

community had been established. Many of those residents had moved to the area to lay track for the Pacific Electric interurban streetcar system. By 1935, Los Angeles was home to 13,000 people of Japanese ancestry, most of whom resided close to or within Little Tokyo (Starr 2002; Hayden 1996).



Figure 4-2. Figueroa Street Tunnels, view north, circa 1940s.

Source: Longshaw Post Card Company. Private collection, used with permission.

Downtown's building frenzy continued until 1929, when the stock market crash brought both large and small investment to a halt. As real estate and automobile values plummeted, shops and apartments stood vacant. In downtown Los Angeles, few buildings were added to the downtown skyline during the 1930s. As described in *City Center to Regional Mall, Architecture, the Automobile and Retailing in Los Angeles, 1920-1950*.

Between the early 1930s and early 1950s little new construction of consequence occurred in the [business] district. The depression did not, of course destroy downtown Los Angeles; it only accelerated tendencies set in motion during the previous decade when the city center seemed indomitable. Many property owners 'held on' and many put new capital into their buildings (Longstreth 1998).

The decade of the 1930s eventually included additional growth in Los Angeles, although much of it was outside of downtown. The San Fernando Valley expanded as an agricultural,

commercial, and residential center. The Los Angeles Memorial Coliseum (John and Donald Parkinson), actually completed in 1924, was built for the 10th Olympiad in 1932. Griffith Park Planetarium (John C. Austin and Frederick Ashley) was completed in 1934. The Union Passenger Terminal (John and Donald Parkinson) was built on the north end of downtown in 1939. Along with residential development, retail areas expanded from downtown to include Wilshire, Sunset, and Santa Monica Boulevards, each of which drew away more and more of what had been downtown's loyal patronage. Notable downtown projects ranged from the Los Angeles Times Building (Property 8-2, 101 South Spring Street, Gordon B. Kaufmann), built in 1935, to the United States District Courthouse Building (Property 6-1, 312 North Spring Street), completed in 1940, and the concept and design for a new, unified Civic Center began to take shape.

4.1.4.2 World War II and Post-war Los Angeles

In the immediate aftermath of the attack on Pearl Harbor, downtown Los Angeles became involved in the war effort, as did the rest of the nation. Within Little Tokyo, the bombing sparked the beginning of significant change for business owners and residents. During World War II, Executive Order 9066 gave the Army authority to relocate more than 110,000 Japanese Americans on the west coast to internment camps in isolated and barren areas. As suggested in *Embattled Dreams: California in War and Peace*, “the Japanese-Americans of California suffered the trauma and indignity of an incarceration that represented the most massive violation of the constitutional rights of any single ethnic group in this nation after the ending of slavery” (Starr 2002). The spirit of what was the largest Nihonmachi (Japantown) in the United States was suddenly extinguished, as its Japanese-American residents were forced into internment camps. This action eradicated Japanese settlements and culture until after the end of the war and caused interned families to start their lives over - personally, emotionally, and financially - after release from incarceration.

During the war, African Americans, who had come to Los Angeles in large numbers to work in the defense industry, moved into Little Tokyo. Like other Japanese communities in California, after blacks moved in, the area became a thriving “Bronzeville” until the 1950s (Waugh et al. 1988). Part of the explanation for the widespread and local African-American population changeover was that Little Tokyo was not subject to deed restrictions.

Downtown failed to return to its 1920s economic peak in the aftermath of the Second World War. Nearly 13 million veterans returned to the United States, ready to buy homes and settle into suburban life. While many returned to or decided to settle in or near Los Angeles, patterns changed, and these residents moved away from the city center, residing in the growing, outlying residential suburbs. Home ownership in the nation was propelled to unprecedented numbers, in part due to low-interest loans and long-term mortgages provided by the G.I. Bill (Servicemen's Readjustment Act of 1944, Public Law 78-346, 58 Statute 284m). Through the late 1950s, the effect of the automobile was reflected in the built environment, as

the economic potential from commercial establishments along heavily traveled highways and thoroughfares prompted roadside development.

During the post-WWII period, many downtown areas suffered economic downturns, including that of Los Angeles. Suburbs became increasingly desirable as residential and commercial hubs, and as a result downtown Los Angeles lost some of its caché as a business center and retail destination. The 1940 opening of Arroyo Seco Parkway (now Interstate-110), constructed to ease downtown commuting, instead sent the populace away, leaving the downtown area empty compared to its pre-war level of activity. The growth of the suburbs pushed population away from the city center, and many downtown buildings deteriorated as a result. Once grand movie places were no longer crowded, department store flagship stores were no longer fashionable destinations, and ornate office buildings were not the sought-after real estate they had once been.



Figure 4-3. Postcard depicting view of freeway and Civic Center, c. 1953.

Source: Private collection, used with permission.

Notes: View southwest toward Civic Center, looking across Hollywood Freeway (U.S. 134). Back of postcard reads "The Hollywood Freeway is one of a vast network of major highways engineered and designed to provide unobstructed driving to and from the metropolitan area of Los Angeles."

In an effort to combat the urban slump, the California Community Redevelopment Law was passed in 1945, followed by Title 1 of the Federal Housing Acts of 1946 and 1949. These laws

were designed to legally and financially assist cities to address problems of decay and neglect within their communities. In response to this new legislation, the Community Redevelopment Agency of the City of Los Angeles (CRA) was established in 1948, in part to cure economic "blight" by funding and overseeing redevelopment. As its first major project, the CRA sought to improve the Bunker Hill area, which had been one of the more exclusive residential neighborhoods at the turn of the twentieth century but had deteriorated and fallen out of fashion. Despite many proposals, plans to redevelop Bunker Hill were rejected, and ultimately not begun until the 1960s, when large hotels and Victorian-era homes were bulldozed and the landforms were rearranged. Slowly, over the past 50 years, a community of high-rises has been constructed in their place (Kawaratani 2008).

When the Harbor Freeway (Interstate-110) was completed in 1952, it was hopefully called "downtown's new Main Street" by noted local architect A. C. Martin, Jr. (Los Angeles Times 1967). Construction of the freeway and the repeal of the building height ordinance in 1954 created a significant new concentration of high- and midrise buildings, eventually concentrated on Figueroa and 7th Streets.

The downtown civic center began to take shape in the post-war era. As discussed in *California: A Land of Contrast*:

Business blocks of the late nineteenth century have been replaced by the Civic Center, whose buildings, most of contemporary design, are flanked by multi-acre parking lots. The Civic Center has encroached westward upon Bunker Hill, once occupied by the city's wealthier residents and now experiencing impressive [redevelopment] (Lantis, et al. 1973).

The resulting Civic Center plan, adopted in 1947, has an east-west axis and is roughly bounded on the north by Aliso Street, on the south by 2nd Street, Grand Avenue to the west, and Alameda Street on the east side.

A new police facilities building was constructed on two city blocks formerly occupied by shops and residences in Little Tokyo. The new police building (Property 6-6, 150 North Los Angeles Street, constructed in 1955) was expected to "revolutionize the design of law enforcement buildings" and was designed by Welton Becket and Associates and J. E. Stanton. The new building consolidated activities that were previously scattered throughout the city and provided a modern anchor for the eastern terminus of the expanded civic center (Los Angeles Police Department, no date).

Additional contributions to the Civic Center included the Courthouse in 1958 (Property 5-7); the County Hall of Records in 1962 (Property 5-9, 320 West Temple Street, Richard Neutra and Robert Alexander); the City Department of Water and Power building in 1965 (Property 5-1, 111 North Hope Street, Albert C. Martin & Associates); the Federal Office Building in 1966

(Property 6-5, 300 North Spring Street, Welton Becket); and the Music Center (Properties 5-2, 3, 4) 135 North Grand Avenue, Welton Becket), containing the Dorothy Chandler Pavilion (Property 5-4, completed in 1964), the Mark Taper Forum, and the Ahmanson Theatre (Properties 5-3 and 5-2, both constructed in 1967).

Within Little Tokyo, redevelopment efforts began as early as the 1960s when local Japanese-American businessmen initiated a \$50 million rejuvenation plan that sought to control urban renewal and protect the unique community atmosphere. A number of office and retail buildings as well as banks and hotels were developed under this effort (Hebert 1965). Redevelopment efforts within Little Tokyo continued into the 1970s and 1980s under the management of the CRA, which implemented an aggressive improvement plan that unwittingly destroyed most of the old vestiges of the community. Little Tokyo was dramatically shifting from a quaint enclave of low- and midrise buildings into a mixed-use area of large-scale commercial high-rises, hotels, and shopping centers, including Weller Court (123 Weller Court, constructed in 1982) and Japanese Village Plaza (350 East 1st Street, constructed in 1978).

Efforts to combat redevelopment in 1986 succeeded with listing the Little Tokyo Historic District in the National Register of Historic Places (Properties 7-7 through 7-19). In 1995, the District received the higher distinction of being designated a National Historic Landmark (NHL) district. In 1990, artist Sheila de Bretteville was commissioned by the City of Los Angeles' CRA to design a public art exhibit to showcase the history of the Little Tokyo Historic District. Working in collaboration with Japanese-American artists and assistants, the Little Tokyo 1st Street public art initiative took four years to create and the final design was approved by community members and local agencies. Completed by 1996 the decorative terrazzo with concrete sidewalk designs depict images of Japanese-American culture, personal testimonials (transcribed in English and Japanese), and historic names and tenants for each building in the district. The resulting Omoide no Shotokyo (Remembering Old Little Tokyo) installation includes an oversized replica of the camera used by photographer Toyo Miyatake to capture images documenting the Manzanar Internment Camp (Hayden 1996).

One of the most recent hallmarks of the Civic Center, the Walt Disney Concert Hall (Property 4-4), was completed in 2003. It was built in stages, funded through a public-private partnership, to serve as the new home for the Los Angeles Philharmonic Orchestra. It was completed at a reported cost of nearly \$300 million, after 16 years of funding and construction challenges. Designed by Frank O. Gehry, in collaboration with Japanese acoustician Yasuhisa Toyota, it was applauded for its state-of-the-art acoustics.

The development of downtown Los Angeles continued throughout the twentieth century and beyond, surviving peaks and valleys in the real estate market. Recent trends have included conversion of historically significant, vacant office and residential hotel buildings to residential apartment and condominium uses. This movement has brought an entirely new

residential population to downtown and has encouraged the development and reintroduction of additional services and improvements. Although the inevitable problems that gentrification brings have been part of the revitalization of downtown, it has nonetheless invigorated what was recently a collective nine to five streetscape. New services include the completion of the Red, Blue, and Gold line transit systems in the 1990s, and redevelopment of the Convention Center area. The addition of Staples and Nokia Centers with these other factors has all worked toward returning downtown to a more animated character, with a less commuter-focused economy.

4.2 California Historic Resources Information Literature Search (CHRIS)

SWCA conducted a cultural resources records search for the Regional Connector Transit Corridor project at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) on February 10, 2009 in Fullerton, CA (Appendix B). Subsequent requests for information were made in March, April, and May 2009 and in January 2010. The records search included a review of the available documents and site records within a 0.25-mile radius of the project area. In addition to official maps and records, the following sources of information were consulted as part of the records search:

- National Register of Historic Places – Listed Properties (2006, updated to present)
- California Register of Historical Resources (2006, and review of minutes from State Historic Resources Commission meetings thereafter)
- California Inventory of Historical Resources (1976)
- California State Historical Landmarks (1996 and updates)
- California Points of Historical Interest (1992 and updates)
- Office of Historic Preservation Historic Property Directory and Determinations of Eligibility (2008)
- Survey of Surveys: A Summary of California's Historical and Architectural Resource Surveys (1986)
- Five Views: An Ethnic Sites Survey for California (1988)

The records search focused on obtaining information on private and public lands located within a 0.25-mile search radius of the project alignment.

4.2.1 Previous Studies in 0.25-mile Radius of APE

Downtown Los Angeles has been the subject of a large number of cultural resources studies in the last three decades. The SCCIC records search identified 143 prior cultural resources studies within a 0.25-mile radius of the direct APE. Twenty-three of the studies are located within the direct APE and 12 studies are adjacent to the direct APE (Table 4-1).

4.2.2 Previously Recorded Built Environment Resources within 0.25 miles Radius of Project APE

The SCCIC records search revealed 47 previously recorded built environment resources in the APE (Table 4-2). The majority of these resources were built in the early years of the twentieth century. Of these 47 resources, 33 were listed in, determined eligible for listing in, or found eligible for listing in the National Register. An additional three were listed in, determined eligible for listing in, or found eligible for listing in the California Registers. One of the resources is a designated California Historical Landmark. The remaining 10 properties were found not eligible for National or California Register-listing. Of the 47 previously recorded properties in Table 4-2, six resources were found in this survey to be no longer extant and one evaluation was found to have likely been made in error. Therefore, there are a total of 29 previously recorded properties that are listed in or eligible for listing in the National and/or California Registers.

Table 4-2 lists previously identified properties, including those listed in, determined eligible for listing in, or found eligible for listing in the National or California registers, otherwise recognized by the state or locally designated.

Table 4-1. Prior Cultural Resources Studies Within or Adjacent to the Direct APE

SCCIC Report No.	Study	Author	Year	Proximity to Direct APE
LA447	Preliminary Evaluation of Cultural Resources Located Along a Series of Proposed Urban Mass Transit System Alignment Alternatives in the City of Los Angeles, California	Singer, C.	unknown	within
LA483	Archaeological Resources Survey for the Proposed Downtown People Mover Project	Greenwood, R.	1978	within
LA982	Archaeological Resource Survey and Impact Assessment of a Proposed Parking Lot, Los Angeles, California	Bove, F.	1977	within
LA1578	Technical Report Archaeological Resources Los Angeles Rapid Rail Transit Project Draft Environmental Impact Statement and Environmental Impact Report	Westec Services, Inc.	1983	within
LA1770	Report of Archaeological Reconnaissance Survey of: ESA Project 7217B, City of Los Angeles, Los Angeles County, CA	Salls, R.	1989	within
LA3103	Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1	Greenwood, R.	1993	within
LA3668	St. Vibiana's Cathedral Los Angeles, California	Dillon, B.	1997	within

Table 4-1. Prior Cultural Resources Studies Within or Adjacent to the Direct APE

SCCIC Report No.	Study	Author	Year	Proximity to Direct APE
LA3813	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California	Peak & Associates	1992	within
LA4215	Results of Cultural Resources Monitoring, L.A. Cellular Cell Site R104, Near West Third Street and South Grand Avenue, City and County of Los Angeles	Conkling, S.	1998	adjacent
LA4263	General Services Administration Federal Center: Archaeological Assessment Report Phase	Padon, B.	1986	within
LA4448	Section 106 Documentation for the Metro Rail Red Line East Extension in the City and County of Los Angeles, California	Anonymous	1994	within
LA4742	Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 263-01, County of Los Angeles, California	Lapin, P.	1999	within
LA4836	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Science Applications International Corporation	2000	adjacent
LA5093	Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 679-11, County of Los Angeles, CA	Duke, C.	1999	within

Table 4-1. Prior Cultural Resources Studies Within or Adjacent to the Direct APE

SCCIC Report No.	Study	Author	Year	Proximity to Direct APE
LA5098	Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA-226-01, County of Los Angeles, CA	Duke, C.	1999	adjacent
LA5200	Assessment of Archaeological and Paleontological Sensitivity on the Proposed California Department of Transportation District 7 Headquarters Replacement Project	Warren, K. <i>et al.</i>	2001	within
LA5447	Archaeological Monitoring Report: 911 Dispatch Center First and Los Angeles Streets	Schmidt, J.	1999	within
LA5448	Cultural Resource Assessment for AT&T Wireless Services Facility Number R299.1, County of Los Angeles	Duke, C.	2000	within
LA5451	The VA Outpatient Clinic Project	Padon, B.	unknown	within
LA6351	Nextel Communications CA-7837 A/Onizuka 332 2 nd Street, Los Angeles, California	Earthtouch, LLC	2001	within
LA6375	Highway Project to close Vignes Street on-ramp and Hewitt Street on/off ramp to US-101 and to construct new on/off ramps to the south at Garey Street, Los Angeles, California	Sylvia, Barbara	2002	adjacent

Table 4-1. Prior Cultural Resources Studies Within or Adjacent to the Direct APE

SCCIC Report No.	Study	Author	Year	Proximity to Direct APE
LA6396	An Archaeological Assessment of the Proposed Verizon Wireless Grand Avenue, East Los Angeles Unmanned Cellular Telecommunications Site to be Located at 601 West 5 th Street, Los Angeles County, California 90071	Tetra Tech, Inc.	2001	adjacent
LA6424	Cultural Resource Assessment Cingular Wireless Facility No. SM 140-01, Los Angeles County, California	Duke, C.	2002	adjacent
LA6435	Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA679-11, County of Los Angeles, California	Duke, C.	1999	adjacent
LA6463	A Section 106 Historic Preservation Review of the Proposed Verizon Wireless Grand Avenue East Los Angeles Unmanned Cellular Telecommunications Site to be Located at 601 West 5 th Street, Los Angeles, CA 90071	Tetra Tech, Inc.	2002	adjacent
LA7178	Report on Cultural Resources Mitigation and Monitoring Activities Fluor/Level (3) Los Angeles Local Loops	unknown	2001	within
LA7527	Caltrans Statewide Historic Bridge Inventory Update Tunnels	Feldman, J. <i>et al.</i>	2006	within

Table 4-1. Prior Cultural Resources Studies Within or Adjacent to the Direct APE

SCCIC Report No.	Study	Author	Year	Proximity to Direct APE
LA7533	Archaeological/Paleontological Monitoring at 3 rd Street and San Pedro	McKenna, J.	2004	adjacent
LA7547	Phase I Archaeological Survey/Class III Inventory for the Hall of Justice Study Area, Los Angeles, Los Angeles County, California	Whitely, D.	2003	adjacent
LA7558	Archaeological Monitor Report, Alameda Street Improvement	Hale, Alice, and Scott Savastio	2004	within
LA7733	Cultural Resources Records Search Results and Site Visit for Cingular Wireless Candidate LSANCA0739 (811 Wilshire), 811 Wilshire Boulevard, Los Angeles, Los Angeles County, California	Bonner, W.	2006	within
LA8515	Historical Evaluation Report for the Downtown Bus Maintenance and Inspection Facility, Los Angeles, California	Wuellner, M.	2005	adjacent
LA8516	3 rd and San Pedro Archaeological Monitoring (Addendum)	McKenna, J.	2004	adjacent

Table 4-1. Prior Cultural Resources Studies Within or Adjacent to the Direct APE

SCCIC Report No.	Study	Author	Year	Proximity to Direct APE
LA8541	Cultural Resource Records Search Results and Site Visit for Cingular Telecommunications Facility Candidate LA-057-01, (EL-005-01), DWP Equipment Yard, 433 East Temple Avenue, Los Angeles, Los Angeles County, California	Bonner, W.	2005	within
LA8910	Archaeological Monitoring Report Mangrove Parking Lot Project, Los Angeles	Messick, P. and Hale, A.	2007	within

Table 4-2. Previously Recorded Buildings, Structures, Objects and Districts in the APE

Primary No. Property No.	Historic Name Resource Description	Address	Recorded by and Year	CHR Status Codes*	NRHP/CRHR/ Local Eligibility
P-19-172125 2-2	Home Savings Building	654 South Figueroa Street	Hatheway, R. 1979	7R	No longer extant
P-19-170984, P-19-172126 2-3	Fine Arts Building, Global Marine House	811 West 7 th Street	Hatheway <i>et al.</i> 1982 Hatheway, R. 1979 Smith and Sitton, 1976	2S2, 5S1	Eligible for NRHP Listed in CRHR Locally listed or designated
P-19-167276 2-5	Engine Company No. 28	644 South Figueroa Street	Biele, H. 1979	1S, 5S1	Listed in NRHP and CRHR Locally listed or designated
P-19-170985 2-7	Roosevelt Building	727 West 7 th Street	Grimes, T. 2007	1S, 5S1	Listed in NRHP and CRHR Locally listed or designated

Table 4-2. Previously Recorded Buildings, Structures, Objects and Districts in the APE

Primary No. Property No.	Historic Name Resource Description	Address	Recorded by and Year	CHR Status Codes*	NRHP/CRHR/ Local Eligibility
P-19-188406 2-10	811 Wilshire building, Tishman 615 building, Wilflower building	811 Wilshire Boulevard	Crawford, K. 2006	2S2 determination likely made in error	Eligible for NRHP Listed in CRHR
P-19-172123 2-1	Barker Brothers	818 West 7 th Street	Hatheway, R. 1979 Hatheway and Chase 1978 Hatheway <i>et al.</i> 1982	2S2, 5S1	Eligible for NRHP Locally listed or designated
P-19-188405 2-12	General Petroleum, Mobil Oil Building	612 South Flower Street	McAvoy and Trotoux, 2003	1S, 5S1	Listed in NRHP and CRHR
P-19-187083 2-13	Superior Oil Company Building	550 South Flower Street	McAvoy and Minasian, 2002	1S, 5S1	Listed in NRHP and CRHR
P-19-166934 3-1	The California Club	538 South Flower Street	Hatheway, R. 1978	2S	Eligible for NRHP

Table 4-2. Previously Recorded Buildings, Structures, Objects and Districts in the APE

Primary No. Property No.	Historic Name Resource Description	Address	Recorded by and Year	CHR Status Codes*	NRHP/CRHR/ Local Eligibility
P-19-166803, P-19-167179 3-2	Los Angeles Central Library	630 West 5 th Street	McCoy, E. 1969	1S, 5S1	Listed in NRHP and CRHR
P-19-173800 n/a (nearby 3-3)	5 th Street Retaining Wall	5 th Street between Grand Avenue and Flower Street	Hatheway, R. 1978	2S2	no longer extant
P-19-187743 4-1	3 rd Street Tunnel, Bridge #53C1339	3 rd Street between Flower and Hill Streets	Feldman, J. and Greenwood, D. 2003	6	Not Eligible
P-19-173174 5-12	Hall of Justice Building	211 West Temple Street	Starzak, R. 1983	2S4	Eligible for NRHP Listed in CRHP
P-19-173225 6-1	U.S. Post Office and Courthouse Building	312 North Spring Street	Blalock, C. 1980; and unknown 2005	1S	Listed in NRHP and CRHR
P-19-173078 6-2	Los Angeles City Hall	200 North Spring Street	Hatheway, R. and Chase, J. 1978 Smith and Sitton, 1976	2S2. 5S1	Eligible for NRHP Listed in CRHR

Table 4-2. Previously Recorded Buildings, Structures, Objects and Districts in the APE

Primary No. Property No.	Historic Name Resource Description	Address	Recorded by and Year	CHR Status Codes*	NRHP/CRHR/ Local Eligibility
P-19-167099 6-3	Site of the <i>Los Angeles Star</i>	300 block of North Main Street, between Temple and Aliso Streets	Arbuckle, J. 1971	1CL	Listed in CRHR
P-19-167104 6-3	Bella Union Hotel Site	314 North Main Street	unknown	7L	Needs to be reevaluated
P-19-186882 6-6	The Police Facilities Building, Parker Center	150 North Los Angeles Street	Gregory, C. and Wuellner, W. 2004	3CS	Eligible for CRHR
P-19-186888 6-6	Los Angeles Police Memorial	150 North Los Angeles Street	Gregory, C. and Wuellner, M. 2004	3CS	Eligible for CRHR
P-19-186883 6-7	Motor Transport Division	151 North John Judge Aiso Street	Gregory, C. 2004	6Z	Not Eligible
P-19-186887 6-8	Tinkertoy Parking Structure	140 North Judge John Aiso Street	Gregory, C. and Wuellner, M. 2004	3CS	Eligible for CRHR

Table 4-2. Previously Recorded Buildings, Structures, Objects and Districts in the APE

Primary No. Property No.	Historic Name Resource Description	Address	Recorded by and Year	CHR Status Codes*	NRHP/CRHR/ Local Eligibility
P-19-186884 6-11	1-3 story commercial building	432 East Temple Street	Gregory, C. 2004	6Z	Not eligible
P-19-167499 7-7 through 7-19	Little Tokyo Historic District	301-369 East 1 st and 106-120 North San Pedro Streets, Los Angeles (38 acres, 9 buildings)	Los Angeles Conservancy, 1986	1D	Listed in NRHP and CRHR
P-19-167487 7-7	Japanese Union Church of Los Angeles	120 North San Pedro Street	Tanji, M. 1980 Sitton, T. 1977	1D, 5S1	Listed in NRHP and CRHR Locally listed or designated
P-19-167488, P-19-167499 7-8	San Pedro Firm Building	108-116 North San Pedro Street	Los Angeles Conservancy, 1986	1D, 5S1	Listed in NRHP and CRHR Locally listed or designated

Table 4-2. Previously Recorded Buildings, Structures, Objects and Districts in the APE

Primary No. Property No.	Historic Name Resource Description	Address	Recorded by and Year	CHR Status Codes*	NRHP/CRHR/ Local Eligibility
P-19-167489, P-19-167499 7-9	1-3 story commercial building, Mark Kuwata Real Estate	301 East 1 st Street	Los Angeles Conservancy, 1986	7N	Needs reevaluation
P-19-167490, P-19-167499 7-10	1-3 story commercial building, Little Tokyo Visitor Center	303 and 307 East 1 st Street	Los Angeles Conservancy, 1986	7N	Needs reevaluation
P-19-167491, P-19-167499 7-11	1-3 story commercial building, Anzen Hardware	309-313 East 1 st Street	Los Angeles Conservancy, 1986	1D	Listed in NRHP and CRHR
P-19-167493, P-19-167499 7-13	1-3 story commercial building, Video Paradise	321-323 East 1 st Street	Los Angeles Conservancy, 1986	6X	Not Eligible
P-19-167494, P-19-167499 7-14	1-3 story commercial building, Little Tokyo Hotel	325 East 1 st Street	Los Angeles Conservancy, 1986	1D, 5S1	Listed in NRHP and CRHR Locally listed or designated

Table 4-2. Previously Recorded Buildings, Structures, Objects and Districts in the APE

Primary No. Property No.	Historic Name Resource Description	Address	Recorded by and Year	CHR Status Codes*	NRHP/CRHR/ Local Eligibility
P-19-167495, P-19-167499 7-15	1-3 story commercial building, Ace Japanese Restaurant	331-335 East 1 st Street	Los Angeles Conservancy, 1986	1D	Listed in NRHP and CRHR
P-19-167496, P-19-167499 7-16	A. Sperl Building	337-339 East 1 st Street	Los Angeles Conservancy, 1986	1D	Listed in NRHP and CRHR
P-19-167497, P-19-167499 7-17	3+ story commercial building, Daimora Hotel	341-345 East 1 st Street	Los Angeles Conservancy, 1986	1D	Listed in NRHP and CRHR
P-19-167499 7-18	Far East Café Building	347-353 East 1 st Street	Los Angeles Conservancy, 1986	1D	Listed in NRHP and CRHR
P-19-167083, P-19-167498 7-19	Former Nishi Hongwanji Buddhist Temple	119 North Central Avenue	Tanji, M. 1980 Sitton, T. 1976	1D, 5S1	Listed in NRHP and CRHR Locally listed or designated

Table 4-2. Previously Recorded Buildings, Structures, Objects and Districts in the APE

Primary No. Property No.	Historic Name Resource Description	Address	Recorded by and Year	CHR Status Codes*	NRHP/CRHR/ Local Eligibility
P-19-167026 7-21	Newmark Brothers Building	312 East 1 st Street	Sitton, T. 1976	3S	No longer extant
P-19-167027 7-23	Progressive Theatre	320 East 1 st Street	Sitton, T. 1976	3S	No longer extant
P-19-173342, P-19-173343, P-19-173344 7-26	Koyasan Buddhist Temple	342 East 1 st Street	Hlava, D. 1987	7N	Needs Reevaluation
P-19-167028 7-36	Moline Plow Company	352 East 1 st Street	Sitton, T. 1977	3S	No longer extant
P-19-173080 8-2	<i>Los Angeles Times</i> Building	202 West 1 st Street	Hatheway, R. and Chase, J. 1978 Hatheway, R. 1978	2S2	Eligible for NRHP Listed on CRHR
P-19-174925 8-3	The <i>Mirror</i> Building	145 South Spring St.	Arbuckle, J. 1979	7L, 1CL	Needs reevaluation

Table 4-2. Previously Recorded Buildings, Structures, Objects and Districts in the APE

Primary No. Property No.	Historic Name Resource Description	Address	Recorded by and Year	CHR Status Codes*	NRHP/CRHR/ Local Eligibility
P-19-173083 8-4	Astor Apartments	200 South Hill Street	Dolan, C. 2000	7N	Needs reevaluation
P-19-173103 8-6	2 nd Street Annex Building	222 South Hill Street	Hatheway and Chase 1978	7R	Not evaluated
P-19-150330, P-19-166842 8-12	Cathedral of St. Vibiana	114 East 2 nd Street	unknown, 1983 Sitton, T. 1974 unknown, 1963	3S, 5S1	Eligible for NRHR Locally listed or designated
9R-6	J.R. Newberry Company Building	900 East 1 st Street	JRP, 2002	2S2, 5S3	Eligible for NRHR Listed on CRHR Eligible for local listing
9R-7	1 st Street Viaduct (Bridge #53C-1166)	1 st Street between Vignes Street and Mission Road	FHWA, 2001	2S2	Eligible for NRHR
P-19-167029 9R-9	Los Angeles Soap Company Building	617 East 1 st Street	Hatheway, R. 1976	3S	No longer extant

Note: for California Historical Resource Status Codes, see Appendix F.

4.2.3 Recently Evaluated Built Environment Resources within a 0.25 Mile Radius of Project APE

Table 4-3 lists the 18 properties in the APE that were recently evaluated for the National and California Register eligibility as part of the Grand Avenue Project DEIR Technical Report (PCR Services Corporation 2006). Of these 18 properties, 13 were found eligible for listing in the National or California Registers. This survey, which identified the Los Angeles Civic Center Historic District, was not included in records on file at the SCCIC, and no California Department of Parks and Recreation (DPR) 523 forms were on file for the properties. Many of the buildings in the survey were found to “appear eligible for the National Register as an individual property through survey evaluation.” The Civic Center complex was found to “appear eligible for the California Register as a contributor to a California Register-eligible district through survey evaluation.” No evidence was found to demonstrate SHPO concurrence with the findings.

Los Angeles City Hall was recently determined eligible for listing in the National Register through the Section 106 process and is therefore listed in the California Register. City Hall was also found to be a contributor to the California Register-eligible Civic Center district.

4.2.4 Structures within the APE

The following 24 structures, including bridges, pedestrian overcrossings (POCs) and pedestrian undercrossings (PUCs), are in or cross the boundaries of the project APE (Table 4-4). One bridge within the APE was constructed prior to 1968; the 1st Street Viaduct (1929) was previously determined eligible for listing in the National Register. The remaining twenty-three structures within the APE were constructed after 1968 or were not found to be exceptionally significant, under Criteria Consideration G.

Table 4-3. Recently Evaluated Built Environment Resources in the APE

Historic Name Resource Description and Property No.	Address	Assessor's Parcel No.	Built Date	CHR Status Code*	NRHP/CRHR/ Local Eligibility
Walt Disney Concert Hall, 4-4	111 South Grand Avenue	5151-004-907	2003	3S	Eligible for NRHP
Los Angeles Civic Center Historic District, 5-1 through 5-13, 6-1 through 6-7, 6-12	various	various	1953– 2003	3CS	Eligible for CRHR
Dorothy Chandler Pavilion, 5-4	135 North Grand Avenue	5161-004-907	1964	3S, 3CD	Eligible for NRHP and CRHR
Mark Taper Forum, 5-3	135 North Grand Avenue	5161-004-907	1967	3S, 3CD	Eligible for NRHP and CRHR
Ahmanson Theatre, 5-2	135 North Grand Avenue	5161-004-907	1967	3S, 3CD	Eligible for NRHP and CRHR
Kenneth Hahn Hall of Administration, 5-5	500 West Temple Street	5161-004-905	1960	3CD	Eligible for CRHR

Table 4-3. Recently Evaluated Built Environment Resources in the APE

Historic Name Resource Description and Property No.	Address	Assessor's Parcel No.	Built Date	CHR Status Code*	NRHP/CRHR/ Local Eligibility
Civic Center Mall–El Paseo de los Pobladores de Los Angeles, 5-6	between Kenneth Hahn Hall of Administration and Los Angeles County Courthouse- Stanley Mosk Courthouse	5161-004-908	1966	3CD	Eligible for CRHR
Los Angeles County Courthouse–Stanley Mosk Courthouse, 5-7	111 North Hill Street	5161-004-906	1958	3CD	Eligible for CRHR
Los Angeles County Hall of Records, 5-9	320 West Temple Street	5161-005-910	1962	3CD	Eligible for CRHR

Table 4-3. Recently Evaluated Built Environment Resources in the APE

Historic Name Resource Description and Property No.	Address	Assessor's Parcel No.	Built Date	CHR Status Code*	NRHP/CRHR/ Local Eligibility
Civic Center Mall–Court of Historic Flags, 5-10	between Los Angeles County Hall of Records and Los Angeles County Law Library	5161-005-916	1968	3CD,5S2	Eligible for CRHR And Eligible for local listing or designation
Los Angeles County Law Library–Mildred E. Lille building, 5-11	301 West 1 st Street	5161-005-912	1953	3CD	Eligible for CRHR
Clara Shortridge Foltz Criminal Justice Center, 5- 13	210 West Temple Street	5161-005-915	1972	3CD	Eligible for CRHR
Los Angeles City Hall, 6-2	200 North Spring Street	5161-005-906	1928	2S2, 3CD	Eligible for NRHP and CRNR

Table 4-3. Recently Evaluated Built Environment Resources in the APE

Historic Name Resource Description and Property No.	Address	Assessor's Parcel No.	Built Date	CHR Status Code*	NRHP/CRHR/ Local Eligibility
parking lot	227 North Spring Street	5161-005-917 5161-005-918 5161-005-919 5161-005-920	n/a	6Z	Not eligible
vacant lot—concrete foundation of former State Office Building	217 West 1 st Street	5161-005-921 5161-005-922	unknown	6Z	Not eligible
Classic Parking (parking structure)	131 South Olive Street	5149-010-946	1968	6Z	Not eligible
Colburn Center of Performing Arts	200 South Grand Avenue	5149-010-266	1998	6Z	Not eligible
parking lot	—	5151-004-908	n/a	6Z	Not eligible

Source: *Grand Avenue Project DEIR, PCR Services Corporation, June 2006.*

* Note: for California Historical Resource Status Codes, see Appendix F.

Table 4-4. Structures within the APE

Structure No.	Name/Location	Description or Features Intersected	Year Built or Altered	NRHP/CRHR/ Local Eligibility
53C1165	Figueroa Street POC	4 th & 5 th Streets	1977	Not eligible
53C1168	Flower Street POC	3 rd & 4 th Streets	1976	Not eligible
53C1171	4 th Street Ramp “A”	Hope & Figueroa Streets	1972	Not eligible
53C1172	4 th Street Ramp “C”	Flower Street	1972	Not eligible
53C1173	4 th Street Ramp “D”	Flower Street	1972	Not eligible
53C1184	Grand Avenue Viaduct	2 nd Street	1975/1996	Not eligible
53C1184	Grand Avenue	2 nd . & 4 th Streets	1975	Not eligible
53C1202	Hill Street	1 st & Temple Streets	1970	Not eligible
53C1203	Hill Street	1 st & Temple Streets	1970	Not eligible
53C1208	Hope Street PUC	3 rd Street	1976	Not eligible
53C1209	Hope Street PUC	3 rd Street	1976	Not eligible

Table 4-4. Structures within the APE

Structure No.	Name/Location	Description or Features Intersected	Year Built or Altered	NRHP/CRHR/ Local Eligibility
53C1210	Hope Street Tunnel	Hope & Flower Streets	1972	Not eligible
53C1242	Main Street POC	1 st & Temple Streets	1970	Not eligible
53C1337	Temple Street POC	n/a	1975	Not eligible
53C1733	5 th Street POC	Flower Street	1978	Not eligible
53C1734	4 th Street POC	4 th Street	1979	Not eligible
53C1737	4 th Street POC	Flower & Figueroa Streets	1977	Not eligible
53C1338	3 rd Street POC	Figueroa Street	1976	Not eligible
53C1740	Figueroa Street POC	3 rd Street	1980	Not eligible
53C1771	Civic Center East Tunnel	Los Angeles Street	1971	Not eligible
53C1780	Civic Center East Mall PUC	Temple Street	1975	Not eligible
53C1827	Transit Tunnel	Grand Avenue	1982	Not eligible

Table 4-4. Structures within the APE

Structure No.	Name/Location	Description or Features Intersected	Year Built or Altered	NRHP/CRHR/ Local Eligibility
53C1907	Flower Street POC	5 th Street	1983	Not eligible
53C1166	1 st Street Viaduct	Between Vignes and Mission Road	1929 (altered 2008)	NRHP Eligible

4.3 Built Environment Survey

The built environment survey methods were described in Section 3.4.2.

4.3.1 Survey Results

The proposed APE includes a total of 289 properties. Appendix A lists all of the properties within the APE that were surveyed for this project. Of those, there were 118 buildings, structures, or objects that were constructed more than 50 years before the assumed project construction date of 2018. Of the 118 properties, 29 were previously listed in or determined eligible for the National and/or California Registers (Table 4-2). DPR forms were not prepared for those properties unless current conditions necessitated updating, because of changes in improvements or if improvements were no longer extant. The remaining properties in the APE that were built in or prior to 1968 and have not been listed in or determined eligible for the National and California Registers required evaluation for historical significance. Those properties are discussed in Section 4.3.2.

4.3.2 Significance Evaluations

A total of 118 resources, including buildings, structures, and objects were either previously identified or investigated for this project. California DPR series 523 forms were prepared for each property containing improvements completed in or before 1968 that were not previously listed in or determined eligible for the National and California Registers to evaluate their National and California Register eligibility. The results of those evaluations, in support of this section, are included in Appendix D.

Table 4-5 shows the 85 properties that contain improvements completed in or prior to 1968, according to Los Angeles County tax assessor records and/or building permits, and that were re-evaluated or evaluated for historic significance. The DPR 523 forms for these properties are included in Appendix D. Also included in Table 4-5 are properties that fall within the APE but do not have specific APNs. One building, Walt Disney Concert Hall, was completed in 2003, but meets Criteria Consideration G for properties that have achieved significance in less than 50 years and has therefore been included in the table. The Los Angeles Civic Center District was found eligible for listing in the National and California Registers for this project. Properties that are located within the district and that were built after 1968 were also evaluated for historical significance and therefore included in the table. Table 4-5 depicts resources that were evaluated or re-evaluated for National and California Register eligibility.

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
2-2	Home Savings of America Tower, Figueroa Tower	660 South Figueroa Street	5144-008-013	1989			6Z	Not eligible No longer extant
2-4	Bank of America, Coffee Bean & Tea Leaf, Quizno's	801 West 7 th Street	5144-008-009	1950			6Z	Not eligible
2-6	Metropolitan Federal Savings & Loan Building, G & G building	818 Wilshire Boulevard	5144-008-011	1948			6Z	Not eligible
2-8	700 Wilshire Boulevard, Honeywell Headquarters, Peck-Norman building	700 Wilshire Boulevard	5144-006-020	1966			6Z	Not eligible
2-9	Glore Forgan, William Staats, Inc. Investments Building, Japan California Bank, Fed Ex Kinko's	835 Wilshire Boulevard	5144-007-025	1968			6Z	Not eligible

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
2-10	Tishman 615 Building, Wilflower Building	811 Wilshire Boulevard	5144-007-023	1960			6Z 2S2	Not eligible (National Register determination in 2006 likely made in error)
2-11	Tishman 615 Parking Garage, 811 Wilshire Parking	616 South Figueroa Street	5144-007-027	1960			6Z	Not eligible
3-3	5 th Street Retaining Wall	5 th Street between Grand and Flower	—	—			6Z	Not eligible (No longer extant)
3-4	Belmont Tunnel, Hollywood-Glendale-Burbank-San Fernando Valley Tunnel	Hill Street, between 4 th and 5 th Streets, to Glendale and Beverly	—	1925			3CS 5S1	Eligible for CRHR Locally listed or designated

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
4-1	3 rd Street Tunnel, Bridge (tunnel) #53C 1339	3 rd Street, between Flower and Hill Streets	—	1907			6Z	Not eligible
4-2	Bunker Hill Central Plant	703 West 3 rd Street	5151-014-032; 5151-014-033	1966			6Z	Not eligible
4-3	2 nd Street Tunnel, Bridge (tunnel) #53C 1318	2 nd Street, between Grand Avenue and Figueroa Street		1924			3S	Eligible for NRHP
4-4	Walt Disney Concert Hall	111 South Grand Avenue	5151-004-907	2003			3S	Eligible for NRHP

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
5-1 thru 5-13, 6-1 thru 6-7, 6-12	Los Angeles Civic Center Historic District	various	--	1925-1972	D ¹		3D, 3CD	Eligible for NRHP and CRHR
5-1	Los Angeles Department of Water and Power Building, John Ferraro Office Building	111 North Hope Street	5161-003-910	1965	C		3B, 3CB	Eligible for NRHP and CRHR
5-2	Ahmanson Theatre	135 North Grand Avenue	5161-004-907	1967	C		3B, 3CB	Eligible for NRHP and CRHR
5-3	Mark Taper Forum	135 North Grand Avenue	5161-004-907	1967	C		3B, 3CB	Eligible for NRHP and CRHR

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
5-4	Dorothy Chandler Pavilion	135 North Grand Avenue	5161-004-907	1964	C		3B, 3CB	Eligible for NRHP and CRHR
5-5	Los Angeles County Hall of Administration, Kenneth Hahn Hall of Administration	500 West Temple Street, 222 North Grand Avenue	5161-004-908	1956–1961	C		3B, 3CB	Eligible for NRHP and CRHR
5-6	El Paseo de los Pobladores de Los Angeles	224 North Grand Avenue	5161-004-908	1966	C		3D, 3CD	Eligible for NRHP and CRHR
5-7	Los Angeles County Courthouse, Stanley Mosk Los Angeles County Courthouse	111 North Hill Street	5161-004-906	1958	C		3B, 3CB	Eligible for NRHP and CRHR
5-8	County of Los Angeles Central Heating and Refrigeration Plant	301 North Broadway	5161-005-904	1958	C		3D, 3CD	Eligible for NRHP and CRHP

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
5-9	Los Angeles County Hall of Records	320 West Temple Street	5161-005-910	1962	C		3B, 3CB	Eligible for NRHP and CRHP
5-10	Court of Historic American Flags	224 North Hill Street, 100 block Hill Street	5161-005-916	1971	C		3D, 3CD, 5S2	Eligible for NRHP and CRHP Eligible for local listing or
5-11	Los Angeles County Law Library, Mildred L. Lillie Building	301 West 1 st Street	5161-005-912	1953	C		3D, 3CD	Eligible for NRHP and CRHR
5-12	Hall of Justice, Los Angeles County Jail	211 West Temple Street	5161-005-903	1925	C		2S4, 3B, 3CB	Eligible for NRHP and CRHR

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
5-13	Clara Shortridge Foltz Criminal Justice Center	210 West Temple Street	5161-005-915	1972	C		3B, 3CB	Eligible for NRHP and CRHR
6-1	U.S. Post Office and Court House Building, Federal Building	312 North Spring Street	5161-005-902	1940	C		1S, 3B, 3CB	NRHP listed
6-2	Los Angeles City Hall	200 North Spring Street	5161-005-906	1928	C		2S2, 3B, 3CB	Eligible for NRHP and CRHR
6-3	City Hall East	200 North Main Street	5161-014-901	1973	NC		6Z	Not Eligible
6-4	City Health Building, City Hall South	111 East 1 st Street	5161-014-902	1954	C		3B, 3CB	Eligible for NRHP and CRHR

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
6-5	Federal Building, North Los Angeles Field office	300 North Los Angeles Street	5161-011-906	1965	C		3D, 3CD	Eligible for NRHP and CRHR
6-6, 6-7	The Police Facilities Building, Parker Center, Motor Transport Division	150 North Los Angeles Street 151 North Judge John Aiso Street	5161-013-904, 5161-013-905	1955/ 1958	C		3B, 3CB	Eligible for NRHP and CRHP
6-8	City of Los Angeles Parking Lot 3, "Tinkertoy" Parking Structure	140 North Judge John Aiso Street	5161-012-901, 5161-012-902	1968			3CS	Eligible for CRHR
6-9	corrugated metal shed	140 North Judge John Aiso Street (in parking lot)	5161-012-902	c. late 1960s			6Z	Not eligible

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
6-10	Union Hardware and Metal Company, Los Angeles Police Garage, The Geffen Contemporary at MOCA	152 North Central Avenue	5161-012-904, 5161-012-905	1947			6Z	Not eligible
6-11	Office Depot Warehouse, City of Los Angeles Medical Services Division Building	432 East Temple Street	5173-008-906	1952			6Z	Not eligible
6-12	201-225 Los Angeles Street Plaza Fletcher Bowron Square, Los Angeles Mall, Triforium, Bella Union Hotel site	201-225 Los Angeles Street, 111 East 1 st Street, 314 North Main Street	5161-010-901	1974	NC		7L	Not Eligible No longer extant
7-1	Dorner & Hinz Saloon, Nelson Hotel, Red Wing Shoes, California Floral Company	220-226 ½ East 1 st Street	5161-016-007	1910			3CS	Eligible for CRHR

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
7-2	International Theater, San Kwo Low, S.K. Uyeda Store, La Chicken	230 East 1 st Street	5161-016-008	1907			6Z	Not eligible
7-3	Olympic Shop, Fianzas	114-116 Astronaut Ellison S. Onizuka Street	5161-016-009	1910/ 1926			6Z	Not eligible
7-4	Aid & Abet Bail Bonds, Fianzas, Joseph's Men's Wear (Clothier Shorter Men), Get Legal Immigrations Service	234-240 East 1 st Street	5161-016-011	1964			6Z	Not eligible
7-5	Sakura Rent-a-Car, Insurance, David Baraz Bail Bonds, Nail Service, Los Angeles Immigration and Photo Services	242-248 East 1 st Street	5161-016-010	1900			6Z	Not eligible

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
7-6	Sumitomo Bank Tower, California Bank & Trust	101 South San Pedro Street	5161-016-014	1967			6Z	Not eligible
7-7 thru 7-9, 7-11, 7-14 thru 7-19	Little Tokyo Historic District	various	--	--	D		1D	NRHP listed National Historic Landmark
7-9	Mark Kuwata Real Estate	301 East 1 st Street, 104-106 North San Pedro Street, 104-106 Judge John Aiso Street	5161-012-004	1908		C	3D	Eligible for NRHP
7-10	Little Tokyo Visitor Center	303-307 East 1 st Street	5161-012-908	1907		NC	6Z	Not eligible

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
7-12	Ace Hi Cleaners, Fugetsu-Do Sweet Shop, Little Tokyo Arts & Gift, Zippo DVD	315, 317, 319 East 1 st Street	5161-012-008	1957		NC	6Z	Not eligible
7-13	Video Paradise, Korean Barbeque	321-323 East 1 st Street	5161-012-007	1930		NC	6Z	Not eligible
7-21	Color and Copy	312 East 1 st Street	5161-017-035	1991			6Z	Not Eligible (No longer extant)
7-22	Mitsuru's Sushi-Bar & Grill, Mikarana	314 East 1 st Street	5161-017-005	1909			6Z	Not Eligible
7-23	Progressive Theatre, Sapporo-Ya	320 East 1 st Street	5161-017-003	1910			6Z	Not Eligible (No longer extant)

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
7-24	Citibank	324 East 1 st Street	5161-017-002	1965			6Z	Not Eligible
7-25	Bun Ka Do Gifts Music	340 East 1 st Street	5161-017-011	1964			6Z	Not Eligible
7-26	Koyasan Buddhist Temple, Koyasan Church, Koyasan Temple	342 East 1 st Street	5161-017-019	1940			3S	Eligible for NRHP
7-27	Ginza-Ginza, Tokyo Salon	342-342 ½ East 1 st Street	5161-017-012	1938			6Z	Not Eligible
7-28	Three Twenty One building, Federal Public Defender building, Mitsubishi Bank	321 East 2 nd Street	5161-017-009	1965			6Z	Not Eligible
7-29	Weiland Brewery, Café Cuban Restaurant	114 South Central Avenue	5161-018-021	1897			6Z	Not Eligible

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
7-30	S. Kamada Restaurant, Atomic Café, Señor Fish, Coast Imports	416 East 1 st Street	5161-018-001	1913			3CS	Eligible for CRHR
7-31	Eigiku Café, Kouraku Japanese Restaurant	314 East 2 nd Street	5161-022-003	1896/ 1906			6Z	Not Eligible
7-32	Little Tokyo Movie Theatre, Rafu Busan	326 East 2 nd Street	5161-022-011	1967			6Z	Not Eligible
7-33	Brunswig Drug Company, Purepac Corporation, Brunswig Square, American Apparel	356-374 East 2 nd Street	5161-017-009	1930, 1985			6Z	Not Eligible
7-35	John A. Roebling's Sons Co., Robert Arranaga & Company, Incorporated	216 South Alameda Street	5163-009-005	1913			3S	Eligible for NRHP

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
7-36	Japanese Village Plaza (Moline Plow Company, Nisei Trading Company)	352 East 1 st Street	5161-017-003 (and various others)	1978			6Z	Not Eligible (No longer extant)
8-1	Parking Lot 17, "Tinkertoy" parking structure	131 South Olive Street	5149-010-946	1968			6Z	Not Eligible
8-3	The Mirror Building (Site of Butterfield Stage Station), Los Angeles Times-Mirror Annex, Times Building South, Mirror-News Building	145 South Spring Street	5149-001-003	1948			3S, 5S1	Eligible for NRHP Locally listed or designated
8-4	Astor Hotel, Kawada Hotel	200 South Hill Street	5149-009-017	1918			6Z	Not Eligible
8-5	Los Angeles Law Center, Redwood Bar & Grill	316 East 2 nd Street	5149-009-024	1926			6Z	Not Eligible

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
8-6	2 nd Street Annex Garage	222 South Hill Street	5149-009-023	1926			6Z	Not Eligible
8-7	Los Angeles Law Center	205 South Broadway	5149-009-019	1911			6Z	Not Eligible
8-8	Los Angeles Law Center, Merchants Trust Building	207 South Broadway	5149-009-022	1905			6Z	Not Eligible
8-9	Wilcox Building, Wilcox Block, Cityside Federal Credit Union	206-210 South Spring Street	5149-007-006	1905			6Z	Not Eligible
8-10	Wilcox Annex, Blue Cube Burger, Metropolitan News Enterprise	212-218 South Spring Street	5149-007-005	1950			6Z	Not Eligible
8-11	Higgins Building, General Petroleum Building, (Los Angeles) County Engineers Building	108 West 2 nd Street	5149-006-010	1910			3CS, 5S1	Eligible for CRHR Locally listed or designated

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
8-12	Cathedral of Saint Vibiana	214 South Main Street	5161-026-022	1876			3S, 5S1	Eligible for NRHP Locally listed or designated
8-13	Cathedral of Saint Vibiana, Rectory	114 East 2 nd Street	5161-026-023, 5161-026-024	1934			3S	Eligible for NRHP
9R-1	S.K. Uyeda Building, Aloha Plumbing, Tactical Depot, P.G. Motoring, Kato's Sewing Machines Sales and Service	606 East 1 st Street	5163-002-023	1913			6Z	Not Eligible
9R-2	620 East 1 st Street building	620 East 1 st Street	5163-002-020	1913			6Z	Not Eligible
9R-3	Little Tokyo Carwash	622 East 1 st Street	5163-002-006	1931			6Z	Not Eligible

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility

APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
9R-4	700 East 1 st Street building	700 East 1 st Street	5163-003-001	1909			6Z	Not Eligible
9R5	120 South Vignes Street building	120 South Vignes Street	5163-005-007	1909			6Z	Not Eligible
9R-6	J.R. Newberry Company Building	900 East 1 st Street	5163-005-006	1900			2S2, 5S3	Eligible for NRHP Eligible for local listing or designation
9R-7	1 st Street Viaduct	1 st Street between Vignes Street and Mission Road	n/a	1929			2S2, 5S1	Eligible for NRHP Eligible for local listing or designation
9R-8	Bordello Bar, Little Pedro's Restaurant & Cantina	901 East 1 st Street	5173-013-014	1885			6Z	Not eligible

Table 4-5. All Properties in Project APE Built in or Prior to 1968 Evaluated or Re-Evaluated for National and California Register Eligibility								
APE Map No.	Name	Address	Assessor's Parcel No.	Built Date	Civic Center	Little Tokyo	CHR Status Code*	NRHP/CRHR/ Local Eligibility
9R-9	Los Angeles Soap Company	617 East 1 st Street	5173-012-900	n/a			6Z	Not eligible (No longer extant)

* Note: California Historical Resource Status Codes, see Appendix F.

Of the total 118 resources that were investigated for this project, 49 were found to be listed in or eligible for listing in the National and California Register. Six were found eligible for listing only in the California Register, and 63 resources were found to be ineligible for either listing. Figure 4-4 shows eligible historic properties and historical resources within the APE. Table 4-6 outlines all of the resources (previously recorded and evaluated for this project) that are listed in or eligible for listing in the National and/or California Registers.



Figure 4-4. Historic Properties and Historical Resources within the APE Eligible for the National or California Registers

Table 4-6. NRHP and CRHR Eligible and Listed Properties in APE

APE Map No.	Name	Address	Assessor's Parcel No.	NRHP Eligibility	CRHR Eligibility
2-1	Barker Brothers	818 West 7 th Street		Eligible	Listed
2-3	Fine Arts Building, Global Marine House	811 West 7 th Street		Eligible	Listed
2-5	Engine Company No. 28	644 South Figueroa Street		Listed	Listed
2-7	Roosevelt Building	727 West 7 th Street		Listed	Listed
2-10	811 Wilshire building, Tishman 615 building, Wilflower building	811 Wilshire Boulevard		Eligible	Listed
2-12	General Petroleum, Mobil Oil Building	612 South Flower Street		Listed	Listed
2-13	Superior Oil Company Building	550 South Flower Street		Listed	Listed
3-1	The California Club	538 South Flower Street		Eligible	Listed
3-2	Los Angeles Central Library	630 West 5 th Street		Listed	Listed

Table 4-6. NRHP and CRHR Eligible and Listed Properties in APE

APE Map No.	Name	Address	Assessor's Parcel No.	NRHP Eligibility	CRHR Eligibility
3-4	Belmont Tunnel, Hollywood-Glendale-Burbank-San Fernando Valley Tunnel	Hill Street, between 4 th and 5 th Streets, to Glendale and Beverly			Eligible
4-3	2 nd Street Tunnel, Bridge (tunnel) #53C 1318	2 nd Street, between Grand Avenue and Figueroa Street		Eligible	Eligible
4-4	Walt Disney Concert Hall	111 South Grand Avenue	5151-004-907	Eligible	Eligible
5-1 Through h 5-13, 6-1 through 6-7, 6- 12	Los Angeles Civic Center Historic District	Various		Eligible	Eligible
5-1	Los Angeles Department of Water and Power Building, John Ferraro Office Building	111 North Hope Street	5161-003-910	Eligible	Eligible

Table 4-6. NRHP and CRHR Eligible and Listed Properties in APE

APE Map No.	Name	Address	Assessor's Parcel No.	NRHP Eligibility	CRHR Eligibility
5-2	Ahmanson Theatre	135 North Grand Avenue	5161-004-907	Eligible	Eligible
5-3	Mark Taper Forum	135 North Grand Avenue	5161-004-907	Eligible	Eligible
5-4	Dorothy Chandler Pavilion	135 North Grand Avenue	5161-004-907	Eligible	Eligible
5-5	Los Angeles County Hall of Administration, Kenneth Hahn Hall of Administration	500 West Temple Street, 222 North Grand Avenue	5161-004-908	Eligible	Eligible
5-6	El Paseo de los Pobladores de Los Angeles	224 North Grand Avenue	5161-004-908	Eligible	Eligible
5-7	Los Angeles County Courthouse, Stanley Mosk Los Angeles County Courthouse	111 North Hill Street	5161-004-906	Eligible	Eligible

Table 4-6. NRHP and CRHR Eligible and Listed Properties in APE

APE Map No.	Name	Address	Assessor's Parcel No.	NRHP Eligibility	CRHR Eligibility
5-8	County of Los Angeles Central Heating and Refrigeration Plant	301 North Broadway	5161-005-904	Eligible	Eligible
5-9	Los Angeles County Hall of Records	320 West Temple Street	5161-005-910	Eligible	Eligible
5-10	Court of Historic American Flags	224 North Hill Street, 100 block Hill Street	5161-005-916	Eligible	Eligible
5-11	Los Angeles County Law Library, Mildred L. Lillie Building	301 West 1 st Street	5161-005-912	Eligible	Eligible
5-12	Hall of Justice, Los Angeles County Jail	211 West Temple Street	5161-005-903	Eligible	Eligible
5-13	Clara Shortridge Foltz Criminal Justice Center	210 West Temple Street	5161-005-915	Eligible	Eligible

Table 4-6. NRHP and CRHR Eligible and Listed Properties in APE

APE Map No.	Name	Address	Assessor's Parcel No.	NRHP Eligibility	CRHR Eligibility
6-1	U.S. Post Office and Court House Building, Federal Building	312 North Spring Street	5161-005-902	Listed	Listed
6-2	Los Angeles City Hall	200 North Spring Street	5161-005-906	Eligible	Eligible
6-3	Site of the <i>Los Angeles Star</i> Fletcher Bowron Square, Los Angeles Mall, Triforium, Bella Union Hotel site	300 block of North Main Street, between Temple and Aliso Streets			Listed California Historical Landmark
6-4	City Health Building, City Hall South	111 East 1 st Street	5161-014-902	Eligible	Eligible
6-5	Federal Building, North Los Angeles Field office	300 North Los Angeles Street	5161-011-906	Eligible	Eligible
6-6 6-7	The Police Facilities Building, Parker Center, Motor Transport Division	150 North Los Angeles Street 151 North Judge John Aiso Street	5161-013-904, 5161-013-905	Eligible	Eligible

Table 4-6. NRHP and CRHR Eligible and Listed Properties in APE

APE Map No.	Name	Address	Assessor's Parcel No.	NRHP Eligibility	CRHR Eligibility
6-8	City of Los Angeles Parking Lot 3, "Tinkertoy" Parking Structure	140 North Judge John Aiso Street	5161-012-901, 5161-012-902		Eligible
7-1	Dorner & Hinz Saloon, Nelson Hotel, Red Wing Shoes, California Floral Company	220-226 ½ East 1 st Street	5161-016-007		Eligible
7-7 thru 7-9, 7-11, 7-14 thru 7-19	Little Tokyo Historic District	Various		Listed National Historic Landmark	Listed
7-7	Japanese Union Church of Los Angeles	120 North San Pedro Street		Listed	Listed
7-8	San Pedro Firm Building	108-116 North San Pedro Street		Listed	Listed

Table 4-6. NRHP and CRHR Eligible and Listed Properties in APE

APE Map No.	Name	Address	Assessor's Parcel No.	NRHP Eligibility	CRHR Eligibility
7-9	Mark Kuwata Real Estate	301 East 1 st Street, 104-106 North San Pedro Street, 104-106 Judge John Aiso Street	5161-012-004	Eligible	Eligible
7-11	1-3 story commercial building, Anzen Hardware	309-313 East 1 st Street		Listed	Listed
7-14	1-3 story commercial building, Little Tokyo Hotel	325 East 1 st Street		Listed	Listed
7-15	1-3 story commercial building, Ace Japanese Restaurant,	331-335 East 1 st Street		Listed	Listed
7-16	A. Sperl Building	337-339 East 1 st Street		Listed	Listed
7-17	3+ story commercial building, Daimora Hotel	341-345 East 1 st Street		Listed	Listed
7-18	Far East Café Building	347-353 East 1 st Street		Listed	Listed

Table 4-6. NRHP and CRHR Eligible and Listed Properties in APE

APE Map No.	Name	Address	Assessor's Parcel No.	NRHP Eligibility	CRHR Eligibility
7-19	Former Nishi Hongwanji Buddhist Temple	119 North Central Avenue		Listed	Listed
7-20	Aoyama Tree	119-135 North Central Avenue		Not Eligible	Eligible
7-26	Koyasan Buddhist Temple, Koyasan Church, Koyasan Temple	342 East 1 st Street	5161-017-019	Eligible	Eligible
7-30	S. Kamada Restaurant, Atomic Café, Señor Fish, Coast Imports	416 East 1 st Street	5161-018-001		Eligible
7-35	John A. Roebling's Sons Co., Robert Arranaga & Company, Incorporated	216 South Alameda Street	5163-009-005	Eligible	Eligible
8-2	<i>Los Angeles Times</i> Building	202 West 1 st Street		Eligible	Listed

Table 4-6. NRHP and CRHR Eligible and Listed Properties in APE

APE Map No.	Name	Address	Assessor's Parcel No.	NRHP Eligibility	CRHR Eligibility
8-3	The <i>Mirror</i> Building (Site of Butterfield Stage Station), <i>Los Angeles Times-Mirror</i> Annex, <i>Times</i> Building South, <i>Mirror-News</i> Building	145 South Spring Street	5149-001-003	Eligible	Eligible
8-11	Higgins Building, General Petroleum Building, (Los Angeles) County Engineers Building	108 West 2 nd Street	5149-006-010		Eligible
8-12	Cathedral of Saint Vibiana	214 South Main Street	5161-026-022	Eligible	Eligible
8-13	Cathedral of Saint Vibiana, Rectory	114 East 2 nd Street	5161-026-023, 5161-026-024	Eligible	Eligible
9-R6	J.R. Newberry Company Building	900 East 1 st Street	5163-005-006	Eligible	Eligible
9-R7	1 st Street Viaduct (Bridge #53C-1166)	1 st Street between Vignes Street and Mission Road		Eligible	Eligible

5.0 IMPACTS

The impacts analysis examined likely effects of the proposed project to historic properties under NHPA and impacts to historical resources under CEQA. This analysis incorporates the findings of other applicable technical studies, including displacement, right-of-way, noise and vibration studies, sound walls, retaining walls, geotechnical studies, and station designs. Tables 5-1 through 5-8 list the potential project effects to historic properties and impacts to historical resources by alternative. A discussion of the potential effects to historic properties and impacts to historical resources under the No Build Alternative and the TSM Alternatives are included in the text.

As noted previously in Section 3.0 of this technical memorandum, if a project affects a “historic property” within the APE, the lead federal agency must assess whether the effect is adverse in order to comply with Section 106 of the NHPA. This is accomplished in consultation with the SHPO by applying the “criteria of adverse effect” as stated in 36 CFR 800.5(a)(1).

If a project’s effects do not diminish the integrity of a historic property, then a “no adverse effect” finding is appropriate (36 CFR 800.5(b)). Adverse effects are defined in Section 3.2.

If an adverse effect is expected to occur as a result of a proposed project, the lead agency shall consult further to resolve the adverse effect, pursuant to 36 CFR Part 800.5(2) and develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties (36 CFR Part 800.6).

Section 110(f) of the NHPA of 1966, as codified in 36 CFR 800.10, requires federal agencies to undertake planning and actions to minimize harm to designated National Historic Landmark (NHL) properties. If a proposed project is found to have the potential for an adverse effect on a NHL, the Secretary of the Interior (typically represented by a representative of the National Park Service) is invited to participate under Section 110(f) of the NHPA. For this project, the Little Tokyo Historic District NHL is situated within the APE and would not be adversely affected by any of the alternatives. If project planning necessitates changes, and potential adverse effects to the NHL arise, consultation with the National Park Service will be conducted.

As noted in Section 3.0, CEQA also requires that proposed public projects be evaluated for their probability to cause significant effects on “historical resources.” CEQA equates a “substantial adverse change” in the significance of a historic property with a significant effect on the environment (PRC Section 21084.1). Thresholds of substantial adverse change are established in PRC Section 5020.1, and include demolition, destruction, relocation, or “alteration activities that would impair the significance of the historic resource.”

5.1 No Build Alternative

5.1.1 Construction Impacts

The No Build Alternative would not result in short-term or long-term construction related effects to historic properties or impacts to historical resources. This alternative does not include capital improvements, and thus would not result in construction or implementation-related effects to historic properties under NEPA or impacts on historical resources under CEQA within the project APE.

5.1.2 Operational Impacts

The No Build Alternative would not result in operational short- or long-term effects to historic properties or impacts to historical resources. This alternative would not result in the introduction of any new improvements that would be expected to cause effects on historic properties under NEPA or have impacts under CEQA on historical resources in the project APE.

5.1.3 Cumulative Impacts

The No Build Alternative would not result in cumulative effects to historic properties or impacts to historical resources, other than the current effects on resources though continued high and escalated levels of vehicular traffic, unabated by additional mass transit options. Therefore, the No Build Alternative would not contribute to a cumulative effect to historic properties or impacts to historical resources.

5.2 Transportation System Management (TSM) Alternative

Under the TSM Alternative, the transit infrastructure investment (two new bus routes and associated structures) would use the existing street and sidewalk networks and would not require the displacement or relocation of properties, residents, or employees.

Improvements under this alternative would entail minor physical modifications, such as the installation of bus stops along existing city streets and rebuilding some curbs, sidewalks, and street surfaces to accommodate increased bus weights and traffic frequency.

No detailed engineering plans for the TSM alternative have been prepared to date.

5.2.1 Construction Impacts

5.2.1.1 Addition of Bus Stops

Under the TSM Alternative, an unspecified number of buses would be added throughout the APE. Installation of up to six new bus stops within the APE would entail minor alterations to the sidewalks, curbs, and other features in the public right of way.

Section 106 Effects Analysis for Historic Properties

An effect, but no adverse effect, to historic properties would result from the addition of bus stops because the current streetscapes were historically busy transportation corridors. The new proposed features would not alter the characteristics of historic properties located in the APE in a manner that would diminish the integrity of any historic materials.

CEQA Impact Analysis for Historical Resources

The addition of a limited number of bus stops in the APE would not constitute a substantial adverse change that would impair the significance of historical resources. The resources' features would remain to convey their significance. The project, therefore, would have a less than significant impact upon historical resources.

5.2.1.2 One-Way Express Bus Traffic

The construction and implementation of the TSM Alternative may result in the rebuilding of curbs, sidewalks, and street surfaces to accommodate increased bus weights and traffic frequency.

Section 106 Effects Analysis for Historic Properties

The improvements to facilitate bus traffic would result in an effect, but no adverse effect, to historic properties because the current streetscapes were historically busy transportation corridors. The changes would not alter a characteristic of a historic property in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

The potential changes to sidewalks and street surfaces to accommodate bus traffic would not constitute a substantial adverse change that would impair the significance of historical resources. The majority of the resource's features would remain to convey their significance. The TSM Alternative, therefore, would have a less than significant impact upon historical resources.

5.2.1.3 Noise and Vibration

According to the Noise and Vibration Technical Memorandum, the TSM Alternative may include minor construction, i.e. install new bus stop benches and signage. These activities would take less than a day to erect, require no heavy equipment, and would not exceed ambient levels of noise in the APE. Noise generated by this alternative is not expected to cause an adverse effect to historic properties or a significant impact to historical resources.

For the TSM Alternative, no major construction activities that use the larger equipment in Table 3-2 are planned, therefore no adverse effects or significant impacts under CEQA from ground borne vibration (GBV) are anticipated.

Section 106 Effects Analysis for Historic Properties

Selecting construction techniques that use specified equipment within safe distances from sensitive buildings would diminish the potential for ground borne vibration and noise. Large equipment would not adversely affect historic properties. Potential noise would also not rise above existing conditions. Any changes that could occur as a result of GBV or noise generated by this alternative would not alter a characteristic of a historic property in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

The potential changes generated by GBV and noise for this alternative would not constitute a substantial adverse change that would impair the significance of historical resources. The resources' features would remain to convey their significance. The project, therefore, would have a less than significant impact upon historical resources.

5.2.2 Operational Impacts

5.2.2.1 Noise and Vibration

Under the TSM Alternative, potential sources of future noise and vibration levels would not increase over the existing sources of noise and vibration. Buses currently use the routes associated with this alternative. Therefore, the operation of additional buses along the proposed route would not result in a noticeable increase in vibration or noise levels over those currently generated by existing buses. Additional bus use may reduce cumulative noise by decreasing personal vehicle use.

Section 106 Effects Analysis for Historic Properties

Noise and vibration caused by the operation of buses would not adversely affect historic properties in the APE. Potential changes would not alter the characteristics of a historic property in a manner that would diminish the integrity of the location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Potential noise and vibration generated from bus service in the APE would not constitute a substantial adverse change that would impair the significance of any historical resources. Character defining features would remain to convey the significance of the historical resources. The TSM Alternative, therefore, would have a less than significant impact upon historical resources.

5.2.3 Cumulative and Indirect Impacts

There are no expected indirect impacts under the TSM Alternative.

Cumulative effects and impacts include short-term effects during construction such as noise, dirt, changes in setting from the use or storage of equipment, or lack of access due to congestion or revisions in traffic patterns. Cumulative effects may also result from long-term effects such as additional traffic brought about by increased density as new buildings are constructed. Taken collectively, the reasonably foreseeable projects in the project area do not appear to have additional effects upon historic properties or impacts upon historical resources that would be affected by the TSM Alternative.

5.2.4 Potential Effects to Section 4(f) Resources

Section 4(f) applies to the Regional Connector Transit Corridor project because several of the project alternatives potentially affect 4(f) properties. The TSM Alternative, however, would not affect, displace, alter, or use any 4(f) properties to implement construction and/or project operation.

5.3 At-Grade Emphasis Light Rail Transit (LRT) Alternative

The At-Grade Emphasis LRT Alternative would install double-track light-rail guideways in the existing street system, rebuild street surfaces and underground utilities, rebuild curbs and sidewalks, and install stations, all within the APE. Underground segments of the alternative would use parts of the existing 2nd Street Tunnel (APE Map # 4-3) and would require new cut and cover tunneling under Flower Street between 7th and 4th Streets north of the 7th Street/Metro Center Station.

5.3.1 Construction Impacts

Construction activities were analyzed using the Criteria of Adverse Effect for their potential to impact properties. The following discussion describes the types of effects that may occur in the APE due to construction activities for the At-Grade Emphasis LRT Alternative. Short-term effects from construction typically result from dirt, changes in the visual environment, or alteration to access. Other types of construction effects may be related to specific construction activities or locations. Operational effects are discussed in Section 5.3.2. Table 5-1 indicates the resources that may experience construction-related effects due to their location within the APE.

5.3.1.1 Temporary Dirt/Unintended Damage

Properties in the APE may experience effects from construction including dirt and unintended damaged. Metro would employ best management practices (BMPs) to ensure that these effects are short-term.

Section 106 Effects Analysis for Historic Properties

Dirt and other damage from construction would result in effects, but not adverse effects, to historic properties in the APE because the effects would be short-term. The effects would not

directly alter a characteristic of historic properties in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Potential dirt and other unintended damage during construction would not constitute a substantial adverse change that would impair the significance of the historical resources. The impacts would be short-term and the majority of the resources' features would remain to convey their significance. This alternative, therefore, would have a less than significant impact upon historical resources.

5.3.1.2 Traffic Congestion/Parking/Access

Changes in access to properties and resources within the APE may result from road closures, use of equipment, and other construction activities. Metro would employ BMPs to minimize these changes and keep the public and property owners informed of potential issues.

Section 106 Effects Analysis for Historic Properties

Potential effects, but no adverse effects, would result from changes in access during construction. The effects would be short-term and would not alter characteristics of historic properties in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Changes in access resulting from congestion and loss of parking during construction would not constitute a substantial adverse change that would impair the significance of the historical resources. The impacts would be short-term and the majority of the resources' features would remain to convey their significance. The At-Grade Emphasis LRT Alternative, therefore, would have a less than significant impact upon historical resources.

5.3.1.3 Visual

Visual changes may result from the storage and operation of equipment, cuts in the road, and signage used during construction. Metro would employ best management practices (BMPs) to minimize these changes and they would be short term.

Section 106 Effects Analysis for Historic Properties

Visual changes during construction would result in an effect, but not an adverse effect, to historic properties because the effects would be short-term. The changes would not directly alter a characteristic of historic properties in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Visual changes during construction would not constitute a substantial adverse change that would impair the significance of historical resources. The impacts would be short-term and the resources' character-defining features would remain to convey their significance. The At-Grade Emphasis LRT Alternative, therefore, would have a less than significant impact upon historical resources.

5.3.1.4 Demolition, Partial Takes or Alteration of a Property:

As part of the At-Grade Emphasis LRT Alternative a portion of several properties may be acquired (partial takes). Portions of properties occupied by the Los Angeles Police Facilities Building (APE Map #6-6), Motor Transport Division Building (APE Map #6-7), and City Health Building (City Hall South) (APE Map #6-4), three contributing resources to the Los Angeles Civic Center Historic District, would be acquired to accommodate new stations (Metro 2010). A temporary construction staging easement would also be acquired. A portion of the CRHR eligible "Tinkertoy" Parking Structure (APE Map #6-8), would be acquired to accommodate the turning radius as the rail line joins the existing Gold Line Extension tracks. Drive way access would also be potentially limited. The Tinkertoy Parking Structure is not eligible for the NRHP.

Section 106 Effects Analysis for Historic Properties

There are no adverse effects to historic properties under this alternative from partial property acquisitions. Since only a portion of the properties would be acquired and converted to new uses, the change would not affect the physical buildings, the historic district that they are a part of, or the characteristics that make them eligible for the NRHP, and thus would not diminish their integrity of location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Partial property acquisitions would not constitute a substantial adverse change that would impair the significance of historical resources in the APE. The characteristics that make the historical resources eligible for the CRHR and NRHP would remain to convey their significance. This alternative, therefore, would not have a significant impact upon historical resources.

5.3.1.5 Above-Ground Station Construction

One potential at-grade station is proposed for the At-Grade Emphasis LRT Alternative. The proposed station would be a one-way couplet located on Main and Los Angeles Streets in the NRHP and CRHR Eligible Civic Center Historic District (APE Map #51-1 through 5-13, 6-1 through 7-7, 6-12) and immediately beside three NRHP and CRHR eligible properties; the Los Angeles Police Facilities Building (APE Map #6-6), Motor Transport Division Building (APE

Map #6-7) and City Health Building (City Hall South) (APE Map #6-4). Based upon the preliminary designs, the platforms would be simple poured concrete platforms with modest coverings (IBI Group 2009) similar to what are already used in the nearby Little Tokyo/ Arts District Station.

Section 106 Effects Analysis for Historic Properties

The construction of the proposed at-grade station would result in an effect, but not an adverse effect, to historic properties under this alternative. The proposed changes would not alter the setting of any historic properties in a manner that would diminish either the integrity of the individual properties that are contributors to the historic district or the historic district itself.

CEQA Impact Analysis for Historical Resources

Construction of the proposed station would not constitute a substantial adverse change that would impair the significance of either the Civic Center Historic District or the individual resources that contribute to the district. The historical resources' character-defining features would remain to convey the significance of the Historic District and the individual contributors. This alternative, therefore, would have a less than significant impact upon historical resources.

5.3.1.6 Flower Street Station Entry Construction

As part of the At-Grade Emphasis LRT Alternative, pedestrian entrances would be constructed to provide access to the underground station on Flower Street. Although not finalized, the initial designs show that escalators would rise from the underground station. A glass canopy, supported by a steel frame, would shelter the opening. The entrances would be located on the east side of Flower Street in areas that provide views of the NRHP and CRHR listed Central Public Library (APE Map #3-2). One entrance would also be located in front of NRHP eligible California Club (APE Map #3-1). A glass enclosed elevator would also be constructed on the southeast side of Flower Street in front of the Maguire Gardens. This elevator would be adjacent to Maguire Gardens, on the west side of the Central Library (IBI Station Planning Report 2009).

Section 106 Effects Analysis for Historic Properties

No adverse effects to historic properties would occur as the result of proposed improvements for the Flower Street Station. Although the improvements are a change to the setting of the California Club and the Central Public Library; the scale, massing, size, and materials of the new facilities would not alter characteristics of any of the historic properties in a manner that would diminish the integrity of the location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

The potential entrances and elevators associated with Flower Street Station would not constitute a substantial adverse change that would impair the significance of historical resources (Central Public Library, see APE Map #3-2; and California Club, see APE Map #3-1). The character-defining features of these resources would remain to convey their significance. This alternative, therefore, would have a less than significant impact upon historical resources.

5.3.1.7 Catenary pole and Wire Installation

Catenary poles and wires would be installed in the portion of the APE where the trains run at-grade. Catenary poles provide support for the wires that would be suspended overhead. The final spacing, method of installation, and design for the poles and wires has not been established.

Section 106 Effects Analysis for Historic Properties

No adverse effects to historic properties would result from the installation of the catenary poles and wires because the project area streetscapes are historically dynamic and have changed dramatically over time. Changes to the streetscape resulting from the addition of catenary poles and wires as proposed under this alternative are within the range of past changes, and therefore, would not alter historic properties in a manner that would diminish the integrity of any property's location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

The potential changes to install catenary poles and wires under this alternative would not constitute a substantial adverse change that would impair the significance of historical resources. The resources' features would remain to convey their significance. The project, therefore, would have a less than significant impact upon historical resources.

5.3.1.8 Tunnels

Under this alternative the NRHP eligible 2nd Street Tunnel (APE Map #4-3) would be altered. The walls of the tunnel would be partially demolished along its southwest interior wall to construct a new entrance and exit for the new tunnel in which the light rail would run. New elements that would be added to the tunnel include double tracks, catenary wires, and a sidewalk.

The cut and cover trench would also require demolition of a portion of the CRHR eligible Belmont Tunnel (APE Map #3-4). The Belmont Tunnel is not eligible for the NRHP.

Section 106 Effects Analysis for Historic Properties

In applying the criteria of adverse effect for historic properties (36 CFR 800.5(a)(1)) potentially affected by the construction near 2nd Street, an adverse effect would occur due to the demolition of a portion of the NRHP eligible 2nd Street Tunnel and the subsequent change in use. The changes would directly alter a characteristic of the historic property in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Documentation of the property in accordance with mitigation measure MM-BE-1 would resolve the potential adverse effect.

CEQA Impact Analysis for Historical Resources

Potential changes to the 2nd Street Tunnel would constitute a substantial adverse change that would impair the significance of the historical resource. However, the majority of the resource's features would remain to convey its significance. Additionally, implementation of MM-BE-1 would reduce the impact to a less than significant level. The implementation of MM-BE-1 would reduce any impact to the CRHR-eligible Belmont Tunnel to a less than significant level.

5.3.1.9 Traction Power Substations

Construction of traction power substations (TPSS) adjacent to the right-of-way along at-grade segments is proposed. The substations deliver electricity to overhead catenary systems. The designs have not been identified but the substations can fit in rooms or standalone buildings of 5,000 square feet or less. The only at-grade location currently identified as a proposed site for a TPSS is on the southwest corner of Spring and 2nd Streets. There are no historical resources or historic properties at this location.

Section 106 Effects Analysis for Historic Properties

The proposed location for the TPSS would not be located on or near any historic properties and therefore, there would be no adverse effects to historic properties. If any additional locations are identified, the criteria of adverse effect would be applied to any historic properties that might be affected (36 CFR 800.5(a)(1)). However, because of the small scale of the TPSS, their construction is an effect, but not an adverse effect, that would alter a characteristic of historic properties in a manner that would diminish the integrity of a property's location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

The proposed TPSS location would not be on or near any historical resources and therefore there would be no impact under CEQA. If additional stations are proposed, a CEQA analysis would be conducted. However, due to the small scale of the feature, it is likely that the construction of a TPSS would not constitute a substantial adverse change that would impair the significance of any historical resources. The majority of the resources' features would

remain to convey their significance. The project, therefore, would have a less than significant impact upon historical resources.

5.3.1.10 Differential Settlement

According to the *Description of Construction*, some of the buildings situated near cut and cover excavation would be susceptible to differential settlement. Differential settlement is defined as “unequal settling of material; gradual downward movement of foundations due to compression of soil which can lead to damage if settlement is uneven” (Allaby 1999).

Differential settlement occurs when a building or feature’s shape is twisted, or is raised and lowered in different places, sometimes imperceptibly. Differential settlement can cause foundations to settle and crack, floors to buckle and go out of level, walls to shift out of plumb and plane, and roofs to twist and deform. The resulting changes in structural systems and cladding or finish materials, including wood and masonry, floor tiles, wood flooring, concrete floors, plaster, marble, and other decorative wall and ceiling treatments, and adobe, stucco, and wood-framed walls can be cracks, fractures, and other noticeable (as well as long term, not immediately visible) deformations and damage. Since historically significant buildings often have archaic construction and finish attachment systems, including unreinforced masonry, those building types are usually more susceptible to the effects of ground-borne vibration than more recently constructed buildings.

According to the *Description of Construction*, at least seven NRHP and/or CRHR eligible properties could be potentially affected by cut and cover construction associated with the At-Grade Emphasis LRT Alternative. These buildings include the Superior Oil Company Building (APE Map #2-13), California Club (APE Map #3-1), 2nd Street Tunnel (APE Map #4-3), Walt Disney Concert Hall (APE Map #4-4), the former Nishi Hongwanji Buddhist Temple (APE Map #7-19), Los Angeles Times Building (APE Map #8-2), and St. Vibiana’s Cathedral (APE Map #8-12).

Section 106 Effects Analysis for Historic Properties

The implementation of design measures would protect and stabilize the ground near historic properties as noted in MM-BE-2, MM-BE-3, and MM-BE-5. These measures would avoid adverse effects to all properties. If properly implemented, short term construction activities would not directly alter a characteristic of the historic property in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

The potential for differential settlement could constitute a substantial adverse change that would impair the significance of the Superior Oil Company Building (APE Map #2-13), California Club (APE Map #3-1), 2nd Street Tunnel (APE Map #4-3), Walt Disney Concert Hall (APE Map #4-4), the former Nishi Hongwanji Buddhist Temple (APE Map #7-19), Los

Angeles Times Building (APE Map #8-2), and St. Vibiana’s Cathedral (APE Map #8-12). The implementation of MM-BE-2, MM-BE-3, and MM-BE-5 would reduce the potential impacts to these historical resources to a less than significant level.

5.3.1.11 Noise and Vibration

Noise generated by construction equipment can cause adverse effects to historic properties and significant impacts to historical resources when exposure exceeds the “severe level” established by FTA. Noise that reaches a severe level, which cannot be reduced through mitigation or other measures, may cause a reduction in use or access to historic properties or historical resources. This may result in an adverse effect to historic properties or a significant impact to historical resources. For properties or resources where a sense of quiet represents a characteristic of its historical significance, increases in noise may also cause adverse effects and/or significant impacts.

According to the Noise and Vibration Technical Memorandum, construction activities with the most potential for noise impacts under the At-Grade Emphasis LRT Alternative, include the cut and cover tunnel along Flower Street, the proposed cut and cover stations at Flower/6th/5th and 2nd/Hope Street, and the Temple and Alameda junction, which includes lowering Alameda Street. To ensure noise impacts are minimized during construction, all construction activities would conform to the provisions in Section 41.40(a) of the City of Los Angeles Code. Furthermore, best management practices (BMPs) would be employed to reduce any potential noise effects to historic properties and result in a no adverse effect finding and reduce potential impacts to historical resources to a less than significant level.

GBV generated by construction equipment can also cause adverse effects on historic properties and significant impacts to historical resources that are in close proximity to construction activities. Construction-related vibration can cause damage ranging from minor cosmetic damage to interior plaster or woodwork damage to major structural damage. Thus GBV can harm the characteristics that make historic properties eligible for the NRHP and historical resources eligible for the CRHR.

For the At-Grade Emphasis LRT Alternative, pre-augering of soldier piles at the cut and cover sections would eliminate the need for impact pile driving. This would leave “Large Bulldozer” and “Drill Rigs” as the main construction vibration sources (Table 3-2). If these large pieces of equipment are not used within the 21 feet of a historic property or historical resource, it is reasonably foreseeable that no adverse effects or significant impacts to historic properties and historical resources from GBV could occur. Buildings near potential construction activities include Barker Brothers (APE Map #2-1), Roosevelt Building (APE Map #2-7), General Petroleum-Mobil Oil Building (APE Map #2-12), Superior Oil Building (APE Map #2-13), California Club (APE Map #3-1), Los Angeles Central Library (APE Map #3-2), 2nd Street Tunnel (APE Map #4-3), Mirror Building (APE Map #8-3), Higgins Building (APE Map #8-11,

CRHR-eligible only), Cathedral of Saint Vibiana (APE Map #8-12), Cathedral of Saint Vibiana Rectory (APE Map #8-13).

Section 106 Effects Analysis for Historic Properties

No adverse effects would occur if measures MM-BE-2 and MM-BE-3 are implemented. If these measures are properly implemented, potential effects of the At-Grade Emphasis LRT Alternative would not diminish the integrity of the historic properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Under the At-Grade Emphasis LRT Alternative, construction-induced vibration could potentially cause a substantial adverse change that would impair the significance of any or all of the historical resources noted in this section. The implementation of MM-BE-2, MM-BE-3, and MM-BE-5 would reduce potential impacts to a less than significant level.

5.3.2 Operational Impacts

The At-Grade Emphasis LRT Alternative would add transit options that would be consistent with the historic use of streetcars within the APE. Additionally, the LRT could benefit historic properties and historical resources in the APE by increasing pedestrian access and use of the area.

Activities associated with the operation of the At-Grade Emphasis LRT Alternative may also cause impacts to properties within the APE. The potential effects are described below and summarized in Table 5-2.

5.3.2.1. Traffic Congestion/Parking/Access:

Operation of the At-Grade Emphasis LRT Alternative may result in loss of parking and changes to vehicular patterns that result in increased congestion.

Section 106 Effects Analysis for Historic Properties

Changes in access, parking, and traffic patterns would result in effects, but no adverse effects, to historic properties. The changes would not alter a characteristic of historic properties in the APE in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Potential changes to traffic patterns and access would not constitute a substantial adverse change that would impair the significance of historical resources. The majority of the resources' features would remain to convey their significance. This alternative, therefore, would have a less than significant impact upon historical resources.

Table 5-1. Potential At-Grade Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
2-1	Barker Brothers	Eligible	Listed	SI			X	
2-3	Fine Arts Building, Global Marine House	Eligible	Listed	LTS			X	
2-5	Engine Company No. 28	Listed	Listed	LTS			X	
2-7	Roosevelt Building	Listed	Listed	SI			X	
2-10	811 Wilshire building, Tishman 615 building, Wilflower building	Eligible	Listed	LTS			X	
2-12	General Petroleum, Mobil Oil Building	Listed	Listed	SI			X	
2-13	Superior Oil Company Building	Listed	Listed	SI			X	
3-1	The California Club	Eligible	Listed	SI			X	
3-2	Los Angeles Central Library	Listed	Listed	SI			X	

Table 5-1. Potential At-Grade Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
3-4	Belmont Tunnel, Hollywood-Glendale-Burbank-San Fernando Valley Tunnel	Not Eligible	Eligible	SI		X		
4-3	2 nd Street Tunnel, Bridge (tunnel) #53C 1318	Eligible	Eligible	SI				X
4-4	Walt Disney Concert Hall	Eligible	Eligible	SI			X	
5-1 Thru 5-13, 6-1 thru 6-7, 6-12	Los Angeles Civic Center Historic District	Eligible	Eligible	LTS			X	
5-1	Los Angeles Department of Water and Power Building, John Ferraro Office Building	Eligible	Eligible	LTS		X		
5-2	Ahmanson Theatre	Eligible	Eligible	LTS		X		
5-3	Mark Taper Forum	Eligible	Eligible	LTS		X		

Table 5-1. Potential At-Grade Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
5-4	Dorothy Chandler Pavilion	Eligible	Eligible	LTS		X		
5-5	Los Angeles County Hall of Administration, Kenneth Hahn Hall of Administration	Eligible	Eligible	LTS		X		
5-6	El Paseo de los Pobladores de Los Angeles	Eligible	Eligible	LTS		X		
5-7	Los Angeles County Courthouse, Stanley Mosk Los Angeles County Courthouse	Eligible	Eligible	LTS		X		
5-8	County of Los Angeles Central Heating and Refrigeration Plant	Eligible	Eligible	LTS		X		
5-9	Los Angeles County Hall of Records	Eligible	Eligible	LTS		X		
5-10	Court of Historic American Flags	Eligible	Eligible	LTS		X		
5-11	Los Angeles County Law Library, Mildred L. Lillie Building	Eligible	Eligible	LTS		X		

Table 5-1. Potential At-Grade Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
5-12	Hall of Justice, Los Angeles County Jail	Eligible	Eligible	LTS		X		
5-13	Clara Shortridge Foltz Criminal Justice Center	Eligible	Eligible	LTS		X		
6-1	U.S. Post Office and Court House Building, Federal Building	Listed	Listed	LTS			X	
6-2	Los Angeles City Hall	Eligible	Eligible	LTS			X	
6-3	Site of the <i>Los Angeles Star</i> Fletcher Bowron Square, Los Angeles Mall, Triforium, Bella Union Hotel site	Not Eligible	Listed California Historical Landmark	LTS		X		
6-4	City Health Building, City Hall South	Eligible	Eligible	LTS	X		X	
6-5	Federal Building, North Los Angeles Field office	Eligible	Eligible	LTS			X	

Table 5-1. Potential At-Grade Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
6-6 6-7	The Police Facilities Building, Parker Center, Motor Transport Division	Eligible	Eligible	LTS	X		X	
6-8	City of Los Angeles Parking Lot 3, “Tinkertoy” Parking Structure	Not Eligible	Eligible	LTS	X	X		
7-1	Dorner & Hinz Saloon, Nelson Hotel, Red Wing Shoes, California Floral Company	Not Eligible	Eligible	LTS		X		
7-7 thru 7-9, 7-11, 7-14 thru 7-19	Little Tokyo Historic District	Listed National Historic Landmark	Listed	LTS			X	
7-7	Japanese Union Church of Los Angeles	Listed	Listed	LTS			X	
7-8	San Pedro Firm Building	Listed	Listed	LTS			X	

Table 5-1. Potential At-Grade Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
7-9	Mark Kuwata Real Estate	Eligible	Eligible	LTS			X	
7-11	1-3 story commercial building, Anzen Hardware	Listed	Listed	LTS			X	
7-14	1-3 story commercial building, Little Tokyo Hotel	Listed	Listed	LTS			X	
7-15	1-3 story commercial building, Ace Japanese Restaurant,	Listed	Listed	LTS			X	
7-16	A. Sperl Building	Listed	Listed	LTS			X	
7-17	3+ story commercial building, Daimora Hotel	Listed	Listed	LTS			X	
7-18	Far East Café Building	Listed	Listed	LTS			X	
7-19	Former Nishi Hongwanji Buddhist Temple	Listed	Listed	SI			X	

Table 5-1. Potential At-Grade Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
7-20	Aoyama Tree	Not Eligible	Listed	LTS		X		
7-26	Koyasan Buddhist Temple, Koyasan Church, Koyasan Temple	Eligible	Eligible	LTS				
7-30	S. Kamada Restaurant, Atomic Café, Señor Fish, Coast Imports	Not Eligible	Eligible	LTS		X		
7-35	John A. Roebling's Sons Co., Robert Arranaga & Company, Incorporated	Eligible	Eligible	LTS			X	
8-2	<i>Los Angeles Times</i> Building	Eligible	Listed	LTS			X	
8-3	The <i>Mirror</i> Building (Site of Butterfield Stage Station), <i>Los Angeles Times-Mirror</i> Annex, <i>Times</i> Building South, <i>Mirror-News</i> Building	Eligible	Eligible	SI			X	

Table 5-1. Potential At-Grade Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
8-11	Higgins Building, General Petroleum Building, (Los Angeles) County Engineers Building	Not Eligible	Eligible	LTS		X		
8-12	Cathedral of Saint Vibiana	Eligible	Eligible	SI			X	
8-13	Cathedral of Saint Vibiana, Rectory	Eligible	Eligible	SI			X	
9-R6	J.R. Newberry Company Building	Eligible	Eligible	LTS			X	
9-R7	1 st Street Viaduct (Bridge #53C-1166)	Eligible	Eligible	LTS			X	

Key for CEQA Impacts

LTS = Less Than Significant impact, no mitigation required

SI = Significant Impact that can be mitigated to less than significant

SU = Significant and Unavoidable impact

5.3.2.2 Visual:

Operation of the At-Grade Emphasis LRT Alternative above ground along 2nd, Main, Los Angeles, and Temple Streets would be a minimal change to the visual setting of properties in this area of the APE.

Section 106 Effects Analysis for Historic Properties

There would be an effect, but no adverse effect, to historic properties in areas in the APE where the new LRT would be visible. No adverse effect would occur because the changes would not directly alter characteristics of historic properties in the APE in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Potential changes to historical resources within the APE where the LRT would be visible would not constitute a substantial adverse change that would impair the significance of historical resources. The project, therefore, would have a less than significant impact upon historical resources.

5.3.2.3 Noise and Vibration

Noise from LRT operations would be generated from the interaction of wheels on track, motive power, signaling and warning systems, platform announcements, and operation of TPSS. The interaction of steel wheels on rails generates three different types of noise depending on the type of track work. These include: (1) noise generated from wheel squeal on tightly curved track, (2) noise generated on special trackway sections, such as at crossovers or turnouts, and (3) noise generated by rolling of the wheel over continuous rail. According to the Noise and Vibration Technical Memorandum, only one moderate noise effect/impact is anticipated from LRT operation to a CRHR-eligible property. Only the first floor of the Higgins Building (APE Map #8-11) would be subjected to a moderate noise effect/impact, but since the Higgins Building is not eligible for the NRHP, no historic properties would be affected. Wheel skirts would be included on LRT vehicles to reduce the wayside noise levels, but this design implementation would not reduce noise levels on the first floor of the Higgins Building to below moderate levels. Since the noise levels on the first floor of the Higgins Building would not be considered severe, the noise from LRT operation would not be considered a significant impact to a historical resource under CEQA.

Vibration impacts from transit operations would be generated by motions/actions at the wheel/rail interface. While vibration from a passing train would have a relatively small potential to move through the geologic strata, it could result in building vibration from energy transferred through the earth to the building's foundation. The principal concern with rail transit vibration is annoyance to building occupants; it is extremely unlikely that GBV from transit operations would cause any effect on or damage of any kind to buildings. For the At-

Grade Emphasis LRT Alternative no adverse effects or significant impacts to historic properties or historical resources would be expected.

Section 106 Effects Analysis for Historic Properties

Noise and vibration caused by project operation would be an effect, but not an adverse effect, to historic properties within the APE. Project operations would not alter characteristics of historic properties in the APE in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Potential noise and vibration impacts caused by operation of the At-Grade Emphasis LRT Alternative to the CRHR-eligible Higgins Building would not constitute a substantial adverse change that would impair the significance of the historical resource. The resource's features would remain to convey its significance. This alternative, therefore, would have a less than significant impact upon historical resources.

5.3.3 Cumulative and Indirect Impacts

There are no expected indirect impacts under the At-Grade Emphasis LRT Alternative on historic resources.

Cumulative effects and impacts include short-term effects during construction such as noise, dirt, changes in setting from the use or storage of equipment, or lack of access due to congestion or revisions in traffic patterns. Cumulative effects may also result from long-term effects such as additional traffic brought about by increased density as new buildings are constructed. Taken collectively, reasonably foreseeable projects within the project area do not appear to have additional effects upon historic properties or impacts upon historical resources that would be affected by the At-Grade Emphasis LRT Alternative.

5.3.4 Potential Effects to Section 4(f) Resources

The At-Grade Emphasis LRT Alternative would require the acquisition and/or use of property associated with five NRHP-eligible properties: Civic Center Historic District, Los Angeles Police Motor Transport Building (APE Map #6-7), City of Los Angeles Parker Center Police Department Building (APE Map #6-6), City Hall South (APE Map #6-4) as well as the 2nd Street Tunnel (APE Map #4-3).

Table 5-2. Potential At-Grade-Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
2-1	Barker Brothers	Eligible	Listed	LTS		X	
2-3	Fine Arts Building, Global Marine House	Eligible	Listed	LTS		X	
2-5	Engine Company No. 28	Listed	Listed	LTS		X	
2-7	Roosevelt Building	Listed	Listed	LTS		X	
2-10	811 Wilshire building, Tishman 615 building, Wilflower building	Eligible	Listed	LTS		X	
2-12	General Petroleum, Mobil Oil Building	Listed	Listed	LTS		X	
2-13	Superior Oil Company Building	Listed	Listed	LTS		X	
3-1	The California Club	Eligible	Listed	LTS		X	
3-2	Los Angeles Central Library	Listed	Listed	LTS		X	

Table 5-2. Potential At-Grade-Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
3-4	Belmont Tunnel, Hollywood-Glendale-Burbank-San Fernando Valley Tunnel	Not Eligible	Eligible	LTS	X		
4-3	2 nd Street Tunnel, Bridge (tunnel) #53C 1318	Eligible	Eligible	LTS		X	
4-4	Walt Disney Concert Hall	Eligible	Eligible	LTS		X	
5-1 thru 5-13, 6-1 thru 6-7, 6-12	Los Angeles Civic Center Historic District	Eligible	Eligible	LTS		X	
5-1	Los Angeles Department of Water and Power Building, John Ferraro Office Building	Eligible	Eligible	LTS	X		
5-2	Ahmanson Theatre	Eligible	Eligible	LTS	X		

Table 5-2. Potential At-Grade-Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
5-3	Mark Taper Forum	Eligible	Eligible	LTS	X		
5-4	Dorothy Chandler Pavilion	Eligible	Eligible	LTS	X		
5-5	Los Angeles County Hall of Administration, Kenneth Hahn Hall of Administration	Eligible	Eligible	LTS	X		
5-6	El Paseo de los Pobladores de Los Angeles	Eligible	Eligible	LTS	X		
5-7	Los Angeles County Courthouse, Stanley Mosk Los Angeles County Courthouse	Eligible	Eligible	LTS	X		
5-8	County of Los Angeles Central Heating and Refrigeration Plant	Eligible	Eligible	LTS	X		
5-9	Los Angeles County Hall of Records	Eligible	Eligible	LTS	X		
5-10	Court of Historic American Flags	Eligible	Eligible	LTS	X		

Table 5-2. Potential At-Grade-Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
5-11	Los Angeles County Law Library, Mildred L. Lillie Building	Eligible	Eligible	LTS	X		
5-12	Hall of Justice, Los Angeles County Jail	Eligible	Eligible	LTS	X		
5-13	Clara Shortridge Foltz Criminal Justice Center	Eligible	Eligible	LTS	X		
6-1	U.S. Post Office and Court House Building, Federal Building	Listed	Listed	LTS		X	
6-2	Los Angeles City Hall	Eligible	Eligible	LTS		X	
6-3	Site of the <i>Los Angeles Star</i> Fletcher Bowron Square, Los Angeles Mall, Triforium, Bella Union Hotel site	Not Eligible	Listed California Historical Landmark	LTS	X		
6-4	City Health Building, City Hall South	Eligible	Eligible	LTS		X	
6-5	Federal Building, North Los Angeles Field office	Eligible	Eligible	LTS		X	

Table 5-2. Potential At-Grade-Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
6-6 6-7	The Police Facilities Building, Parker Center, Motor Transport Division	Eligible	Eligible	LTS		X	
6-8	City of Los Angeles Parking Lot 3, “Tinkertoy” Parking Structure	Not Eligible	Eligible	LTS	X		
7-1	Dorner & Hinz Saloon, Nelson Hotel, Red Wing Shoes, California Floral Company	Not Eligible	Eligible	LTS	X		
7-7 thru 7-9, 7-11, 7-14 thru 7-19	Little Tokyo Historic District	Listed National Historic Landmark	Listed	LTS		X	
7-7	Japanese Union Church of Los Angeles	Listed	Listed	LTS		X	
7-8	San Pedro Firm Building	Listed	Listed	LTS		X	

Table 5-2. Potential At-Grade-Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
7-9	Mark Kuwata Real Estate	Eligible	Eligible	LTS		X	
7-11	1-3 story commercial building, Anzen Hardware	Listed	Listed	LTS		X	
7-14	1-3 story commercial building, Little Tokyo Hotel	Listed	Listed	LTS		X	
7-15	1-3 story commercial building, Ace Japanese Restaurant,	Listed	Listed	LTS		X	
7-16	A. Sperl Building	Listed	Listed	LTS		X	
7-17	3+ story commercial building, Daimora Hotel	Listed	Listed	LTS		X	
7-18	Far East Café Building	Listed	Listed	LTS		X	
7-19	Former Nishi Hongwanji Buddhist Temple	Listed	Listed	LTS		X	
7-20	Aoyama Tree	Not Eligible	Listed	LTS	X		

Table 5-2. Potential At-Grade-Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
7-26	Koyasan Buddhist Temple, Koyasan Church, Koyasan Temple	Eligible	Eligible	LTS		X	
7-30	S. Kamada Restaurant, Atomic Café, Señor Fish, Coast Imports	Not Eligible	Eligible	LTS	X		
7-35	John A. Roebling’s Sons Co., Robert Arranaga & Company, Incorporated	Eligible	Eligible	LTS		X	
8-2	<i>Los Angeles Times</i> Building	Eligible	Listed	LTS		X	
8-3	The <i>Mirror</i> Building (Site of Butterfield Stage Station), <i>Los Angeles Times-Mirror</i> Annex, <i>Times</i> Building South, <i>Mirror-News</i> Building	Eligible	Eligible	LTS		X	
8-11	Higgins Building, General Petroleum Building, (Los Angeles) County Engineers Building	Not Eligible	Eligible	LTS	X		
8-12	Cathedral of Saint Vibiana	Eligible	Eligible	LTS		X	

Table 5-2. Potential At-Grade-Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
8-13	Cathedral of Saint Vibiana, Rectory	Eligible	Eligible	LTS		X	
9-R6	J.R. Newberry Company Building	Eligible	Eligible	LTS		X	
9-R7	1 st Street Viaduct (Bridge #53C-1166)	Eligible	Eligible	LTS		X	

Key for CEQA Impacts

LTS = Less Than Significant impact, no mitigation required

SI = Significant Impact that can be mitigated to less than significant

SU = Significant and Unavoidable impact

Los Angeles Police Motor Transport Building

The At-Grade Emphasis LRT Alternative would require the acquisition in-fee of a 16-foot strip of property that would be used for the construction of the proposed Los Angeles/1st Street station (northbound). An additional easement would be acquired for construction staging and would be situated to the east of the 16-foot strip. Neither the fee property nor the easement would touch or adversely affect the historic integrity of the Motor Transport Building as a more modern building currently buffers the Motor Transport Building from Los Angeles Street. Contingent upon consultation with the California SHPO and the Advisory Council on Historic Preservation (if the ACHP participates in consultation) and their respective concurrence, a *de minimus* impact finding would be consistent with FTA's *Guidance for Determining De Minimus Impacts to Section 4(f) Resources*.

City of Los Angeles Parker Center Police Department Building

The At-Grade Emphasis LRT Alternative would require the acquisition in-fee of a 16-foot strip of property that would be used for the construction of the proposed Los Angeles/1st Street station (northbound). An additional easement would be acquired for construction staging and would be situated to the east of the 16-foot strip. Both the fee property and construction staging easement are located on the east side of Los Angeles Street and neither would touch or adversely affect the historical integrity of the Parker Center. Contingent upon consultation with the California SHPO and their respective concurrence, a *de minimus* impact finding would be consistent with FTA's *Guidance for Determining De Minimus Impacts to Section 4(f) Resources*.

City Hall South

The At-Grade Emphasis LRT Alternative would require the acquisition of an 18-foot strip of property that would be used for the construction of the proposed Main/1st Street station (southbound). A construction staging easement would also be acquired along Main Street, as well as on the west side of Los Angeles Street. None of these acquisitions would touch or adversely affect the historical integrity of the City Hall South building. Contingent upon consultation with the California SHPO and the Advisory Council on Historic Preservation (if the ACHP participates in consultation) and their respective concurrence, a *de minimus* impact finding would be consistent with FTA's *Guidance for Determining De Minimus Impacts to Section 4(f) Resources*.

2nd Street Tunnel

The At-Grade Emphasis LRT Alternative would require the piercing and use of the 2nd Street Tunnel to accommodate the proposed LRT corridor. The “punch through” required by this alternative would adversely affect the characteristics that make the 2nd Street Tunnel eligible for the NRHP. This would constitute a direct use, as the tunnel would be permanently incorporated into the proposed project. This use could only occur if 1) there is no prudent and feasible alternative to using the resource; and 2) the project includes all possible planning

to minimize harm to the tunnel from the use. Additional analysis of project alternatives and consultation with the California SHPO would be required.

Civic Center Historic District

The At-Grade Emphasis LRT Alternative would require the fee acquisition of two strips of streetside property for the two parts of the split station as well as several construction staging easements on properties that are associated with three contributors to the NRHP/CRHR eligible Civic Center Historic District (as discussed above); the City Hall South Building, the City of Los Angeles Parker Center Police Department Building, and the Los Angeles Motor Transport Building. These acquisitions would not affect the historical integrity of these individual contributors and would also not affect the overall historical integrity and ability of the historic district as a whole to convey its significance. The property acquisitions, therefore, would have no adverse effect upon the Civic Center Historic District. Contingent upon consultation with the California SHPO and the Advisory Council on Historic Preservation (if the ACHP participates in consultation) and their respective concurrence, a *de minimus* impact finding would be consistent with FTA's *Guidance for Determining De Minimus Impacts to Section 4(f) Resources*.

5.4 Underground Emphasis LRT Alternative

5.4.1 Construction Impacts

Construction activities were analyzed using the Criteria of Adverse Effect (discussed in Section 3.2.1) for their potential to impact historic properties. Potential effects that may occur in the APE due to construction activities for the Underground Emphasis Alternative are discussed in this section. Short-term effects from construction typically result from dirt, changes in the visual environment, or alteration to access. Other types of construction effects may be related to specific construction activities or locations. Operational effects are discussed in Section 5.4.2. Table 5-3 indicates the resources that may experience construction effects due to their location within the APE.

5.4.1.1 Temporary Dirt/Unintended Damage:

Properties in the APE would be affected by construction activities including dirt and unintended damaged. Metro would employ BMPs to ensure that these effects are short-term.

Section 106 Effects Analysis for Historic Properties

Dirt and other damage from construction would affect, but not adversely affect, historic properties in the APE because the potential effects would be short-term. The potential effects would not directly alter characteristics of historic properties in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Dirt and other unintended damage during construction would not constitute a substantial adverse change that would impair the significance of historical resources. The impacts would be short-term and the majority of the resources' features would remain to convey their significance. The Underground Emphasis LRT Alternative, therefore, would have a less than significant impact upon historical resources.

5.4.1.2 Traffic Congestion/Parking/Access:

Changes in access to properties and resources within the APE may result from road closures, use of equipment, and other construction activities. Metro would employ BMPs to minimize these changes and keep the public and property owners informed of potential issues.

Section 106 Effects Analysis for Historic Properties

Potential effects, but no adverse effects, would result from changes in access during construction. The effects would be short-term and would not alter characteristics of historic properties in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Changes in access resulting from congestion and loss of parking during construction would not constitute a substantial adverse change that would impair the significance of historical resources. Potential impacts would be short-term and the majority of the resources' features would remain to convey their significance. The Underground Emphasis LRT Alternative, therefore, would have a less than significant impact upon historical resources.

5.4.1.3 Visual:

Visual changes may result from the storage and operation of equipment, cuts in the road, and signage used during construction. Metro would employ BMPs to minimize these changes and they should be short term.

Section 106 Effects Analysis for Historic Properties

Visual changes during construction would affect, but not adversely affect, historic properties because the effects would be short-term. The changes would not directly alter characteristics of historic properties in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Visual changes during construction would not constitute a substantial adverse change that would impair the significance of historical resources. The impacts would be short-term and the resources' character-defining features would remain to convey their significance. The

Underground Emphasis LRT Alternative, therefore, would have a less than significant impact upon historical resources.

5.4.1.4 Demolition, Partial Takes, or Alteration of a Property:

To construct the Underground-Emphasis LRT Alternative, one parcel that contains a historical resource would be acquired. The S. Kamada Restaurant, Atomic Café, Senior Fish, and Coast Imports (APE Map #7-30) is a CRHR-eligible (not NRHP eligible) commercial building built in 1913. The entire parcel is anticipated to be acquired to serve as the underground egress/ingress portal.

A subsurface easement would be acquired for the Higgins Building (APE Map #8-11). The easement would extend approximately five feet beyond the property line for the CRHR-eligible Higgins Building (not NRHP eligible). No project-related construction would affect the Higgins Building.

The Underground Emphasis LRT Alternative would also require the acquisition of a subsurface easement beneath the NRHP Eligible Cathedral of St. Vibiana Rectory (APE Map #8-13). The subsurface easement would extend approximately five feet beyond the north (2nd Street side) property line of the building. The easement acquisition is a requirement of the project to provide a buffer between subsurface project facilities and at-grade structures.

Section 106 Effects Analysis for Historic Properties

The subsurface easement for the area beneath the Cathedral of St. Vibiana Rectory would affect, but not adversely affect, the historic property. No project facilities would use any portion of the Rectory building or adversely affect the characteristics that make it eligible for the NRHP.

CEQA Impact Analysis for Historical Resources

The subsurface easement acquisitions that would extend five feet beyond the north (2nd Street side) property lines of the Higgins Building and the Cathedral of St. Vibiana Rectory would not constitute a substantial adverse change that would impair the significance of the historical resources, as no other project-related construction or use would directly affect the buildings. Due to the proximity of proposed project facilities to the buildings, indirect effects such as differential settlement and project related vibration have the potential to affect the structures (see Differential Settlement, Section 5.4.1.8, and Noise and Vibration, Section 5.4.1.7).

The property acquisition and subsequent demolition of the S. Kamada Restaurant, Atomic Café, Senior Fish, and Coast Imports building would constitute a substantial adverse change that would impair the significance of the historical resource. However, implementation of MM-BE-1 and MM-BE-5 would reduce impacts to a less than significant level.

5.4.1.5 Station Construction

For the Underground Emphasis LRT Alternative, a new station would be constructed beneath Flower Street between 5th and 4th Streets. This would require demolition of a portion of the CRHR eligible Belmont Tunnel (APE Map #3-4). The Belmont Tunnel is not eligible for the NRHP. Another new station would be constructed on 2nd street. This alternative evaluates two possible locations for the proposed 2nd Street station: a location near Broadway or a location near Los Angeles Street. The Broadway Option would have entrances facing the NRHP eligible Los Angeles Mirror Building (APE Map #8-2). The Los Angeles Street Option has proposed entrances opposite and next to the NRHP eligible St Vibiana Rectory (APE Map #8-13). Although the design of proposed stations is not finalized, conceptual renderings indicate simple glass canopies supported on steel frames would be likely. The design and materials would be clearly differentiated from the PWA Moderne Style of the Mirror Building and the Classical Revival Style of the Rectory Building. The massing and scale would be modest in comparison with nearby historic properties.

Section 106 Effects Analysis for Historic Properties

Construction of proposed stations would affect, but not adversely affect, the Los Angeles Mirror Building or the St. Vibiana Rectory. No adverse effects would occur to these historic properties because the changes would not diminish the integrity of the location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

Construction of proposed stations would not constitute a substantial adverse change that would impair the significance of the historical resources. The change in setting created by the station would not diminish the integrity of the properties' significant historic features. The Underground Emphasis LRT Alternative would therefore have a less than significant impact upon historical resources. Implementation of MM-BE-1 would reduce any impact to the CRHR-eligible Belmont Tunnel to a less than significant level.

5.4.1.6 Portal

The proposed train portal at the intersection of Alameda and 1st Street would be within the viewshed of two historic properties, the Little Tokyo National Historic Landmark Historic District and the NRHP eligible John A. Roebling Sons Co. Building (APE Map #7-35). However, the portal area is not encompassed within the boundary of a historic property, historical resource, or a contributing element to the significance of either property. An asphalt paved parking lot currently occupies the majority of the parcel.

Section 106 Effects Analysis for Historic Properties

No adverse effect would occur to the Little Tokyo National Historic Landmark District or the John A. Roebling Sons Co Building from the construction of the portal. Potential effects

would not alter the setting of historic properties in a manner that would diminish the integrity of the historic district.

CEQA Impact Analysis for Historical Resources

Construction of the portal would not constitute a substantial adverse change that would impair the significance of historical resources. The change in setting created by the portal would not diminish the integrity of the resources' significant historic features. The Underground Emphasis LRT Alternative, therefore, would have a less than significant impact upon historical resources.

5.4.1.7 Noise and Vibration

According to the Noise and Vibration Technical Memorandum, construction activities with the most potential for noise impacts include the cut and cover tunnel under Flower Street, proposed underground cut and cover stations at Flower/6th/5th Streets and 2nd/Hope Street, and the junction at Temple and Alameda Streets, which includes lowering Alameda Street. To ensure potential noise impacts are minimized during construction, all construction activities would conform to the provisions in Section 41.40(a) of the City of Los Angeles Code. Furthermore, BMPs would be employed to reduce any potential noise effects to historic properties to result in a “no adverse effect” finding and/or minimize potential impacts to historical resources to a less than significant level.

Noise levels for the tunnel boring machine (TBM) were not evaluated as a part of the Noise and Vibration Technical Memorandum because the TBM “is underground and produces little to no noise that reaches the surface land uses.” Operations at the portal/launch site for the TBM, where bored material is hauled out, treated, and removed, also would not impact historic properties and historical resources as noise levels from these activities would not exceed ambient noise levels.

For the Underground Emphasis LRT Alternative, pre-augering of soldier piles at cut and cover sections would eliminate the need for impact pile driving. This would leave “Large Bulldozer” and “Drill Rigs” as the main sources of construction vibration. If these large pieces of equipment are not used within 21 feet of a historic property or historical resource, there would be no adverse effects and significant impacts to historic properties and historical resources from GBV would not occur. Properties that are close to the project work zone and which may be affected by construction-related vibration include Barker Brothers (APE Map #2-1), Roosevelt Building (APE Map #2-7), General Petroleum-Mobil Oil Building (APE Map #2-12), Superior Oil Building (APE Map #2-13), California Club (APE Map #3-1), Los Angeles Central Library (APE Map #3-2), 2nd Street Tunnel (APE Map #4-3), Mirror Building (APE Map #8-3), Higgins Building (APE Map #8-11), Cathedral of Saint Vibiana (APE Map #8-12), and Cathedral of Saint Vibiana Rectory (APE Map #8-13).

The TBM would not cause vibratory effects or impacts to historic properties or historical resources because the TBM performs a slow moving drilling process that generates very little vibration to the surrounding areas. Studies have measured TBM vibration to be in the range of 0.0024 to 0.0394 inches per second PPV at a distance at 33 feet. The proposed TBM tunnels on 2nd Street would vary in depth due to the existing topography, as well as vertical curves in the alignment. The tunnel would range from about 140 feet below the surface (distance from street level to the top of the tunnel) to about 40 feet below the surface. The vibratory potential of the TBM is minimal and would be well below the FTA threshold for Category IV buildings (buildings extremely susceptible to vibration damage) of 0.12 inches per second PPV.

Section 106 Effects Analysis for Historic Properties

There would be an effect, but no adverse effect, to the Barker Brothers, Roosevelt, General Petroleum Mobil Oil Building, Superior Oil Building, California Club, Los Angeles Central Library, 2nd Street Tunnel, Mirror Building, Cathedral of Saint Vibiana, and the Cathedral of Saint Vibiana Rectory from noise and vibration-induced damage from construction, if measures MM-BE-2 and MM-BE-3 are implemented. If these measures are properly implemented, construction of this alternative would not diminish the integrity of the historic properties' location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

The potential for construction-related vibration could cause a substantial adverse change that would impair the Barker Brothers, Roosevelt, General Petroleum Mobil Oil Building, Superior Oil Building, California Club, Los Angeles Central Library 2nd Street Tunnel, Mirror Building, Cathedral of Saint Vibiana, the Cathedral of Saint Vibiana Rectory, or the Higgins Building. The implementation of MM-BE-2, MM-BE-3, and MM-BE-5 would reduce the potential impacts to a less than significant level.

5.4.1.8 Differential Settlement

According to the Description of Construction, at least eight NRHP and/or CRHR eligible properties could be potentially affected by tunneling (TBM operation) and cut and cover construction. They include the Standard Hotel (APE Map #2-13), California Club (APE Map #3-1), Walt Disney Concert Hall (APE Map #4-4), 2nd Street Tunnel (APE Map #4-3), former Nishi Hongwanji Buddhist Temple (APE Map #7-19), Los Angeles Times Building (APE Map #8-2), Higgins Building (APE Map #8-11), and St. Vibiana's Cathedral (APE Map #8-12). Implementation of mitigation measures MM-BE-2, MM-BE-3, and MM-BE-4 (when applicable) would avoid potential adverse effects to historic properties and reduce potential impacts to historical resources to a less than significant level.

Section 106 Effects Analysis for Historic Properties

Implementation of measures to protect and stabilize the ground near the Standard Hotel (APE Map #2-13), California Club (APE Map #3-1), 2nd Street Tunnel (APE Map #4-3), Walt Disney Concert Hall (APE Map #4-4), former Nishi Hongwanji Buddhist Temple (APE Map #7-19), Los Angeles Times Building (APE Map #8-2), and St. Vibiana's Cathedral (APE Map #8-12) noted in MM-BE-2, MM-BE-3, and MM-BE-5, would avoid adverse effects to all properties under this alternative. If properly implemented, differential settlement would not directly alter characteristics of historic properties in a manner that would diminish the integrity of each property's location, design, setting, materials, workmanship, feeling, or association.

CEQA Impact Analysis for Historical Resources

The potential for differential settlement could constitute a substantial adverse change that would impair the significance of any or all of the historical resources noted in this section. Implementation of MM-BE-2, MM-BE-3, and MM-BE-5 would reduce potential impacts to a less than significant level.

5.4.2 Operational Impacts

The additional transit options proposed under the Underground Emphasis LRT Alternative would be consistent with the historic use of streetcars within the APE. Additionally, the LRT could benefit historic properties and historical resources in the APE by increasing pedestrian use of the area.

Potential visual changes, traffic, and congestion from operation of the LRT under this alternative would have similar effects to historic properties under NEPA and impacts to historical resources under CEQA as those discussed for the At-Grade Emphasis LRT Alternative. Table 5-4 lists potential effects from operation of the Underground Emphasis LRT Alternative.

Table 5-3. Potential Underground Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
2-1	Barker Brothers	Eligible	Listed	SI			X	
2-3	Fine Arts Building, Global Marine House	Eligible	Listed	LTS			X	
2-5	Engine Company No. 28	Listed	Listed	LTS			X	
2-7	Roosevelt Building	Listed	Listed	SI			X	
2-10	811 Wilshire building, Tishman 615 building, Wilflower building	Eligible	Listed	LTS			X	
2-12	General Petroleum, Mobil Oil Building	Listed	Listed	SI			X	
2-13	Superior Oil Company Building	Listed	Listed	SI			X	
3-1	The California Club	Eligible	Listed	SI			X	
3-2	Los Angeles Central Library	Listed	Listed	SI			X	

Table 5-3. Potential Underground Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
3-4	Belmont Tunnel, Hollywood-Glendale-Burbank-San Fernando Valley Tunnel	Not Eligible	Eligible	SI			X	
4-3	2 nd Street Tunnel, Bridge (tunnel) #53C 1318	Eligible	Eligible	LTS		X		
4-4	Walt Disney Concert Hall	Eligible	Eligible	SI			X	
5-1 thru 5-13, 6-1 thru 6-7, 6-12	Los Angeles Civic Center Historic District	Eligible	Eligible	LTS			X	
5-1	Los Angeles Department of Water and Power Building, John Ferraro Office Building	Eligible	Eligible	LTS		X		
5-2	Ahmanson Theatre	Eligible	Eligible	LTS		X		

Table 5-3. Potential Underground Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
5-3	Mark Taper Forum	Eligible	Eligible	LTS		X		
5-4	Dorothy Chandler Pavilion	Eligible	Eligible	LTS		X		
5-5	Los Angeles County Hall of Administration, Kenneth Hahn Hall of Administration	Eligible	Eligible	LTS		X		
5-6	El Paseo de los Pobladores de Los Angeles	Eligible	Eligible	LTS		X		
5-7	Los Angeles County Courthouse, Stanley Mosk Los Angeles County Courthouse	Eligible	Eligible	LTS		X		
5-8	County of Los Angeles Central Heating and Refrigeration Plant	Eligible	Eligible	LTS		X		
5-9	Los Angeles County Hall of Records	Eligible	Eligible	LTS		X		
5-10	Court of Historic American Flags	Eligible	Eligible	LTS		X		

Table 5-3. Potential Underground Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
5-11	Los Angeles County Law Library, Mildred L. Lillie Building	Eligible	Eligible	LTS		X		
5-12	Hall of Justice, Los Angeles County Jail	Eligible	Eligible	LTS		X		
5-13	Clara Shortridge Foltz Criminal Justice Center	Eligible	Eligible	LTS		X		
6-1	U.S. Post Office and Court House Building, Federal Building	Listed	Listed	LTS			X	
6-2	Los Angeles City Hall	Eligible	Eligible	LTS			X	
6-3	Site of the <i>Los Angeles Star</i> Fletcher Bowron Square, Los Angeles Mall, Triforium, Bella Union Hotel site	Not Eligible	Listed California Historical Landmark	LTS		X		
6-4	City Health Building, City Hall South	Eligible	Eligible	LTS			X	

Table 5-3. Potential Underground Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
6-5	Federal Building, North Los Angeles Field office	Eligible	Eligible	LTS			X	
6-6 6-7	The Police Facilities Building, Parker Center, Motor Transport Division	Eligible	Eligible	LTS			X	
6-8	City of Los Angeles Parking Lot 3, “Tinkertoy” Parking Structure	Not Eligible	Eligible	LTS		X		
7-1	Dorner & Hinz Saloon, Nelson Hotel, Red Wing Shoes, California Floral Company	Not Eligible	Eligible	LTS		X		
7-7 thru 7-9, 7-11, 7-14 thru 7-19	Little Tokyo Historic District	Listed National Historic Landmark	Listed	LTS			X	

Table 5-3. Potential Underground Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
7-7	Japanese Union Church of Los Angeles	Listed	Listed	LTS			X	
7-8	San Pedro Firm Building	Listed	Listed	LTS			X	
7-9	Mark Kuwata Real Estate	Eligible	Eligible	LTS			X	
7-11	1-3 story commercial building, Anzen Hardware	Listed	Listed	LTS			X	
7-14	1-3 story commercial building, Little Tokyo Hotel	Listed	Listed	LTS			X	
7-15	1-3 story commercial building, Ace Japanese Restaurant,	Listed	Listed	LTS			X	
7-16	A. Sperl Building	Listed	Listed	LTS			X	
7-17	3+ story commercial building, Daimora Hotel	Listed	Listed	LTS			X	

Table 5-3. Potential Underground Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
7-18	Far East Café Building	Listed	Listed	LTS			X	
7-19	Former Nishi Hongwanji Buddhist Temple	Listed	Listed	SI			X	
7-20	Aoyama Tree	Not Eligible	Listed	LTS		X		
7-26	Koyasan Buddhist Temple, Koyasan Church, Koyasan Temple	Eligible	Eligible	LTS			X	
7-30	S. Kamada Restaurant, Atomic Café, Señor Fish, Coast Imports	Not Eligible	Eligible	SI	X	X		
7-35	John A. Roebling's Sons Co., Robert Arranaga & Company, Incorporated	Eligible	Eligible	LTS			X	
8-2	<i>Los Angeles Times</i> Building	Eligible	Listed	SI			X	

Table 5-3. Potential Underground Emphasis LRT Alternative Construction Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	Right of Way Required	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
8-3	The <i>Mirror</i> Building (Site of Butterfield Stage Station), <i>Los Angeles Times-Mirror</i> Annex, <i>Times</i> Building South, <i>Mirror-News</i> Building	Eligible	Eligible	SI			X	
8-11	Higgins Building, General Petroleum Building, (Los Angeles) County Engineers Building	Not Eligible	Eligible	SI	X ^a	X		
8-12	Cathedral of Saint Vibiana	Eligible	Eligible	SI			X	
8-13	Cathedral of Saint Vibiana, Rectory	Eligible	Eligible	SI	X ^a		X	
9-R6	J.R. Newberry Company Building	Eligible	Eligible	LTS			X	
9-R7	1 st Street Viaduct (Bridge #53C-1166)	Eligible	Eligible	LTS			X	

^a *Right of Way Required is a sub-surface easement*

Key for CEQA Impacts

LTS = Less Than Significant impact, no mitigation required

SI = Significant Impact that can be mitigated to less than significant

SU = Significant and Unavoidable impact

5.4.2.1 Noise and Vibration

The Underground Emphasis LRT Alternative has the same potential sources of noise impacts during operations as the At-Grade Emphasis LRT Alternative. According to the Noise and Vibration Technical Memorandum, no noise, adverse effects, or significant impacts to historic properties or historical resources would be expected. Most of this alternative would be situated underground, and thus project operations would not exceed FTA Noise Impact Criteria. Operation of the Underground Emphasis LRT Alternative would result in a moderate noise impact at only one location, a proposed switch on Alameda near 1st Street. Moderate noise impacts do not exceed the FTA Noise Impact Criteria.

For the Underground Emphasis LRT Alternative, potential vibration impacts from transit operations would be generated by two of the same potential sources as the At-Grade Emphasis LRT Alternative: motions/actions at the wheel/rail interface and areas of special track work. While vibration from a passing train and areas of special track work have a relatively small potential to move through the geologic strata, it can result in building vibration from energy transferred through the earth to a building's foundation. The principal concern with rail transit vibration is annoyance to building occupants; it is extremely unlikely that GBV from transit operations would have any effect on or cause any damage to buildings. For the Underground Emphasis LRT Alternative, no adverse effects or significant impacts to historic properties or historical resources related to vibration would be expected.

Table 5-4 lists the potential operational effects and impacts for this alternative by resource.

5.4.3 Cumulative and Indirect Impacts

There would be no indirect impacts from the Underground Emphasis LRT Alternative.

Cumulative effects and impacts include short-term effects during construction such as noise, dirt, changes in setting from the use or storage of equipment, or lack of access due to congestion or revisions in traffic patterns. Cumulative effects may also result from long-term effects such as additional traffic generated by increased density as new buildings are constructed. Taken collectively, reasonably foreseeable projects in the project area do not appear to have additional effects upon historic properties or impacts upon historical resources that would be affected by the Underground Emphasis LRT Alternative.

Table 5-4. Potential Underground Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
2-1	Barker Brothers	Eligible	Listed	LTS		X	
2-3	Fine Arts Building, Global Marine House	Eligible	Listed	LTS		X	
2-5	Engine Company No. 28	Listed	Listed	LTS		X	
2-7	Roosevelt Building	Listed	Listed	LTS		X	
2-10	811 Wilshire building, Tishman 615 building, Wilflower building	Eligible	Listed	LTS		X	
2-12	General Petroleum, Mobil Oil Building	Listed	Listed	LTS		X	
2-13	Superior Oil Company Building	Listed	Listed	LTS		X	
3-1	The California Club	Eligible	Listed	LTS		X	
3-2	Los Angeles Central Library	Listed	Listed	LTS		X	
3-4	Belmont Tunnel, Hollywood-Glendale-Burbank-San Fernando Valley Tunnel	Not Eligible	Eligible	LTS	X		

Table 5-4. Potential Underground Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
4-3	2 nd Street Tunnel, Bridge (tunnel) #53C 1318	Eligible	Eligible	LTS	X		
4-4	Walt Disney Concert Hall	Eligible	Eligible	LTS		X	
5-1 thru 5-13, 6-1 thru 6-7, 6-12	Los Angeles Civic Center Historic District	Eligible	Eligible	LTS		X	
5-1	Los Angeles Department of Water and Power Building, John Ferraro Office Building	Eligible	Eligible	LTS		X	
5-2	Ahmanson Theatre	Eligible	Eligible	LTS		X	
5-3	Mark Taper Forum	Eligible	Eligible	LTS		X	
5-4	Dorothy Chandler Pavilion	Eligible	Eligible	LTS		X	

Table 5-4. Potential Underground Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
5-5	Los Angeles County Hall of Administration, Kenneth Hahn Hall of Administration	Eligible	Eligible	LTS		X	
5-6	El Paseo de los Pobladores de Los Angeles	Eligible	Eligible	LTS		X	
5-7	Los Angeles County Courthouse, Stanley Mosk Los Angeles County Courthouse	Eligible	Eligible	LTS		X	
5-8	County of Los Angeles Central Heating and Refrigeration Plant	Eligible	Eligible	LTS		X	
5-9	Los Angeles County Hall of Records	Eligible	Eligible	LTS		X	
5-10	Court of Historic American Flags	Eligible	Eligible	LTS		X	
5-11	Los Angeles County Law Library, Mildred L. Lillie Building	Eligible	Eligible	LTS		X	
5-12	Hall of Justice, Los Angeles County Jail	Eligible	Eligible	LTS		X	
5-13	Clara Shortridge Foltz Criminal Justice Center	Eligible	Eligible	LTS		X	

Table 5-4. Potential Underground Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
6-1	U.S. Post Office and Court House Building, Federal Building	Listed	Listed	LTS		X	
6-2	Los Angeles City Hall	Eligible	Eligible	LTS		X	
6-3	Site of the <i>Los Angeles Star</i> Fletcher Bowron Square, Los Angeles Mall, Triforium, Bella Union Hotel site	Not Eligible	Listed California Historical Landmark	LTS	X		
6-4	City Health Building, City Hall South	Eligible	Eligible	LTS		X	
6-5	Federal Building, North Los Angeles Field office	Eligible	Eligible	LTS		X	
6-6 6-7	The Police Facilities Building, Parker Center, Motor Transport Division	Eligible	Eligible	LTS		X	
6-8	City of Los Angeles Parking Lot 3, “Tinkertoy” Parking Structure	Not Eligible	Eligible	LTS	X		
7-1	Dorner & Hinz Saloon, Nelson Hotel, Red Wing Shoes, California Floral Company	Not Eligible	Eligible	LTS	X		

Table 5-4. Potential Underground Emphasis LRT Alternative Operation Effects

APE Map No.	Name	NRHP Eligibility	CRHR Eligibility	CEQA Evaluation	No Historic Properties Affected	Effect-Not Adverse	Adverse Effect
7-7 thru 7-9, 7-11, 7-14 thru 7-19	Little Tokyo Historic District	Listed National Historic Landmark	Listed	LTS		X	
7-7	Japanese Union Church of Los Angeles	Listed	Listed	LTS		X	
7-8	San Pedro Firm Building	Listed	Listed	LTS		X	
7-9	Mark Kuwata Real Estate	Eligible	Eligible	LTS		X	
7-11	1-3 story commercial building, Anzen Hardware	Listed	Listed	LTS		X	
7-14	1-3 story commercial building, Little Tokyo Hotel	Listed	Listed	LTS		X	
7-15	1-3 story commercial building, Ace Japanese Restaurant,	Listed	Listed	LTS		X	