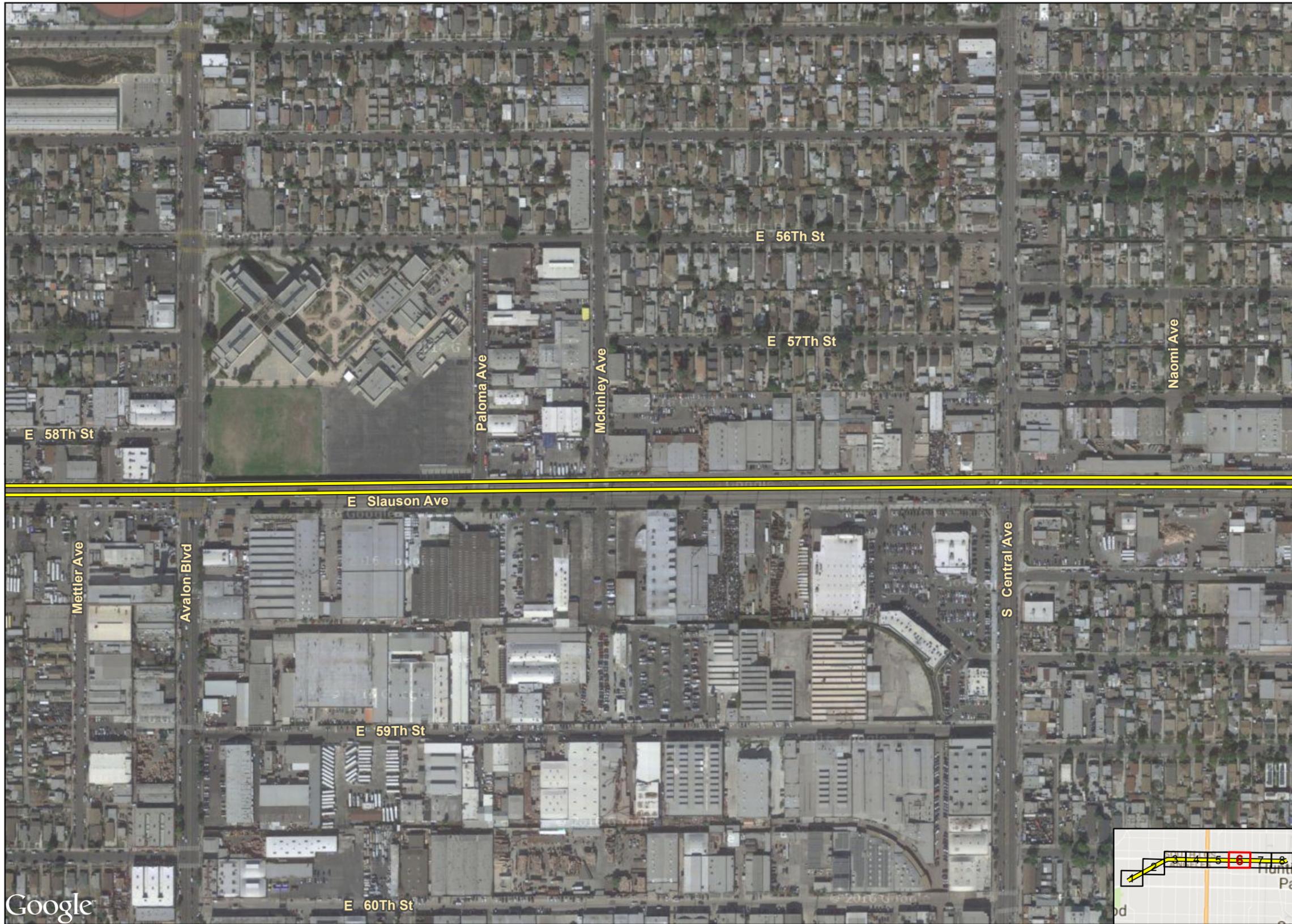


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 Area of Potential Effect

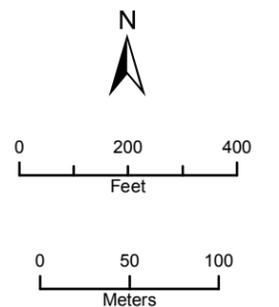


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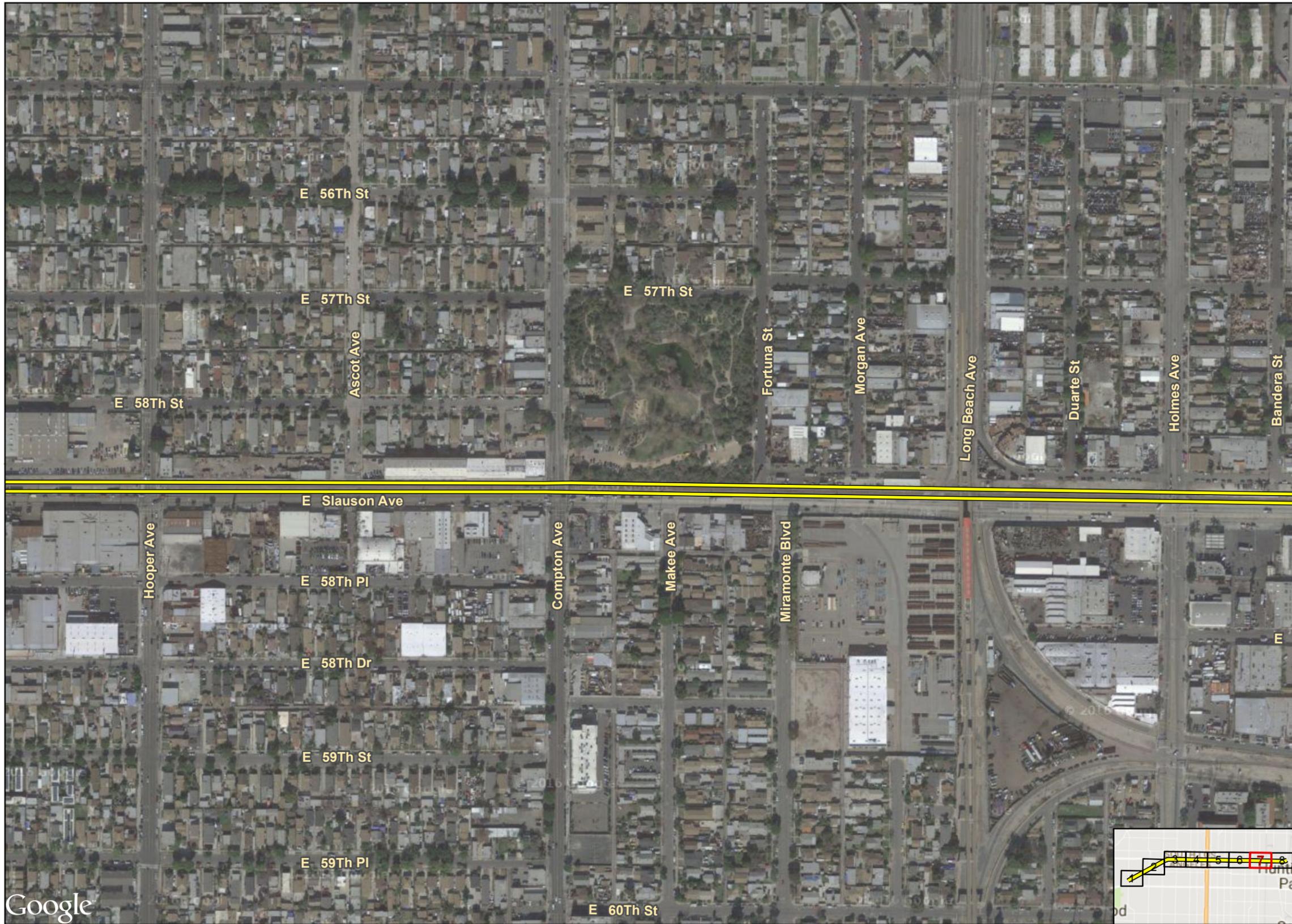


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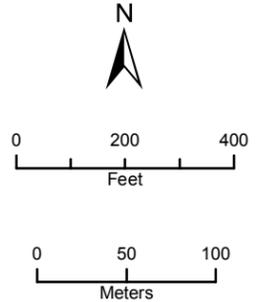
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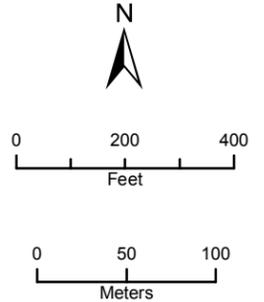
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Area of Potential Effects  
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 Area of Potential Effect



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## 2.0 REGULATORY SETTING

This section includes a discussion of the applicable federal, state, and local laws, ordinances, regulations, and standards governing cultural resources, which must be adhered to before and during implementation of the proposed project. The project is subject to the environmental review requirements of Section 106 of the NHPA (Section 106), NEPA and CEQA.

### 2.1 FEDERAL

The definition of a federal undertaking in 36 Code of Federal Regulations (CFR) 800.16(y) includes projects requiring a Federal permit, license or approval and/or projects receiving Federal funding. Cultural resources are considered during federal undertakings chiefly under Section 106 of the NHPA of 1966 (as amended) through one of its implementing regulations, 36 CFR 800 (Protection of Historic Properties), as well as NEPA. Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the NHPA, and Section 106 36 CFR 800.3–800.10. Other federal laws include the Archaeological Data Preservation Act of 1974, the American Indian Religious Freedom Act (AIRFA) of 1978, the Archaeological Resources Protection Act (ARPA) of 1979, and the Native American Graves Protection and Repatriation Act (NAGPRA) of 1989, among others.

Section 106 of the NHPA (16 United States Code [USC] 470f) requires federal agencies to take into account the effects of their undertakings on any district, site, building, structure, or object that is included in or eligible for inclusion in the NRHP and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings (36 CFR 800.1). Under Section 106, the significance of any adversely affected historic property is assessed and mitigation measures are proposed to reduce any impacts to an acceptable level. Historic properties are those significant cultural resources that are listed in or are eligible for listing in the NRHP per the criteria listed below (36 CFR 60.4; Advisory Council on Historic Preservation 2000).

*The quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:*

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

### 2.2 STATE

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1). A *historical resource* is a



resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be *historically significant* (State CEQA Guidelines, Section 15064.5[a][1-3]). A resource shall be considered *historically significant* if it:

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

In addition, if it can be demonstrated that a project will cause damage to a *unique archaeological resource*, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC, Section 21083.2[a], [b], and [c]).

PRC, Section 21083.2(g) defines a *unique archaeological resource* as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

- 1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- 2) Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- 3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

## **2.3 ASSEMBLY BILL 52**

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expands the California Environmental Quality Act (CEQA) by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." According to the legislative intent for AB 52, "tribes may have knowledge about land and cultural resources that should be included in the environmental analysis for projects that may have a significant impact on those resources." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical



Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource. See also PRC 21074 (a)(1)(A)-(B).

### **3.0 NATURAL SETTING**

The project APE is situated within the Los Angeles basin and is south of the San Gabriel Mountains. Prior to development in the region, the landscape was largely chaparral shrubland. Land use within the APE is primarily industrial with mixed commercial activities. Residential areas surround Slauson Avenue to the north and south. The elevation for the project site is approximately 60 meters (196 feet) above mean sea level. Vegetation in the surrounding area is limited to mostly non-native plants and scattered ornamental trees.

### **4.0 CULTURAL SETTING**

#### **4.1 PREHISTORIC CONTEXT**

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

##### **4.1.1 Horizon I- Early Man (ca. 10,000 - 6000 B.C.)**

When Wallace defined the Horizon I (Early Man) period in the mid-1950s, there was little evidence of human presence on the southern California coast prior to 6000 B.C. Archaeological work in the intervening years has identified numerous pre-8000 B.C. sites, both on the mainland coast and the Channel Islands (e.g., Erlandson 1991; Johnson et al. 2002; Moratto 1984; Rick et al. 2001:609). The earliest accepted dates for occupation are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area about 10,000 years ago (Erlandson 1991:105). On Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years ago (Johnson *et al.* 2002). Present-day Orange and San Diego counties contain several sites dating to 9,000 to 10,000 years ago (Byrd and Raab 2007:219; Macko 1998a:41; Mason and Peterson 1994:55-57; Sawyer and Koerper 2006). Known sites dating to the Early Man period are rare in western Riverside County. One exception is the Elsinore site (CA-RIV-2798-B), which has deposits dating as early as 6630 calibrated B.C. (Grenda 1997:260).



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

#### **4.1.2 Horizon II- Milling Stone (6000 - 3000 B.C.)**

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

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

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



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

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

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

### **4.1.3 Horizon III- Intermediate (3000 B.C. – A.D. 500)**

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

During the Intermediate Horizon and Campbell Tradition, there was a pronounced trend toward greater adaptation to regional or local resources. For example, an increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites along the California coast during this period. Related chipped stone tools suitable for hunting are more abundant and diversified, and shell fishhooks become part of the tool kit during this period.



Larger knives, a variety of flake scrapers, and drill-like implements are common during this period. Projectile points include large side-notched, stemmed, and lanceolate or leaf-shaped forms. Koerper and Drover (1983) consider Gypsum Cave and Elko series points, which have a wide distribution in the Great Basin and Mojave deserts between ca. 2000 B.C. and A.D. 500, to be diagnostic of this period. Bone tools, including awls, were more numerous than in the preceding period, and the use of asphaltum adhesive was common.

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

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

#### **4.1.4 Horizon IV- Late Prehistoric (A.D. 500 – Historic Contact)**

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

Many Late Prehistoric sites contain beautiful and complex objects of utility, art, and decoration. Ornaments include drilled whole venus clam (*Chione* spp.) and drilled abalone (*Haliotis* spp.). Steatite effigies become more common, with scallop (*Pecten* spp. and *Argopecten* spp.) shell



rattles common in middens. Mortuary customs are elaborate and include cremation and interment with abundant grave goods. By A.D. 1000, fired clay smoking pipes and ceramic vessels began to appear at some sites (Drover 1971, 1975; Meighan 1954). The scarcity of pottery in coastal and near-coastal sites implies ceramic technology was not well developed in that area, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry that functioned in the same capacity as ceramic vessels.

Another feature typical of Late Prehistoric period occupation is an increase in the frequency of obsidian imported from the Obsidian Butte source in Imperial County, California. Obsidian Butte was exploited after ca. A.D. 1000 when it was exposed by the receding waters of Holocene Lake Cahuilla (Wilke 1978). A Late Prehistoric period component of the Elsinore site (CA-RIV-2798-A) produced two flakes that originated from Obsidian Butte (Grenda 1997:255; Towner et al. 1997:224-225). Although about 16 percent of the debitage at the Peppertree site (CA-RIV-463) at Perris Reservoir is obsidian, no sourcing study was done (Wilke 1974:61). The site contains a late Intermediate to Late Prehistoric period component, and it is assumed that most of the obsidian originated from Obsidian Butte. In the earlier Milling Stone and Intermediate periods, most of the obsidian found at sites within Riverside County came from northern sources, primarily the Coso volcanic field. This appears to be the case within Prado Basin and other interior sites that have yielded obsidian (e.g., Grenda 1995:59; Taşkiran 1997:46). The presence of Grimes Canyon (Ventura County) fused shale at southern California archaeological sites is also thought to be typical of the Late Prehistoric period (Demcak 1981; Hall 1988).

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

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

In Los Angeles, Orange, and western Riverside counties, similar changes (introduction of cremation, pottery, and small triangular arrow points) are thought to be the result of a Takic migration to the coast from inland desert regions. This Takic or Numic Tradition was formerly referred to as the "Shoshonean wedge" or "Shoshonean intrusion" (Warren 1968). This



terminology, used originally to describe a Uto-Aztecan language group, is generally no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups who spoke Numic languages (Heizer 1978:5; Shipley 1978:88, 90). Modern Gabrielino/Tongva, Juaneño, and Luiseño in this region are considered the descendants of the prehistoric Uto-Aztecan, Takic-speaking populations that settled along the California coast during this period or perhaps somewhat earlier.

## **4.2 ETHNOGRAPHIC CONTEXT**

The project site is in an area historically occupied by the Gabrielino. The archaeological record indicates that the Gabrielino arrived in the Los Angeles Basin around 500 B.C. Many contemporary Gabrielino identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and use the native term Tongva (King 1994). This term is used in the remainder of this section to refer to the pre-contact inhabitants of the Los Angeles Basin and their descendants. Surrounding native groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

The name “Gabrielino” denotes those people who were administered by the Spanish from the San Gabriel Mission, which included people from the Gabrielino area proper as well as other social groups (Bean and Smith 1978:538; Kroeber 1925: Plate 57). Therefore, in the post-Contact period, the name does not necessarily identify a specific ethnic or tribal group. The names by which Native Americans in southern California identified themselves have, for the most part, been lost. Many modern Gabrielino identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and refer to themselves as the Tongva (King 1994:12). This term is used in the remainder of this section to refer to the pre-Contact inhabitants of the Los Angeles Basin and their descendants.

Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands, San Clemente, San Nicolas, and Santa Catalina. The Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast, stretching from the foothills of the San Gabriel Mountains to the Pacific Ocean. A total tribal population has been estimated of at least 5,000 (Bean and Smith 1978:540), but recent ethnohistoric work suggests a number approaching 10,000 (O’Neil 2002). Houses constructed by the Tongva were large, circular, domed structures made of willow poles thatched with tule that could hold up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996:27). Archaeological sites composed of villages with various sized structures have been identified.

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Period). Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Fresh water and saltwater fish, shellfish, birds,



reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131).

A wide variety of tools and implements were used by the Tongva to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996:7). Tongva people processed food with a variety of tools, including hammerstones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925:629; McCawley 1996:129–138).

At the time of Spanish contact, the basis of Tongva religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and also taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925:637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the Southern Tadic groups even as Christian missions were being built and may represent a mixture of native and Christian belief and practices (McCawley 1996:143–144).

Deceased Tongva were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996:157). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966:27), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond with ethnographic descriptions of an elaborate mourning ceremony that included a wide variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wood tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the sex and status of the deceased (Johnston 1962:52–54; McCawley 1996:155–165; Reid 1926:24–25). At the behest of the Spanish missionaries, cremation essentially ceased during the post-Contact period (McCawley 1996:157).

### **4.3 HISTORY**

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



### **4.3.1 Spanish Period (1769–1822)**

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

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July of 1769, while Portolá was exploring southern California, Franciscan Fr. Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

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

In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de la Reyna de Los Angeles (The Pueblo of the Queen of the Angels). This settlement consisted of a small group of adobe-brick houses and streets and would eventually be known as the Ciudad de Los Angeles (City of Angels).

### **4.3.2 Mexican Period (1822–1848)**

A major emphasis during the Spanish Period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended



isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Dallas 1955:14).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. Approximately fifty-five land grants were made in the Los Angeles area (Banham 2009). The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. The current undertaking is located in an area that was considered public land and was not part of a land grant.

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

### **4.3.3 American Period (1848–Present)**

War in 1846 between Mexico and the United States precipitated the Battle of Chino, a clash between resident Californios and Americans in the San Bernardino area. The Mexican-American War ended with the Treaty of Guadalupe Hidalgo in 1848, ushering California into its American Period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. Territories (Waugh 2003). Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The Gold Rush began in 1848, and with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom. Cattle were at first driven along major trails or roads such as the Gila Trail or Southern Overland Trail, then were transported by trains when available. The cattle boom ended for southern California as neighbor states and territories drove herds to northern California at reduced prices. Operation of the huge ranchos became increasingly difficult, and droughts severely reduced their productivity (Cleland 2005:102–103).

### **4.3.4 City of Los Angeles**

The city of Los Angeles incorporated on April 4, 1850, only two years after the Mexican-American War and five months prior to California achieving statehood. Settlement of the Los Angeles region continued in the early American Period. The County of Los Angeles was established on February 18, 1850, one of 27 counties established in the months prior to California acquiring official statehood in the United States. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of



California; however, a severe drought in the 1860s resulted in the sale or acquisition of many of the ranchos Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944). Nonetheless, ranching retained its importance, and by the late 1860s, Los Angeles was one of the top dairy production centers in the country. By 1876, Los Angeles County reportedly had a population of 30,000 persons (Dumke 1944).

Los Angeles maintained its role as a regional business center, and the development of citriculture in the late 1800s and early 1900s further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the impact of the real estate boom of the 1880s on Los Angeles (Caughey and Caughey 1977; Dumke 1944).

By the late 1800s, government leaders recognized the need for water to sustain the growing population in the Los Angeles area. Irish immigrant William Mulholland personified the city's efforts for a stable water supply (Dumke 1944; Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley and Mulholland planned and completed construction of the 240-mile aqueduct that brought the valley's water to the city (Nadeau 1997).

Los Angeles continued to grow in the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

### **4.3.5 Harbor Subdivision Railway**

The Atchison, Topeka and Santa Fe Railway (also known as the "Santa Fe" or ATSF) acquired ownership of all of the Southern California Railway's leases south of Barstow, California, in 1906. These became known as the Los Angeles Division of the Coast Lines, Atchison, Topeka and Santa Fe. The zone of tracks between downtown Los Angeles and the city of Wilmington was assigned the name "Harbor District" (Applied Earthworks 2001).

The ATSF operated the Harbor Subdivision line which ran south from the Redondo Junction near downtown Los Angeles, then ran west/southwest to El Segundo, passed through the South Bay and then traveled southeast to near Wilmington. At Redondo Junction the Harbor Subdivision linked with the ATSF main line where the national freight rail system could be accessed. The Harbor Subdivision line came to have a total length of approximately 28 miles (Wilbur Smith Associates et al. 2002; Wilbur Smith Associates et al. 2006). Upon reviewing historical maps it is noted that portions of the line were constructed as early as the 1890s, although not in its present configuration (Sanborn Map Company 1892, 1910, 1916). By 1926 the ATSF rail line connected to the Belt Line Railroad waterfront tracks at the Los Angeles Harbor (Los Angeles Board of Harbor Commissioners 1926).

The Harbor Subdivision provided rail service to oil facilities and other industrial uses in the area south and west of Los Angeles. It served as a main line to the ports of Long Beach and Los



Angeles for several decades but was later reduced to a branch line (Wilbur Smith Associates et al. 2006; Freericks 2006).

The ATSF owned the Harbor Subdivision until 1992 when it was sold to the Los Angeles County Transportation Commission (LACTC). ATSF retained a freight rail service easement to run freight trains, service shippers, and access the San Pedro Bay area ports (Wilbur Smith Associates et al. 2002).

In 1995, the ATSF was purchased by Burlington Northern Railroad, and the combined company became known as the Burlington Northern and Santa Fe Railway (BNSF). Also, in 1993 the LACTC merged with the Southern California Regional Transit District to become the present day Los Angeles County Metropolitan Transportation Authority (LACMTA), also known as Metro. BNSF shifted its port-related traffic to the Alameda Corridor, which was completed in 2002 (Wilbur Smith Associates et al. 2002; Alameda Corridor Transportation Authority 2016). BNSF continued to maintain the Harbor Subdivision after the Alameda Corridor opened (Wilbur Smith Associates et al. 2002).

Freight service on the Harbor Subdivision line has diminished since the opening of the Alameda Corridor in 2002 (Metro 2009). The railroad line's use and importance has changed from its historical use - it once served as a main line to the ports of Long Beach and Los Angeles, eventually was reduced to a branch line, and BNSF ultimately divested itself of the line, transferring it to Metro. Although the entire Harbor Subdivision line was not surveyed and evaluated, the 2006 Harbor Subdivision Transit Analysis report noted that the bulk of the rail on the line was installed in 1965 with further replacement rails installed in the 1980s and 1990s. Ties were also replaced in 1979-80 and 1994-95. The portion of the Harbor Subdivision line that runs through the project area has not had regular use in recent years. At the time of the 2006 Harbor Subdivision Transit Analysis, the portion of the line that ran parallel to Slauson Avenue from approximately Long Beach Boulevard to just past Western Avenue was known to have been utilized for switching three days a week; the portion of the line west of that, through West Boulevard (and beyond), had no regular train service (Wilbur Smith Associates et al. 2006).

## **5.0 BACKGROUND RESEARCH**

### **5.1 CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM**

On July 14, 2016, Rincon conducted a search of the California Historical Resources Information System (CHRIS), at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The search was conducted to identify all previous cultural resources work and previously recorded cultural resources within a 0.25-mile radius of the project APE. The CHRIS search included a review of the NRHP, the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5- and 15-minute quadrangle maps. A summary of the records search is included as Appendix A.



The SCCIC records search identified 31 previous studies within a 0.25-mile radius of the project APE, 11 of which (LA-02577, LA-02644, LA-02950, LA-04097, LA-04471, LA-04836, LA-05500, LA-07404, LA-08825, LA-08955, LA-10536) included a portion of the project APE (Table 1). The National Archaeological Database listings for these studies are included with the records search summary in Appendix A.

**Table 1. Previous Studies Within 0.25 Mile of the Project APE**

<b>SCCIC Report No.</b>	<b>Author</b>	<b>Year</b>	<b>Study</b>	<b>Relationship to Project APE</b>
LA-02577	Wlodarski, R.J.	1992	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	<b>Within</b>
LA-02644	Wlodarski, R.J.	1992	The Results of a Phase I Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	<b>Within</b>
LA-02950	Unknown	1992	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	<b>Within</b>
LA-03903	Jertberg, P.R.	1997	Cultural Resource Records Search and Archival Research Report for a Single Parcel Located in 59 <sup>th</sup> Street Between Vermont and Kansas Avenue, City of Los Angeles, Los Angeles County, California	Outside
LA-03949	McLean, D.K.	1998	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility LA 145-01, West 60 <sup>th</sup> Street, City and County of Los Angeles, California	Outside
LA-04097	Unknown	1995	Council District Nine Revitalization/ Recovery Program Final Environmental Impact Report	<b>Within</b>
LA-04471	Padon, B.	1981	Archaeological Survey Report for Category 4B and Projects	<b>Within</b>
LA-04645	Duke, C.	1999	Cultural Resources Assessment for the AT&T Wireless Services Facility Number 21, County of Los Angeles, California	Outside
LA-04836	Unknown	2000	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	<b>Within</b>
LA-05500	Sylvia, B.	2000	Negative Archaeological Survey Report: to Replace Broken PCC Pavement Slabs and Grind New PCC Slabs	<b>Within</b>
LA-06230	Duke, C. and Marvin, J.	2002	Cultural Resources Assessment AT&T Wireless Services Facility No. D381C Los Angeles, California	Outside
LA-06232	McKenna, J.A.	2002	Cultural Resource Assessment/ Evaluation for Nextel Communications Site CA-7824F, Los Angeles, Los Angeles County, California	Outside
LA-06818	Marvin, J. and Duke, C.	2003	Cultural Resource Assessment Cingular Wireless Facility No. LA 145-11 City and County of Los Angeles, California	Outside



**Table 1. Previous Studies Within 0.25 Mile of the Project APE**

<b>SCCIC Report No.</b>	<b>Author</b>	<b>Year</b>	<b>Study</b>	<b>Relationship to Project APE</b>
LA-07404	Bonner, W.H.	2005	Cultural Resource Records Search and Site Visit for Cingular Telecommunications Facility Candidate LA_145-01 (el-012-01) Mozaffari Property, 5921 South Western Avenue, Los Angeles, Los Angeles County, California	<b>Within</b>
LA-07700	McKenna, J.A.	2004	Historic Cultural Resources Study: the Los Angeles Unified School District Central Region Elementary School No. 16, Located at Main Street and 58 <sup>th</sup> Street in the City of Los Angeles, Los Angeles County, California	Outside
LA-08310	Bonner, W.H.	2007	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA13075F (Taco Bell), 5801 South Vermont venue, Los Angeles, Los Angeles County, California	Outside
LA-08766	Bonner, W.H.	2006	Cultural Resources Records Search and Site Visit Results for Global Signal Candidate 3019372 (Salome), Located at 1150 East 58 <sup>th</sup> Place, Los Angeles, Los Angeles County, California	Outside
LA-08776	Bonner, W.H.	2006	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA0250A) T-Mobile Mozaffari), 5921 South Western Avenue, Los Angeles, Los Angeles County, California	Outside
LA-08825	Bonner, W.H.	2006	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA0454A (Peterson Park), 24142 Sylvan Glen Road, Diamond Bar, Los Angeles County, California	<b>Within</b>
LA-08955	King, P.V.	1983	Final Report for Three Historical and Cultural Resources Study of Los Angeles: Sylmar, Watts, Crenshaw and Vermont/ Slauson	<b>Within</b>
LA-09220	Bonner, W.H.	2007	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23649D (Concha), 6101 South Van Ness Avenue, Los Angeles, Los Angeles County, California	Outside
LA-10231	Bonner, W.H.	2009	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LA0013-01 (Kim's Auto), 5602 South Central Avenue, Los Angeles, Los Angeles County, California	Outside
LA-10294	Bonner, W.H.	2009	Cultural Resource Records Search and Site Visit Results for T-Mobile USA Candidate LA02052A, 5904-1/2 South Broadway, Los Angeles, Los Angeles County, California	Outside



**Table 1. Previous Studies Within 0.25 Mile of the Project APE**

SCCIC Report No.	Author	Year	Study	Relationship to Project APE
LA-10341	Bonner, W.H. and Crawford, K.	2009	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS6482/CA7885, 2001 West 60th St., Los Angeles, Los Angeles County, California	Outside
LA-10536	Strauss, M.	2003	Archaeological Survey for the Proposed Vermont Avenue Relief Sewer, City of Los Angeles, California	<b>Within</b>
LA-11011	Kaye, D.	2011	Phase I Cultural Resources Investigation for the Properties Located at 5701 and 5801 South Hoover Street and at 818 West 58 <sup>th</sup> Street, Los Angeles, California	Outside
LA-11016	Supernowicz, D.	2007	Cultural Resources Study of the Normandie & 58th Rooftop Project, Royal Street Communications, LLC Site No. LA0249C 1340 W. 58th Street, Los Angeles, Los Angeles County, California 90037	Outside
LA-11256	Larocque, M.	2010	Form 621, Crown Castle tower project: "Florence #878095"	Outside
LA-11413	McKenna, J.A.	2011	A Cultural Resources Investigation and Architectural Evaluation of the Proposed Slauson Wall Park Project Area in the City of Los Angeles County, California	Outside
LA-11966	Shaffer, C.	2012	Consultation Under Section 106 of the National Historic Preservation Act for a Federal Permitting Project at Clean Harbors Los Angeles	Outside
LA-12234	Bonner, W. and Crawford, K.	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA13078A (Shin and Shin Rt) 5833 South Avalon Boulevard, Los Angeles, Los Angeles County, California	Outside

Source: South Central Coastal Information Center, July 2016

The SCCIC records search identified 20 previously recorded cultural resources within a 0.25-mile radius of the project APE. Of these, one (P-19-002859) is located directly adjacent to the APE, and none are located within the APE (Table 2).

**Table 2. Previously Recorded Cultural Resources Within 0.25 Mile of the Project APE**

Primary Number	Description	NRHP/CRHR Eligibility Status	Recorded By and Year	Proximity to Project APE
19-002859	Clay conduit	Insufficient information	H. Brewer 2000	<b>Adjacent</b>
19-002860	Concrete storm drain	Insufficient information	D. Livingstone and J. Paniagua 2000	Outside



**Table 2. Previously Recorded Cultural Resources Within 0.25 Mile of the Project APE**

Primary Number	Description	NRHP/CRHR Eligibility Status	Recorded By and Year	Proximity to Project APE
19-002863	Utility vault	Insufficient information	S. Kestler, H. Brewer, and D. Livingstone 2000	Outside
19-002870	Railroad signal tower	Insufficient information	J. Paniagua, H. Brewer, and D. Livingstone 2000	Outside
19-002871	Utility vault	Insufficient information	J. Paniagua and D. Livingstone 2000	Outside
19-004165	Historic refuse scatter and seepage pit	Insufficient information	C. Hunt and C. Barks 2010	Outside
19-186738	3008 W. Hyde Park; Commercial building	Recommended ineligible	S. Younger and J. Marvin 2002	Outside
19-186741	5600 South Central Avenue; Commercial building	Insufficient information	J. Marvin, S. Younger, J. Michalsky 2002	Outside
19-187509	5734 South Broadway; Commercial building	Recommended ineligible for NRHP	C. Taniguchi 2004	Outside
19-187537	114 East 57 <sup>th</sup> Street; Single family residence	Insufficient information	J. McKenna 2004	Outside
19-187538	118 East 57 <sup>th</sup> Street; Single family residence	Insufficient information	J. McKenna 2004	Outside
19-187539	120-122 East 57 <sup>th</sup> Street; Single family residence	Insufficient information	J. McKenna 2004	Outside
19-187540	126 East 57 <sup>th</sup> Street; Single family residence	Insufficient information	J. McKenna 2004	Outside
19-187541	134 East 57 <sup>th</sup> Street; Single family residence	Insufficient information	J. McKenna 2004	Outside
19-187732	5921 S. Western Avenue; Industrial building/ warehouse	Presumed ineligible	N. Pletka and J. Marvin 2003	Outside
19-188503	2001 W. 60 <sup>th</sup> Street; Commercial building	Recommended ineligible for NRHP	K.A. Crawford 2009	Outside
19-188505	5900-5904 ½ S. Broadway Street; Commercial building	Recommended ineligible for NRHP	K.A. Crawford 2009	Outside
19-189329	1340 W. 58 <sup>th</sup> Street; Commercial building	Recommended ineligible for NRHP	D.E. Supernowicz 2007	Outside
19-189810	200 E. Slauson Avenue; Industrial building	Insufficient information	J. McKenna 2001	Outside
19-190078	5833 South Avalon; Commercial building	Recommended ineligible for NRHP	K.A. Crawford 2012	Outside

Source: South Central Coastal Information Center, July 2016



Cultural resource P-19-002859 is a clay utility conduit located directly adjacent to the project APE. The conduit is underground, approximately 25 to 37 inches below the surface of the northernmost west bound lane of East Slauson Avenue, approximately 5 feet from the ROW. The site was recorded in 2000 by H. Brewer when it was encountered during construction monitoring. According to Pacific Bell engineering records, the conduit contains four ducts housing copper telephone wire installed in 1922. The lines were still active at the time of recordation. No artifacts or other associated cultural materials were found in association with the conduit.

### **5.1.1 Federal, State, and Local Resource Inventories**

Rincon conducted a review of the NRHP, the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. These inventories did not include resources within the project APE.

### **5.1.2 Historic Maps**

The project APE is depicted on the U.S.GS Inglewood, California 7.5-minute quadrangle (1948) and the U.S.G.S. Watts, California 7.5-minute quadrangle (1924, 1937). Both quadrangles depict the Harbor Subdivision Rail within the APE. The project APE and surrounding area are depicted as being largely developed by the mid-20<sup>th</sup> century. The Baldwin Hills are located northwest of the project APE and several small streams are depicted in the area.

## **5.2 NATIVE AMERICAN SCOPING**

As part of informal outreach efforts to identify cultural resources, Rincon initiated Native American consultation for this project on July 15, 2016. As part of the process of identifying cultural resources within or near the project APE, we contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF). Rincon received the results from the NAHC on July 20, 2016, which stated that the SLF request produced negative results. The NAHC provided a list of 8 groups or individuals who may have additional information regarding cultural resources that may exist within the APE. Rincon prepared and mailed informal outreach letters to each of the 8 contacts on July 20, 2016, requesting information, and made follow-up phone calls on August 25, 2016. As of August 26, 2016, Rincon has not received any additional responses. Documentation of communication with the NAHC and informal Native American scoping is included in Appendix B.

In accordance with Assembly Bill 52 (AB), Rincon provided technical support to Terry A. Hayes & Associates for consultation assistance. All AB 52 consultation was carried out by LA Metro. AB 52 consultation included a meeting between LA Metro staff and the Gabrielino Band of Mission Indians - Kizh Nation. The meeting resulted in the discussion of trade routes through the project vicinity but did not identify tribal cultural resources within the APE. Copies of email exchanges from LA Metro as part of AB 52 consultation are included in Appendix B.

## **5.3 HISTORIC GROUP CONSULTATION**



Rincon initiated historic group consultation for the project on July 20, 2016. Rincon mailed letters to the Los Angeles Conservancy, Historical Society of Centinela Valley, Los Angeles City Historical Society, Office of Historic Resources for the City of Los Angeles, and Historic Preservation for the City of Huntington Park, requesting consultation for the proposed project. Follow-up consultation was conducted via telephone on August 2 and August 9, 2016.

On August 2, 2016, Rincon received an email from Ms. Anna Skylar of the Los Angeles City Historical Society stating that she had forwarded the request for consultation to the society President and suggested Rincon contact Ken Bernstein at the City's Office of Historic Resources. On August 9, 2016, Rincon received an email from Ms. Janet Hansen at the City of Los Angeles, Office of Historic Resources. Ms. Hansen recommended that Rincon review the HistoricPlacesLA database. Additional information regarding this consultation can be found in Appendix C. As of August 26, 2016, Rincon has not received any additional responses.

## **6.0 SURVEY METHODS**

Rincon cultural resources specialists Stephanie Duncan and William Huey conducted an intensive pedestrian survey of all accessible areas of the 6.4-mile APE on August 18, 2016. They conducted a reconnaissance-level survey of areas that were not safely accessible; some areas were under construction and in other areas, personal judgment was used to assess whether personal safety appeared to be a potential problem. These areas were also less likely to contain cultural remains due to disturbances from heavy use by local pedestrians. The intensive-level survey consisted of systematic surface inspection of all accessible areas with transects oriented in a west-east direction walked at 10-m intervals or less to ensure that all surface-exposed artifacts and features could be identified. In areas that were inaccessible, the reconnaissance survey consisted of inspecting the area from a safe distance, looking for indications that cultural resources were present. Ms. Duncan and Mr. Huey examined all exposed ground surface for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock [FAR]), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as burrows and drainages were visually inspected. The archaeologists photographed the APE using a digital camera and recorded data on standard archaeological field forms. All field notes, photographs, and records related to the current study are on file at the Rincon Ventura, California, office.

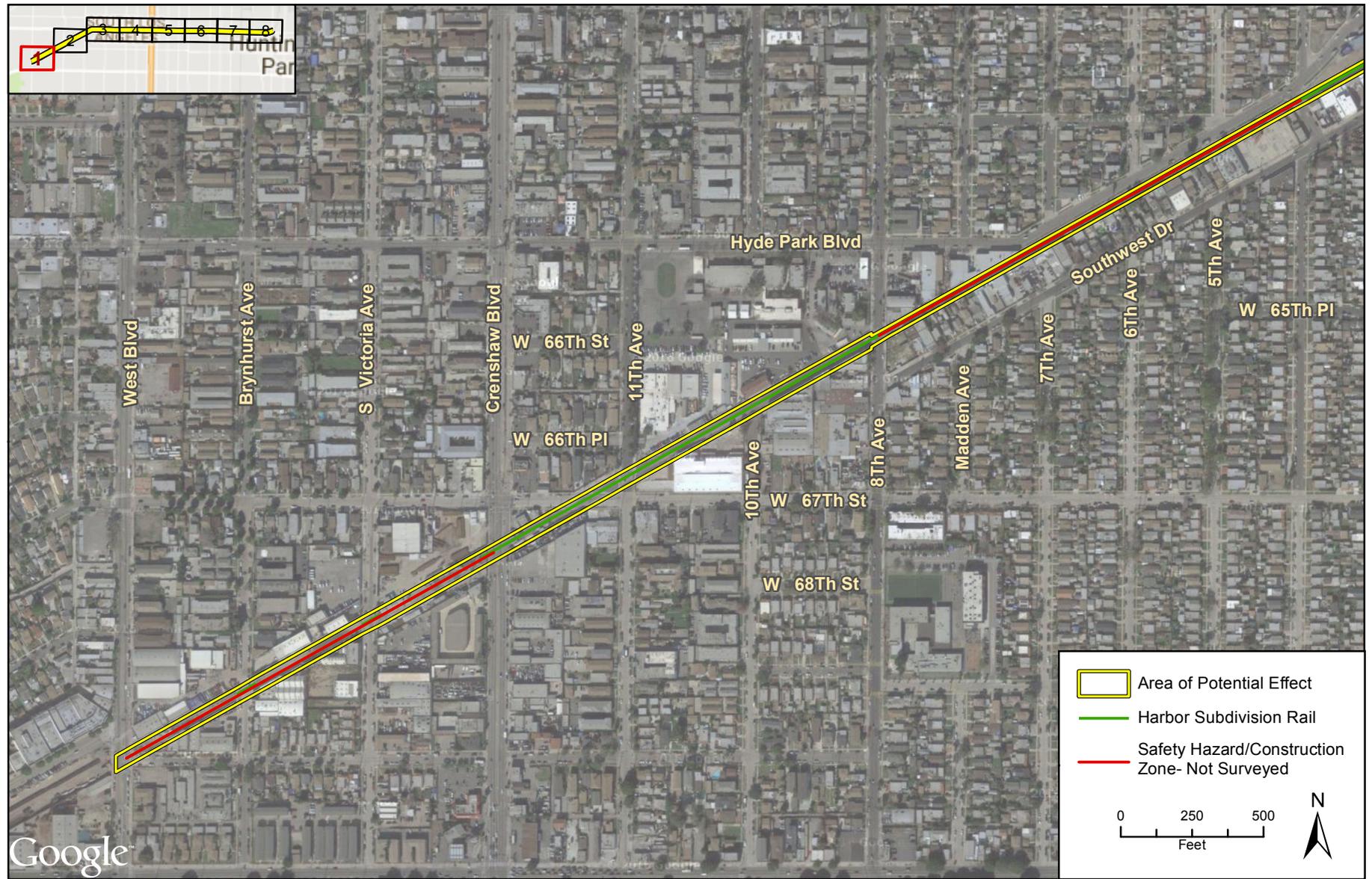
## **7.0 RESULTS**

Rincon conducted a pedestrian survey of approximately 22 acres of the APE and a reconnaissance-level survey of approximately 5 acres of the APE that were inaccessible due to construction or personal safety concerns (Figure 3). Photographs 1 and 2 below depict the condition of the APE at the time of survey. Ground visibility was poor (less than 10 percent) throughout the project APE due to the presence of gravel, pavement, and construction equipment including concrete barriers which obscured the surface (Photograph 3). Active construction (Photograph 4) near the APE limited access from West Boulevard to Crenshaw



Boulevard and from 8th avenue to 4th Avenue. Safety concerns also limited access from Van Ness Avenue to Western Avenue. Vegetation within the project APE was sparse and consisted mostly of weeds; however ornamental trees, seen in Photograph 5 below, were noted along the APE. No archaeological resources were identified within the APE during the survey. One built-environment resource was identified within the APE during the survey: the Harbor Subdivision rail (see Figure 3). Several features attributed to the Harbor Subdivision rail including electrical boxes, connectors, rail switches, derailleurs, and exposed pipe were noted (Photographs 6 through 8).





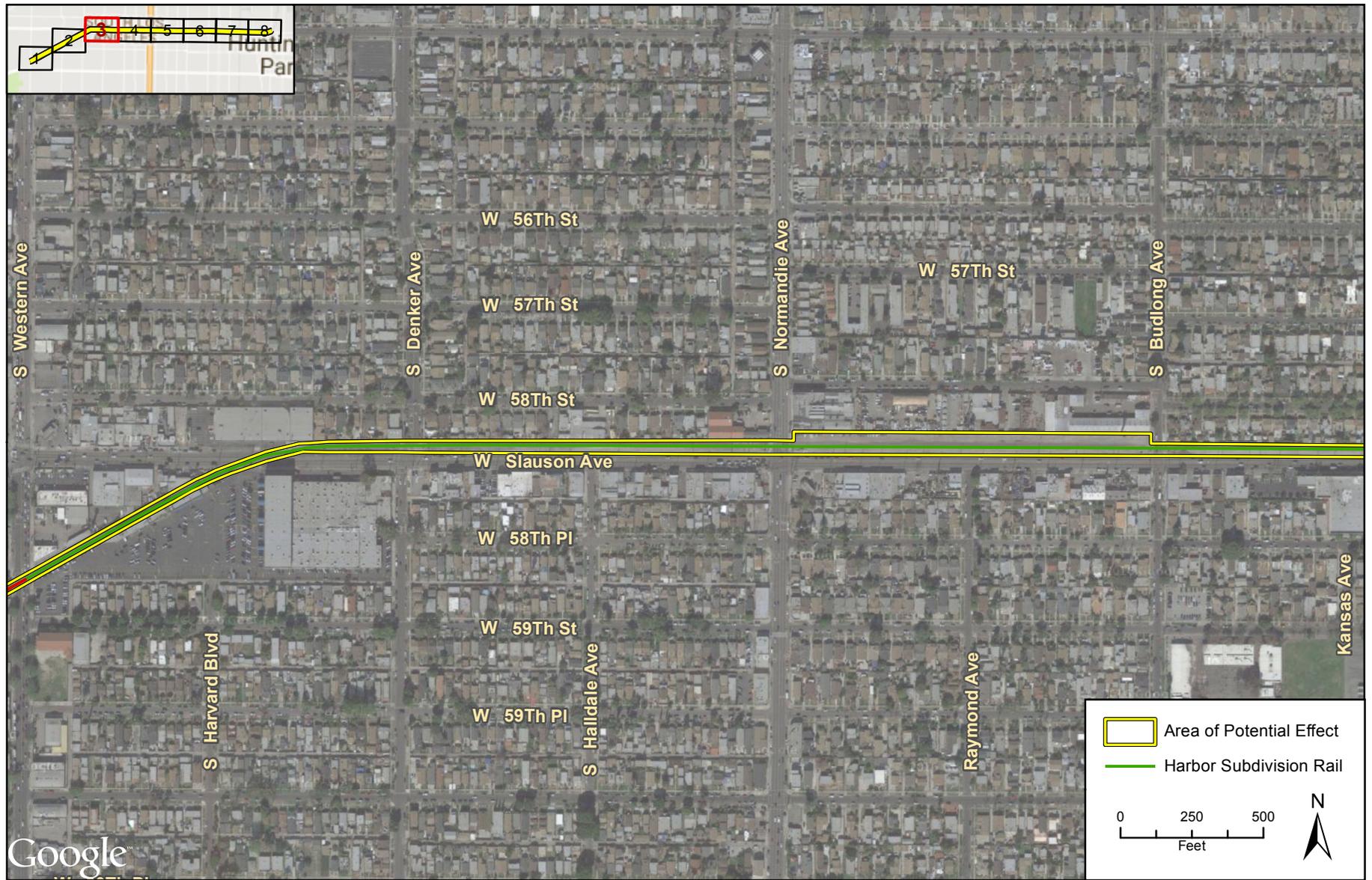
Survey Results Map

Figure 3-1



Survey Results Map

Figure 3-2



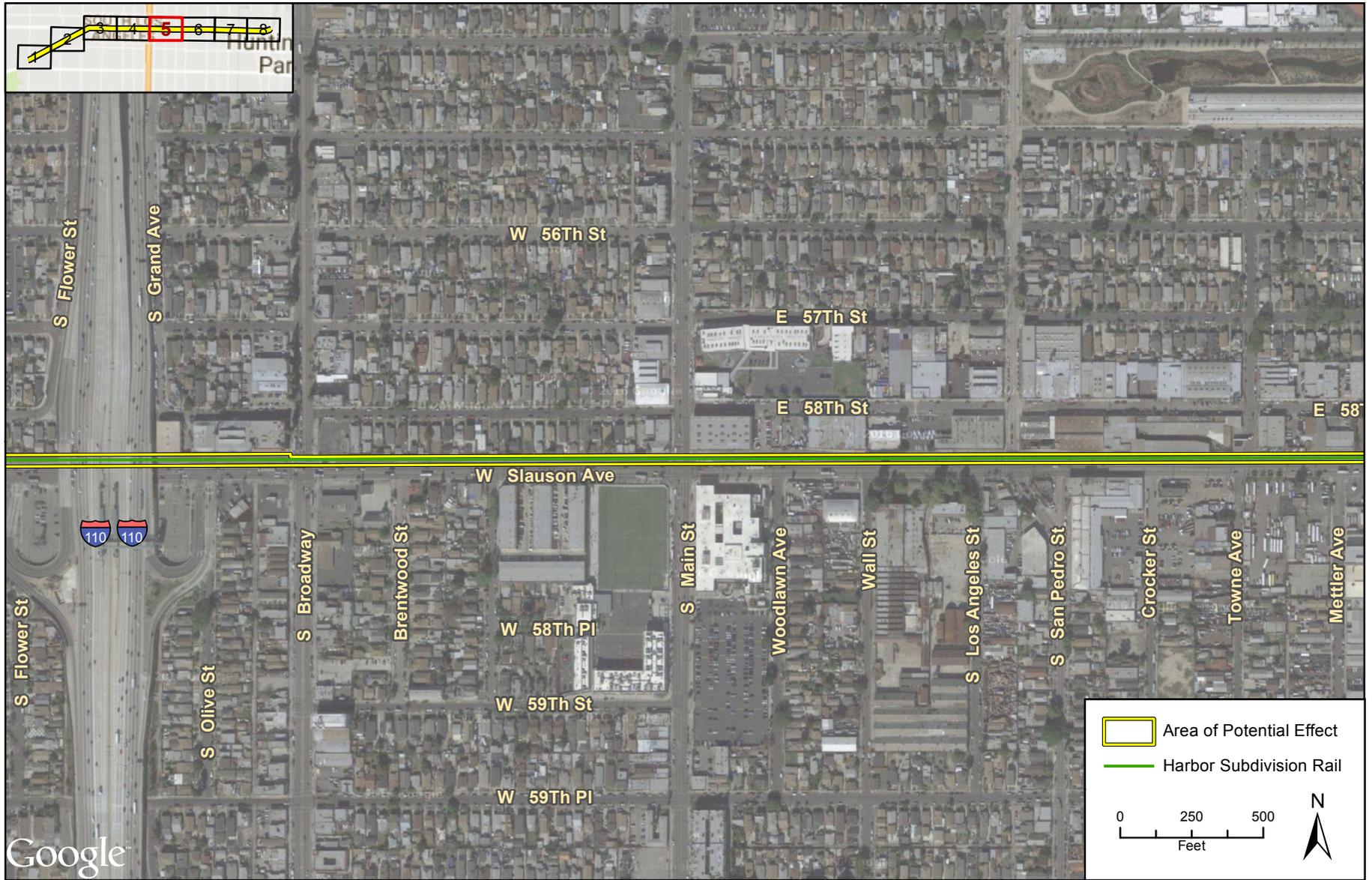
Survey Results Map

Figure 3-3



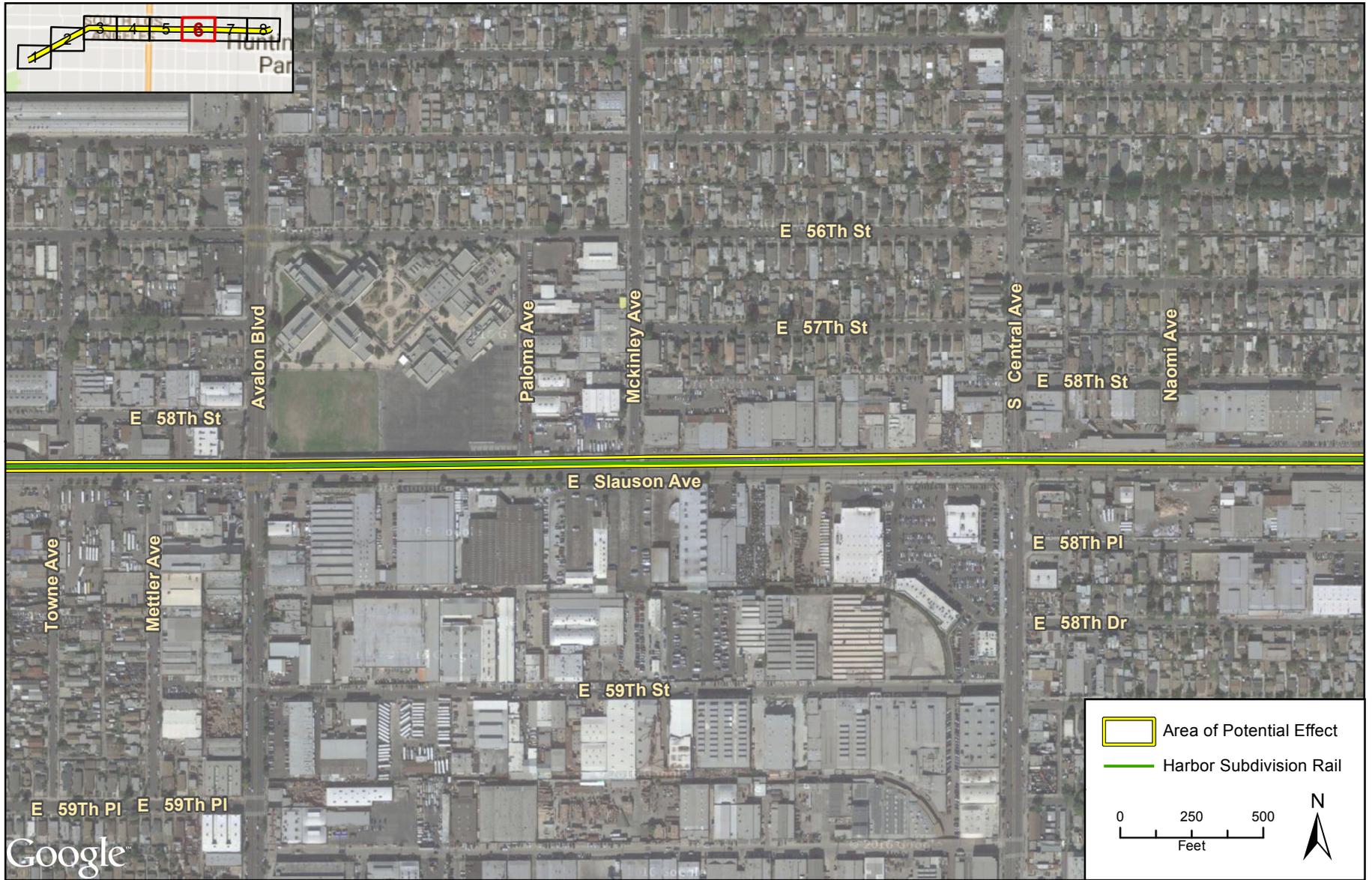
Survey Results Map

Figure 3-4



Survey Results Map

Figure 3-5

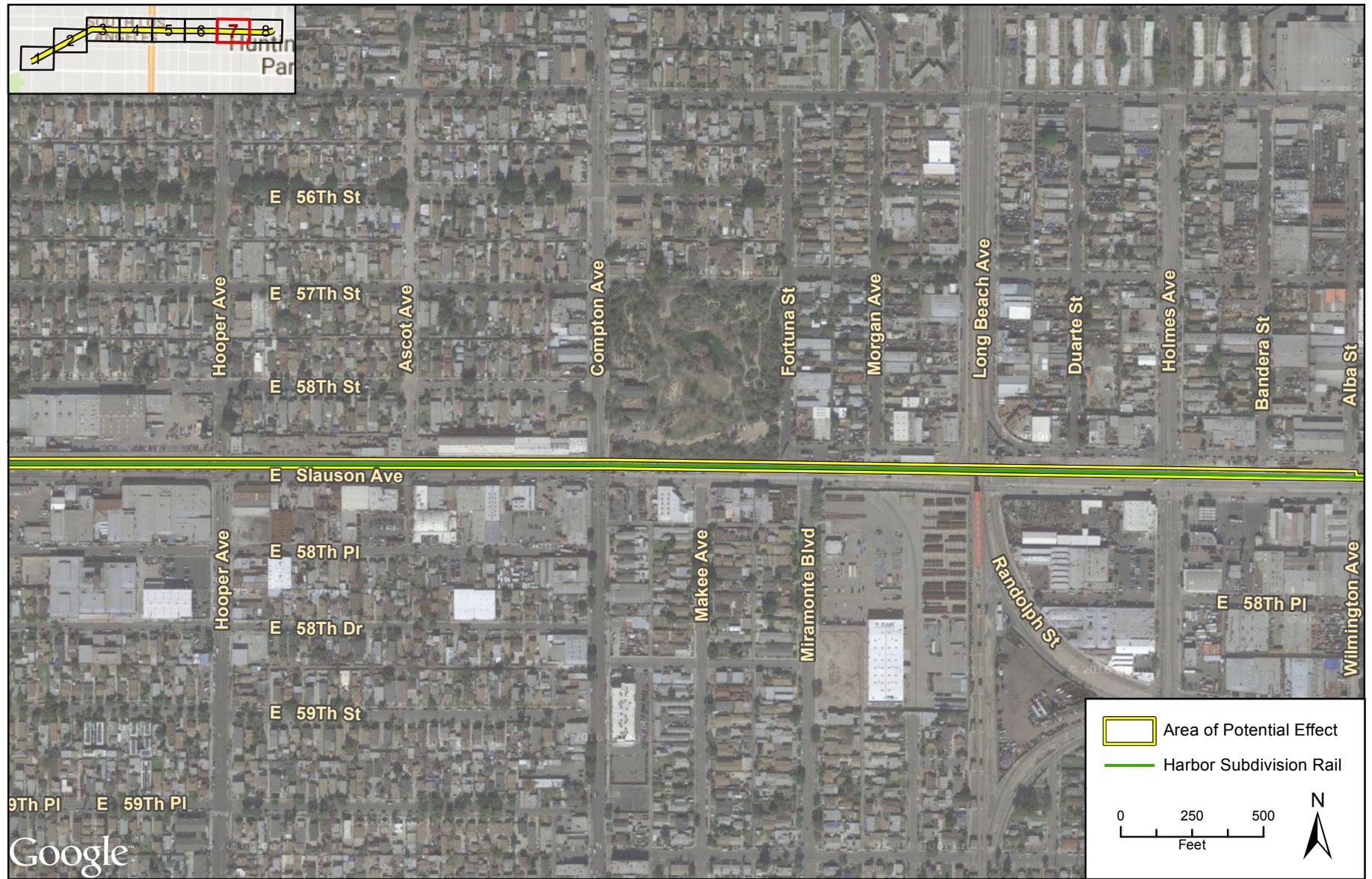


Imagery provided by Google and its licensors © 2016.

Survey Results Map

Figure 3-6

Terry A. Hayes & Associates



Survey Results Map

Figure 3-7



Imagery provided by Google and its licensors © 2016.

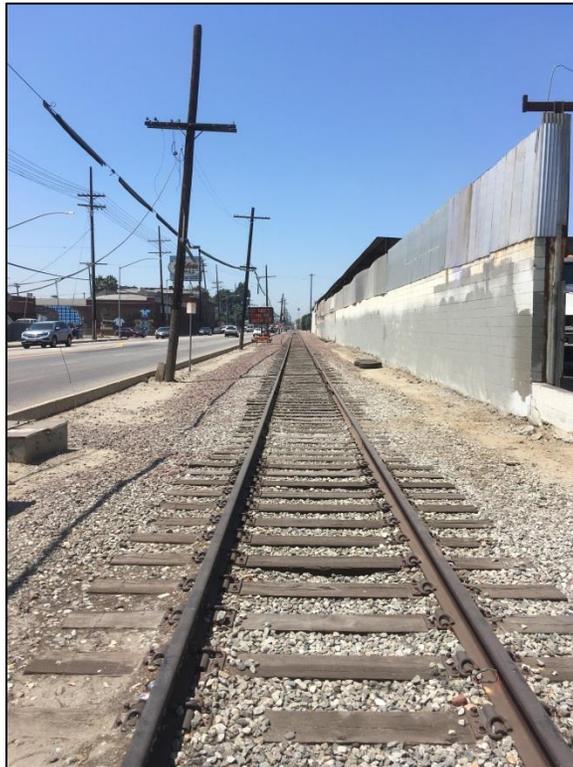
Survey Results Map

Figure 3-8

Terry A. Hayes & Associates



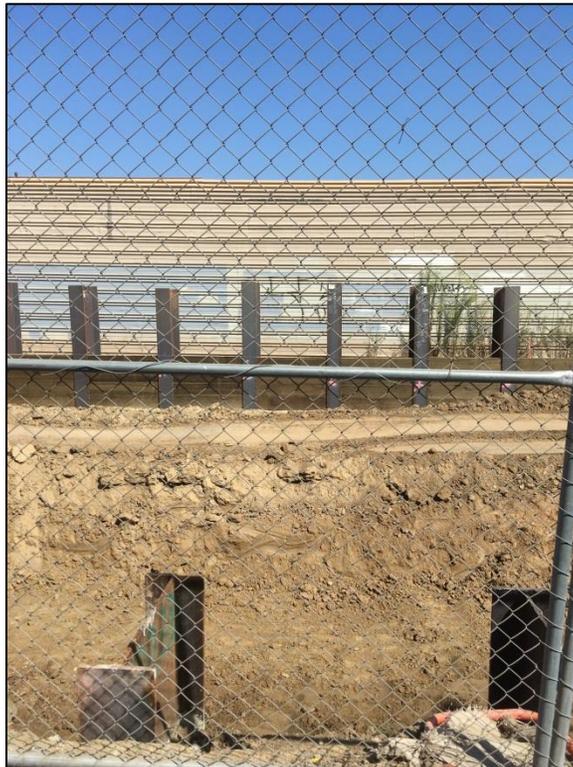
Photograph 1. Overview of Harbor Subdivision rail.



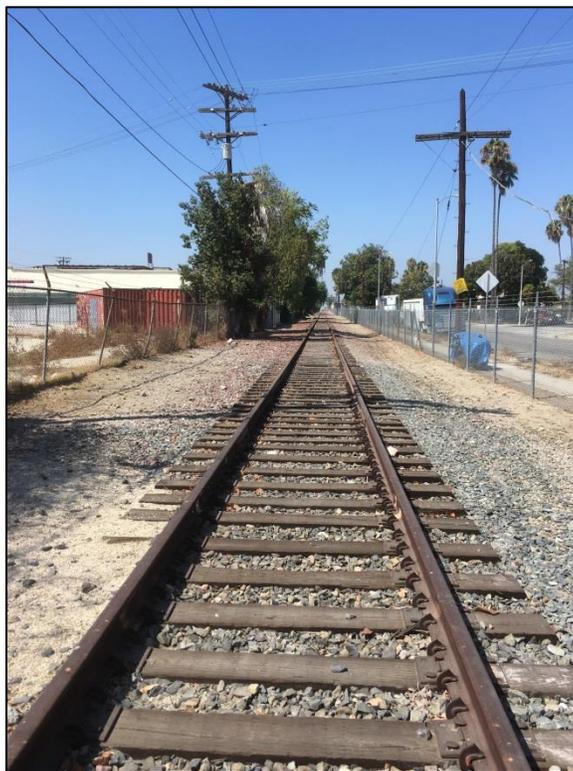
Photograph 2. Overview of Harbor Subdivision rail.



Photograph 3. Construction debris located at 67<sup>th</sup> and 11<sup>th</sup> Avenue.



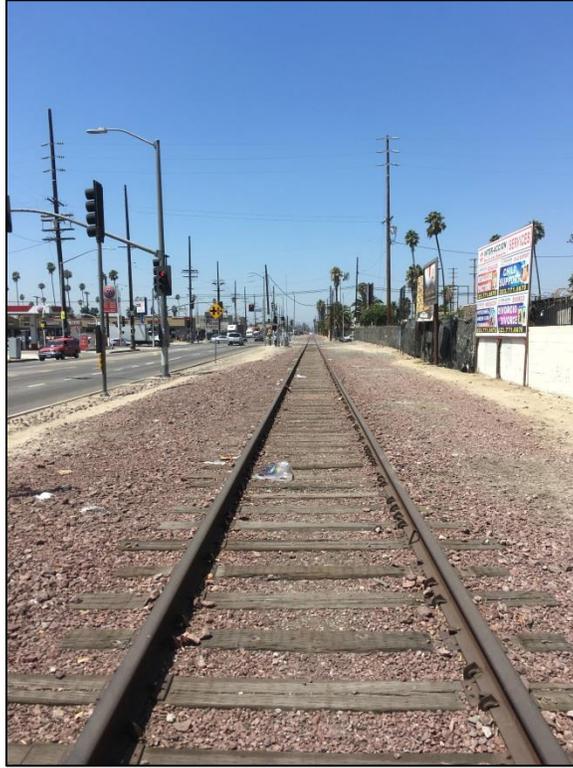
Photograph 4. Construction at Victoria Street.



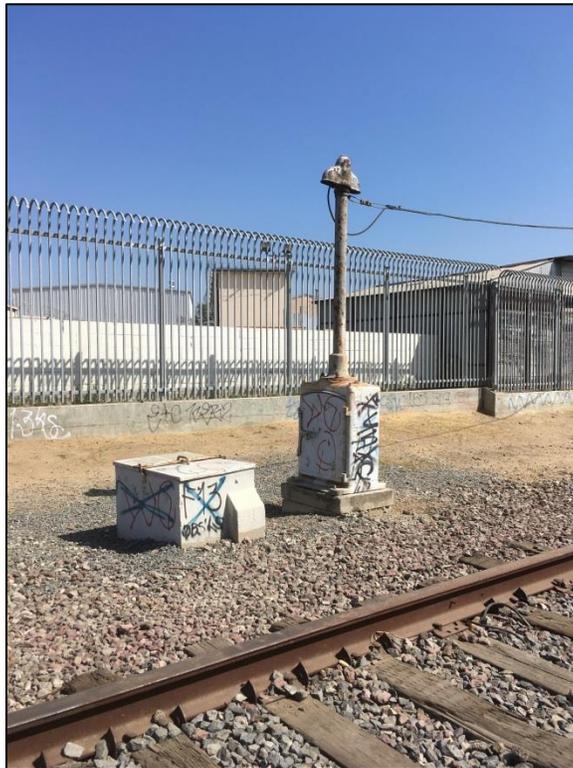
Photograph 5. Overview of Harbor Subdivision rail near 4<sup>th</sup> Avenue.

## 7.1 HARBOR SUBDIVISION RAIL

Neither the section of the railroad line under evaluation, nor the Harbor Subdivision line in its entirety, appear to meet the criteria for eligibility for the NRHP or the CRHR. Portions of the ATSF's Harbor Subdivision line were constructed in the late 1800s and up through 1926 when it connected with the Belt Line Railroad at the Los Angeles Harbor. The railroad line has lost integrity of design, materials, and workmanship. The 2006 Harbor Subdivision Transit Analysis report shows that the section passing through the project APE is approximately mile-post 2 through 9. In this area the rails date from 1954 - 1998; the rail ties date from 1979-80. The area surrounding the railroad line has also changed dramatically since the line was originally constructed. The parcels adjacent to the railroad line have been developed with buildings of various uses. Therefore the integrity of setting, feeling and association has been diminished. Thus the subject property containing the segment of railroad is not considered to meet the criteria for listing in the NRHP or CRHR. Although the railroad is broadly associated with the development of the area (Criteria A/1), it has lost much of its integrity. Based on current research, it is not known to be associated with the lives of persons significant in our past (Criteria B/2). It does not embody distinctive characteristics of a type, period or method of construction, represent the work of a master, or possess high artistic values. No special engineering or construction techniques were known to be used in the construction of the railroad line (Criteria C/3). There is no information to indicate that the property has the potential to yield information important to prehistory or history (Criteria D/4).



Photograph 6. Overview of Harbor Subdivision rail, facing south.



Photograph 7. Electrical connector along Harbor Subdivision rail.



Photograph 8. Electrical box located at Slauson Station and Long Beach Avenue.

## 8.0 CONCLUSIONS AND RECOMMENDATIONS

Rincon was retained by Terry A. Hayes & Associates, Inc. to prepare a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project. The cultural resources study included a records search, Native American scoping, historic group consultation, a cultural resources pedestrian survey, and the completion of this report. No cultural resources were identified within the APE as a result of the records search or the Native American and historic group consultation. Rincon conducted an intensive pedestrian survey of approximately 22 acres of the APE and a reconnaissance-level survey of approximately 5 acres of the APE that were inaccessible due to safety concerns. Surface visibility within the APE was poor at the time of survey; most of the APE has been previously disturbed due to rail construction with gravel and or pavement obscuring 90% of the surface within the APE. Ground disturbing activities from the construction of the Harbor Subdivision rail has likely destroyed any archaeological resources that may have existed on the surface of the APE and grading for the rail would have caused significant damage to subsurface deposits. One historic-era built environment resource was identified within the APE during the pedestrian survey: a 6.4-mile section of the Harbor Subdivision rail line. This rail segment was determined *not eligible* for inclusion in the National Register of Historic Places as a result of this study and is not an historical resource under CEQA. Based on these facts, Rincon recommends a finding of *no effect to historic properties* and no impact on historical resources for the current undertaking. Furthermore, Rincon recommends no further cultural resources work for the project based on the previous disturbance within the APE. The following measures are recommended in case of unanticipated discoveries. retain a qualified archaeologist in the event that archaeological resources or human



remains are identified as a result of the project; stop work within the immediate area if unanticipated cultural deposits or human remains are discovered; and comply with existing regulations.

### **8.1 RETAIN A QUALIFIED ARCHAEOLOGIST**

The applicant shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology, in the event that archaeological resources or human remains are identified as a result of the project.

### **8.2 UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES**

If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA or the NHPA, additional work such as data recovery excavation may be warranted.

### **8.3 UNANTICIPATED DISCOVERY OF HUMAN REMAINS**

The discovery of human remains is always a possibility during ground disturbing activities; If human remains are found the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.



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## **Appendix A**

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### Records Search Summary

## Report List

### Rail to Rail

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-02577		1992	Wlodarski, Robert J.	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	Historical, Environmental, Archaeological, Research, Team	19-000007, 19-000098, 19-000385, 19-000389, 19-000390, 19-000887, 19-001112, 19-001575
LA-02644		1992	Wlodarski, Robert J.	The Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	Historical, Environmental, Archaeological, Research, Team	19-000385, 19-000389
LA-02950		1992	Anonymous	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Peak & Associates, Inc.	19-000007, 19-000021, 19-000034, 19-000089, 19-000251, 19-000357, 19-000385, 19-000389, 19-000390, 19-000407, 19-000409, 19-000668, 19-000781, 19-000830, 19-000887, 19-000901, 19-000963, 19-001097, 19-001112, 19-001124, 19-001575, 19-001620
LA-03903		1997	Jertberg, Patricia R.	Cultural Resource Record Search and Archival Research Report for a Single Parcel Located in 59th Street Between Vermont and Kansas Avenues, City of Los Angeles, Los Angeles County, California	Petra Resources Inc.	
LA-03949		1998	McLean, Deborah K.	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 145-01, West 60th Street, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04097		1995	Anonymous	Council District Nine Revitalization/recovery Program Final Environmental Impact Report	Myra L. Frank & Associates, Inc.	
LA-04471		1981	Padon, Beth	Archaeological Survey Report for Category 4b and 5 Projects	Dept of Trans	
LA-04645		1999	Duke, Curt	Cultural Resource Assessment for the At&t Wireless Services Facility Number 21, County of Los Angeles, California	LSA Associates, Inc.	
LA-04836		2000		Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Science Applications International Corporation	
LA-05500		2000	Sylvia, Barbara	Negative Archaeological Survey Report: to Replace Broken Pcc Pavement Slabs and Grind New Pcc Slabs	Caltrans District 7	

## Report List

### Rail to Rail

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-06230		2002	Duke, Curt and Marvin, Judith	Cultural Resource Assessment at & T Wireless Services Facility No. D381c Los Angeles County, California	LSA Associates, Inc.	19-186738
LA-06232		2002	McKenna, Jeanette A.	Cultural Resource Assessment/evaluation for Nextel Communications Site CA-7824f, Los Angeles, Los Angeles County, California	McKenna et al.	
LA-06818		2003	Marvin, Judith and Curt Duke	Cultural Resource Assessment Cingular Wireless Facility No. La 145-11 City and County of Los Angeles, California	LSA Associates, Inc.	
LA-07404		2005	Bonner, Wayne H.	Cultural Resource Records Search and Site Visit Results for Cingular Telecommunications Facility Candidate La-145-01 (el-012-01) Mozaffari Property, 5921 South Western Avenue, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07700		2004	McKenna, Jeanette A.	Historic Cultural Resources Study: the Los Angeles Unified School District Central Region Elementary School No. 16, Located at Main Street and 58th Street in the City of Los Angeles, Los Angeles County, California	McKenna et al.	19-187537, 19-187538, 19-187539, 19-187540, 19-187541
LA-08310		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-mobile Candidate La13075f (taco Bell), 5801 South Vermont Avenue, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-08766		2006	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Global Signal Candidate 3019372 (salome), Located at 1150 East 58th Place, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-08776		2006	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, Llc Candidate La0250a (t-mo Mozaffari), 5921 South Western Avenue, Los Angeles, Los Angeles County, California	Michael Brandman Associates	19-187782
LA-08825	Cellular -	2006	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, Llc Candidate La0454a (peterson Park), 24142 Sylvan Glen Road, Diamond Bar, Los Angeles County, California	Michael Brandman Associates	

## Report List

### Rail to Rail

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-08955		1983	King, Phil V.	Final Report for Year Three Historical and Cultural Resources Survey of Los Angeles: Sylmar, Watts, Crenshaw, and Vermont/slauson	Los Angeles Department of Public Works	19-169869, 19-169870
LA-09220		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23649D (Concha), 6101 South Van Ness Avenue, Los Angeles, Los Angeles County, California	Michael Brandman Associates	19-186738
LA-10231		2009	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LA0013-01 (Kim's Auto), 5602 South Central Avenue, Los Angeles, Los Angeles County, California	MBA	19-186741
LA-10294		2009	Bonner, Wayne H.	Cultural Resource Records Search and Site Visit Results for T-Mobile USA Candidate LA02052A, 5904-1/2 South Broadway, Los Angeles, Los Angeles County, California	Michael Brandman Associates	19-187509, 19-187537, 19-187538, 19-187539, 19-187540, 19-187541, 19-188505
LA-10341		2009	Bonner, Wayne H. and Kathleen Crawford	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS6482/CA7885, 2001 West 60th St., Los Angeles, Los Angeles County, CA.	MBA	19-187732, 19-188503
LA-10536		2003	Strauss, Monica	Archaeological Survey for the Proposed Vermont Avenue Relief Sewer, City of Los Angeles, California	EDAW, Inc.	19-003076, 19-100430, 19-186871
LA-11011		2011	Kaye, Danny	Phase I Cultural Resources Investigation for the Properties Located at 5701 and 5801 South Hoover Street and at 818 West 58th Street, Los Angeles, California	Compass Rose Archaeological, Inc.	19-161450
LA-11016		2007	Supernowicz, Dana	Cultural Resources Study of the Normandie & 58th Rooftop Project, Royal Street Communications, LLC Site No. LA0249C 1340 W. 58th Street, Los Angeles, Los Angeles County, California 90037	Historic Resource Associates	19-189329
LA-11256		2010	Larocque, Mark	Form 621, Crown Castle tower project: "Florence #878095"	PES LLC	

## Report List

### Rail to Rail

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-11413		2011	McKenna, Jeanette A.	A Cultural Resources Investigation and Architectural Evaluation of the Proposed Slauson Wall Park Project Area in the City of Los Angeles County, California	McKenna, et al.	19-004165, 19-187509, 19-187537, 19-187538, 19-187539, 19-187540, 19-187541, 19-188503, 19-189810
LA-11966		2012	Shaffer, Caleb	Consultation Under Section 106 of the National Historic Presevation Act ofr a Federal Permitting Project at Clean Harbors Los Angeles	Untied States Environmental Protection Agency	
LA-12234		2012	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Resultst for T-Mobile West, LLC Candidate LA13078A (Shin and Shin Rt) 5833 South Avalon Boulevard, Los Angeles, Los Angeles County, California	MBA	19-004165, 19-187537, 19-187539, 19-187540, 19-187541, 19-188538, 19-189439, 19-189810, 19-190078

## **Appendix B**

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Native American Scoping



**Native American Heritage Commission  
Native American Contact List  
Los Angeles County  
7/20/2016**

**Gabrieleno Band of Mission  
Indians - Kizh Nation**

Andrew Salas, Chairperson  
P.O. Box 393  
Covina, CA, 91723  
Phone: (626)926-4131  
gabrielenoindians@yahoo.com  
Gabrielino

**Gabrieleno/Tongva San Gabriel  
Band of Mission Indians**

Anthony Morales, Chairperson  
P.O. Box 693  
San Gabriel, CA, 91778  
Phone: (626) 483 - 3564  
Fax: (626)286-1262  
GTTribalcouncil@aol.com  
Gabrielino

**Gabrielino /Tongva Nation**

Sandonne Goad, Chairperson  
106 1/2 Judge John Aiso St.,  
#231  
Los Angeles, CA, 90012  
Phone: (951)807-0479  
sgoad@gabrielino-tongva.com  
Gabrielino

**Gabrielino Tongva Indians of  
California Tribal Council**

Robert F. Dorame, Chairperson  
P.O. Box 490  
Bellflower, CA, 90707  
Phone: (562)761-6417  
Fax: (562)761-6417  
gtongva@verizon.net  
Gabrielino

**Gabrielino-Tongva Tribe**

Linda Candelaria, Co-Chairperson  
1999 Avenue of the Stars, Suite 1100  
Los Angeles, CA, 90067  
Phone: (626) 676 - 1184  
Gabrielino

**San Fernando Band of Mission  
Indians**

John Valenzuela, Chairperson  
P.O. Box 221838  
Newhall, CA, 91322  
Phone: (760) 885 - 0955  
tsen2u@hotmail.com  
Kitanemuk  
Serrano  
Tataviam

**Soboba Band of Luiseno  
Indians**

Carrie Garcia, Cultural Resources  
Manager  
P. O. Box 487  
San Jacinto, CA, 92583  
Phone: (951)654-2765  
Fax: (951)654-4198  
carrieg@soboba-nsn.gov  
Cahuilla  
Luiseno

**Soboba Band of Luiseno  
Indians**

Joseph Ontiveros, Cultural  
Resource Department  
P.O. BOX 487  
San Jacinto, CA, 92581  
Phone: (951)663-5279  
Fax: (951)654-4198  
jontiveros@soboba-nsn.gov  
Cahuilla  
Luiseno

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Metro Rail to Rail Active Transportation Corridor, Los Angeles County.

### Coordination with Local Native American Groups

Native American Contact	Contact Method	Follow-Up	Results
San Fernando Band of Mission Indians  (Kitanemuk, Serrano, Tataviam)  <b>John Valenzuela, Chairperson</b>	Email sent on 07/20/2016	Phone call placed on August 25, 2016	Defers to bands in proximity to study area
Gabrieleno/Tongva San Gabriel Band of Mission Indians  (Gabrielino, Tongva)  <b>Anthony Morales, Chairperson</b>	Email sent on 07/20/2016	Phone call placed on August 25, 2016	Recommends archaeological and Native American monitoring during construction as a human remains have been identified within other rail corridors in the region.
Gabrieleno/Tongva Nation  (Gabrielino, Tongva)  <b>Sandone Goad, Chairperson</b>	Email sent on 07/20/2016	Phone call placed on August 25, 2016	Left a voicemail
Gabrielino Tongva Indians of California Tribal Council  (Gabrielino, Tongva)  <b>Robert F. Dorame, Chairperson</b>	Email sent on 07/20/2016	Phone call placed on August 25, 2016– sent additional project information	Requested more information, which was sent via email by Rincon on 8/25/2016. Will respond directly if he has questions or concerns.
Gabrielino- Tongva Tribe  (Gabrielino)  <b>Linda Candelaria, Co-Chairperson</b>	Letter sent on 07/20/2016	Phone call placed on August 25, 2016	Left voicemail
Soboba Band of Luiseno Indians  (Luiseno, Cahuilla)  <b>Joseph Ontiveros, Cultural Resources Department</b>	Email sent on 07/20/2016	Phone call placed on August 25, 2016	Left voicemail



### Coordination with Local Native American Groups

<b>Native American Contact</b>	<b>Contact Method</b>	<b>Follow-Up</b>	<b>Results</b>
Gabrieleno Band of Mission Indians- Kizh Nation  (Gabrielino)  <b>Andrew Salas, Chairperson</b>	Email sent on 07/20/2016	Phone call placed on August 25, 2016 – sent additional project information	Andrew expressed concern about some human remains identified within the RR ROW near Lynwood in 2003 – Rincon provided additional project information and mapping for his review
Soboba Band of Luiseno Indians  (Cahuilla, Luiseno)  <b>Carrie Garcia, Cultural Resources Manager</b>	Email sent on 07/20/2016	Phone call placed on August 25, 2016	Left voicemail





**Rincon Consultants, Inc.**

180 North Ashwood Avenue  
Ventura, California 93003

805 644 4455

FAX 644 4240

info@rinconconsultants.com

www.rinconconsultants.com

July 20, 2016

Gabrieleno Band of Mission Indians- Kizh Nation  
Andrew Salas, Chairperson

**RE: Cultural Resources Study for the Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California**

Dear Chairperson Salas,

Rincon Consultants, Inc. (Rincon) has been retained to prepare a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands the project to propose bicycle and pedestrian transportation linkage improvements along a 6.4-mile corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. This project is subject to the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NEPA), and the California Environmental Quality Act (CEQA).

As part of the process of identifying cultural resources issues for this project, Rincon contacted the Native American Heritage Commission (NAHC) and requested a Sacred Lands File (SLF) search and a list of Native American tribal organizations and individuals who may have knowledge of sensitive cultural resources in or near the project site. The SLF search resulted in negative results; however, the NAHC recommended that we consult with you directly regarding your knowledge of the presence of cultural resources that may be impacted by this project. The project site is depicted on Township 2S, Range 14W, Sections 15, 16, 17 and 18 of the U.S. Geological Survey *Inglewood, CA* 7.5-minute topographic quadrangle, and on Township 2S, Range 14W, Sections 13, 22, 23 and 24 of the U.S. Geological Survey *South Gate, CA* 7.5-minute topographic quadrangle. The Records Search Map (attached) includes a 0.25-mile buffer.

If you have knowledge of cultural resources that may exist within or near the project area, please contact me at mszromba@rinconconsultants.com, or at 805-644-4455. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Szromba", written in a cursive style.

Meagan Szromba, M.A.  
Cultural Resources Specialist



**Rincon Consultants, Inc.**

180 North Ashwood Avenue  
Ventura, California 93003

805 644 4455

FAX 644 4240

info@rinconconsultants.com

www.rinconconsultants.com

July 20, 2016

Gabrieleno/ Tongva San Gabriel Band of Mission Indians  
Anthony Morales, Chairperson

**RE: Cultural Resources Study for the Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California**

Dear Chairperson Morales,

Rincon Consultants, Inc. (Rincon) has been retained to prepare a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands the project to propose bicycle and pedestrian transportation linkage improvements along a 6.4-mile corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. This project is subject to the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NEPA), and the California Environmental Quality Act (CEQA).

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Sincerely,

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Meagan Szromba, M.A.  
Cultural Resources Specialist



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July 20, 2016

Gabrielino/ Tongva Nation  
Sandonne Goad, Chairperson

**RE: Cultural Resources Study for the Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California**

Dear Chairperson Goad,

Rincon Consultants, Inc. (Rincon) has been retained to prepare a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands the project to propose bicycle and pedestrian transportation linkage improvements along a 6.4-mile corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. This project is subject to the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NEPA), and the California Environmental Quality Act (CEQA).

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Sincerely,

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Meagan Szromba, M.A.  
Cultural Resources Specialist



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July 20, 2016

Gabrielino Tongva Indians of California Tribal Council  
Robert F. Dorame, Chairperson

**RE: Cultural Resources Study for the Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California**

Dear Chairperson Dorame,

Rincon Consultants, Inc. (Rincon) has been retained to prepare a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands the project to propose bicycle and pedestrian transportation linkage improvements along a 6.4-mile corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. This project is subject to the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NEPA), and the California Environmental Quality Act (CEQA).

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Sincerely,

A handwritten signature in black ink, appearing to read "M. Szromba", written in a cursive style.

Meagan Szromba, M.A.  
Cultural Resources Specialist



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180 North Ashwood Avenue  
Ventura, California 93003

805 644 4455

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info@rinconconsultants.com

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July 20, 2016

**\*Sent via US Mail\***

Gabrielino-Tongva Tribe  
Linda Candelaria, Co-Chairperson  
1999 Avenue of the Stars, Suite 1100  
Los Angeles, CA 90067

**RE: Cultural Resources Study for the Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California**

Dear Co-Chairperson Candelaria,

Rincon Consultants, Inc. (Rincon) has been retained to prepare a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands the project to propose bicycle and pedestrian transportation linkage improvements along a 6.4-mile corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. This project is subject to the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NEPA), and the California Environmental Quality Act (CEQA).

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Sincerely,  
**\*signed\***

Meagan Szromba, M.A.  
Cultural Resources Specialist



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July 20, 2016

San Fernando Band of Mission Indians  
John Valenzuela, Chairperson

**RE: Cultural Resources Study for the Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California**

Dear Chairperson Valenzuela,

Rincon Consultants, Inc. (Rincon) has been retained to prepare a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands the project to propose bicycle and pedestrian transportation linkage improvements along a 6.4-mile corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. This project is subject to the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NEPA), and the California Environmental Quality Act (CEQA).

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If you have knowledge of cultural resources that may exist within or near the project area, please contact me at mszromba@rinconconsultants.com, or at 805-644-4455. Thank you for your assistance.

Sincerely,

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Meagan Szromba, M.A.  
Cultural Resources Specialist



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info@rinconconsultants.com

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July 20, 2016

Soboba Band of Luiseno Indians  
Carrie Garcia, Cultural Resources Manager

**RE: Cultural Resources Study for the Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California**

Dear Cultural Resources Manager Garcia,

Rincon Consultants, Inc. (Rincon) has been retained to prepare a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands the project to propose bicycle and pedestrian transportation linkage improvements along a 6.4-mile corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. This project is subject to the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NEPA), and the California Environmental Quality Act (CEQA).

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Sincerely,

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Meagan Szromba, M.A.  
Cultural Resources Specialist



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July 20, 2016

Soboba Band of Luiseno Indians  
Joseph Ontiveros, Cultural Resources Department

**RE: Cultural Resources Study for the Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California**

Dear Mr. Ontiveros,

Rincon Consultants, Inc. (Rincon) has been retained to prepare a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands the project to propose bicycle and pedestrian transportation linkage improvements along a 6.4-mile corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. This project is subject to the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NEPA), and the California Environmental Quality Act (CEQA).

As part of the process of identifying cultural resources issues for this project, Rincon contacted the Native American Heritage Commission (NAHC) and requested a Sacred Lands File (SLF) search and a list of Native American tribal organizations and individuals who may have knowledge of sensitive cultural resources in or near the project site. The SLF search resulted in negative results; however, the NAHC recommended that we consult with you directly regarding your knowledge of the presence of cultural resources that may be impacted by this project. The project site is depicted on Township 2S, Range 14W, Sections 15, 16, 17 and 18 of the U.S. Geological Survey *Inglewood, CA* 7.5-minute topographic quadrangle, and on Township 2S, Range 14W, Sections 13, 22, 23 and 24 of the U.S. Geological Survey *South Gate, CA* 7.5-minute topographic quadrangle. The Records Search Map (attached) includes a 0.25-mile buffer.

If you have knowledge of cultural resources that may exist within or near the project area, please contact me at [mkszromba@rinconconsultants.com](mailto:mkszromba@rinconconsultants.com), or at 805-644-4455. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Szromba", written in a cursive style.

Meagan Szromba, M.A.  
Cultural Resources Specialist

## Hannah Haas

---

**From:** Dominguez, Andrina <DominguezAn@metro.net>  
**Sent:** Wednesday, December 07, 2016 2:07 PM  
**To:** 'Andy Salas (andysalas07@yahoo.com)'  
**Cc:** Machuca, Roberto; Tolar, Alice; Liban, Emmanuel; 'Matt Teutimez.Kizh Gabrieleno'; 'Henrypedregon'; 'Dr. Gary Stickel'; 'Dr. Christina Swindall Martinez'  
**Subject:** Follow-Up: AB 52 Consultation for the LACMTA Rail to Rail/River Active Transportation Corridor Project

Chairman Salas,

Thank you for meeting with us last month and providing the team with the trade routes map. Metro is seeking further input regarding the identification of tribal cultural resources in the Rail to Rail/River Active Transportation Corridor Project APE that are known to your tribe. If your tribe recognizes the presence of a tribal cultural resource it is important that you identify such resources to Metro so that all the resources can be considered in the AB 52 process. If information about tribal cultural resources is considered confidential by the tribe, Metro will maintain that confidentiality in accordance with directions from the tribe.

We would like to receive any further information your tribe has to offer by December 14<sup>th</sup>. Please note that this date is presented in an effort to maintain the environmental and cultural resources review schedule for the Project.

Sincerely,

**Andrina Dominguez**

LA Metro

Environmental Specialist

Environmental Compliance and Sustainability

213.922.2477 W (Gateway Headquarters)

213.893.7189 W (Regional Connector IPMO)

213.864.3286 C

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## Hannah Haas

---

**From:** Andy <gabrielenoindians@yahoo.com>  
**Sent:** Monday, November 14, 2016 9:12 AM  
**To:** Dominguez, Andrina  
**Cc:** Henrypedregon; Matt Teutimez.Kizh Gabrieleno; Ricardo Montijo; Gary Stickel  
**Subject:** Re: AB 52 Consultation Meeting: LACMTA Rail to Rail/River Active Transportation Corridor Project

Yes we will be there. Thanks

Sent from my iPhone

On Nov 14, 2016, at 8:46 AM, Dominguez, Andrina <[DominguezAn@metro.net](mailto:DominguezAn@metro.net)> wrote:

Good morning, Chairman Salas,

I would like to confirm your attendance at this afternoon's meeting. Please let me know if you need assistance with any arrangements prior.

Sincerely,

**Andrina Dominguez**

LA Metro

Environmental Specialist

Environmental Compliance and Sustainability Department

213.922.2477 W (Gateway Headquarters)

213.893.7189 W (Regional Connector IPMO)

213.864.3286 C

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-----Original Appointment-----

**From:** Dominguez, Andrina

**Sent:** Thursday, November 10, 2016 8:50 AM

**To:** [gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com); Liban, Emmanuel; Machuca, Roberto; Tolar, Alice; 'Lisa Padilla'; Kevin Ferrier; Laura Hoffman

**Subject:** AB 52 Consultation Meeting: LACMTA Rail to Rail/River Active Transportation Corridor Project

**When:** Monday, November 14, 2016 3:00 PM-4:00 PM (UTC-08:00) Pacific Time (US & Canada).

**Where:** Silverlake Conference Room, 18th Floor, Metro Headquarters, One Gateway Plaza, Los Angeles CA 90012

Good afternoon,

We will be meeting for an AB 52 Consultation meeting in regards to the LACMTA Rail to Rail/River Active Transportation Corridor Project.

The agenda is attached.

Attached are driving directions to the meeting location.

Upon arrival, please proceed to the 3<sup>rd</sup> Floor Security Desk to check-in.

If you cannot attend in person, I've provided the following call in option:

Call in number for MTA participants: **x24940**

Call in number for outside participants: **213-922-4940**

Sincerely,

**Andrina Dominguez**

Environmental Specialist

Environmental Compliance & Sustainability

[213.922.2477](tel:213.922.2477) W

[213.893.7189](tel:213.893.7189) W

[213.864.3286](tel:213.864.3286) C

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<< File: AB 52 Consultation Agenda 11 14 16.doc >>

<< File: Directions to Metro Headquarters.pdf >>

## Hannah Haas

---

**From:** Matt Teutimez <matt.teutimez@gmail.com>  
**Sent:** Tuesday, December 06, 2016 10:27 PM  
**To:** Dominguez, Andrina  
**Cc:** Andy Teutimez-Salas  
**Subject:** Re: Trading Routes - 1938 Los Angeles Map

Andrina,

Thank you for asking the question on proprietary ownership. The map we provided to you is available online to the public through the Los Angeles Public Library Map Collection.

<https://www.lapl.org/collections-resources/visual-collections/kirkman-harriman-pictorial-and-historical-map-los-angeles>

Let us know if you need any further assistance.

Best,

Matt Teutimez  
Tribe Biologist  
Gabrieleno Band of Mission Indians - Kizh Nation  
[www.gabrielenoindians.org](http://www.gabrielenoindians.org)

On Dec 6, 2016, at 4:14 PM, Dominguez, Andrina <[DominguezAn@metro.net](mailto:DominguezAn@metro.net)> wrote:

Good afternoon, Matthew,  
I wanted to follow up and verify if this map is proprietary or if we can share it as a publically available document (I believe you or Chairman Salas mentioned this being available at a local library, perhaps?).

Thank you so much,

Best,

Andrina

**Andrina Dominguez**

Environmental Specialist

Environmental Compliance & Sustainability

[213.922.2477](tel:213.922.2477) W

[213.893.7189](tel:213.893.7189) W

[213.864.3286](tel:213.864.3286) C

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---

**From:** Matthew Teutimez [<mailto:matt.teutimez@gmail.com>]

**Sent:** Monday, November 14, 2016 3:40 PM

**To:** Liban, Emmanuel; Machuca, Roberto; Tolar, Alice; [lpadilla@cityworksdesign.com](mailto:lpadilla@cityworksdesign.com); [kferrier@webtaha.com](mailto:kferrier@webtaha.com); [lhoffman@rinconconsultants.com](mailto:lhoffman@rinconconsultants.com); Dominguez, Andrina

**Cc:** Andy; Gary Stickel; Henrypedregon; Ricardo Montijo

**Subject:** Trading Routes - 1938 Los Angeles Map

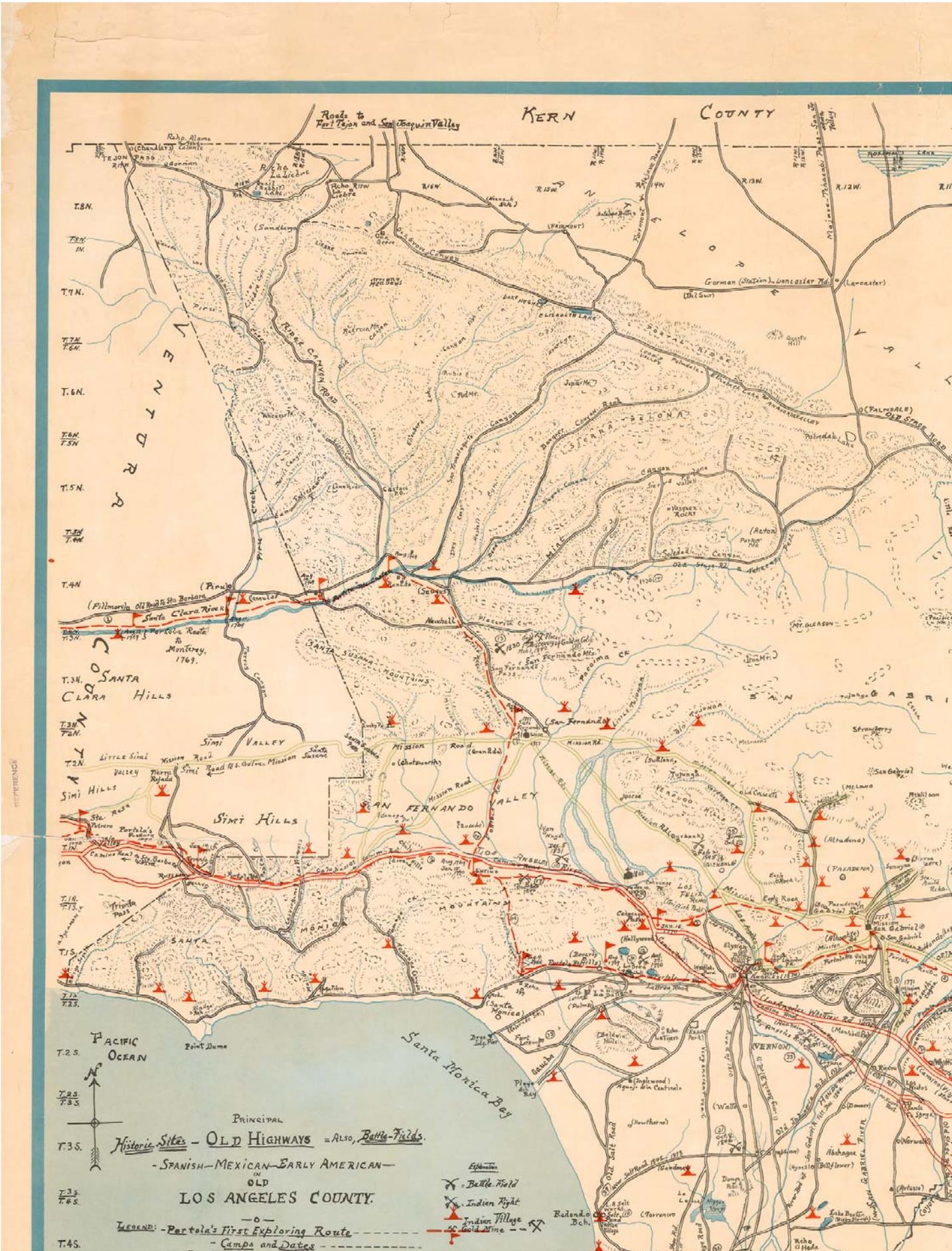
Please see attached map regarding trading routes.

## Hannah Haas

---

**From:** Matthew Teutimez <matt.teutimez@gmail.com>  
**Sent:** Monday, November 14, 2016 3:40 PM  
**To:** Liban, Emmanuel; Machuca, Roberto; Tolar, Alice; lpadilla@cityworksdesign.com; kferrier@webtaha.com; Laura Hoffman; Dominguez, Andrina  
**Cc:** Andy; Gary Stickel; Henrypedregon; Ricardo Montijo  
**Subject:** Trading Routes - 1938 Los Angeles Map

Please see attached map regarding trading routes.



## **Appendix C**

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Historic Group Consultation



**Rincon Consultants, Inc.**

706 South Hill Street, Suite 1200

Los Angeles, California 90014

213 788 4842

[info@rinconconsultants.com](mailto:info@rinconconsultants.com)

[www.rinconconsultants.com](http://www.rinconconsultants.com)

July 20, 2016

Carlos Luis  
Senior Planner -  
City of Huntington Park  
6550 Miles Avenue  
Huntington Park, CA 90255

RE: Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California

Dear Mr. Luis,

Rincon Consultants, Inc. (Rincon) has been retained to conduct a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands that the project includes bicycle and pedestrian transportation linkage improvements along a 6.4-mile-long corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. The Area of Potential Effects (APE) is depicted on the U. S. Geological Survey *Inglewood* and *South Gate* CA 7.5-minute topographic quadrangles. The project is subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act (Section 106).

The purpose of this letter is to request your input on potential or known historic resources or other cultural resources in the project area or vicinity. In conformance with Section 106, we are in the initial phase, "identify[ing] historic properties potentially affected by the undertaking" (36 Code of Federal Regulations Part 880.1 a). Rincon is currently working in the study area to identify any cultural resource issues for the proposed project. However, it is acknowledged that some areas and properties may contain values not readily apparent and would appreciate any such information you can provide. Please send notification in writing at the above address or [scarmack@rinconconsultants.com](mailto:scarmack@rinconconsultants.com), or by telephone at 562-676-5485, if you have information on potential or identified historical resources in the project study area. If a response is not received, follow up phone calls will be made to ensure receipt of the letter to establish whether your organization has information germane to the project. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Shannon Carmack". The signature is written in a cursive, flowing style.

Shannon Carmack  
Senior Architectural Historian  
*Enclosure: Project Location Map*



**Rincon Consultants, Inc.**

706 South Hill Street, Suite 1200

Los Angeles, California 90014

213 788 4842

info@rinconconsultants.com

www.rinconconsultants.com

July 20, 2016

Janet Hansen  
Deputy Manager, Office of Historic Resources  
City of Los Angeles  
200 N. Spring Street, Room 559  
Los Angeles, CA 90012

RE: Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California

Dear Ms. Hansen,

Rincon Consultants, Inc. (Rincon) has been retained to conduct a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands that the project includes bicycle and pedestrian transportation linkage improvements along a 6.4-mile-long corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. The Area of Potential Effects (APE) is depicted on the U. S. Geological Survey *Inglewood* and *South Gate* CA 7.5-minute topographic quadrangles. The project is subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act (Section 106).

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Sincerely,

A handwritten signature in black ink that reads "Shannon Carmack". The signature is written in a cursive, flowing style.

Shannon Carmack  
Senior Architectural Historian  
*Enclosure: Project Location Map*



**Rincon Consultants, Inc.**

706 South Hill Street, Suite 1200

Los Angeles, California 90014

213 788 4842

info@rinconconsultants.com

www.rinconconsultants.com

July 20, 2016

Adrian Scott Fine, Director of Advocacy  
Los Angeles Conservancy  
523 W. Sixth St., Suite 826,  
Los Angeles, CA 90014

RE: Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California

Dear Mr. Fine,

Rincon Consultants, Inc. (Rincon) has been retained to conduct a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands that the project includes bicycle and pedestrian transportation linkage improvements along a 6.4-mile-long corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. The Area of Potential Effects (APE) is depicted on the U. S. Geological Survey *Inglewood* and *South Gate* CA 7.5-minute topographic quadrangles. The project is subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act (Section 106).

The purpose of this letter is to request your input on potential or known historic resources or other cultural resources in the project area or vicinity. In conformance with Section 106, we are in the initial phase, "identify[ing] historic properties potentially affected by the undertaking" (36 Code of Federal Regulations Part 880.1 a). Rincon is currently working in the study area to identify any cultural resource issues for the proposed project. However, it is acknowledged that some areas and properties may contain values not readily apparent and would appreciate any such information you can provide. Please send notification in writing at the above address or scarmack@rinconconsultants.com, or by telephone at 562-676-5485, if you have information on potential or identified historical resources in the project study area. If a response is not received, follow up phone calls will be made to ensure receipt of the letter to establish whether your organization has information germane to the project. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Shannon Carmack". The signature is written in a cursive, flowing style.

Shannon Carmack  
Senior Architectural Historian  
*Enclosure: Project Location Map*



**Rincon Consultants, Inc.**

706 South Hill Street, Suite 1200

Los Angeles, California 90014

213 788 4842

info@rinconconsultants.com

www.rinconconsultants.com

July 20, 2016

Todd Gaydowski  
President, Los Angeles City Historical Society  
P.O. Box 862311  
Los Angeles, CA 90086-2311

RE: Metro Rail to Rail Active Transportation Corridor Project, Los Angeles County, California

Dear Mr. Gaydowski,

Rincon Consultants, Inc. (Rincon) has been retained to conduct a cultural resources study for the Metro Rail to Rail Active Transportation Corridor Project (project), located within Los Angeles County, California. Rincon understands that the project includes bicycle and pedestrian transportation linkage improvements along a 6.4-mile-long corridor of underutilized Metro owned railroad Right-of-Way that travels through south Los Angeles. The Area of Potential Effects (APE) is depicted on the U. S. Geological Survey *Inglewood* and *South Gate* CA 7.5-minute topographic quadrangles. The project is subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act (Section 106).

The purpose of this letter is to request your input on potential or known historic resources or other cultural resources in the project area or vicinity. In conformance with Section 106, we are in the initial phase, "identify[ing] historic properties potentially affected by the undertaking" (36 Code of Federal Regulations Part 880.1 a). Rincon is currently working in the study area to identify any cultural resource issues for the proposed project. However, it is acknowledged that some areas and properties may contain values not readily apparent and would appreciate any such information you can provide. Please send notification in writing at the above address or scarmack@rinconconsultants.com, or by telephone at 562-676-5485, if you have information on potential or identified historical resources in the project study area. If a response is not received, follow up phone calls will be made to ensure receipt of the letter to establish whether your organization has information germane to the project. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Shannon Carmack". The signature is written in a cursive, flowing style.

Shannon Carmack  
Senior Architectural Historian  
*Enclosure: Project Location Map*

## **Appendix D**

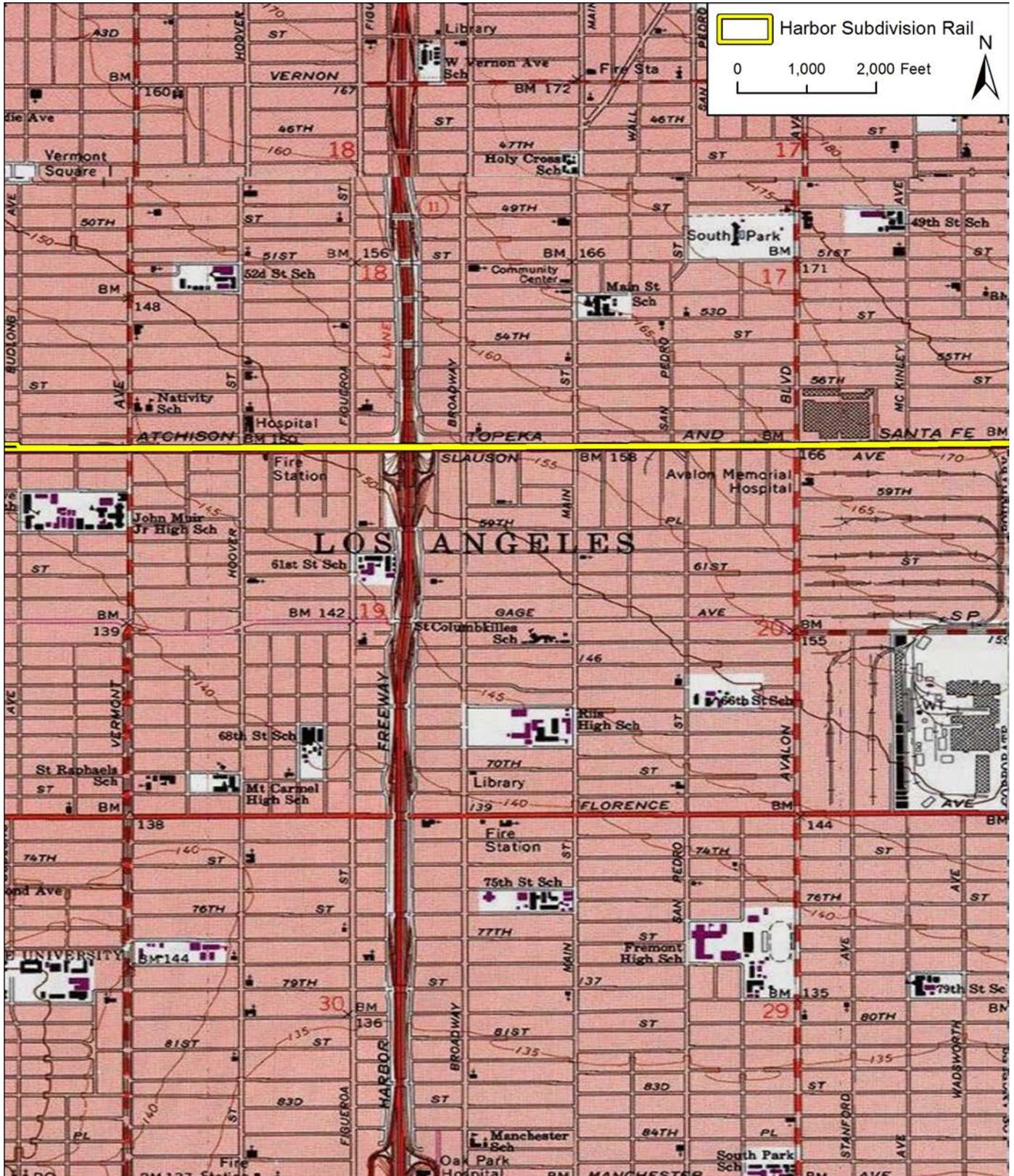
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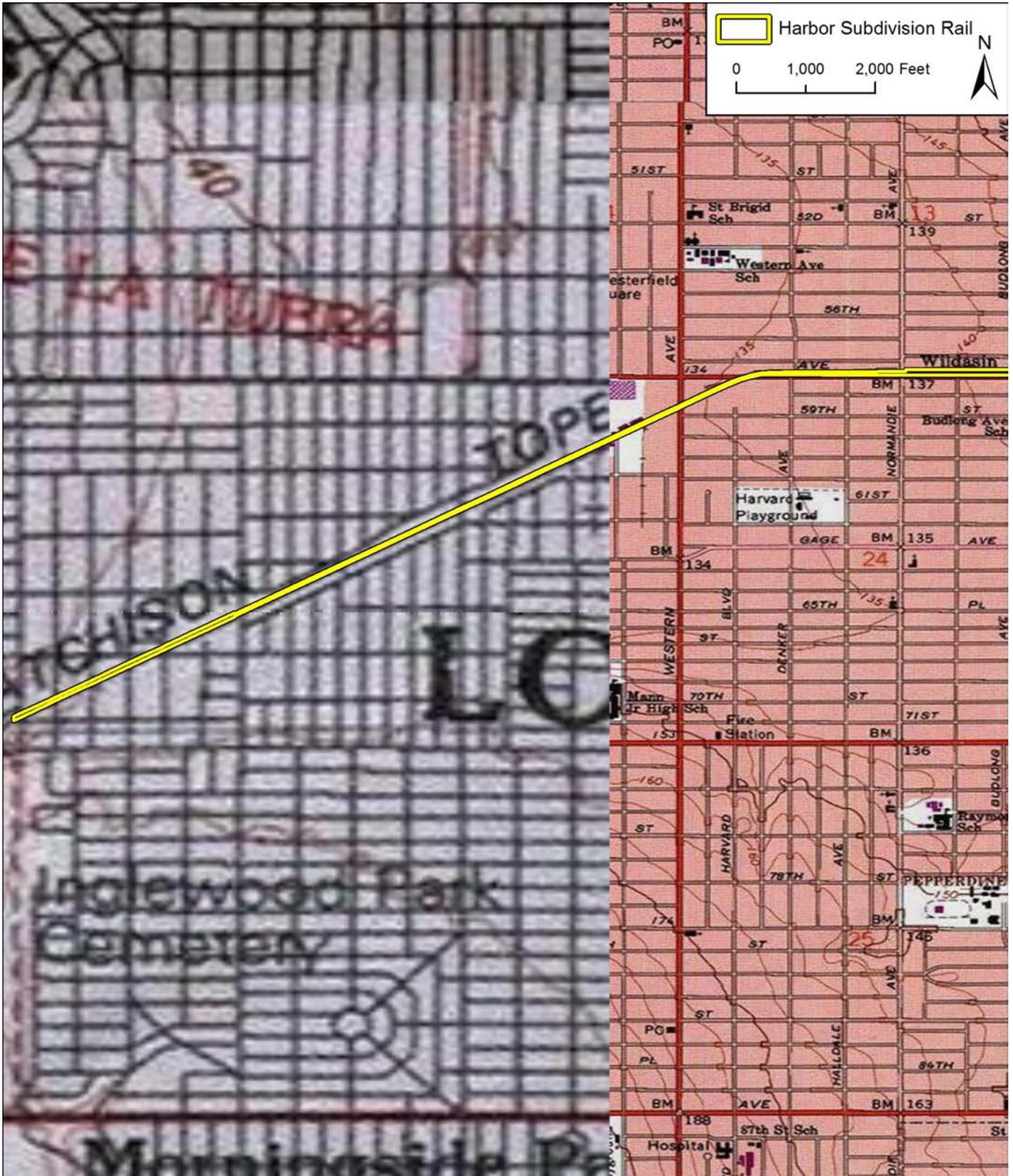
Department of Recreation Forms Series 523



# LOCATION MAP







**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) LACMTA rail line - Harbor Subdivision

- B1. Historic Name: Atchison, Topeka and Santa Fe railroad, Harbor Subdivision  
B2. Common Name:  
B3. Original Use: Railroad line  
B4. Present Use: Railroad line

**\*B5. Architectural Style:**

**\*B6. Construction History:** (Construction date, alterations, and date of alterations)

Based on historic maps, the Harbor Subdivision line was built between approx. 1892 and 1926 (Inglewood 1892 Sanborn map; USGS Torrance Quadrangle 1924; L.A. Board of Harbor Commissioners 1926). Rail along this portion of the line was laid/replaced between 1954 and 1965; ties along this portion were laid/replaced in 1979-80 (Wilbur Smith Associates 2006).

**\*B7. Moved?** No Yes Unknown **Date:** **Original Location:**

**\*B8. Related Features:**

B9a. Architect: Unknown

b. Builder: Unknown

**\*B10. Significance: Theme:**

**Area:**

**Period of Significance:**

**Property Type:**

**Applicable Criteria:**

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The subject property contains a railroad line that was formerly part of the Atchison, Topeka and Santa Fe (ATSF) Railway. The ATSF is also referred to as the "Santa Fe" (BNSF Railway, n.d.). In 1906 the Santa Fe acquired ownership of all of the Southern California Railway's leases south of Barstow, CA. These properties, which included the lines running between Redondo Beach and Los Angeles, became known as the Los Angeles Division of the Coast Lines, Atchison, Topeka and Santa Fe. The trackage running between Redondo Junction near downtown Los Angeles and the city of Wilmington was assigned the name "Harbor District". It was a main branch line approximately 28 miles long (Applied Earthworks 2001; Wilbur Smith Associates et al. 2006).

Based on historic Sanborn and USGS maps, portions of the Harbor Subdivision line were built as early as 1892, and it appears to have been constructed through the South Bay around 1924. In 1926 the Harbor Subdivision line connected at its south end with the Belt Line Railroad waterfront tracks at the Los Angeles Harbor (Sanborn map Inglewood 1892; USGS Torrance Quadrangle 1924; Los Angeles Board of Harbor Commissioners 1926). The Harbor Subdivision line had a total length of approximately 28 miles through the greater Los Angeles area. The Harbor Subdivision linked with the ATSF main line at Redondo Junction near downtown Los Angeles, where the national freight rail system could be accessed. From the Redondo Junction, the line ran south, then west/southwest to El Segundo. It then ran south/southeast to reach Watson Yard in Wilmington (Wilbur Smith Associates et al. 2002). The Harbor Subdivision was a main line to the ports of Long Beach and Los Angeles for several decades, but was reduced to a branch line (Freericks 2006). The line provided rail service to oil facilities and other industrial uses in the areas south and west of Los Angeles (Wilbur Smith Associates et al. 2006).

The ATSF owned the Harbor Subdivision until 1992 when it was sold to the Los Angeles County Transportation Commission (LACTC). ATSF retained a freight rail service easement to run freight trains, service shippers, and access the San Pedro Bay area ports (Wilbur Smith Associates et al. 2002). See continuation sheet, p.4.

B11. Additional Resource Attributes: (List attributes and codes)

**\*B12. References:** See continuation sheet, p. 4.

B13. Remarks:

**\*B14. Evaluator:** Susan Zamudio-Gurrola, Rincon Consultants.

**\*Date of Evaluation:** August 24, 2016.

(This space reserved for official comments.)

\*Recorded by: Susan Zamudio-Gurrola

\*Date: August 24, 2016  Continuation  Update

**B10. Significance, continued:**

In 1995, the ATSF was purchased by Burlington Northern Railroad, and the combined company became known as the Burlington Northern and Santa Fe Railway (BNSF). Also, in 1993 the LACTC merged with the Southern California Regional Transit District to become the present day Los Angeles County Metropolitan Transportation Authority (LACMTA), also known as Metro. BNSF shifted its port-related traffic to the Alameda Corridor, which was completed in 2002 (Wilbur Smith Associates et al. 2002; Alameda Corridor Transportation Authority 2016). BNSF continued to maintain the Harbor Subdivision after the Alameda Corridor opened (Wilbur Smith Associates et al. 2002).

Freight service on the Harbor Subdivision line has diminished since the opening of the Alameda Corridor in 2002 (Metro 2009a). The railroad line's use and importance has changed from its historical use - it once served as a main line to the ports of Long Beach and Los Angeles, eventually was reduced to a branch line, and BNSF ultimately divested itself of the line, transferring it to Metro. Although the entire Harbor Subdivision line was not surveyed and evaluated, the 2006 Harbor Subdivision Transit Analysis report noted that the bulk of the rail on the line was installed in 1965 with further replacement rails installed in the 1980s and 1990s. Ties were also replaced in 1979-80 and 1994-95 (Wilbur Smith Associates et al. 2006).

Neither the section of the railroad line under evaluation in this form, nor the Harbor Subdivision line in its entirety, appear to meet the criteria for eligibility in either the NRHP or the CRHR. The railroad line has lost integrity of design, materials, and workmanship. The Harbor Subdivision Transit Analysis report shows that the section passing through the project APE is approximately mile-post 2 through 9. The rails date from 1954 through 1965; the rail ties date from 1979-1980. The area surrounding the railroad line has also changed since the time the line was originally constructed. In the project APE, the parcels adjacent to the railroad line have been densely developed with industrial, commercial and residential buildings. Therefore the integrity of setting, feeling and association has been diminished. Thus the subject property containing the segment of railroad is not considered to meet the criteria for listing in the NRHP or CRHR. Although the railroad is broadly associated with the development of the area (Criteria A/1), it has lost much of its integrity. It is not associated with the lives of persons significant in our past (Criteria B/2). It does not embody distinctive characteristics of a type, period or method of construction, represent the work of a master, or possess high artistic values. No special engineering or construction techniques were known to be used in the construction of the railroad line (Criteria C/3). There is no information to indicate that the property has the potential to yield information important to prehistory or history (Criteria D/4).

**B12. References, continued:**

- Alameda Corridor Transportation Authority. 2016. "Alameda Corridor Timeline". Accessed on July 28, 2016 at [http://www.acta.org/projects/projects\\_completed\\_alameda\\_timeline.asp](http://www.acta.org/projects/projects_completed_alameda_timeline.asp)
- Applied Earthworks, Inc. 2001. The Alameda Corridor Project, Redondo Junction Tower, 1906-2001. Prepared for Alameda Corridor Transportation Authority, August 2001.
- BNSF Railway, n.d. The History of BNSF: A Legacy for the 21st Century. BNSF Railway, Fort Worth, TX.
- Freericks, Charles. 2006. "BNSF 2838 leads YLACO711", RRPictureArchives.net. Accessed July 28, 2016 at <http://www.rrpicturearchives.net/showPicture.aspx?id=837773>
- Metro. 2009a. "Harbor Subdivision Transit Corridor - Frequently Asked Questions". Accessed July 28, 2016 at [http://media.metro.net/projects\\_studies/harbor\\_subdivision/faqs.htm](http://media.metro.net/projects_studies/harbor_subdivision/faqs.htm)
- Los Angeles Board of Harbor Commissioners. 1926. Annual Report of the Board of Harbor Commissioners of the City of Los Angeles, CA. Accessed August 24, 2016 on Google Books.
- Pacific Electric Railway. 1925. Map of Pacific Electric Railway System in Southern California, 1912 (revised to January 23, 1925).
- Sanborn Fire Insurance Company map of Inglewood, 1892.
- Wilbur Smith Associates, Schiermeyer Consulting Services, and Cheryl Downey. 2002. South Bay Cities Railroad Study, BNSF Harbor Subdivision, Final Report. February 28, 2002.
- Wilbur Smith Associates, UltraSystems Environmental, RAW International. 2006. Harbor Subdivision Transit Analysis, Final Report. December 22, 2006.