

APPENDIX 4-B: CULTURAL RESOURCES EVALUATED FOR SECTION 4(F) USE

Resource Number	Property Name	Description	Official with Jurisdiction	Year Built	Why it Qualifies Under Section 4(f) ¹	Distance from Project	Impact	Preliminary Section 106 Finding	Preliminary Section 4(f) Use Determination
Los Angeles County									
H-1	Los Angeles River	Location: A 52-mile-long river channel between Canoga Park and Long Beach, with multiple legal parcels in the study area Historic Property Boundary: A small portion north of Cesar E. Chavez Ave and from the 1st St Viaduct south to approximately 25th St	SHPO	1938–1941; 1946: recorded segments	3S; 7N Presumed eligible for listing in the NRHP	Beneath the project footprint	Shared Passenger Track Alternatives A and B would cross the Los Angeles River at Redondo Junction on an existing bridge, which would include the installation of OCS poles along the existing railroad alignment. No alterations to the river channel itself would be required. The existing bridge would retain the same width after project implementation. There would be no effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-2	1st St Bridge	Location: Neo-Classical bridge spanning the Los Angeles River at 1st St from approximately Mission Rd at the east to Vignes St at the west in the city of Los Angeles Historic Property Boundary: The entirety of the super- and sub-structure	SHPO	1929	2S2 Determined eligible for listing in the NRHP	Within the project footprint	Construction: Project elements in the vicinity of the property would include at-grade freight rail relocation and construction of new track, installation of OCS poles and catenary line along the existing railroad alignment, and drainage basin construction. A wire for OCS components may be attached to the viaduct's underside within the historic property boundary. Barriers intended to increase safety would also be installed on the bridges. Because of the protective barriers, there would be an adverse effect on this resource under Section 106 of the NHPA. Project construction would not produce vibratory effects with potential to damage the reinforced-concrete viaduct structure. Operation: The wire for the OCS components and protective barriers would be installed within the historic property boundary and, therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f) (refer to Section 4.6.1.2). The barriers would affect the bridge's character-defining features. Therefore, the project would result in a finding of Adverse Effect under Section 106.	Adverse Effect	Permanent Use
H-3	4th St Bridge	Location: Gothic Revival bridge spanning the Los Angeles River at 4th St from Mission Rd at the east to Santa Fe Ave at the west in the city of Los Angeles Historic Property Boundary: The entirety of the super- and sub-structure	SHPO	1931	2S2 Determined eligible for listing in the NRHP	Within the project footprint	Construction: Project elements in the vicinity of the property would include installation of OCS poles and catenary line along the existing railroad alignment, and drainage basin construction. A wire for OCS components may be attached to the viaduct's underside within the historic property boundary. Barriers intended to increase safety would also be installed on the bridge. Because of the protective barriers, there would be an adverse effect on this resource under Section 106 of the NHPA. Project construction would not produce vibratory effects with potential to damage the reinforced-concrete viaduct structure. Operation: The wire for the OCS components and protective barriers would be installed within the historic property boundary, and therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f) (refer to Section 4.6.1.2). The barriers would affect the bridge's character-defining features. Therefore, the project would result in a finding of Adverse Effect under Section 106.	Adverse Effect	Permanent Use

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H-4	7th St Bridge	Location: Bridge spanning the Los Angeles River at 7th St from approximately Myers St at the east to Santa Fe Ave at the west in the city of Los Angeles Historic Property Boundary: The entirety of the super- and sub-structure	SHPO	1927	2S2 Appears eligible for listing in the NRHP	In the project footprint	Construction: Project elements in the vicinity of the property would include construction of at-grade track, installation of OCS poles and catenary line along the existing railroad alignment, and drainage basin construction. A wire for OCS components may be attached to the viaduct's underside within the historic property boundary. Barriers intended to increase safety would also be installed on the bridges. Because of the safety barriers, there would be an adverse effect on this resource under Section 106 of the NHPA. Project construction would not produce vibratory effects with potential to damage the reinforced-concrete viaduct structure. Operation: The wire for the OCS components and safety barriers would be installed within the historic property boundary, and therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f) (refer to Section 4.6.1.2). The barriers would affect the bridge's character-defining features. Therefore, the project would result in a finding of Adverse Effect under Section 106.	Adverse Effect	Permanent Use
H-5	Olympic Blvd (9th St) Bridge	Location: Bridge spanning the Los Angeles River at 9th St from Rio Vista Ave at the east to Enterprise St at the west in the city of Los Angeles Historic Property Boundary: The entirety of the super- and sub-structure	SHPO	1925	2S2 Determined eligible for listing in the NRHP	Within the project footprint	Construction: For both Shared Passenger Track Alternatives, project elements in the vicinity of the property would include installation of OCS poles and catenary line along the existing railroad alignment, and drainage basin construction. A wire for OCS components may be attached to the viaduct's underside within the historic property boundary. Barriers intended to increase safety would also be installed on the bridges. Because of the safety barriers, there would be an adverse effect on this resource under Section 106 of the NHPA. Shared Passenger Track Alternative B would have additional impacts, related to construction of LMF yard lead tracks that cross under the bridge. Vibrations resulting from excavation and building track have the potential to damage the reinforced-concrete bridge because construction would take place immediately adjacent to the bridge's piers. For example, impact and vibratory pile drivers within 30 feet and 13 feet, respectively, could damage reinforced concrete. In addition, even a hydromill, hoe ram, or bulldozer could affect the bridge within a few feet of a reinforced-concrete structure. Operation: The wire for the OCS components and safety barriers would be installed within the historic property boundary and, therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f) (refer to Section 4.6.1.2). The barriers would affect the bridge's character-defining features. Therefore, the project would result in a finding of Adverse Effect under Section 106.	Adverse Effect	Permanent Use
H-6	Southern California Gas Company Administration Building	Location: 1700 S Santa Fe Ave, Los Angeles, California Historic Property Boundary: The building footprint	SHPO	1923	Eligible for the NRHP	Over 1,000 feet away from Shared Passenger Track Alternative A 230 feet away from Shared Passenger Track Alternative B	Under Shared Passenger Track Alternative A: There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Under Shared Passenger Track Alternative B: Construction of the 15th Street LMF would require demolition of multiple parcels outside of the historic property boundary, located south of E. Olympic Boulevard, east of S. Santa Fe Avenue, north and east of 15th Street, north of E. Washington Boulevard, and west of existing railroad right-of-way and Redondo Junction Yard. Redevelopment to the east of the administration building would include construction of two 6,000 square foot buildings and parking spaces; additional track-related work would take place further east and southeast. No alterations would be made to the administration building. Construction or Operation: The property is located over 1,000 feet away from construction activities and would not be affected by the project under Shared Passenger Track Alternative A. Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-7	Southern California Gas Company Complex	Location: 2416-2424 E Olympic Blvd: 2416 E 10th St, Los Angeles, California Historic Property Boundary: The larger parcel that encompasses the four buildings, extending from the south elevation of the Shop building to the north elevation of the Office and Lab building, with a width equivalent to the Shop building footprint	SHPO	1932-1936	Eligible for the NRHP	Over 900 feet away from Shared Passenger Track Alternative A 220 feet away from Shared Passenger Track Alternative B	Under Shared Passenger Track Alternative A: There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Under Shared Passenger Track Alternative B: Building demolition of other nearby properties and construction of the 15th Street light maintenance facility would take place approximately 220 feet from the historic property. Therefore, Shared Passenger Track Alternative B would not destroy or demolish the historic property. Construction of the 15th Street light maintenance facility would not result in an alteration of the Southern California Gas Company Complex. Construction or Operation: The property is located over 900 feet away from construction activities and would not be affected by the project under Shared Passenger Track Alternative A. Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-8	ATSF Railway Steam Locomotive No. 3751, 2435	Location: Redondo Junction Yard at 2435 E Washington Blvd, in the city of Los Angeles Historic Property Boundary: Only the oil-burning steam locomotive, which is a movable resource currently stored in the shed at the Redondo Junction Yard (the shed is not a character-defining feature of the historic property)	SHPO	1927	1S Listed in the NRHP	115 feet	Project elements in the vicinity of the property would include the construction of new track and associated OCS components at existing track west of the yard property. The project may include construction of new maintenance track and associated buildings within the yard property. The resource is adjacent to the project footprint; however, the historic property boundary is the locomotive itself, which is a movable resource, and impacts on the yard property would not adversely affect the historic significance of the locomotive. There would be no effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Effect	No Use
H-9	ATSF Redondo Junction Yard District	Location: 2550 Butte St/2435 E Washington Blvd, in the city of Los Angeles Historic Property Boundary: One of the last operating train junctions in the western United States, with the historic boundary including intervening spaces and tracks between the three buildings and the radiating tracks northeast of the former roundhouse	SHPO	circa 1913–1924	2S2 Determined eligible for listing in the NRHP	Adjacent to the project footprint	Project elements in the vicinity of the property would include the installation of new track, OCS poles, and catenary line at the existing track alignment on the east side of the railroad property outside the historic property boundary. Demolition or physical alteration of the property would involve existing track or buildings that do not contribute to the property's significance and are outside the historic property boundary. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-10	Washington Blvd Bridge	Location: Bridge spanning only the Los Angeles River channel at Washington Blvd in the city of Los Angeles Historic Property Boundary: The entirety of the super- and sub-structure	SHPO	1931	2S2 Determined eligible for listing in the NRHP	Beneath the project footprint	Project elements in the vicinity of the property would include installation of OCS poles and catenary line on the existing railroad viaduct that crosses over both the Washington Blvd Bridge and the Los Angeles River. A traction power substation would be built on the north side of E Washington Blvd close to the viaduct's east end but outside the historic property boundary. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-11	Shrimpton Manufacturing and Supply Company	Location: 2700 S Eastern Ave in Vernon Historic Property Boundary: An irregular plan industrial building having Late-Moderne design elements on its primary, street-facing north and west elevations, with the historic property boundary as the 1947 footprint including the street-facing reception and office areas along with the building's factory portion	SHPO	1947	2S2 Determined eligible for listing in the NRHP	Within the project footprint	Project elements in the vicinity of the property include at-grade freight rail relocation and construction of new track, and installation of OCS poles and catenary line along the existing alignment. Although the resource is within the project footprint, the project improvements would be completed approximately 240 feet south of the building outside the historic property boundary. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-12	Western Waxed Paper Company	Location: 2620 Commerce Way in Commerce Historic Property Boundary: A large complex featuring combined warehouse and office portions, with only the office portion within the 1948 building footprint at the property's northwest quadrant included in the historic property boundary (the 1960s warehouse is not included in the historic property boundary)	SHPO	1948	2S2 Determined eligible for listing in the NRHP	Within the project footprint	Project elements in the vicinity of the property would include at-grade freight rail relocation and construction of new track, and installation of OCS poles and catenary line along the existing railroad alignment at the south side of the property. Although the resource is within the project footprint, the project improvements would be completed outside the historic property boundary. The existing railroad line would be relocated slightly north of its current alignment, which would result in a sliver take of the 1960s warehouse portion. The 1948 office within the historic property boundary is 750 feet from the project improvements. There would be no adverse effect under Section 106 of the NHPA. The project improvements would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-13	Rio Hondo	Location: Rio Hondo consists of two channels, a northern channel between Santa Fe Dam and the Whittier Narrows Flood Control Basin, and one extending from Whittier Narrows Dam approximately 8.5 miles southwest to a convergence with the Los Angeles River. A 1.2-mile segment of the southern Rio Hondo channel is within the APE. Historic Property Boundary: the 1.2-mile segment extending from Washington Boulevard south to Slauson Avenue	SHPO	1951-1956	7N Presumed eligible for listing in the NRHP	Beneath the project footprint	The historic property is adjacent the right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. Project improvements would be completed within the historic property boundary and, therefore, a portion of the property would be permanently incorporated into the project constituting a permanent use under Section 4(f) (refer to Section 4.6.1.2). However, because the project results in a preliminary finding of No Adverse Effect under Section 106 of the NHPA, the property has been preliminarily determined to incur a Section 4(f) <i>de minimis</i> impact. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	<i>De Minimis</i> Impacts
H-14	Boulder Dam-LA 287.5 kV Transmission Line	Location: A 270-mile-long transmission line along the east shoulder of the Rio Hondo River in Pico Rivera Historic Property Boundary: Transmission lines and towers	SHPO	1937–1953	2B Determined eligible for listing in the NRHP	Above the project footprint	Project elements in the vicinity of the property would include construction of at-grade track and freight rail relocation, and installation of OCS poles and catenary lines. The nearest transmission towers are approximately 250 feet southwest and 350 northeast of the existing rail right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed above the resource, which is outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
Orange County									
H-15	Val-Vita Food Products Company Headquarters	Location: 1747 W Commonwealth Ave, in Fullerton Historic Property Boundary: Only the building footprint of the single-story office building, as well as the adjacent landscape features (front and side lawn, and original walkways)	SHPO	1939	2S2 Determined eligible for listing in the NRHP	Within the project footprint	Project elements in the vicinity of the property include utilities relocation on Brookhurst Rd west of the property; and at-grade freight rail relocation and construction of new track, OCS poles, and catenary line along the railroad alignment outside the historic property boundary. A 100-foot-high radio tower would be built immediately west, and the northwest portion of the property, occupied by an existing parking lot, would be subject to a partial take for development of a new parking area outside the historic property boundary. There would be no adverse effect under Section 106 of the NHPA. Although the resource is within the project footprint, the project improvements would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-16	Hunt Foods and Industries Office and Library	Location: 1645 W Valencia Ave and 201 N Basque St, in Fullerton Historic Property Boundary: Six-story Hunt Foods and Industries office building and the nearby Hunt branch of the Fullerton library at either end of a long and continuous landscaped campus, with the historic property boundary as most of the two parcels that total approximately 7 acres	SHPO	1962	2S2 Determined eligible for listing in the NRHP	Within the project footprint	Project elements in the vicinity of the property include utilities relocation, road construction, and installation of a 100-foot-high radio tower. At-grade freight rail relocation and construction of new track, OCS poles, and catenary line along the existing railroad alignment to the north of the property; construction of a new bridge immediately north of the property; and drainage construction just north of the property boundary. A minor utility relocation would be within the historic property boundary. Construction: The minor utility relocation would be within the historic property boundary and a temporary occupancy of 0.05 acre would be required. Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-17	St. Mary's Catholic Church	Location: 336 W Commonwealth Ave, Fullerton, California Historic Property Boundary: The church footprint, including the surrounding planters and steeple	SHPO	1970	Eligible for the NRHP	400 feet 500 feet from the Fullerton HSR Station Option	Project elements built 450 feet from the resource would be completed within the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-18	Amerige Brothers' Real Estate Office	Location: 340 W Commonwealth Ave, Fullerton, California Historic Property Boundary: The building property	SHPO	1887	Eligible for the NRHP	440 feet 500 feet from the Fullerton HSR Station Option	Project elements in the vicinity of the property would be within the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-19	Elephant Packing House	Location: 201 W. Truslow Ave, Fullerton, California Historic Property Boundary: The legal parcel, which includes the building and all of the land with the building	SHPO	1924	Listed in the NRHP	230 feet 75 feet from the Fullerton HSR Station Option	Project elements in the vicinity of the property would be on the other side of the existing railroad right-of-way. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-20	Fullerton Union Pacific Depot	Location: 110 E Santa Fe Ave, in Fullerton Historic Property Boundary: Mission Revival train depot consisting of a passenger area and a connected portion originally for freight, with the building footprint as the historic property boundary	SHPO	1923	1S Listed in the NRHP	Within the project footprint	Project elements in the vicinity of the property would include at-grade freight rail relocation, construction of new track, and installation of OCS poles and catenary line along the existing railroad alignment outside the historic property boundary. Roadway construction would also be completed south of the existing railroad alignment. There would be no adverse effect on this resource under Section 106 of the NHPA. Although the resource is within the project footprint, the proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is adjacent to the existing railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-21	Fullerton Ice Company	Location: 112 E Walnut Ave, in Fullerton Historic Property Boundary: The legal parcel, largely occupied by the building itself, with which the use, the business, and the building itself are historically associated	SHPO	1910	2S2; 5S1 Determined eligible for listing in the NRHP	Adjacent to the project footprint 270 feet from the Fullerton HSR Station Option	Project elements in the vicinity of the property would include at-grade freight rail relocation, construction of new track, installation of OCS poles and catenary line, and the realignment of Walnut Ave outside the historic property boundary. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-22	Fullerton Odd Fellows Temple	Location: 112–114 E Commonwealth Ave, in Fullerton Historic Property Boundary: Three-story brick commercial building, with the building footprint as the historic property boundary	SHPO	1927	1S Listed in the NRHP	200 feet	The nearest project-related construction would involve utility relocations approximately 200 feet south of the Fullerton Odd Fellows Temple building. Other construction associated with the project, including at-grade freight rail relocation, construction of new track, and installation of OCS poles and catenary line, would take place approximately 400 feet south of the building. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is separated from the project by several streets, buildings, parks, parking lots, and a single-family residential neighborhood. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-23	Pacific Electric Railway Depot	Location: 136 E Commonwealth Ave, in Fullerton Historic Property Boundary: A single-story, rectangular plan Mission Revival building, with the building footprint as the historic property boundary, plus bump-outs on the east and west elevations, including the protruding shed roofs that shelter fenestration	SHPO	1918	2S2 Determined eligible for listing in the NRHP	240 feet	The nearest project-related construction would involve utility relocations approximately 240 feet southwest of the depot building. Other project construction, including at-grade freight rail relocation, construction of new track, and installation of OCS poles and catenary line, would take place over 400 feet south of the property. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area, with multiple commercial buildings and parking lots, and is already in proximity to a railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

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H-24	Fullerton Post Office	Location: 202 E Commonwealth Ave, in Fullerton Historic Property Boundary: Post office built as a New Deal/ Public Works Administration project, with the historic property boundary as the building footprint	SHPO	1938	1S Listed in the NRHP	370 feet	The nearest project construction would take place at the existing railroad alignment, approximately 370 feet south of the post office building, and south of an existing parking structure situated between the post office and a parking lot immediately north of the railroad alignment. These project components would consist of at-grade freight rail relocation, construction of new track, installation of OCS poles and catenary line, and construction of new drainage features. Although the resource is approximately 165 feet from the project footprint, project elements would be completed approximately 470 feet south of the historic property boundary. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area, with multiple commercial buildings and parking lots, and is already in proximity to a railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-25	Santa Fe Railway Passenger and Freight Depot	Location: 140 E Santa Fe Ave in Fullerton Historic Property Boundary: A former Spanish Colonial Revival style Santa Fe Railroad station, with the depot building footprint as the historic property boundary	SHPO	1930	1S Listed in the NRHP	Adjacent to the project footprint	Project elements in the vicinity of the property would include at-grade freight rail relocation, construction of new track, and installation of OCS poles and catenary line along the existing railroad alignment outside the historic property boundary. Roadway construction would also be completed south of the existing railroad alignment. There would be no adverse effect on this resource under Section 106 of the NHPA. The project improvements would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use
H-26	Union Pacific Depot (Anaheim Union Station) (relocated)	Location: 100 S Atchison St in Anaheim Historic Property Boundary: One-story Spanish Revival-themed train depot, with the building footprint as the historic property boundary	SHPO	1923	2S2 Determined eligible for listing in the NRHP	Adjacent to the project footprint	Project elements in the vicinity of the property would include construction of new track and installation of OCS poles and catenary line along the existing railroad alignment, and grading work within the existing railroad right-of-way outside the historic property boundary. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the historic property boundary; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: Dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

Resource Number	Property Name	Description	Official with Jurisdiction	Year Built	Why it Qualifies Under Section 4(f) ¹	Distance from Project	Impact	Preliminary Section 106 Finding	Preliminary Section 4(f) Use Determination
H-27	Kroeger-Melrose District	Location: Multiple parcels on Olive, Kroeger, Melrose, Broadway, and Philadelphia Streets in Anaheim Historic Property Boundary: Anaheim's most cohesive early 20th century residential neighborhood consisting of a total of 67 properties; 14 of the district's 57 previously identified contributing properties are within the project APE. These single-family homes are contributing properties but are not individually listed or individually eligible for listing in the NRHP.	SHPO	1900–1915	1S; 1D Listed in the NRHP	300 feet	Project construction in the vicinity of the historic district would consist of OCS poles and catenary line within the existing railroad alignment approximately 300 feet east of the nearest properties that contribute to the district. The project activities would not damage or directly alter the contributing properties' character-defining architectural features or other physical characteristics. There would be no adverse effect on this resource under Section 106 of the NHPA. The proposed work for the project would be completed outside the boundaries of the contributing properties; therefore, no permanent use or temporary occupancy would result from the project. Construction or Operation: The lowering of E Broadway, as well as other proximity impacts would not substantially impair the resources because the resource is in an urban area and is already in proximity to a railroad. These impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project. No further analysis is required.	No Adverse Effect	No Use

¹ Code 1D: Contributor to a district or multiple resource property listed in the NRHP; 1S: Individual property listed in the NRHP; Code 2B: Individual property eligible for the NRHP and as a contributor to an NRHP-eligible district; Code 2S2: Individual property determined eligible for the NRHP through the Section 106 process; Code 3S: Recommended eligible for listing as an individual property through survey evaluation; 5S1: Individual property listed or designated locally; 7N: Needs to be re-evaluated

² Additionally, the original NRHP nomination boundaries include Terminal Tower, the Cesar E. Chavez Avenue (Macy Street) Undercrossing, and a Car Supply/Repair Shop, all of which have previously been individually evaluated and are considered contributing features of the historic property. Please note that the Vignes Street Undercrossing appears to have erroneously been left out of the original NRHP boundary description, but was evaluated in the HASR and identified as NRHP-eligible both individually and as contributing resource to the LAUS NRHP district.

APE = area of potential effects; ATSF = Atchison, Topeka, and Santa Fe; BNSF = BNSF Railway; CFR = Code of Federal Regulations; CRHR = California Register of Historical Resources; HASR = Historic Architectural Survey Report; HSR = high-speed rail; kV = kilovolt; LAUS = Los Angeles Union Station; LMF = light maintenance facility; N/A = not applicable; NHPA = National Historic Preservation Act; NRHP = National Register of Historic Places; OCS = overhead contact system; PA = Programmatic Agreement; SHPO = State Historic Preservation Officer; TBD = to be determined