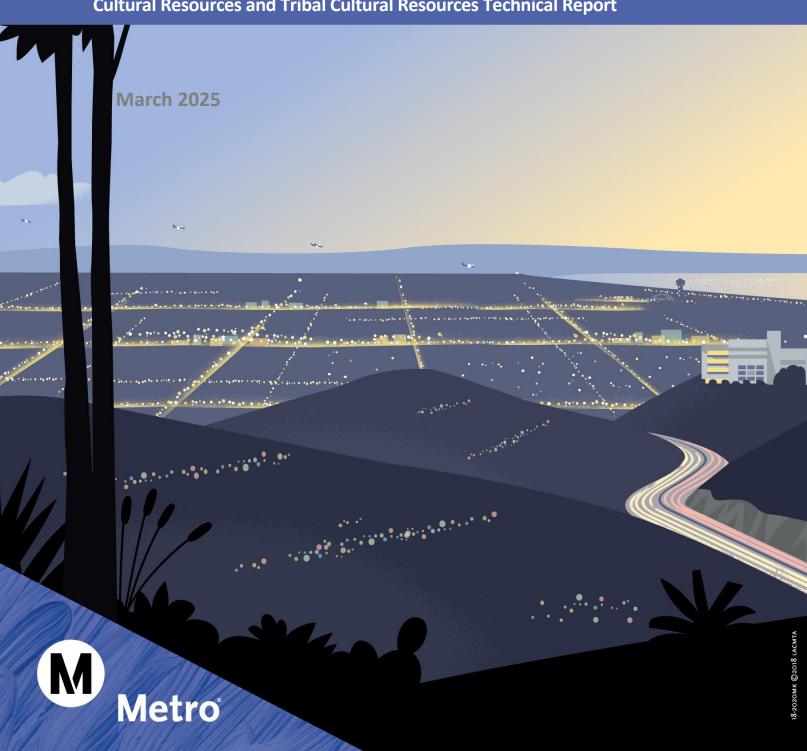


Appendix G. Cultural Resources and Tribal Cultural Resources Technical Report





SEPULVEDA TRANSIT CORRIDOR PROJECT

Contract No. AE67085000

Cultural Resources and Tribal Cultural Resources Technical Report

Task 5.24.11

Prepared for:



Metropolitan Transportation Authority

Prepared by:



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Table of Contents

ΑB	BREVI	IATIONS	AND ACRONYMS	XI
1	INTR	ODUCTI	ON	1-1
	1.1	Project	t Background	1-1
	1.2	Project	t Alternatives	1-1
	1.3	Project	t Study Area	1-2
	1.4	Purpos	se of this Report and Structure	1-2
2	REGI	ULATOR	Y AND POLICY FRAMEWORK	2-1
	2.1	Federa	ıl	2-1
		2.1.1	National Historic Preservation Act (54 U.S.C. 300101 et seq.)	2-1
		2.1.2	Section 4(f) of the Department of Transportation Act (49 U.S.C. Section 303)	2-2
		2.1.3	Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 Federal Register 44716)	2-3
		2.1.4	Secretary of the Interior's Standards for Rehabilitation (36 CFR 67.7)	
		2.1.5	Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (36 CFR 68)	2-4
	2.2	State		2-4
		2.2.1	California Environmental Quality Act	2-4
		2.2.2	California Register of Historical Resources	2-5
		2.2.3	Health and Safety Code, Section 7052 and 7050.5	2-6
		2.2.4	California Native American Historical, Cultural, and Sacred Sites Act	2-6
		2.2.5	Historical Resource and Archaeological Preservation under the California Public Resources Code	2-6
		2.2.6	California Code of Regulations, Title 14, Section 1427 (14 CCR § 1427)	
		2.2.7	California Public Resources Code 5097-5097.6: Project(s) on State Lands	
		2.2.8	Assembly Bill 52, Chapter 532 of the California Statutes of 2014	
	2.3	Region	al	
		2.3.1	County of Los Angeles Historic Preservation Ordinance	
	2.4	Local	,	
		2.4.1	City of Los Angeles Cultural Heritage Ordinance	2-9
		2.4.2	City of Santa Monica Landmarks and Historic Districts Ordinance	2-9
		2.4.3	City of Los Angeles, Municipal Code, Chapter 1, Article 2, Section 12.20.3 (Ordinano No. 175891), 1979 (Amended 2004)	
		2.4.4	City of Los Angeles, General Plan, Conservation Element, 2001	2-11
3	MET	HODOL	OGY	3-1
	3.1	Resour	ce Study Area	3-1
	3.2	Interes	sted Party Consultation	3-12



	3.3	Archiv	al Research	3-12	
		3.3.1	South Central Coastal Information Center Records Search	3-12	
		3.3.2	Built Environment Resources Directory	3-13	
		3.3.3	Native American Heritage Commission Sacred Lands File Search	3-13	
		3.3.4	Ethnographic Research	3-13	
	3.4	Assem	bly Bill 52 Consultation	3-13	
		3.4.1	Archival Research	3-14	
	3.5	Field S	urvey	3-14	
		3.5.1	Built Environment Resources	3-15	
		3.5.2	Archaeological Resources	3-15	
		3.5.3	Tribal Cultural Resources	3-15	
	3.6	CEQA	Thresholds of Significance	3-16	
	3.7	Impac	t Analysis	3-16	
		3.7.1	Operation Impacts	3-16	
		3.7.2	Construction Impacts	3-17	
4	REGI	ONAL S	ETTING	4-1	
	4.1	Geolo	gic Context	4-1	
		4.1.1	San Fernando Valley	4-3	
		4.1.2	Santa Monica Mountains	4-3	
		4.1.3	Los Angeles Basin	4-3	
	4.2	Prehis	toric Context	4-4	
		4.2.1	Paleo-Indian Period	4-4	
		4.2.2	Early Period (8,000 Years Before Present to 3,000 Years Before Present)	4-5	
		4.2.3	Middle Period (2,550 Years Before Present to 800 Years Before Present)	4-5	
		4.2.4	Late Period (800 Years Before Present to 400 Years Before Present)	4-5	
	4.3	Ethno	graphic Contextgraphic Context	4-6	
		4.3.1	Traditional Lifeways and Cultural Practices	4-6	
		4.3.2	Communities After Colonization	4-9	
		4.3.3	Villages and Placenames	4-12	
		4.3.4	Cultural Landscapes and Natural Resources	4-13	
	4.4	Histor	ic Context	4-17	
		4.4.1	City of Los Angeles	4-17	
		4.4.2	Communities within the Project Study Area	4-20	
5	FUTU	JRE BAC	CKGROUND PROJECTS	5-1	
	5.1	Highw	ay Improvements	5-1	
	5.2	Transit Improvements			
	5.3	Region	nal Rail Projects	5-2	



6	NO F	PROJECT	ALTERNATIVE	6-1
	6.1	Existin	g Conditions	6-1
		6.1.1	Archival Research	6-1
		6.1.2	Native American Heritage Commission Sacred Lands File Search and Assembly Bill Consultation	
		6.1.3	Field Surveys	6-6
		6.1.4	Resources within the Resource Study Areas	6-7
	6.2	Impact	t Evaluation	6-7
		6.2.1	Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	6-7
		6.2.2	Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	6-8
		6.2.3	Impact CUL-3: Would the project disturb any human remains, including those int outside of dedicated cemeteries?	
		6.2.4	Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a feature, place, or cultural landscape that is geographically defined in terms of the and scope of the landscape, sacred place, or object with cultural value to a Califo Native American Tribe?	e size ornia
	6.3	Mitiga	tion Measures	6-9
		6.3.1	Operational Impacts	6-9
		6.3.2	Construction Impacts	6-9
		6.3.3	Impacts After Mitigation	6-9
7	ALTE	RNATIV	'E 1	7-1
	7.1	Alterna	ative Description	7-1
		7.1.1	Operating Characteristics	7-1
		7.1.2	Construction Activities	7-19
	7.2	Existin	g Conditions	7-22
		7.2.1	Archival Research	7-22
		7.2.2	Native American Heritage Commission Sacred Lands File Search and Assembly Bi Consultation	
		7.2.3	Field Surveys	7-24
		7.2.4	Resources within Alternative 1 Resource Study Areas	7-24
	7.3	Impact	t Evaluation	7-43
		7.3.1	Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	7-43
		7.3.2	Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	7-55
		7.3.3	Impact CUL-3: Would the project disturb any human remains, including those int outside of dedicated cemeteries?	



		7.3.4	Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a feature, place, or cultural landscape that is geographically defined in terms of the and scope of the landscape, sacred place, or object with cultural value to a Califo Native American Tribe?	e size rnia
	7.4	Mitigat	tion Measures	7-61
		7.4.1	Operational Impacts	7-61
		7.4.2	Construction Impacts	7-61
		7.4.3	Impacts After Mitigation	7-68
8	ALTE	RNATIV	E 3	8-1
	8.1	Alterna	ative Description	8-1
		8.1.1	Operating Characteristics	8-1
		8.1.2	Construction Activities	8-18
	8.2	Existing	g Conditions	8-22
		8.2.1	Archival Research	8-22
		8.2.2	Native American Heritage Commission Sacred Lands File Search and Assembly Bil Consultation	
		8.2.3	Field Surveys	8-24
		8.2.4	Resources within the Alternative 3 Resource Study Areas	8-24
	8.3	Impact	Evaluation	8-41
		8.3.1	Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	8-41
		8.3.2	Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	8-53
		8.3.3	Impact CUL-3: Would the project disturb any human remains, including those into outside of dedicated cemeteries?	
		8.3.4	Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a feature, place, or cultural landscape that is geographically defined in terms of the and scope of the landscape, sacred place, or object with cultural value to a Califo Native American Tribe?	size rnia
	8.4	Mitigat	tion Measures	8-59
		8.4.1	Operational Impacts	8-59
		8.4.2	Construction Impacts	8-59
		8.4.3	Impacts After Mitigation	8-64
9	ALTE	RNATIV	E 4	9-1
	9.1	Alterna	ative Description	9-1
		9.1.1	Operating Characteristics	9-1
		9.1.2	Construction Activities	9-16
	9.2	Existing	g Conditions	9-21



		9.2.1	Archival Research	9-21
		9.2.2	Native American Heritage Commission Sacred Lands File Search and Assembly B Consultation	
		9.2.3	Field Surveys	9-23
		9.2.4	Resources within the Alternative 4 Resource Study Areas	9-23
	9.3	Impact	Evaluation	9-42
		9.3.1	Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	9-42
		9.3.2	Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	9-58
		9.3.3	Impact CUL-3: Would the project disturb any human remains, including those into outside of dedicated cemeteries?	
		9.3.4	Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a feature, place, or cultural landscape that is geographically defined in terms of the and scope of the landscape, sacred place, or object with cultural value to a Califo Native American Tribe?	ie size ornia
	9.4	Mitigat	tion Measures	9-63
		9.4.1	Operational Impacts	9-63
		9.4.2	Construction Impacts	9-63
		9.4.3	Impacts After Mitigation	9-68
10	ALTE	RNATIV	E 5	10-1
	10.1	Alterna	tive Description	10-1
		10.1.1	Operating Characteristics	10-1
		10.1.2	Construction Activities	. 10-14
	10.2	Existing	g Conditions	10-19
		10.2.1	Archival Research	10-19
		10.2.2	Native American Heritage Commission Sacred Lands File Search and Assembly B Consultation	
		10.2.3	Field Surveys	10-21
		10.2.4	Resources within the Alternative 5 Resource Study Areas	10-21
	10.3	Impact	Evaluation	10-39
		10.3.1	Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	10-39
		10.3.2	Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	10-46
		10.3.3	Impact CUL-3: Would the project disturb any human remains, including those in outside of dedicated cemeteries?	
		10.3.4	Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a feature, place, or cultural landscape that is geographically defined in terms of the	



			and scope of the landscape, sacred place, or object with cultural value to a Cal	
			Native American Tribe?	
	10.4	Mitigat	ion Measures	10-50
		10.4.1	Operational Impacts	10-50
		10.4.2	Construction Impacts	10-50
		10.4.3	Impacts After Mitigation	10-55
11	ALTE	RNATIVI	E 6	11-1
	11.1	Alterna	tive Description	11-1
		11.1.1	Operating Characteristics	11-1
		11.1.2	Construction Activities	11-10
	11.2	Existing	g Conditions	11-12
		11.2.1	Archival Research	11-12
		11.2.2	Native American Heritage Commission Sacred Lands File Search and Assembly Consultation	
		11.2.3	Field Surveys	11-14
		11.2.4	Resources within the Alternative 6 Resource Study Areas	11-15
	11.3	Impact	Evaluation	11-33
		11.3.1	Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	11-33
		11.3.2	Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	11-39
		11.3.3	Impact CUL-3: Would the project disturb any human remains, including those outside of dedicated cemeteries?	
		11.3.4	Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either feature, place, or cultural landscape that is geographically defined in terms of and scope of the landscape, sacred place, or object with cultural value to a Cal Native American Tribe?	the size
	11.4	Mitigat	ion Measures	11-43
		11.4.1	Operational Impacts	11-43
		11.4.2	Construction Impacts	11-44
		11.4.3	Impacts After Mitigation	11-49
12	PREP	ARERS (OF THE TECHNICAL REPORT	12-1
13	REFE	RENCES		13-1



Appendices

Appendix A. Resource Study Area Map Books

Appendix B. Interested Party Consultation List

Appendix C. AB 52 Consultation Correspondence

Appendix D. DPR 523 Series Forms

Appendix E. Exempt Properties

Appendix F. Records Search Results

Figures

Figure 1-1. Sepulveda Transit Corridor Project Study Area	1-3
Figure 3-1. Alternative 1: Project Overview	3-2
Figure 3-2. Alternative 3: Project Overview	3-3
Figure 3-3. Alternative 4: Project Overview	3-4
Figure 3-4. Alternative 5: Project Overview	3-5
Figure 3-5. Alternative 6: Project Overview	3-6
Figure 3-6. Alternative 1: Resource Study Areas	3-7
Figure 3-7. Alternative 3: Resource Study Areas	3-8
Figure 3-8. Alternative 4: Resource Study Areas	3-9
Figure 3-9. Alternative 5: Resource Study Areas	3-10
Figure 3-10. Alternative 6: Resource Study Areas	3-11
Figure 4-1. Geologic Units within the Project Study Area	4-2
Figure 4-2. Regional Ethnographic Tribal Boundaries	4-8
Figure 4-3. Ethnographic Boundaries Recognized by Contemporary Tribal Communities	. 4-11
Figure 4-4. Archaeological Resource Study Area Depicted on Los Angeles County Map, A.D. 1860	. 4-15
Figure 4-5. Aerial Photograph of Bel-Air, Circa 1930s	. 4-24
Figure 4-6. Aerial Photograph of the Stone Canyon Reservoir in 1927	. 4-25
Figure 4-7. The Garnier Roadhouse, Constructed of Limestone in 1872 by French Basque Sheepmen	. 4-27
Figure 4-8. People Arriving by Train to the Van Nuys Townsite	. 4-28
Figure 4-9. Construction of the Sepulveda Dam in 1940	. 4-29
Figure 4-10. Head of Los Angeles River Channel at the Confluence of Arroyo Calabasas and Bell Cree the 1950s (view west-northwest)	
Figure 7-1. Alternative 1: Alignment	7-2
Figure 7-2. Typical Monorail Guideway Cross-Section	7-4
Figure 7-3. Typical Monorail Straddle-Bent Cross-Section	7-5
Figure 7-4. Typical Monorail Beam Switch Cross-Section	7-10
Figure 7-5. Alternative 1: Maintenance and Storage Facility Options	7-12
Figure 7-6. Alternative 1: Electric Bus Maintenance and Storage Facility	7-13



Figure 7-7. Alternative 1: Traction Power Substation Locations	7-15
Figure 7-8. Alternative 1: Roadway Changes	7-18
Figure 7-9. Alternative 1: Construction Staging Locations	7-21
Figure 7-10. Alternative 1: Archaeological Sensitivity	7-37
Figure 7-11. Alternative 1: Tribal Cultural Sensitivity	7-42
Figure 8-1. Alternative 3: Alignment	8-2
Figure 8-2. Typical Aerial Monorail Guideway Cross-Section	8-4
Figure 8-3. Typical Monorail Straddle-Bent Cross-Section	8-5
Figure 8-4. Typical Underground Monorail Guideway Cross-Section	8-6
Figure 8-5. Typical Monorail Beam Switch Cross-Section	8-11
Figure 8-6. Alternative 3: Maintenance and Storage Facility Options	8-13
Figure 8-7. Alternative 3: Traction Power Substation Locations	8-15
Figure 8-8. Alternative 3: Roadway Changes	8-17
Figure 8-9. Alternative 3: Construction Staging Locations	8-21
Figure 8-10. Alternative 3: Archaeological Sensitivity	8-35
Figure 8-11. Alternative 3: Tribal Cultural Sensitivity	8-40
Figure 9-1. Alternative 4: Alignment	9-2
Figure 9-2. Typical Underground Guideway Cross-Section	9-4
Figure 9-3. Typical Aerial Guideway Cross-Section	9-5
Figure 9-4. Typical Aerial Straddle-Bent Cross-Section	9-6
Figure 9-5. Alternative 4: Maintenance and Storage Facility Site	9-10
Figure 9-6. Alternative 4: Traction Power Substation Locations	9-12
Figure 9-7. Alternative 4: Roadway Changes	9-14
Figure 9-8. Alternative 4: Street Vacation at Del Gado Drive	9-15
Figure 9-9. Alternative 4: On-Site Construction Staging Locations	9-17
Figure 9-10. Alternative 4: Potential Off-Site Construction Staging Locations	9-20
Figure 9-11. Alternative 4: Archaeological Sensitivity	9-36
Figure 9-12. Alternative 4: Tribal Cultural Sensitivity	9-41
Figure 10-1. Alternative 5: Alignment	10-2
Figure 10-2. Typical Underground Guideway Cross-Section	10-4
Figure 10-3. Typical Aerial Guideway Cross-Section	10-5
Figure 10-4. Alternative 5: Maintenance and Storage Facility Site	10-9
Figure 10-5. Alternative 5: Traction Power Substation Locations	10-11
Figure 10-6. Alternative 5: Roadway Changes	10-13
Figure 10-7. Alternative 5: On-Site Construction Staging Locations	10-16
Figure 10-8. Alternative 5: Potential Off-Site Construction Staging Locations	10-18
Figure 10-9. Alternative 5: Archaeological Sensitivity	10-33
Figure 10-10. Alternative 5: Tribal Cultural Sensitivity	10-38



Figure 11-1. Alternative 6: Alignment	11-2
Figure 11-2. Typical Underground Guideway Cross-Section	11-3
Figure 11-3. Alternative 6: Maintenance and Storage Facility Site	11-7
Figure 11-4. Alternative 6: Traction Power Substation Locations	
Figure 11-5. Alternative 6: Mid-Mountain Construction Staging Site	11-12
Figure 11-6. Alternative 6: Archaeological Sensitivity	11-27
Figure 11-7. Alternative 6: Tribal Cultural Sensitivity	11-32
Tables	
Table 4-1. Geologic Units within the Project Study Area	
Table 5-1. Fixed Guideway Transit System in 2045	5-2
Table 6-1. No Project Alternative: SCCIC Previously Recorded Archaeological Resources in Students	dy Area.6-1
Table 7-1. Alternative 1: Station-to-Station Travel Times and Station Dwell Times	7-9
Table 7-2. Alternative 1: Traction Power Substation Locations	7-14
Table 7-3. Alternative 1: Roadway Changes	7-16
Table 7-4. Alternative 1: Construction Staging Locations	7-20
Table 7-5. Alternative 1: SCCIC Previously Recorded Resources within the Built Environment R Study Area	
Table 7-6. Alternative 1: SCCIC Previously Recorded Archaeological Resources	
Table 7-7. Alternative 1: Historical Resources in the Built Environment Resource Study Area	
Table 7-8. Alternative 1: Historical Resources – No Impact	
Table 8-1. Alternative 3: Station-to-Station Travel Times and Station Dwell Times	
Table 8-2. Alternative 3: Traction Power Substation Locations	8-14
Table 8-3. Alternative 3: Roadway Changes	8-16
Table 8-4. Alternative 3: Construction Staging Locations	8-19
Table 8-5. Alternative 3: SCCIC Previously Recorded Resources within the Built Environment R Study Area	
Table 8-6. Alternative 3: SCCIC Previously Recorded Archaeological Resources	
Table 8-7. Alternative 3: Historical Resources within the Built Environment Resource Study Ar	
Table 8-8. Alternative 3: Historical Resources – No Impact	
Table 9-1. Alternative 4: Station-to-Station Travel Times and Station Dwell Times	
Table 9-2. Alternative 4: Traction Power Substation Locations	9-10
Table 9-3. Alternative 4: Roadway Changes	9-13
Table 9-4. Alternative 4: On-Site Construction Staging Locations	
Table 9-5. Alternative 4: Potential Off-Site Construction Staging Locations	
Table 9-6. Alternative 4: SCCIC Previously Recorded Resources within the Built Environment R Study Area	esource
Table 9-7. Alternative 4: SCCIC Previously Recorded Archaeological Resources	
Table 3-7. Alternative 4. Scale Freviously Necolucu Altinaeological nesources	5-22



Table 9-8. Alternative 4: Historical Resources within the Built Environment Resource Study Area	9-25
Table 9-9. Alternative 4: Historical Resources – No Impact	9-57
Table 10-1. Alternative 5: Station-to-Station Travel Times and Station Dwell Times	10-8
Table 10-2. Alternative 5: Traction Power Substation Locations	10-10
Table 10-3. Alternative 5: Roadway Changes	10-12
Table 10-4. Alternative 5: On-Site Construction Staging Locations	10-15
Table 10-5. Alternative 5: Potential Off-Site Construction Staging Locations	10-17
Table 10-6. Alternative 5: SCCIC Previously Recorded Resources within the Built Environment Re Study Area	
Table 10-7. Alternative 5: SCCIC Previously Recorded Archaeological Resources	10-20
Table 10-8. Alternative 5: Historical Resources within Built Environment Resource Study Area	10-22
Table 10-9. Alternative 5: Historical Resources – No Impact	10-45
Table 11-1. Alternative 6: Station-to-Station Travel Times and Station Dwell Times	11-5
Table 11-2. Alternative 6: Traction Power Substation Locations	11-7
Table 11-3. Alternative 6: SCCIC Previously Recorded Resources within the Built Environment Re Study Area	
Table 11-4. Alternative 6: SCCIC Previously Recorded Archaeological Resources	11-13
Table 11-5. Alternative 6: Historical Resources within Built Environment Resource Study Area	11-16
Table 11-6. Alternative 6: Historical Resources – No Impact	11-38



Abbreviations and Acronyms

§ section (or subsection)

A.D. Anno Domini (also commonly noted as "Common Era")

AB Assembly Bill

ABC Accelerated Bridge Construction

APM automated people mover

BERD Built Environment Resources Directory

BP before present
BRT bus rapid transit

CCR California Code of Regulations

CEQA California Environmental Quality Act

CFR Code of Federal Regulations

CIDH cast-in-drilled hole

CRHR California Register of Historical Resources

CRMMP Cultural Resources Monitoring and Mitigation Plan
DPR California Department of Parks and Recreation

EIR Environmental Impact Report

et seq. and the following

ExpressLanes project I-405 Sepulveda Pass ExpressLanes project
FTIP Federal Transportation Improvement Program

HABS Historic American Building Survey
HAER Historic American Engineering Record
HALS Historic American Landscape Survey

HistoricPlacesLA Los Angeles Historic Resources Inventory

HLRC Historical Landmarks and Records Commission

HPOZ Historic Preservation Overlay Zones

HRT heavy rail transit
HTA HTA Partners
I-405 Interstate 405

LACDA Los Angeles County Development Authority
LACFCD Los Angeles County Flood Control District

LADWP City of Los Angeles Department of Water and Power

LAHCM Los Angeles Historic-Cultural Monument

LASRE LA SkyRail Express

LAX Los Angeles International Airport

LOSSAN Los Angeles-San Diego-San Luis Obispo

LRT light rail transit



Metro Los Angeles County Metropolitan Transportation Authority

MLD most likely descendant
MM mitigation measure
MOW maintenance-of-way
MRT monorail transit

MSF maintenance and storage facility

Mya million years ago

n.d. no date

NA not applicable

NAHC Native American Heritage Commission

NHDVS National Home for Disabled Volunteer Soldiers

NHPA National Historic Preservation Act

NOP Notice of Preparation
NPS National Park Service

NRHP National Register of Historic Places
OHP Office of Historic Preservation

PRC Public Resources Code

Project Sepulveda Transit Corridor Project

ROW right-of-way

RSA Resource Study Area

SCAG Southern California Association of Governments

SCCIC South Central Coastal Information Center

SCORE Southern California Optimized Rail Expansion

SLF Sacred Lands File

SOI Secretary of the Interior

SOI Standards Secretary of the Interior's Standards for the Treatment of Historic Properties

SPRR Southern Pacific Railroad

STCP Sepulveda Transit Corridor Partners

TBM tunnel boring machine
TCR Tribal Cultural Resource
TPSS traction power substation

UCLA University of California, Los Angeles

U.S. United States
US-101 U.S. Highway 101

USACE United States Army Corps of Engineers

USAR United States Army Reserve

U.S.C. United States Code

USGS United States Geological Survey



VA U.S. Department of Veterans Affairs

Valley San Fernando Valley Westside Westside of Los Angeles

WPA Works Progress Administration



1 INTRODUCTION

1.1 Project Background

The Sepulveda Transit Corridor Project (Project) is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs currently channeled through the Sepulveda Pass and nearby canyon roads between the San Fernando Valley (Valley) and the Westside of Los Angeles (Westside). The Project would have a northern terminus with a connection to the Van Nuys Metrolink/Amtrak Station and a southern terminus with a connection to the Los Angeles County Metropolitan Transportation Authority's (Metro) E Line. In addition to providing local and regional connections to the existing and future Metro rail and bus network, the Project is anticipated to improve access to major employment, educational, and cultural centers in the greater Los Angeles area.

In 2019, Metro completed the Sepulveda Transit Corridor Feasibility Study and released the Project's *Final Feasibility Report* (Metro, 2019), which documented the transportation conditions and travel patterns in the Sepulveda corridor; identified mobility problems affecting travel between the Valley and the Westside; and defined the Purpose and Need, goals, and objectives of the Project. Using an iterative evaluation process, the Feasibility Study identified feasible transit solutions that met the Purpose and Need, goals, and objectives of the Project. The Feasibility Study determined that a reliable, high-capacity, fixed guideway transit system connecting the Valley to the Westside could be constructed along several different alignments. Such a transit system, operated as either heavy rail transit (HRT) or monorail transit (MRT), would serve the major travel markets in the Sepulveda Transit corridor and would provide travel times competitive with the automobile.

1.2 Project Alternatives

In November 2021, Metro released a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act, for the Project that included six alternatives (Metro, 2021). Alternatives 1 through 5 included a southern terminus station at the Metro E Line Expo/Sepulveda Station, and Alternative 6 included a southern terminus station at the Metro E Line Expo/Bundy Station. The alternatives were described in the NOP as follows:

- Alternative 1: Monorail with aerial alignment in the Interstate 405 (I-405) corridor and an electric bus connection to the University of California, Los Angeles (UCLA)
- Alternative 2: Monorail with aerial alignment in the I-405 corridor and an aerial automated people mover connection to UCLA
- Alternative 3: Monorail with aerial alignment in the I-405 corridor and underground alignment between the Getty Center and Wilshire Boulevard
- Alternative 4: Heavy rail with underground alignment south of Ventura Boulevard and aerial alignment generally along Sepulveda Boulevard in the San Fernando Valley
- Alternative 5: Heavy rail with underground alignment including along Sepulveda Boulevard in the San Fernando Valley
- Alternative 6: Heavy rail with underground alignment including along Van Nuys Boulevard in the San Fernando Valley and a southern terminus station on Bundy Drive



The NOP also stated that Metro is considering a No Project Alternative that would not include constructing a fixed guideway line. Metro established a public comment period of 74 days, extending from November 30, 2021, through February 11, 2022. Following the public comment period, refinements to the alternatives were made to address comments received. Further refinements to optimize the designs and address technical challenges of the alternatives were made in 2023 following two rounds of community open houses.

In July 2024, following community meetings held in May 2024, Alternative 2 was removed from further consideration in the environmental process because it did not provide advantages over the other alternatives, and the remaining alternatives represent a sufficient range of alternatives for environmental review, inclusive of modes and routes (Metro, 2024a). Detailed descriptions of the No Project Alternative and the five remaining "build" alternatives are presented in Sections 6 through 11.

1.3 Project Study Area

Figure 1-1 shows the Project Study Area. It generally includes Transportation Analysis Zones from Metro's travel demand model that are within 1 mile of the alignments of the four "Valley-Westside" alternatives from the *Sepulveda Transit Corridor Project Final Feasibility Report* (Metro, 2019). The Project Study Area represents the area in which the transit concepts and ancillary facilities are expected to be located. The analysis of potential impacts encompasses all areas that could potentially be affected by the Project, and the EIR will disclose all potential impacts related to the Project.

1.4 Purpose of this Report and Structure

This technical report examines the environmental impacts of the Project as it relates to cultural resources and tribal cultural resources. It describes existing cultural resources and tribal cultural resources conditions in the Project Study Area, the regulatory setting, methodology for impact evaluation, and potential impacts from operation and construction of the project alternatives, including maintenance and storage facility site options.

The report is organized according to the following sections:

- Section 1 Introduction
- Section 2 Regulatory and Policy Framework
- Section 3 Methodology
- Section 4 Regional Setting
- Section 5 Future Background Projects
- Section 6 No Project Alternative
- Section 7 Alternative 1
- Section 8 Alternative 3
- Section 9 Alternative 4
- Section 10 Alternative 5
- Section 11 Alternative 6
- Section 12 Preparers of the Technical Report
- Section 13 References





Figure 1-1. Sepulveda Transit Corridor Project Study Area

Source: HTA, 2024



2 REGULATORY AND POLICY FRAMEWORK

Cultural Resources and Tribal Cultural Resources (TCR) in California are protected by several federal, state, and local regulations, statutes, and ordinances. Cultural resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, and/or scientific importance. TCRs are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to California Native American tribes that are listed in or eligible for listing in the California Register of Historical Resources (CRHR), listed in local historic registers, or determined by a lead agency to be significant resources.

2.1 Federal

2.1.1 National Historic Preservation Act (54 U.S.C. 300101 et seq.)

The National Historic Preservation Act (NHPA) (54 United States Code [U.S.C.] 300101 et seq.) and its implementing regulations (36 Code of Federal Regulations [CFR] 800) establish a program for the preservation of historic properties throughout the United States (U.S.) and provide influential guidance for identifying and treating historical and archaeological resources under the National Environmental Policy Act (NEPA). Section 106 of the NHPA requires that federal agencies, or projects under federal jurisdiction, take into account the effect of an undertaking on properties listed in or eligible for listing in the National Register of Historic Places (NRHP).

The NHPA establishes the NRHP, which is "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR 60.2). To be eligible for listing in the NRHP, a property typically must be at least 50 years old and possess significance in American history and culture, architecture, or archaeology to meet one or more of the following four established criteria (36 CFR 60.4):

- 1. Association with events that have made a significant contribution to the broad patterns of our history;
- 2. Association with the lives of persons significant in our past;
- 3. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and/or
- 4. Have yielded, or may be likely to yield, information important in prehistory or history.

Cultural resources eligible for listing in the NRHP are considered "historic properties" and may include buildings, sites, structures, objects, and historic districts. A potential historic property less than 50 years of age may be eligible under NRHP Criteria Consideration G if it has exceptional significance, and it can be demonstrated that sufficient time has passed to understand its historical importance (NPS, 1997). To be eligible for listing in the NRHP, a property must also have integrity, which is defined as "the ability of a property to convey its significance." The NRHP recognizes seven aspects or qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association (NPS, 1997).

The NHPA's implementing regulations include a provision for early and effective communication with interested parties, such as Native American tribes. Under provision 36 CFR 800.2I(2)(ii)(A), the lead agency is responsible for contacting local Native American representatives and informing them of the



undertaking's intent and nature. The Native American representative is then provided "a reasonable opportunity to identify its concerns about historic properties; advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance; articulate its views on the undertaking's effects on such properties; and participate in the resolution of adverse effects."

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

The Department of Transportation Act (49 U.S.C. Section 303) stipulates that certain types of resources be preserved and protected when approving federal transportation projects. Section 4(f) of the Department of Transportation Act applies whenever a federal action involves the use of a publicly-owned park, recreation area, wildlife or waterfowl refuge, or land from a historic site. Such land may be used for Federal-aid highway projects only if there is no feasible and prudent alternative and all possible planning has been taken to avoid the use of a 4(f) property or to minimize harm to any 4(f) property affected by the project.

Section 4(f) protects four basic types of properties from conversion to transportation use: publicly owned parks, recreation areas, wildlife and/or waterfowl refuges, and publicly or privately owned historic sites. Some properties may not fit neatly into these categories or may have multiple Section 4(f) applicability and are addressed under a fifth category termed" other considerations." A property's Section 4(f) status is determined by the criteria that define it. For the first three types, a property's major purpose must be for park, recreation, or refuge activities, and it must be publicly owned, open to the public (except in certain cases for refuges), and significant as a park, recreation area, or refuge. The fourth type, historic sites, includes prehistoric and historic districts, sites, buildings, structures, or objects that are of national, state, or local significance, or are listed in or eligible for the NRHP. Protected historic sites include places of traditional religious and cultural importance to Indian tribes and Native Hawaiian organizations that meet the NRHP criteria.

Historic sites under Section 4(f) are properties listed on or eligible for inclusion on the NRHP. Archaeological sites may be protected under Section 4(f) only if all consulting parties have agreed that the site's primary value warrants preservation in place. An archaeological site whose value is in the data it contains, whether or not the data are recovered, and has minimal value for preservation in place, is not protected by Section 4(f). There are special considerations for treating historic districts under Section 4(f). The Interstate Highway System is not considered to be a historic site under Section 4(f) except for those individual elements of the system specifically identified for 4(f) protection by FHWA. In California, those individual elements are: San Francisco-Oakland Bay Bridge (I-80), Truckee River Canyon (I-80), Glenn Anderson (Century) Freeway (I-105), Chicano Park (I-5), Pine Valley Creek Bridge (I-8), and the Pit River Bridge (I-5).

According to 49 U.S.C. Section 303(d), the following criteria must be met to reach a de minimis impact determination for historic sites:

 For a historic site, a de minimis impact determination may be made only if, in accordance with the Section 106 process, the Federal Transit Administration determines that the project would have no effect or no adverse effect on historic properties, has received written concurrence from the officials with jurisdiction over the property (e.g., the SHPO [State Historic Preservation Officer]), and has taken into account the views of consulting parties to the Section 106 process as required by 36 CFR Part 800.



Section 4(f) specifies that the Secretary of Transportation may approve a transportation project requiring the use of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site only if:

- There is no prudent and feasible alternative to using that land; and
- The project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Accordingly, if the evaluation determines that one or more alternatives would use a Section 4(f) resource, an assessment of avoidance alternatives must be conducted to establish whether there is a prudent and feasible alternative to the use of the Section 4(f) resource. If no avoidance alternatives for using the resource are available, a least overall harm analysis would be conducted to identify the alternative that would have the least overall harm to the Section 4(f) resource and analysis findings would be documented in the evaluation. To ascertain which alternative that uses Section 4(f) properties would cause the overall least harm, the Federal Transit Administration considers the following seven factors:

- 1. Ability to mitigate adverse impacts on each Section 4(f) property (including any measures that result in benefits to the property)
- 2. Relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection
- 3. Relative significance of each Section 4(f) property
- 4. Views of the official(s) with jurisdiction over each Section 4(f) property
- 5. Degree to which each alternative meets the Purpose and Need for the project
- 6. After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f)
- 7. Substantial differences in costs among the project alternatives

The first four factors relate to the net harm that each project alternative would cause to the Section 4(f) property, and the remaining three factors take into account concerns with the project alternatives that are not specific to Section 4(f).

2.1.3 Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 Federal Register 44716)

The Secretary of the Interior's (SOI) Standards and Guidelines for Archeology and Historic Preservation (effective September 29, 1983) are not regulatory but provide technical advice to federal, state, and local agencies as well as organizations and individuals about archaeological and historic preservation activities and methods. The purposes of the SOI Standards and Guidelines are to organize information gathered about preservation activities; to describe the results to be achieved when planning for the identification, evaluation, registration, and treatment of historic properties; and to integrate the efforts of entities performing historic preservation into a systematic effort to preserve cultural heritage.

2.1.4 Secretary of the Interior's Standards for Rehabilitation (36 CFR 67.7)

The SOI Standards for Rehabilitation, as codified under 36 CFR 67, establish the criteria for certifying rehabilitation projects on historic structures under the IRS Prevention Tax Incentives Program. These



criteria are used to determine if a rehabilitation project qualifies as a certified rehabilitation. The intent of the SOI Standards for Rehabilitation is to assist the long-term preservation of a property's significance through the preservation of historic materials and features. The SOI Standards for Rehabilitation pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior of historic buildings. The standards also encompass related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction. To qualify as a certified rehabilitation, the SOI must determine the project to be consistent with the historic character of the structure(s) and, in applicable cases, the historic district in which the structure is located. The economic and technical feasibility of a project is taken into consideration when applying the SOI Standards of Rehabilitation. A project becomes a certified rehabilitation only after it is completed and designated as such by the National Park Service (NPS).

2.1.5 Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (36 CFR 68)

The SOI Standards for the Treatment of Historic Properties (SOI Standards) provide guidance for grants-in-aid projects assisted through the National Historic Preservation Fund and for other federally assisted projects. The SOI Standards are used in planning, undertaking, and supervising grant-assisted projects for preservation, rehabilitation, restoration, and reconstruction.

2.2 State

2.2.1 California Environmental Quality Act

The California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 et seq.) is intended to prevent avoidable significant impacts to the environment by requiring feasible alternatives or mitigation measures. Historic properties that are listed in or are eligible for listing in the NRHP are considered historical resources for the purposes of CEQA. If historical resources are identified within the Project Study Area, the sponsoring agency must take those resources into consideration when evaluating project effects. The level of consideration may vary with the importance of the historical resource.

The CEQA Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations [CCR], Sections 15000 et seq.,) are administrative regulations developed to guide the implementation of CEQA and reflect the requirements set forth in the PRC. The CEQA Guidelines (Section 15064.5(a)) define a "historical resource" as the following:

- California properties formally determined eligible for, or listed in, the California Register of Historical Resources (CRHR).
- Those resources included in a local register of historical resources, as defined in PRC Section 5020.1(k), or identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g).
- Those resources that a lead agency determines to be historically significant, provided the determination is based on substantial evidence.
- Resources not listed in or previously determined eligible for listing in the state or local registers but determined by a lead agency as historical resources as defined in PRC Sections 5020.1(j) or 5024.1.



An archaeological resource may be determined to be a historical resource, as previously defined, or a "unique archaeological resource." CEQA requires lead agencies to consider whether a project will impact unique archaeological resources. PRC Section 21083.2(g) defines a unique archaeological resource as "an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

If an archaeological resource is determined not to be a unique archaeological or a historical resource, "the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or Environmental Impact Report, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process."

2.2.2 California Register of Historical Resources

The CRHR was designed to be used by state and local agencies, private groups, and citizens to identify existing historical resources within the state and to indicate which of those resources should be protected, to the extent prudent and feasible, from substantial adverse change. The CRHR consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. Properties eligible for listing in the CRHR may include buildings, sites, structures, objects, and historic districts. It is possible that properties may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. An altered property may still have sufficient integrity for the CRHR, if it maintains the potential to yield significant scientific or historical information or specific data (CCR Section 4852 (c)). To be eligible for listing in the CRHR, a property must possess significance at the local, state, or national level, under one or more of the following four criteria:

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

The resource must also retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance. While the enabling legislation for the CRHR is less rigorous regarding the issue of integrity than the NRHP, there is the expectation that properties reflect their appearance during their period of significance (PRC Section 4852). A resource



less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance.

2.2.3 Health and Safety Code, Section 7052 and 7050.5

Section 7052 of the Health and Safety Code states that the disturbance of human remains is a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the State of California Native American Heritage Commission (NAHC).

2.2.4 California Native American Historical, Cultural, and Sacred Sites Act

California PRC Sections 5097.9-5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. This law requires that if human remains are discovered, construction or excavation activity must cease, and the county coroner must be notified. If the remains are of a Native American, the coroner must notify the NAHC within 24 hours. The NAHC then notifies those persons most likely to be descended from the Native American whose remains were discovered. The California Native American Historical, Cultural, and Sacred Sites Act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

2.2.5 Historical Resource and Archaeological Preservation under the California Public Resources Code

Archaeological and historical sites are protected pursuant to policies and regulations enumerated under the California PRC. California PRC Sections 5020-5029.5 continue the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. California PRC Sections 5079-5079.65 define the functions and duties of the California Office of Historic Preservation (OHP), which is responsible for the administration of the California Heritage Fund and federal- and state-mandated historic preservation programs. California PRC Section 1083.2(g) protects archaeological resources. California PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and cultural resources, including examples of preservation-in-place mitigation measures. Preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

2.2.6 California Code of Regulations, Title 14, Section 1427 (14 CCR § 1427)

14 CCR § 1427 prohibits the collection or removal of any object or thing of archaeological or historical interest or value, and protects the physical site, location, or context in which the object or thing was found from disfigurement, defacement, or destruction.

2.2.7 California Public Resources Code 5097-5097.6: Project(s) on State Lands

CRC 5097 addresses projects on state lands, defined as "lands owned by, or under the jurisdiction of, the state or any state agency," other than "lands owned by, or under the jurisdiction of, a city, county, or district, or fire trails under the jurisdiction of the Division of Forestry in the Department of Conservation."



- CRC 5097.1. General plans indicating the nature of any major works project on state lands, including
 the project's location and proposed excavations, may be submitted to the California Department of
 Parks and Recreation (DPR) by the state agency proposing the project, or on whose behalf the
 project is to be constructed, prior to the commencement of construction.
- CRC 5097.2. DPR, upon receipt of plans for a proposed project, may conduct an archaeological site survey to determine whether cultural resources are present and shall submit recommendations concerning the "preservation, photographing, recording, or excavation for, any archaeological, paleontological, or historical features" to the state agency proposing to construct the project.
- CRC 5097.3. After receiving recommendations from DPR, the state agency may undertake, or contract with DPR to undertake, the surveys, excavations, or other operations deemed necessary to preserve or record the cultural resources on the lands.
- CRC 5097.4. Archaeological programs carried out by DPR shall not impair, impede, or delay state construction projects.
- CRC 5097.5. The willful excavation, removal, destruction, injury, or defacement of prehistoric and cultural resources on public lands is prohibited, unless expressly authorized by the public agency with jurisdiction over the lands. This includes burial grounds, paleontological sites, fossilized footprints, inscriptions made by human agency, and rock art. Section 5097.5(a) through (f) describe the legal consequences if a person violates Section 5097.4; such consequences include a misdemeanor conviction punishable by a fine not to exceed \$10,000, imprisonment not to exceed one year, or both.
- CRC 5097.6. Expenditures to support CRC 5097 shall be made in accordance with legislative appropriation or by contract with other state agencies.

2.2.8 Assembly Bill 52, Chapter 532 of the California Statutes of 2014

Assembly Bill (AB) 52 revised several portions of the PRC to broaden the requirements for tribal consultation and to provide a more formal structure for tribes to provide meaningful input to protect their cultural heritage during the CEQA process. AB 52 states that, upon written request by a California Native American tribe, a CEQA lead agency must notify tribal representatives within 14 days of determining that the project application is complete or a decision by a public agency to undertake a project. Following formal notification, tribes have 30 days to request consultation and the lead agency must begin consultation within 30 days of receiving a California Native American tribe's consultation request (PRC Sections 21080.3.4, 21080.3.2, and 21082.3). AB 52 also required a revision of State CEQA Guidelines Appendix G, the environmental checklist, to include a new category for TCRs. A TCR is defined as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.

As defined in PRC Section 21074, a TCR, as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or determined to be eligible for listing in the national, state, or local register of historic resources; or
- A resource that the CEQA lead agency determines, in its discretion and supported by substantial evidence, to treat as a TCR pursuant to the criteria in PRC Section 50241I. PRC Section 5024.1(c)



provides that a resource meets criteria for listing as a historic resource in the CRHR if any of the following apply:

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

AB 52 explicitly recognizes that California Native American tribes may have expertise regarding their tribal history and practices that concern the TCRs with which they are traditionally and culturally affiliated. The significance of a resource to Native American tribes should be given consideration in the application of CRHR criteria for TCRs. One of the purposes of AB 52 is to establish a meaningful dialogue between the CEQA lead agency and Native American tribes through government-to-government consultation to identify and protect TCRs.

The NAHC is the primary state agency responsible for identifying Native American sacred sites and maintaining a Sacred Lands File (SLF) to that end. In addition, the NAHC identifies Most Likely Descendants when Native American human remains are discovered anywhere other than a designated cemetery.

2.3 Regional

2.3.1 County of Los Angeles Historic Preservation Ordinance

Preservation of cultural resources in unincorporated Los Angeles County is governed by the County's Historic Preservation Ordinance 22.124.070. The ordinance identifies that a structure, site, object, tree, landscape, natural land feature, and/or historic district may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of the history of the nation, state, county, or community in which it is located.
- Associated with the lives of persons who are significant in the history of the nation, state, county, or community in which it is located.
- Embodies the distinctive characteristics of a type, architectural style, period, or method of
 construction, or represents the work of an architect, designer, engineer, or builder whose work is of
 significance to the nation, state, county, or community in which it is located; or possesses artistic
 values of significance to the nation, state, county, or community in which it is located.
- Has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, state, county, or community in which it is located.
- Listed, or has been formally determined eligible by the United States NPS for listing, in the NRHP, or
 is listed, or has been formally determined eligible by the State Historical Resources Commission for
 listing, on the CRHR.
- If it is a tree, it is one of the largest or oldest trees of the species located in Los Angeles County; or



• If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.

Exceptional resources that are less than 50 years of age may also be designated landmarks.

2.4 Local

The City of Los Angeles's Historic Preservation Ordinance establishes a local register and a Historical Landmarks and Records Commission (HLRC) to oversee the enforcement of preservation policies that relate to planning, demolition, alteration, and new construction. Actions to resources that are locally registered or eligible for registration are reviewed by the HLRC for appropriateness.

2.4.1 City of Los Angeles Cultural Heritage Ordinance

The City of Los Angeles Cultural Heritage Ordinance establishes a local register and an HLRC to oversee the enforcement of preservation policies that relate to planning, demolition, alteration, and new construction. Actions to resources that are locally registered or eligible for registration are reviewed by the HLRC for appropriateness.

The City of Los Angeles Cultural Heritage Ordinance, initially adopted in 1962 and most recently amended in 2018, governs cultural resources preservation in the City of Los Angeles. The ordinance created the City of Los Angeles Cultural Heritage Commission and allows for the nomination of Los Angeles Historic-Cultural Monuments (LAHCM). An LAHCM is any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural significance to the City of Los Angeles so designated by the city council upon the recommendation of the Cultural Heritage Commission that meets at least one of the following criteria:

- Identified with important events of national, state, or local history or exemplifies significant
 contributions to the broad cultural, economic or social history of the nation, state, city or
 community;
- Associated with the lives of historic personages important to national, state, city, or local history; or
- Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Ordinance No. 185472 amended Section 22.171 of Article 1, Chapter 9, Division 22 of the Los Angeles Administrative Code to clarify LAHCM designation criteria, enhance due process and notification procedures affecting property owners, and provide for extensions of time limits.

2.4.2 City of Santa Monica Landmarks and Historic Districts Ordinance

On March 24, 1976, the City of Santa Monica Council approved the Landmarks and Historic Districts Ordinance (Santa Monica Municipal Code Chapter 9.56). The ordinance created the City of Santa Monica Landmarks Commission and empowered it to identify resources and make recommendations to the city council regarding their significance. The city council may then designate two classes of resource — Structures of Merit and Landmarks. Of the two, Landmarks are of greater significance. In addition, the ordinance empowers the city council to identify historic districts, as described in the following information.



A resource may be designated a Structure of Merit if the Landmarks Commission determines that it merits official recognition because it has one of the following characteristics:

- The structure has been identified in the City of Santa Monica's Historic Resources Inventory.
- The structure is a minimum of 50 years of age and meets one of the following criteria:
 - The structure is a unique or rare example of an architectural design, detail, or historical type.
 - The structure is representative of a style in the City of Santa Monica that is no longer prevalent.
 - The structure contributes to a potential Historic District.

The Landmarks Commission may approve the landmark designation of a structure, improvement, natural feature, or an object if it finds that it meets one or more of the following criteria:

- Exemplifies, symbolizes, or manifests elements of the cultural, social, economic, political or architectural history of the City of Santa Monica.
- Has aesthetic or artistic interest or value, or other noteworthy interest or value.
- Identified with historic personages or with important events in local, state, or national history.
- Embodies distinguishing architectural characteristics valuable to a study of a period, style, method
 of construction, or the use of indigenous materials or craftsmanship, or is a unique or rare example
 of an architectural design, detail or historical type valuable to such a study.
- A significant or a representative example of the work or product of a notable builder, designer, or architect.
- Has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City of Santa Monica.

A geographic area or a noncontiguous grouping of thematically related properties may be designated a historic district if the city council finds that such area meets one of the following criteria:

- Any of the criteria identified in Section 9.56.100(A)(1) through (6).
- A noncontiguous grouping of thematically related properties or a definable area possessing a
 concentration of historic, scenic or thematic sites, which contribute to each other and are unified
 aesthetically by plan, physical development, or architectural quality.
- Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning.
- Has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City of Santa Monica.

2.4.3 City of Los Angeles, Municipal Code, Chapter 1, Article 2, Section 12.20.3 (Ordinance No. 175891), 1979 (Amended 2004)

City of Los Angeles Ordinance No. 175891 contains procedures for the designation and protection of new Historic Preservation Overlay Zones (HPOZ) for any area of the City with buildings, structures, landscaping, natural features, or lots having historic, architectural, cultural, or aesthetic significance. The City of Los Angeles aims to identify and protect the distinctive architectural and cultural resources of the City of Los Angeles's historic neighborhoods by designating some neighborhoods as HPOZs, that is, as



local historic districts. Any new projects in a neighborhood with the HPOZ designation must complement that neighborhood's historic character. Ordinance No. 174891 describes the powers and duties of HPOZ boards and the review processes for projects within HPOZs. The City Department of Planning establishes and administers HPOZs in concert with the city council.

2.4.4 City of Los Angeles, General Plan, Conservation Element, 2001

The Conservation Element of the City of Los Angeles General Plan contains the following objectives pertaining to the protection of the archaeological, paleontological, cultural, and historic resources in the City of Los Angeles:

- Protect the City of Los Angeles's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.
- Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

The identification and protection of significant archaeological and paleontological sites and/or resources known to exist or identified during land development, demolition, or property modification activities is to be achieved through the establishment of permit processing, monitoring, enforcement, and periodic revision of regulations and procedures by the departments of Building and Safety, City Planning, and Cultural Affairs (DCP, 2001).



3 METHODOLOGY

3.1 Resource Study Area

The Cultural Resource Study Area (RSA) for this technical report was delineated based on the proposed physical configuration of the project alternatives and maintenance and storage facility (MSF) sites (Figure 3-1 through Figure 3-10). The project alternatives are represented on Figure 3-1 through Figure 3-5. The Cultural RSA consists of three RSAs, each specific to a type of cultural resource: Archaeological RSA, Built Environment RSA, and Tribal Cultural RSA. The three RSAs are presented on Figure 3-6 through Figure 3-10; each figure shows the three RSAs for each alternative.

The Archaeological RSA includes areas where temporary or permanent ground disturbance may occur. The Archaeological RSA includes, but is not limited to, all proposed ROW, acquisition, and construction areas; TBM launch sites; stations; power substations; parking facilities; and maintenance yards.

The Built Environment RSA is defined as the area necessary to construct, operate, and maintain the project alternatives. It includes all proposed right-of-way (ROW) acquisition and construction areas; staging areas, and all parcels adjacent to permanent site improvements and facilities, including tunnel boring machine (TBM) launch sites; stations and power substations; parking facilities; and MSF sites and buildings. Where new infrastructure requires above-grade elements, such as overhead contact systems, elevated structures, sound walls, stations, or other equipment, the Built Environment RSA includes the first tier of parcels or buildings adjacent to the alignment within a reasonable viewshed of the new construction, as the new infrastructure could potentially cause visual, audible, or atmospheric changes that impact the setting of nearby historical resources. The Built Environment RSA extends out from the project alignment because the introduction of new infrastructure would have the potential to cause new visual, audible, or atmospheric intrusions on the setting of nearby historical resources. Property acquisitions and adjacent areas where the Sepulveda Transit Corridor Project (Project) could indirectly affect historical resources through impacts such as noise, vibration, or visual changes are also considered. The Built Environment RSA does not include underground elements of the Project (because they would not result in construction impacts or permanent visual impacts to historical resources). However, the RSA includes areas around the aboveground elements associated with the underground alignments (such as vent shafts and station elements).

The Tribal Cultural RSA is defined as the geographic area where the Project has potential to have direct and indirect impacts to Tribal Cultural Resources (TCR). The Tribal Cultural RSA includes, but is not limited to, areas where temporary or permanent ground disturbance may occur, such as all proposed ROW, acquisition, and construction areas; TBM launch sites; stations; power substations; parking facilities; and maintenance yards. Where new above-grade elements, such as the overhead contact system or elevated structures, are proposed in landscapes identified as significant to tribal representatives through consultation, the Tribal Cultural RSA includes a buffer adjoining the alignment within a reasonable viewshed of the new construction. The buffer is included because the introduction of new infrastructure would have the potential to cause new visual, audible, or atmospheric intrusions on the setting of adjacent TCRs.

The figures for the Tribal Cultural, Archaeological, and Built Environment RSAs are documented on a series of maps provided in Appendix A; the Tribal Cultural, Archaeological and Built Environment RSAs are also documented on Figure 3-6 through Figure 3-10.





Figure 3-1. Alternative 1: Project Overview





Figure 3-2. Alternative 3: Project Overview

¹ Alternative 2 has been removed from the proposed project alignments.





Figure 3-3. Alternative 4: Project Overview



PANORAMA ROSCOE BL **SUN VALLEY** O WINNETKA BURBANK RESEDA Ō VAN NUYS Train Maintenance & Storage Facility VALLEY GLEN 0 OXNARD ST Metro G Line 101 BURBANKBL MAGNOLIA BL WOODLAND VALLEY TOLUCA LAKE HILLS VILLAGE VENTURA BL **TARZANA** 101 Ventura Boulevard **ENCINO** MOORPARKST SHERMAN OAKS STUDIO CITY MULHOLLANDOR HOLLYWOOD Metro Rail Lines & Stations HILLS **BEVERLY CREST** Metro Busway & Stations **BEL AIR** Getty Center • ■ D Line Subway Extension WEST Project (Under Construction) HOLLYWOOD BRENTWOOD **BEVERLY HILLS** East San Fernando Valley Light Rail Transit Line WESTWOOD UCLA (Pre-construction) SUNSETBL Amtrak/Metrolink Line CENTURY & Stations Sepulveda Transit Corridor CHEVIOT HILLS Roadway Changes 10 Alternative 5 (Underground) IIII O IIIII Alternative 5 (Aerial) 0 0 0 SANTA MONICA CULVER BALDWIN Subject to Change 24-1299 © 2024 LACMTA MAR VISTA 0 HILLS

Figure 3-4. Alternative 5: Project Overview





Figure 3-5. Alternative 6: Project Overview





Figure 3-6. Alternative 1: Resource Study Areas





Figure 3-7. Alternative 3: Resource Study Areas





Figure 3-8. Alternative 4: Resource Study Areas





Figure 3-9. Alternative 5: Resource Study Areas



NORTHRIDGE NORDHOFF S **NORTH HILLS** PARTHENIA ST ROSCOE BL **SUN VALLEY** WINNETKA RESEDA **LAKE BALBOA** SHERMAN WAY VAN NUYS VANOWEN ST **VALLEY GLEN** NORTH HOLLYWOOD 101 MAGNOLIA BL VALLEY VILLAGE **TARZANA** VENTURA BL Ventura Bl 101 **ENCINO** MOORPARK ST (101) STUDIO CITY BEVERLY CREST HOLLYWOOD **HILLS WEST BEL-AIR Cultural Resources** Archaeological RSA **BRENTWOOD** Getty **Built Environment RSA** Center Tribal Cultural RSA **BEVERLY HILLS Existing Transit** BEVERLY BL Metro Rail Lines & Stations Metro Busway & Stations D Line Subway Extension =0CENTURY CITY WEST SAN VICENTE BL PICO-ROBERTSON Project (Under Construction) **BEVERLYWOOD** East San Fernando Valley Light Rail Transit Line **CHEVIOT HILLS** (Pre-construction) 10 Amtrak/Metrolink Line & ----Stations Sepulveda Transit Corridor **SANTA MONICA** ---Alternative 6 (Underground) MSF Site MAR VISTA CULVER CITY

Figure 3-10. Alternative 6: Resource Study Areas



3.2 Interested Party Consultation

Los Angeles County Metropolitan Transportation Authority (Metro) sought information, as appropriate, from individuals and organizations likely to have knowledge of, or concerns about, cultural resources in the Cultural RSA to identify issues related to potential impacts on historical and archaeological resources. In 2024, letters were sent to the following parties, describing the Cultural RSA and providing United States Geological Survey (USGS) topographic maps of the project alternatives. The full contact information, addresses, and correspondence received are provided in Appendix B.

- Bel Air Neighborhood Association
- California African American Museum
- California Historical Society
- California State Railroad Museum
- Electric Railway Historical Association of Southern California
- Getty Center
- Hammer Museum
- Historic Landmarks and Records Commission Los Angeles County
- Historical Society of Southern California
- Jewish Historical Society of Southern California
- Los Angeles City Historical Society
- Los Angeles Conservancy
- Los Angeles County Department of Regional Planning
- Los Angeles National Cemetery
- Natural History Museum of Los Angeles County
- North Westdale Neighborhood Association
- North Westwood Neighborhood Council
- Panorama City Neighborhood Council
- San Fernando Historical Society
- Santa Monica Conservancy
- Sherman Oaks Neighborhood Council
- University of California, Los Angeles (UCLA)
- Van Nuys Neighborhood Council
- West Los Angeles Sawtelle Neighborhood Council
- West Los Angeles VA Medical Center
- Westwood Neighborhood Council

3.3 Archival Research

Archaeologists, Historians, and Architectural Historians who meet the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations [CFR] Part 61) and are familiar with the RSAs' resources and research considerations conducted the archival analysis for this analysis.

3.3.1 South Central Coastal Information Center Records Search

Two separate records searches for the Project Study Area were conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System, California State University, Fullerton in February 2022, and March 2023. The SCCIC, an affiliate of the California OHP, is the official state repository of cultural resources records and studies for Los Angeles County. The search



included a review of all recorded prehistoric archaeological sites within a 0.5-mile radius of the Archaeological RSAs for Alternatives 1 through 6 and a review of all recorded historic archaeological and built sites and cultural resource reports on file within a 500-foot radius of the Project area for Alternatives 1 through 6. In addition, California Points of Historical Interest, California Historical Landmarks, CRHR, NRHP, California State Historic Resources Inventory, and local registers were reviewed. Historical USGS topographic quadrangle maps were also reviewed to identify former urban and rural landscapes, like tract housing, commercial/industrial districts, former orchards/ranches, and other cultural landscapes.

3.3.2 Built Environment Resources Directory

In addition to information from the SCCIC, a search of the Built Environment Resources Directory (BERD) for the Built Environment RSA was conducted. The BERD is an inventory of historical resources maintained by the California OHP and contains many built resources that are not found on the SCCIC's maps.

3.3.3 Native American Heritage Commission Sacred Lands File Search

In addition to the SCCIC records search, the NAHC conducted an SLF search on November 9, 2021, to identify TCRs that might be affected by the Project, as required by CEQA as amended by AB 52. The NAHC was provided with a map of the Project Study Area, and an SLF search was conducted for the *Van Nuys, CA* and *Beverly Hills, CA* 7.5-minute USGS topographic quadrangles. The result of the SLF search was positive. The NAHC recommended the Fernandeño Tataviam Band of Mission Indians and the Gabrielino-Tongva Indians of California Tribal Council be contacted for additional information. Documents pertaining to the SLF search are included in Appendix C (AB 52 Consultation Correspondence).

The NAHC identified 14 Native American representatives for AB 52 consultation efforts, including the Fernandeño Tataviam Band of Mission Indians and the Gabrielino-Tongva Indians of California Tribal Council. The AB 52 tribal consultation list was provided to Metro on November 10, 2021, and includes the 14 entities listed in Section 3.4.

3.3.4 Ethnographic Research

A review of primary and secondary ethnographic literature and historic maps was conducted to identify possible locations for TCRs, as well as archaeological and historical resources that may not be captured in the SCCIC records search. This review included identifying natural resources and landscape features that may be of interest to tribal communities, historic roads and trails, and village locations and other traditional place names. Sources consulted include General Land Office survey maps, USGS historical topographic maps, Huntington Library Digital Archives, the Library of Congress, and the University of California Libraries Online Archive of California. Results of this review are summarized in Section 4.3.

3.4 Assembly Bill 52 Consultation

On November 30, 2021, Metro initiated consultation efforts with 14 Native American representatives who were included on the NAHC consultation list. Representatives from the following entities were contacted:

- Barbareno/Ventureno Band of Mission Indians
- Chumash Council of Bakersfield
- Coastal Band of the Chumash Nation



- Fernandeño Tataviam Band of Mission Indians
- Gabrieleño Band of Mission Indians Kizh Nation
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Northern Chumash Tribal Council
- San Luis Obispo County Chumash Council
- Santa Rosa Band of Cahuilla Indians
- Santa Ynez Band of Chumash Indians
- Soboba Band of Luiseño Indians

Tribal representatives were informed of Metro's intent to prepare a Draft Environmental Impact Report for the Project. Pursuant to CEQA Guidelines Section 21080.3.1(d), the correspondence, which was sent to representatives by either mail or email, included a brief Project Description, maps showing the location of the Project, and contact information for Metro's designated point of contact.

After receiving the correspondence, two tribes – the Fernandeño Tataviam Band of Mission Indians and the Gabrieleño Band of Mission Indians-Kizh Nation – requested consultation. Consultation calls were conducted in January 2022 with both tribes. Correspondence with tribal representatives for the project Planning and Environmental Linkages process occurring simultaneous to this effort resulted in the request by the Gabrielino-Tongva Indians of California Tribal Council to participate in AB 52 consultation during a meeting in May 2023. On June 9, 2023, Metro distributed letters via email to the three consulting tribes in an effort to continue consultation. The letters requested additional documentation and knowledge the tribes indicated they wished to provide for the cultural resources assessments.

Documents pertaining to AB 52 consultation efforts, excluding confidential correspondence, are provided in Appendix C.

3.4.1 Archival Research

Archaeologists who meet the SOI Professional Qualification Standards (36 CFR Part 61) and are familiar with the Project Study Area resources and research considerations conducted the archival research for this technical report as discussed in Section 3.3. Metro has been engaged in AB 52 consultation efforts with Native American representatives concurrent to the preparation of this technical report and archival research was used in combination with information provided through consultation to identify potential TCRs within the Project Study Area.

3.5 Field Survey

A targeted field survey was conducted on April 10 through April 12, 2023, and April 17 through April 19, 2023, by SOI qualified architectural historians and archaeologists (36 CFR Part 61) to identify cultural resources within the Cultural RSA boundaries as defined at the time of the surveys. A desktop review of subsequent Project area changes was conducted to determine if additional field surveys would be required. New Project areas were identified to be limited in size and located adjacent to the existing Project areas subject to prior survey. After review of aerial imagery and previous survey coverage mapping, Metro determined that the updated Project areas were either sufficiently captured during previous surveys, or they would not require survey due to extensive previous development.



3.5.1 Built Environment Resources

Due to the underground nature of sections of project alternatives, the built environment survey focused on proposed aboveground station locations, TBM launch and retrieval sites, construction staging areas, MSF sites, and the aerial portions of all alternatives within the Built Environment RSA. The built environment survey was undertaken to identify architectural resources, which include the human-made features that make up the recognizable built environment. Resources typically include extant aboveground buildings and structures that date from the earliest territorial settlements until the present day.

The built environment survey included all buildings and structures that would meet the 50-year threshold for the NRHP and CRHR eligibility consideration at the time of the April 2023 survey, plus an additional 12-year buffer that allows for unexpected delays and implementation of the Project. Accordingly, the historic period was defined as any building or structure constructed in 1985 or earlier.

Years of construction were identified using Los Angeles County Tax Assessor information and were verified in field and via desktop surveys. All historical resources newly identified during the survey were formally recorded on California Department of Parks and Recreation (DPR) series 523 forms (Appendix D for DPR 523 forms). DPR updates on previously recorded properties were also prepared as needed. Historic-age properties that were identified as ineligible resources were exempted from evaluation by SOI qualified architectural historians. These include properties that were vacant, demolished, conveyed substantial exterior alterations (altered fenestration patterns, roof and wall cladding, wing additions, etc.), operated as minor infrastructure elements, were constructed as postwar tract housing, or were constructed after the historic period defined for this technical report (refer to Appendix E for the Properties Exempted List).

3.5.2 Archaeological Resources

The archaeological field survey covered accessible areas of exposed ground surface of the Project area where near-surface ground disturbance is proposed. Because most of the Archaeological RSA is developed, a desktop review of aerial photographs was conducted prior to the survey to identify potential areas with exposed ground surface that could be inspected for evidence of material culture. Satellite imagery was used to map undeveloped lots and landscaped areas along roads, sidewalks, and other public areas in the Archaeological RSA that could be examined for traces of archaeological resources.

Archaeological resources represent evidence of past human behavior and include portable artifacts such as stone tools, glass bottles, and tin cans; non-portable "features" such as cooking hearths, foundations, and privies; and residues such as food remains and charcoal. Archaeological remains can range in age, from recent historic-period materials (45 years or older) to prehistoric deposits that are thousands of years old.

Unpaved areas within station locations, TBM launch and retrieval sites, and construction staging areas, as well as locations identified during the desktop review, were inspected closely during the archaeological survey. Where necessary, transects of up to 50 feet wide were walked along unpaved areas.

3.5.3 Tribal Cultural Resources

During the archaeological field survey, project archaeologists examined the Project area for evidence of cultural material that may constitute a TCR, following the methods previously described in Section 3.5.2.



In addition, archaeologists visited locations adjacent to the project alignment identified as significant to tribal representatives. The goal of these visits was to determine if the Project has potential to result in indirect impact to known TCRs or landscapes of significance to consulting tribes. For these site visits, archaeologists took photographs and assessed the potential for visual, audible, and atmospheric impacts to the setting of the TCRs.

3.6 CEQA Thresholds of Significance

For the purposes of the Environmental Impact Report, impacts are considered significant if the Project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Disturb any human remains, including those interred outside of dedicated cemeteries.
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the California Register of Historical Resources, or in a local register
 of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision(c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision(c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.7 Impact Analysis

Section 15064.5 of the CEQA Guidelines provides standards for determining what constitutes a "substantial adverse change" that must be considered a significant impact on archaeological or historical resources. For example, a "substantial adverse change" in the significance of a historical resource means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (CEQA Guidelines, 14 California Code of Regulations [CCR] Section 15064.5 [b][1]). The significance of a historical resource is materially impaired when a project demolishes or adversely alters its physical characteristics that convey its historical significance and justify its inclusion in the NRHP and/or CRHR, a local register, or an historical resources survey, unless a preponderance of evidence shows the resource is not historically or culturally significant.

3.7.1 Operation Impacts

Operational and maintenance activities from new rail/monorail traffic would introduce vibration, noise, and visual intrusions that could cause a substantial adverse change in the significance of historical resources, unique archaeological resources, and/or TCRs. Depending on the nature and extent of



vibration impacts for each project alternative, as identified through the noise and vibration analysis provided in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025a), physical damage to resources due to vibration may constitute a significant impact under CEQA. Visual, audible, and atmospheric impacts from project operation have potential to cause a significant impact under CEQA, if project operation indirectly alters the setting or feeling of a resource. A viewshed analysis would identify visual impacts (*Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report* [Metro, 2025b]). The assessment of operational impacts considers the context and integrity of identified resources to determine if project operation would materially impair the significance of a historical resource, unique archaeological resource, or TCR.

3.7.2 Construction Impacts

Construction activities pose the greatest risk of physical demolition, destruction, relocation, or alteration of historical resources, and/or unique archaeological resources, and/or TCRs. Generally, the assessment of impacts to these resources involves review of the construction and designs plans for each Project alternative to determine if any known historical resources, unique archaeological resources, or TCRs are within the Project area or subject to effects from project construction. Impacts to historic properties would occur if vibration generated by Project construction would result in vibration levels that would result in vibration damage. Vibration damage is important in the context of historic properties because it has the potential to degrade their historic character. Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025a) and Section 5.09, Noise and Vibration, for more information on potential vibration damage to historic structures. The potential to encounter and impact unknown buried resources is assessed based on construction and design plans, cultural resource records search results, archival research, geologic contexts, degree of prior ground disturbance, and professional judgment. Unknown sites are assumed to be potentially historic resources or unique archaeological resources as they have not been previously encountered and evaluated for significance.



4 REGIONAL SETTING

4.1 Geologic Context

The Project Study Area extends south from the San Fernando Valley (Valley), across the Santa Monica Mountains, and down into the Los Angeles Basin. The oldest rock formations in the Project Study Area are encountered in the Santa Monica Mountains. These Mesozoic era (252 to 66 million years ago [Mya]) sediments consist of Late Jurassic Santa Monica Slate (Jsm, Jsms, and Jsmp) and Early Tertiary to Late Cretaceous sedimentary rocks in the Beverly Hills area (Tubb). The Cenozoic era (66 Mya to present) sediments in the Santa Monica Mountains form the Middle Miocene Topanga Group (Tt and Ttb) and Late Miocene Modelo Formation (Tm, TMD, Tms, and Tmst). In the low-lying San Fernando Valley and Los Angeles Basin, sediments date to the Pleistocene through the Late Holocene. Within the San Fernando Valley, these sediments consist of Late Pleistocene and Holocene alluvial-fan (Qf, Qyf) and artificial fill (Qaf) deposits, while the Los Angeles Basin is made up of Middle Pleistocene and Holocene alluvial-fan (Qf, Qof) deposits and Late Holocene alluvium (Qa). Table 4-1 presents the geologic units within the Project Study Area, as mapped on Figure 4-1, and the following sections describe these units within the three main geologic zones of the Project Study Area.

Table 4-1. Geologic Units within the Project Study Area

Geologic Map Unit	Description	Age	Figure Color
Jsm	Santa Monica Slate, undivided	Late Jurassic	
Jsmp	Santa Monica Slate, phyllite	Late Jurassic	
Jsms	Santa Monica Slate, spotted slate	Late Jurassic	
Qa	Alluvium, undifferentiated	Late Holocene	
Qaf	Artificial fill	Late Holocene	
Qf	Alluvial-fan deposits	Holocene	
Qof	Old alluvial-fan deposits, undivided	Late to Middle Pleistocene	
Qyf	Young alluvial-fan deposits, undivided	Holocene and late Pleistocene	
TKb	Sedimentary rocks in the Beverly Hills area	Early Tertiary and late Cretaceous	
Tm	Modelo Formation, undivided	Late Miocene	
Tmd	Modelo Formation, diatomaceous shale	Late Miocene	
Tms	Modelo Formation, sandstone	Late Miocene	
Tmst	Modelo Formation, siltstone	Late Miocene	
Tt	Topanga Group, undivided	Middle Miocene	
Ttb	Topanga Group – interlayered basalt	Middle Miocene	



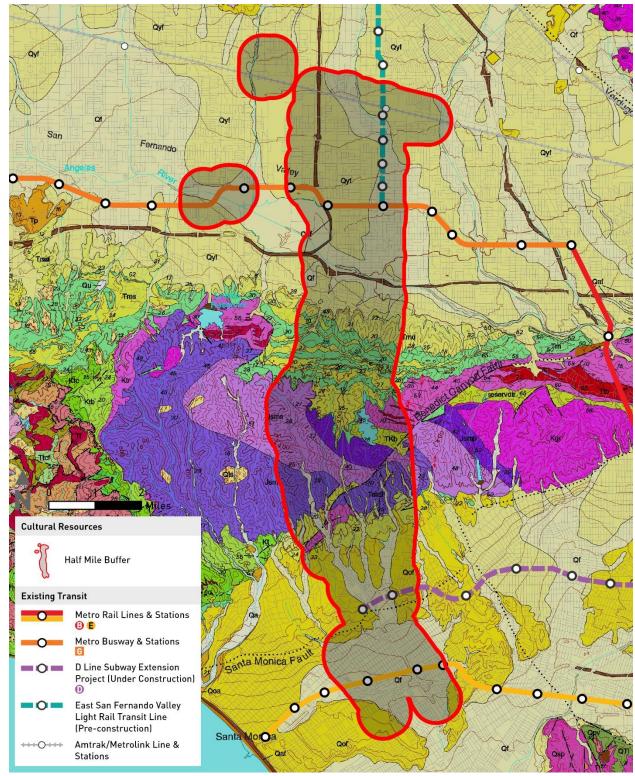


Figure 4-1. Geologic Units within the Project Study Area

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



4.1.1 San Fernando Valley

The San Fernando Valley sediments consist primarily of Late Pleistocene to Holocene (circa 129,000 years ago to present) young alluvial-fan deposits (Qyf). Qyf deposits contain unsorted sand, gravel, and boulders deposited from flooding streams and debris flow that form inactive parts of alluvial fans near mountain fronts. Qf Holocene alluvial-fan deposits are encountered just north of the Santa Monica Mountains and contain unconsolidated silty, sandy, gravelly, cobbley, or boulder deposits on active and recently active alluvial fans as well as in headward channel segments (Yerkes et al., 2005). Late Holocene artificial fill (Qaf), containing sand, silt, and gravel resulting from construction activities, is found in the Project Study Area along Interstate 405 (I-405) and United States (U.S.) Highway 101 (US-101).

4.1.2 Santa Monica Mountains

The oldest rock formations in the Santa Monica Mountains are the Late Jurassic (163.5 ± 1.0 to 145.0 ± 0.8 Mya) Santa Monica Slate series (Jsm, Jsms, and Jsmp), and Late Cretaceous to early Tertiary (100.5 to 20.45 Mya) sedimentary rocks in the Beverly Hills area (TKb). Jsm is composed of black slate, sheared metasiltstone, and fine-grained metagraywacke. These sediments are intensely jointed and have formed contact aureole zones of phyllite (Jsmp) and spotted slate (Jsms) in response to Cretaceous granitic intrusions. The inner zone of contact aureole (Jsmp) consists of mica schist and dark gray phyllite. The outer, spotted slate zone (Jsms) is named for the spotted appearance caused by large crystals of cordierite.

The Modelo Formation (Tm), dated to the Late Miocene (11.63 Mya to 5.333 Mya), is composed of predominantly gray to brown, thin bedded mudstone, diatomaceous clay shale (Tmd), or siltstone (Tmst) that contains interbeds of very fine-grained to coarse-grained sandstone (Tms) (Yerkes et al., 2005). The Modelo Formation generally rests unconformably on older rocks and on the Topanga Group (Yerkes and Campbell, 1979).

The Middle Miocene (20 to 16 Mya) Topanga Group (Tt) is delineated by the Modelo Formation (above) and Vaqueros Formation (below) and is interpreted to represent wave-dominated coastal deposits that grade into river-dominated deltaic and fluvial deposits in the upper parts of the formation (Critelli et al., 1995). There are three recognized formations of the Topanga Group in the central and western Santa Monica Mountains: (1) a lower sequence of marine sedimentary rocks; (2) a middle sequence of predominantly volcanic rocks; and (3) an upper sequence of marine sediments that overlie and interlock with the volcanic rocks (Yerkes and Campbell, 1979). Sediments within this area that have not been correlated to one of these three sequences are simply labeled "Topanga Group" and assigned a lithologic subunit. Ttb represents intrusive and extrusive volcanic rocks, generally of basalt and andesite, that are interlayered with other "Topanga Group" shale and sandstone.

4.1.3 Los Angeles Basin

The Los Angeles Basin is a structural depression approximately 50 miles long and 20 miles wide in the northernmost Peninsular Ranges Geomorphic Province of California (Ingersoll and Rumelhart, 1999). The Los Angeles Basin developed as a result of tectonic forces and the San Andreas fault zone, with subsidence occurring 18 to 3 Mya (Critelli et al., 1995). While sediments dating back to the Cretaceous (66 Mya) are preserved in the basin, continuous sedimentation began in the Middle Miocene (around 13 Mya) (Yerkes et al., 1965). Since that time, sediments have been eroded into the basin from the surrounding highlands, resulting in thousands of feet of accumulation (Yerkes et al., 1965). Most of these sediments are marine, as they eroded from surrounding highlands, until sea level dropped in the



Pleistocene Epoch and deposition of the alluvial sediments that compose the uppermost units in the Los Angeles Basin began.

Within the Los Angeles Basin, the Project Study Area sits predominantly within Holocene alluvial-fan deposits (Qf) but also crosses over Pleistocene-aged alluvial fan deposits (Qof) and Late Holocene alluvium (Qa). The dominant Qf sediments consist of unconsolidated silty, sandy, gravelly, cobbley, and boulder deposits on active and recently active alluvial fans. Qof sediments are composed of tan to reddish-brown sandstone and siltstone deposited during the Late to Middle Pleistocene. Pleistocene-aged deposits have proven to yield scientifically significant paleontological resources throughout Southern California, and sediments mapped as Qof are assigned a rating of high paleontological potential. Qa alluvium is composed of unconsolidated silt, sand, and gravel in active and recently active streambeds and has higher potential for buried archaeological deposits.

4.2 Prehistoric Context

Southern California has a complicated assemblage of regional cultural chronologies that are defined by a variety of locally observed patterns. Early regional syntheses serve as a foundation for discussing the general patterns of prehistory in this technical report, though recent archaeological work has served to enhance or revise some initial observations. The prehistory of the Southern California coastal region is typically divided into Early, Middle, and Late Periods, with an initial Paleo-Indian period dating to the Late Pleistocene and Early Holocene (Wallace, 1955; Warren, 1968). This Prehistoric period of California is also referred to as the Precontact period, in reference to the time prior to the arrival of the Spanish, and in acknowledgment that the cultures being discussed have a deep cultural and familial history in the region. This discussion of regional chronologies is based on anthropological and archaeological frameworks, which may differ from how tribal communities define and discuss the past.

4.2.1 Paleo-Indian Period

The limited evidence of Paleo-Indian hunting technology observed in the California archaeological record and the more recent identification of early sites along the Pacific Coast of the U.S. suggest that the earliest people to colonize California likely arrived along the shores and settled into these rich coastal environments (Erlandson et al., 2007; Willis and Des Lauriers, 2011). In the Southern California coastal region, the earliest evidence of human occupation comes from a handful of sites where early tools and some human remains dating from 7,000 to around 13,000 years ago have been identified (Erlandson, 2012; Erlandson and Braje, 2022).

Among the Paleo-Indian sites in the region are the Arlington Spring and Daisy Cave sites, located on the Northern Channel Islands, which have produced human remains that are 12,000 years in age and artifacts dating to around 9,500 cal (i.e., calibrated) before present (BP). Other mainland coastal sites adjacent to the Northern Channel Islands have produced deposits that are around 8,000 and 7,000 years in age (Erlandson et al., 2007). In the Los Angeles region, the oldest component of the Malaga Cove site has been estimated at approximately 8,000 years old (Glassow et al., 2007). The first people to settle in what is now Southern California appear to have practiced a generalized hunting, gathering, and fishing subsistence strategy that relied heavily on fish and shellfish. The resources associated with this period are characterized by small sites and assemblages containing expedient stone tools, unifacial stone tools, leaf-shaped or stemmed bifaces and projectile points, crescents, bone fish gorges, and spire-removed Olivella beads, with no evidence of milling implements (Erlandson et al., 2007; Glassow et al., 2007; Willis and Des Lauriers, 2011).



4.2.2 Early Period (8,000 Years Before Present to 3,000 Years Before Present)

Although people are known to have inhabited what is now Southern California beginning at least 13,000 years BP (Arnold et al., 2004), the first solid evidence of human occupation in the Los Angeles Basin dates to roughly 9,000 BP and is associated with a period known as the Early Period or the Millingstone Horizon (Wallace, 1955; Warren, 1968). Millingstone populations established permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes, where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Period occupations are typically identified by the presence of handstones (manos) and millingstones (metates). Sites from this time period typically contain shell middens, large numbers of milling implements, crude core and cobble tools, flaked stone tools, distinctive cogged stone implements, and infrequent side-notched dart points (Fenenga, 1953). The focus at inland sites appears to be in plant food processing and hunting. Along the coast, populations invested in maritime food-gathering strategies, including close-shore and deep-sea fishing, as well as shellfish collection (Grenda, 1997).

4.2.3 Middle Period (2,550 Years Before Present to 800 Years Before Present)

Although many aspects of Millingstone culture persisted, by 3,000 BP, a number of socioeconomic changes occurred, as understood through changes in material culture (Erlandson, 1994; Wallace, 1955; Warren, 1968). These changes are associated with the period known as the Middle Period or Intermediate Horizon (Wallace, 1955). The mortar and pestle were introduced during this period, suggesting an increased reliance on hard plant foods such as acorns (Altschul and Grenda, 2002). Increasing population size coincides with intensified exploitation of terrestrial and marine resources (Erlandson, 1994). This was accomplished, in part, through use of new technological innovations such as the circular shell fishhook on the coast, and in inland areas, use of the mortar and pestle to process an important new vegetal food staple, acorns, resulting in a more diverse hunting capability (Warren, 1968). A shift in settlement patterns from smaller to larger and more centralized habitations is understood by many researchers as an indicator of increasingly territorial and sedentary populations (Erlandson, 1994). During the Middle Period, specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended.

4.2.4 Late Period (800 Years Before Present to 400 Years Before Present)

The Late Prehistoric period, spanning from approximately 800 years BP to the Spanish Mission era (1769 to 1821 Common Era), is the period associated with the florescence of contemporary Native American groups. The Late Period is notable for a dramatic increase in the number of habitation and food processing sites. These sites include more bone tools, numerous types of Olivella shell beads, circular fishhooks, and occasional pottery vessels (Miller, 1991). Between 800 and 200 years BP, small arrow-sized projectile points, of the Desert side-notched and Cottonwood triangular series, were adopted along what is now the Southern California coast (Altschul and Grenda, 2002). Following European contact, glass trade beads and metal items also appeared in the archaeological record. Burial practices shifted from interment to cremation in what is now the Los Angeles Basin and northern Orange County. However, at many coastal and most Channel Island sites, interment remained the common practice (Moratto, 1984).

Some researchers argue that the changes seen at the beginning of this period reflect the movement of Shoshonean speakers from the eastern deserts into the area that is now the Southern California coast.



However, others suggest that the movement of desert-adapted Shoshonean speakers occurred as much as 2,000 years earlier (Bean and Smith, 1978; Sutton, 2009).

Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game was hunted with deadfalls, rabbit drives, and by burning undergrowth, and larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith, 1978; Heizer, 1968 [1852]). The primary plant resources were the acorn, gathered in the fall and processed with mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly-leafed cherry (Heizer, 1968 [1852]).

4.3 Ethnographic Context

At the time of European contact, much of the Project Study Area was occupied by Shoshonean-speaking Gabrieliño people, a name assigned by the Spanish to Indigenous people associated with Mission San Gabriel, which controlled from what is now the Los Angeles Basin and Orange County down to Aliso Creek (Kroeber, 1925). Descendant Gabrieliño communities and tribal entities have used many names to identify themselves through time. Following Spanish missionization, native people were often referred to by the mission with which they were affiliated, e.g., "Gabrieliño," for an association with the Mission San Gabriel. Government agencies and other organizations continued to use the terms to identify tribal communities over time. During the American Indian Movement of the late 1960s and 1970s, many tribes worked to reclaim and make visible their ancestral names in history. Prominent indigenous identifiers adopted by Gabrieliño groups include "Tongva" and "Kizh," which have roots in cultural history and more accurately reflect the values of tribal communities. The northern San Fernando Valley was the northernmost extent of the territory occupied by people who the Spanish referred to as the Fernadeño, derived from nearby Mission San Fernando. The Fernadeño spoke one of four regional Uto-Aztecan dialects of Gabrieliño, a Cupan language in the Takic family, and were culturally similar to the Gabrieliño. The Tataviam and Chumash, of the Hokan Chumashan language family, lived to the north and west of this territory, respectively. Figure 4-2 provides ethnographic tribal boundaries for the Gabrieliño and their neighbors, and it is likely that the territorial boundaries between these linguistically distinct groups fluctuated in prehistoric times (Bean and Smith, 1978; Shipley, 1978).

4.3.1 Traditional Lifeways and Cultural Practices

Occupying what is now the southern Channel Islands and adjacent mainland areas of Los Angeles and Orange Counties, the Gabrieliño are reported to have been second only to their Chumash neighbors in terms of population size, regional influence, and degree of sedentism (Bean and Smith, 1978). The Gabrieliño are estimated to have numbered around 5,000 in the pre-contact period (Kroeber, 1925). Maps produced by early explorers indicate the existence of at least 40 Gabrieliño villages, but as many as 100 may have existed prior to contact with Europeans (Bean and Smith, 1978; McCawley, 1996; Heizer, 1968 [1852]).

Early explorers reported Gabrieliño villages to have been most abundant near the Los Angeles River, in the area north of what is now downtown Los Angeles known as the Glendale Narrows, and those areas along the river's various outlets into the ocean. The Project Study Area extends from the San Fernando Valley, across the Santa Monica Mountains, and into the Los Angeles Basin, traversing inland valley, mountain, and coastal plain environments with unique settlement patterns and traditional uses by indigenous communities. With an expansive territory that encompassed resource-rich island, coastal, and inland environments, the Gabrieliño had developed a thriving society with intensive regional



economic interactions by the time the Spanish arrived in California. Structurally, families were organized into lineage groups that were headed by a chief or *tomyaar*.





Figure 4-2. Regional Ethnographic Tribal Boundaries



Sedentary communities consisted of one or more of these lineage groups in which power relations and political authority varied. These groups would maintain permanent territories that included primary villages with multiple seasonal settlements and temporary use sites for ritual practice, plant gathering, or hunting, among other activities. Settlement and subsistence strategies varied across environmental zones and ecotones that extended from islands and the coast to mountainous regions and inland valleys.

Generally, families would gather together at the primary village, dispersing to smaller camps throughout the year to take advantage of seasonally available plant and animal resources. In the interior mountainous regions, small family units would head out in the spring and summer to gather roots, bulbs, and seeds, moving to oak groves in the fall to harvest acorns. On the inland plains, families would disperse in the winter to shellfish-gathering camps along the coast south of what is now San Pedro. Along the coast north of San Pedro, winter months led villages to break up, with smaller groups heading to inland camps to take advantage of seasonally available resources, while fishing was limited by rough seas (McCawley, 1996).

Most villages had a *yovaar*, which was a religious structure with an open courtyard and ritual structures surrounded by brush fencing, near the center of the camp. The houses belonging to elite members of society were placed near the *yovaar*, with homes for other members of the village located farther out. Sweat huts were located near streams or springs. Windbreaks, raised granaries, playing fields, and burial grounds were also common components of a village (McCawley, 1996).

Communities were regularly in contact with one another through a system of annual "ritual congregations" during which elites and non-elites forged social, political, and economic bonds. Religious and craft-based organizations and guilds were a major structuring element of Gabrieliño society as well.

Material culture, defined as the tools, clothing, adornments, and other objects manufactured and used by a group, was made with expert craftsmanship and artistry. Soapstone, bone, wood, and plant-based crafts were exchanged locally and regionally. Common objects found in the home might include cooking, gathering, and storage baskets; steatite comals (cooking slabs) and cooking pots; portable milling equipment; wooden cooking implements; shell spoons; toys and games; and pottery vessels. Bone saws and awls, shell fishhooks, needles, awls, and stone knives and drills were also important implements in daily life. Wooden war clubs, self-- and sinew-backed bows,² simple and compound arrows, and slings were used for hunting and fighting (Bean and Smith, 1978).

The Gabrieliño maintained sophisticated and deeply meaningful religious and ceremonial traditions that incorporated creation stories, puberty rituals, shamanism, taboos, burial rituals, and annual celebrations (Bean and Smith, 1978) that were often connected to specific locations on the landscape. Some Gabrieliño shamans participated in the elite Chumash religious and political group known as the *antap*. Additionally, the Gabrieliño religion associated with the creator-God Chengiichngech spread through much of Southern California and persisted through missionization (Bean and Smith, 1978).

4.3.2 Communities After Colonization

The Portolá expedition of 1769 was likely the first time Europeans made direct contact with the people living in the vicinity of the Project Study Area. Gaspar de Portolá reached the San Gabriel Valley in early

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² A self-backed bow is a bow made from a single piece of wood.



August 1769 and traveled west through a pass between two hills, where he encountered the Los Angeles River and camped on its east bank near the present-day North Broadway Bridge. Portolá traveled through the vicinity of the Project Study Area between August 3 and August 5, camping near present-day University High School in the City of Santa Monica (near the southern end of the Project Study Area) and near present-day Encino State Park (near the northern half of the Project Study Area), and passing through Sepulveda Canyon, or Sepulveda Pass, along the way (Bolton, 1927). The expedition encountered multiple villages as it traveled through this region.

Missions were established in the years that followed the Portolá expedition, the fourth being the Mission San Gabriel Arcángel, founded in 1771 near the present-day City of San Gabriel. More than 25 years later, in 1797, Mission San Fernando was established in what is today the northern San Fernando Valley. By the early 1800s, most of the Gabrieliño population had entered the mission system. The Gabrieliño who inhabited what is now Los Angeles County were under the jurisdiction of either Mission San Gabriel or Mission San Fernando. Following the establishment of the mission system and the coerced participation in new economic and social structures, Gabrieliño people and their neighbors engaged in active and passive forms of resistance to maintain connections to their families, language, and traditions (Castillo, 2023). While tribes in the region had a long history of interaction prior to colonization, the missions concentrated people from diverse cultures, including those of the Fernadeño, Gabrieliño, Chumash, Tataviam, and Kitanemuk lineages, in the San Fernando Valley and Los Angeles Basin. The relocation of people from their communities disrupted familiar practices, spurring tribal people to form new communities informed by traditional cultural practices (Champagne and Goldberg, 2021). Figure 4-3 depicts ethnographic boundaries of traditional tribal territories in the region as defined by current tribes. The boundaries overlap one another at their edges, indicating the region was traditionally utilized by multiple tribes and the Tribal Cultural Resource Study Area (RSA) is of interest to several tribal communities. The ethnographic boundaries shown on Figure 4-3 were derived from multiple sources, including maps produced by contemporary tribal communities and the digital database maintained by Native Land Digital (Native Land Digital, 2023).



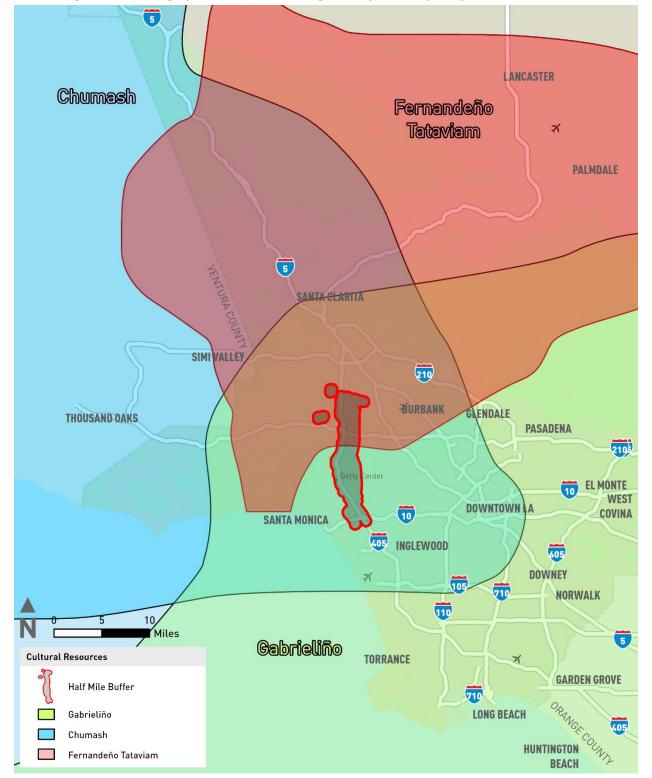


Figure 4-3. Ethnographic Boundaries Recognized by Contemporary Tribal Communities



In 1821, Mexico gained its independence, and by 1834 the authority of Alta California, a former Spanish province and Mexican territory that included what is now the state of California among other lands, secularized the mission system. As a result, nearly all of the Gabrieliños relocated north of Los Angeles County, outside their former territorial land depicted on Figure 4-3. Alta California intended to distribute the mission lands to Native Americans who had lived at the missions as part of the secularization process. However, this effort was undermined by powerful landowners in the mid-1830s, leaving Native people to secure a life for themselves and their communities in other ways (Champagne and Goldberg, 2021). Gabrieliño and Fernadeño populations were particularly devastated by early Spanish colonization efforts, such that, by the late 1800s, very few tribal people remained in their native homeland. Some fled to refuges farther inland or to villages of neighboring tribes to the north or south, while others perished from disease and conflict with colonizing societies. However, some Gabrieliño, Fernadeño, Chumash, and Tataviam remained in the vicinity of the City of Los Angeles. Their numbers were supplemented by the numerous other Native Americans who flooded into the City of Los Angeles after secularization.

Toward the end of the Mexican period, a number of Native American workers' settlements were located around the City of Los Angeles. One such settlement, the Rancheria de los Poblanos, was located southeast of the corner of current-day Alameda Street and Commercial Street from 1836 to 1845, when it was razed by the City of Los Angeles. Another rancheria, the history of which is less well known, may have been located approximately 1 mile upslope from the Los Angeles Plaza, located between North Alameda Street and North Main Street (McCawley, 1996).

In 1843, 40 Native people from Mission San Fernando petitioned the Mexican government for a grant to Rancho Los Encinos, and Governor Manuel Micheltorena gave them a deed to about 7 square miles (over 4,000 acres) of land. The petition included the condition that they could not sell it and must continue to work to support the mission (Champagne and Goldberg, 2021). Tiburcio Cayo, a descendant from the Chumash speaking village of Tapuu in Simi Valley, had also petitioned for a grant to Rancho Los Encinos, where his wife's ancestral village of Siutcanga was located. Tiburcio's wife, Paula Cayo, had maternal ancestors from Siutcabit, the lineages based at Siutcanga on Rancho Los Encinos. Tiburcio and his extended family raised crops and had 40 to 50 head of cattle around the village, which had fresh water and warm springs that had sustained a community at the location well before colonization. Tiburcio Cayo died while trying to get the Mexican government to approve the grant; however, Pio Pico, a Californio politician, ranchero, entrepreneur, and last governor of Alta California under Mexican rule, deeded the land to Cayo's sons on July 18, 1845 (Champagne and Goldberg, 2021). Early leaders of Rancho Los Encinos included Roque, Ramon, and Francisco Papabubaba. By 1862, one of the heirs of Rancho Los Encinos Indian leadership, a woman named Rita, remarried Fernando Ortega (Yaqui) following the death of her husband. Two of their four children survived into adulthood to have families of their own. Rudy Ortega, Sr. was the great grandson of Rita. Also known as Chief Little Bear, Mr. Ortega led the Fernandeño Tataviam people starting in the 1940s (Champagne and Goldberg, 2021).

The descendant communities of the Gabrieliño, Fernandeño, and their neighbors continue to live throughout the region. The State of California Native American Heritage Commission identified 14 tribes who currently claim ancestral ties to the region in the Project Study Area. These groups are active in revitalizing their heritage and passing the lessons of their culture on to future generations.

4.3.3 Villages and Placenames

The nearest village to the northern half of the Project Study Area is *Siutcanga*, which was located on Rancho Los Encinos in Encino. The location of *Siutcanga* is thought to have been visited by the Portolá



expedition on August 5, 1769, with journal entries noting that inhabitants offered the visitors seeds and blankets made of rush and that the community consisted of over 200 people (McCawley, 1996). In the mid-1980s, an archaeological site was encountered just under 2 miles west of the Project Study Area, near Rancho Los Encinos State Historic Park, which is interpreted to be the location of *Siutcanga* (McCawley, 1996). This village was occupied as early as 5,000 years Before the Common Era and includes a cemetery with both human and animal burials (McCawley, 1996). A review of historic maps for Los Angeles, California (USGS, 1894) and Calabasas (USGS 1903), indicates the location of the village is just west of a perennial drainage that flows into a confluence of drainages with the Los Angeles River, located a little over 0.5 mile north.

The village nearest to the southern half of the Project Study Area is Koruuvanga (P-19-000382, also spelled Kuruvungna), located approximately 200 feet to the north of the Archaeological and Tribal Cultural RSA. Koruuvanga, a Gabrieliño village whose name means "we are in warmth," or "we are in the sun" (McCawley, 1996), was located near an active spring that is now managed by the Gabrieliño-Tongva Springs Foundation (UCLA American Indian Studies Center, 2023). The 1769 Portolá expedition reportedly camped at this location, with Father Crespi remarking on the friendly nature of the people living at the village (Gabrielino-Tongva Springs Foundation, 2021; Bolton, 1927). The land on which the village was located were permitted to Don Francisco Sepulveda in 1828 and in 1839 the land became known as Rancho San Vicente y Santa Monica (Gabrielino-Tongva Springs Foundation, 2021). The springs on site supplied water for the region, and the land passed through multiple hands before being annexed by the City of Los Angles in 1922. The property on which the village and springs were located was developed by the Los Angeles Board of Education starting in 1900. Throughout the contemporary use of the area surrounding the ethnographic village (Koruuvanga), artifacts of Native American origin have been found on site. The original 1969 archaeological site record for P-19-000382 notes that the site was thought to have contained a burial ground, with handwritten notes indicating confirmation in 1975. Additional material culture, including midden soils, shell fragments, ground stone implements, and flaked stone tools have been identified on the site in the course of monitoring construction activities in recent years.

While the Cultural RSAs for the Sepulveda Transit Corridor Project (Project) do not appear to be located within any historic villages or place names identified in the ethnographic record, the full extent and exact location of villages in the region are not currently well defined. The *Kirkman-Harriman Pictorial and Historical Map of Los Angeles County, A.D. 1860* (Kirkman, 1937) depicts a variety of historical settlements, trails, and geographic locations within and adjacent to the Cultural RSAs. No rancho or village markers were observed on other historic maps that were reviewed, including General Land Office survey plat maps from the 1870s and 1880s. However, villages operated as the primary settlement within a lineage or clan's territory, and the landscape surrounding the villages was used for the management and gathering of important plant resources, hunting, collecting useful natural resources such as asphalt or stone material for household implements, and traveling between smaller camps and neighboring villages throughout the year.

4.3.4 Cultural Landscapes and Natural Resources

For the Gabrieliño and other Native American tribes with traditional ties to the Project Study Area, the landscape is imbued with cultural value that is informed by the places and the ways people interact with their environment through time. As such, it is not only significant locations such as villages or ceremonial sites that have value, but also the routes people traveled to get from place to place, fresh water sources, traditional plant gathering areas, and landscape features such as springs, stone outcrops, or caves that might be associated with sacred stories (Fortier, 2008). The knowledge regarding the location and



nature of some of these important Tribal Cultural Resources (TCR) is often reserved for tribal members, and the details may not be appropriate for public access. The following discussion addresses aspects of the ethnographic cultural landscape in the Project Study Area as identified through archival research and informed by input from tribal representatives.

Several trails commonly used by the Gabrieliño and their neighbors, the Chumash, Tataviam, and Serrano, have been documented around San Fernando Valley and the Los Angeles Basin. These routes likely served as the foundation of roads, highways, and railroads that developed over time after the colonization of the region by the Spanish (Davis, 1961; Longcore and Ethington, 2023). A map of trails identified in ethnographic literature depicts the Portolá expedition route in proximity to the Project Study Area, and the El Camino Viejo in the City of Los Angeles east of the Project Study Area (Davis, 1961). The Kirkman-Harriman Pictorial and Historical Map of Los Angeles County, A.D. 1860 (Kirkman, 1937) (Figure 4-4) places the estimated route of the Portolá expedition crossing the Project Study Area in several locations, including along the northern and southern bases of the Santa Monica Mountains and along Sepulveda Canyon, traversing the mountain range. Portolá expedition member Fray Juan Crespi discussed the route they took through the Sepulveda Pass in his journal entry for August 5, 1769, stating, "This day we set out about two in the afternoon, going north ... where we saw that there was a pass in the mountains. We entered it by a canyon formed by steep hills on both sides, but at the end of it they were more accessible and permitted us to take the slope and ascend, though with difficulty to the top, when we saw a very pleasant and spacious valley" (Bolton, 1927). A recent comprehensive study produced on the pre-colonization indigenous landscape of the Los Angeles area (Longcore and Ethington, 2023) states that throughout Crespi's journal it is explicitly stated or implied that the expedition followed well-maintained indigenous roads. The study synthesized traditional cultural knowledge from tribal representatives, historical maps, historic period sources, and geographic information system modeling to develop the most thorough identification effort undertaken for ancient trails in the Los Angeles area. The spatial data are not yet publicly available, but Figure 6.13 of the Longcore and Ethington (2023) report depicts the Sepulveda Pass as an indigenous travel route. Therefore, it is highly likely that the route Portolá took through the Sepulveda Pass was one of these routes.

A network of roads is also depicted across the region on the Kirkman-Harriman map (Kirkman, 1937), several of which bisect the Project Study Area, including the Camino Real in the vicinity of the Los Angeles River. At the south end of the Project Study Area, routes marked as Old Roads, which include ancient trails and roads established prior to 1890, transect the project alignment. The map scale is fairly large at 1:200,000 and is based on historical maps and accounts. For this reason, the exact locations of these historic-period travel routes are difficult to verify. However, the 2023 study by Longcore and Ethington examined the accuracy of the 1937 Kirkman-Harriman map and confirmed it is a useful depiction of likely indigenous and historic travel routes. General Land Office plat maps from the late 1800s for Townships 1 North and 1 South, Range 15 West depict several road and trail segments in the vicinity of the Project Study Area (Bureau of Land Management, 2006). General Land Office plat maps coinciding with the Archaeological RSA predominantly cover rancho holdings, such as Ex Mission de San Fernando, Rancho Los Encinos, and Rancho San Vicente y Santa Monica, and provide limited details regarding landforms, travel routes, households, and natural features. Despite the recent study of ancient travel routes across the City of Los Angeles, no Native American trails or travel routes have been formally recorded within the Project Study Area.



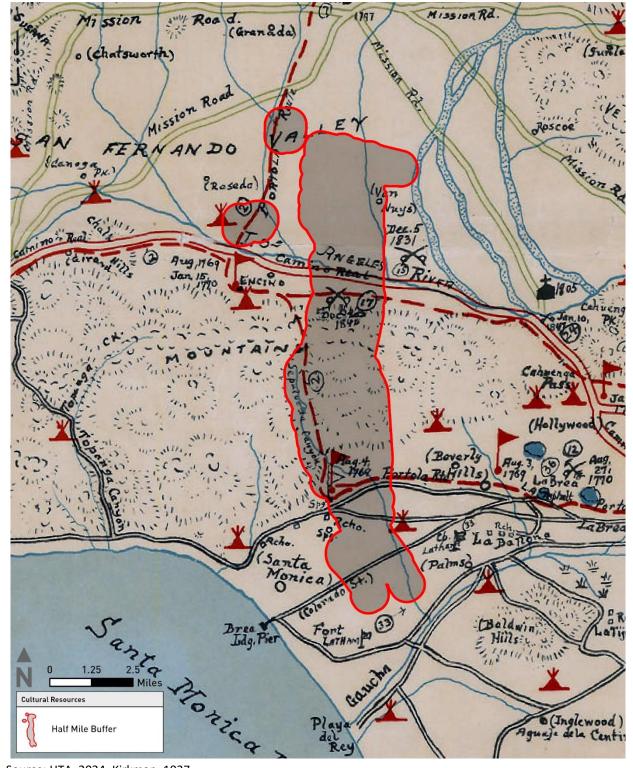


Figure 4-4. Archaeological Resource Study Area Depicted on Los Angeles County Map, A.D. 1860

Source: HTA, 2024; Kirkman, 1937

Note: Archaeological RSA is within the Cultural Resources Study Area depicted on Kirkman-Harriman Pictorial and Historical Map of Los Angeles County, A.D. 1860 (Kirkman 1937)



Large portions of the Project Study Area have been subject to decades of development, and little remains of the flora or fauna endemic to the regions north and south of the Santa Monica Mountains. Within the Santa Monica Mountain range, proposed Project Study Area alignments with near-surface components are predominantly along previously developed corridors, though the surrounding vicinity exhibits a less developed natural setting that is representative of the past environment. Historically, there were likely patches of culturally important plant resources across the Project Study Area, but few remain undisturbed to indicate what type of gathering or processing activities may have been undertaken. Plants known to be used by Gabrieliño for food, medicine, and fiber technology material include needlegrass (Nassella spp.), bluegrass (Poa secunda ssp.), deergrass (Muhlenbergia rigens), adobe-lily (Fritillaria pluriflora), white broadiaea (Triteleia hyacinthina), clovers (Trifolium spp.), fiddleneck (Amsinckia menziesii ssp.), buckbrush (Ceanothus cuneatus), nude buckwheat (Eriogonum nudum), scrub oak (Quercus dumosa), and mountain mahogany (Cercocarpus betuloides) (Fortier, 2008). In addition to these resources providing essential nutrients, medicine, and production materials, Fernandeño tradition holds that ancestors may come back to the world after death as plants or animals and that eating of acorns, for example, was an act of communing with ancestors (Champagne and Goldberg, 2021).

The 1894 Los Angeles, CA United States Geological Survey (USGS) 15-minute quadrangle depicts what the Project Study Area looked like prior to significant urban development. The map presents a vast natural landscape with limited structures dotting the valleys and a few roads and railroad rights-of-way (ROW) transecting the landscape. Freshwater marshes, streams, rivers, and springs are present across the area, and the mountains exhibit roads going up the canyons on the south side of the Santa Monica Mountains, with only the Cahuenga Pass connecting the San Fernando Valley to the Los Angeles Basin. The Project Study Area intersects the northwest-southeast oriented Los Angeles River just north of the Santa Monica Mountains. The 1894 USGS map shows that the northeast end of the Project Study Area is adjacent to the expansive, north-south oriented Pacoima Wash. The village of Koruuvanga (P-19-000382) was historically situated between two ephemeral drainages at the southern base of a Santa Monica Mountains alluvial fan, at the south end of the Project Study Area. The map depicts several springs on either side of the site and a single unidentified structure in the middle of the current site boundary for P-19-000382. The springs are still in existence today. Several other unnamed drainages marked with water on the 1894 USGS map are depicted flowing out of the canyons to the south, crossing portions of the Project Study Area.

The Tataviam and neighboring tribes maintained intimate knowledge of flooding and drainage patterns associated with the Los Angeles River and other waterways (Champagne and Goldberg, 2021). These riparian environments would have provided ideal locations for the acquisition of a variety of resources. Though many of the water courses have been eradicated or channelized, historically they would have provided sources of fresh water that created ideal conditions for certain plant resources and local fauna. Riparian plants were used for food; medicinal and ritual practices; construction materials; traditional structures; and fibers for baskets, cordage, and netting (McCawley, 1996). Habitation sites and activity areas were also commonly established near reliable sources of fresh water. Sites P-19-000382 and P-19-004669, identified within the South Central Coastal Information Center (SCCIC) records search as containing Native American cultural material, represent such uses.

Of the several waterways that transect the Tribal Cultural RSA, the Los Angeles River has been identified to be of particular importance to historical and contemporary indigenous communities in the region. The Los Angeles River runs approximately 51 miles from the Simi Hills and Santa Susana Mountains, terminating at San Pedro Bay. The river is known as *Wanüt* or *Orit* by the Tataviam, while the Gabrieliño



refer to the river as *Paayme Paxaayt*, which translates to "west river," or *wenot*, which means "river" (LA County, 2024; Lozano, 2018). Gabrieleño tradition holds that therapeutic waters intended to help heal the body were once present in the Los Angeles River, placed there by the creator (Lozano, 2018). Representatives of the Gabrieleño Band of Mission Indians – Kizh Nation have indicated that when people would pass away along trails such as the one historically mapped along the Los Angeles River (Longcore and Ethington, 2023), they would be buried where they died (Lozano, 2018). Tribal communities continue to use the Los Angeles River today for a variety of traditions, including harvesting of culturally important plants like tule that are used to produce basketry and other fiber objects (Lozano, 2018). The presence of the Los Angeles River and other washes and drainages in the Project Study Area indicate the potential for encountering TCRs during construction.

While no stone or mineral deposits used by Native American communities have been documented within the Project Study Area, the La Brea Tar Pits are located approximately 4 miles east of the Project Study Area and constitute a significant mineral deposit utilized by tribes through time. The tar pits were an important source of ashphaltum used by Native people to waterproof baskets and boats, among other things. The use of this source by the Gabrieliño people was noted by the Portolá expedition. The remains of a woman dating to at least 9,000 years ago has also been identified within one of the tar pits, attesting to the antiquity of their importance (Fuller et al., 2016). Additionally, geologic units containing schist, basalt, and andesite have been identified in the Santa Monica Mountains region, as discussed in Section 4.1, Geologic Context. Basalt and andesite are known to have been used to produce stone implements by indigenous people, and schist was often used to produce milling implements or other cultural objects. No quarry sources were identified through the literature review for this technical report, but these stone materials may have been obtained within the vicinity of the Project Study Area.

4.4 Historic Context

This historic context presents the history of the development of the greater Los Angeles County, the settlement patterns of the region, and the growth of commercial, residential, and entertainment themes, particularly in and around the communities of Panorama City, Van Nuys, Sherman Oaks, Encino, Bel-Air, Brentwood, Westwood, and Mar Vista. Profiles on the University of California, Los Angeles (UCLA) campus, the West Los Angeles VA campus, and the western terminus of historic Route 66 are also included.

4.4.1 City of Los Angeles

European occupation of the Project Study Area began with the Spanish arrival in California in 1769, when the Spanish governor of California, Gaspar de Portolá, launched an expedition from San Diego to search for suitable sites for missions. In August 1769, Portolá's expedition traversed the Sepulveda Pass, encountering Native American villages.

In 1771, Franciscan missionaries founded Mission San Gabriel Archangel, commencing permanent European settlement and subjugation of the Native people. In 1781, a secular pueblo was established along the Los Angeles River near present-day Olvera Street (Weaver, 1973), and in 1782 Governor Pedro Fages granted soldier Manuel Nieto a tract of approximately 300,000 acres, creating the first Spanish rancho in the region. In 1797, Mission San Fernando was established in what is today the northern San Fernando Valley. By the early 1800s, the majority of the surviving Gabrieliño population had entered the mission system.

Mexico won its independence from Spain in 1821, a change that had a profound effect on the lives of the City of Los Angeles residents. With Mexican independence, California became a remote northern



province of the nation, and its residents were no longer subjects of the Spanish king but, rather, citizens of the pueblo. The residents played an important part in the life and governance of the City of Los Angeles.

Secularization of the California missions by the Mexican Congress in 1833 made many acres of land available. During this period, more than 800 land grants were given to government officials, ranchers, and *soldados de cuero*, the faithful leather-jacketed soldiers of the presidios. Huge cattle ranchos were the dominant institution, and American traders and settlers began to arrive in increasing numbers. Governor Pio Pico made a prophetic statement, "We find ourselves threatened by hordes of Yankee immigrants who have already begun to flock into our country and whose progress we cannot arrest." (Monroy, 1990).

Mission life in the San Fernando Valley was not immediately affected by Mexican independence. In 1822, approximately a thousand indigenous individuals were living within the mission, and they continued agricultural work, including the cultivation of wheat, barley, corn, beans, and peas. They also tended to fruit trees, cattle, horses, sheep, and vineyards. In 1834, the desecularization goal of post-independence Mexico reached the Mission San Fernando, resulting in its progressive deterioration. Annual losses in farming were recorded, and the indigenous population increasingly drifted away from the mission center. With the decline of mission life, the physical mission itself, the symbol of centrality, also dissolved (Robinson, 1942, 1963).

Gold was discovered in 1842, north of the former Mission San Fernando in Placerita Canyon. The discovery of gold prompted the migration into the canyon of many prospectors who worked the canyon for several years, and their work yielded \$6,000 to \$8,000 each year (Robinson, 1942).

The first party of U.S. immigrants arrived in the City of Los Angeles in 1841, although surreptitious commerce had previously been conducted between Mexican California and residents of the U.S. and its territories. Included in this first wave of immigrants were William Workman and John Rowland, who soon became influential landowners. As the possibility of a U.S. takeover of California loomed large, the Mexican government increased the number of land grants in an effort to keep the land in the hands of upper-class *Californios* like the Domínguez, Lugo, and Sepúlveda families (Wilkman and Wilkman, 2006).

In 1846, the Mexican government authorized Governor Pico to take any steps necessary to protect Alta California from American invasion. Consequently, Pico sold more than 116,000 acres of what was referred to as "Rancho Ex-Mission de San Fernando" in 1846 to a native of Spain, Eulogio de Celis, for \$14,000. In addition to payment, de Celis agreed to tend to the aging Native Americans on his newly acquired land and respect their agricultural usufruct rights. With the exception of Rancho Los Encinos, Rancho el Escorpion, and a few hundred acres around the mission, de Celis purchased nearly the entire San Fernando Valley. This sale effectively marked the Valley's transition to private ownership. Because Mexico had previously established the City of Los Angeles as a pueblo, property within its boundaries could not be dispersed by the governor and fell under the city council's jurisdiction (Robinson, 1979).

Eulogio de Celis returned to Spain in 1853. His lessee (and later part owner), Andres Pico, remained at Rancho Ex-Mission de San Fernando and occupied the former mission buildings. In 1862, Andres Pico transferred his interests in the rancho to his brother, Pio. On July 2, 1869, Pio Pico once again sold the land with the exclusion of certain areas, including 1,000 acres near the mission. Pico in turn used the money to build the Pico House, a hotel in the City of Los Angeles that stands today. The sale was made to the San Fernando Farm Homestead Association, which was headed by Isaac Lankershim and I. N. Van Nuys. The association fought the heirs of Eulogio de Celis in court and, in 1871, the District Court



granted the association full title to the southern portion of the valley. Under the administration of Lankershim and Van Nuys, the southern portion of the valley focused on wheat farming.

The U.S. took control of California after the Mexican-American War of 1846 and seized the cities of Monterey, San Francisco, San Diego, and Los Angeles (then the state capital) with little resistance. However, local unrest soon bubbled to the surface, and the City of Los Angeles slipped from U.S. control in 1847. Hostilities officially ended with the signing of the Treaty of Guadalupe Hidalgo in 1848, in which the U.S. agreed to pay Mexico \$15 million for the conquered territory, which included California, Nevada, and Utah, and parts of Colorado, Arizona, New Mexico, and Wyoming. The conquered territory represented nearly half of Mexico's pre-1846 land holdings. California joined the U.S. in 1850 as the 31st state (Wilkman and Wilkman, 2006).

The discovery of gold in northern California led to an enormous influx of American citizens in the 1850s and 1860s, and these settlers rapidly displaced the old rancho families. In 1873, the U.S. government gained legal title to the 116,858-acre Rancho Ex-Mission San Fernando, the largest private land parcel in California. The Southern Pacific Railroad extended its line from the City of San Francisco to the City of Los Angeles in 1876, passing through the Valley via a new tunnel at Newhall Pass. Newcomers continued to pour into the City of Los Angeles, and the population nearly doubled between 1870 and 1880. The completion of the second transcontinental railroad line, the Santa Fe, took place in 1886, causing a fare war that drove fares to an unprecedented low. More settlers continued to head west, and the demand for real estate skyrocketed. The City of Los Angeles's population rose from 11,000 in 1880 to 50,000 by 1890 (Meyer, 1981).

At the dawn of the 20th century, the pace of development within the Los Angeles Basin was stifled due to a limited water supply. Under the direction of City engineer William Mulholland, the Los Angeles Bureau of Water Works and Supply constructed the 238-mile-long Los Angeles Aqueduct. This five-year project was completed in 1913, employed the labor of over 5,000 men, and brought millions of gallons of water into the San Fernando (now Van Norman) Reservoir. During the first three decades of the 20th century, more than two million people relocated to Los Angeles County, transforming it from a largely agricultural region into a major metropolitan area (Gumprecht, 1999).

The beginning of the 20th century saw the florescence of a uniquely suburban metropolis, where a vast network of residential communities overshadowed city centers, the single-family home was valued over the high-rise, and private space took precedence over public space (Hawthorne, 2006). This landscape demanded an innovative transportation solution, and the City of Los Angeles embraced automobiles and freeways like no other city had. The first homemade car puttered down city streets in 1897. Seven years later, the first grand theft auto was reported by the City of Los Angeles Police (Wilkman and Wilkman, 2006). Inexpensive automobiles gained popularity in the 1920s, soon creating tremendous congestion in the centers of cities and necessitating alternate transportation routes. The Arroyo Seco Parkway, connecting the City of Los Angeles to the City of Pasadena, was among the earliest "express auto highways" in the U.S., opening in December 1940 (Balzar, 2006). Dozens of freeways were constructed in the post-World War II years, radically altering the character of the City of Los Angeles by simultaneously dividing local neighborhoods and connecting outlying communities.

By 1945, the City of Los Angeles had undertaken 95 annexations, expanding from a 28-square-mile agrarian pueblo into a densely populated city covering more than 450 square miles (Robinson, 1979).



4.4.2 Communities within the Project Study Area

The following includes brief historical profiles about the communities partially located within the Project Study Area, as well as a brief profile of the Los Angeles River. The community profiles are organized from south to north, and include Mar Vista, Brentwood, Westwood, Bel-Air, Encino, Sherman Oaks, Van Nuys, and Panorama City. Other contexts include: U.S. Highway 66, which historically extended east to west along Interstate 10 (I-10) at the northern boundary of Mar Vista; the West Los Angeles VA campus, Los Angeles Cemetery, and the UCLA campus, all located in Brentwood and Westwood; and the Stone Canyon Reservoir, located in Bel-Air.

4.4.2.1 Mar Vista

Previously known as Ocean Park Heights, Mar Vista was annexed to the City of Los Angeles as the 70th community in the city in 1927. Mar Vista is located directly south of Brentwood and West Los Angeles/Sawtelle, southwest of Westwood, and east of the City of Santa Monica. The Project Study Area overlaps Mar Vista at its western boundary, near the Santa Monica Airport. Ocean Park Heights featured vast lima bean fields with desirable views of the Pacific Ocean. In 1903, the City of Los Angeles constructed the Venice Short Line trolley, which bisected Ocean Park Heights and shuttled passengers from downtown Los Angeles to Venice Beach. The development of Venice and the City of Santa Monica beachfront properties influenced the first wave of tract housing in Ocean Park Heights. After annexation of Ocean Park Heights, the City of Los Angeles rebranded the area as Mar Vista, the name of a nearby trolley stop (Los Angeles Times, 2016).

In 1948, midcentury modern architects Gregory Ain and Joseph Johnson designed the Mar Vista tract, a 52-house development infused with modern design elements and intended for the new postwar middle class (*Los Angeles Times*, 2016). Ain and Johnson originally planned a 100-house and 60-acre design; however, the Federal Housing Administration expressed skepticism about modernism and only 52 houses were completed. Ain and Johnson marketed their tract as the Modernique Homes development. Design elements included flexible, open floorplans, which included folding doors that turned one room into two, as well as opportunities for indoor-outdoor living. Ain and Johnson attempted to mitigate housing costs by using single-family house types that focused on affordable materials. Visual varieties included altered garage placements, as well as the rotation of some houses to be perpendicular to the street. In 2003, the Mar Vista tract became the City of Los Angeles's first designated historic district that contained modern-style, postwar homes (Los Angeles Conservancy, 2020a).

U.S. Highway 66 – Los Angeles

Construction of U.S. Highway 66 (Route 66) began in 1926, when the Bureau of Public Roads launched the nation's first federal highway system; the bureau dedicated the highway that same year, although it would not be complete until 1938. The route extended 2,400 miles from the City of Chicago to the City of Los Angeles and combined existing local, state, and national road networks. The highway wound through eight states and was completely paved in 1938, 12 years after its formal dedication. Route 66 traveled through many rural and isolated communities that welcomed the highway as an economic opportunity to promote external revenues. The highway spurred countless improvements as it became busier with transcontinental traffic and roadside businesses that sold fuel, lodging, and food. The road's ROW gradually expanded throughout the 20th century (NPS, 2021).

When dedicated in 1926, the western terminus of Route 66 was at 7th and Broadway in downtown Los Angeles, which was one of the busiest intersections in the world with an estimated 504,000 people



crossing the intersection in 1924. In 1936, the City extended Route 66 to the intersection of Lincoln and Olympic boulevards in the City of Santa Monica, about 1 mile east of the Pacific Ocean shoreline, although cross-country travelers often continued to Ocean Avenue (Nichols, 2017). The western terminus of Route 66 is often debated. At the same time, Route 66 adopted the nickname "Will Rogers Highway" in honor of the late actor. In 1952, the City of Santa Monica placed a plaque at the intersection of Ocean Avenue and Santa Monica Boulevard, which created debate about the official end of Route 66 and became the symbolic end of Route 66 (Sidetrack Adventures, 2023).

On June 27, 1985, the American Association of State Highway and Transportation Officials decertified Route 66 and voted to remove all of its highway signs (History.com, 2009). Historic Route 66 signs remain, which identify major alignments of the highway and mark milestones for those that travel the historic route from the City of Chicago to the City of Los Angeles. As of 2023, the City of Los Angeles's portion of Route 66 traverses several major transit corridors and crosses other highways; the historic route dissects the Project Study Area along I-10, along the northern boundary of Mar Vista. While the alignment remains, modern infrastructure and infill diminish the historic feel of Route 66. The interpretive plaques are all that remain of the American "Mother Road" in the City of Los Angeles.

4.4.2.2 Brentwood and Westwood

The communities of Brentwood and Westwood generally developed alongside each other in 1887, when the founders of the City of Santa Monica donated land to the federal government for the National Home for Disabled Volunteer Soldiers (NHDVS). Congress established the NHDVS in 1865 and originally called it the National Asylum for Disabled Volunteer Soldiers. In 1888, a number of influential forces, like former U.S. Senator John P. Jones of Nevada, Robert Baker, and Arcadia Bandini Stearns de Baker, helped found and establish the West Los Angeles VA campus, known then as the Pacific Branch of the NHDVS. They believed that the dedicated veteran community would contribute to the economic growth of the City of Los Angeles and the surrounding area. By 1889, the campus included a hospital, barracks, mess hall, and the Los Angeles National Cemetery, a contributor to the West Los Angeles VA Historic District (Los Angeles Conservancy, 2020b).

Between the 1890s and early 1900s, architect Stanford White designed the original Shingle-style wood-framed barracks. His designs influenced J. Lee Burton's designs for the Streetcar Depot in 1890 and the Wadsworth Chapel in 1900 (Los Angeles Conservancy, 2020b). After World War I, the campus expanded its medical facilities and constructed several Colonial Revival-style buildings. Late in 1930, the NHDVS, Pension Bureau, and the Veterans' Bureau were consolidated into the Veterans Administration as a result, the campus was absorbed into the Veterans Administration and experienced a wave of development that included a proliferation of Mission- and Spanish Colonial Revival-style buildings. Examples included the Wadsworth Theater constructed in 1940 and Building 209 (Homeless Veterans Transitional Housing) constructed in 1945 (Los Angeles Conservancy, 2020b).

Brentwood began to develop outside the west gate of the NHDVS campus. As a result, it became known as the Westgate community. After the City of Los Angeles annexed Westgate in 1916, the area officially became known as Brentwood. The community of Brentwood continued to develop through the early 20th century. In 1932, it hosted several summer Olympic games. The community also became home to celebrities like Marilyn Monroe and Steve McQueen. Disaster struck in 1961 when a fire swept through Brentwood and burned 16,000 acres, destroyed 500 homes, and caused \$30 million in damage (Neamt, 2022). In the aftermath, the State Cal-Fire Authority designated Brentwood as a Very High Fire Hazard Severity Zone (Neamt, 2022). Development slowed down after the 1961 fire, and Brentwood continues to feature early Spanish Eclectic- and Mediterranean-style homes.



In 1919, Arthur Letts, an American businessman and entrepreneur, purchased 3,296 acres of ranch land east of the NHDVS complex. Letts paid \$2 million for the land and hired Janss Investment Company to develop it with both low- and high-style homes. The ranch land became present-day Westwood, a community located directly east of Brentwood (Los Angeles Conservancy, 2020c).

In 1919, Westwood became home to UCLA. In the 1920s, developers Harland Bartholomew and L. Deming Tilton created a master plan for Westwood Village, an upscale shopping area with Mediterranean-style buildings, angled streets, and irregular blocks. Street corners featured Spanish Colonial Revival buildings with tile-clad roofs, walk-through plazas, and second-floor arcades. Additional community attractions included the Fox Westwood Theater, Bullock's Department Store, Bratskeller Egyptian Theater (Ralph's Grocery Store), and various college commercial storefronts. After the 1960s, the completion of the San Diego Freeway diminished the Mediterranean-style landscape when it influenced the construction of high-rise office buildings and condominiums in the Wilshire greenbelt (Los Angeles Conservancy, 2020c).

Los Angeles National Cemetery

In 1889, the U.S. government dedicated the Los Angeles National Cemetery, NHDVS campus, located east along I-405 and contributor to the West Los Angeles VA Historic District. The campus originally had 20 acres of land reserved at its eastern boundary for the cemetery. In 1890, the cemetery was expanded by an additional 20 acres, and in the early 20th century, it was expanded again to its current size of 114 acres. Between 1939 and 1940, the Works Progress Administration (WPA) constructed the cemetery's Mission Revival-style administration office and chapel at the main entrance. In 1939, the WPA also constructed the Mission Revival-style columbarium, which is the only indoor columbarium in the national cemetery system (NPS, 2023).

The Los Angeles National Cemetery features three large commemorative monuments. In the northern San Juan Hill section, there is a large granite obelisk that honors fallen veterans. The second monument is a cast-zinc figure of a Union soldier standing at parade rest on top of a small boulder near the cemetery's rostrum. The figure, constructed in 1896, originally topped a drinking fountain located elsewhere in the West Los Angeles VA campus and was moved to the cemetery in 1942. Sculptor Roger Noble Burnham completed the third monument, the United Spanish War Veterans Monument, in 1950. The monument, also known as the "Spirit of '98," honors veterans of the Spanish-American War with two soldiers flanking a female bearing a torch. The 1971 San Fernando earthquake destroyed the monument, but sculptor David Wilkens recreated it in 1973. A bronze plaque dedicated to the memorial to those who "extended the hand of liberty" (NPS, 2023).

The Los Angeles National Cemetery is the final resting place for 14 Medal of Honor recipients. The Medal of Honor is the nation's highest military decoration, given for "conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty" (NPS, 2023).

University of California, Los Angeles

UCLA, located in Westwood, originated in 1881 with the creation of the Branch State Normal School of California in the City of Los Angeles. In 1882, Angelenos raised money to buy the land, and the school opened that same year. By 1914, the Los Angeles State Normal School moved to a new campus on the 800 block of Vermont Avenue in Hollywood, now the site of the Los Angeles City College (UCLA, 2019).

On May 23, 1919, AB 626 created the Southern Branch of the University of California. The school opened on September 15, 1919, at the Vermont Avenue site of the Los Angeles State Normal School. The school enrolled 1,500 students and featured a two-year undergraduate program, a teacher training



program, and a program for injured veterans of World War I. In 1923, the Southern Branch of the University of California awarded its first two-year degrees. In the late 1920s, the Southern Branch campus outgrew the Vermont Avenue property, and, between 1925 and 1927, the school acquired property in Westwood from the Janss Investment Company.

In 1926, the University of California Regents changed the name to the University of California at Los Angeles (the "at" was replaced with a comma in 1958). The campus broke ground in September 1927 (UCLA, 2019). The new Westwood campus consisted of a plaza courtyard flanked by four original buildings — Royce Hall, the Powell Library, the Chemistry Building (now Haines Hall), and the Physics and Biology Building (now Renee and David Kaplan Hall). George W. Kelham of San Francisco and David Allison of Allison & Allison designed the buildings in the Lombardian (Romanesque) style, with rounded arches and decorative arcades (UCLA, 2019). By the end of the 1930s, UCLA became a full-fledged university that offered advanced degrees in almost every field (UCLA, 2023-2024).

In the decades that followed World War II, UCLA tripled its enrollment to 27,000 students. The campus embarked on a \$260 million building program that included residence halls, parking structures, laboratories, classrooms, service buildings, athletic and recreational facilities, and a teaching hospital. In the late 1950s and 1960s, UCLA became the center of many academic milestones: the first open-heart surgery in the western U.S. was performed at its medical center; the first of 10 NCAA men's basketball championships was won; and it became the first ARPANET node, heralding the birth of the Internet (UCLA, 2023-2024). Between the 1970s and 2000s, various developments, advancements, and awards included Nobel prizes awarded to multiple faculty; breakthroughs in treatments for cancer, brain aneurysms, and organ transplants; significant growth in research grants; more than 30 Oscars awarded to alumni in the entertainment industry; completion of a new medical center; expansion of campus housing to accommodate nearly all incoming freshmen; and becoming the first university to win 100 NCAA team championships (UCLA, 2023-2024).

In the 2010s, UCLA began construction on a series of new residence halls with the goal of expanding guaranteed on-campus housing to all students. Between 2019 and 2020, UCLA celebrated its centennial and raised \$5.49 billion toward student scholarships, faculty support, research programs, and campus facilities. At the time of this technical report, UCLA features more than 47,700 enrolled students and 4,100 faculty members, in addition to 227 campus buildings and 85 classroom facilities. The Project Study Area traverses the UCLA campus, primarily along Westwood Plaza.

4.4.2.3 Bel Air

The area south of Sherman Oaks and west of Beverly Hills and was historically operated as the Rancho San Jose de Buenos Ayres, which translates to "Saint Joseph Good Air." The Project Study Area dissects the community along I-405, as well as through the hills east and west of Stone Canyon Reservoir. In February 1843, the Mexican Governor of California, Manuel Micheltorena, granted the rancho to Maximo Alanis. After the U.S. admitted California as a state in 1850, the rancho passed through several hands of ownership. Finally, in 1922, Alphonzo Bell, an entrepreneurial businessman and oil tycoon, purchased 1,700 acres of the rancho from the Jake and Daisy Danzinger estate, including a mansion historically located at the top of Bel Air Road. A year later, Bell purchased an additional 22,000 acres. By 1923, Bell owned the largest holding of land in the City of Los Angeles, which he intended to subdivide and develop into residential and commercial tracts under the name of the Bel Air Corporation (Bel-Air Association, 2022; Hilton & Hyland Real Estate, 2023).

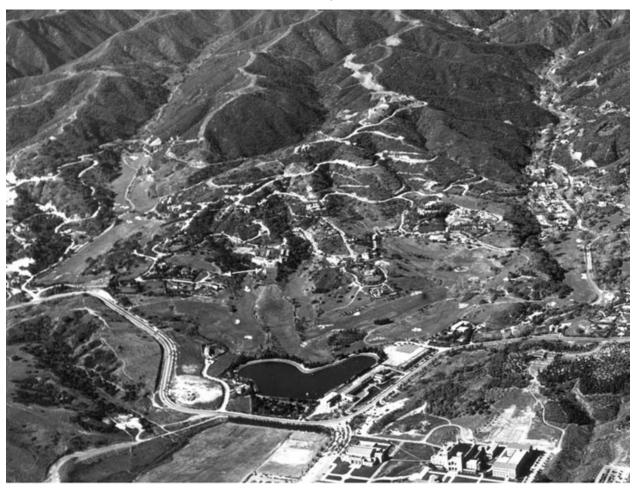
In November 1922, the first buyers of Bell's land paid \$40,000 for a 7-acre lot. Bell quickly hired Franke Meline Company to manage sales and promote the newly founded community. Bell renamed the



community Bel-Air, or Beautiful Air, inspired from the original name, Rancho San Jose de Buenos Ayres, as well as the Italian word, Bellissima, meaning "beautiful." Bell envisioned an exclusive community and, in 1923, Franke Meline Company launched its first marketing campaign for Bel-Air, promoting it as: "Bel-Air: The Exclusive Residential Park of the West." Estates ranged between \$7,500 and \$30,000 (Figure 4-5) (Hilton & Hyland Real Estate, 2023).

Figure 4-5. Aerial Photograph of Bel-Air, Circa 1930s

(Pictured around the body of water is the Bel-Air Country Club, bounded on the south by Sunset Boulevard.)



Source: Bel-Air Association, 2022

In 1923, Bell filed the first sale, which included 128 lots for future homes. In 1925, the second tract sold, which significantly expanded the community. Early homes in Bel-Air commonly featured the work of master architects, like Summer Spaulding, Burton Schutt, Gerard Colcord, Butts and Butts, Wurdeman and Beckett, Roland Pearson, Paul Williams, Deman Scott, Robert Finkelhor, Roland Coate, James Delano, Paul Hunter, Wallace Neff, Gordon Kaufman, George Allison, John Byers, H. Roy Kelley, and J. Pierpont Davis. Following the sale of the first two tracts, several institutions followed that helped define and expand the Bel-Air community. They included the Bel-Air County Club in 1924, the Bel-Air Garden Club in 1931, the Bel-Air Association in 1942, and the Bel-Air Hotel in 1946 (Bel-Air Association, 2022).



In the early 1930s, Bell lost control of the Bel Air Corporation. During this period, new construction consisted of smaller and more modest homes. In 1941, Bell regained control of the Bel Air Corporation, and after World War II, Bel-Air home sales increased. The community was divided between Old Bel-Air, which included 1920s tracts near Sunset Boulevard, and New Bel-Air, which included smaller postwar homes at the lower elevation near the west gate. Bel-Air continues to retain its reputation as an eclectic and fashionable community that has included celebrity residents like the Beatles and Ronald Reagan (Bel-Air Association, 2022; Hilton & Hyland Real Estate, 2023).

Stone Canyon Reservoir

The Stone Canyon Reservoir, and the adjacent Upper Stone Canyon Reservoir, are located on the south slope of the Santa Monica Mountains overlooking Bel-Air. The reservoirs supply the Westside of Los Angeles regional water subsystem, which serves approximately 400,000 people. The reservoir is owned and operated by the City of Los Angeles Department of Water and Power (LADWP). The embankment was originally designed and constructed in 1924 (Figure 4-6). Construction included locally derived earth fill materials on top of existing alluvium and bedrock (LADWP, 2004).



Figure 4-6. Aerial Photograph of the Stone Canyon Reservoir in 1927

Source: UCSB, 1927



Shortly after the Stone Canyon Reservoir's completion, LADWP observed excessive seepage through the dam and, after several unsuccessful attempts to control the seepage with extensive grouting, LADWP had the upstream portion of the dam rebuilt in the mid-1950s. The new portion of the dam used a roller-compacted earth fill founded on bedrock, but the older downstream portion remained on alluvium. Construction was completed in 1956 (LADWP, 2004).

4.4.2.4 Encino

Encino is located directly west of Sherman Oaks. The Project Study Area borders the eastern boundary of Encino, along I-405. The community began as early as 1769, when Gaspar de Portolá landed in the Monterey region of present-day California. During the Portolá expedition, several hundred Gabrieliño people met Portolá near Encino Springs under the oak tree that gave the community its name. Encino translates to "oak" in Spanish, and the tree still stands on the corner of Ventura Boulevard and Louise Avenue. After his visit, Portolá quickly returned to Europe and claimed the Encino Springs territory for the king and queen of Spain (Encino Chamber of Commerce, 2022).

In 1843, the newly established Mexican government granted the 7-square-mile Rancho Los Encinos to the Gabrieliño people. Governor Manuel Micheltoreno gave forty Gabrieliño people deed to the Rancho Los Encinos land, on the condition that they could not sell it and must continue to work to support the mission; however, in 1945, Governor Pio Pico retracted the grant and gave the land to Tiburcio Cayo (Champagne and Goldberg, 2021). In the 1850s, the U.S. stripped the heirs of their original land and transferred ownership to Vincent De La Ossa (Encino Chamber of Commerce, 2022).

De La Ossa built an adobe house, grazed 500 cattle, and employed 20 ranch hands until his death in the 1860s. After De La Ossa's death, Eugene and Phillipe Garnier purchased the land and commissioned the Encino Road House, a twice-a-day stop for the Butterfield and Overland Mail Stage route that operated between the City of Los Angeles and the City of San Francisco (Figure 4-7); French Basque sheepmen constructed the building out of limestone. The Garniers also diversified the ranch land and raised sheep, wheat, and barley (Encino Chamber of Commerce, 2022). In 1873, the market collapsed and caused a nationwide depression that ruined the Garniers. They kept the land until 1878, when their creditor, Gaston Oxarart, purchased the ranch at an auction. Oxarart continued to raise sheep until his death in 1886, whereupon his nephew, Simon Gless, assumed ownership of the ranch. In 1889, Gless sold the ranch to his father-in-law, Domingo Amestoy. Between 1889 and 1916, Amestoy slowly subdivided the land, one piece at a time. In 1916, 1,170 acres of the land were sold and subdivided; the subdivided land became the City of Encino (Los Encinos State Historic Park, n.d.). Ventura and Balboa Boulevards in the Los Encinos State Park feature several original buildings constructed by the Garniers, including the Garnier Road House, a blacksmith shop, a natural spring, and pond.

In 1927, City of Encino officials began to develop the area into a civic community and established the Encino Chamber of Commerce. After disbanding during the Great Depression, the Encino Chamber of Commerce revived itself in 1936 and worked closely with the community to assist in its overall development (Encino Chamber of Commerce, 2022).





Figure 4-7. The Garnier Roadhouse, Constructed of Limestone in 1872 by French Basque Sheepmen

Source: Encino Chamber of Commerce, 2022

4.4.2.5 Sherman Oaks

Sherman Oaks is directly south of Van Nuys and east of Encino and was one of the earlier developed communities in the San Fernando Valley. In 1927, General Moses Hazeltine Sherman, a partner of the Los Angeles Suburban Homes Co., developed and subdivided 1,000 acres in present-day Sherman Oaks and sold the land for \$780 an acre. After World War II, the community predominantly featured traditional and tract houses, as well as modern Mediterranean-style homes that replaced older, smaller homes. After the Northridge Earthquake in 1994, Sherman Oaks developers upgraded much of the housing stock during the reconstruction process (*Los Angeles Times*, 2005). The Project Study Area dissects the residential and commercial areas of Shermans Oaks along Sepulveda and Van Nuys Boulevards.

4.4.2.6 Van Nuys

On February 22, 1911, the *Los Angeles Times* published a classified advertisement about the "Van Nuys Townsite," directly south of present-day Panorama City in the San Fernando Valley. The advertisement offered a free train ride to the town site for a Washington's Birthday barbecue, a patriotic speech about the birth of an American town, and an auction of lots in the underdeveloped part of the San Fernando Valley. A train of curious people subsequently arrived at the advertised location and purchased its tracts of land through auction. The new townsite sold out in a single afternoon (Figure 4-8). The *Los Angeles*



Times called it: "A beginning of a new empire and a new era in the Southland" (Van Nuys Neighborhood Council, 2023).



Figure 4-8. People Arriving by Train to the Van Nuys Townsite

Source: Van Nuys Neighborhood Council, 2023

Developers named the townsite in honor of Isaac Van Nuys, the previous landowner who ranched half of the townsite location in the open space south of present-day Roscoe Boulevard. Buyers included rich land speculators who recognized the potential of the Los Angeles aqueduct. As a result, Isaac Van Nuys' ranch became the Van Nuys Townsite, which quickly then became just Van Nuys (Van Nuys Neighborhood Council, 2023).

After the 1911 land auction, people pitched tents on their lots and began to construct their homes. Commercial businesses and merchants were among the first in the Valley to begin constructing a built commercial environment. The Valley General Store, currently located at the corner of Van Nuys Boulevard and Sylvan Street, was the first building in Van Nuys and also housed the first bank in the San Fernando Valley. Van Nuys also included the first high school in the Valley, as well as many of the first early-20th century storefronts and the old Union Ice Plant. In 1932, Van Nuys became the second center for Los Angeles city services when it constructed the Van Nuys City Hall building as a place for federal, state, and city services, as well as other county courts (Van Nuys Neighborhood Council, 2023).

In December 1941, Los Angeles County Flood Control District (LACFCD) and the United States Army Corps of Engineers (USACE), Los Angeles District, completed construction of the Sepulveda Dam. While the primary purpose of the dam was flood risk management, the associated reservoir provided an outdoor space for recreation. The LACFCD and USACE constructed the dam in response to the Los Angeles Flood of 1938; however, awareness of the need for a flood mitigation system predated 1900 and further increased after the floods of January and February 1914 (USACE, n.d.).

The LACFCD and USACE constructed the dam about 1,000 feet east of I-405, and 700 feet north of US-101. The dam forms part of the Los Angeles County Development Authority (LACDA) system of flood risk management structures along the San Gabriel and the Los Angeles Rivers and their tributaries. The LACFCD and USACE completed their analysis of design in 1939 and revised it in 1941; it established the location and design of the dam and appurtenant flood risk management amenities (Figure 4-9). They constructed the dam, spillway, and outlet works in December 1941 for \$6,650,561 (USACE, 2011).





Figure 4-9. Construction of the Sepulveda Dam in 1940

Source: USACE, 2011

After World War II, development of housing units increased dramatically, reflecting the population growth in the City of Los Angeles. In 1950, the city population was 1,970,358. According to the 1953 "Master Recreation Plan Flood Control Reservoir" produced by the USACE, the population of the San Fernando Valley in 1950 was 311,016, and the future population was expected to be 1,848,093 based on ultimate development under existing zoning and trends (USACE, 2011). New residential development in Van Nuys increased the need for new recreational amenities.

Between the late 1940s and 1950s, airplane manufacturing boomed as commercial aviation became the new mode of travel in the post-World War II period. In 1946, General Motors constructed its Chevrolet assembly plant in Van Nuys. Housing tracts increasingly replaced farmland and orchards as Van Nuys shifted from commercial agriculture to more industrial-based commerce (Van Nuys Neighborhood, Council, 2023). The Project Study Area encompasses a majority of the residential, commercial, and industrial elements of Van Nuys, which is dissected both by Sepulveda and Van Nuys Boulevards that run north to south through the San Fernando Valley community.

4.4.2.7 Panorama City

In the 1940s, industrialist and shipbuilder Henry J. Kaiser developed the community of Panorama City, located directly north of Van Nuys. The Project Study Area borders an industrial and residential area at



the southwest corner of the community boundary. After World War II, Kaiser was in search of a peace-time business and purchased a plot of land in the eastern San Fernando Valley, which historically operated as the largest dairy and sheep ranch in southern California. Kaiser, in partnership with the development company Fritz Burns & Associates, created Panorama City on the property. Panorama City became one the most successful planned communities in Los Angeles County (Los Angeles Conservancy, 2020d).

The architectural firm Wurdeman and Becket developed Panorama City's master plan, which included 4,000 houses, 31 acres of commercial development, and 25 acres of parking. Residential designs included an eclectic array of Ranch- and Minimal Traditional-style houses, which sold for less than \$10,000. Kaiser Community Homes primarily offered pre-milled and shop-fabricated homes constructed by former Kaiser ship builders at a factory near Los Angeles International Airport (LAX), which were delivered and assembled on site. However, Fritz Burns & Associates also constructed hundreds of custom homes, which proved to be more cost-effective compared to the pre-milled and shop-fabricated homes. Despite financial setbacks, more than 5,000 people per week visited the community's model homes in the late 1940s. By 1951, Panorama City included a General Motors assembly plant, the Panorama Mall, supermarkets, and approximately 20 other commercial businesses. The population reached 20,000 in the early 1950s, which reflected the successful community plan during the population increase and the residential and commercial development that followed World War II (Los Angeles Conservancy, 2020d).

4.4.2.8 The Los Angeles River

The Los Angeles metropolitan area is within the LACDA basin, which is bordered by the Santa Susana and San Gabriel Mountains on the north and the Chino, San Jose, and Puente Hills on the east and southeast. The LACDA basin includes urbanized flatlands and valleys and is crossed by three major rivers – the Los Angeles, Rio Hondo, and San Gabriel – and their tributaries (USACE, 1992). Since 1781, Southern California has experienced more than 60 significant floods, many of which occurred on the Los Angeles River. Prior to the construction of concrete flood control projects, stream channels in the Los Angeles area were typically dry until the winter, when precipitation increased. Because these rivers and streams did not have a continuous flow, they did not develop well-defined courses or deep channels and possessed low banks and wide beds. Therefore silt, sand, and gravel that was carried down from the mountains during high precipitation events eventually filled stream channels to capacity, subsequently raising channel bottoms to the level of the surrounding farmland, causing water to overflow and create new channels across the lower ground (Deverell and Sitton, 2017; Gumprecht, 1999).

On June 12, 1915, an act of the California State Legislature created the LACFCD to manage flood control and water conservation in Los Angeles County. Funds for flood control were to be raised by bond issue (Associated Press, 1915; USACE, 1992). The agency was placed under the direction of the County Board of Supervisors, which established a Board of Engineers to conduct surveys of the flood-prone areas and produce a plan for flood control. Because much of the Los Angeles River was not considered navigable and was privately owned, the land had to be purchased before flood control work could be completed.

In the late 1920s, E. C. Eaton was named the Los Angeles County chief engineer. Eaton developed the first comprehensive flood control plan for Los Angeles County, and that plan became the basis for all future flood control construction in the county. The plan was proposed and adopted by the County Board of Supervisors in 1931. At the time the plan was adopted, less than 21 miles of the Los Angeles River had permanent flood control works, which consisted of levees reinforced with riprap or cement. Eaton's plan included the immediate construction of permanent flood control works on approximately



11 miles of the river and the construction of levees to close gaps in the existing system, which would have resulted in a network of reinforced levees from the Glendale area to the river's mouth in Long Beach. In addition, the plan recommended the excavation of a new, approximately 7-mile-long channel for the Los Angeles River in the San Fernando Valley, which also had been included in the 1915 and 1917 flood control plans. Three check dams also were proposed for the San Gabriel Mountains, as well as spreading grounds, two flood control reservoirs, check dams, and debris basins (Gumprecht, 1999).

Although the County Board of Supervisors adopted Eaton's plan, it could not be implemented due to lack of funding. Insufficient funds remained from the 1917 and 1926 bond sales, and the public could not be convinced to approve additional bond issues. Improvements in the early 1930s were limited to fixing holes in existing levees, deepening stream channels, and constructing a few miles of both permanent levees and temporary protection along the river. In 1933, Los Angeles County applied to the Federal Emergency Administration of Public Works for funding, but the request was denied (Gumprecht, 1999).

In late 1933, the LACFCD attempted to move forward with the excavation of the new, 7-mile-long channel in the San Fernando Valley that was part of the County's comprehensive plan. In June 1934, President Roosevelt included the LACFCD project in his list of 10 preferred undertakings in his waterways development message to Congress (*Van Nuys News*, 1934a, 1934b), and the County Board of Supervisors subsequently requested funding from the New Deal-era federal Emergency Relief Appropriation Act. In July 1935, President Roosevelt approved \$13 million in WPA funds under the Emergency Relief Act of 1935, which initiated the LACDA and provided for the construction of 14 separate units of the Los Angeles County comprehensive plan for drainage and flood control (Gumprecht, 1999; *Los Angeles Times*, 1935; USACE, 1999).

Work on the Los Angeles River channel in the San Fernando Valley was among the projects approved to be completed under the 1935 federal allotment (*Los Angeles Times*, 1935). The headwaters of the Los Angeles River channel are currently at the confluence of the Arroyo Calabasas and Bell Creek to the west of Owensmouth Avenue where two narrow conduits converge to form the river headwaters. Prior to the 1930s, the Los Angeles River did not extend that far west into the San Fernando Valley. Historically, the river began in Encino near the current location of the Sepulveda Flood Control Basin. In 1935, county flood control workers excavated the heading, as well as the channel that began east of the heading at Owensmouth Avenue and extended approximately 7 miles to Hayvenhurst Avenue (Figure 4-10). The channel was constructed using the "river training method" and was constructed with a double row of wood piles faced with hog wire with brush (Gumprecht, 1999).



Figure 4-10. Head of Los Angeles River Channel at the Confluence of Arroyo Calabasas and Bell Creek in the 1950s (view west-northwest)



Source: Gumprecht, 1999

Although the initial work was based on the County's 1931 comprehensive plan, the USACE found the designs to be insufficient and submitted a revised plan for the Los Angeles, Rio Hondo, and San Gabriel Rivers. The Los Angeles River improvements included the confinement of the river in concrete banks from North Hollywood to the Rio Hondo. From Lankershim Boulevard to the Burbank Western Wash, the river was to be confined to a rectangular, reinforced concrete channel; from the Burbank Western Wash to Elysian Park, the river would have sloped banks, be paved with concrete and grouted rock, and have an unlined bottom; and south from Arroyo Seco, the banks would be paved with stone or concrete. The Sepulveda Flood Control Basin was planned on the main Los Angeles River channel near Van Nuys and the Hansen Dam on Tujunga Wash, along with flood control basins for the upper San Gabriel River and Whittier Narrows (Gumprecht, 1999).

After a flood in 1938, the USACE began the concrete channelization of the Los Angeles River. Today, the channelized river is approximately 51 miles long from its headwaters in Canoga Park to its mouth in San Pedro Bay at the Port of Long Beach. For much of its span, the river is encased in concrete; only the Sepulveda Basin, Glendale Narrows, and estuary in Long Beach retain earthen river bottoms (Elrick, 2007; Gumprecht, 1999).

The first segment of the Los Angeles River to be channelized in concrete was completed in 1939 and included the section between Niagara Street and Doran Street near the intersection of Interstate 5 (Golden State Freeway) and State Highway 134 (Ventura Freeway). Construction was briefly halted during World War II and resumed between 1947 and 1955 (Gumprecht, 1999). Between 1948 and 1953,



channelization work was focused on the eastern San Fernando Valley, and six segments were completed between Niagara Street near Warner Brothers Studios to the east side of the Sepulveda Flood Control Basin. In 1955, the first segment of the river west of the Sepulveda Flood Control Basin in the western San Fernando Valley was constructed between the basin and Reseda Boulevard.

By 1970, the entire LACDA project was complete. It included 100 miles of new channels on the Los Angeles and San Gabriel Rivers, the Rio Hondo, and Ballona Creek; 370 miles of tributary channels; five major flood control basins; 15 smaller flood control dams; and 129 debris basins in the surrounding mountains and foothills.



5 FUTURE BACKGROUND PROJECTS

This section describes planned improvements to highway, transit, and regional rail facilities within the Project Study Area and the region that would occur whether or not the Project is constructed. These improvements are relevant to the analysis of the No Project Alternative and the project alternatives because they are part of the future regional transportation network within which the Project would be incorporated. These improvements would not be considered reasonably foreseeable consequences of not approving the Project as they would occur whether or not the Project is constructed.

The future background projects include all existing and under-construction highway and transit services and facilities, as well as the transit and highway projects scheduled to be operational by 2045 according to the *Measure R Expenditure Plan* (Metro, 2008), the *Measure M Expenditure Plan* (Metro, 2016), the Southern California Association of Governments (SCAG) *Connect SoCal, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) (SCAG, 2020a, 2020b), and the Federal Transportation Improvement Program (FTIP), with the exception of the Sepulveda Transit Corridor Project (Project). The year 2045 was selected as the analysis year for the Project because it was the horizon year of SCAG's adopted RTP/SCS at the time Metro released the NOP for the Project.

5.1 Highway Improvements

The only major highway improvement in the Project Study Area included in the future background projects is the Interstate 405 (I-405) Sepulveda Pass ExpressLanes project (ExpressLanes project). This would include the ExpressLanes project as defined in the 2021 FTIP Technical Appendix, Volume II of III (SCAG, 2021a), which is expected to provide for the addition of one travel lane in each direction on I-405 between U.S. Highway 101 (US-101) and Interstate 10 (I-10). Metro is currently studying several operational and physical configurations of the ExpressLanes project, which may also be used by commuter or rapid bus services, as are other ExpressLanes in Los Angeles County.

5.2 Transit Improvements

Table 5-1 lists the transit improvements that would be included in the future background projects. This list includes projects scheduled to be operational by 2045 as listed in the *Measure R and Measure M Expenditure Plan* (with the exception of the Project) as well as the Inglewood Transit Connector and LAX APM. In consultation with the Federal Transit Administration, Metro selected 2045 as the analysis year to provide consistency across studies for Measure M transit corridor projects. The Inglewood Transit Connector, a planned automated people mover (APM), which was added to the FTIP with *Consistency Amendment #21-05* in 2021, would also be included in the future baseline projects (SCAG, 2021b). These projects would also include the Los Angeles International Airport (LAX) APM, currently under construction by Los Angeles World Airports. The APM will extend from a new Consolidated Rent-A-Car Center to the Central Terminal Area of LAX and will include four intermediate stations. In addition, the new Airport Metro Connector Transit Station at Aviation Boulevard and 96th Street will also serve as a direct connection from the Metro K Line and Metro C Line to LAX by connecting with one of the APM stations.

During peak hours, heavy rail transit (HRT) services would generally operate at 4-minute headways (i.e., the time interval between trains traveling in the same direction), and light rail transit (LRT) services would operate at 5- to 6-minute headways. During off-peak hours, HRT services would generally operate at 8-minute headways and LRT services at 10- to 12-minute headways. Bus rapid transit (BRT) services would generally operate at peak headways between 5 and 10 minutes and off-peak headways between



10 and 14 minutes. The Inglewood Transit Connector would operate at a headway of 6 minutes, with more frequent service during major events. The LAX APM would operate at 2-minute headways during peak and off-peak periods.

Table 5-1. Fixed Guideway Transit System in 2045

Transit Line	Mode	Alignment Description ^a
Metro A Line	LRT	Claremont to downtown Long Beach via downtown Los Angeles
Metro B Line	HRT	Union Station to North Hollywood Station
Metro C Line	LRT	Norwalk to Torrance
Metro D Line	HRT	Union Station to Westwood/VA Hospital Station
Metro E Line	LRT	Downtown Santa Monica Station to Lambert Station (Whittier)
		via downtown Los Angeles
Metro G Line	BRT	Pasadena to Chatsworth ^b
Metro K Line	LRT	Norwalk to Expo/Crenshaw Station
East San Fernando Valley Light Rail	LRT	Metrolink Sylmar/San Fernando Station to Metro G Line Van
Transit Line		Nuys Station
Southeast Gateway Line	LRT	Union Station to Artesia
North San Fernando Valley Bus Rapid	BRT	North Hollywood to Chatsworth ^c
Transit Network Improvements		
Vermont Transit Corridor	BRT	Hollywood Boulevard to 120th Street
Inglewood Transit Connector	APM	Market Street/Florence Avenue to Prairie Avenue/Hardy Street
Los Angeles International Airport	APM	Aviation Boulevard/96th Street to LAX Central Terminal Area
APM		

Source: HTA, 2024

5.3 Regional Rail Projects

The future background projects would include the Southern California Optimized Rail Expansion (SCORE) program, which is Metrolink's Capital Improvement Program that will upgrade the regional rail system (including grade crossings, stations, and signals) and add tracks as necessary to be ready in time for the 2028 Olympic and Paralympic Games. The SCORE program will also help Metrolink to move toward a zero emissions future. The following SCORE projects planned at Chatsworth and Burbank Stations will upgrade station facilities and allow 30-minute all-day service in each direction by 2045 on the Metrolink Ventura County Line:

- 1. Chatsworth Station: This SCORE project will include replacing an at-grade crossing and adding a new pedestrian bridge and several track improvements to enable more frequent and reliable service.
- 2. Burbank Station: This SCORE project will include replacing tracks, adding a new pedestrian crossing, and realigning tracks to achieve more frequency, efficiency, and shorter headways.

In addition, the Link Union Station project will provide improvements to Los Angeles Union Station that will transform the operations of the station by allowing trains to arrive and depart in both directions,

^aAlignment descriptions reflect the project definition as of the date of the Project's Notice of Preparation (Metro, 2021).

^bAs defined in Metro Board actions of <u>July 2018</u> and <u>May 2021</u>, the Metro G Line will have an eastern terminus near Pasadena City College and will include aerial stations at Sepulveda Boulevard and Van Nuys Boulevard.

^cThe North San Fernando Valley network improvements are assumed to be as approved by the Metro Board in December 2022.



rather than having to reverse direction to depart the station. Link Union Station will also prepare Union Station for the arrival of California High-Speed Rail, which will connect Union Station to other regional multimodal transportation hubs such as Hollywood Burbank Airport and the Anaheim Regional Transportation Intermodal Center.



6 NO PROJECT ALTERNATIVE

The only reasonably foreseeable transportation project under the No Project Alternative would be improvements to Metro Line 761, which would continue to serve as the primary transit option through the Sepulveda Pass with peak-period headways of 10 minutes in the peak direction and 15 minutes in the other direction. Metro Line 761 would operate between the Metro E Line Expo/Sepulveda Station and the Metro G Line Van Nuys Station, in coordination with the opening of the East San Fernando Valley Light Rail Transit Line, rather than to its current northern terminus at the Sylmar Metrolink Station.

6.1 Existing Conditions

6.1.1 Archival Research

6.1.1.1 South Central Coastal Information Center Records Search

The South Central Coastal Information Center (SCCIC) records search identified 196 previous cultural resources studies within a 0.5-mile radius of the Archaeological Resource Study Area (RSA) defined within the Project Study Area. The Archaeological RSA consists of six overlapping areas, as shown on Figure 3-6 through Figure 3-10; these include a No Project Alternative, Alternative 1, and Alternatives 3 through 6. The records search also identified 10 previously recorded archaeological sites in or within 0.5 mile of the Archaeological RSA (Table 6-1) and 22 previously recorded built environment resources within a 500-foot radius of the Archaeological RSAs. The Built Environment RSA also consists of six overlapping areas, as shown on Figure 3-6 through Figure 3-10; these also include No Project Alternative, Alternative 1, and Alternatives 3 through 6 (SCCIC results of the Built Environment RSA are discussed in the assessment of each alternative). A table documenting the results of the SCCIC records search for the Archaeological and Built Environment RSAs delineated within the Project Study Area is included in Appendix F.

Table 6-1. No Project Alternative: SCCIC Previously Recorded Archaeological Resources in Study Area

Primary Number (P-19-)	Resource Description	Construction Date/Time Period	Eligibility Evaluation/NRHP Status Code
000382	Kuruvungna*/Serra Springs – Native American Village;	Prehistoric; 1770s;	5
	historically, significant springs; historic high school;	1924-1960s	
	prehistoric and historic artifacts and historic foundations		
003336	Historic refuse deposit	circa 1850s to	7
		1900	
003803	Santa Monica Air Line Railroad Segment	1875	3S
004667	Historic refuse deposit	1929-1935	7
004668	Historic refuse deposit	1940-1960	6
004669	Prehistoric shell and groundstone; historic refuse deposit;	Prehistoric;	7
	brick-lined dry well	1910s-1960s	
004670	Historic refuse deposit	1931-1968	7
004864	Historic refuse deposit	1880-1920	7
004865	Historic refuse deposit	1899-1906	7
100029	Isolated sun colored amethyst glass fragment	Historic	6Z

Source: HTA, 2024

NRHP = National Register of Historic Places



Notes:

3S Appears eligible for NRHP as an individual property through survey evaluation

5 Recognized as Historically Significant by Local Government

6 Determined ineligible for listing in the NRHP

6Z Found ineligible for NRHP, California Register of Historical Resources, or Local designation through survey

evaluation

7 Not evaluated

*Koruuvanga

P-19-000382 is a multicomponent site known as Kuruvungna/Serra Springs. Located in the West Los Angeles district (the City of Santa Monica), it is within the 0.5-mile radius of the Archaeological RSA but does not overlap with the Archaeological or Tribal Cultural RSAs. The site is considered a Traditional Cultural Property (Gabrielino-Tongva Springs Foundation, 2021) by the Native American groups of the Los Angeles area and is designated California Landmark No. 522. The first historical mention of the site is in relation to the Portolá expedition, which camped at a freshwater spring there in 1769. The spring has been known as "Wounded Deer Spring," "San Vicente Spring," and, more recently, "Serra Springs," after Father Junipero Serra, who is said to have given Mass there in 1770 for Saint Monica. The spring, located on El Camino Real, was purchased by the Los Angeles Board of Education from the Sepulveda Estate in 1900, and was the water source for the City of Santa Monica until 1917.

The spring site is located on a 23-acre tract that was developed in 1924 with Warren G. Harding High School, which was renamed University High School in 1932. The historic component of the site includes the Main Building, a Northern Italian Renaissance Revival-style brick school building that was determined eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources in 1994. The building was constructed in 1924, added to in 1926, and reconstructed with alterations designed by Southern California architect Claud Beelman in 1935. During the construction in the vicinity, prehistoric artifacts were discovered, including projectile points, grinding implements, and bone tools. Over the course of multiple construction events at the campus, both prehistoric and historic artifacts have been encountered, and the boundaries of the site have been expanded to include the entire campus. Due to the size of the site, the potential to encounter cultural deposits on adjacent properties is high and will likely expand the site boundaries in the future (CRM TECH, 2013).

The prehistoric component (previously designated CA-LAN-382; Unihi Site) consists of a village midden spanning a large area. While recorded as destroyed on the 1969 Archaeological Site Survey Record, handwritten notes on the document state that, as of 1976, it had not been completely destroyed (King, 1969). The handwritten notes also state that a presumed cemetery had been confirmed in 1975 and that burial and additional artifacts were recovered in 1974–1975, including large projectile points and paint mortars. A burial consisting of an adult post-cranial skeleton and two small Catalina steatite cups was removed from the base of a campus building in 1976. CRM TECH (2013) references the discovery of two inhumations on the property, but details concerning the second burial are not provided. The midden and burial were located in an area 65.6 feet by 164 feet. An active spring was located at the same elevation farther east on the campus. Artifacts were described as shell fragments and stone artifacts in a dark soil with gray shale inclusions. Other artifacts observed include andesite flakes and flake scrapers, Monterey chert flakes, and one chalcedony flake. Fragments of Mytilus, weathered clam, and three pieces of burned faunal bone (probably deer) were also discovered.

Between 2009 and 2012, CRM TECH performed an archaeological monitoring program during earth-moving operations at various locations on the campus. According to CRM TECH (2013), cultural



materials, isolated artifacts, and a stone-and-mortar foundation, constructed of Palos Verdes masonry stone and crushed limestone mortar, were discovered during the program. All, except the foundation, were found in previously disturbed soils (likely moved during construction activities at other locations on the campus). Artifacts include Euro-American and Native American items. Euro-American artifacts date from the late 19th century to the early 1960s and suggest the households in the area were relatively affluent nuclear families, because many of the items were luxury goods. Historic artifacts include alcohol, condiment, medicine, and other health-related bottles; ceramic sherds from porcelain plates, bowls, and coffee cups (some with gold rims or bands); and faunal bones of high-quality meat such as beef roast, beef ribs, pork ribs, and turkey. Native American materials consist of seeds, charcoal, marine shells, lithics, a ceramic sherd, a complete biface/knife, milling stones (finely shaped manos, metates, pestles, and mortars), and chipped stone pieces. Notable artifacts include a pestle that may have been used for ceremonial purposes, a burned siltstone piece exhibiting traces of red ocher on one surface, and a possible slate pendant with etching on one surface (recovered from the vicinity of the stone and mortar foundation). All stone material used in the production of these artifacts was available locally from the Santa Monica Mountains.

P-19-003336 was discovered underneath Barrington Avenue south of Wilshire Boulevard during archaeological construction monitoring for Los Angeles County. P-19-003336 is not located within the Archaeological RSA but is located just north of Kuruvungna/Serra Springs (refer to P-19-000382) and within 1 mile of unnamed creeks to the north and west. Site P-19-003336 has not been evaluated for the NRHP or CRHR. The site consists of a historic refuse deposit dated as Early American through Turn of the Century that was observed within a 49.2-foot-long trench. The trench had a depth of 14.8 feet, with the greatest concentration of artifacts found 8.2 feet to 9.8 feet below grade. Artifacts include glass bottle fragments, burnt wood, red brick, saw-cut mammal bone, porcelain, and rusted metal. The extent of the site is unknown, as the artifacts appeared to continue beyond the depth of the excavation (Humphries, 2000).

P-19-003803 is a 6-mile segment of the Southern Pacific Railroad (SPRR) right-of-way (ROW), known as the Santa Monica Air Line, which includes some visible sections of track and associated features. This site is recorded within the Archaeological RSA, intersecting two areas at the south end of the Project. EDAW Inc. formally recorded and filed the site with the SCCIC in 2008, in support of a pedestrian survey for the Exposition Corridor Transit Project. The 6-mile segment was recommended eligible for listing in the NRHP under Criterion A. P-19-003803 was previously documented in 2003 by John R. Signor, who evaluated a portion of the line between Alameda Street and Vermont Avenue in the City of Los Angeles for NRHP eligibility. In 1999 a portion of the line between Vermont Avenue and Ballona Creek was surveyed by Greenwood and Associates and evaluated as significant under Criterion A of the NRHP.

The track was originally laid in 1875 as part of the Los Angeles and Independence Railroad, which ran from downtown Los Angeles to a wharf in the City of Santa Monica (EDAW Inc., 2008). The railroad was later consolidated with the SPRR in 1888. In 1906 the Los Angeles Pacific Railroad was subsumed by the SPRR and leased part of this line, starting to electrify portions as early as 1908. The Pacific Electric Railway Company took control of the line in 1910, and by 1953, Pacific Electric had shifted the use of the line to a freight line. The line was abandoned by 1991 and was sold in 1993 to Metro. There is a possibility that a portion of the tracks are still present along the ROW (EDAW Inc., 2008). Due to the ROW's location, portions are either in undeveloped areas or heavily paved settings. The segment between Military and Motor Avenues is considered underdeveloped, with areas covered in grass. Other portions, such as the segment between Motor Avenue and Washington Boulevard, are 50 percent paved



over and currently being used as a parking lot and storage facility. Within these portions, the dates embossed on rail elements ranged from 1910 to 1922 (EDAW Inc., 2008).

P-19-004667 is a historic refuse pit located within the old SPRR ROW, near the tracks, and just south of the backyards of single-family residences. The site is near the south end, but not within, the Archaeological RSA, along a Metro alignment. It has not been evaluated for the NRHP or CRHR. The deposit was approximately 4 feet by 2.5 feet with a depth of 3 feet and contained both burned (paper and metal) and unburned (31 glass bottles) artifacts, suggesting at least two different depositional periods. Additional artifacts recorded include ceramic vessels, ferrous screws and wire, a jar lid, and mammal bone. The glass bottle types (machine-made with crown finishes [post-1903]) and embossed maker's marks, date the items to between 1929 and 1954 (Cogstone, 2013). The artifacts may have been deposited by local residents or people camping close to the railroad tracks during the Great Depression (Cogstone, 2013).

P-19-004668 is a historic debris deposit discovered during construction trenching within the SPRR and former Santa Monica Air Line ROW. While the deposit location is not within the Archaeological RSA, it is in the proximity to the Project area at the southern end of the Archaeological RSA along the Metro alignment. P-19-004668 has not been evaluated for the NRHP or CRHR. The deposit was observed over an area of 100 feet by 30 feet approximately 4 inches below the surface, and the northern portion remains unexcavated (Cogstone, 2012). The approximately 300 artifacts observed in the deposit (only 127 were collected), consist primarily of cosmetics-related items, four of which have maker's marks that date the deposit to between 1920 and 1964. Historic research indicates that, between 1948 and 1962, there were at least five cosmetic companies that had offices close to the site that could have discarded the items there, including Howe & Co. Cosmetics, Studio Cosmetics Co., Regent-Artistic Co. Cosmetics, Arlew Inc. Cosmetics, and Dep Corp Cosmetics (Cogstone, 2012). Cogstone (2012) noted that nearly all of the items were unmarked, suggesting the products may have been in development or were used in a commercial studio.

P-19-004669 is a multicomponent site located just west of Centinela Avenue, along the SPRR ROW, and within the eastern border of the City of Santa Monica. The site was discovered during construction trenching and is outside the Archaeological RSA. P-19-004669 has not been evaluated for the NRHP or CRHR. While the site consists primarily of historic-period artifacts, prehistoric marine shell fragments, abalone shell, and a bifacial stone mano were also recovered. The site consists of two features: a historic debris scatter and a brick-lined dry well measuring 2.25 feet in diameter and 18 feet deep. The historic debris scatter was encountered within a 20-foot by 10-foot area in the center and west of the site. The brick-lined dry well is located within the eastern portion of the surrounding historic deposit, which covered an area of approximately 52 feet by 14 feet. As artifacts were observed throughout the trench, and only the site area was excavated, it is possible the site is larger. The brick well may be associated with agricultural fields that pre-date urban development in the City of Santa Monica, while the historic artifacts may be related to informal disposal behind Olympic Boulevard businesses (Cogstone, 2014). The more than 180 historic artifacts date to the 1910s through 1960s, with the majority being from the 1920s to 1940s, and include 59 complete beer, liquor, and soft drink bottles; 17 condiment, medicine, and cosmetic jars; and 18 porcelain fragments from teacups, rice bowls, serving bowls, and sauce dishes (Cogstone, 2014). As many of the items are of Asian manufacture and origin, the artifacts may have come from an Asian restaurant. Additional items from Holland and Mexico were also collected from the site.

P-19-004670 consists of a historic refuse scatter, dating between 1931 and 1968, that was exposed on the SPRR ROW during trenching for a Metro light rail train line. As site exposure and excavation were



limited to construction activities, the potential exists for the site to extend into the Archaeological RSA. The site has not been evaluated for the NRHP or CRHR. The origins of the mid-20th century artifact assemblage are unknown and may represent a cohesive cluster dispersed by disturbance over time, or simply a loose scatter near the railroad tracks. Thirteen artifacts were identified and collected. They included a metal railroad barrier sign, a telephone line insulator, and domestic refuse, including a white stoneware dinner plate sherd, a plate or plaque made from brass or bronze, and a variety of bottles for products such as milk, soda, and liquor. The artifacts were identified approximately 4 feet south of the Archaeological RSA of the Project Study Area within an area measuring 53 feet by 19 feet, with a depth of 4 feet.

P-19-004864, or VA Site 1, is located approximately a quarter mile outside of the Archaeological RSA and consists of a small historic debris scatter, 36 feet by 51 feet, encountered on the lawn in front of a building on the West Los Angeles VA campus, which was constructed in 1938 and is within the West Los Angeles VA Historic District (formally part of the Home Branch Historic District). The site has not been evaluated for the NRHP or CRHR. Artifacts include ceramic tiles (white, off-white, and green), ceramic fragments, milk glass fragments, cement fragments, and one white ceramic insulator that dates from the 1880s to the 1920s (Duke Cultural Resources Management, 2014). It is possible the site was created during demolition activities in the 1930s and that the items are from the 1890s-era National Home for Disabled Volunteer Soldiers (NHDVS) (Duke Cultural Resources Management, 2014). While the site has been impacted by building construction, landscaping, hardscaping, utilities installation, and the placement of a manhole directly outside the site, there is still the potential for buried, intact, historical archaeological features that could provide information regarding the NHDVS's early period.

P-19-004865, or VA Site 2, is located nearly 0.5 mile outside of the Archaeological RSA and consists of a small historic debris scatter encountered in an open dirt area, 36 feet by 36 feet, on the north side of a building on the West Los Angeles VA campus, which was constructed in 1930 and is within the West Los Angeles VA Historic District (formally part of the Home Branch Historic District). This refuse deposit has not been evaluated for the NRHP or CRHR. Artifacts include milk glass fragments, glass sherds (colorless, amethyst, and amber), and ceramic fragments that include a base with the NHDVS maker's mark that dates to between 1899 and 1906. While the site has been impacted by construction, there is still the potential for buried, intact, historical archaeological features that could provide information regarding the NHDVS's early period.

P-19-100029 is an isolated, undiagnostic, "sun purpled" glass sherd, measuring 3.1 by 1.2 by 0.6 inches, observed on a dirt road on the east side of the Stone Canyon Reservoir during a survey for the Stone Canyon access road improvement (RMW Paleo Associates, 1993). The isolate was not located within the Archaeological RSA. Isolated artifacts are not eligible for listing in the NRHP or CRHR.

6.1.1.2 Built Environment Resources Directory

The Built Environment Resources Directory (BERD) search identified a total of 87 resources within the six Built Environment RSAs defined within the Project Study Area. The tabulated results of the BERD search are provided in Appendix F. Results of the BERD records search specific to each alternative's Built Environment RSA are provided separately in Sections 7 through 11.

6.1.1.3 Los Angeles Historic Resources Inventory

The Los Angeles Historic Resources Inventory (HistoricPlacesLA) search identified 54 resources within the six Built Environment RSAs defined within the Project Study Area. The tabulated results of the



HistoricPlacesLA search are provided in Appendix F. Results of the HistoricPlacesLA records search specific to each alternative's Built Environment RSA are provided separately in Sections 6 through 10.

6.1.2 Native American Heritage Commission Sacred Lands File Search and Assembly Bill 52 Consultation

The NAHC conducted an SLF search on November 9, 2021, to identify potential TCRs that could be affected by the Project. The results of the SLF search were positive, indicating the presence of Native American cultural resources and/or TCRs in the Project vicinity.

The NAHC also provided a list of 14 Native American representatives for Assembly Bill (AB) 52 consultation efforts and recommended contacting the Fernadeño Tataviam Band of Mission Indians and Gabrielino-Tongva Indians of California Tribal Council for additional information. AB 52 consultation is documented in Appendix C, and the results are summarized in the following information.

Three tribes, the Gabrieleño Band of Mission Indians – Kizh Nation, the Fernandeño Tataviam Band of Mission Indians, and the Gabrielino-Tongva Indian Tribe, requested to participate in the AB 52 consultation for the Project.

A consultation meeting was held on January 13, 2022, with Jairo Avila, Tribal Historic and Cultural Preservation Officer of the Fernandeño Tataviam Band of Mission Indians, Peter Carter of Metro, and Jaime Guzman and Jennifer Redmond of HTA Partners (HTA).

Another consultation meeting was held on January 20, 2023, with Chairperson Andrew Salas and Matt Tautimes of the Kizh Nation; Peter Carter, Jacqueline Su, and Cameron Palm of Metro; and Jaime Guzman and Alec Stevenson of HTA.

On May 16, 2023, a meeting was held with Christina Conley of the Gabrielino-Tongva Indian Tribe; Peter Carter and Cameron Palm of Metro; Federal Transit Administration representatives; and Sam Silverman, Jaime Guzman, and Allison Hill of HTA to discuss the Planning and Environmental Linkages process for the Project. At the meeting, Ms. Conley confirmed the tribe would like to participate in AB 52 consultation.

As a result of these meetings and continuing AB 52 consultation, tribal representatives indicated that the Cultural RSA is sensitive for TCRs. Representatives from each tribe will provide information on areas that are of concern for the tribe and indicated they would be coordinating with Metro to provide further information. Two of the tribes, the Fernadeño Tataviam Band of Mission Indians, and the Gabrieleño Band of Mission Indians – Kizh Nation, requested that this technical report include a comprehensive discussion of ethnographic information in the assessment of TCRs. At this time, consultation is ongoing, and additional comments and feedback may be received.

6.1.3 Field Surveys

Targeted field surveys for built environment and archaeological resources were conducted by qualified Architectural Historians and Archaeologists who meet the Secretary of the Interior's (SOI) Professional Qualifications Standards (36 Code of Federal Regulations Part 61) to identify cultural resources in the Cultural RSAs.

Architectural Historians conducted a built environment survey from April 10, 2023 through April 12, 2023, to identify resources in the Built Environment RSAs for Alternatives 1 through 6. Surveys were conducted within the public ROW. Surveyors observed and photographed potential historical resources,



collected information on visible alterations based on background information, and assessed the historic integrity of these properties.

Archaeologists conducted a pedestrian survey from April 17, 2023 through April 19, 2023 of accessible exposed ground surfaces within the Archaeological RSAs for Alternatives 1 through 6 that were previously identified during a pre-field desktop review. A few accessible undeveloped lots, predominantly near I-405 on-ramps and off-ramps, were surveyed in 50-foot transects. However, most exposed surfaces consisted of narrow landscaping elements that were too small to require transects. In a few instances, exposed ground surface areas identified in the desktop review could not be safely accessed due to steep slopes, vehicle hazards, or being located on locked private property. Where locations could not be subject to pedestrian survey, a visual inspection was conducted to identify any potential visible archaeological resources.

Visibility across the accessible survey locations varied from over 90 percent in landscaping elements with little to no vegetation, to less than 20 percent in areas with dense vegetation. Most of the survey areas consisted of relatively flat surfaces; however, in areas along the I-405 corridor, steep slopes were observed that presented some access issues. Observed soils varied across the survey area but generally consisted of heavily disturbed native soil or imported fill. Vegetation consisted of non-native grasses and non-native landscaping plants, including trees, shrubs, and flowers. Modern or temporally undiagnostic refuse was observed in many locations and included plastic or paper food and beverage container waste, glass fragments, building materials (brick, concrete, tile, etc.), and various metal scrap.

6.1.4 Resources within the Resource Study Areas

Historical resources, unique archaeological resources, the potential for human remains, and TCRs that were identified through research, survey, and consultation in the Cultural RSA specific to each alternative are discussed separately in Sections 6 through 10.

6.2 Impact Evaluation

6.2.1 Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

6.2.1.1 Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect historical resources as the existing bus route would continue to operate along existing streets and highways. In addition, because the Project would not be built, its impacts on historical resources wouldn't occur. The No Project Alternative would have no operational impacts to historical resources in the Built Environment RSA.

6.2.1.2 Construction Impacts

Changes to the Metro Line 761 would require minimal or no construction activities, as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. It is not anticipated that any of the historical



resources identified within the Built Environment RSA would be affected by such construction activities. Impacts to historical resources associated with the No Project Alternative would be less than significant during construction.

6.2.2 Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

6.2.2.1 Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect archaeological resources as the existing bus route would continue to operate along existing streets and highways. Operational activities do not typically include excavation which would potentially impact archaeological resources. Therefore, the No Project Alternative would have no operational impacts to archaeological resources in the Archaeological RSA.

6.2.2.2 Construction Impacts

Changes to the Metro Line 761 would require minimal or no construction activities, as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. The maximum depth of disturbance required to implement any bus stop modifications associated with the rerouting of Metro Line 761 would be within the artificial fill depth associated with the existing street and would have minimal potential to encounter any previously undiscovered archaeological resources. Impacts to archaeological resources would be less than significant.

6.2.3 Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

6.2.3.1 Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect historical resources, as the existing bus route would continue to operate along existing streets and highways. Operational activities do not typically include excavation, which would potentially impact human remains. Therefore, the No Project Alternative would have no operational impacts to human remains in the Archaeological RSA.

6.2.3.2 Construction Impacts

Changes to the Metro Line 761 would require minimal or no construction activities as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. The maximum depth of disturbance required to implement any bus



stop modifications associated with the rerouting of Metro Line 761 would be within the artificial fill depth associated with the existing street and would have minimal potential to encounter any unofficial burial sites. Impacts to buried human remains would be less than significant.

6.2.4 Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe?

6.2.4.1 Operational Impacts

Within the Project Study Area, the only reasonably foreseeable transit improvement under the No Project Alternative would include changes to the Metro Line 761. Changes to the bus route would have no potential to affect historical resources, as the existing bus route would continue to operate along existing streets and highways. Operational activities do not typically include excavation, which would potentially impact TCRs. Therefore, the No Project Alternative would have no operational impacts to TCRs in the Tribal Cultural RSA.

6.2.4.2 Construction Impacts

Changes to the Metro Line 761 would require minimal or no construction activities, as the existing Metro bus line would simply be rerouted to between the Metro E Line Expo/Sepulveda Station and the Van Nuys Metrolink/Amtrak Station. These potential termini already include transit infrastructure supporting bus feeder lines and would not require construction of new facilities to support the rerouted bus service. Minor bus stop modifications along the Metro Line 761 may be required; however, construction activities associated with these improvements would consist of minimal or no ground disturbance within existing sidewalks and street ROW. The maximum depth of disturbance required to implement any bus stop modifications associated with the rerouting of Metro Line 761 would be within the artificial fill depth associated with the existing street and would have minimal potential to encounter any previously undiscovered archaeological resources or TCRs. Impacts to TCRs would be less than significant.

6.3 Mitigation Measures

6.3.1 Operational Impacts

No mitigation measures are required.

6.3.2 Construction Impacts

No mitigation measures are required.

6.3.3 Impacts After Mitigation

No mitigation measures are required; impacts are less than significant.



7 ALTERNATIVE 1

7.1 Alternative Description

Alternative 1 is an entirely aerial monorail alignment that would run along the Interstate 405 (I-405) corridor and would include eight aerial monorail transit (MRT) stations and a new electric bus route from the Los Angeles County Metropolitan Transportation Authority's (Metro) D Line Westwood/VA Hospital Station to the University of California, Los Angeles (UCLA) Gateway Plaza via Wilshire Boulevard and Westwood Boulevard. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Metro E, Metro D, and Metro G Lines, the East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 15.1 miles. The length of the bus route would be 1.5 miles.

The eight aerial MRT stations and three bus stops would be as follows:

- 1. Metro E Line Expo/Sepulveda Station (aerial)
- 2. Santa Monica Boulevard Station (aerial)
- 3. Wilshire Boulevard/Metro D Line Station (aerial)
 - a. Wilshire Boulevard/VA Medical Center bus stop
 - b. Westwood Village bus stop
 - c. UCLA Gateway Plaza bus stop
- 4. Getty Center Station (aerial)
- 5. Ventura Boulevard/Sepulveda Boulevard Station (aerial)
- 6. Metro G Line Sepulveda Station (aerial)
- 7. Sherman Way Station (aerial)
- 8. Van Nuys Metrolink Station (aerial)

7.1.1 Operating Characteristics

7.1.1.1 Alignment

As shown on Figure 7-1, from its southern terminus at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 1 would generally follow I-405 to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor near the alignment's northern terminus at the Van Nuys Metrolink Station. At several points, the alignment would transition from one side of the freeway to the other or to the median. North of U.S. Highway 101 (US-101), the alignment would be on the east side of I-405 right-ofway (ROW) and would then curve eastward along the south side of the LOSSAN rail corridor to Van Nuys Boulevard.

The proposed southern terminus station would be located west of the existing Metro E Line Expo/Sepulveda Station and east of I-405 between Pico Boulevard and Exposition Boulevard. Tail tracks would extend just south of the station adjacent to the eastbound Interstate 10 to northbound I-405 connector over Exposition Boulevard. North of the Metro E Line Expo/Sepulveda Station, a storage track would be located off the main alignment north of Pico Boulevard between I-405 and Cotner Avenue. The alignment would continue north along the east side of I-405 until just south of Santa Monica Boulevard, where a proposed station would be located between the I-405 northbound travel lanes and Cotner Avenue. The alignment would cross over the northbound and southbound freeway lanes north of Santa Monica Boulevard and travel along the west side of I-405, before reaching a proposed station within the



I-405 southbound-to-eastbound loop off-ramp to Wilshire Boulevard, near the Metro D Line Westwood/VA Hospital Station.



Figure 7-1. Alternative 1: Alignment

Source: LASRE, 2024; HTA, 2024

An electric bus would serve as a shuttle between the Wilshire Boulevard/Metro D Line Station and UCLA Gateway Plaza. From the Wilshire Boulevard/Metro D Line Station, the bus would travel east on Wilshire Boulevard and turn north on Westwood Boulevard to UCLA Gateway Plaza and make an intermediate stop in Westwood Village near the intersection of Le Conte Avenue and Westwood Boulevard.



North of Wilshire Boulevard, the monorail alignment would transition over the southbound I-405 freeway lanes to the freeway median, where it would continue north over the Sunset Boulevard overcrossing. The alignment would remain in the median to Getty Center Drive, where it would cross over the southbound freeway lanes to the west side of I-405, just north of the Getty Center Drive undercrossing, to the proposed Getty Center Station located north of the Getty Center tram station. The alignment would return to the median for a short distance before curving back to the west side of I-405, south of the Sepulveda Boulevard undercrossing north of the Getty Center Drive interchange. After crossing over Bel Air Crest Road and Skirball Center Drive, the alignment would return to the median and run under the Mulholland Drive Bridge, then continue north within the I-405 median to descend into the San Fernando Valley (Valley).

Near Greenleaf Street, the alignment would cross over the northbound freeway lanes and northbound on-ramps toward the proposed Ventura Boulevard Station on the east side of I-405. This station would be located above a transit plaza and would replace an existing segment of Dickens Street adjacent to I-405, just south of Ventura Boulevard. Immediately north of the Ventura Boulevard Station, the alignment would cross over northbound I-405 to the US-101 connector and continue north between the connector and the I-405 northbound travel lanes. The alignment would continue north along the east side of I-405—crossing over US-101 and the Los Angeles River—to a proposed station on the east side of I-405 near the Metro G Line Busway. A new at-grade station on the Metro G Line would be constructed for Alternative 1 adjacent to the proposed monorail station. These proposed stations are shown on the Metro G Line inset area on Figure 7-1.

The alignment would then continue north along the east side of I-405 to the proposed Sherman Way Station. The station would be located inside the I-405 northbound loop off-ramp to Sherman Way. North of the station, the alignment would continue along the eastern edge of I-405, then curve to the southeast parallel to the LOSSAN rail corridor. The alignment would remain aerial along Raymer Street east of Sepulveda Boulevard and cross over Van Nuys Boulevard to the proposed terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. Overhead utilities along Raymer Street would be undergrounded where they would conflict with the guideway or its supporting columns. Tail tracks would be located southeast of this terminus station.

7.1.1.2 Guideway Characteristics

The monorail alignment of Alternative 1 would be entirely aerial, utilizing straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Northbound and southbound trains would travel on parallel beams supported by either a single-column or a straddle-bent structure. Figure 7-2 shows a typical cross-section of the aerial monorail guideway.



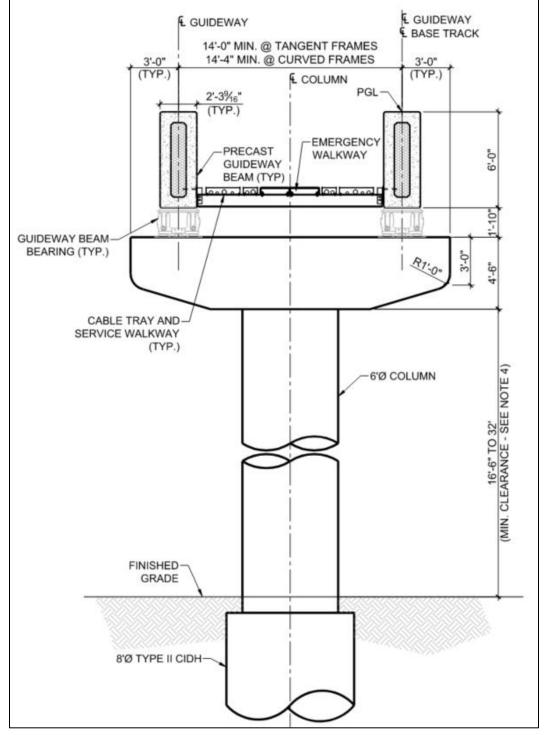


Figure 7-2. Typical Monorail Guideway Cross-Section

Source: LASRE, 2024

On a typical guideway section (i.e., not at a station), guide beams would rest on 20-foot-wide column caps (i.e., the structure connecting the columns and the guide beams), with typical spans (i.e., the



distance between columns) ranging from 70 to 190 feet. The bottom of the column caps would typically be between 16.5 feet and 32 feet above ground level.

Over certain segments of roadway and freeway facilities, a straddle-bent configuration, as shown on Figure 7-3, consisting of two concrete columns constructed outside of the underlying roadway would be used to support the guide beams and column cap. Typical spans for these structures would range between 65 and 70 feet. A minimum 16.5-foot clearance would be maintained between the underlying roadway and the bottom of the column caps.

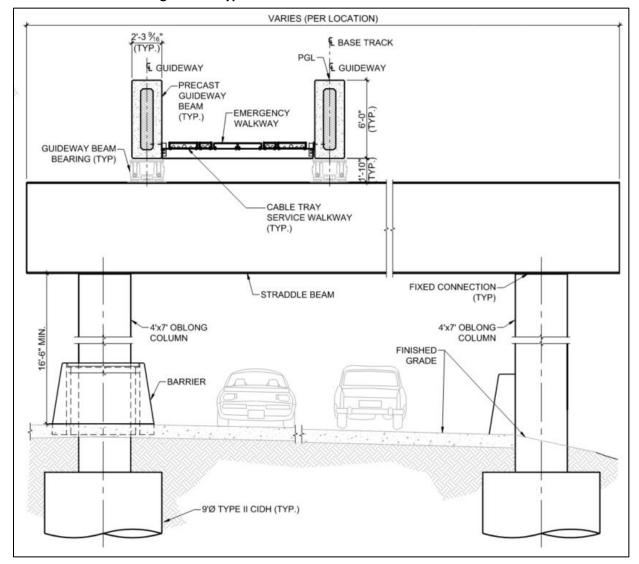


Figure 7-3. Typical Monorail Straddle-Bent Cross-Section

Source: LASRE, 2024

Structural support columns would vary in size and arrangement by alignment location. Columns would be 6 feet in diameter along main alignment segments adjacent to I-405 and be 4 feet wide by 6 feet long in the I-405 median. Straddle-bent columns would be 4 feet wide by 7 feet long. At stations, six rows of dual 5-foot by- 8-foot columns would support the aerial guideway. Beam switch locations and long-span structures would also utilize different sized columns, with dual 5-foot columns supporting switch



locations and 9-foot- or 10-foot-diameter columns supporting long-span structures. Crash protection barriers would be used to protect the columns. Columns would have a cast-in-drilled-hole (CIDH) pile foundation extending 1 foot in diameter beyond the column width with varying depths for appropriate geotechnical considerations and structural support.

7.1.1.3 Vehicle Technology

Alternative 1 would utilize straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Rubber tires would sit both atop and on each side of the guide beam to provide traction and guide the train. Trains would be automated and powered by power rails mounted to the guide beam, with planned peak-period headways of 166 seconds and off-peak-period headways of 5 minutes. Monorail trains could consist of up to eight cars. Alternative 1 would have a maximum operating speed of 56 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations.

Monorail train cars would be 10.5 feet wide, with two double doors on each side. End cars would be 46.1 feet long with a design capacity of 97 passengers, and intermediate cars would be 35.8 feet long and have a design capacity of 90 passengers.

The electric bus connecting the Wilshire Boulevard/Metro D Line Station, Westwood Village, and UCLA Gateway Plaza would be a battery electric, low-floor transit bus, either 40 or 60 feet in length. The buses would run with headways of 2 minutes during peak periods. The electric bus service would operate in existing mixed-flow travel lanes.

7.1.1.4 Stations

Alternative 1 would include eight aerial MRT stations with platforms approximately 320 feet long, elevated 50 feet to 75 feet above the existing ground level. The Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Ventura Boulevard/Sepulveda Boulevard, Sherman Way, and Van Nuys Metrolink Stations would be center-platform stations where passengers would travel up to a shared platform that would serve both directions of travel. The Wilshire Boulevard/Metro D Line, Getty Center, and Metro G Line Sepulveda Stations would be side-platform stations where passengers would select and travel up to one of two station platforms, depending on their direction of travel. Each station, regardless of whether it has side or center platforms, would include a concourse level prior to reaching the train platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from ground level to the concourse.

Station platforms would be approximately 320 feet long and would be supported by six rows of dual 5-foot by 8-foot columns. Station platforms would be covered, but not enclosed. Side-platform stations would be 61.5 feet wide to accommodate two 13-foot-wide station platforms with a 35.5-foot-wide intermediate gap for side-by-side trains. Center-platform stations would be 49 feet wide, with a 25-foot-wide center platform.

Monorail stations would include automatic, bi-parting fixed doors along the edges of station platforms. These doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.



Metro E Line Expo/Sepulveda Station

- This aerial station would be located near the existing Metro E Line Expo/Sepulveda Station, just east of I-405 between Pico Boulevard and Exposition Boulevard.
- A transit plaza and station entrance would be located on the east side of the station.
- An off-street passenger pick-up/drop-off loop would be located south of Pico Boulevard west of Cotner Avenue.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the Metro E Line Expo/Sepulveda Station within the fare paid zone.
- Passengers would be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces. No additional automobile parking would be provided at the proposed station.

Santa Monica Boulevard Station

- This aerial station would be located just south of Santa Monica Boulevard, between the I-405 northbound travel lanes and Cotner Avenue.
- Station entrances would be located on the southeast and southwest corners of Santa Monica Boulevard and Cotner Avenue. The entrance on the southeast corner of the intersection would be connected to the station concourse level via an elevated pedestrian walkway spanning Cotner Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This aerial station would be located west of I-405 and south of Wilshire Boulevard within the southbound I-405 loop off-ramp to eastbound Wilshire Boulevard.
- An elevated pedestrian walkway spanning the adjacent I-405 ramps would connect the concourse level of the proposed station to a station plaza adjacent to the Metro D Line Westwood/VA Hospital Station within the fare paid zone. The station plaza would be the only entrance to the proposed station.
- The station plaza would include an electric bus stop and provide access to the Metro D Line Station via a new station entrance and concourse constructed using a knock-out panel provided in the Metro D Line Station.
- The passenger pick-up/drop-off facility at the Metro D Line Station would be reconfigured, maintaining the original capacity.
- No dedicated station parking would be provided at this station.

Getty Center Station

- This aerial station would be located on the west side of I-405 near the Getty Center, approximately 1,000 feet north of the Getty Center tram station.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the Getty Center tram station. The proposed connection would occur outside the fare paid zone.
- The pedestrian walkway would provide the only entrance to the proposed station.



No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This aerial station would be located east of I-405, just south of Ventura Boulevard.
- A transit plaza, including two station entrances, would be located on the east side of the station. The
 plaza would require the closure of a 0.1-mile segment of Dickens Street between Sepulveda
 Boulevard and Ventura Boulevard, with a passenger pick-up/drop-off loop and bus stops provided
 south of the station, off Sepulveda Boulevard.
- No dedicated station parking would be provided at this station.

Metro G Line Sepulveda Station

- This aerial station would be located near the Metro G Line Sepulveda Station, between I-405 and the Metro G Line Busway.
- Entrances to the MRT station would be located on both sides of a proposed new Metro G Line bus rapid transit (BRT) station.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the proposed new Metro G Line BRT station outside of the fare paid zone.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are used for transit parking. No additional automobile parking would be provided at the proposed station.

Sherman Way Station

- This aerial station would be located inside the I-405 northbound loop off-ramp to Sherman Way.
- A station entrance would be located on the north side of Sherman Way.
- An on-street passenger pick-up/drop-off area would be provided on the north side of Sherman Way west of Firmament Avenue.
- No dedicated station parking would be provided at this station.

Van Nuys Metrolink Station

- This aerial station would be located on the east side of Van Nuys Boulevard, just south of the LOSSAN rail corridor, incorporating the site of the current Amtrak ticket office.
- A station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A second entrance would be located north of the LOSSAN rail corridor with an elevated pedestrian walkway connecting to both the concourse level of the proposed station and the platform of the Van Nuys Metrolink/Amtrak Station.
- Existing Metrolink station parking would be reconfigured, maintaining approximately the same number of spaces, but 180 parking spaces would be relocated north of the LOSSAN rail corridor.
 Metrolink parking would not be available to Metro transit riders.

7.1.1.5 Station-to-Station Travel Times

Table 7-1 presents the station-to-station distance and travel times for Alternative 1. The travel times include both run time and dwell time. Dwell time is 30 seconds per station. Northbound and



southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 7-1. Alternative 1: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to-Station Travel Time (seconds)	Southbound Station-to- Station Travel Time (seconds)	Dwell Time (seconds)
Metro E Line Station					30
Metro E Line	Santa Monica Boulevard	0.9	122	98	_
Santa Monica Boulevard	Station				30
Santa Monica Boulevard	Wilshire/Metro D Line	0.7	99	104	_
Wilshire/Metro D Line Sto	ation				30
Wilshire/Metro D Line	Getty Center	2.9	263	266	_
Getty Center Station					30
Getty Center	Ventura Boulevard	4.7	419	418	_
Ventura Boulevard Statio	n				30
Ventura Boulevard	Metro G Line	2.0	177	184	_
Metro G Line Station					30
Metro G Line Sherman Way		1.5	135	134	_
Sherman Way Station					30
Sherman Way	Van Nuys Metrolink	2.4	284	284	_
Van Nuys Metrolink Stati	on				30

Source: LASRE, 2024

- = no data

7.1.1.6 Special Trackwork

Alternative 1 would include five pairs of beam switches to enable trains to cross over to the opposite beam. From south to north, the first pair of beam switches would be located just north of the Metro E Line Expo/Sepulveda Station. The second pair of beam switches would be located near the Wilshire Boulevard/Metro D Line Station on the north side of Wilshire Boulevard, within the Wilshire Boulevard westbound to I-405 southbound loop on-ramp. A third pair of beam switches would be located in the Sepulveda Pass just south of Mountaingate Drive and Sepulveda Boulevard. A fourth pair of beam switches would be located south of the Metro G Line Station between the I-405 northbound lanes and the Metro G Line Busway. The final pair would be located near the Van Nuys Metrolink Station.

At beam switch locations, the typical cross-section of the guideway would increase in column and column cap width. The column cap at these locations would be 64 feet wide, with dual 5-foot-diameter columns. Underground pile caps for additional structural support would also be required at beam switch locations. Figure 7-4 shows a typical cross-section of the monorail beam switch.



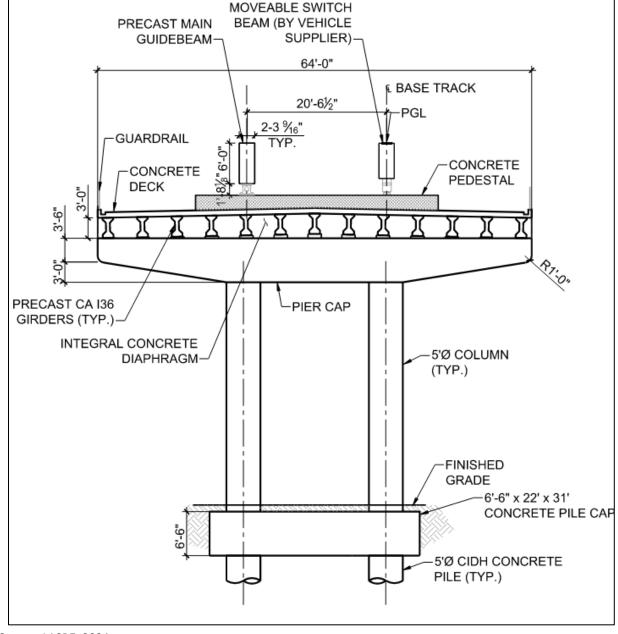


Figure 7-4. Typical Monorail Beam Switch Cross-Section

Source: LASRE, 2024

7.1.1.7 Monorail Maintenance and Storage Facilities

MSF Base Design

In the maintenance and storage facility (MSF) Base Design for Alternative 1, the MSF would be located on City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station. The MSF Base Design site would be approximately 18 acres and would be designed to accommodate a fleet of 208 monorail vehicles. The site would be bounded by the LOSSAN rail corridor to the north, Saticoy Street to the south, and property lines extending north of Tyrone and Hazeltine Avenues to the east and west, respectively.



Monorail trains would access the site from the main alignment's northern tail tracks at the northwest corner of the site. Trains would travel parallel to the LOSSAN rail corridor before curving southeast to maintenance facilities and storage tracks. The guideway would remain in an aerial configuration within the MSF Base Design, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- Traction power substation (TPSS)
- Maintenance-of-way (MOW) building
- Parking area for employees

MSF Design Option 1

In the MSF Design Option 1, the MSF would be located on industrial property, abutting Orion Avenue, south of the LOSSAN rail corridor. The MSF Design Option 1 site would be approximately 26 acres and would be designed to accommodate a fleet of 224 monorail vehicles. The site would be bounded by I-405 to the west, Stagg Street to the south, the LOSSAN rail corridor to the north, and Orion Avenue and Raymer Street to the east. The monorail guideway would travel along the northern edge of the site.

Monorail trains would access the site from the monorail guideway east of Sepulveda Boulevard, requiring additional property east of Sepulveda Boulevard and north of Raymer Street. From the northeast corner of the site, trains would travel parallel to the LOSSAN rail corridor before turning south to maintenance facilities and storage tracks parallel to I-405. The guideway would remain in an aerial configuration within the MSF Design Option 1, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- TPSS
- MOW building
- Parking area for employees

Figure 7-5 shows the locations of the MSF Base Design and MSF Design Option 1 for Alternative 1.





Figure 7-5. Alternative 1: Maintenance and Storage Facility Options

7.1.1.8 Electric Bus Maintenance and Storage Facility

An electric bus MSF would be located on the northwest corner of Pico Boulevard and Cotner Avenue and would be designed to accommodate 14 electric buses. The site would be approximately 2 acres and would comprise six parcels bounded by Cotner Avenue to the east, I-405 to the west, Pico Boulevard to the south, and the I-405 northbound on-ramp to the north.

The site would include approximately 45,000 square feet of buildings and include the following facilities:

- Maintenance shop and bay
- Maintenance office
- Operations center
- Bus charging equipment
- Parts storeroom with service areas
- Parking area for employees

Figure 7-6 shows the location of the proposed electric bus MSF.



Metro E Line & Stations Sepulveda Transit Corridor E-bus MSF IIIII O IIIII Alternative 1 (Aerial) Subject to Change 24-1299 © 2024 LACMTA EXPOSITION BL Metro E Line O

Figure 7-6. Alternative 1: Electric Bus Maintenance and Storage Facility

7.1.1.9 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. A TPSS on a site of approximately 8,000 square feet would be located approximately every 1 mile along the alignment. Table 7-2 lists the TPSS locations proposed for Alternative 1.

Figure 7-7 shows the TPSS locations along the Alternative 1 alignment.



Table 7-2. Alternative 1: Traction Power Substation Locations

TPSS No.	TPSS Location Description	Configuration
1	TPSS 1 would be located east of I-405, just south of Exposition Boulevard and the monorail guideway tail tracks.	At-grade
2	TPSS 2 would be located west of I-405, just north of Wilshire Boulevard, inside the Westbound Wilshire Boulevard to I-405 Southbound Loop On-Ramp.	At-grade
3	TPSS 3 would be located west of I-405, just north of Sunset Boulevard, inside the Church Lane to I-405 Southbound Loop On-Ramp.	At-grade
4	TPSS 4 would be located east of I-405 and Sepulveda Boulevard, just north of the Getty Center Station.	At-grade
5	TPSS 5 would be located west of I-405, just east of the intersection between Promontory Road and Sepulveda Boulevard.	At-grade
6	TPSS 6 would be located between I-405 and Sepulveda Boulevard, just north of the Skirball Center Drive Overpass.	At-grade
7	TPSS 7 would be located east of I-405, just south of Ventura Boulevard Station, between Sepulveda Boulevard and Dickens Street.	At-grade
8	TPSS 8 would be located east of I-405, just south of the Metro G Line Sepulveda Station.	At-grade
9	TPSS 9 would be located east of I-405, just east of the Sherman Way Station, inside the I-405 Northbound Loop Off-Ramp to Sherman Way westbound.	At-grade
10	TPSS 10 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor.	At-grade
11	TPSS 11 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor.	At-grade (within MSF Design Option)
12	TPSS 12 would be located between Van Nuys Boulevard and Raymer Street, south of the LOSSAN rail corridor.	At-grade
13	TPSS 13 would be located south of the LOSSAN rail corridor, between Tyrone Avenue and Hazeltine Avenue.	At-grade (within MSF Base Design)





Figure 7-7. Alternative 1: Traction Power Substation Locations

7.1.1.10 Roadway Configuration Changes

Table 7-3 lists the roadway changes necessary to accommodate the guideway of Alternative 1. Figure 7-8 shows the location of these roadway changes in the Sepulveda Transit Corridor Project (Project) Study Area, except for I-405 configuration changes, which would occur throughout the corridor.



Table 7-3. Alternative 1: Roadway Changes

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				The state of the s
	I-405	Sunset Boulevard	Bel Terrace	
guideway columns in the median				



Location	From	То	Description of Change
I-405	Sepulveda Boulevard Northbound Off-Ramp (Getty Center Drive interchange)	Sepulveda Boulevard Northbound On-Ramp (Getty Center Drive interchange)	I-405 widening to accommodate aerial guideway columns in the median
I-405	Skirball Center Drive	I-405 Northbound On- Ramp at Mulholland Drive	I-405 widening to accommodate aerial guideway columns in the median





Figure 7-8. Alternative 1: Roadway Changes

Source: LASRE, 2024; HTA, 2024

In addition to the changes made to accommodate the guideway, as listed in Table 7-3, roadways and sidewalks near stations would be reconstructed, which would result in modifications to curb ramps and driveways.

7.1.1.11 Fire/Life Safety – Emergency Egress

Continuous emergency evacuation walkways would be provided along the guideway. The walkways would typically consist of structural steel frames anchored to the guideway beams to support non-slip



walkway panels. The walkways would be located between the two guideway beams for most of the alignment; however, where the beams split apart, such as entering center-platform stations, short portions of the walkway would be located on the outside of the beams.

7.1.2 Construction Activities

Construction activities for Alternative 1 would include constructing the aerial guideway and stations, widening I-405, and constructing ancillary facilities. Construction of the transit through substantial completion is expected to have a duration of 6½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

Aerial guideway construction would begin at the southern and northern ends of the alignment and connect in the middle. Constructing the guideway would require a combination of freeway and local street lane closures throughout the work limits to provide sufficient work area. The first stage of I-405 widening would include a narrowing of adjacent freeway lanes to a minimum width of 11 feet (which would eliminate shoulders) and placing K-rail on the outside edge of the travel lanes to create outside work areas. Within these outside work zones, retaining walls, drainage infrastructure, and outer pavement widenings would be constructed to allow for I-405 widening. The reconstruction of on- and off-ramps would be the final stage of I-405 widening.

A median work zone along I-405 for the length of the alignment would be required for erection of the guideway structure. In the median work zone, demolition of the existing median and drainage infrastructure would be followed by the installation of new K-rail and installation of guideway structural components, which would include full directional freeway closures when guideway beams must be transported into the median work areas during late-night hours. Additional night and weekend directional closures would be required for installation of long-span structures over I-405 travel lanes where the guideway would transition from the median.

Aerial station construction is anticipated to last the duration of construction activities for Alternative 1 and would include the following general sequence of construction:

- Site clearing
- Utility relocation
- Construction fencing and rough grading
- CIDH pile drilling and installation
- Elevator pit excavation
- Soil and material removal
- Pile cap and pier column construction
- Concourse level and platform level falsework for cast-in-place structural concrete
- Guideway beam installation
- Elevator and escalator installation
- Completion of remaining concrete elements such as pedestrian bridges
- Architectural finishes and mechanical, electrical, and plumbing installation

Alternative 1 would require construction of a concrete casting facility for columns and beams associated with the elevated guideway. A specific site has not been identified; however, it is expected that the facility would be located on industrially zoned land adjacent to a truck route in either the Antelope Valley or Riverside County. When a site is identified, the contractor would obtain all permits and approvals necessary from the relevant jurisdiction, the appropriate air quality management entity, and other regulatory entities.



TPSS construction would require additional lane closures. Large equipment including transformers, rectifiers, and switchgears would be delivered and installed through prefabricated modules where possible in at-grade TPSSs. The installation of transformers would require temporary lane closures on Exposition Boulevard, Beloit Avenue, Sepulveda Boulevard just north of Cashmere Street, and the I-405 northbound on-ramp at Burbank Boulevard.

Table 7-4 and Figure 7-9 show the potential construction staging areas for Alternative 1. Staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

Table 7-4. Alternative 1: Construction Staging Locations

No.	Location Description
1	Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405
2	South of Dowlen Drive and east of Greater LA Fisher House
3	At 1400 N Sepulveda Boulevard
4	At 1760 N Sepulveda Boulevard
5	East of I-405 and north of Mulholland Drive Bridge
6	Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101
7	ElectroRent Building south of Metro G Line Busway, east of I-405
8	Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard
9	Along Cabrito Road east of Van Nuys Boulevard

Source: LASRE, 2024; HTA, 2024





Figure 7-9. Alternative 1: Construction Staging Locations



7.2 Existing Conditions

7.2.1 Archival Research

7.2.1.1 South Central Coastal Information Center Records Search

The South Central Coastal Information Center (SCCIC) records search identified 40 previous cultural resources studies that intersect the Alternative 1 Archaeological Resource Study Area (RSA). The complete results of the SCCIC records search are provided in Appendix F.

Built Environment Resources within the Alternative 1 Built Environment Resource Study Area

The SCCIC resources search identified 25 previously recorded built environment resources within or partially within the Alternative 1 Built Environment RSA (Table 7-5).

Table 7-5. Alternative 1: SCCIC Previously Recorded Resources within the Built Environment Resource Study Area

Primary Number (P-19-)	Resource Name	Construction Date/ Time Period	Eligibility Evaluation/NRHP Status Code
173043	Los Angeles VA Medical Center Historic District	1923-1953	3
173148	and National Cemetery LADWP Westwood Distribution	1933	7N
173149	Engine Co. #37	circa 1942	7
173150	1222 Veteran Avenue	1938	7N
173163	UCLA Greenhouse Complex Building #1	1930-1955	6 – Demolished
173164	UCLA Greenhouse Complex Building #2	1930-1955	6 – Demolished
173165	UCLA Greenhouse Complex Building #3	1930-1955	6 – Demolished
173166	UCLA Greenhouse Complex Building #4	1930-1955	6 – Demolished
173535	Fox Westwood Village Theatre	1931	7
174110	Ralph's Grocery Store	1933	15
175802	UCLA District	1929-1935	2S2
180601	Daughters of the American Revolution Trees	1929	6
187565	Mulholland Drive over I-405 Bridge	1959	3
187951	USAR Center, Daniels Hall	1958	7
188093	Sepulveda Flood Control Dam	1939	3
188227	Weyburn-Classic Building	1936	6Y
188905	Sepulveda Boulevard Bridge #53-1099S	1959	6Y
189273	Linde Medical Building	1962/1968	3S
189274	Westwood Federal Building	1966	3
189982	UCLA, Rehabilitation Center	1963	3S
190024	11154 Exposition Boulevard	1944	6Y
190025	11162 Exposition Boulevard	1942	6Z
190026	11174 Exposition Boulevard	1941	6Z
190058	641-647 N Sepulveda Boulevard	1965	6Y
190591	UCLA-Ackerman Hall	1966	6Y

Source: HTA, 2024

NRHP = National Register of Historic Places

SCCIC = South Central Coastal Information Center

USAR = United States Army Reserve



Notes:

- 1S Individual property listed in the NRHP by the Keeper of the NRHP. Listed in the California Register of Historical Resources (CRHR).
- 2S2 Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR.
- 3 Appears eligible for NRHP to person completing or reviewing form.
- 3S Appears eligible for NRHP as an individual property through survey evaluation.
- 6 Determined ineligible for listing in the NRHP.
- 6Y Determined ineligible for NRHP by consensus through Section 106 process Not evaluated for CRHR or local listing.
- 6Z Found ineligible for NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.
- 7N Needs to be reevaluated (formerly NRHP Status Code 4).

The SCCIC records search also identified one previously recorded archaeological resource (P-19-003803) within the Alternative 1 Archaeological RSA, three (P-19-004670, P-19-004864, and P-19-004865) within the Alternative 1 Built Environment RSA, and one (P-19-000382) within 0.5-mile radius of the Alternative 1 Archaeological RSA. Five additional archaeological resources (P-19-003336, P-19-004667, P-19-004668, P-19-004669, P-19-100029) are located within the Project Study Area beyond a 0.5-mile radius. The resources within the Alternative 1 Archaeological and Built Environment RSAs, as well as the remainder of the Project Study Area are summarized in Table 7-6, and site descriptions are included in Section 6.1.1.1.

Table 7-6. Alternative 1: SCCIC Previously Recorded Archaeological Resources

Primary Number (P-19-)	Resource Description	Construction Date/Time Period	Eligibility Evaluation/ NRHP Status Code
Within the	Alternative 1 Archaeological Resource Study Area		
003803	Santa Monica Air Line Railroad Segment	1875	3S
Within the	Alternative 1 Built Environment Resource Study Area		
004670	Historic refuse deposit	1931-1968	7
004864	Historic refuse deposit	1880-1920	7
004865	Historic refuse deposit	1899-1906	7
Within Proj	iect Study Area		
000382	Kuruvungna*/Serra Springs – Native American Village;	Prehistoric;	5
	historically significant springs; historic high school;	1770s;	
	prehistoric and historic artifacts and historic foundations	1924-1960s	
003336	Historic refuse deposit	circa 1850s to	7
		1900	
004667	Historic refuse deposit	1929-1935	7
004668	Historic refuse deposit	1940-1960	6
004669	Prehistoric shell and groundstone; historic refuse deposit;	Prehistoric;	7
	brick-lined dry well	1910s-1960s	
100029	Isolated sun colored amethyst glass fragment	Historic	6Z

Source: HTA, 2024



NRHP = National Register of Historic Places

SCCIC = South Central Coastal Information Center

Notes:

- 3S Appears eligible for NRHP as an individual property through survey evaluation.
- 5 Recognized as historically significant by local government.
- 6 Determined ineligible for listing in the NRHP.
- 6Z Found ineligible for NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.

7.2.1.2 Built Environment Resources Directory

The Built Environment Resources Directory (BERD) search identified 38 resources in the Alternative 1 Built Environment RSA. The tabulated results of the BERD search are provided in Appendix F.

7.2.1.3 Los Angeles Historic Resources Inventory

The Los Angeles Historic Resources Inventory (HistoricPlacesLA) search identified 22 resources in the Alternative 1 Built Environment RSA. The tabulated results of the HistoricPlacesLA search are provided in Appendix F.

7.2.2 Native American Heritage Commission Sacred Lands File Search and Assembly Bill 52 Consultation

Refer to Section 6.1.2.

7.2.3 Field Surveys

Refer to Section 6.1.3.

7.2.4 Resources within Alternative 1 Resource Study Areas

Through archival research and field survey, a total of 68 historical resources for the purposes of CEQA were identified in the Alternative 1 Built Environment RSA. The resources include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. These historical resources consist of four historic districts (Map References #32, #78, #86, and #72, indicated in Appendix A), one historic linear landscape (Map Reference #12), and one historic structure (Map Reference #101).

7.2.4.1 Historical Resources within the Alternative 1 Built Environment Resource Study Area

Table 7-7 summarizes the 68 historical resources identified within the Alternative 1 Built Environment RSA. The California Department of Parks and Recreation (DPR) forms with details about these historical resources are provided in Appendix D.

^{*}Koruuvanga



Table 7-7. Alternative 1: Historical Resources in the Built Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1956
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the post-World War II railroad development and the SPRR"s transition to diesel locomotive engines.	1947
6	14704 Raymer Street	NA	14704 Raymer Street	The industrial property located at 14704 Raymer Street is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1954
7	14746 Raymer Street	NA	14746 Raymer Street	The industrial property located at 14746 Raymer Street is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1967
12	Sherman Way Street Trees	NA	Along either side of Sherman Way between Woodley Avenue and Sherman Circle	The Sherman Way Street Trees are eligible for listing in the local register; significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.	1911-1913



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
14	Van Nuys Boulevard Street Trees	NA	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	The Van Nuys Boulevard Street Trees are eligible for listing in the local register significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.	1911-1913
28	4737 Orion Avenue	NA	4737 Orion Avenue	The residential building located at 4737 Orion Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1964
29	4714 Orion Avenue	NA	4714 Orion Avenue	The residential building located at 4714 Orion Avenue is eligible for listing in the NRHP CRHR, and the local register at the local level; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1964
30	15233 Ventura Boulevard	NA	15233 Ventura Boulevard	The commercial property located at 15233 Ventura Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its International Style design.	1964
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	The building is individually eligible for listing in the NRHP; significant under Criterion C for its International Style design.	1964
32	Sherman Oaks Circle Historic District	NA	Between Firmament Avenue and I-405	The Sherman Oaks Circle Historic District is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 as a residential subdivision that reflects both pre-and post-World War II residential development and architectural styles.	1928-1960
34	15250 Ventura Boulevard	NA	15250 Ventura Boulevard	The commercial property located at 15250 Ventura Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its International Style design.	1970



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	The building is eligible under NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1950
37	15224 Dickens Street	NA	15224 Dickens Street	The multiple-family residential building located at 15224 Dickens Street is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Colonial Revival design.	1948
40	3754 North Scadlock Lane	NA	3754 North Scadlock Lane	The residential building located at 3754 N Scadlock Lane is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1958
41	3700 North Scadlock Lane	NA	3700 North Scadlock Lane	The residential building located at 3700 N Scadlock Lane is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1958
42	3666 North Scadlock Lane	NA	3666 North Scadlock Lane	The residential building located at 3666 N Scadlock Lane is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1957
43	3601 Scadlock Lane	NA	3601 Scadlock Lane	The residential building located at 3601 Scadlock Lane is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1958
72	UCLA Historic District	P-19-175802	encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California, and under NRHP Criterion C for its design.	1929-1937
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the history of UCLA and under Criterion C/3 for its Modern design.	1961
74	11752 Bellagio Road	NA	11752 Bellagio Road	The multiple-family residential building located at 11752 Bellagio Road is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1974



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
75	11734 Bellagio Road	NA	11734 Bellagio Road	The multiple-family residential building located at 11734 Bellagio Road is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1951
76	11728 Bellagio Road	NA	11728 Bellagio Road	The multiple-family residential building located at 11728 Bellagio Road is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1953
77	650 N Sepulveda Boulevard	NA	650 N Sepulveda Boulevard	The commercial building located at 650 N Sepulveda Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Colonial Revival design.	1947
78	Acanto Street Historic District	NA	Acanto Street	The Acanto Street Historic District is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern Stucco Box/Dingbat designs.	1948-1957
79	11371 Ovada Place	NA	11371 Ovada Place	The residential building located at 11371 Ovada Place is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Ranch design.	1952
80	11378 Ovada Place	NA	11378 Ovada Place	The commercial property located at 11378 Ovada Place is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Classical Revival design.	1948
81	11398 Thurston Circle	NA	11398 Thurston Circle	The residential building located at 11398 Thurston Circle is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Cape Cod/Ranch design.	1976
82	Holiday Inn (Hotel Angeleno)	NA	170 Church Lane	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1970



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
83	University Crest Historic District	NA	Bounded by Sunset Boulevard to the north, Veteran Avenue to the east, Montana Avenue to the south, and Sepulveda Boulevard to the west.	The University Crest Residential Historic District is eligible for listing in the NRHP and CRHR significant under Criterion A/1 as an excellent example of residential suburban planning and development from the early automobile era in Westwood, and under Criterion C/3 for its cohesive collection of Period Revival residential architecture.	1920-1959
84	11284 Montana Avenue	NA	11284 Montana Avenue	The multiple-family residential building located at 11284 Montana Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1953
85	522 S Sepulveda Boulevard	NA	522 S Sepulveda Boulevard	The residential building located at 522 S Sepulveda Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Contemporary design.	1968
86	West Los Angeles VA Historic District	P-19-173043	11301 Wilshire Boulevard	The historic district is listed in the NRHP under Criterion A and C for its association with the government's development of Veterans health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.	1888
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	1960
88	Engine Company #37	P-19-173149	1090 Veteran Avenue	The building is eligible under NRHP and CRHR Criterion A/1 and C/3; significant for its association with the Veterans Service Administration during World War II and its design.	1942
89	Campbell's Book Store	N/A	10918 Le Conte Avenue	The commercial building located at 10918 Le Conte Avenue is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Streamline Moderne design.	1933



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
90	Holmby Building	NA	921 Westwood Boulevard	The building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village, and as the work of master architect Gordon B. Kaufmann.	1929
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its international design.	1971
92	California Pizza Kitchen	NA	1001 Broxton Avenue	The commercial building at 1001 Broxton Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the original development of Westwood by the Janss Corporation and under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	1931
93	10940 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Spanish Colonial Revival design.	1934
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its One Part Commercial Block design.	1940
95	Desmond's	NA	1001 Westwood Boulevard	The commercial building at 1001 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Colonial Revival commercial design.	1942
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	The Bullock's Department Store is eligible for local register listing; significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	1932
97	Kelly Music Building/Alice's Restaurant	NA	1041 Westwood Boulevard	The Kelly Music Building/Alice's Restaurant (LAHCM No. 1201) is significant under local register criteria for its association with the early development of Westwood Village and as one of the earliest works by master architect Paul Revere Williams.	1929



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
98	Penney's	NA	1056 Westwood Boulevard	The Penney's building at 1056 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	1937
99	Janss Investment Company Building	NA	1081 Westwood Boulevard	The Janss Investment Company Building (LAHCM No. 364) is significant under local register criteria for its Mediterranean Revival design.	1930
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	The Glendale Federal Savings and Loan Association building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1943
101	Westwood Village Streetlight	NA	Westwood and Kinross, northwest corner, adjacent to Janss Investment Company Building	The Westwood Village Streetlight is eligible for local register listing; significant as one of the last remaining ornamental streetlights that were installed throughout Westwood Village.	1926
102	Bratskeller Egyptian Theater (Ralphs Grocery Store)	P-19-174110	1142 Westwood Boulevard	The Bratskeller Egyptian Theater (Ralphs Grocery Store) building (LAHCM No. 360) is significant for its Mediterranean Revival design and as one of the first buildings constructed in the Westwood area.	1929-1933
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Late Modern commercial architecture and as work of noted architects Krisel-Shapiro & Associates.	1979
106	Tishman Building	NA	10950 West Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	1971
107	1220 Veteran Avenue	P-19-173150	1220 Veteran Avenue	The building is individually eligible for listing in the NRHP; significant under Criterion C for its design and as a work of a master architect, George J. Fosdyke.	1936
108	Westwood Federal Building	P-19-189274	11000 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3; significant for its New Formalist design and association with master architects of Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates.	1966



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
109	LADWP Westwood Distribution Headquarters	P-19-173148	1400 S Sepulveda Boulevard	The LADWP Westwood Distribution Headquarters located at 1400 South Sepulveda Boulevard was previously identified through the SCCIC records search. The resource is not visible from the public ROW. For Alternative 1, this resource is considered a historical resource for the purposes of CEQA.	1932
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The building is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Modern design.	1952
111	1410 South Bentley Avenue	NA	1410 South Bentley Avenue	The building is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Modern design.	1964
112	1410 Camden Avenue	NA	1410 Camden Avenue	The building is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Colonial Revival design.	1936
113	1418 South Bentley Avenue	NA	1418 S Bentley Avenue	The building is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Modern design.	1965
120	Louise Green Millinery Co. Building	NA	1616 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1973
121	Western Electric Supply Co. Building	NA	1620 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1966
122	Photo Electronics Corp. Building	NA	1944 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1967
123/124	Dual Ultimate Pharmacy	N/ANA	2020 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3; significant for its Modern design.	1966
125	2114 Cotner Avenue	NA	2114 Cotner Avenue	The industrial building located at 2114 Cotner Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1969
126/127	Big Tommy's	NA	11285 and 11289 West Pico Boulevard	The Big Tommy's restaurant building is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with Los Angeles commerce and car culture.	1957; 1946
128	2467 Sawtelle Boulevard	NA	2467 Sawtelle Boulevard	The multiple-family residential building located at 2467 Sawtelle Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1962



Source: HTA, 2024

CRHR = California Register of Historical Resources

Criterion A/1= An event, or series of events, or activities, or patterns of an area's development

Criterion C/3= A building form, architectural style, engineering technique, or artistic values, based on a stage of physical development, or the use of a material or method of construction that shaped the historic identity of an area

LAHCM = Los Angeles Historic-Cultural Monument

NA = not applicable

NRHP = National Register of Historic Places

ROW = right-of-way

SCCIC = South Central Coastal Information Center

SPRR = Southern Pacific Railroad



7.2.4.2 Archaeological Resources within the Alternative 1 Archaeological Resource Study Area

The SCCIC records search identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA and three historic-age archaeological sites (P-19-004670, P-19-004864 and P-19-004865) within the Built Environment RSA but are outside the Archaeological RSA (Table 7-6). Six other archaeological resources have been identified in the Project Study Area, two of which (P-19-000382 and P-19-004669) exhibit both historic and prehistoric components, while the remainder (P-19-003336, P-19-004667, P-19-004668, P-19-100029) are historic-age resources.

The ROW for the Santa Monica Air Line Segment of the Southern Pacific Railroad (SPRR) (P-19-003803) was previously recorded within the Archaeological RSA at the southern end of Alternative 1. This resource was previously determined to be eligible for listing in the National Register of Historic Places (NRHP). At the time of the field survey for Alternative 1, no portions of the resource were visible in the Archaeological RSA. Recent work by Metro for the Expo Line appears to have occurred in the resource ROW, and the original rail line has likely been heavily impacted or removed, though the corridor continues to be used for rail transportation. An update to the DPR form for this resource has been completed and is in Appendix D.

No new archaeological resources that are historical resources or unique archaeological resources for the purposes of CEQA were identified in the Alternative 1 Archaeological and Built Environment RSAs.

Archaeological Sensitivity of the Alternative 1 Archaeological Resource Study Area

Alternative 1 Archaeological RSA has potential to encounter previously unrecorded archaeological resources. Archival research indicates that most of the archaeological deposits recorded within the Archaeological and Built Environment RSAs and a 0.5-mile radius were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 1 to encounter prehistoric and historic-age archaeological resources below ground surface underlying existing developments.

No archaeological resources were observed during the cultural field survey; however, most of the Archaeological RSA is paved, and exposed surfaces available for inspection consist primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.

While no prehistoric archaeological resources have been identified within the Alternative 1 Archaeological RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, have been recorded between approximately 0.5 mile and 1.25 miles of the Archaeological RSA and are on file at the SCCIC. For a description of sites with prehistoric components, refer to Section 6.1.1.1.

Additionally, a 2018 archaeological sensitivity analysis of the West Los Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). As part of an environmental study undertaken in support of an update to the Master Plan for the Veterans Affairs Greater Los Angeles Healthcare System Campus, Duke Cultural Resources Management conducted an archaeological sensitivity analysis to determine what parts of the VA Hospital campus have high, moderate, low, or very low potential to encounter previously unidentified archaeological resources (Onken et al., 2018). That 2018 study references a 2015 archaeological monitoring report by Abdo-Hintzman and Mirro that reported on the identification of scattered marine shell fragments on a Pleistocene terrace scarp interpreted to be the displaced and redeposited remains of a Native American shell midden site originally within the campus boundary. The sensitivity model indicated that



approximately 17 percent of the campus exhibits Holocene-age soils that have increased potential for buried prehistoric archaeological deposits. Sensitivity ranking also considered proximity to water sources and previously recorded resources. Full-time or spot-check archaeological monitoring or buried site testing was recommended for all areas except those identified as having very low sensitivity (Onken et al., 2018).

Portions of the Alternative 1 Archaeological RSA north and south of the Santa Monica Mountains are in an alluvial depositional environment. Geologic mapping indicates that most of the Archaeological RSA is situated on late Holocene to middle Pleistocene-aged alluvial fan and landslide deposits (Figure 4-1). The young age of the Holocene soils indicates that the sediments on which they formed were deposited in the last 5,000 years and, therefore, have a moderate potential for burial of older archaeological deposits. Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried archaeological deposits. People are known to have inhabited the region beginning at least 13,000 years ago, indicating soils from the Late Pleistocene through the late Holocene have potential to contain archaeological resources. Older Pleistocene soils present at depth in the Archaeological RSA are not likely to contain archaeological resources. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

While the region has been occupied by Native American inhabitants from time immemorial, historically, portions of the Los Angeles Basin and the San Fernando Valley in the Archaeological RSA have been subject to development starting in the late 1880s, with notable increases in the 1920s and 1930s and during the post-World War II development boom (Section 4.4). A review of historic period maps across the Archaeological RSA indicates that potential exists to encounter buried, historic-age, archaeological material associated with earlier periods of use in urban areas, including historic refuse, structural debris or features, and utility features. The potential to encounter historic period cultural material is possible, though with a reduced likelihood, along the Sepulveda Pass, a Native American travel corridor which the Portolá expedition first encountered in 1769, and which has been used consistently through time.

In summary, the Alternative 1 Archaeological RSA has potential to encounter previously unrecorded prehistoric and historic-age archaeological resources. Sites P-19-004670, P-19-004864, and P-19-004865 in the Built Environment RSA and sites P-19-003336, P-19-004667, P-19-004668, P-19-004669, and P-19-100029 within the Project Study Area identified in the archival research were all encountered during ground-disturbing construction activities of other projects. These resources primarily consist of historic-age refuse deposits that have not been evaluated for eligibility for listing in the NRHP or California Register of Historical Resources (CRHR).

The archaeological sensitivity of the Archaeological RSA is considered to range from low to moderate (Figure 7-10). The degree and depth of previous ground disturbance across the Archaeological RSA is not known, but most of the RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance for the Archaeological RSA is not known, it is likely that grading for roads, rails, and parking lots, and construct of utilities and building foundations across the Project Study Area have impacted areas up to approximately 5 feet below the ground surface. Figure 7-10 depicts the estimated archaeological sensitivity of the proposed Alternative 1 alignment based on current understanding of project components and should be revised as new information is developed. It is assumed at this time that proposed excavation depths are not well defined and archaeological sensitivity will need to be revisited at later stages of Alternative 1 design. Areas with low



potential for archaeological resources include older geologic deposits (such as where Alternative 1 components would be constructed at great depth or where near-surface components would be in areas with older surficial deposits) and areas with well-documented, high levels of previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Project Study Area within Late Pleistocene to Holocene alluvial deposits, particularly those with limited previous ground disturbance, and areas near previously recorded archaeological resources. Proximity to previously recorded sites with prehistoric components, such as P-19-000382 and P-19-004669, as well as areas on the West Los Angeles VA campus (which has evidence of prehistoric use [Onken et al., 2018] and historic-age archaeological deposits, such as P-19-004670, P-19-004864, and P-19-004865), contribute to the sensitivity of at-grade and mass excavation locations in the vicinity of the resources.



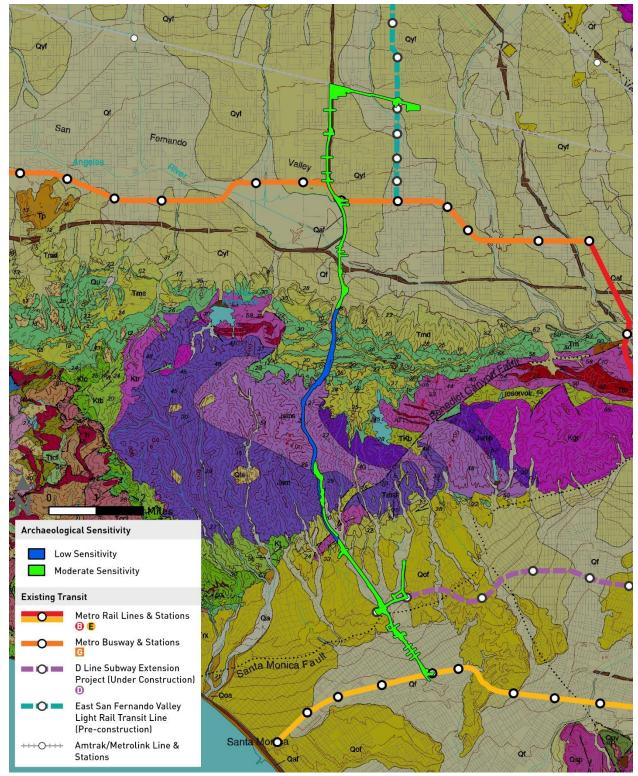


Figure 7-10. Alternative 1: Archaeological Sensitivity

Source: HTA, 2024

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



7.2.4.3 Human Remains within the Alternative 1 Resource Study Areas

Results of the SCCIC records search, additional archival research, and archaeological field survey, did not identify any human remains within the Alternative 1 Archaeological RSA or Tribal Cultural RSA. However, one historic cemetery, the Los Angeles National Cemetery, was identified within the Alternative 1 Built Environment RSA. Additionally, burials have been documented at P-19-000382, located within 0.5 mile of the Alternative 1 Archaeological RSA.

While the Los Angeles National Cemetery is located in the Alternative 1 Built Environment RSA, the probability of encountering human remains during construction is low because the cemetery is located outside of the proposed Alternative 1 alignment, and no construction activities would occur within the cemetery grounds. Established in 1889 for the West Los Angeles VA Medical Center campus, the cemetery originally consisted of 20 acres of land at the eastern edge of the campus boundary. The first recorded burial dates to a few days before the cemetery was formally dedicated (National Cemetery Administration Los Angeles National Cemetery, 2023). The cemetery was expanded with 20 additional acres in 1890 and was expanded further in the early 20th century to its current size of 114 acres. Los Angeles National Cemetery is a contributing element to the West Los Angeles VA Historic District, which is listed in the NRHP. While unlikely, due to the age of the Los Angeles National Cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is low potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

P-19-000382 is reported to be the Gabrieliño village site of *Koruuvanga*. It is listed as California Historical Landmark No. 522 and is identified by the State of California Native American Heritage Commission (NAHC) as a Sacred Site. At least two burials have been identified at the site, along with grave goods and other Native American material culture. The current boundaries of the archaeological site are located approximately 0.5 mile west of the Alternative 1 Archaeological RSA. The Alternative 1 alignment is not likely to encounter human remains associated with the site.

7.2.4.4 Tribal Cultural Resources within the Alternative 1 Tribal Cultural Resource Study Area

The SCCIC records search, NAHC Sacred Lands File (SLF) search, additional archival research, Assembly Bill (AB) 52 consultation efforts, and pedestrian survey did not identify any formally documented Tribal Cultural Resources (TCR) listed in or eligible for listing in the CRHR or in a local register of historical resources within the Alternative 1 Tribal Cultural RSA. However, during AB 52 consultation, representatives from multiple tribes indicated the importance of the Tribal Cultural RSA landscape to their cultural heritage. Based on archival research and comments provided during early consultation meetings, two landscape features, the Sepulveda Pass and the Los Angeles River, have been identified in the Tribal Cultural RSA for Alternative 1 as significant places to local Native American tribes. While these two features are not formally documented as TCRs, for the purpose of this technical report they are being treated as culturally sensitive places in a manner similar to TCRs. Tribal members are considered the experts on the identification and treatment of TCRs and additional consultation with tribes under AB 52 is necessary to determine if these two features would be designated as TCRs.

The following discussion addresses the results of the NAHC SLF search and ongoing AB 52 consultation, as well as TCRs in the vicinity of the Tribal Cultural RSA and the potential to encounter previously unidentified TCRs during construction of Alternative 1.

Tribal Cultural Resources Sensitivity of the Alternative 1 Tribal Cultural Resource Study Area

While no TCRs have been formally recorded within the Tribal Cultural RSA, the research effort did identify ethnohistoric villages, burials, important prehistoric travel routes, and natural resource areas



nearby. In addition, the NAHC SLF search confirmed that the region contains Native American cultural resources, Traditional Cultural Properties, and/or TCRs. Therefore, it is possible that unknown TCRs may be buried within the Alternative 1 Tribal Cultural RSA.

No TCRs were observed within the Tribal Cultural RSA during the cultural field survey; however, most of the Project Study Area is paved, and exposed surfaces available for inspection consist primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.

No documented villages have been recorded within the Alternative 1 Tribal Cultural RSA; however, the village of *Koruuvanga* (P-19-000382) is located approximately 0.5 mile west of the southern end of the Alternative 1 Tribal Cultural RSA, and the village of *Siutcanga* is located approximately 2 miles west of the northern end of the Alternative 1 Tribal Cultural RSA. Both villages were visited by the Portolá expedition in August of 1769, contain burial grounds, retain an archaeological footprint, and continue to be significant places to tribes of the greater Los Angeles area. Archaeological investigations and construction monitoring in the vicinity of these locations have encountered burials and material culture consistent with long-term habitation sites.

Villages operated as the primary settlement within a lineage or clan's territory, and the landscape surrounding the villages was used for the managing and gathering important plant resources, hunting, collecting useful natural resources such as asphalt or stone material for household implements, and traveling between smaller camps and neighboring villages throughout the year. For this reason, there is increased potential to encounter other TCRs in the vicinity of known village sites.

No formally recorded indigenous travel routes have been documented within the Alternative 1 Tribal Cultural RSA. A review of ethnographic literature, historic maps, contemporary research on the indigenous landscape, and comments provided by tribal representatives indicates that the Sepulveda Pass constitutes an important travel corridor. AB 52 consultation indicated that the pass may represent a significant landscape to tribes who have traditional knowledge of, and cultural connections to, the prominent corridor. The pass has been used for thousands of years to support exchange networks and travel, and it holds religious significance. Tribal representatives indicated the entire Tribal Cultural RSA corridor is in a landscape they consider to be a TCR.

For a cultural resource, including a cultural landscape, to be treated as a TCR, it must have a defined geographic area and meet the criteria of the CRHR. The portion of the Tribal Cultural RSA in the Sepulveda Pass can be geographically defined by the viewshed of the canyon between ridges that define the pass. The Santa Monica Mountains, in which the Sepulveda Pass is located, are listed as a scenic vista and scenic resource in the Conservation Element of the City of Los Angeles General Plan (DCP, 2001) further supporting the value of this landscape. Although the Pass does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for the Project. The Portolá expedition traversed the canyon in early August 1769. From the springs, they camped near the village of Koruuvanga and then headed north, where they encountered the people of Siutcanga. The 1937 Kirkman-Harriman pictorial map of Los Angeles (Kirkman, 1937) also depicts several old or "ancient" roads intersecting the southern end of the Alternative 1 Tribal Cultural RSA, as well as the Camino Real crossing the Tribal Cultural RSA north of the Santa Monica Mountains. The exact location of these routes is difficult to confirm, but the routes likely followed existing trails and travel routes developed and used by the Gabrieliño and their neighbors. These routes were later developed into roads and highways that are in use today. Though significant



development has occurred throughout the Sepulveda Pass, the corridor retains a similar footprint and comparable viewshed to the traditional period of use.

The Alternative 1 Tribal Cultural RSA is near several water courses that are important to Gabrieliño tribes. In the northern portion of Alternative 1, the Tribal Cultural RSA is intersected by the Los Angeles River just north of the Santa Monica Mountains in an area just east of where a confluence of drainages meets the river. To the east of the Tribal Cultural RSA, this area is now referred to as the Sepulveda Basin, and multiple prehistoric archaeological sites have been documented in the vicinity. The Sepulveda Pass also historically has had water running through it. At the south end of Alternative 1, several springs are mapped within 0.5 mile of the Tribal Cultural RSA. These riparian environments would have provided ideal locations for the acquisition of a variety of resources, and Native people would likely have spent time in these areas. Though many of the water courses have been eradicated or channelized, historically they would have provided sources of fresh water that created ideal conditions for certain plant resources and local fauna. Habitation sites and activity areas were also commonly established near reliable sources of fresh water.

The literature review, archival research, and tribal consultation identified the Los Angeles River as a landscape feature to be treated comparably to a TCR. The river has a placename in local tribal dialects, is mentioned in Gabrieleño history and lore, and is still used in contemporary tribal communities for ceremonial and cultural traditions (LA County, 2024; Lozano, 2018). A review of historic maps and history of the Los Angeles River development (Section 4.4.2.8) indicates that, while the portion of the river within the Alternative 1 Tribal Cultural RSA was channelized between 1948 and 1952, it continues to follow a route closely resembling the river's historic footprint. Although the Los Angeles River does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for the Project. Archival research indicates that most archaeological deposits identified in the SCCIC records search were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 1 to encounter TCRs below ground surface underlying existing developments.

While no prehistoric archaeological resources have been identified within the Alternative 1 Tribal Cultural RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, were recorded between approximately 0.5 mile and 1.25 miles away from the Tribal Cultural RSA and are on file at the SCCIC. Additionally, a 2018 archaeological sensitivity analysis of the West Los Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). These three resources are addressed in more detail in Section 6.1.1.1. The sensitivity model developed by Onken and others in 2018 indicated that approximately 17 percent of the West Los Angeles VA campus exhibits Holocene age soils that have increased potential for buried prehistoric archaeological deposits. Sensitivity ranking also took into account proximity to water sources and previously recorded resources. Full-time or spot-check archaeological monitoring or buried site testing was recommended for all areas except those identified as having very low sensitivity (Onken et al., 2018).

Most of the Tribal Cultural RSA north and south of the Santa Monica Mountains is in an alluvial depositional environment. Geologic mapping indicates that most of the Tribal Cultural RSA north and south of the Santa Monica Mountains is situated on Late Holocene to Pleistocene-aged alluvial fan deposits. The young age of the Holocene soils indicates that the sediments on which they formed were



deposited in the last 5,000 years and, therefore, have a moderate potential for burial of older archaeological deposits. Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried archaeological deposits. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

The tribal cultural sensitivity of the Alternative 1 Tribal Cultural RSA is considered to range from moderate to high (Figure 7-11). The degree and depth of previous ground disturbance across the Tribal Cultural RSA is not known, but most of the RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance within the RSA is not known, grading for roads, rails, and parking lots, and previous construction activities for utilities and building foundations found across the Project Study Area are likely to have impacted approximately 5 feet below ground surface. Figure 7-11 depicts the estimated TCR sensitivity of the proposed Alternative 1 alignment based on current understanding of project components and should be revised as new information from tribal consultation and construction plans are received. Areas with low potential for archaeological resources include older geologic deposits (such as where Alternative 1 components would be constructed at great depth or where near-surface components would be constructed in areas with older surficial deposits) and areas with very high levels of well-documented, previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Tribal Cultural RSA in Holocene and late Pleistocene age soils near historic water ways, areas with limited previous ground disturbance, and areas near previously recorded archaeological resources or TCRs in or near the Tribal Cultural RSA.

It should be noted that archaeologists define sensitivity for archaeological resources as a potential for a location to contain intact deposits that can provide information of scientific value. TCRs, which may include archaeological deposits, do not necessarily require the same level of preservation, and tribal representatives may be more concerned with identifying and protecting any and all cultural material associated with ancestral use of an area, regardless of scientific value. Alternative 1 components near sites with prehistoric components, such as P-19-000382 and P-19-004669, as well as areas in the Sepulveda Pass, the Los Angeles River, and on the West Los Angeles VA campus that have evidence of prehistoric use (Onken et al., 2018), contribute to the sensitivity of at-grade and mass excavation locations in the vicinity of the resources. The portion of the aerial alignment within the Sepulveda Pass and adjacent to the Los Angeles River are considered to have high sensitivity for TCRs.



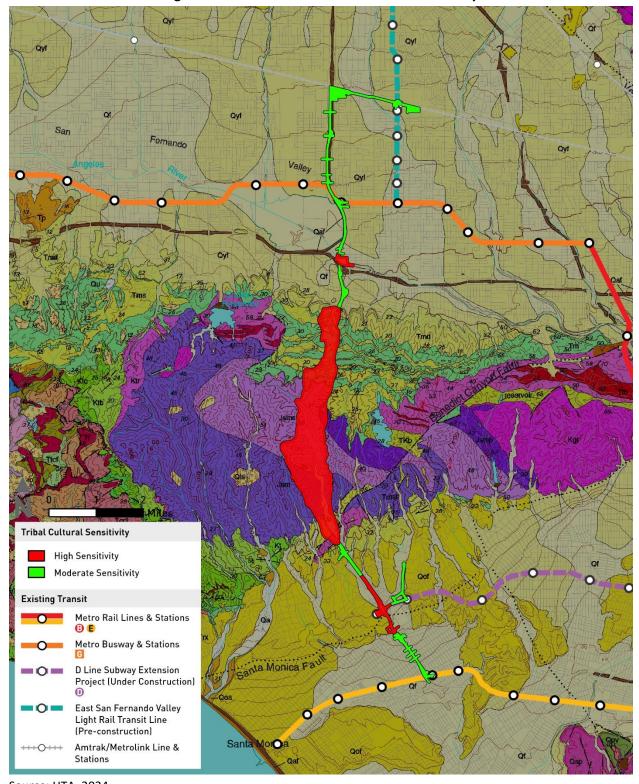


Figure 7-11. Alternative 1: Tribal Cultural Sensitivity

Source: HTA, 2024



7.3 Impact Evaluation

7.3.1 Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

7.3.1.1 Operational Impacts

Operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any of the historical resources in the Alternative 1 Built Environment RSA. Activities during Alternative 1 project operations would be limited to the operation and maintenance of the alignment, these would not cause direct impacts to historical resources. Potential indirect operational impacts (i.e., visual, audible, or atmospheric intrusions) on historical resources include potential visual impacts to the West Los Angeles VA Historic District and its setting. MM CUL-2 would be implemented to address design treatments to avoid alterations to the West Los Angeles VA Historic District during the construction stage that could result in permanent visual impacts during operation. Therefore, Alternative 1 would not substantially alter historical resources and operation of Alternative 1 would result in a less than significant impact to historical resources.

7.3.1.2 Construction Impacts

Alternative 1 activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent features. Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. This assessment also considers the permanent impacts of Alternative 1's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. Historical resources described in the following subsections are identified by Map Reference numbers corresponding to the maps included in Appendix A.

7.3.1.3 Alternative 1 Historical Resources – Less than Significant Impacts

Southern Pacific Railroad Warehouse (Map Reference #5)

The SPRR Warehouse at 7766 Van Nuys Boulevard is a large industrial building. It is significant for its characteristics as a post-World War II railroad depot constructed in 1947 and for its association with SPRR's transition to diesel locomotive engines.

Under Alternative 1, the proposed aerial Van Nuys Metrolink Station would be constructed south of the resource. The SPRR Warehouse would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the railroad alignment and industrial corridors, and the proposed aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The alteration of the setting with the new visual element of the proposed aerial structure would not materially impair the resource's ability to convey its significance and would be a less than significant impact. No mitigation is required.



14704 Raymer Street (Map Reference #6)

The property at 14704 Raymer Street is large industrial building constructed in 1954. It is significant for its Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 20 feet from the north elevation of the building. The aerial structure would be over Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed is of Raymer Street and the existing SPRR alignment. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building or its setting to materially impair its significance. This would be a less than significant impact. No mitigation is required.

15233 Ventura Boulevard (Map Reference #30)

The commercial property at 15233 Ventura Boulevard is significant for its 1964 International Style design.

Under Alternative 1, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station and aerial guideway would be constructed approximately 500 feet from the west elevation of the building. The aerial structure would be sited on the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Sepulveda Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building or its setting to materially impair the resource's significance. This would be a less than significant impact. No mitigation is required.

Sherman Oaks Circle Historic District (Map Reference #32)

The Sherman Oaks Circle Historic District is between Firmament Avenue and I-405. It is significant as a residential subdivision that reflects both pre- and post-World War II residential development and architectural styles.

Under Alternative 1, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 320 feet from the eastern boundary of the historic district. The aerial structure would be opposite of I-405, and the district and its contributors (including residential buildings and associated landscape features) would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the current viewshed of the eastern boundary of the historic district includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the historic district. The proposed aerial structure would introduce a new visual element to the visual skyline of the district but would not change the historic character of the resource. The alteration of the setting with the new visual element of the aerial structure would not materially impair the significance of the resource and would be a less than significant impact. No mitigation is required.

3754 North Scadlock Lane (Map Reference #40)

The residential building at 3754 North Scadlock Lane is significant for its 1958 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 500 feet from the west elevation (façade) of the building. The aerial structure would be sited in the median of I-405,



and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed is of I-405 and North Scadlock Lane. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair the resource's significance. This would be a less than significant impact. No mitigation is required.

3700 North Scadlock Lane (Map Reference #41)

The residential building at 3700 N Scadlock Lane is significant for its 1958 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 560 feet from the west elevation (façade) of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and North Scadlock Lane. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

3666 North Scadlock Lane (Map Reference #42)

The residential building at 3666 North Scadlock Lane is significant for its 1957 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 500 feet from the west elevation (façade) of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and North Scadlock Lane. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

3601 Scadlock Lane (Map Reference #43)

The residential building at 3601 Scadlock Lane is significant for its 1958 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 340 feet from the west (rear) elevation of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.



11752 Bellagio Road (Map Reference #74)

The multiple-family property at 11752 Bellagio Road is significant for its association with the post-World War II housing crisis and for its 1974 Modern and Stucco Box/Dingbat design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 200 feet from the west (rear) elevation of the building. The aerial structure would be over I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Sepulveda Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

11734 Bellagio Road (Map Reference #75)

The multiple-family property at 11734 Bellagio Road is significant for its association with the post-World War II housing crisis and for its 1951 Modern and Stucco Box/Dingbat design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 210 feet from the west (rear) elevation of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Sepulveda Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

11728 Bellagio Road (Map Reference #76)

The multiple-family property at 11728 Bellagio Road is significant for its association with the post-World War II housing crisis and for its 1953 Modern and Stucco Box/Dingbat design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 210 feet from the west (rear) elevation of the building. The aerial structure would be located over I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Sepulveda Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

650 N Sepulveda Boulevard (Map Reference #77)

The commercial building at 650 N Sepulveda Boulevard is significant for its 1947 Colonial Revival design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 300 feet from the west elevation of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Sepulveda



Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

Acanto Street Historic District (Map Reference #78)

The Acanto Street Historic District is significant for its association with the post-World War II housing crisis and for its mid-century Modern and Stucco Box/Dingbat designs.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 360 feet from the eastern boundary of the historic district. The aerial structure would be sited in the median of I-405, and the district itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the current viewshed of the eastern boundary of the district includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the historic district. The proposed aerial structure would introduce a new visual element but would not change the historic character of the contributing resources of the historic district. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

11371 Ovada Place (Map Reference #79)

The residential building at 11371 Ovada Place is significant for its 1952 Ranch design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 370 feet from the west elevation of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

11378 Ovada Place (Map Reference #80)

The commercial property at 11378 Ovada Place is significant for its 1948 Classical Revival design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 300 feet from the west elevation of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed is of I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

11398 Thurston Circle (Map Reference #81)

The residential building at 11398 Thurston Circle is significant for its 1976 Cape Cod/Ranch design.



Under Alternative 1, the proposed aerial guideway would be constructed approximately 250 feet from the west (rear) elevation of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed is of I-405 and Sepulveda Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

Holiday Inn (Hotel Angeleno) (Map Reference #82)

The multiple-story former Holiday Inn (Hotel Angeleno) at 170 Church Lane is significant for its 1970 Modern design with round hotel tower building.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 150 feet from the east elevation of the hotel tower building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the east elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

11284 Montana Avenue (Map Reference #84)

The multiple-family residential building at 11284 Montana Avenue is significant for its association with the post-World War II housing crisis and for its 1953 Modern and Stucco Box/Dingbat design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 100 feet from the west elevation of the building. The aerial structure would be sited in the median of I-405. The building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes Sepulveda Boulevard and I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

522 S Sepulveda Boulevard (Map Reference #85)

The residential building at 522 S Sepulveda Boulevard is significant for its 1968 Contemporary design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 180 feet from the west elevation of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed is of I-405 and Sepulveda Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual



element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

General Telephone Company Building (Map Reference #118/119)

The General Telephone Company Building at 1544 Cotner Avenue is an industrial building significant for its circa 1953 Art Deco design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 350 feet from the west elevation of the building. The aerial structure would be sited along the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

Louise Green Millinery Co. Building (Map Reference #120)

The Louise Green Millinery Co. Building at 1616 Cotner Avenue is an industrial building. It is significant for its 1973 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 130 feet from the west elevation of the building. The aerial structure would be sited along the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

Western Electric Supply Co. Building (Map Reference #121)

The Western Electric Supply Co. Building at 1620 Cotner Avenue is an industrial building. It is significant for its 1966 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 120 feet from the west elevation of the building. The aerial structure would extend from the east side to the west side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

7.3.1.4 Alternative 1 Historical Resources – Significant Impacts

14746 Raymer Street (Map Reference #7)

The property at 14746 Raymer Street is a large industrial building constructed in 1967. It is significant for its Modern design.



Under Alternative 1, the proposed aerial guideway would be constructed approximately 40 feet from the north elevation of the building. The aerial structure would be over Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed is of Raymer Street and the existing SPRR alignment. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building or its setting to materially impair its significance.

However, construction of the guideway, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Sherman Way Street Trees (Map Reference #12)

The Sherman Way Street Trees comprise a linear historical resource. The trees are significant for their associations with the street planting plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.

Under Alternative 1, the proposed aerial Sherman Way Station would be constructed within the boundary of this linear historical resource. The proposed aerial station would introduce a new visual element but would not change the defining characteristics of this resource, such as its linear alignment, continuity, or the presence of the street trees along the corridor. The overall historic character and visual aesthetics of the linear resource would be preserved and its ability to convey its historical significance would not be materially impaired. However, construction of the alignment, station, and construction staging areas has the potential to alter or destroy existing contributing street trees associated with this historical resource if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through preconstruction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

Van Nuys Boulevard Street Trees (Map Reference #14)

The Van Nuys Boulevard Street Trees comprise a linear historical resource. They are significant for their association with the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.

Under Alternative 1, the proposed aerial guideway would be constructed at the western boundary of the resource, on Victory Boulevard. The aerial guideway structure would be sited on the eastern side of the I-405 freeway and would introduce a new visual element into the resource's setting. However, the linear resource's key defining characteristics, including its alignment, continuity, and relationship to its surroundings, would remain intact. The resource's visual presence as a continuous linear corridor would remain discernible, and its historical association with transportation infrastructure would not be materially impaired. However, the alignment construction and the construction staging areas have the potential to alter or destroy existing contributing street trees associated with this historical resource at



this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

15300 Ventura Boulevard (Map Reference #31/33)

The commercial building and its associated parking garage at 15300 Ventura Boulevard is significant for its 1964 International Style design. The building and its associated parking garage at 15300 Ventura Boulevard is significant for its 1964 International Style design.

Under Alternative 1, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 20 feet from the rear (west elevation) of the commercial building. The building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the rear elevation's current viewshed includes I 405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. Therefore, although the proposed aerial structure would introduce a new visual element, it would not change the historic character of the building or its setting in a manner that material impairs its significance. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building or its setting to materially impair its significance.

However, construction of the station, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* for more information [Metro, 2025a].) Construction vibration adjacent to this resource also has the potential to inadvertently impact damage character defining features, including the associated parking garage, if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by requiring pre-construction assessments, vibration-reducing construction techniques, and continuous monitoring to prevent damage to character-defining features.

Da Siani Ristorante (Sherwood Coiffeurs) (Map Reference #35)

The Da Siani Ristorante (Sherwood Coiffeurs) building is a one-story commercial building. It is significant for its 1950 Modern design.

Under Alternative 1, the property would be acquired and demolished for the construction of a proposed aerial structure parallel to I-405. Physical demolition would materially impair the significance of the historical resource and would result in a significant impact. Implementation of MM CUL-4 and MM CUL-5 would reduce this impact by ensuring archival documentation and public interpretation of the resource's historical significance. However, because these measures cannot prevent the demolition itself, they cannot reduce the impact to a less than significant level.

West Los Angeles VA Historic District (Map Reference #86)

The West Los Angeles VA Historic District is significant for its association with the government's development of veterans' health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.

Under Alternative 1, the proposed aerial guideway and the proposed aerial Wilshire Boulevard/Metro D Line Station would be constructed within roughly 20 to 150 feet of the historic district, east of Dowlen Drive. Construction methods may use heavy equipment, including excavators, cranes, tractor trailer rigs, loaders, earthmovers, asphalt milling machines, asphalt paving machines, loaders, bulldozers, dump



trucks, compactors/rollers, and concrete trucks. During construction of Alternative 1, the historic district would not be physically demolished, destroyed, relocated, or altered. However, due to the aerial nature of Alternative 1 components, permanent visual impacts on this historic district and its setting are anticipated from the guideway and station. Construction of the guideway and station would cause a significant impact on the West Los Angeles VA Historic District. Implementation of MM CUL-1, MM CUL-2, and MM CUL-3 would reduce this potentially significant impact to a less than significant level by ensuring that project design is compatible with the Secretary of the Interior's Standards, protecting contributing landscape elements, and incorporating construction monitoring and vibration controls to minimize physical and visual impacts to the historic district.

Photo Electronics Corp. Building (Map Reference #122)

The Photo Electronics Corp. Building at 1944 Cotner Avenue is an industrial building. It is significant for its 1967 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 50 feet from the west elevation of the building. The aerial structure would be sited along the west side of Cotner Avenue and I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of guideway, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Dual Ultimate Pharmacy (Map Reference #123/124)

The Dual Ultimate Pharmacy at 2020 Cotner Avenue is a commercial building. It is significant for its 1966 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 60 feet from the west elevation of the building. The aerial structure would traverse Cotner Avenue, east of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes Cotner Avenue and I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant



impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resources.

2114 Cotner Avenue (Map Reference #125)

The industrial building at 2114 Cotner Avenue is significant for its 1969 Modern design.

Under Alternative 1, the proposed aerial guideway would be constructed approximately 100 feet from the west elevation (façade) of the building. The aerial structure would be sited along the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405 and Cotner Avenue. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

7.3.1.5 Alternative 1 Historical Resources – No Impact

Construction of Alternative 1 would result in no impact to 35 resources (Table 7-8.). These historical resources would not be physically demolished, destroyed, relocated, or altered. The resources are located along the electric bus route within existing transportation corridors, and no impacts are anticipated.

Table 7-8. Alternative 1. Historical Resources – No Impact						
Map Reference #	Resource Name	Location				
1	13812 Saticoy Street	13812 Saticoy Street				
2	13914 Saticoy Street	13914 Saticoy Street				
3	13938 Saticoy Street	13938 Saticoy Street				
4	13942 Saticoy Street	13942 Saticoy Street				
28	4737 Orion Avenue	4737 Orion Avenue				
29	4714 Orion Avenue	4714 Orion Avenue				
34	15250 Ventura Boulevard	15250 Ventura Boulevard				
72	UCLA Historic District	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive				
73	UCLA Ackerman Hall	308 Westwood Plaza				
83	University Crest Historic District	Bounded by Sunset Boulevard to the north, Veteran Avenue to the east, Montana Avenue to the south, and Sepulveda Boulevard to the west				
87	UCLA Veterans Rehabilitation Services	1000 Veteran Avenue				

Table 7-8. Alternative 1: Historical Resources - No Impact



Map Reference #	Resource Name	Location		
88	Engine Company #37	1090 Veteran Avenue		
89	Campbell's Book Store	10918 Le Conte Avenue		
90	Holmby Building	921 Westwood Boulevard		
91	924 Westwood Boulevard	924 Westwood Boulevard		
92	California Pizza Kitchen	1001 Broxton Avenue		
93	10940 Weyburn Avenue	10940 Weyburn Avenue		
94	Chatam Restaurant	10930 Weyburn Avenue		
95	Desmond's	1001 Westwood Boulevard		
96	Bullock's Department Store	1000 S Westwood Boulevard		
97	Kelly Music Building/Alice's Restaurant	1041 Westwood Boulevard		
98	Penney's	1056 Westwood Boulevard		
99	Janss Investment Company Building	1081 Westwood Boulevard		
100	Glendale Federal Savings and Loan Association	1090 Westwood Boulevard		
101	Westwood Village Streetlight	Westwood and Kinross, northwest corner, adjacent to Janss Investment Company Building		
102	Bratskeller Egyptian Theater (Ralph's Grocery Store)	1142 Westwood Boulevard		
103	Gayley Center	1101 Gayley Avenue		
104/105	Linde Medical Building	10921 Wilshire Boulevard		
106	Tishman Building	10950 West Wilshire Boulevard		
107	1220 Veteran Avenue	1220 Veteran Avenue		
108	Westwood Federal Building	1100 Wilshire Boulevard		
109	LADWP Westwood Distribution Headquarters	1400 S Sepulveda Boulevard		
110	1400 Greenfield Avenue	1400 Greenfield Avenue		
126/127	Big Tommy's	11285/11289 West Pico Boulevard		
128	2467 Sawtelle Boulevard	2467 Sawtelle Boulevard		

Source: HTA, 2024

7.3.1.6 Impacts of Maintenance and Storage Facilities

MSF Base Design

The MSF Base Design would not physically demolish, destroy, relocate, or alter any historical resources. There would be no construction or operational impacts to historical resources associated with the MSF Base Design because there are no historical resources at the MSF Base Design location. Therefore, the MSF Base Design would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5).

MSF Design Option 1

The MSF Design Option 1 would not physically demolish, destroy, relocate, or alter any historical resources. There would be no construction or operational impacts to historical resources associated with MSF Design Option 1 because there are no historical resources at the MSF Design Option 1 location. Therefore, the MSF Design Option 1 would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5).



Electric Bus MSF

The Electric Bus MSF would not physically demolish, destroy, relocate, or alter any historical resources. There would be no construction or operational impacts to historical resources associated with the Electric Bus MSF because there are no historical resources at the Electric Bus MSF location. Therefore, the Electric Bus MSF would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5).

7.3.2 Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

7.3.2.1 Operational Impacts

Operation and maintenance of the alignment would not physically destroy, relocate, or alter any previously recorded archaeological resources within the Alternative 1 Archaeological RSA. Any post-review discovery archaeological resources encountered during construction of Alternative 1 would be evaluated, and impacts would be mitigated as needed during the construction phase. Operation and maintenance would not result in the destruction, relocation, or alteration of post review discoveries mitigated during construction. Therefore, operational impacts would result in no impact and would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5).

7.3.2.2 Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA as described in Section 7.2.4.2 indicates construction activities associated with the Alternative 1 alignment would have low to moderate potential to encounter previously unidentified archaeological resources below ground surface. No portion of the Archaeological RSA was determined to have high potential to encounter such resources because no intact significant archaeological resources have been identified within or directly adjacent to the Archaeological RSA. No prehistoric archaeological sites and only one historic-age archaeological site has been identified within the Archaeological RSA for this alternative. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the alignment and does not have potential to be impacted by construction of Alternative 1. However, the sediments present across the alignment consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 1 components would be constructed at great depth, and those in areas with high levels of previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as where Alternative 1 components would be constructed in shallower depths, and with low or unknown levels of previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P 19 003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have been documented in the Built Environment RSA and within the Project Study Area, between approximately 0.5 mile and 1.25 miles from of the Alternative 1 Archaeological RSA. They were often encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Construction activities for the alignment would include new



excavation and other ground-disturbing activities, which could impact subsurface archaeological resources. Buried archaeological resources may exist within the Alternative 1 Archaeological RSA, and it is possible these resources could be unearthed during project excavation activities. The proposed alignment for Alternative 1 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 1 alignment would have limited potential to encounter intact archaeological resources. Other proposed construction activities, such as mass excavation required for new stations, MRT footings, at grade alignment segments, and ancillary facilities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the shallow previous ground disturbance and are considered to have moderate archaeological sensitivity (refer to Figure 3.4 6). Based on this analysis, construction of Alternative 1 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (see Section 7.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 1.

7.3.2.3 Impacts of Maintenance and Storage Facilities

MSF Base Design

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 7.2.4.2, indicates construction activities associated with the Alternative 1 MSF Base Design would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric or historic-age archaeological sites have been identified within or adjacent to the MSF Base Design; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 7.2.4.2).

Construction of the MSF Base Design has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 7.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for the MSF Base Design.

MSF Design Option 1

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 7.2.4.2, indicates construction activities associated with the Alternative 1 MSF Design Option 1 would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric or historic-age archaeological sites have been identified within the Alternative 1 MSF Design Option 1; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities



with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 7.2.4.2).

Construction of the Alternative 1 MSF Design Option 1 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 7.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for MSF Design Option 1.

Electric Bus MSF

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 7.2.4.2, indicates construction activities associated with the Alternative 1 Electric Bus MSF would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric or historic-age archaeological sites have been identified within or adjacent to the Alternative 1 Electric Bus MSF; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 7.2.4.2).

Construction of the Alternative 1 Electric Bus MSF has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 7.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for the Electric Bus MSF.

7.3.3 Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

7.3.3.1 Operational Impacts

Activities during Alternative 1 operations would be limited to the operation and maintenance of the alignment. These types of activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, Alternative 1 would have no operational impacts on human remains.

7.3.3.2 Construction Impacts

Potential construction impacts on human remains, including those interred outside of dedicated cemeteries, would be related to ground-disturbing activities. It is possible burials could be unearthed during excavation activities.

One known cemetery, the Los Angeles National Cemetery, is located within the Alternative 1 Built Environment RSA. However, the probability of encountering human remains during construction is low because the Los Angeles National Cemetery is located outside of the proposed Alternative 1 alignment, and no construction activities would occur within the cemetery grounds. While unlikely, because of the



age of the cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

At least two indigenous burials have been encountered within the previously recorded site of P-19-000382, located approximately 0.5 mile west of the Alternative 1 Archaeological RSA. The ethnographic village site is not close to the Alternative 1 RSA, but it provides evidence that there is potential to encounter Native American human remains in the vicinity. While no evidence of human remains has been previously identified within the Alternative 1 alignment, unknown human burials may exist within the Alternative 1 Archaeological RSA, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of Alternative 1 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 7.4.2). With implementation of MM CUL-8, impacts to human remains would be reduced to less than significant for Alternative 1.

7.3.3.3 Impacts of Maintenance and Storage Facilities

MSF Base Design

While no evidence of human remains has been previously identified within the Alternative 1 MSF Base Design, burials have been identified in proximity to the Alternative 1 Archaeological RSA. Unknown human burials may exist within the MSF Base Design, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the Alternative 1 MSF Base Design has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 7.4.2). With implementation of MM CUL-8, impacts to human remains would be reduced to less than significant for MSF Base Design.

MSF Design Option 1

While no evidence of human remains has been previously identified within the Alternative 1 MSF Design Option 1, burials have been identified in proximity to the Alternative 1 Archaeological RSA. Unknown human burials may exist within the MSF Design Option 1, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the Alternative 1 MSF Design Option 1 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 7.4.2). With implementation of MM CUL-8, impacts to human remains would be reduced to less than significant for MSF Design Option 1.

Electric Bus MSF

While no evidence of human remains has been previously identified within the Alternative Electric Bus MSF, burials have been identified in proximity to the Alternative 1 Archaeological RSA. Unknown human burials may exist within the Electric Bus MSF, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the Alternative 1 Electric Bus MSF has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 7.4.2). With implementation of MM CUL-8, impacts to human remains would be reduced to less than significant for the Electric Bus MSF.



7.3.4 Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe?

7.3.4.1 Operational Impacts

No TCRs have been formally documented in the Alternative 1 alignment; therefore, operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any previously recorded TCRs. However, during AB 52 consultation, representatives from multiple tribes indicated the importance of the Tribal Cultural RSA landscape to their cultural heritage. A literature review of ethnographic and historic sources, historic maps, and reporting on contemporary Native American knowledge and connection to the landscape resulted in the identification of two features, the Sepulveda Pass and the Los Angeles River, which exhibit potential to qualify as a TCR. Although these landscape features do not currently meet TCR criteria per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate them as TCRs. Out of an abundance of caution and with respect to input from tribes during consultation these features are being treated in a manner consistent with a TCR for the Project. Alternative 1 would have no direct operational impacts to the Sepulveda Pass or the Los Angeles River. However, operational and maintenance activities and increased pedestrian traffic at station locations would result in visual, audible, or atmospheric intrusions on the Sepulveda Pass and Los Angeles River.

The Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report (Metro, 2025b) assessed the potential for visual and aesthetic impacts to the Santa Monica Mountains, including the Sepulveda Pass, and Los Angeles River, which are listed as scenic views or vistas under the Conservation Element of the City of Los Angeles General Plan (DCP, 2001). The existing view of the Sepulveda Pass and Los Angeles River would not be substantially affected by the aerial guideway constructed near these resources and Alternative 1 would result in a less than significant impact to these scenic vistas. Ultimately impacts to TCRs must be determined through tribal consultation. However, based on the existing conditions and assessment of visual impacts to these features (Metro, 2024c), operational impacts do not have potential to cause a substantial adverse change in the significance of TCRs pursuant to PRC Section 21074. Therefore, operation of Alternative 1 would result in a less than significant impact to TCRs and would not require mitigation.

7.3.4.2 Construction Impacts

Confidential information shared by tribal representatives and review of cultural resource management gray literature suggest a portion of the Alternative 1 Built Environment RSA may encompass a sacred location. Additionally, during AB 52 consultation and literature review, two landscape features, the Sepulveda Pass and the Los Angeles River, were identified as significant places important to tribal cultural heritage. As such, for the purposes of this analysis, the Sepulveda Pass and Los Angeles River are being treated in a manner consistent with a TCR. Further, the presence of previously recorded archaeological sites with Native American components within 0.5 mile of the Tribal Cultural RSA and the presence of indigenous trails and important water resources in the vicinity suggest that buried TCRs may exist within the Alternative 1 Tribal Cultural RSA. One of these archaeological sites, P-19-000382, is an ethnographic village where at least two indigenous burials have been encountered. It is possible that significant unknown TCRs could be unearthed during Alternative 1 excavation activities.



The proposed alignment for Alternative 1 is largely within the public ROW that has already been disturbed during utility and street construction, but these disturbances were relatively shallow. Locations considered to have low potential to encounter TCRs are those in older geologic deposits, such project components would be constructed at great depth. Shallow construction work, such as for the at-grade portions of the alignment, have limited potential to encounter intact TCR archaeological deposits or human remains because of the prior shallow disturbances. However, other proposed construction activities, such as mass excavation required for new stations, MRT footings, at-grade alignment segments and ancillary facilities, have the potential to encounter deeper, intact archaeological deposits. Furthermore, while an archaeologist may place greater importance on the intact nature of archaeological deposits, tribes may be concerned with the potential to identify and protect prehistoric resources, regardless of scientific value. Therefore, construction of the Alternative 1 alignment has the potential to cause a substantial adverse change in the significance of a TCR pursuant to PRC Section 21074. Impacts would be potentially significant. Refer to Section 7.4.2 for proposed mitigation measures. With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for Alternative 1.

7.3.4.3 Impacts of Maintenance and Storage Facilities

MSF Base Design

An assessment of TCR sensitivity for the Tribal Cultural RSA, as described in Section 7.2.4.4, indicates construction activities associated with the Alternative 1 MSF Base Design would have moderate potential to encounter previously unidentified TCRs below ground surface (Section 7.2.4.4, Figure 7-11). No TCRs have been identified within the MSF Base Design; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits and TCRs that could be impacted by ground-disturbing activities.

Construction of the MSF Base Design has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to TCRs related to construction of the Alternative 1 MSF Base Design would be significant, and mitigation is required (Section 7.4.2). With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for MSF Base Design.

MSF Design Option 1

An assessment of TCR sensitivity for the Tribal Cultural RSA, as described in Section 7.2.4.4, indicates construction activities associated with the Alternative 1 MSF Design Option 1 would have moderate potential to encounter previously unidentified TCRs below ground surface (Section 7.2.4.4, Figure 7-11). No TCRs have been identified within the MSF Design Option 1; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits and TCRs that could be impacted by ground-disturbing activities.

Construction of the MSF Design Option 1 has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to TCRs related to construction of the Alternative 1 alignment would be significant, and mitigation is required (Section 7.4.2). With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for the MSF Design Option 1.

Electric Bus MSF

An assessment of TCR sensitivity for the Tribal Cultural RSA, as described in Section 7.2.4.4, indicates construction activities associated with the Alternative 1 Electric Bus MSF would have moderate potential



to encounter previously unidentified TCRs below ground surface (Section 7.2.4.4, Figure 7-11). No TCRs have been identified within the Electric Bus MSF; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits and TCRs that could be impacted by ground-disturbing activities.

Construction of the Electric Bus MSF has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to TCRs related to construction of the Alternative 1 alignment would be significant, and mitigation is required (Section 7.4.2). With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for the Electric Bus MSF.

7.4 Mitigation Measures

7.4.1 Operational Impacts

Under Alternative 1, there would be no operational impacts to unique archaeological resources and human remains during operation. As such, no mitigation measures are required for these resources.

Under Alternative 1, there would potential operational impacts to historical resources and TCRs during operation. Impacts to historical resources would require mitigation as outlined in MM CUL-2. Impacts to TCRs would not require mitigation measures.

7.4.2 Construction Impacts

Under Alternative 1, there would be potential construction impacts to historical resources, archaeological resources, human remains, and TCRs during construction. Therefore, the following ten mitigation measures were developed. AB 52 consultation is ongoing, and any final mitigation measures for TCRs will be determined through consultation with tribes prior to the public review of the Draft Environmental Impact Report.

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- A project wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas that were not accessible during the preparation of this EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.
- The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural



Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.

- The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.
- The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.
- The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.
- The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.
- The Cultural Resources Monitoring and Mitigation Plan shall require a preconstruction baseline survey to identify building protection measures for historical resources in relation to tunnel boring machine launch/tunnel boring machine extraction, construction staging, and construction vibration and cut and cover activities adjacent to historical resources. The Project shall conduct a preconstruction survey to establish baseline, pre-construction conditions and to assess the potential for damage related to improvements adjacent to these historical resources.
- The Cultural Resources Monitoring and Mitigation Plan shall include building
 protection measures such as fencing, sensitive construction techniques based on
 final project design, dust control measures, underpinning, soil grouting, or other
 forms of ground improvement, as well as lower vibration equipment and/or
 construction techniques. (Refer to vibration mitigation measures in the Sepulveda
 Transit Corridor Project Noise and Vibration Technical Report for more



information [Metro, 2025a].) In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring machine construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine, as deemed appropriate in consultation with Metro's tunneling panel. An architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.

- The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures. If the post-construction survey identifies damage to historical resources, the Project shall require that repairs be made in accordance with the SOI Standards for the Treatment of Historic Properties. The assessment shall confirm that such repairs have been completed to restore the resource's integrity and avoid any permanent material impairment to the resource.
- MM CUL-1 applies to following historical resources:
 - Sherman Way Street Trees
 - Van Nuys Boulevard Street Trees
 - 15300 Ventura Boulevard
 - West Los Angeles Veterans Affairs Historic District
 - 14746 Raymer Street
 - Photo Electronics Corp. Building
 - Dual Ultimate Pharmacy
 - 2114 Cotner Avenue

MM CUL-2: Design Treatments

- To ensure that new construction does not adversely affect the setting and character of a historic district, the Project shall be designed to be compatible with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings and for the Treatment of Cultural Landscapes at the following historical resources that would be altered by proposed aerial guideway elements, station entrances, towers, and retaining walls:
 - West Los Angeles VA Historic District
- The project elements shall be designed to conform to the Secretary of the Interior Standards. To ensure the elements meet Secretary of the Interior Standards, the Project shall retain an architectural historian or historic architect who meets the Secretary of the Interior Professional Qualification Standards (36 CFR Part 61) (qualified professional) to consult on and assess project construction plans and/or design sets at 30 percent, 60 percent, and 90 percent design review phases. The qualified professional shall assess each design set for conformance with the Secretary of the Interior Standards and shall prepare memoranda to Metro.



Metro shall incorporate any project changes into the subsequent design sets to conform to the Secretary of the Interior Standards. Metro shall approve a memorandum prepared by a qualified professional stating that the final (90 percent) construction plans conform to the Secretary of the Interior Standards prior to the start of construction.

MM CUL-3: Pre-Construction and Construction Protection Measures

- The Project shall retain a qualified historic architect or architectural historian to conduct a pre-construction survey of the contributing landscape elements of the West Los Angeles Veterans Affairs Historic District. This survey shall document the location, dimensions, and condition of all contributing landscape elements within the area of potential impact prior to the start of construction. This documentation shall establish a baseline against which potential construction impacts shall be evaluated. The results of this survey shall be provided to Metro and the California Office of Historic Preservation (OHP) for review.
- Following completion and review of the pre-construction survey, a construction monitoring plan shall be prepared by a qualified historic architect or qualified architectural historian ("Qualified Architect"). The plan shall specify that all contributing landscape elements identified in the survey shall be avoided during construction. Protective measures, including fencing, ground covers, and temporary supports, shall be installed around contributing landscape elements prior to construction activities occurring within 10 feet of the resource.
- Construction activities involving heavy equipment or other vibration-producing activities shall not exceed a recommended vibration threshold at the location of any contributing landscape element, as determined by a qualified vibration consultant. Vibration monitoring equipment shall be used during construction to ensure compliance with this threshold.
- The Qualified Architect shall document compliance with the construction monitoring plan weekly during active construction and provide written reports to Metro. Any deviations from the approved plan shall be addressed immediately.
- Following construction, a post-construction survey shall be conducted to verify that no significant impacts occurred to contributing landscape elements. The results of this post-construction survey shall be documented in a report submitted to Metro and the OHP.
- MM CUL-3 applies to the following historical resources:
 - West Los Angeles VA Historic District

MM CUL-4: Historical Resource Archival Documentation

 The Project shall complete historical resource archival documentation of historical resources that will be demolished or substantially altered. The archival documentation shall follow the guidelines of the National Park Service's Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey program to create Historic American Building Survey-



like documentation. At a minimum, the documentation shall consist of the following:

- Large-format photographs including negatives and archival prints
- Written narrative following the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey short format
- Site plan
- The Project shall provide copies of the documentation to the City of Los Angeles
 Office of Historic Resources for archival purposes. Large-format photographs
 shall be verified prior to any demolition activities that would affect the Da Siani
 Ristorante (Sherwood Coiffeurs) building located at 4511 Sepulveda Boulevard.
 The documentation shall be prepared so that the original archival-quality
 documentation could be donated for inclusion in the Los Angeles Public Library.
 Copies of documentation shall be offered to the Los Angeles Public Library and
 local historical societies upon request.
- MM CUL-4 applies to following built environment resources:
 - Da Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard

MM CUL-5: Interpretive Program

- The Project shall prepare interpretive programs for historical resources that will be demolished or substantially altered. The Project shall provide interpretive materials in the form of a pamphlet, website, or similar, that describes and/or illustrates the historic significance of these properties. Interpretive materials shall be provided to the City of Los Angeles Office of Historic Resources for public education purposes. Copies of interpretive materials shall be offered to the Los Angeles Public Library and local historical societies.
- MM CUL-5 applies to following historical resources:
 - Da Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard

MM CUL-6: Cultural Resource Training

- Prior to any ground disturbing activities, all construction personnel involved in ground disturbing activities shall be provided with appropriate cultural and Tribal Cultural Resources training in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1.
- The training shall be prepared by a Secretary of the Interior qualified archaeologist to instruct the personnel regarding the legal framework protecting cultural resources and Tribal Cultural Resources, typical kinds of cultural resources and Tribal Cultural Resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or Tribal Cultural Resources are discovered. The training shall be presented by, or under the supervision of, an Secretary of the Interior qualified archaeologist, who shall review types of cultural resources and artifacts that would be considered potentially significant



to support operator recognition of these materials during construction.

Contingent upon the results of Assembly Bill 52 consultation, Native American representatives shall be solicited to attend the Worker Environmental Awareness Program training and contribute to the course material to provide guidance on tribal perspectives on working in areas sensitive for Tribal Cultural Resources.

MM CUL-7: Archaeological Monitoring

• Project related ground disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by, or under the supervision of, a Secretary of the Interior qualified archaeologist, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1. If monitoring does not reveal any archaeological artifacts, then there would be no impact to archaeological resources. If archaeological artifacts are discovered, then work shall be halted in the immediate vicinity of the find, and a Secretary of the Interior-qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.

MM CUL-8: Unanticipated Discovery of Human Remains

• If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

MM TCR-1: Native American Monitoring

 Project-related ground-disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by a Native American representative from a consulting tribe, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL-1. The tribal monitor shall be qualified by his or her tribe to monitor Tribal Cultural Resources.



- In the event that an archaeological resource discovered during project construction is determined to be potentially of Native American origin based on the initial assessment of the find by a Secretary of the Interior-qualified archaeologist pursuant to California Public Resource Code Section 21083.2(i), the Native American tribes that consulted on the Project pursuant to Assembly Bill 52 shall be notified. Those tribes shall also be provided information about the find to allow for early input from the tribal representatives with regard to the potential significance and treatment of the resource. Resources shall be treated with culturally appropriate dignity, taking into consideration the tribal cultural values and meaning of the resource.
- If, as a result of the resource evaluation and tribal consultation process, the resource is considered to be a Tribal Cultural Resource and determined, in accordance with California Public Resource Code Section 21074, to be eligible for inclusion in the California Register of Historical Resources or a local register of historical resources or is determined to be significant by the California Environmental Quality Act lead agency (Metro), the qualified archaeologist and Native American monitor shall monitor all remaining ground-disturbing activities in the area of the resource. The input of all consulting tribes shall be considered in the preparation of any required treatment plan activities prepared by the qualified archaeologist for any Tribal Cultural Resources identified during the project construction as required in the Cultural Resources Monitoring and Mitigation Plan (MM CUL-1).
- Work in the area of the discovery may not resume until evaluation and treatment
 of the resource is completed and/or the resource is recovered and removed from
 the site. Construction activities may continue on other parts of the construction
 site while evaluation and treatment of the resource takes place.

MM TCR-2: Unanticipated Discovery of Human Remains

• If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.



7.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 1 would result in less than significant impacts with mitigation on the following historical resources:

- West Los Angeles VA Historic District
- Sherman Way Street Trees
- Van Nuys Boulevard Street Trees
- 15300 Ventura Boulevard

Alternative 1 would result in a significant and unavoidable impact on the following historical resources:

Da Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard

Mitigation measures in Section 7.4.2 address the potential significant impacts to these historical resources. Mitigation would reduce impacts but cannot reduce impacts related to demolition to a less than significant level.

With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2, impacts on unique archaeological resources, human remains, and TCRs would be reduced to less than significant for Alternative 1 (including MRT MSF Base Design, MRT MSF Design Option 1, and Electric MSF). Alternative 1 exhibits low to moderate sensitivity for archaeological resources, and there is limited potential to impact human remains. The Alternative 1 alignment exhibits moderate to high sensitivity for TCRs. Potential impacts from construction of all Alternative 1 include disturbing previously unknown archaeological resources, human remains, or TCRs that may be buried below the surface. Due to the highly developed setting of the Project area, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources, TCRs, and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological monitors and Native American monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological and tribal cultural resources to less than significant.



8 ALTERNATIVE 3

8.1 Alternative Description

Alternative 3 is an aerial monorail alignment that would run along the Interstate 405 (I-405) corridor and would include seven aerial monorail transit (MRT) stations and an underground tunnel alignment between the Getty Center and Wilshire Boulevard with two underground stations. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, the East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 16.1 miles, with 12.5 miles of aerial guideway and 3.6 miles of underground configuration.

The seven aerial and two underground MRT stations would be as follows:

- 1. Metro E Line Expo/Sepulveda Station (aerial)
- 2. Santa Monica Boulevard Station (aerial)
- 3. Wilshire Boulevard/Metro D Line Station (underground)
- 4. UCLA Gateway Plaza Station (underground)
- 5. Getty Center Station (aerial)
- 6. Ventura Boulevard/Sepulveda Boulevard Station (aerial)
- 7. Metro G Line Sepulveda Station (aerial)
- 8. Sherman Way Station (aerial)
- 9. Van Nuys Metrolink Station (aerial)

8.1.1 Operating Characteristics

8.1.1.1 Alignment

As shown on Figure 8-1, from its southern terminus at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 3 would generally follow I-405 to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, except for an underground segment between Wilshire Boulevard and the Getty Center.

The proposed southern terminus station would be located west of the existing Metro E Line Expo/Sepulveda Station, east of I-405 between Pico Boulevard and Exposition Boulevard. Tail tracks would extend just south of the station adjacent to the eastbound Interstate 10 to northbound I-405 connector over Exposition Boulevard. North of the Metro E Line Expo/Sepulveda Station, a storage track would be located off of the main alignment north of Pico Boulevard between I-405 and Cotner Avenue. The alignment would continue north along the east side of I-405 until just south of Santa Monica Boulevard, where a proposed station would be located between the I-405 northbound travel lanes and Cotner Avenue. The alignment would cross over the northbound and southbound freeway lanes north of Santa Monica Boulevard and travel along the west side of I-405. Once adjacent to the U.S. Department of Veterans Affairs (VA) Hospital site, the alignment would cross back over the I-405 lanes and Sepulveda Boulevard, before entering an underground tunnel south of the Federal Building parking lot.





Figure 8-1. Alternative 3: Alignment

Source: LASRE, 2024; HTA, 2024

The alignment would proceed east underground and turn north under Veteran Avenue toward the proposed Wilshire Boulevard/Metro D Line Station located under the University of California, Los Angeles (UCLA) Lot 36 on the east side of Veteran Avenue north of Wilshire Boulevard. North of this station, the underground alignment would curve northeast parallel to Weyburn Avenue before curving north and traveling underneath Westwood Plaza at Le Conte Avenue. The alignment would follow Westwood Plaza until the underground UCLA Gateway Plaza Station in front of the Luskin Conference



Center. The alignment would then continue north under the UCLA campus until Sunset Boulevard, where the tunnel would curve northwest for approximately 2 miles to rejoin I-405.

The Alternative 3 alignment would transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal located at the northern end of the Leo Baeck Temple parking lot. The alignment would cross over Sepulveda Boulevard and the I-405 lanes to the proposed Getty Center Station on the west side of I-405, just north of the Getty Center tram station. The alignment would return to the median for a short distance before curving back to the west side of I-405 south of the Sepulveda Boulevard undercrossing north of the Getty Center Drive interchange. After crossing over Bel Air Crest Road and Skirball Center Drive, the alignment would again return to the median and run under the Mulholland Drive Bridge, then continue north within the I-405 median to descend into the San Fernando Valley (Valley).

Near Greenleaf Street, the alignment would cross over the northbound freeway lanes and on-ramps toward the proposed Ventura Boulevard Station on the east side of I-405. This station would be located above a transit plaza and replace an existing segment of Dickens Street adjacent to I-405, just south of Ventura Boulevard. Immediately north of the Ventura Boulevard Station, the alignment would cross over the northbound I-405 to U.S. Highway 101 (US-101) connector and continue north between the connector and the I-405 northbound travel lanes. The alignment would continue north along the east side of I-405—crossing over US-101 and the Los Angeles River—to a proposed station on the east side of I-405 near the Metro G Line Busway. A new at-grade station on the Metro G Line would be constructed for Alternative 3 adjacent to the proposed station. These proposed stations are shown on the Metro G Line inset area on Figure 8-1.

The alignment would then continue north along the east side of I-405 to the proposed Sherman Way Station. The station would be located inside the I-405 northbound loop off-ramp to Sherman Way. North of the station, the alignment would continue along the eastern edge of I-405, then curve to the southeast parallel to the LOSSAN rail corridor. The alignment would run elevated along Raymer Street east of Sepulveda Boulevard and cross over Van Nuys Boulevard to the proposed terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. Overhead utilities along Raymer Street would be undergrounded where they would conflict with the guideway or its supporting columns. Tail tracks would be located southeast of this terminus station.

8.1.1.2 Guideway Characteristics

Alternative 3 would utilize straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Alternative 3 would operate on aerial and underground guideways with dual-beam configurations. Northbound and southbound trains would travel on parallel beams either in the same tunnel or supported by a single-column or straddle-bent aerial structure. Figure 8-2 shows a typical cross-section of the aerial monorail guideway.



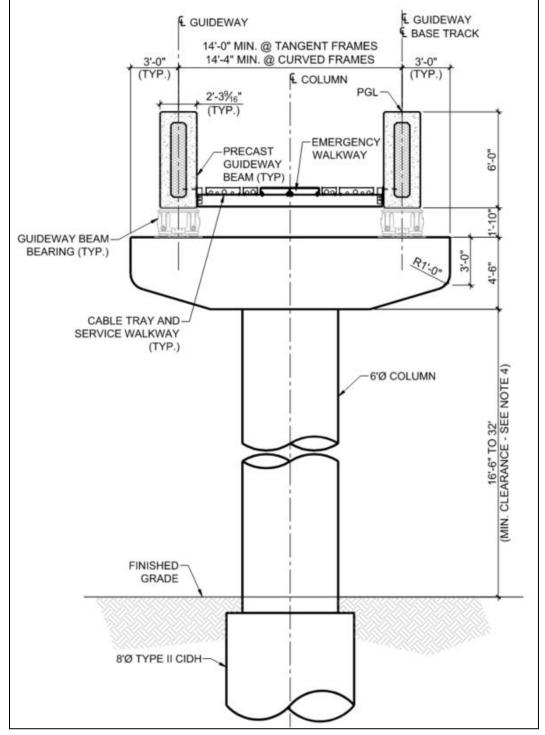


Figure 8-2. Typical Aerial Monorail Guideway Cross-Section

Source: LASRE, 2024

On a typical guideway section (i.e., not at a station), guide beams would rest on 20-foot-wide column caps (i.e., the structure connecting the columns and the guide beams), with typical spans (i.e., the



distance between columns) ranging from 70 to 190 feet. The bottom of the column caps would typically be between 16.5 feet and 32 feet above ground level.

Over certain segments of roadway and freeway facilities, a straddle-bent configuration, as shown on Figure 8-3, consisting of two concrete columns constructed outside of the underlying roadway would be used to support the guide beams and column cap. Typical spans for these structures would range between 65 and 70 feet. A minimum 16.5-foot clearance would be maintained between the underlying roadway and the bottom of the column caps.

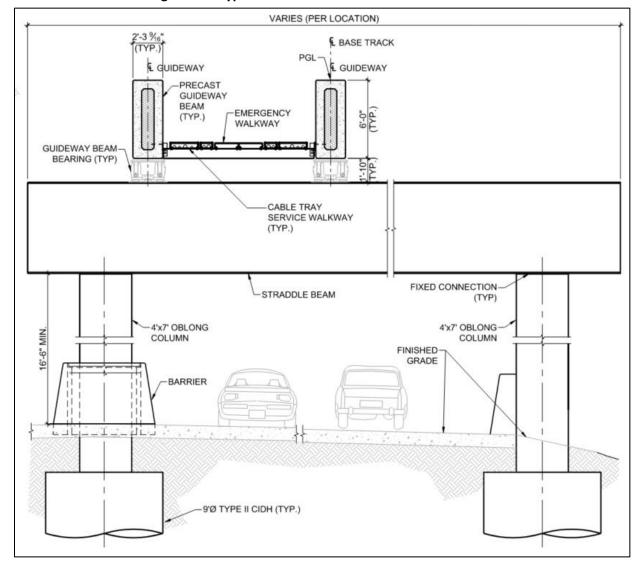


Figure 8-3. Typical Monorail Straddle-Bent Cross-Section

Source: LASRE, 2024

Structural support columns would vary in size and arrangement by alignment location. Columns would be 6 feet in diameter along main alignment segments adjacent to I-405 and be 4 feet wide by 6 feet long in the I-405 median. Straddle-bent columns would be 4 feet wide by 7 feet long. At stations, six rows of dual 5-foot by-8-foot columns would support the aerial guideway. Beam switch locations and long-span structures would also utilize different sized columns, with dual 5-foot columns supporting switch



locations and either 9-foot or 10-foot-diameter columns supporting long-span structures. Crash protection barriers would be used to protect the columns. All columns would have a cast-in-drilled-hole (CIDH) pile foundation extending 1 foot in diameter beyond the column width with varying depths for appropriate geotechnical considerations and structural support.

For underground sections, a single 40-foot-diameter tunnel would be needed to accommodate dual-beam configuration. The tunnel would be divided by a 1-foot-thick center wall dividing two compartments with a 14.5-foot-wide space for trains and a 4-foot-wide emergency evacuation walkway. The center wall would include emergency sliding doors placed every 750 to 800 feet. A plenum within the crown of the tunnel, measuring 8 feet tall from the top of the tunnel, would allow for air circulation and ventilation. Figure 8-4 illustrates these components at a typical cross-section of the underground monorail guideway.

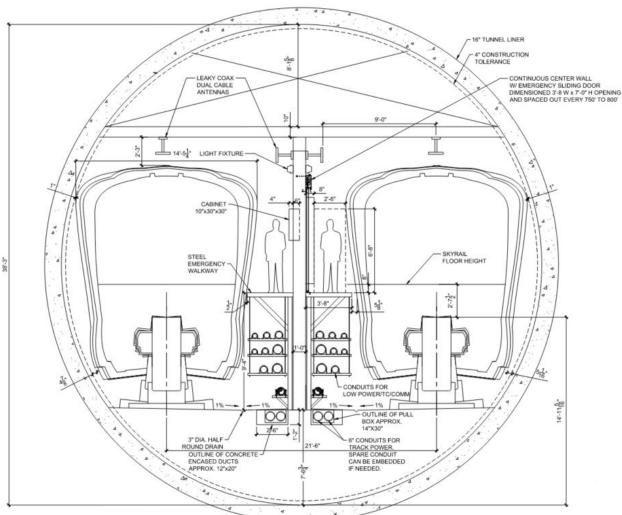


Figure 8-4. Typical Underground Monorail Guideway Cross-Section

Source: LASRE, 2024



8.1.1.3 Vehicle Technology

Alternative 3 would utilize straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Rubber tires would sit both atop and on each side of the guide beam to provide traction and guide the train. Trains would be automated and powered by power rails mounted to the guide beam, with planned peak-period headways of 166 seconds and off-peak-period headways of 5 minutes. Monorail trains could consist of up to eight cars. Alternative 3 would have a maximum operating speed of 56 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations.

Monorail train cars would be 10.5 feet wide, with two double doors on each side. End cars would be 46.1 feet long with a design capacity of 97 passengers, and intermediate cars would be 35.8 feet long and have a design capacity of 90 passengers.

8.1.1.4 Stations

Alternative 3 would include seven aerial and two underground MRT stations with platforms approximately 320 feet long. Aerial stations would be elevated 50 feet to 75 feet above the ground level, and underground stations would be 80 feet to 110 feet underneath the existing ground level. The Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Ventura Boulevard/Sepulveda Boulevard, Sherman Way, and Van Nuys Metrolink Stations would be center-platform stations where passengers would travel up to a shared platform that would serve both directions of travel. The Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza, Getty Center, and Metro G Line Sepulveda Stations would be side-platform stations where passengers would select and travel up or down to station platforms depending on their direction of travel. Each station, regardless of whether it has side or center platforms, would include a concourse level prior to reaching the train platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from ground level to the concourse.

Aerial station platforms would be approximately 320 feet long and would be supported by six rows of dual 5-foot by- 8-foot columns. The platforms would be covered, but not enclosed. Side-platform stations would be 61.5 feet wide to accommodate two 13-foot-wide station platforms with a 35.5-foot-wide intermediate gap for side-by-side trains. Center-platform stations would be 49 feet wide, with a 25-foot-wide center platform.

Underground side platforms would be 320 feet long and 26 feet wide, separated by a distance of 31.5 feet for side-by-side trains.

Monorail stations would include automatic, bi-parting fixed doors along the edges of station platforms. These doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This aerial station would be located near the existing Metro E Line Expo/Sepulveda Station, just east
 of I-405 between Pico Boulevard and Exposition Boulevard.
- A transit plaza and station entrance would be located on the east side of the station.
- An off-street passenger pick-up/drop-off loop would be located south of Pico Boulevard west of Cotner Avenue.



- An elevated pedestrian walkway would connect the concourse level of the proposed station to the Metro E Line Expo/Sepulveda Station within the fare paid zone.
- Passengers would be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces. No additional automobile parking would be provided at the proposed station.

Santa Monica Boulevard Station

- This aerial station would be located just south of Santa Monica Boulevard, between the I-405 northbound travel lanes and Cotner Avenue.
- Station entrances would be located on the southeast and southwest corners of Santa Monica Boulevard and Cotner Avenue. The entrance on the southeast corner of the intersection would be connected to the station concourse level via an elevated pedestrian walkway spanning Cotner Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located under UCLA Lot 36 on the east side of Veteran Avenue north of Wilshire Boulevard.
- A station entrance would be located on the northeast corner of the intersection of Veteran Avenue and Wilshire Boulevard.
- An underground pedestrian walkway would connect the concourse level of the proposed station to the Metro D Line Westwood/UCLA Station using a knock-out panel provided in the Metro D Line Station box. This connection would occur within the fare paid zone.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located beneath Gateway Plaza.
- Station entrances would be located on the northern end and southeastern end of the plaza.
- No dedicated station parking would be provided at this station.

Getty Center Station

- This aerial station would be located on the west side of I-405 near the Getty Center, approximately 1,000 feet north of the Getty Center tram station.
- An elevated pedestrian walkway would connect the proposed station's concourse level with the Getty Center tram station. The proposed connection would occur outside the fare paid zone.
- An entrance to the walkway above the Getty Center's parking lot would be the proposed station's only entrance.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

• This aerial station would be located east of I-405, just south of Ventura Boulevard.



- A transit plaza, including two station entrances, would be located on the east side of the station. The
 plaza would require the closure of a 0.1-mile segment of Dickens Street between Sepulveda
 Boulevard and Ventura Boulevard, with a passenger pick-up/drop-off loop and bus stops provided
 south of the station, off Sepulveda Boulevard.
- No dedicated station parking would be provided at this station.

Metro G Line Sepulveda Station

- This aerial station would be located near the Metro G Line Sepulveda Station, between I-405 and the Metro G Line Busway.
- Entrances to the MRT station would be located on both sides of the new proposed Metro G Line bus rapid transit (BRT) station.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the proposed new Metro G Line BRT station outside of the fare paid zone.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are used for transit parking. No additional automobile parking would be provided at the proposed station.

Sherman Way Station

- This aerial station would be located inside the I-405 northbound loop off-ramp to Sherman Way.
- A station entrance would be located on the north side of Sherman Way, directly across the street from the I-405 northbound off-ramp to Sherman Way East.
- An on-street passenger pick-up/drop-off area would be provided on the north side of Sherman Way west of Firmament Avenue.
- No dedicated station parking would be provided at this station.

Van Nuys Metrolink Station

- This aerial station would be located on the east side of Van Nuys Boulevard, just south of the LOSSAN rail corridor, incorporating the site of the current Amtrak ticket office.
- A station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A second entrance would be located to the north of the LOSSAN rail corridor with an elevated pedestrian walkway connecting to both the concourse level of the proposed station and the platform of the Van Nuys Metrolink/Amtrak Station.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces, but 180 parking spaces would be relocated north of the LOSSAN rail corridor.
 Metrolink parking would not be available to Metro transit riders.

8.1.1.5 Station-to-Station Travel Times

Table 8-1 presents the station-to-station distance and travel times for Alternative 3. The travel times includes both running time and dwelling time. The travel times differ between northbound and southbound trips because of grade differentials and operational considerations at end-of-line stations.



Table 8-1. Alternative 3: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to- Station Travel Time (seconds)	Southbound Station-to- Station Travel Time (seconds)	Dwell Time (seconds)		
Metro E Line Station							
Metro E Line	Santa Monica Boulevard	0.9	123	97	_		
Santa Monica Boulevard Station							
Santa Monica Boulevard	Wilshire/Metro D Line	1.1	192	194	_		
Wilshire/Metro D Line Station							
Wilshire/Metro D Line	UCLA Gateway Plaza	0.9	138	133	_		
UCLA Gateway Plaza Station							
UCLA Gateway Plaza	Getty Center	2.6	295	284	_		
Getty Center Station							
Getty Center	Ventura Boulevard	4.7	414	424	_		
Ventura Boulevard Station							
Ventura Boulevard	Metro G Line	2.0	179	187	_		
Metro G Line Station							
Metro G Line	Sherman Way	1.5	134	133	_		
Sherman Way Station							
Sherman Way	Van Nuys Metrolink	2.4	284	279	_		
Van Nuys Metrolink Station							

Source: LASRE, 2024

— = no data

8.1.1.6 Special Trackwork

Alternative 3 would include five pairs of beam switches to enable trains to cross over and reverse direction on the opposite beam. All beam switches would be located on aerial portions of the alignment of Alternative 3. From south to north, the first pair of beam switches would be located just north of the Metro E Line Expo/Sepulveda Station. A second pair of beam switches would be located on the west side of I-405, directly adjacent to the VA Hospital site, south of the Wilshire Boulevard/Metro D Line Station. A third pair of beam switches would be located in the Sepulveda Pass just south of Mountaingate Drive and Sepulveda Boulevard. A fourth pair of beam switches would be located south of the Metro G Line Station between the I-405 northbound lanes and the Metro G Line Busway. The final pair would be located near the Van Nuys Metrolink Station.

At beam switch locations, the typical cross-section of the guideway would increase in column and column cap width. The column cap width at these locations would be 64 feet, with dual 5-foot-diameter columns. Underground pile caps for additional structural support would also be required at these locations. Figure 8-5 shows a typical cross-section of the monorail beam switch.



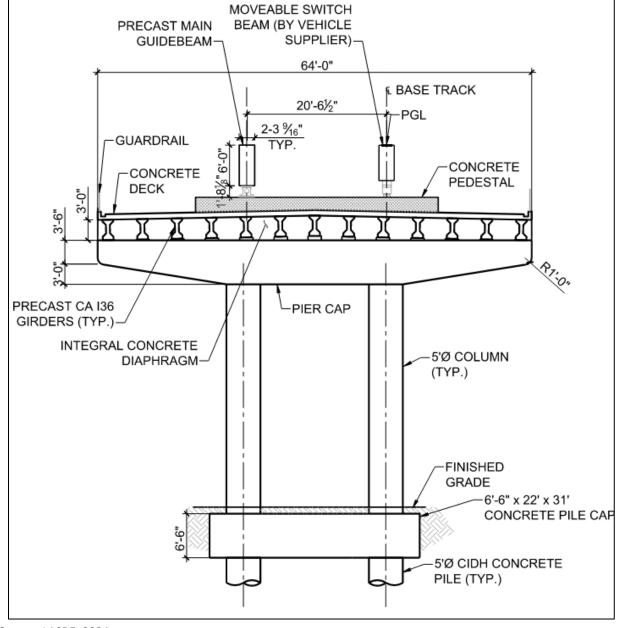


Figure 8-5. Typical Monorail Beam Switch Cross-Section

Source: LASRE, 2024

8.1.1.7 Maintenance and Storage Facility

MSF Base Design

In the maintenance and storage facility (MSF) Base Design for Alternative 3, the MSF would be located on City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station. The MSF Base Design site would be approximately 18 acres and would be designed to accommodate a fleet of 208 monorail vehicles. The site would be bounded by the LOSSAN rail corridor to the north, Saticoy Street to the south, and property lines extending north of Tyrone and Hazeltine Avenues to the east and west, respectively.



Monorail trains would access the site from the main alignment's northern tail tracks at the northwest corner of the site. Trains would travel parallel to the LOSSAN rail corridor before curving southeast to maintenance facilities and storage tracks. The guideway would remain in an aerial configuration within the MSF Base Design, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- Traction power substation (TPSS)
- Maintenance-of-way (MOW) building
- Parking area for employees

MSF Design Option 1

In the MSF Design Option 1, the MSF would be located on industrial property, abutting Orion Avenue, south of the LOSSAN rail corridor. The MSF Design Option 1 site would be approximately 26 acres and would be designed to accommodate a fleet of 224 monorail vehicles. The site would be bounded by I-405 to the west, Stagg Street to the south, the LOSSAN rail corridor to the north, and Orion Avenue and Raymer Street to the east. The monorail guideway would travel along the northern edge of the site.

Monorail trains would access the site from the monorail guideway east of Sepulveda Boulevard, requiring additional property east of Sepulveda Boulevard and north of Raymer Street. From the northeast corner of the site, trains would travel parallel to the LOSSAN rail corridor before turning south to maintenance facilities and storage tracks parallel to I-405. The guideway would remain in an aerial configuration within the MSF Design Option 1, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- TPSS
- MOW building
- Parking area for employees

Figure 8-6 shows the locations of the MSF Base Design and MSF Design Option 1 for Alternative 3.





Figure 8-6. Alternative 3: Maintenance and Storage Facility Options

8.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. A TPSS on a site of approximately 8,000 square feet would be located approximately every 1 mile along the alignment. Table 8-2 lists the TPSS locations proposed for Alternative 3.

Figure 8-7 shows the TPSS locations along the Alternative 3 alignment.



Table 8-2. Alternative 3: Traction Power Substation Locations

TPSS No.	TPSS Location Description	Configuration
1	TPSS 1 would be located east of I-405, just south of Exposition Boulevard and the monorail guideway tail tracks.	At-grade
2	TPSS 2 would be located east of I-405 and Sepulveda Boulevard, just north of the Getty Center Station.	At-grade
3	TPSS 3 would be located west of I-405, just east of the intersection between Promontory Road and Sepulveda Boulevard.	At-grade
4	TPSS 4 would be located between I-405 and Sepulveda Boulevard, just north of the Skirball Center Drive Overpass.	At-grade
5	TPSS 5 would be located east of I-405, just south of Ventura Boulevard Station, between Sepulveda Boulevard and Dickens Street.	At-grade
6	TPSS 6 would be located east of I-405, just south of the Metro G Line Sepulveda Station.	At-grade
7	TPSS 7 would be located east of I-405, just east of the Sherman Way Station, inside the I-405 Northbound Loop Off-Ramp to Sherman Way westbound.	At-grade
8	TPSS 8 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor.	At-grade
9	TPSS 9 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor.	At-grade (within MSF Design Option)
10	TPSS 10 would be located between Van Nuys Boulevard and Raymer Street, south of the LOSSAN rail corridor.	At-grade
11	TPSS 11 would be located south of the LOSSAN rail corridor, between Tyrone Avenue and Hazeltine Avenue.	At-grade (within MSF Base Design)
12	TPSS 12 would be located southwest of Veteran Avenue at Wellworth Avenue.	Underground
13	TPSS 13 would be located within the Wilshire Boulevard/Metro D Line Station.	Underground (adjacent to station)
14	TPSS 14 would be located underneath UCLA Gateway Plaza.	Underground (adjacent to station)





Figure 8-7. Alternative 3: Traction Power Substation Locations

8.1.1.9 Roadway Configuration Changes

Table 8-3 lists the roadway changes necessary to accommodate the guideway of Alternative 3. Figure 8-8 shows the location of these roadway changes in the Sepulveda Transit Corridor Project (Project) Study Area, except for the I-405 configuration changes, which occur throughout the corridor.



Table 8-3. Alternative 3: Roadway Changes

Location	From	То	Description of Change
Cotner Avenue	Nebraska Avenue	Santa Monica Boulevard	Roadway realignment to accommodate aerial guideway columns
Beloit Avenue	Massachusetts Avenue	Ohio Avenue	Roadway narrowing to accommodate aerial guideway columns
Sepulveda Boulevard	Getty Center Drive	Not Applicable	Southbound right turn lane to Getty Center Drive shortened to accommodate aerial guideway columns
I-405 Northbound On-Ramp and Off-Ramp	Sepulveda Boulevard near I-405 Northbound	Sepulveda Boulevard/I-405	Ramp realignment to accommodate aerial guideway columns and I-405
at Sepulveda Boulevard near I-405 Exit 59	Exit 59	Undercrossing (near Getty Center)	widening
Sepulveda Boulevard	I-405 Southbound Skirball Center Drive Ramps (north of Mountaingate Drive)	Skirball Center Drive	Roadway realignment into existing hillside to accommodate aerial guideway columns and I-405 widening
I-405 Northbound On-Ramp at Mulholland Drive	Mulholland Drive	Not Applicable	Roadway realignment into the existing hillside between the Mulholland Drive Bridge pier and abutment to accommodate aerial guideway columns and I-405 widening
Dickens Street	Sepulveda Boulevard	Ventura Boulevard	Permanent removal of street for Ventura Boulevard Station construction Pick-up/drop-off area would be provided along Sepulveda Boulevard at the truncated Dickens Street
Sherman Way	Haskell Avenue	Firmament Avenue	Median improvements, passenger drop-off and pick-up areas, and bus pads within existing travel lanes
Raymer Street	Sepulveda Boulevard	Van Nuys Boulevard	Curb extensions and narrowing of roadway width to accommodate aerial guideway columns
1-405	Sepulveda Boulevard Northbound Off-Ramp (Getty Center Drive interchange)	Sepulveda Boulevard Northbound On-Ramp (Getty Center Drive interchange)	I-405 widening to accommodate aerial guideway columns in the median
I-405	Skirball Center Drive	U.S. Highway 101	I-405 widening to accommodate aerial guideway columns in the median





Figure 8-8. Alternative 3: Roadway Changes

In addition to the changes made to accommodate the guideway, as listed in Table 8-3, roadways and sidewalks near stations would be reconstructed, which would result in modifications to curb ramps and driveways.

8.1.1.10 Ventilation Facilities

For ventilation of the monorail's underground portion, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between



stations. Vents would be located at the southern portal near the Federal Building parking lot, Wilshire/Metro D Line Station, UCLA Gateway Plaza Station, and at the northern portal near the Leo Baeck Temple parking lot. Emergency ventilation fans would be located at the UCLA Gateway Plaza Station and at the northern and southern tunnel portals.

8.1.1.11 Fire/Life Safety - Emergency Egress

Continuous emergency evacuation walkways would be provided along the guideway. Walkways along the alignment's aerial portions would typically consist of structural steel frames anchored to the guideway beams to support non-slip walkway panels. The walkways would be located between the two guideway beams for most of the aerial alignment; however, where the beams split apart, such as entering center-platform stations, short portions of the walkway would be located on the outside of the beams. For the underground portion of Alternative 3, 3.5-foot-wide emergency evacuation walkways would be located on both sides of the beams. Access to tunnel segments for first responders would be through stations.

8.1.2 Construction Activities

Construction activities for Alternative 3 would include constructing the aerial guideway and stations, underground tunnel and stations, and ancillary facilities, and widening I-405. Construction of the transit facilities through substantial completion is expected to have a duration of 8 ½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

Aerial guideway construction would begin at the southern and northern ends of the alignment and connect in the middle. Constructing the guideway would require a combination of freeway and local street lane closures throughout the working limits to provide sufficient work area. The first stage of I-405 widening would include a narrowing of adjacent freeway lanes to a minimum width of 11 feet (which would eliminate shoulders) and placing K-rail on the outside edge of the travel lanes to create outside work areas. Within these outside work zones, retaining walls, drainage, and outer pavement widenings would be constructed to allow for I-405 widening. The reconstruction of on- and off-ramps would be the final stage of I-405 widening.

A median work zone along I-405 for the length of the alignment would be required for erection of the guideway structure. In the median work zone, demolition of existing median and drainage infrastructure would be followed by the installation of new K-rails and installation of guideway structural components, which would include full directional freeway closures when guideway beams must be transported into the median work areas during late-night hours. Additional night and weekend directional closures would be required for installation of long-span structures over I-405 travel lanes where the guideway would transition from the median.

Aerial station construction is anticipated to last the duration of construction activities for Alternative 3 and would include the following general sequence of construction:

- Site clearing
- Utility relocation
- Construction fencing and rough grading
- CIDH pile drilling and installation
- Elevator pit excavation
- Soil and material removal



- Pile cap and pier column construction
- Concourse level and platform level falsework and cast-in-place structural concrete
- Guideway beam installation
- Elevator and escalator installation
- Completion of remaining concrete elements such as pedestrian bridges
- Architectural finishes and mechanical, electrical, and plumbing installation

Underground stations, including the Wilshire Boulevard/Metro D Line Station and the UCLA Gateway Plaza Station, would use a "cut-and-cover" construction method whereby the station structure would be constructed within a trench excavated from the surface that is covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic.

A tunnel boring machine (TBM) would be used to construct the underground segment of the guideway. The TBM would be launched from a staging area on Veteran Avenue south of Wilshire Boulevard, and head north toward an exit portal location north of Leo Baeck Temple. The southern portion of the tunnel between Wilshire Boulevard and the Bel Air Country Club would be at a depth between 80 to 110 feet from the surface to the top of the tunnel. The UCLA Gateway Plaza Station would be constructed using cut-and-cover methods. Through the Santa Monica Mountains, the tunnel would range between 30 to 300 feet deep.

Alternative 3 would require construction of a concrete casting facility for columns and beams associated with the elevated guideway. A specific site has not been identified; however, it is expected that the facility would be located on industrially zoned land adjacent to a truck route in either the Antelope Valley or Riverside County. When a site is identified, the contractor would obtain all permits and approvals necessary from the relevant jurisdiction, the appropriate air quality management entity, and other regulatory entities.

TPSS construction would require additional lane closures. Large equipment, including transformers, rectifiers, and switchgears would be delivered and installed through prefabricated modules where possible in at-grade TPSSs. The installation of transformers would require temporary lane closures on Exposition Boulevard, Beloit Avenue, and the I-405 northbound on-ramp at Burbank Boulevard.

Table 8-4 and Figure 8-9 show the potential construction staging areas for Alternative 3. Staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

Table 8-4. Alternative 3: Construction Staging Locations

No.	Location Description
1	Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405



No.	Location Description
2	South of Dowlen Drive and east of Greater LA Fisher House
3	Federal Building Parking Lot
4	Kinross Recreation Center and UCLA Lot 36
5	North end of the Leo Baeck Temple Parking Lot (tunnel boring machine retrieval)
6	At 1400 N Sepulveda Boulevard
7	At 1760 N Sepulveda Boulevard
8	East of I-405 and north of Mulholland Drive Bridge
9	Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101
10	ElectroRent Building south of G Line Busway, east of I-405
11	Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard
12	Along Cabrito Road east of Van Nuys Boulevard





Figure 8-9. Alternative 3: Construction Staging Locations



8.2 Existing Conditions

8.2.1 Archival Research

8.2.1.1 South Central Coastal Information Center Records Search

The South Central Coastal Information Center (SCCIC) records search identified 53 previous cultural resource studies that intersect the Alternative 3 Archaeological Resource Study Area (RSA). The complete results of the SCCIC records search are provided in Appendix F.

Built Environment Resources within Alternative 3 Built Environment Resource Study Area

The SCCIC records search identified 22 previously recorded cultural resources within or partially within the Alternative 3 Built Environment RSA (Table 8-5).

Table 8-5. Alternative 3: SCCIC Previously Recorded Resources within the Built Environment Resource Study Area

Primary Number (P-19-)	Resource Name	Construction Date/Time Period	Eligibility Evaluation/NRHP Status Code
173043	Los Angeles VA Medical Center Historic District	1923-1953	3
	and National Cemetery		
173148	LADWP Westwood Distribution	1933	7N
173149	Engine Co. #37	circa 1942	7
173150	1220 Veteran Avenue	1936	7N
173163	UCLA Greenhouse Complex Building #1	1930-1955	6 – Demolished
173164	UCLA Greenhouse Complex Building #2	1930-1955	6 – Demolished
173165	UCLA Greenhouse Complex Building #3	1930-1955	6 – Demolished
173166	UCLA Greenhouse Complex Building #4	1930-1955	6 – Demolished
175802	UCLA District	1929-1933	2S2
180601	Daughters of the American Revolution Trees	1929	6
187565	Mulholland Drive over I-405 Bridge	1959	3
187951	USAR Center, Daniels Hall	1958	7
188093	Sepulveda Flood Control Dam	1939	3
188227	Weyburn-Classic Building	1934	6Y
188905	Sepulveda Boulevard Bridge #53-1099S	1957	6Y
189273	Linde Medical Building	1962/1966	6
189274	Westwood Federal Building	1966	3
189982	UCLA, Rehabilitation Center	1961	3S
190024	11152 Exposition Boulevard	1942	6Y
190025	11160 Exposition Boulevard	1940	6Z
190026	11172 Exposition Boulevard	1939	6Z
190591	UCLA-Ackerman Hall	1964	2S2

Source: HTA, 2024

CR = California Register

NRHP = National Register of Historic Places

USAR = United States Army Reserve

Notes:

Individual property listed in the NRHP by the Keeper of the NRHP. Listed in the California Register of Historical Resources (CRHR).



- Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the California Register of Historical Resources (CRHR).
- 3 Appears eligible for NRHP to person completing or reviewing form.
- 3S Appears eligible for NRHP as an individual property through survey evaluation.
- 6 Determined ineligible for listing in the NRHP.
- 6Y Determined ineligible for NRHP by consensus through Section 106 process Not evaluated for CRHR or local listing.
- 6Z Found ineligible for NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.
- 7N Needs to be reevaluated (formerly NRHP Status Code 4).

The records search also identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA and nine archaeological resources (P-19-000382, P-19-003336, P-19-004667, P-19-004668, P-19-004670, P-19-004669, P-19-004864, P-19-004865, and P-19-100029) within the Project Study Area. The sites are summarized in Table 8-6, and site descriptions are included in Section 6.1.1.1.

Table 8-6. Alternative 3: SCCIC Previously Recorded Archaeological Resources

Primary Number (P-19-)	Resource Description	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code					
Within the Alterna	Within the Alternative 3 Archaeological Resource Study Area							
003803	Santa Monica Air Line Segment	1875	3 S					
Within Project Stu	dy Area							
000382	Kuruvungna*/Serra Springs – Native American	Prehistoric; 1770s;	5					
	Village; historically significant springs; historic	1924-1960s						
	high school; prehistoric and historic artifacts and							
	historic foundations							
003336	Historic refuse deposit	circa 1850s to 1900	7					
004667	Historic refuse deposit	1929-1935	7					
004668	Historic refuse deposit	1940-1960	6					
004669	Prehistoric shell and groundstone; historic	Prehistoric;	7					
	refuse deposit; brick-lined dry well	1910s-1960s						
004670	Historic refuse deposit	1931-1968	7					
004864	Historic refuse deposit	1880-1920	7					
004865	Historic refuse deposit	1899-1906	7					
100029	Isolated sun colored amethyst glass fragment	Historic	6Z					

Source: HTA, 2024

NRHP = National Register of Historic Places

SCCIC = South Central Coastal Information Center

Notes:

- 3S Appears eligible for NRHP as an individual property through survey evaluation.
- 5 Recognized as historically significant by local government.
- 6 Determined ineligible for listing in the NRHP.
- 6Z Found ineligible for the NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.



*Koruuvanga

8.2.1.2 Built Environment Resources Directory

The Built Environment Resources Directory (BERD) search identified 38 resources within the Alternative 3 Built Environment RSA. The tabulated results of the BERD search are provided in Appendix F.

8.2.1.3 Los Angeles Historic Resources Inventory

The Los Angeles Historic Resources Inventory (HistoricPlacesLA) search identified 13 resources within the Alternative 3 Built Environment RSA. The tabulated results of the HistoricPlacesLA search are provided in Appendix F.

8.2.2 Native American Heritage Commission Sacred Lands File Search and Assembly Bill 52 Consultation

Refer to Section 6.1.2.

8.2.3 Field Surveys

Refer to Section 6.1.3.

8.2.4 Resources within the Alternative 3 Resource Study Areas

The cultural resources study identified 64 historical resources for the purposes of CEQA within the Alternative 3 Built Environment RSA. They include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. Among these historical resources are four historic districts (Map References #32, #78, #86, and #72, indicated in Appendix A) and one historic linear landscape (Map Reference #12). No new or previously recorded archaeological resources were observed during the survey.

8.2.4.1 Historical Resources within the Alternative 3 Resource Study Areas

Table 8-7 details the 64 historical resources identified within the Alternative 3 Built Environment RSA.



Table 8-7. Alternative 3: Historical Resources within the Built Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1956
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.	1947
6	14704 Raymer Street	NA	14704 Raymer Street	The industrial property located at 14704 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1954
7	14746 Raymer Street	NA	14746 Raymer Street	The industrial property located at 14746 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1967
12	Sherman Way Street Trees'	NA	Along either side of Sherman Way between Woodley Avenue and Sherman Circle	The Sherman Way Street Trees are eligible for listing in the local register significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route which was the main corridor from central Los Angeles to Van Nuys.	1911-1913



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
14	Van Nuys Boulevard	NA	Between Sherman Way	The Van Nuys Boulevard Street Trees are eligible for listing in	1911-1913
	Street Trees		along Sherman Circle and		
			Hamlin Street on Van	planting plan for Sherman Way (paved between 1911 and	
			Nuys Boulevard	1913; parts of which were renamed Van Nuys Boulevard and	
				Chandler Boulevard), which was the main automobile and	
				streetcar corridor from central Los Angeles to Van Nuys.	
18	Air Raid Siren No. 117	NA	South side of Oxnard	The Air Raid Siren No. 117 is eligible for listing in the NRHP	1940
			Street, west of Sepulveda	and CRHR and is significant under Criterion A for its	
			Boulevard	association with World War II and Cold War military	
				infrastructure.	
19	Cabana Motel	NA	5764 Sepulveda	The Cabana Motel located at 5764 Sepulveda Boulevard is	1946
			Boulevard	eligible for listing in the NRHP, CRHR, and the local register at	
				the local level and is significant under Criterion A/1 for its	
				association with Los Angeles's postwar car culture and	
				Criterion C/3 for its Modern design.	
20	El Cortez Motel	NA	5746 Sepulveda	The El Cortez Motel located at 5746 Sepulveda Boulevard is	1949
			Boulevard	eligible for listing in the NRHP, CRHR, and the local register at	
				the local level and is significant under Criterion A/1 for its	
				association with Los Angeles's postwar car culture and	
				Criterion C/3 for its Modern design.	
21	5724 Sepulveda	NA	5724 Sepulveda	The multiple family building located at 5724 Sepulveda	1959
	Boulevard		Boulevard	Boulevard is eligible for listing in the NRHP and CRHR and is	
				significant under Criterion A/1 for its association with the	
				postwar housing crisis, and Criterion C/3 for its Modern and	
				Stucco Box/Dingbat design.	
22	Kauai Surf	NA	15232 Martha Street	The Kauai Surf apartments building located at 15232 Martha	1962
				Street is eligible for listing in the NRHP and CRHR and is	
				significant under Criterion C/3 for its Modern design.	
23	5450 Sepulveda	NA	5450 Sepulveda	The residential building located at 5450 Sepulveda Boulevard	1953
	Boulevard		Boulevard	is eligible for listing in the NRHP and CRHR and is significant	
				under Criterion C/3 for its Monterey design.	



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
24	Cathedral of St. Mary Church	NA	5335 N Sepulveda Boulevard	The Cathedral of St. Mary Church located at 5335 N Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Byzantine Revival design.	1961
25	Lt. Patrick H. Daniels United States Army Reserve Center	NA	5161 Sepulveda Boulevard	The Lt. Patrick H. Daniels United States Army Reserve Center building located at 5161 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Army Reserves in Los Angeles during the Vietnam War and under Criterion C/3 for its Modern design.	1959
27	4700 Sepulveda Boulevard	NA	4700 Sepulveda Boulevard	The multiple family building located at 4700 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Eclectic Streamline Moderne design.	1952
28	4737 Orion Avenue	NA	4737 Orion Avenue	The residential building located at 4737 Orion Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1964
29	4714 Orion Avenue	NA	4714 Orion Avenue	The residential building located at 4714 Orion Avenue is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1964
30	15233 Ventura Boulevard	NA	15233 Ventura Boulevard	The commercial property located at 15233 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	1964
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	The building is individually eligible for listing in the NRHP and is significant under Criterion C for its International design.	1964
32	Sherman Oaks Circle Historic District	NA	Between Firmament Avenue and I-405	The Sherman Oaks Circle Historic District is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 as residential subdivision that reflects both pre-and post-World War II residential development and architectural styles.	1928-1960



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
34	15250 Ventura Boulevard	NA	15250 Ventura Boulevard	The commercial property located at 15250 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	1970
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	1950
36	4506 Saugus Avenue	NA	4506 Saugus Avenue	The multiple family building located at 4506 Saugus Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design.	1977
37	15224 Dickens Street	NA	15224 Dickens Street	The multiple-family residential building located at 15224 Dickens Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	1948
38	15564 Briarwood Drive	NA	15564 Briarwood Drive	The residential building located at 15564 Briarwood Drive is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern Post and Beam design.	1956
40	3754 North Scadlock Lane	NA	3754 North Scadlock Lane	The residential building located at 3754 North Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958
41	3700 North Scadlock Lane	NA	3700 North Scadlock Lane	The residential building located at 3700 North Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958
42	3666 North Scadlock Lane	NA	3666 North Scadlock Lane	The residential building located at 3666 North Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1957
43	3601 Scadlock Lane	NA	3601 Scadlock Lane	The residential building located at 3601 Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958
66	The John Thomas Dye School	NA	11414 Chalon Road	The John Thomas Dye School is eligible for the listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with educational development in Bel Air, and under Criterion B/2 for its association with the professional lives and careers of Cathryn Robberts Dye and John Thomas Dye II.	1949



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
67	10940 Weyburn Avenue	NA	619 Sarbonne Road	The residential building located at 619 Sarbonne Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Streamline Moderne design.	1941
68	10811 Ambazac Way	NA	10811 Ambazac Way	The residential building located at 10811 Ambazac Way is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Monterey Revival design.	1931
71	Marymount High School (Main Administration Building, including Chapel and Auditorium	NA	10643-10685 Sunset Boulevard and 101-121 Marymount Place	The local register listed Marymount High School (Main Administration Building, including Chapel and Auditorium) (LAHCM No. 254) is significant under local register criteria for its design and local significance.	1961
72	UCLA Historic District	NA	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California, and under NRHP Criterion C for its design.	1929-1937
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing the NRHP and CRHR and is significant under Criterion A for its association with the history of UCLA and under Criterion C/3 for its Modern design.	1961
85	522 S Sepulveda Boulevard	NA	522 S Sepulveda Boulevard	The residential building located at 522 S Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design.	1968
86	West Los Angeles VA Historic District	P-19-173043	11301 Wilshire Boulevard	NRHP Listed – Eligible under Criterion A and C for its association with the government's development of Veterans health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.	1888
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	1960



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
88	Engine Company #37	P-19-173149	1090 Veteran Avenue	The building is eligible under NRHP and CRHR Criterion A/1 and C/3 and is significant for its association with the Veteran's Service Administration during World War II and its design.	1942
90	Holmby Building	NA	921 Westwood Boulevard	The local register listed Holmby Building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village, and as the work of master architect Gordon B. Kaufmann.	1929
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	1971
92	California Pizza Kitchen	NA	1001 Broxton Avenue	The commercial building at 1001 Broxton Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the original development of Westwood by the Janss Corporation, and under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	1931
93	10930 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival design.	1934
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its One Part Commercial Block design.	1940
96	Bullock's Department Store	NA	1000 South Westwood Boulevard	The Bullock's Department Store is eligible for local register listing and is significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	1932
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Late Modern commercial architecture and as work of noted architects Krisel-Shapiro & Associates.	1979



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its International style design.	1962
106	Tishman Building	NA	10950 West Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	1971
107	1220 Veteran Avenue	P-19-173150	1220 Veteran Avenue	The building is individually eligible for listing in the NRHP and is significant under Criterion C for its design and as a work of a master architect, George J. Fosdyke.	1936
108	Westwood Federal Building	P-19-189274	11000 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its New Formalist design and association with master architects of Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates.	1966
109	LADWP Westwood Distribution Headquarters	P-19-173148	1400 S Sepulveda Boulevard	The LADWP Westwood Distribution Headquarters located at 1400 S Sepulveda Boulevard was previously identified through the SCCIC records search. The resource is not visible from the public ROW. For Alternative 3, this resource is considered a historical resource for the purposes of CEQA.	1932
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The building is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Modern design.	1952
118/119	General Telephone Company Building	NA	1544 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Art Deco design.	Circa 1953
120	Louise Green Millinery Co. Building	NA	1616 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	1973
121	Western Electric Supply Co. Building	NA	1620 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	1966
122	Photo Electronics Corp. Building	NA	1944 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	1967
123/124	Dual Ultimate Pharmacy	NA	2020 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	1966
125	2114 Cotner Avenue	NA	2114 Cotner Avenue	The industrial building located at 2114 Cotner Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1969



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
126/127	Big Tommy's	NA	11285 and 11289 West	The Big Tommy's restaurant building is eligible for listing in	1957; 1946
			Pico Boulevard	the NRHP and CRHR and is significant under Criterion A/1 for	
				its association with Los Angeles's commerce and car culture.	
128	2467 Sawtelle Boulevard	NA	2467 Sawtelle Boulevard	The multiple-family residential building located at 2467	1962
				Sawtelle Boulevard is eligible for listing in the NRHP and	
				CRHR and is significant under Criterion A/1 for its association	
				with the postwar housing crisis, and Criterion C/3 for its	
				Modern and Stucco Box/Dingbat design.	
129	2435 Military Avenue	NA	2435 Military Avenue	The commercial building located at 2435 Military Avenue is	1960
				eligible for listing in the local register for its Modern and	
				Contemporary design.	

Source: HTA, 2024

CRHR = California Register of Historical Resources

Criterion A/1= An event, or series of events or activities, or patterns of an area's development

Criterion B/2= Association with the life of an important person

Criterion C/3= A building form, architectural style, engineering technique, or artistic values, based on a stage of physical development, or the use of a material or method of construction that shaped the historic identity of an area

LAHCM = Los Angeles Historic-Cultural Monument

NA = not applicable

NRHP = National Register of Historic Places

ROW = right-of-way

SCCIC = South Central Coastal Information Center

SPRR = Southern Pacific Railroad



8.2.4.2 Archaeological Resources within the Alternative 3 Resource Study Areas

The SCCIC records search identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA and nine archaeological resources (P-19-000382, P-19-003336, P-19-004667, P-19-004668, P-19-004670, P-19-004669, P-19-004864, P-19-004865, and P-19-100029) within the Project Study Area. Two of these resources (P-19-000382 and P-19-004669) exhibit both historic and prehistoric components, while the remainder are historic-age resources.

The right-of-way (ROW) for the Santa Monica Air Line Segment of the Southern Pacific Railroad (SPRR) (P-19-003803) was previously recorded within the Archaeological RSA at the southern end of Alternative 3. This resource was previously determined to be eligible for listing in the National Register of Historic Places (NRHP). At the time of the field survey for Alternative 3, no portions of the resource were visible in the Archaeological RSA. Recent work by Metro for the Expo Line appears to have occurred in the resource ROW, and the original rail line has likely been heavily impacted or removed, though the corridor continues to be used for rail transportation. An update to the California Department of Parks and Recreation form for this resource has been completed and is included in Appendix D.

No archaeological resources that are historical resources or unique archaeological resources for the purposes of CEQA were identified in Alternative 3 Archaeological RSA.

Archaeological Sensitivity of the Alternative 3 Archaeological Resource Study Area

Alternative 3 Archaeological RSA has potential to encounter previously unrecorded archaeological resources. Archival research indicates that most archaeological deposits recorded within the Archaeological and Built Environment RSAs and a 0.5-mile radius were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 3 to encounter prehistoric and historic-age archaeological resources below ground surface underlying existing developments.

No archaeological resources were observed during the cultural field survey; however, most of the Archaeological RSA is paved, and exposed surfaces available for inspection consist primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.

While no prehistoric archaeological resources have been identified within the Alternative 3 Archaeological RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, have been recorded between 0.5 mile to 1.25 miles of the Archaeological RSA and are on file at the SCCIC. For a description of sites with prehistoric components, refer to Section 6.1.1.1.

Additionally, a 2018 archaeological sensitivity analysis of the West Los Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). As part of environmental studies undertaken in support of an update to the Master Plan for the Veterans Affairs Greater Los Angeles Healthcare System Campus, Duke Cultural Resources Management was retained to conduct an archaeological sensitivity analysis to determine what parts of the West Los Angeles VA campus have high, moderate, low, or very low potential to encounter previously unidentified archaeological resources (Onken et al., 2018). Additional information about this study is included in Section 7.2.4.2.

Portions of the Alternative 3 Archaeological RSA north and south of the Santa Monica Mountains are in an alluvial depositional environment. Geologic mapping indicates that most of the Archaeological RSA in those areas is situated on Late Holocene to Pleistocene-aged alluvial fan deposits (Figure 4-1). The young age of the Holocene soils indicates that the sediments on which they formed were deposited in the last 5,000 years and therefore, have a moderate potential for burial of older archaeological deposits.



Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried archaeological deposits. People are known to have inhabited the region beginning at least 13,000 years ago, indicating soils from the Late Pleistocene through the late Holocene have potential to contain archaeological resources. Older Pleistocene soils present at depth in the Archaeological RSA are not likely to contain archaeological resources. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

While the region has been occupied by Native American inhabitants from time immemorial, historically, portions of the Los Angeles Basin and the San Fernando Valley in the Archaeological RSA have been subject to development starting in the late 1880s, with notable increases in the 1920s and 1930s and during the post-World War II development boom (Section 4.4). A review of historic period maps across the Archaeological RSA indicates that potential exists to encounter buried historic-age archaeological material associated with earlier periods of use in urban areas, including historic refuse, structural debris or features, and utility features. The potential to encounter historic period cultural material is possible, though with a reduced likelihood, along the Sepulveda Pass, a Native American travel corridor which the Portolá expedition first encountered in 1769 and which has been used consistently through time.

In summary, the Alternative 3 Archaeological RSA has potential to encounter previously unrecorded prehistoric and historic-age archaeological resources. Sites P-19-000382, P-19-003336, P-19-004667, P-19-004668, P-19-004670, P-19-004669, P-19-004864, and P-19-004865, which are outside of the Cultural RSA, were identified in the archival research and were all encountered during ground-disturbing construction activities. These resources primarily consist of historic-age refuse deposits that have not been evaluated for eligibility to be listed in the NRHP or California Register of Historical Resources (CRHR).

The archaeological sensitivity of the Archaeological RSA is considered to range from low to moderate (Figure 8-10). The degree and depth of previous ground disturbance across the Archaeological RSA is not known, but most of the RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance for the Archaeological RSA is not known, it is likely that grading for roads, rails, and parking lots, and construction of utilities and building foundations across the Project Study Area have impacted areas up to approximately 5 feet below the ground surface. Figure 8-10 depicts the estimated archaeological sensitivity of the Alternative 3 alignment based on current understanding of Alternative 3 components and should be revised as new information on proposed ground disturbance is developed. It is assumed at this time that proposed excavation depths are not well defined and archaeological sensitivity will need to be revisited at later stages of Alternative 3 design. Areas with low potential for archaeological resources include older geologic deposits (such as where Alternative 3 components would be constructed at great depth or where near-surface Alternative 3 components would be in areas with older surficial deposits) and areas with well-documented, high levels of previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Project Study Area within Late Pleistocene to Holocene alluvial deposits, particularly with limited previous ground disturbance, and areas near previously recorded archaeological resources in or near the Archaeological RSA. Proximity to previously recorded components near sites with prehistoric components, such as P-19-000382 and P-19-004669, as well as areas on the West Los Angeles VA campus (which has evidence of prehistoric use [Onken et al., 2018], and historic age archaeological deposits, such as P-19-003803), contribute to the sensitivity of at-grade and mass excavation locations in the vicinity of the resources.



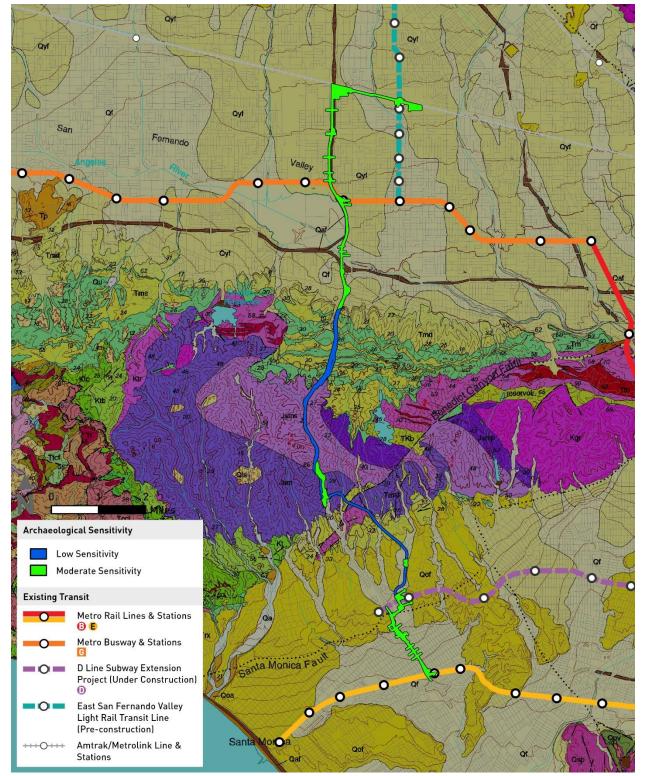


Figure 8-10. Alternative 3: Archaeological Sensitivity

Source: HTA, 2024

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



8.2.4.3 Human Remains within the Alternative 3 Resource Study Areas

The SCCIC records search, additional archival research, and archaeological field survey failed to identify any human remains within the Alternative 3 Archaeological or Tribal Cultural RSA. However, one historic cemetery, the Los Angeles National Cemetery, was identified within the Alternative 3 Built Environment RSA. In addition, burials have been documented at P-19-000382, located within 0.5 mile of the Alternative 3 Archaeological RSA.

While the Los Angeles National Cemetery is located within the Alternative 3 Built Environment RSA, the probability of encountering human remains during construction is low because the Los Angeles National Cemetery is located outside of the proposed alignment and no construction activities would occur within the cemetery grounds. While unlikely, due to the age of the Los Angeles National Cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is low potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

P-19-000382 is reported to be the Gabrieliño village site of *Koruuvanga* and is listed as California Historical Landmark No. 522, as well as registered with the State of California Native American Heritage Commission (NAHC) as a Sacred Site. At least two burials have been identified at the site, along with grave goods and other Native American material culture. The current boundaries of the archaeological site are located approximately 0.5 mile west of the Alternative 3 Archaeological RSA. The Alternative 3 alignment is not likely to encounter human remains associated with the site.

8.2.4.4 Tribal Cultural Resources within the Alternative 3 Tribal Cultural Resource Study Area

The SCCIC records search, NAHC Sacred Lands File (SLF) search, additional archival research, Assembly Bill (AB) 52 consultation efforts, and pedestrian survey did not identify any formally documented Tribal Cultural Resources (TCR) listed or eligible for listing in the CRHR or in a local register of historical resources, within the Alternative 3 Tribal Cultural RSA. However, during AB 52 consultation, tribal representatives from multiple tribes indicated the importance of the RSA landscape to their cultural heritage. Based on archival research and comments provided during early consultation meetings, two landscape features, the Sepulveda Pass and the Los Angeles River, have been identified in the Tribal Cultural RSA for Alternative 3 as significant places to local Native American tribes. While these locations are not formally documented as TCRs, for the purpose of this technical report they are being treated as culturally sensitive places in a manner similar to TCRs. Tribal members are considered the experts on the identification and treatment of TCRs and additional consultation with tribes under AB 52 is necessary to determine if these resources would be designated as TCRs.

The following discussion addresses the results of the NAHC SLF search and ongoing AB 52 consultation, as well as TCRs in the vicinity of the Tribal Cultural RSA and the potential to encounter previously unidentified TCRs during construction of Alternative 3.

Tribal Cultural Resources Sensitivity of the Alternative 3 Tribal Cultural Resource Study Area

While no TCRs have been formally recorded within the Tribal Cultural RSA, the study did identify ethnohistoric villages, burials, important prehistoric travel routes, and natural resource areas nearby. In addition, the NAHC SLF search confirmed that the region contains Native American cultural resources, Traditional Cultural Properties, and/or TCRs. Therefore, it is possible that unknown TCRs may be buried within the Alternative 3 Tribal Cultural RSA.

No TCRs were observed within the Tribal Cultural RSA during the cultural resources field survey; however, most of the Project Study Area is paved, and exposed surfaces available for inspection consist



primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.

No documented villages have been recorded within the Alternative 3 Tribal Cultural RSA. However, the village of *Koruuvanga* (P-19-000382) is located approximately 0.5 mile west of the southern end of the Alternative 3 Tribal Cultural RSA, and the village of *Siutcanga* is located approximately 2 miles west of the northern end of the Alternative 3 Tribal Cultural RSA. Both villages were visited by the Portolá expedition in August of 1769, contain burial grounds, retain an archaeological footprint, and continue to be significant places to tribes of the greater Los Angeles area. Archaeological investigations and construction monitoring in the vicinity of these locations have encountered burials and material culture consistent with long-term habitation sites.

No formally recorded indigenous travel routes have been documented within the Alternative 3 Tribal Cultural RSA. A review of ethnographic literature, historic maps, contemporary research on the indigenous landscape, and comments provided by tribal representatives indicates that the Sepulveda Pass constitutes an important travel corridor. AB 52 consultation indicated that the pass represents a significant landscape to tribes who have traditional knowledge of, and cultural connections to, the prominent corridor. The pass has been used for thousands of years to support exchange networks and travel, and it holds religious significance. Tribal representatives indicated the entire Tribal Cultural RSA corridor is in a landscape they consider to be a TCR.

For a resource to be treated as a TCR, it must have a defined geographic area and meet the criteria of the CRHR. The portion of the Tribal Cultural RSA in the Sepulveda Pass can be geographically defined by the viewshed of the canyon between ridges that define the pass. Because tribal representatives have identified this landscape as an important feature and they maintain connection to the travel corridor, the Sepulveda Pass is being treated in a manner consistent with a TCR. Further input from consulting tribes would be required to formally identify TCRs. For a cultural resource, including a cultural landscape, to be treated as a TCR, it must have a defined geographic area and meet the criteria of the CRHR. The portion of the Tribal Cultural RSA in the Sepulveda Pass can be geographically defined by the viewshed of the canyon between ridges that bound the pass. The Santa Monica Mountains, in which the Sepulveda Pass is located, are listed as a scenic vista and scenic resource in the Conservation Element of the City of Los Angeles General Plan (DCP, 2001) further supporting the value of this landscape. Although the Pass does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for the Project. The Portolá expedition traversed the canyon in early August 1769. From the springs, the expedition camped near the village of Koruuvanga and then headed north, where it encountered the people of Siutcanga. The 1937 Kirkman-Harriman pictorial map of Los Angeles (Kirkman, 1937) also depicts several old or "ancient" roads intersecting the southern end of the Alternative 3 Tribal Cultural RSA, as well as the Camino Real, crossing the RSA north of the Santa Monica Mountains. The exact location of these routes is difficult to confirm, but the routes likely follow existing trails and travel routes developed and used by the Gabrieliño and their neighbors. These routes were later developed into roads and highways that are in use today. Though significant development has occurred throughout the Sepulveda Pass, the pass retains a similar footprint and comparable viewshed to the traditional period of use as a travel corridor.

The Alternative 3 Tribal Cultural RSA is located near several water courses that are important to Gabrieliño tribes. In the northern portion of Alternative 3, the Tribal Cultural RSA is intersected by the Los Angeles River just north of the Santa Monica Mountains in an area east of where a confluence of



drainages meets the river. To the east of the Tribal Cultural RSA, this area is now referred to as the Sepulveda Basin, and multiple prehistoric archaeological sites have been documented in the vicinity. Sepulveda Pass has historically had water running through it. At the south end of Alternative 3, several springs are mapped within 0.5 mile of the Tribal Cultural RSA. These riparian environments would have provided ideal locations for the acquisition of a variety of resources, and native people would have been likely to spend time in these areas. Though many of the water courses have been eradicated or channelized, historically they would have provided sources of fresh water that created ideal conditions for certain plant resources and local fauna. Habitation sites and activity areas were also commonly established near reliable sources of fresh water.

The literature review, archival research, and tribal consultation identified the Los Angeles River as another landscape feature to be treated comparably to a TCR. The river has a placename in local tribal dialects, is mentioned in Gabrieleño history and lore, and is still used in contemporary tribal communities for ceremonial and cultural traditions (LA County, 2024; Lozano, 2018). A review of historic maps and history of the Los Angeles River development (Section 4.4.2.8) indicates that, while the portion of the river within the Alternative 3 Tribal Cultural RSA was channelized between 1948 and 1952, it continues to follow a route closely resembling the river's historic footprint. Although the Los Angeles River does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for this Project.

Archival research indicates that most archaeological deposits identified in the SCCIC records search were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 3 to encounter TCRs below ground surface underlying existing developments.

While no prehistoric archaeological resources have been identified within the Alternative 3 Tribal Cultural RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, have been recorded between approximately 0.5 mile and 1.25 miles away from the Alternative 3 alignment and are on file at the SCCIC. In addition, a 2018 archaeological sensitivity analysis of the West Los Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). P-19-000382 and P-19-004669 are addressed in more detail in Section 6.1.1.1. The sensitivity model developed by Onken and others in 2018 indicated that approximately 17 percent of the West Los Angeles VA campus exhibits Holocene age soils that have increased potential for buried prehistoric archaeological deposits. Sensitivity ranking also took into account proximity to water sources and previously recorded resources. Full-time or spot-check archaeological monitoring or buried site testing was recommended for all areas except those identified as having very low sensitivity (Onken et al., 2018).

Most of the Tribal Cultural RSA north and south of the Santa Monica Mountains is in an alluvial depositional environment. Geologic mapping indicates that most of the Tribal Cultural RSA north and south of the Santa Monica Mountains is situated on Late Holocene to Pleistocene-aged alluvial fan deposits. The young age of the Holocene soils indicates that the sediments on which they formed were deposited in the last 5,000 years and, therefore, have a moderate potential for burial of older archaeological deposits. Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried archaeological deposits. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with



certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

The tribal cultural sensitivity of the Alternative 3 Tribal Cultural RSA is considered to range from moderate to high (Figure 8-11). The degree and depth of previous ground disturbance across the Tribal Cultural RSA is not known, but a majority of the RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance within the Tribal Cultural RSA is not known, grading for roads, rails, and parking lots, and previous construction activities for utilities and building foundations found across the Project Study Area are likely to have impacted approximately 5 feet below ground surface. Figure 8-11 depicts the estimated TCR sensitivity of the Alternative 3 alignment based on current understanding of Alternative 3 components and should be revised as new information from tribal consultation and construction plans are received. Areas with low potential for archaeological resources include older geologic deposits (such as where Alternative 3 components would be constructed at great depth or where near-surface Alternative 3 components would be in areas with older surficial deposits) and areas with very high levels of well-documented, previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Tribal Cultural RSA in Holocene and late Pleistocene age soils near historic water ways, areas with limited previous ground disturbance, and areas near previously recorded archaeological resources or TCRs in or near the RSA.

It should be noted that archaeologists define sensitivity for archaeological resources as a potential for a location to contain intact deposits that can provide information of scientific value. TCRs, which may include archaeological deposits, do not necessarily require the same level of preservation, and tribal representatives may be more concerned with identifying and protecting any and all cultural material associated with ancestral use of an area, regardless of scientific value. Alternative 3 components near sites with prehistoric components, such as P-19-000382 and P-19-004669, as well as areas in the Sepulveda Pass, next to the Los Angeles River, and on the West Los Angeles VA campus (which has evidence of prehistoric use [Onken et al., 2018]), contribute to the sensitivity of at-grade and mass excavation locations in the vicinity of the resources. The portion of the aerial alignment within the Sepulveda Pass and adjacent to the Los Angeles River are considered to have high sensitivity for TCRs.



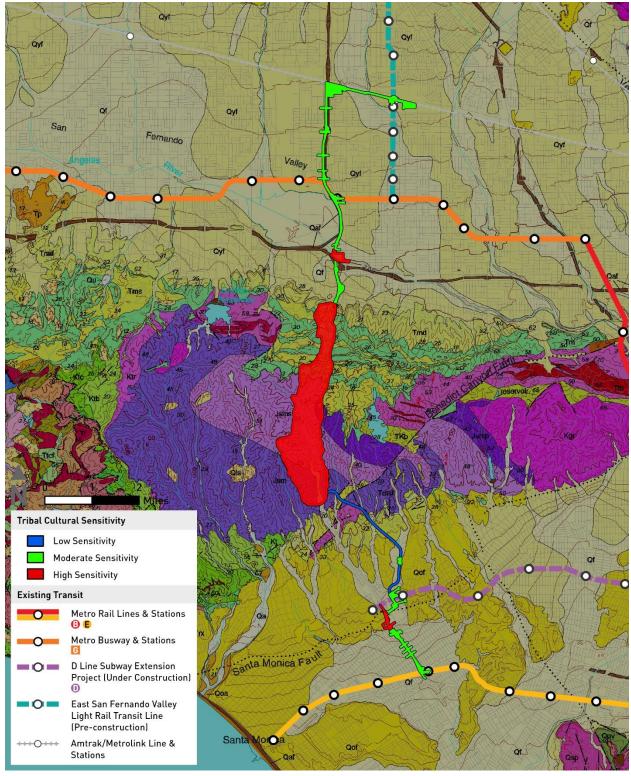


Figure 8-11. Alternative 3: Tribal Cultural Sensitivity

Source: HTA, 2024

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



8.3 Impact Evaluation

8.3.1 Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

8.3.1.1 Operational Impacts

Operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any of the historical resources within the Alternative 3 Built Environment RSA. Therefore, operational impacts would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA guidelines (Section 15064.5). Activities during Alternative 3 operations would be limited to the operation and maintenance of alignment. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions) and related to operation and maintenance, and new pedestrian traffic within the environs of the station locations.

8.3.1.2 Construction Impacts

Alternative 3 activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent Project features of Alternative 3. Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. Less than significant impacts were identified Table 3.4 4 provides a summary of potential impacts from each of the alternatives to each historical resource identified within Project Study Area. This assessment also considers the permanent impacts of Alternative 3's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. Historical resources are identified by Map Reference numbers corresponding to the maps included in Appendix A.

8.3.1.3 Alternative 3 Historical Resources – Less than Significant Impacts

Southern Pacific Railroad Warehouse (Map Reference #5)

The SPRR Warehouse at 7766 Van Nuys Boulevard is a large industrial building. It is significant for its characteristics as a post-World War II railroad depot constructed in 1947 and for its association with SPRR's transition to diesel locomotive engines.

Under Alternative 3, the proposed aerial Van Nuys Metrolink Station would be constructed about 320 feet south of the resource. The SPRR Warehouse would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the railroad alignment and industrial corridors, and the aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The alteration of the setting with the new visual element of the aerial structure would not materially impair its ability to convey its significance and would result in a less than significant impact. No mitigation is required.



14704 Raymer Street (Map Reference #6)

The property at 14704 Raymer Street is a large industrial building constructed in 1954. It is significant for its Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 20 feet from the north elevation of the building. The aerial structure would cross Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed includes Raymer Street and the existing SPRR alignment. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

15233 Ventura Boulevard (Map Reference #30)

The commercial property at 15233 Ventura Boulevard is significant for its 1964 International Style design.

Under Alternative 3, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station and aerial guideway would be constructed approximately 500 feet from the west elevation of the building. The aerial structure would be located over I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed is of I-405 and Sepulveda Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

Sherman Oaks Circle Historic District (Map Reference #32)

The Sherman Oaks Circle Historic District is between Firmament Avenue and I-405. It is significant as a residential subdivision that reflects both pre- and post-World War II residential development and architectural styles.

Under Alternative 3, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 320 feet from the eastern boundary of the historic district. The aerial structure would be opposite I-405, and the district itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the current viewshed of the eastern boundary of the historic district includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the district. The proposed aerial structure would introduce a new visual element but would not change the historic character of the resource. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance and would be a less than significant impact. No mitigation is required.

15250 Ventura Boulevard (Map Reference #34)

The commercial property at 15250 Ventura Boulevard is significant for its 1970 International design.

Under Alternative 3, proposed street and utility improvements along Ventura Boulevard would occur north of the building. The building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial. Due to the underground nature of the



improvements, no permanent visual impacts on the historical resource or its setting is anticipated from the street and utility improvements and would be a less than significant impact. No mitigation is required.

15224 Dickens Street (Map Reference #37)

The multiple-family residential building at 15224 Dickens Street is significant for its 1948 Colonial Revival design.

Under Alternative 3, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station and aerial guideway would be constructed approximately 500 feet from the west elevation of the building. The aerial structure would be sited on the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential and the west elevation's current viewshed includes I-405 and Sepulveda Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

3754 North Scadlock Lane (Map Reference #40)

The residential building at 3754 North Scadlock Lane is significant for its 1958 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 500 feet from the west (façade) elevation of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential and the west elevation's current viewshed includes I-405 and North Scadlock Lane. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

3700 North Scadlock Lane (Map Reference #41)

The residential building at 3700 North Scadlock Lane is significant for its 1958 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 560 feet from the west elevation (façade) of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and North Scadlock Lane. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

3666 North Scadlock Lane (Map Reference #42)

The residential building at 3666 North Scadlock Lane is significant for its 1957 Modern design.

Under Alternative 3 the proposed aerial guideway would be constructed approximately 500 feet from the west (façade) elevation of the building. The aerial structure would be sited in the median of I-405,



and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and North Scadlock Lane. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

3601 Scadlock Lane (Map Reference #43)

The residential building at 3601 Scadlock Lane is significant for its 1958 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 340 feet from the west (rear) elevation of the building. The aerial structure would be sited in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

522 S Sepulveda Boulevard (Map Reference #85)

The commercial building at 522 S Sepulveda Boulevard is significant for its 1968 Contemporary design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 180 feet from the west elevation of the building. The aerial structure would be site in the median of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Sepulveda Boulevard. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

General Telephone Company Building (Map Reference #118/119)

The General Telephone Company Building at 1544 Cotner Avenue is an industrial building. It is significant for its circa 1953 Art Deco design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 350 feet from the west elevation of the building. The aerial structure would be sited on the west side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.



Louise Green Millinery Co. Building (Map Reference #120)

The Louise Green Millinery Co. Building at 1616 Cotner Avenue is an industrial building. It is significant for its 1973 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 130 feet from the west elevation of the building. The aerial structure would transition from the east to west side of I-405, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

Western Electric Supply Co. Building (Map Reference #121)

The Western Electric Supply Co. Building at 1620 Cotner Avenue is an industrial building. It is significant for its 1966 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 120 feet from the west elevation of the building. The aerial structure would transition from the east to west side of I-405, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

Big Tommy's (Map Reference #126/127)

The one-story Big Tommy's restaurant building at 11285 and 11289 West Pico Boulevard was constructed in 1957. It is significant for its association with commerce in the City of Los Angeles, as well as the region's booming car culture in the early to mid-20th century.

Under Alternative 3, the proposed street and utility improvements would be constructed along Sawtelle Boulevard and Pico Boulevard to the west and south of the property. The building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial. Due to the underground nature of the improvements, no permanent visual impacts on the historical resource or its setting is anticipated from the street and utility improvements. This would be a less than significant impact. No mitigation is required.

8.3.1.4 Alternative 3 Historical Resources – Significant Impacts

14746 Raymer Street (Map Reference #7)

The property at 14746 Raymer Street is a large industrial building constructed in 1967, significant for its Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 40 feet from the north elevation of the building. The aerial structure would cross Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial and the north elevation's current viewshed includes Raymer Street and the existing



SPRR alignment. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Sherman Way Street Trees (Map Reference #12)

The Sherman Way Street Trees are a linear resource. They are significant for their association with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Sherman Way was a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.

Under Alternative 3, the proposed aerial Sherman Way Station would be constructed within the boundary of the linear historical resource. The proposed aerial station would introduce a new visual element but would not change the defining characteristics of this resources, such as its linear alignment, continuity, or the presence of the street trees along the corridor. The overall historic character and visual aesthetics of the linear resource would be preserved and its ability to convey its historical significance would not be materially impaired. However, construction of the alignment, station, and construction staging areas has the potential to destroy existing contributing street trees associated with the historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through preconstruction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

Van Nuys Boulevard Street Trees (Map Reference #14)

The Van Nuys Boulevard Street Trees are a linear resource. They are significant for their association with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Parts of Sherman Way were renamed Van Nuys Boulevard and Chandler Boulevard. Sherman Way was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.

Under Alternative 3, the proposed aerial guideway would be constructed at the western boundary of the resource, on Victory Boulevard. The aerial guideway structure would be sited on the eastern side of the I-405 freeway and would introduce a new visual element into the resource's setting. However, the linear resource's key defining characteristics, including its alignment, continuity, and relationship to its surroundings, would remain intact. The resource's visual presence as a continuous linear corridor would remain discernible, and its historical association with transportation infrastructure would not be materially impaired. However, construction of the alignment and construction staging areas has the potential to destroy existing contributing street trees associated with the historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring



the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

15300 Ventura Boulevard (Map Reference #31/33)

The commercial building at 15300 Ventura Boulevard and its associated parking garage is significant for its 1964 International Style design.

Under Alternative 3, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 20 feet from the rear (west elevation) of the commercial building. The building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the rear elevation's current viewshed is of I 405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. Therefore, although the proposed aerial structure would introduce a new visual element, it would not change the historic character of the building or its setting in a manner that material impairs its significance.

However, construction of the station, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* for more information [Metro, 2025a].) Construction vibration adjacent to this resource also has the potential to inadvertently damage character defining features, including the associated parking garage, if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by requiring pre-construction assessments, vibration-reducing construction techniques, and continuous monitoring to prevent damage to character-defining features.

Da Siani Ristorante (Sherwood Coiffeurs) (Map Reference #35)

The Da Siani Ristorante (Sherwood Coiffeurs) building is a one-story commercial building. It is significant for its 1950 Modern design.

Under Alternative 3, the property would be acquired and demolished for the construction of the proposed aerial structure parallel to I-405. Physical demolition would materially impair the significance of the historical resource and would result in a significant impact. Implementation of MM CUL-4 and MM CUL-5 would reduce this impact by ensuring archival documentation and public interpretation of the resource's historical significance. However, because these measures cannot prevent the demolition itself, they cannot reduce the impact to a less than significant level.

10811 Ambazac Way (Map Reference #68)

The residential building at 10811 Ambazac Way is significant for its 1931 Monterey Revival design.

Under Alternative 3, a partial underground property acquisition and temporary construction easement would be required. The building would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impact on the historical resource or its setting is anticipated.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact this historical resource. The construction activities adjacent to this resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this



potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Ackerman Hall (Map Reference #73)

The UCLA Ackerman Hall building is a multiple-story education property. It is significant for its association with the history of UCLA and for its 1961 Modern design.

Under Alternative 3, the proposed underground UCLA Gateway Plaza Station and roadway improvements would be constructed approximately 30 feet west of the resource. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The station portal adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elements would introduce a permanent visual element adjacent to the building, these elements would not block significant views of the historical resource, would be smaller scale in nature compared to the proposed station, and the building would not be obscured from view. Further, existing trees and vegetation between the proposed station and the building itself would be left intact and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station, use of pile driving at this location, roadway improvements, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* for more information [Metro, 2025a].) Construction vibration adjacent to this resource also has the potential to inadvertently damage character defining features.

However, construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact this historical resource. The construction vibration adjacent to this resource also has the potential to inadvertently impact character defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

West Los Angeles VA Historic District (Map Reference #86)

The West Los Angeles VA Historic District is significant for its association with the government's development of veteran's health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.

Under Alternative 3, the proposed underground Wilshire Boulevard/Metro D Line Station and roadway improvements would be constructed approximately 50 feet east of the resource. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal



modifications. The contributing resources of the historic district would not be physically demolished, destroyed, relocated, or altered. The station portal adjacent to the historic district would introduce new visual, audible, and atmospheric elements within its immediate surroundings. However, the existing setting would be left largely intact.

However, construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Veterans Rehabilitation Services (Map Reference #87)

The UCLA Veterans Rehabilitation Services building is a commercial property. It is significant for its 1960 Contemporary design and as a work of a master, Welton Beckett and Associates.

Under Alternative 3, a partial underground property acquisition and temporary construction easement would be required. The building would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impact on the historical resource or its setting is anticipated.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

10940 Weyburn Avenue (Map Reference #93)

The commercial building at 10940 Weyburn Avenue is significant for its 1934 Spanish Colonial Revival design.

Under Alternative 3, a partial underground property acquisition and temporary construction easement would be required. The building would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impact on the historical resource or its setting is anticipated.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and



ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Chatam Restaurant (Map Reference #94)

The Chatam Restaurant building at 10930 Weyburn Avenue is significant for its 1940 One Part Commercial Block design.

Under Alternative 3, a partial underground property acquisition and temporary construction easement would be required. The building would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impact on the historical resource or its setting is anticipated.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Westwood Federal Building (Map Reference #108)

The Westwood Federal Building is multiple-story office building. It is significant for its 1966 New Formalist design and association with master architects of Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates.

Under Alternative 3, the proposed underground Wilshire Boulevard/Metro D Line Station and a TPSS site would be constructed approximately 420 feet northeast from the side (east elevation) of the building, at the corner of Wilshire Boulevard and Veteran Avenue. An additional TPSS site would be constructed about 178 feet southeast of south elevation. The building would not be physically demolished, destroyed, relocated, or altered. The new station and TPSS sites would introduce a new visual element but would not change the historic character of the building because its character defining features, such as its architectural design, materials, and fenestration, would not be altered or obscured. The distance of the new elements from the building minimizes their effect on its immediate setting, and the new features would not fundamentally alter the existing urban context of the area. The building's primary elevations and overall historic integrity would remain visible and intact.

However, construction of the station and construction staging areas have the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.



Photo Electronics Corp. Building (Map Reference #122)

The Photo Electronics Corp. Building at 1944 Cotner Avenue is an industrial building. It is significant for its 1967 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 50 feet from the west elevation of the building. The aerial structure would be sited along the west side of Cotner Avenue and I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Dual Ultimate Pharmacy (Map Reference #123/124)

The Dual Ultimate Pharmacy at 2020 Cotner Avenue is a commercial building. It is significant for its 1966 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 60 feet from the west elevation of the building. The aerial structure would traverse Cotner Avenue, east of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the west elevation's current viewshed includes Cotner Avenue and I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

2114 Cotner Avenue (Map Reference #125)

The industrial building at 2114 Cotner Avenue is significant for its 1969 Modern design.

Under Alternative 3, the proposed aerial guideway would be constructed approximately 100 feet from the west elevation (façade) of the building. The aerial structure would be sited on the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The



historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Cotner Avenue. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

8.3.1.5 Alternative 3 Historical Resources – No Impact

Construction of Alternative 3 would result in no impact to 32 historical resources (Table 8-8). These historical resources would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impacts on these historical resources or their setting is anticipated from the addition of the underground alignment. These historical resources are either located within the underground portions of the alignment or are located a considerable distance from station locations, construction staging areas, or TBM launch and extraction sites.

Table 8-8. Alternative 3: Historical Resources – No Impact

Map Reference #	Resource Name	Location
1	13812 Saticoy Street	13812 Saticoy Street
2	13914 Saticoy Street	13914 Saticoy Street
3	13938 Saticoy Street	13938 Saticoy Street
4	13942 Saticoy Street	13942 Saticoy Street
18	Air Raid Siren No. 117	South side of Oxnard Street, west of Sepulveda Boulevard
19	Cabana Motel	5764 Sepulveda Boulevard
20	El Cortez Motel	5746 Sepulveda Boulevard
21	5724 Sepulveda Boulevard	5724 Sepulveda Boulevard
22	5724 Sepulveda Boulevard	5724 Sepulveda Boulevard
23	5450 Sepulveda Boulevard	5450 Sepulveda Boulevard
24	Cathedral of St. Mary Church	5335 N Sepulveda Boulevard
25	Lt. Patrick H. Daniels United States Army Reserve Center	5161 Sepulveda Boulevard
27	4700 Sepulveda Boulevard	4700 Sepulveda Boulevard
28	4737 Orion Avenue	4737 Orion Avenue
29	4714 Orion Avenue	4714 Orion Avenue
36	4506 Saugus Avenue	4506 Saugus Avenue
38	15564 Briarwood Drive	15564 Briarwood Drive
66	The John Thomas Dye School	11414 Chalon Road
68	10811 Ambazac Way	10811 Ambazac Way
67	619 Sarbonne Road	619 Sarbonne Road



Map Reference #	Resource Name	Location
71	Marymount High School (Main Administration	10643-10685 Sunset Boulevard and 101-121
	Building, including Chapel and Auditorium)	Marymount Place
72	UCLA Historic District	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive
88	Engine Company #37	1090 Veteran Avenue
90	Holmby Building	921 Westwood Boulevard
92	California Pizza Kitchen	1001 Broxton Avenue
103	Gayley Center	1101 Gayley Avenue
104/105	Linde Medical Building	10921 Wilshire Boulevard
106	Tishman Building	10950 West Wilshire Boulevard
107	1220 Veteran Avenue	1220 Veteran Avenue
109	LADWP Westwood Distribution Headquarters	1400 S Sepulveda Boulevard
110	1400 Greenfield Avenue	1400 Greenfield Avenue
128	2467 Sawtelle Boulevard	2467 Sawtelle Boulevard

Source: HTA, 2024

8.3.1.6 Impacts of Maintenance and Storage Facilities

MSF Base Design

The MSF Base Design would not physically demolish, destroy, relocate, or alter any historical resources. There would be no construction or operational impacts to historical resources associated with the MSF Base Design because there are no historical resources at the MSF Base Design location. Therefore, the MSF Base Design would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5).

MSF Design Option 1

The MSF Design Option 1 would not physically demolish, destroy, relocate, or alter any historical resources. There would be no construction or operational impacts to historical resources associated with MSF Design Option 1 because there are no historical resources at the MSF Design Option 1 location. Therefore, MSF Design Option 1 would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5).

8.3.2 Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

8.3.2.1 Operational Impacts

Operation and maintenance of the alignment would not physically destroy, relocate, or alter any previously recorded archaeological resource within the Alternative 3 Archaeological RSA. Any post-review-discovery archaeological resources encountered during construction of Alternative 3 would be evaluated, and impacts would be mitigated as needed during the construction phase. Operation and maintenance would not result in the destruction, relocation, or alteration of post-review discoveries mitigated during construction. Therefore, operational impacts would result in no impact to the significance of archaeological resources pursuant to CEQA Guidelines (Section 15064.5).



8.3.2.2 Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 8.2.4.2, indicates construction activities associated with the Alternative 3 alignment would have low to moderate potential to encounter previously unidentified archaeological resources below ground surface. No portion of the Archaeological RSA was determined to have high potential because no intact significant archaeological resources have been identified within or directly adjacent to the Archaeological RSA. No prehistoric archaeological sites and only one historic-age archaeological site has been identified directly within or adjacent to the Archaeological RSA for Alternative 3. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the alignment and does not have potential to be impacted by construction of Alternative 3. However, the sediments present across the Alternative 3 alignment consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 3 components would be constructed at great depth, and those in areas with high levels of previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as Alternative 3 components constructed in shallower depths and with low or unknown levels of previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P-19-003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have been documented in the Built Environment RSA and within a 0.5-mile radius of the Alternative 3 Archaeological RSA. They were often encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Alternative 3 activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent features of Alternative 3.

Buried archaeological resources may exist within the Alternative 3 Archaeological RSA, and it is possible these resources could be unearthed during excavation activities. The proposed alignment for Alternative 3 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 3 alignment would have limited potential to encounter intact archaeological resources. Other proposed construction activities, such as mass excavation required for new stations, MRT footings, at-grade alignment segments, portions of tunnel construction, and ancillary facilities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the shallow previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 8.2.4.2, Figure 8-10).

Based on this analysis, construction of Alternative 3 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 8.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources,



including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 3.

8.3.2.3 Impacts of Maintenance and Storage Facilities

MSF Base Design

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 8.2.4.2, indicates construction activities associated with the Alternative 3 MSF Base Design would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric or historic-age archaeological sites have been identified within the MSF Base Design; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 8.2.4.2, Figure 8-10).

Construction of the MSF Base Design has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 8.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for the MSF Base Design.

MSF Design Option 1

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 8.2.4.2, indicates construction activities associated with the Alternative 3 MSF Design Option 1 would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric or historic-age archaeological sites have been identified within the MSF Design Option 1; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 8.2.4.2, Figure 8-10).

Construction of the MSF Design Option 1 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 8.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for the MSF Design Option 1.



8.3.3 Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

8.3.3.1 Operational Impacts

Activities during Alternative 3 operations would be limited to the operation and maintenance of the alignment. These types of activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, Alternative 3 would have no operational impacts on human remains.

8.3.3.2 Construction Impacts

Potential construction impacts on human remains, including those interred outside of dedicated cemeteries, would be related to ground-disturbing activities.

One known cemetery, the Los Angeles National Cemetery, is located within the Alternative 3 Built Environment RSA. However, the probability of encountering human remains during construction is low because the Los Angeles National Cemetery is located outside of the proposed project alignment and no construction activities would occur within the cemetery grounds. While unlikely, because of the age of the cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

Indigenous burials have been encountered within approximately 0.5 mile west of the Alternative 3 Cultural RSA At least two indigenous burials have been encountered within the previously recorded site of P-19-000382, an ethnohistoric village site located approximately 0.5 mile west of the Alternative 3 Archaeological RSA. The village site is not near the Alternative 3 Archaeological RSA, but it provides evidence that there is potential to encounter Native American human remains in the vicinity. While no evidence of human remains has been previously identified within the Alternative 3 alignment, unknown human burials may exist within the Alternative 3 Archaeological RSA, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of Alternative 3 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 8.4.2). With implementation of MM CUL-8 impacts to human remains would be reduced to less than significant for Alternative 3.

8.3.3.3 Impacts of Maintenance and Storage Facilities

MSF Base Design

While no evidence of human remains has been previously identified within the Alternative 3 MSF Base Design, burials have been identified in proximity to the Alternative 3 Archaeological RSA. Unknown human burials may exist within the MSF Base Design, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the Alternative 3 MSF Base Design has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 8.4.2). With implementation of MM CUL-8 impacts to human remains would be reduced to less than significant for the MSF Base Design.

MSF Design Option 1

While no evidence of human remains has been previously identified within the Alternative 3 MSF Design Option 1, burials have been identified in proximity to the Alternative 3 Archaeological RSA. Unknown human burials may exist within the MSF Design Option 1, and it is possible these burials could be



unearthed during excavation activities. Therefore, construction of the Alternative 3 MSF Design Option 1 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 8.4.2). With implementation of MM CUL-8 impacts to human remains would be reduced to less than significant for the MSF Design Option 1.

8.3.4 Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe?

8.3.4.1 Operational Impacts

No TCRs have been documented in the Alternative 3 alignment; therefore, operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any previously recorded TCRs. However, during AB 52 consultation, tribal representatives from multiple tribes indicated the importance of the Tribal Cultural RSA landscape to their cultural heritage. Additionally, a literature review of ethnographic and historic sources, historic maps, and reporting on contemporary Native American knowledge and connection to the landscape resulted in the identification of two features, the Sepulveda Pass and the Los Angeles River, which exhibit potential to qualify as a TCR. Although these landscape features do not currently meet TCR criteria per PRC section 21074, AB52 consultation is ongoing and further input from participating tribes is required to formally designate them as TCRs. Out of an abundance of caution and with respect to input from tribes during consultation these features are being treated in a manner consistent with a TCR for the Project. Alternative 3 would have no direct operational impacts to the Sepulveda Pass or the Los Angeles River. However, operational and maintenance activities and increased pedestrian traffic at station locations would result in visual, audible, or atmospheric intrusions on the Sepulveda Pass and Los Angeles River.

Per the Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report (Metro, 2025b) that assessed the potential for visual and aesthetic impacts to the Santa Monica Mountains, including the Sepulveda Pass, and Los Angeles River, which are listed as scenic views or vistas under the Conservation Element of the City of Los Angeles General Plan (DCP, 2001). The existing view of the Sepulveda Pass and Los Angeles River would not be substantially affected by the aerial guideway constructed near these resources and Alternative 3 would result in a less than significant impact to these scenic vistas. Ultimately impacts to TCRs must be determined through tribal consultation. However, based on the existing conditions and assessment of visual impacts to these features (Metro, 2024c), operational impacts do not have potential to cause a substantial adverse change in the significance of TCRs pursuant to PRC Section 21074. Therefore, operation of Alternative 1 would result in a less than significant impact to TCRs and would not require mitigation.

8.3.4.2 Construction Impacts

Confidential information shared by tribal representatives and review of cultural resource management gray literature suggest a portion of the Alternative 3 Built Environment RSA may encompass a sacred location. Additionally, during AB 52 consultation and literature review, two landscape features, the Sepulveda Pass and the Los Angeles River, have been identified as significant places important to tribal cultural heritage. As such, for the purposes of this analysis, the Sepulveda Pass and the Los Angeles River are being treated in a manner consistent with a TCR. Further, the presence of previously recorded



archaeological sites with Native American components within 0.5 mile of the Tribal Cultural RSA, and the presence of indigenous trails and important water resources in the vicinity, suggest that buried TCRs may exist within the Alternative 3 Tribal Cultural RSA. One of these archaeological sites, P-19-000382, is an ethnographic village where at least two indigenous burials have been encountered. It is possible that significant unknown TCRs could be unearthed during project excavation activities.

The proposed alignment for Alternative 3 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter TCRs are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work, such as for the at grade portions of the alignment, has limited potential to encounter intact TCR archaeological deposits or human remains because of the prior shallow disturbances. However, other proposed construction activities, such as mass excavation required for new stations, MRT footings, at-grade alignment segments, some tunnel construction, and ancillary facilities, have the potential to encounter deeper, intact archaeological deposits. Further, while an archaeologist may place greater importance on the intact nature of archaeological deposits, tribes may be concerned with the potential to identify and protect prehistoric resources, regardless of scientific value. Therefore, construction of the Alternative 3 alignment has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. Impacts would be potentially significant. Refer to Section 8.4.2 for proposed mitigation measures. With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for Alternative 3.

8.3.4.3 Impacts of Maintenance and Storage Facilities

MSF Base Design

An assessment of TCR sensitivity for the Tribal Cultural RSA, as described in Section 8.2.4.4, indicates construction activities associated with the Alternative 3 MSF Base Design would have moderate potential to encounter previously unidentified TCRs below ground surface (Section 8.2.4.4, Figure 8-11). No TCRs have been identified within the MSF Base Design; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits and TCRs that could be impacted by ground-disturbing activities.

Construction of the Alternative 3 MSF Base Design has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to TCRs related to construction of the alignment alternative would be significant, and mitigation is required (Section 8.4.2). With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for the MSF Base Design.

MSF Design Option 1

An assessment of TCR sensitivity for the Tribal Cultural RSA, as described in Section 8.2.4.4, indicates construction activities associated with the Alternative 3 MSF Design Option 1 would have moderate potential to encounter previously unidentified TCRs below ground surface (Section 8.2.4.4, Figure 8-11). No TCRs have been identified within the MSF Design Option 1; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits and TCRs that could be impacted by ground-disturbing activities.

Construction of the Alternative 3 MSF Design Option 1 has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to TCRs related to construction of the alignment alternative



would be significant, and mitigation is required (Section 8.4.2). With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for the MSF Design Option 1.

8.4 Mitigation Measures

8.4.1 Operational Impacts

Under Alternative 3, there would be no impacts to historical resources, archaeological resources, or human remains, during project operation. As such, no mitigation measures are required for these resources. During AB 52 consultation, tribal representatives indicated the importance of the Sepulveda Pass landscape, and the pass is being treated as a TCR for this analysis. Potential impacts to two landscape features identified as possible TCRs, the Sepulveda Pass and Los Angeles River, would be visual, audible, and/or atmospheric intrusions as a result of operational and maintenance activities. Mitigation Measure (MM) TCR-2 was developed to mitigate operational and construction impacts to the Los Angeles River and the Sepulveda Pass and is described in the following section.

8.4.2 Construction Impacts

Under Alternative 3, there could be construction impacts to historical resources, archaeological resources, human remains, or TCRs during construction. Therefore, the following mitigation measures were developed. AB 52 consultation is ongoing, and any final mitigation measures for TCRs will be determined through consultation with tribes prior to the public review of the Draft Environmental Impact Report.

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- A project wide Cultural Resources Monitoring and Mitigation Plan shall be
 developed and implemented by Metro. The purpose of the Cultural Resources
 Monitoring and Mitigation Plan is to document the actions and procedures to be
 followed to ensure avoidance or minimization of impacts to cultural resources
 and to provide a detailed program of mitigation for direct and indirect impacts on
 cultural resources during Project construction. Preparation of the Cultural
 Resources Monitoring and Mitigation Plan shall necessitate the completion of a
 pedestrian survey of the private property parcels within the Resource Study Areas
 that were not accessible during the preparation of this EIR and the Sepulveda
 Transit Corridor Project Cultural Resources and Tribal Cultural Resources
 Technical Report; this shall occur only on parcels slated for acquisition and
 construction activities. Proposed ground disturbance for the Project shall be
 reviewed to make any necessary adjustments to archaeological sensitivity
 assessments as a result of ongoing project design.
- The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.



- The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.
- The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.
- The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.
- The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.
- The Cultural Resources Monitoring and Mitigation Plan shall require a preconstruction baseline survey to identify building protection measures for
 historical resources in relation to tunnel boring machine launch/tunnel boring
 machine extraction, construction staging, and construction vibration and cut and
 cover activities adjacent to historical resources. The Project shall conduct a preconstruction survey to establish baseline, pre-construction conditions and to
 assess the potential for damage related to improvements adjacent to these
 historical resources.
- The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to vibration mitigation measures in the Sepulveda Transit Corridor Project Noise and Vibration Technical Report for more information [Metro, 2025a].) In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring machine construction method, the Project shall require the use of an earth pressure



balance or slurry shield tunnel boring machine, as deemed appropriate in consultation with Metro's tunneling panel, as deemed appropriate in consultation with Metro's tunneling panel. An architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.

- The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures. If the post-construction survey identifies damage to historical resources, the Project shall require that repairs be made in accordance with the SOI Standards for the Treatment of Historic Properties. The assessment shall confirm that such repairs have been completed to restore the resource's integrity and avoid any permanent material impairment to the resource.
- MM CUL-1 applies to the following historical resources:
 - Sherman Way Street Trees
 - 15300 Ventura Boulevard
 - 10811 Ambazac Way
 - UCLA Ackerman Hall
 - West Los Angeles VA Historic District
 - UCLA Veterans Rehabilitation Services
 - 10940 Weyburn Avenue
 - Chatam Restaurant
 - Westwood Federal Building
 - 14746 Raymer Street
 - Photo Electronics Corp. Building
 - Dual Ultimate Pharmacy
 - 2114 Cotner Avenue

MM CUL-4: Historical Resource Archival Documentation

- The Project shall complete historical resource archival documentation of historical resources that will be demolished or substantially altered. The archival documentation shall follow the guidelines of the National Park Service's Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey program to create Historic American Building Surveylike documentation. At a minimum, the documentation shall consist of the following:
 - Large-format photographs including negatives and archival prints
 - Written narrative following the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey short format
 - Site plan



- The Project shall provide copies of the documentation to the City of Los Angeles for archival purposes. Large-format photographs shall be completed prior to any demolition activities that would affect the Da Siani Ristorante (Sherwood Coiffeurs) building located at 4511 Sepulveda Boulevard. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Los Angeles Public Library. Copies of documentation shall be offered to the Los Angeles Public Library and local historical societies upon request.
- MM CUL-4 applies to the following historical resources:
 - Da Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard

MM CUL-5: Interpretive Program

- The Project shall prepare interpretive programs for historical resources that will be demolished or substantially altered. The Project shall provide interpretive materials in the form of a pamphlet, website, or similar, that describes and/or illustrates the historic significance of these properties. Interpretive materials shall be provided to the City of Los Angeles for public education purposes. Copies of interpretive materials shall be offered to the Los Angeles Public Library and local historical societies upon request.
- MM CUL-5 applies to the following historical resources:
 - Da Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard

MM CUL-6: Cultural Resource Training

- Prior to any ground disturbing activities, all construction personnel involved in ground disturbing activities shall be provided with appropriate cultural and Tribal Cultural Resources training in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1.
- The training shall be prepared by an Secretary of the Interior qualified archaeologist to instruct the personnel regarding the legal framework protecting cultural resources and Tribal Cultural Resources, typical kinds of cultural resources and Tribal Cultural Resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or Tribal Cultural Resources are discovered. The training shall be presented by, or under the supervision of, an Secretary of the Interior qualified archaeologist, who shall review types of cultural resources and artifacts that would be considered potentially significant to support operator recognition of these materials during construction. Contingent upon the results of Assembly Bill (AB) 52 consultation, Native American representatives shall be solicited to attend the Worker Environmental Awareness Program training and contribute to the course material to provide guidance on tribal perspectives on working in areas sensitive for Tribal Cultural Resources.



MM CUL-7: Archaeological Monitoring

• Project related ground disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by, or under the supervision of, a Secretary of the Interior qualified archaeologist, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1. If monitoring does not reveal any archaeological artifacts, then there would be no impact to archaeological resources. If archaeological artifacts are discovered, then work shall be halted in the immediate vicinity of the find, and a Secretary of the Interior-qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.

MM CUL-8: Unanticipated Discovery of Human Remains

• If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants (MLDs) may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

MM TCR-1: Native American Monitoring

- Project-related ground-disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by a Native American representative from a consulting tribe, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL-1. The tribal monitor shall be qualified by his or her tribe to monitor Tribal Cultural Resources.
- In the event that an archaeological resource discovered during project construction is determined to be potentially of Native American origin based on the initial assessment of the find by a Secretary of the Interior-qualified archaeologist pursuant to California Public Resource Code Section 21083.2(i), the Native American tribes that consulted on the Project pursuant to Assembly Bill 52 shall be notified. Those tribes shall also be provided information about the find to allow for early input from the tribal representatives with regard to the potential



significance and treatment of the resource. Resources shall be treated with culturally appropriate dignity, taking into consideration the tribal cultural values and meaning of the resource.

- If, as a result of the resource evaluation and tribal consultation process, the resource is considered to be a Tribal Cultural Resource and determined, in accordance with California Public Resource Code Section 21074, to be eligible for inclusion in the California Register of Historical Resources or a local register of historical resources or is determined to be significant by the California Environmental Quality Act lead agency (Metro), the qualified archaeologist and Native American monitor shall monitor all remaining ground-disturbing activities in the area of the resource. The input of all consulting tribes shall be considered in the preparation of any required treatment plan activities prepared by the qualified archaeologist for any Tribal Cultural Resources identified during the project construction as required in the Cultural Resources Monitoring and Mitigation Plan (MM CUL-1).
- Work in the area of the discovery may not resume until evaluation and treatment
 of the resource is completed and/or the resource is recovered and removed from
 the site. Construction activities may continue on other parts of the construction
 site while evaluation and treatment of the resource takes place.

MM TCR-2: Unanticipated Discovery of Human Remains

• If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants (MLDs) may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

8.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 3 would result in less than significant impacts with mitigation on the following historical resources:

- Sherman Way Street Trees
- 15300 Ventura Boulevard
- UCLA Ackerman Hall
- 10811 Ambazac Way
- 10940 Weyburn Avenue
- Westwood Federal Building



- UCLA Veterans Rehabilitation Services
- Chatam Restaurant
- West Los Angeles VA Historic District

Alternative 3 would result in a significant and unavoidable impact on the following historical resources:

Da Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard

Mitigation measures in Section 8.4.2 address the potential significant impacts to these historical resources. Mitigation would reduce impacts but cannot reduce impacts related to demolition to a less than significant level.

With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2 impacts related to archaeological resources, disturbance of human remains, and TCRs would be reduced to less than significant for Alternative 3 (including MRT MSF Base Design and MRT MSF Design Option 1). Alternative 3 exhibits low to moderate sensitivity for archaeological resources, and there is limited potential to impact human remains. The Alternative 3 alignment exhibits low to high sensitivity for TCRs. Potential impacts from construction of all Alternative 3 include disturbing previously unknown archaeological resources, human remains, or TCRs that may be buried below the surface. Due to the highly developed setting of the Project area, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources, TCRs, and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological monitors and Native American monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological and tribal resources to less than significant.



9 ALTERNATIVE 4

9.1 Alternative Description

Alternative 4 is a heavy rail transit (HRT) system with a hybrid underground and aerial guideway track configuration that would include four underground stations and four aerial stations. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, the East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 13.9 miles, with 5.7 miles of aerial guideway and 8.2 miles of underground configuration.

The four underground and four aerial HRT stations would be as follows:

- 1. Metro E Line Expo/Sepulveda Station (underground)
- 2. Santa Monica Boulevard Station (underground)
- 3. Wilshire Boulevard/Metro D Line Station (underground)
- 4. UCLA Gateway Plaza Station (underground)
- 5. Ventura Boulevard/Sepulveda Boulevard Station (aerial)
- 6. Metro G Line Sepulveda Station (aerial)
- 7. Sherman Way Station (aerial)
- 8. Van Nuys Metrolink Station (aerial)

9.1.1 Operating Characteristics

9.1.1.1 Alignment

As shown on Figure 9-1, from its southern terminus station at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 4 would run underground north through the Westside of Los Angeles (Westside) and the Santa Monica Mountains to a tunnel portal south of Ventura Boulevard in the San Fernando Valley (Valley). At the tunnel portal, the alignment would transition to an aerial guideway that would generally run above Sepulveda Boulevard before curving eastward along the south side of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor to the northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located underground east of Sepulveda Boulevard between the existing elevated Metro E Line tracks and Pico Boulevard. Tail tracks for vehicle storage would extend underground south of National Boulevard east of Sepulveda Boulevard. The alignment would continue north beneath Bentley Avenue before curving northwest to an underground station at the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard. From the Santa Monica Boulevard Station, the alignment would continue and curve eastward toward the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.





Figure 9-1. Alternative 4: Alignment

From the UCLA Gateway Plaza Station, the alignment would turn to the northwest beneath the Santa Monica Mountains to the east of Interstate 405 (I-405). South of Mulholland Drive, the alignment would curve to the north to reach a tunnel portal at Del Gado Drive, just east of I-405 and south of Sepulveda Boulevard.

The alignment would transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal and would continue northeast to the Ventura Boulevard/Sepulveda Boulevard



Station located over Dickens Street, immediately west of the Sepulveda Boulevard and Dickens Street intersection. North of the station, the aerial guideway would transition to the center median of Sepulveda Boulevard. The aerial guideway would continue north on Sepulveda Boulevard and cross over U.S. Highway 101 (US-101) and the Los Angeles River before continuing to the Metro G Line Sepulveda Station, immediately south of the Metro G Line Busway. Overhead utilities along Sepulveda Boulevard in the Valley would be undergrounded where they would conflict with the guideway or its supporting columns.

The aerial guideway would continue north above Sepulveda Boulevard where it would reach the Sherman Way Station just south of Sherman Way. After leaving the Sherman Way Station, the alignment would continue north before curving to the southeast to parallel the LOSSAN rail corridor on the south side of the existing tracks. Parallel to the LOSSAN rail corridor, the guideway would conflict with the existing Willis Avenue Pedestrian Bridge, which would be demolished. The alignment would follow the LOSSAN rail corridor before reaching the proposed northern terminus Van Nuys Metrolink Station located adjacent to the existing Metrolink/Amtrak Station. Tail tracks and yard lead tracks would descend to a proposed at-grade maintenance and storage facility (MSF) east of the northern terminus station. Modifications to the existing pedestrian underpass to the Metrolink platforms to accommodate these tracks would result in reconfiguration of an existing rail spur serving City of Los Angeles Department of Water and Power (LADWP) property.

9.1.1.2 Guideway Characteristics

Alternative 4 would utilize a single-bore tunnel configuration for underground tunnel sections, with an outside diameter of approximately 43.5 feet. The tunnel would include two parallel tracks with 18.75-foot track spacing in tangent sections separated by a continuous central dividing wall throughout the tunnel. Inner walkways would be constructed adjacent to the two tracks. Inner and outer walkways would be constructed within tunnel sections near the track crossovers. At the crown of tunnel, a dedicated air plenum would be provided by constructing a concrete slab above the railway corridor. The air plenum would allow for ventilation throughout the underground portion of the alignment. Figure 9-2 illustrates these components at a typical cross-section of the underground guideway.



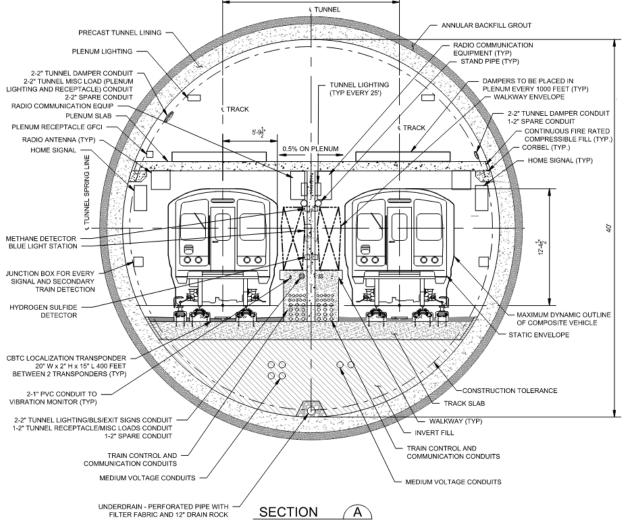


Figure 9-2. Typical Underground Guideway Cross-Section

In aerial sections, the guideway would be supported by either single columns or straddle-bents. Both types of structures would support a U-shaped concrete girder and the HRT track. The aerial guideway would be approximately 36 feet wide. The track would be constructed on the concrete girders with direct fixation and would maintain a minimum of 13 feet between the centerlines of the two tracks. On the outer side of the tracks, emergency walkways would be constructed with a minimum width of 2 feet.

The single-column pier would be the primary aerial structure throughout the aerial portion of the alignment. Crash protection barriers would be used to protect columns located in the median of Sepulveda Boulevard in the Valley. Figure 9-3 shows a typical cross-section of the single-column aerial guideway.



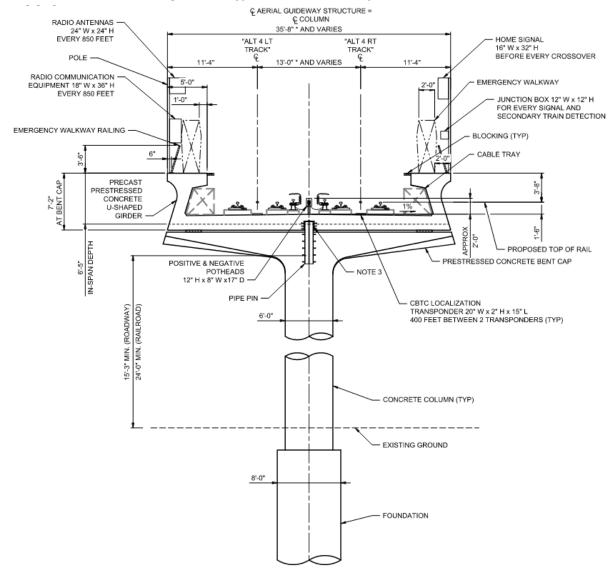


Figure 9-3. Typical Aerial Guideway Cross-Section

In order to span intersections and maintain existing turn movements, sections of the aerial guideway would be supported by straddle bents, a concrete straddle-beam placed atop two concrete columns constructed outside of the underlying roadway. Figure 9-4 illustrates a typical straddle-bent configuration.



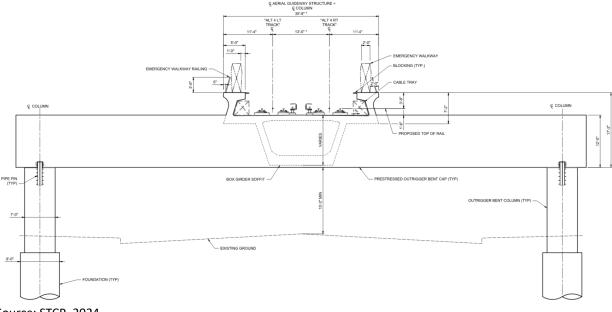


Figure 9-4. Typical Aerial Straddle-Bent Cross-Section

9.1.1.3 Vehicle Technology

Alternative 4 would utilize steel-wheel HRT trains, with automated train operations and planned peak-period headways of 2.5 minutes and off-peak-period headways ranging from 4 to 6 minutes. Each train could consist of three or four cars with open gangways between cars. The HRT vehicle would have a maximum operating speed of 70 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations. Train cars would be approximately 10 feet wide with three double doors on each side. Each car would be approximately 72 feet long with capacity for 170 passengers. Trains would be powered by a third rail.

9.1.1.4 Stations

Alternative 4 would include four underground stations and four aerial stations with station platforms measuring 280 feet long for both station configurations. The aerial stations would be constructed a minimum of 15.25 feet above ground level, supported by rows of dual columns with 8-foot diameters. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink/Amtrak Station.

All stations would be side-platform stations where passengers would select and travel to station platforms depending on their direction of travel. All stations would include 20-foot-wide side platforms separated by 30 feet for side-by-side trains. Aerial station platforms would be covered, but not enclosed. Each underground station would include an upper and lower concourse level prior to reaching the train platforms. Each aerial station, except for the Sherman Way Station, would include a mezzanine level prior to reaching the station platforms. At the Sherman Way Station, separate entrances on opposite sides of the street would provide access to either the northbound or southbound platform with an overhead pedestrian walkway providing additional connectivity across platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from the ground level to the concourse or mezzanine.



Stations would include automatic, bi-parting fixed doors along the edges of station platforms. These platform screen doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This underground station would be located just north of the existing Metro E Line Expo/Sepulveda Station, on the east side of Sepulveda Boulevard.
- A station entrance would be located on the east side of Sepulveda Boulevard north of the Metro E Line.
- A walkway to transfer to the Metro E Line would be provided at street level within the fare paid zone.
- A 126-space parking lot would be located immediately north of the station entrance, east of Sepulveda Boulevard. Passengers would also be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard.
- The station entrance would be located on the south side of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located beneath the Metro D Line tracks and platform under Gayley Avenue between Wilshire Boulevard and Lindbrook Drive.
- Station entrances would be provided on the northeast corner of Wilshire Boulevard and Gayley Avenue and on the northeast corner of Lindbrook Drive and Gayley Avenue. Passengers would also be able to use the Metro D Line Westwood/UCLA Station entrances to access the station platform.
- A direct internal station transfer to the Metro D Line would be provided at the south end of the station.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located underneath Gateway Plaza on the University of California, Los Angeles (UCLA) campus.
- Station entrances would be provided on the north side of Gateway Plaza and on the east side of Westwood Boulevard across from Strathmore Place.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

This aerial station would be located west of Sepulveda Boulevard spanning over Dickens Street.



- A station entrance would be provided on the west side of Sepulveda Boulevard south of Dickens Street.
- A 52-space parking lot would be located adjacent to the station entrance on the southwest corner of the Sepulveda Boulevard and Dickens Street intersection, and an additional 40-space parking lot would be located on the northwest corner of the same intersection.

Metro G Line Sepulveda Station

- This aerial station would be located over Sepulveda Boulevard immediately south of the Metro G Line Busway.
- A station entrance would be provided on the west side of Sepulveda Boulevard south of the Metro G Line Busway.
- An elevated pedestrian walkway would connect the platform level of the proposed station to the planned aerial Metro G Line Busway platforms within the fare paid zone.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are used for transit parking. No additional automobile parking would be provided at the proposed station.

Sherman Way Station

- This aerial station would be located over Sepulveda Boulevard between Sherman Way and Gault Street.
- Station entrances would be provided on either side of Sepulveda Boulevard south of Sherman Way.
- A 46-space parking lot would be located on the northwest corner of the Sepulveda Boulevard and Gault Street intersection, and an additional 76-space parking lot would be located west of the station along Sherman Way.

Van Nuys Metrolink Station

- This aerial station would span Van Nuys Boulevard, just south of the LOSSAN rail corridor.
- The primary station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A secondary station entrance would be located between Raymer Street and Van Nuys Boulevard.
- An underground pedestrian walkway would connect the station plaza to the existing pedestrian underpass to the Metrolink/Amtrak platform outside the fare paid zone.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces, but 66 parking spaces would be relocated west of Van Nuys Boulevard. Metrolink parking would not be available to Metro transit riders.

9.1.1.5 Station-to-Station Travel Times

Table 9-1 presents the station-to-station distance and travel times at peak period for Alternative 4. The travel times include both run time and dwell time. Dwell time is 30 seconds for transfer stations and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.



Table 9-1. Alternative 4: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to- Station Travel Time (seconds)	Southbound Station-to- Station Travel Time (seconds)	Dwell Time (seconds)
Metro E Line Station					30
Metro E Line	Santa Monica Boulevard	0.9	89	86	_
Santa Monica Boulevard Stat	tion				20
Santa Monica Boulevard	Wilshire/Metro D Line	0.9	91	92	_
Wilshire/Metro D Line Station				30	
Wilshire/Metro D Line	UCLA Gateway Plaza	0.7	75	68	_
UCLA Gateway Plaza Station				20	
UCLA Gateway Plaza	Ventura Boulevard	6.1	376	366	_
Ventura Boulevard Station					20
Ventura Boulevard	Metro G Line	1.9	149	149	_
Metro G Line Station			30		
Metro G Line	Sherman Way	1.4	110	109	_
Sherman Way Station				20	
Sherman Way	Van Nuys Metrolink	1.9	182	180	_
Van Nuys Metrolink Station				30	

- = no data

9.1.1.6 Special Trackwork

Alternative 4 would include 10 double crossovers throughout the alignment, enabling trains to cross over to the parallel track. Each terminus station would include a double crossover immediately north and south of the station. Except for the Santa Monica Boulevard Station, each station would have a double crossover immediately south of the station. The remaining crossovers would be located along the alignment midway between the UCLA Gateway Plaza Station and the Ventura Boulevard Station.

9.1.1.7 Maintenance and Storage Facility

The MSF for Alternative 4 would be located east of the Van Nuys Metrolink Station and would encompass approximately 46 acres. The MSF would be designed to accommodate 184 rail cars and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue on the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Trains would access the site from the fixed guideway's tail tracks at the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

The site would include the following facilities:

- Two entrance gates with guard shacks
- Main shop building
- Maintenance-of-way building
- Storage tracks
- Carwash building
- Cleaning and inspections platforms
- Material storage building
- Hazmat storage locker



- Traction power substation (TPSS) located on the west end of the MSF to serve the mainline
- TPSS located on the east end of the MSF to serve the yard and shops
- Parking area for employees
- Grade separated access roadway (over the HRT tracks at the east end of the facility, and necessary drainage)

Figure 9-5 shows the location of the MSF site for Alternative 4.



Figure 9-5. Alternative 4: Maintenance and Storage Facility Site

9.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. Twelve TPSS facilities would be located along the alignment and would be spaced approximately 0.5 mile to 2.5 miles apart. TPSS facilities would generally be located within the stations, adjacent to the tunnel through the Santa Monica Mountains, or within the MSF. TPSSs would be approximately 2,000 to 3,000 square feet. Table 9-2 lists the TPSS locations for Alternative 4.

Figure 9-6 shows the TPSS locations along the Alternative 4 alignment.

Table 9-2. Alternative 4: Traction Power Substation Locations

TPSS No.	Location Description	Configuration
1	TPSS 1 would be located east of Sepulveda Boulevard and north of the Metro E Line.	Underground (within station)



TPSS No.	Location Description	Configuration
2	TPSS 2 would be located south of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue.	Underground (within station)
3	TPSS 3 would be located at the southeast corner of UCLA Gateway Plaza.	Underground (within station)
4	TPSS 4 would be located south of Bellagio Road and west of Stone Canyon Road.	Underground (adjacent to tunnel)
5	TPSS 5 would be located west of Roscomare Road between Donella Circle and Linda Flora Drive.	Underground (adjacent to tunnel)
6	TPSS 6 would be located east of Loom Place between Longbow Drive and Vista Haven Road.	Underground (adjacent to tunnel)
7	TPSS 7 would be located west of Sepulveda Boulevard between the I-405 Northbound On-Ramp and Dickens Street.	At-grade (within station)
8	TPSS 8 would be located west of Sepulveda Boulevard between the Metro G Line Busway and Oxnard Street.	At-grade (within station)
9	TPSS 9 would be located at the southwest corner of Sepulveda Boulevard and Sherman Way.	At-grade (within station)
10	TPSS 10 would be located south of the LOSSAN rail corridor and north of Raymer Street and Kester Avenue.	At-grade
11	TPSS 11 would be located south of the LOSSAN rail corridor and east of the Van Nuys Metrolink Station.	At-grade (within MSF)
12	TPSS 12 would be located south of the LOSSAN rail corridor and east of Hazeltine Avenue.	At-grade (within MSF)





Figure 9-6. Alternative 4: Traction Power Substation Locations

9.1.1.9 Roadway Configuration Changes

Table 9-3 lists the roadway changes necessary to accommodate the guideway of Alternative 4. Figure 9-7 shows the location of roadway changes in the Sepulveda Transit Corridor Project (Project) Study Area, and Figure 9-8 shows detail of the street vacation at Del Gado Drive.

In addition to the changes made to accommodate the guideway, as listed in Table 9-3, roadways and sidewalks near stations would be reconstructed, resulting in modifications to curb ramps and driveways.



Table 9-3. Alternative 4: Roadway Changes

Location	From	То	Description of Change
Del Gado Drive	Woodcliff Road	Not Applicable	Vacation of approximately 325 feet of Del Gado Drive east of I-405 to accommodate tunnel portal
Sepulveda Boulevard	Ventura Boulevard	Raymer Street	Construction of raised median and removal of all on-street parking on the southbound side of the street and some on-street parking on the northbound side of the street to accommodate aerial guideway columns
Sepulveda Boulevard	La Maida Street	Not Applicable	Prohibition of left turns to accommodate aerial guideway columns
Sepulveda Boulevard	Valleyheart Drive South, Hesby Street, Hartsook Street, Archwood Street, Hart Street, Leadwell Street, Covello Street	Not Applicable	Prohibition of left turns to accommodate aerial guideway columns
Raymer Street	Kester Avenue	Van Nuys Boulevard	Reconstruction and narrowing of width to accommodate aerial guideway columns





Figure 9-7. Alternative 4: Roadway Changes



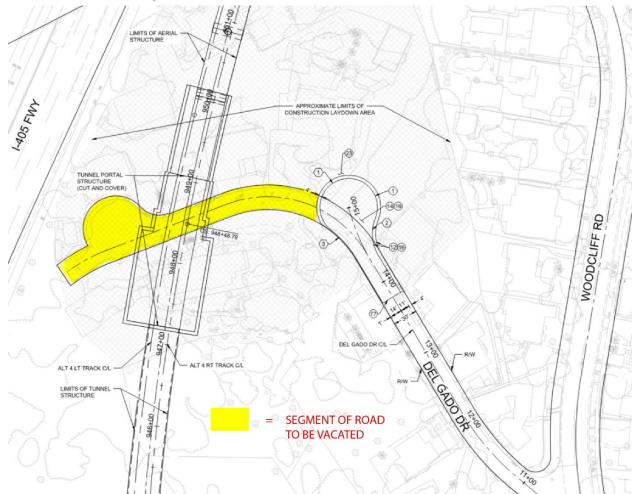


Figure 9-8. Alternative 4: Street Vacation at Del Gado Drive

9.1.1.10 Ventilation Facilities

For ventilation of the alignment's underground portion, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between stations. Each underground station would include a fan room with additional ventilation facilities. Alternative 4 would also include a stand-alone ventilation facility at the tunnel portal on the northern end of the tunnel segment, located east of I-405 and south of Del Gado Drive. Within this facility, ventilation fan rooms would provide both emergency ventilation, in case of a tunnel fire, and regular ventilation, during non-revenue hours. The facility would also house sump pump rooms to collect water from various sources, including storm water; wash water (from tunnel cleaning); and water from a firefighting incident, system testing, or pipe leaks.

9.1.1.11 Fire/Life Safety – Emergency Egress

Within the tunnel segment, emergency walkways would be provided between the center dividing wall and each track. Sliding doors would be located in the central dividing wall at required intervals to connect the two sides of the railway with a continuous walkway to allow for safe egress to a point of safety (typically at a station) during an emergency. Similarly, the aerial guideway would include two



emergency walkways with safety railing located on the outer side of the tracks. Access to tunnel segments for first responders would be through stations and the portal.

9.1.2 Construction Activities

Temporary construction activities for Alternative 4 would occur within project work zones at permanent facility locations, construction staging and laydown areas, and construction office areas. Construction of the transit facilities through substantial completion is expected to have a duration of 8 ¼ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, Alternative 4 would consist of a single-bore tunnel through the Westside and Santa Monica Mountains. The tunnel would be comprised of two separate segments, one running north from the southern terminus to the UCLA Gateway Plaza Station (Westside segment), and the other running south from the portal in the San Fernando Valley to the UCLA Gateway Plaza Station (Santa Monica Mountains segment). Two tunnel boring machines (TBM) with approximately 45-foot-diameter cutting faces would be used to construct the two tunnel segments underground. For the Westside segment, the TBM would be launched from Staging Area No. 1 in Table 9-4 at Sepulveda Boulevard and National Boulevard. For the Santa Monica Mountains segment, the TBM would be launched from Staging Area No. 4 in the San Fernando Valley. Both TBMs would be extracted from the UCLA Gateway Plaza Station Staging Area No. 3 in Table 9-4. Figure 9-9 shows the location of construction staging locations along the Alternative 4 alignment.

Table 9-4. Alternative 4: On-Site Construction Staging Locations

No.	Location Description		
1	Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard		
2	North side of Wilshire Boulevard between Veteran Avenue and Gayley Avenue		
3	UCLA Gateway Plaza		
4	Residential properties on both sides of Del Gado Drive and south side of Sepulveda Boulevard adjacent to		
	1-405		
5	West of Sepulveda Boulevard between Valley Vista Boulevard and Sutton Street		
6	West of Sepulveda Boulevard between US-101 and Sherman Oaks Castle Park		
7	Lot behind Los Angeles Fire Department Station 88		
8	Commercial property on southeast corner of Sepulveda Boulevard and Raymer Street		
9	South of the LOSSAN rail corridor east of Van Nuys Metrolink Station, west of Woodman Avenue		

Source: STCP, 2024; HTA, 2024





Figure 9-9. Alternative 4: On-Site Construction Staging Locations

The distance from the surface to the top of the tunnel for the Westside tunnel segment would vary from approximately 40 feet to 90 feet depending on the depth needed to construct the underground stations. The depth of the Santa Monica Mountains tunnel segment would vary from approximately 470 feet as it passes under the Santa Monica Mountains to 50 feet near UCLA. The tunnel segment through the Westside would be excavated in soft ground, while the tunnel through the Santa Monica Mountains would be excavated primarily in hard ground or rock as geotechnical conditions transition from soft to hard ground near the UCLA Gateway Plaza Station.



The aerial guideway viaduct would be primarily situated in the center of Sepulveda Boulevard in the San Fernando Valley, with guideway columns located in both the center and outside of the right-of-way of Sepulveda Boulevard. This would result in a linear work zone spanning the full width of Sepulveda Boulevard along the length of the aerial guideway. Three to five main phases would be required to construct the aerial guideway. A phased approach would allow travel lanes along Sepulveda Boulevard to remain open as construction individually occupies either the center, left, or right side of the roadway via the use of lateral lane shifts. Additional lane closures on side streets may be required along with appropriate detour routing.

The aerial guideway would comprise a mix of simple spans and longer balanced cantilever spans ranging from 80 to 250 feet in length. The repetitive simple spans would be utilized when guideway bent is located within the center median of Sepulveda Boulevard and would be constructed using Accelerated Bridge Construction (ABC) segmental span-by-span technology. Longer balanced cantilever spans would be provided at locations such as freeways, arterials, or street crossings, and would be constructed using ABC segmental balance cantilever technology. Foundations would consist of cast-in-drilled-hole (CIDH) shafts with both precast and cast-in-place structural elements. During construction of the aerial guideway, multiple crews would work on components of the guideway simultaneously.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise the permanent facility footprint with additional temporary construction easements from adjoining properties.

The Metro E Line, Santa Monica Boulevard, Wilshire Boulevard/Metro D Line, and UCLA Gateway Plaza Stations would be constructed using a "cut-and-cover" method whereby the station structure would be constructed within a trench excavated from the surface with a portion or all being covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic. Constructing the Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, Sherman Way, and Van Nuys Metrolink Stations would include construction of CIDH elevated viaduct with two parallel side platforms supported by outrigger bents.

In addition to work zones, Alternative 4 would require construction staging and laydown areas at multiple locations along the alignment as well as off-site staging areas. Construction staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

A larger, off-site staging area would be used for temporary storage of excavated material from both tunneling and station cut-and-cover excavation activities. Table 9-4 and Figure 9-9 present potential construction staging areas along the alignment for Alternative 4. Table 9-5 and Figure 9-10 present candidate sites for off-site staging and laydown areas.



Table 9-5. Alternative 4: Potential Off-Site Construction Staging Locations

No.	Location Description					
S1	East of Santa Monica Airport Runway					
S2	Ralph's Parking Lot in Westwood Village					
N1	West of Sepulveda Basin Sports Complex, south of the Los Angeles River					
N2	West of Sepulveda Basin Sports Complex, north of the Los Angeles River					
N3	Metro G Line Sepulveda Station Park & Ride Lot					
N4	North of Roscoe Boulevard and Hayvenhurst Avenue					
N5	LADWP property south of the LOSSAN rail corridor, east of Van Nuys Metrolink Station					

Source: STCP, 2024; HTA, 2024





Figure 9-10. Alternative 4: Potential Off-Site Construction Staging Locations

Source: STCP, 2024; HTA, 2024

Construction of the HRT guideway between the Van Nuys Metrolink Station and the MSF would require reconfiguration of an existing rail spur serving LADWP property. The new location of the rail spur would require modification to the existing pedestrian undercrossing at the Van Nuys Metrolink Station.

Alternative 4 would require construction of a concrete casting facility for tunnel lining segments because no existing commercial fabricator capable of producing tunnel lining segments for a large-diameter tunnel exists within a practical distance of the Project Study Area. The site of the MSF would initially be



used for this casting facility. The casting facility would include casting beds and associated casting equipment, storage areas for cement and aggregate, and a field quality control facility, which would need to be constructed on-site. When a more detailed design of the facility is completed, the contractor would obtain all permits and approvals necessary from the City of Los Angeles, the South Coast Air Quality Management District, and other regulatory entities.

As areas of the MSF site begin to become available following completion of pre-casting operations, construction of permanent facilities for the MSF would begin, including construction of surface buildings such as maintenance shops, administrative offices, train control, traction power and systems facilities. Some of the yard storage track would also be constructed at this time to allow delivery and inspection of passenger vehicles that would be fabricated elsewhere. Additional activities occurring at the MSF during the final phase of construction would include staging of trackwork and welding of guideway rail.

9.2 Existing Conditions

9.2.1 Archival Research

9.2.1.1 South Central Coastal Information Center Records Search

The South Central Coastal Information Center (SCCIC) records search identified 45 previous cultural resources studies that intersect the Alternative 4 Archaeological Resource Study Area (RSA). The complete results of the SCCIC records search are provided in Appendix F.

Built Environment Resources within Alternative 4 Built Environment Resource Study Area

The SCCIC resources search identified 17 previously recorded cultural resources are within or partially within the Alternative 4 Built Environment RSA (Table 9-6).

Table 9-6. Alternative 4: SCCIC Previously Recorded Resources within the Built Environment Resource Study Area

Primary Number (P-19-)	Resource Name	Construction Date/Time Period	Eligibility Evaluation/ NRHP Status Code
173163	UCLA Greenhouse Complex Building #1	1930-1955	6 – Demolished
173164	UCLA Greenhouse Complex Building #2	1930-1955	6 – Demolished
173165	UCLA Greenhouse Complex Building #3	1930-1955	6 – Demolished
173166	UCLA Greenhouse Complex Building #4	1930-1955	6 – Demolished
173535	Fox Westwood Village Theatre	1931	7
174110	Bratskeller Egyptian Theater (Ralphs Grocery Store)	1929-1933	15
175802	UCLA District	1929-1935	2S2
180601	Daughters of the American Revolution Trees	1929	6
187951	USAR Center, Daniels Hall	1958	7
188227	Weyburn-Classic Building	1933	6Y
188473	7102 Sepulveda Boulevard	1963	6Y
189273	Linde Medical Building	1962/1965	5
189764	Westdale Savings and Loan	1961	3
190024	11151 Exposition Boulevard	1941	6Y
190025	11159 Exposition Boulevard	1939	6Z
190026	11171 Exposition Boulevard	1938	6Z
190591	UCLA-Ackerman Hall	1963	2S4

Source: HTA, 2024



CR = California Register

NRHP = National Register of Historic Places

USAR = United States Army Reserve

Notes:

- Individual property listed in the NRHP by the Keeper of the NRHP. Listed in the California Register of Historical Resources (CRHR).
- 2S2 Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR.
- 2S4 Individually determined eligible for NRHP pursuant to Section 106 without review by State Historic Preservation Officer. Listed in CRHR.
- 3 Appears eligible for NRHP to person completing or reviewing form.
- 5 Recognized as historically significant by local government.
- 6 Determined ineligible for listing in the NRHP.
- 6Y Determined ineligible for NRHP by consensus through Section 106 process Not evaluated for CRHR or local listing.
- 6Z Found ineligible for the NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.

The SCCIC records search also identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA, one historic-age archaeological site (P-19-004670) within the Built Environment RSA, and three archaeological resources (P-19-004667, P-19-004864, and P-19-004865) within the 0.5-mile radius of the Alternative 4 Archaeological RSA. Five additional archaeological resources (P-19-000382, P-19-003336, P-19-004668, P-19-004669, and P-19-100029) have been previously recorded within the Project Study Area outside the 0.5-mile buffer. The sites are summarized in Table 9-7 and site descriptions are included in Section 6.1.1.1.

Table 9-7. Alternative 4: SCCIC Previously Recorded Archaeological Resources

Primary Number (P-19-)	Resource Description	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code
Within the Alterna	ntive 4 Archaeological Resource Study Area		
003803	Santa Monica Air Line Railroad Segment	1875	3\$
Within the Alterna	ntive 4 Built Environment Resource Study Area		
004670	Historic refuse deposit	1931-1968	7
Within Project Stu	dy Area		
000382	Kuruvungna*/Serra Springs – Native American	Prehistoric; 1770s;	5
	Village; historically significant springs; historic	1924-1960s	
	high school; prehistoric and historic artifacts		
	and historic foundations		
003336	Historic refuse deposit	circa 1850s to 1900	7
004667	Historic refuse deposit	1929-1935	7
004668	Historic refuse deposit	1940-1960	6
004669	Prehistoric shell and groundstone; historic	Prehistoric;	7
	refuse deposit; brick-lined dry well	1910s-1960s	
004864	Historic refuse deposit	1880-1920	7
004865	Historic refuse deposit	1899-1906	7
100029	Isolated sun colored amethyst glass fragment	Historic	6Z



Source: HTA, 2024

NRHP = National Register of Historic Places

SCCIC = South Central Coastal Information Center

Notes:

3S Appears eligible for NRHP as an individual property through survey evaluation.

5 Recognized as historically significant by local government.

6 Determined ineligible for listing in the NRHP.

6Z Found ineligible for the NRHP, CRHR, or local designation through survey evaluation.

7 Not evaluated.

9.2.1.2 Built Environment Resources Directory

The Built Environment Resources Directory (BERD) search identified a total of 21 resources within the Alternative 4 Built Environment RSA. The tabulated results of the BERD search are provided in Appendix F.

9.2.1.3 Los Angeles Historic Resources Inventory

The Los Angeles Historic Resources Inventory (HistoricPlacesLA) search identified 22 resources within the Alternative 4 Built Environment RSA. The tabulated results of the HistoricPlacesLA search are provided in Appendix F.

9.2.2 Native American Heritage Commission Sacred Lands File Search and Assembly Bill 52 Consultation

Refer to Section 6.1.2.

9.2.3 Field Surveys

Refer to Section 6.1.3.

9.2.4 Resources within the Alternative 4 Resource Study Areas

The cultural resources study identified 65 historical resources for the purposes of California Environmental Quality Act (CEQA) within the Alternative 4 Built Environment RSA. These resources include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. Among these historical resources is one historic district (Map Reference #72, indicated in Appendix A), two historic linear landscapes (Map References #12 and #14), and three historic structures (Map References #18, #11, and #101). No new or previously recorded archaeological resources were observed during the survey.

9.2.4.1 Historical Resources within Alternative 4 Built Environment Resource Study Area

Table 9-8 details the 65 historical resources identified within the Alternative 4 Built Environment RSA.

^{*}Koruuvanga



Table 9-8. Alternative 4: Historical Resources within the Built Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1956
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the post-World War II railroad development and the 'SPRR's transition to diesel locomotive engines.	1947
6	14704 Raymer Street	NA	14704 Raymer Street	The industrial property located at 14704 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1954
7	14746 Raymer Street	NA	14746 Raymer Street	The industrial property located at 14746 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1967
8	The Performing Arts Center	NA	7735 Sepulveda Boulevard	The Performing Arts Center located at 7735 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Googie design.	1961
9	Valley Animal Hospital	NA	7721 Sepulveda Boulevard	The Valley Animal Hospital building located at 7721 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1968



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
10	Lancer Lion II Apartments	NA	7657 Sepulveda Boulevard	The Lancer Lion II Apartments located at 7657 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Live Better Electrically and Medallion Homes program and the electrical history of Los Angeles.	1964
11	Air Raid Siren No. 110	NA	Northeast corner of Covello Street and Sepulveda Boulevard	The Air Raid Siren No. 110 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	1940
12	Sherman Way Street Trees	NA	Sherman Way between Woodley Avenue and Sherman Circle	The Sherman Way Street Trees are eligible for listing in the local register significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route which was the main corridor from central Los Angeles to Van Nuys.	1911-1913
13	6833 Sepulveda Boulevard	NA	6833 Sepulveda Boulevard	The multiple family building located at 6833 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1967
14	Van Nuys Boulevard Street Trees	NA	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	The Van Nuys Boulevard Street Trees are eligible for listing in the local register significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.	1911-1913
17	6160 Sepulveda Boulevard	NA	6160 Sepulveda Boulevard	The industrial property located at 6160 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar industrial development of Van Nuys.	1953
18	Air Raid Siren No. 117	NA	South side of Oxnard Street, west of Sepulveda Boulevard	The Air Raid Siren No. 117 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	1940



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
19	Cabana Motel	NA	5764 Sepulveda Boulevard	The Cabana Motel located at 5764 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	1946
20	El Cortez Motel	NA	5746 Sepulveda Boulevard	The EI Cortez Motel located at 5746 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	1949
21	5724 Sepulveda Boulevard	NA	5724 Sepulveda Boulevard	The multiple family building located at 5724 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1959
22	Kauai Surf	NA	15232 Martha Street	The Kauai Surf apartments building located at 15232 Martha Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1962
23	5450 Sepulveda Boulevard	NA	5450 Sepulveda Boulevard	The residential building located at 5450 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Monterey design.	1953
24	Cathedral of St. Mary Church	NA	5335 N Sepulveda Boulevard	The Cathedral of St. Mary Church located at 5335 N Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Byzantine Revival design.	1961
25	Lt. Patrick H. Daniels United States Army Reserve Center	NA	5161 Sepulveda Boulevard	The Lt. Patrick H. Daniels United States Army Reserve Center building located at 5161 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Army Reserves in Los Angeles during the Vietnam War and under Criterion C/3 for its Modern design.	1959
27	4700 Sepulveda Boulevard	NA	4700 Sepulveda Boulevard	The multiple family building located at 4700 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Eclectic Streamline Moderne design.	1952



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
28	4737 Orion Avenue	NA	4737 Orion Avenue	The residential building located at 4737 Orion Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1964
29	4714 Orion Avenue	NA	4714 Orion Avenue	The residential building located at 4714 Orion Avenue is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1964
30	15233 Ventura Boulevard	NA	15233 Ventura Boulevard	The commercial property located at 15233 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	1964
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	The building is individually eligible for listing in the NRHP significant under Criterion C for its International design.	1964
34	15250 Ventura Boulevard	NA	15250 Ventura Boulevard	The commercial property located at 15250 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	1970
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	1950
37	15224 Dickens Street	NA	15224 Dickens Street	The multiple-family residential building located at 15224 Dickens Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	1948
38	15564 Briarwood Drive	NA	15564 Briarwood Drive	The residential building located at 15564 Briarwood Drive is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern Post and Beam design.	1956
39	15573 Briarwood Drive	NA	15573 Briarwood Drive	The residential building located at 15573 Briarwood Drive is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern Post and Beam design.	1955
40	3754 North Scadlock Lane	NA	3754 North Scadlock Lane	The residential building located at 3754 North Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958
41	3700 North Scadlock Lane	NA	3700 North Scadlock Lane	The residential building located at 3700 North Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
42	3666 North Scadlock Lane	NA	3666 North Scadlock Lane	The residential building located at 3666 North Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1957
60	Deauville House	NA	2212 North Linda Flora Drive	The Deauville House is eligible for local register listing significant for its Storybook Ranch design and as work of a master architect, Earl C. Rahn.	1951
61	1711 North Stone Canyon Road	NA	1711 North Stone Canyon Road	The residential building located at 1711 North Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1961
62	1780 North Stone Canyon Road	NA	1780 North Stone Canyon Road	The residential building located at 1780 North Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Ranch design.	1961
63	661 North Stone Canyon Road	NA	661 North Stone Canyon Road	The residential building located at 661 North Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	1935
64	Miller Residence	NA	10615 West Bellagio Road	The Miller Residence located at 10615 West Bellagio Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design and as the work of a master, Wallace Neff. The resource was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For Alternative 4, this resource is considered a historical resource for the purposes of CEQA.	1939
65	Ethel Guiberson/Hannah Carter Japanese Garden	NA	10619 West Bellagio Road	The local register listed Ethel Guiberson/Hannah Carter Japanese Garden (LAHCM No. 1141) is significant under local register criteria for its landscape architecture.	1961
69	121 North Udine Way	NA	121 North Udine Way		1929



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
70	120 North Udine Way	NA	120 North Udine Way	The residential property located at 120 North Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For Alternative 4, this resource is considered a historical resource for the purposes of CEQA.	1936
71	Marymount High School (Main Administration Building, including Chapel and Auditorium	NA	10643-10685 Sunset Boulevard and 101-121 Marymount Place	The local register listed Marymount High School (Main Administration Building, including Chapel and Auditorium) (LAHCM No. 254) is significant under local register criteria for its design and local significance.	1961
72	UCLA Historic District	P-19-175802	East-west axis of campus; bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California, and under NRHP Criterion C for its design.	1929-1937
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing the NRHP and CRHR and is significant under Criterion A for its association with the history of UCLA and under Criterion C/3 for its Modern design.	1961
87	UCLA Veterans Rehabilitation Services	19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	1960
89	Campbell's Book Store	NA	10918 Le Conte Avenue	The commercial building located at 10918 Le Conte Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Streamline Moderne design.	1933
90	Holmby Building	NA	921 Westwood Boulevard	The local register listed Holmby Building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village, and as the work of master architect Gordon B. Kaufmann.	1929
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	1971



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
93	10930 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival design.	1934
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its One Part Commercial Block design.	1940
96	Bullock's Department Store	NA	1000 South Westwood Boulevard	The Bullock's Department Store is eligible for local register listing significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	1932
97	Kelly Music Building/ Alice's Restaurant	NA	1041 Westwood Boulevard	The local register listed Kelly Music Building/Alice's Restaurant (LAHCM No. 1201) is significant under local register criteria for its association with the early development of Westwood Village and as one of the earliest works by master architect Paul Revere Williams.	1929
98	Penney's	NA	1056 Westwood Boulevard	The Penney's building at 1056 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	1937
99	Janss Investment Company Building	NA	1081 Westwood Boulevard	The local register listed Janss Investment Company Building (LAHCM No. 364) is significant under local register criteria for its Mediterranean Revival design.	1930
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	The Glendale Federal Savings and Loan Association building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1943
101	Westwood Village Streetlight	NA	Westwood and Kinross	The Westwood Village Streetlight is eligible for local register listing significant as one of the last remaining ornamental streetlights that were installed throughout Westwood Village.	1926
102	Bratskeller Egyptian Theater (Ralph's Grocery Store)	P-19-174110	1142 Westwood Boulevard	The Bratskeller Egyptian Theater (Ralph's Grocery Store) building (LAHCM No. 360) is significant for its Mediterranean Revival design and as one of the first buildings constructed in the Westwood area.	1929-1933



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Late Modern commercial architecture and as work of noted architects Krisel-Shapiro & Associates.	1979
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its International style design.	1962
106	Tishman Building	NA	10950 W Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	1971
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The multiple family building located at 1400 Greenfield Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1952
129	2435 Military Avenue	NA	2435 Military Avenue	The commercial building located at 2435 Military Avenue is eligible for listing in the local register for its Modern and Contemporary design.	1960

Source: HTA, 2024

CRHR = California Register of Historical Resources

Criterion A/1= An event or series of events or activities, or patterns of an area's development

Criterion C/3= A building form, architectural style, engineering technique, or artistic values, based on a stage of physical development, or the use of a material or method of construction that shaped the historic identity of an area

LAHCM = Los Angeles Historic-Cultural Monument

NA = not applicable

NRHP = National Register of Historic Places

ROW = right-of-way

SPRR = Southern Pacific Railroad



9.2.4.2 Archaeological Resources within the Alternative 4 Resource Study Areas

The SCCIC records search identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA, one historic-age archaeological site (P-19-004670) within the Built Environment RSA, and three archaeological resources (P-19-004667, P-19-004864, and P-19-004865) within 0.5-mile of the Alternative 4 Archaeological RSA (Table 9-7). Five previously recorded archaeological resources (P-19-000382, P-19-003336, P-19-004668, P-19-004669, and P-19-100029) have also been documented within the Project Study Area outside the 0.5-mile radius. Two of the previously recorded resources (P-19-000382 and P-19-004669) exhibit both historic and prehistoric components, while the remainder are historic-age resources.

The ROW for the Santa Monica Air Line Segment of the Southern Pacific Railroad (SPRR) (P-19-003803) was previously recorded within the Archaeological RSA at the southern end of Alternative 4. This resource was previously determined to be eligible for listing in the National Register of Historic Places (NRHP). At the time of the field survey for Alternative 4, no portions of the resource were visible in the Archaeological RSA. Recent work by the Metro for the Expo Line appears to have occurred in the resource ROW, and the original rail line has likely been heavily impacted or removed, though the corridor continues to be used for rail transportation. An update to the California Department of Parks and Recreation form for this resource has been completed and is included in Appendix D.

No archaeological resources that are historical resources or unique archaeological resources for the purposes of CEQA were identified in Alternative 4 Archaeological and Built Environment RSAs.

Archaeological Sensitivity of the Alternative 4 Archaeological Resource Study Area

The Alternative 4 Archaeological RSA has potential to encounter previously unrecorded historic-age archaeological resources. Archival research indicates that a majority of archaeological deposits recorded within the Archaeological and Built Environment RSAs and a 0.5-mile radius were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 4 to encounter prehistoric and historic-age archaeological resources below ground surface underlying existing developments.

No archaeological resources were observed during the cultural field survey; however, most of the Archaeological RSA is paved and exposed surfaces available for inspection consist primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.

While no prehistoric archaeological resources have been identified within the Alternative 4 Archaeological RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, have been recorded between 0.75 mile and 1.45 miles from the RSA and are on file at the SCCIC. For a description of sites with prehistoric components, refer to Section 6.1.1.1.

Additionally, a 2018 archaeological sensitivity analysis of the West Los Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). As part of an environmental studies undertaken in support of an update to the Master Plan for the Veterans Affairs Greater Los Angeles Healthcare System Campus, Duke Cultural Resources Management CRM was retained to conduct an archaeological sensitivity analysis to determine what parts of the West Los Angeles VA campus have high, moderate, low, or very low potential to encounter previously unidentified archaeological resources (Onken et al., 2018). (Additional information about this study is included in Section 7.2.4.2.)



Portions of the Alternative 4 Archaeological RSA north and south of the Santa Monica Mountains are in an alluvial depositional environment. Geologic mapping indicates that the majority of the RSA in those areas is situated on Late Holocene to Pleistocene-aged alluvial fan deposits (Figure 4-1). The young age of the Holocene soils indicates that the sediments on which they formed were deposited in the last 5,000 years and, therefore, have a moderate potential for burial of older archaeological deposits. Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried archaeological deposits. People are known to have inhabited the region beginning at least 13,000 years ago, indicating soils from the Late Pleistocene through the late Holocene have potential to contain archaeological resources. Older Pleistocene soils present at depth in the Archaeological RSA are not likely to contain archaeological resources. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

While the region has been occupied by Native American inhabitants from time immemorial, historically, portions of the Los Angeles Basin and the San Fernando Valley in the Archaeological RSA have been subject to development, starting in the late 1880s, with notable increases in the 1920s and 1930s and during the post-World War II development boom (Section 4.4). A review of historic period maps across the Archaeological RSA indicates that potential exists to encounter buried historic-aged archaeological material associated with earlier periods of use in urban areas, including historic refuse, structural debris or features, and utility features. The potential to encounter historic period cultural material is possible, though with a reduced likelihood, within the Santa Monica Mountains, which have been subject to comparatively limited development since the Portolá expedition first traversed the mountains in 1769.

In summary, the Alternative 4 Archaeological RSA has potential to encounter previously unrecorded historic-age archaeological resources. Site P-19-004670 in the Built Environment RSA and sites P-19-003336, P-19-004667, P-19-004668, P-19-004669, P-19-004864, and P-19-004865 within the Project Study Area identified in the archival research were all encountered during ground disturbing construction activities. These resources primarily consist of historic-age refuse deposits that have not been evaluated for eligibility to be listed on the NRHP or California Register of Historical Resources (CRHR).

The archaeological sensitivity of the RSA is considered to range from low to moderate (Figure 9-11). The degree and depth of previous ground disturbance across the Archaeological RSA is not known, but most of the Archaeological RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance for the Archaeological RSA is not known, it is likely that grading for roads, rails, and parking lots, and construction of utilities and building foundations across the Project Study Area have impacted areas up to approximately 5 feet below the ground surface. Figure 9-11 depicts the estimated archaeological sensitivity of the Alternative 4 alignment based on current understanding of Alternative 4 components and should be revised as new information on proposed ground disturbance is developed. It is assumed at this time that proposed excavation depths are not well defined and archaeological sensitivity will need to be revisited at later stages of Alternative 4 design. Areas with low potential for archaeological resources include older geologic deposits, such as areas at great depth or locations with older surficial deposits and areas with well documented high levels of previous subsurface ground disturbance.



Areas with moderate potential to encounter archaeological resources include portions of the Project Study Area within Pleistocene to Holocene alluvial deposits, particularly with limited previous ground disturbance, and areas in proximity to previously recorded archaeological resources in or near the Archaeological RSA. Proximity to previously recorded sites near sites with prehistoric components, such as P-19-000382 and P-19-004669, as well as areas near the West Los Angeles VA campus (which has evidence of prehistoric use [Onken et al., 2018] and historic age archaeological deposits, such as P-19-003803 and P-19-004670), contribute to the sensitivity of at-grade and mass excavation locations in the vicinity of the resources.



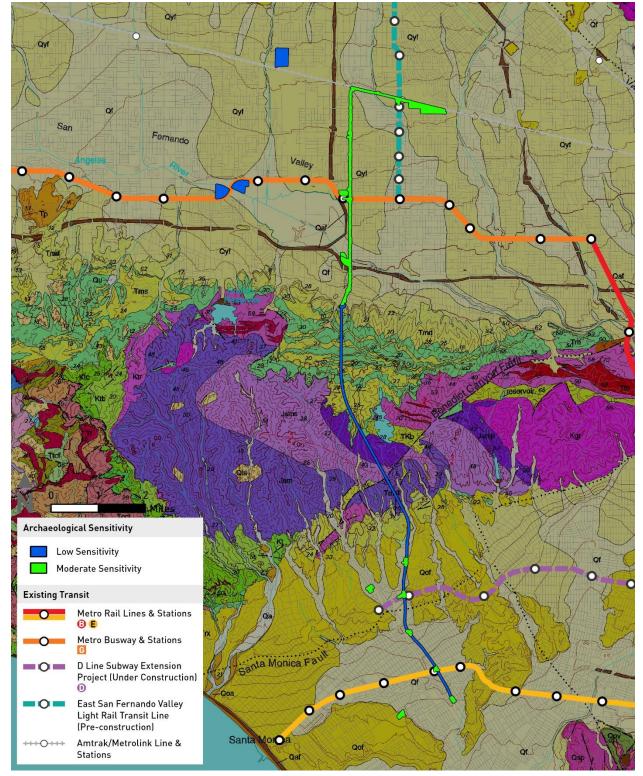


Figure 9-11. Alternative 4: Archaeological Sensitivity

Source: HTA, 2024

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



9.2.4.3 Human Remains within the Alternative 4 Resource Study Areas

This analysis, consisting of an SCCIC records search, additional archival research, and archaeological field survey, failed to identify any human remains within the Alternative 4 Archaeological or Tribal Cultural RSAs. However, one historic cemetery, the Los Angeles National Cemetery, was identified adjacent to the Alternative 4 Built Environment RSA. In addition, burials have been documented at P-19-000382, located within 0.8 mile of the Alternative 4 Archaeological RSA.

While unlikely, due to the age of the Los Angeles National Cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is low potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

P-19-000382 is reported to be the Gabrieliño village site of *Koruuvanga* and is listed as California Historical Landmark No. 522, as well as registered with the State of California Native American Heritage Commission as a Sacred Site. At least two burials have been identified at the site, along with grave goods and other Native American material culture. The current boundaries of the archaeological site are located approximately 0.8 mile west of the Alternative 4 Archaeological RSA, and the Alternative 4 alignment is not likely to encounter human remains associated with the site.

9.2.4.4 Tribal Cultural Resources within the Alternative 4 Tribal Cultural Resource Study Area

The SCCIC records search, the State of California Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, additional archival research, Assembly Bill (AB) 52 consultation efforts, and pedestrian survey did not identify any formally documented Tribal Cultural Resources (TCR) listed or eligible for listing in the CRHR, or in a local register of historical resources, within the Alternative 4 Tribal Cultural RSA. However, during AB 52 consultation, tribal representatives from multiple tribes indicated the importance of the RSA landscape to their cultural heritage. Based on archival research and comments provided during early consultation meetings, two landscape features, the Sepulveda Pass and the Los Angeles River, have been identified in the Tribal Cultural RSA for Alternative 4 as significant places to local Native American tribes. While these locations are not formally documented as TCRs, for the purpose of this technical report these locations are being treated as culturally sensitive places in a manner similar to TCRs. Tribal members are considered the experts on the identification and treatment of TCRs and additional consultation with tribes under AB 52 is necessary to determine if these resources would be designated as TCRs.

The following discussion addresses the results of the NAHC SLF search and ongoing AB 52 consultation, as well as TCRs in the vicinity of the Tribal Cultural RSA and the potential to encounter previously unidentified TCRs during construction of Alternative 4.

Tribal Cultural Resources Sensitivity of the Alternative 4 Tribal Cultural Resource Study Area

While no TCRs have been formally recorded within the Tribal Cultural RSA, the study did identify ethnohistoric villages, burials, important prehistoric travel routes, and natural resource areas nearby. In addition, the NAHC SLF search confirmed that the region contains Native American cultural resources, Traditional Cultural Properties, and/or TCRs. Therefore, it is possible that unknown TCRs may be buried within the Alternative 4 Tribal Cultural RSA.

No TCRs were observed within the Tribal Cultural RSA during the cultural field survey. However, most of the Project Study Area is paved, and exposed surfaces available for inspection consist primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.



No documented villages have been recorded within the Alternative 4 Tribal Cultural RSA. However, the village of *Koruuvanga* (P-19-000382) is located approximately 0.8 mile west of the southern end of the Alternative 4 Tribal Cultural RSA, and the village of *Siutcanga* is located approximately 2 miles west of the northern end of the Alternative 4 Tribal Cultural RSA. Both villages were visited by the Portolá expedition in August of 1769, contain burial grounds, retain an archaeological footprint, and continue to be significant places to tribes of the greater Los Angeles area. Archaeological investigations and construction monitoring in the vicinity of these locations have encountered burials and material culture consistent with a long-term habitation site.

Villages operated as the primary settlement within a lineage or clan's territory, and the landscape surrounding the villages was used for the management and gathering of important plant resources, hunting, collecting useful natural resources such as asphalt or stone material for household implements, and traveling between smaller camps and neighboring villages throughout the year. For this reason, there is increased potential to encounter other TCRs in the vicinity of known village sites.

No formally recorded indigenous travel routes have been documented within the Alternative 4 Tribal Cultural RSA. A review of ethnographic literature, historic maps, contemporary research on the indigenous landscape, and comments provided by tribal representatives indicates that the Sepulveda Pass constitutes an important travel corridor. AB 52 consultation indicated that the pass represents a significant landscape to tribes who have traditional knowledge of, and cultural connections to, the prominent travel corridor. The pass has been used for thousands of years to support exchange networks and travel, and it holds religious significance. Tribal representatives indicated the entire Tribal Cultural RSA is in a landscape they consider to be a TCR.

For a cultural resource, including a cultural landscape, to be treated as a TCR, it must have a defined geographic area and meet the criteria of the CRHR. The portion of the Tribal Cultural RSA in the Sepulveda Pass can be geographically defined by the viewshed of the canyon between ridges that bound the pass. The Santa Monica Mountains, in which the Sepulveda Pass is located, are listed as a scenic vista and scenic resource in the Conservation Element of the City of Los Angeles General Plan (DCP, 2001) further supporting the value of this landscape. Although the Pass does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for the Project. The Portolá expedition traversed the canyon in early August 1769. From the springs, the expedition camped at near the village of Koruuvanga and then headed north, where it encountered the people of Siutcanga. A portion of the Alternative 4 alignment appears to abut the northern extent of the Sepulveda Pass, with part of the tunnel portion of the alignment running adjacent to the pass itself. Additionally, aerial portions of Alternative 4 may be visible from the Sepulveda Pass viewshed. The 1937 Kirkman-Harriman pictorial map of Los Angeles (Kirkman, 1937) also depicts several old or "ancient" roads intersecting the southern end of the Alternative 4 Tribal Cultural RSA, as well as the Camino Real, crossing the Tribal Cultural RSA north of the Santa Monica Mountains. An indigenous landscape study of the greater Los Angeles area (Longcore and Ethington, 2023) depicts several indigenous trails, including some maps that show a trail through the Sepulveda Pass. One major trail of note is one that runs parallel to the Los Angeles River, discussed as follows. The exact location of these routes is difficult to confirm but they likely follow existing trails and travel routes developed and used by the Gabrieliño and their neighbors. These routes were later developed into roads and highways that are in use today. Though significant development has occurred throughout the Sepulveda Pass, the corridor retains a similar footprint and comparable viewshed to the traditional period of use.



The Alternative 4 Tribal Cultural RSA is near several water courses that are important to Gabrieliño tribes. In the northern portion of Alternative 4, the RSA is intersected by the Los Angeles River just north of the Santa Monica Mountains in an area east of where a confluence of drainages meets the river. To the east of the Tribal Cultural RSA, the area is now referred to as the Sepulveda Basin, and multiple prehistoric archaeological sites have been documented in the vicinity. Sepulveda Pass historically has had water running through it. At the south end of Alternative 4, several springs are mapped within a mile of the RSA. These riparian environments would have provided ideal locations for the acquisition of a variety of resources, and native people would have been likely to spend time in these areas. Though many of the water courses have been eradicated or channelized, historically they would have provided sources of fresh water that created ideal conditions for certain plant resources and local fauna. Habitation sites and activity areas were also commonly established near reliable sources of fresh water.

The literature review, archival research, and tribal consultation identified the Los Angeles River as another landscape feature to be treated comparably to a TCR. The river has a placename in local tribal dialects, is mentioned in Gabrieleño history and lore, and is still used in contemporary tribal communities for ceremonial and cultural traditions (LA County, 2024; Lozano, 2018). A review of historic maps and history of the Los Angeles River development (Section 4.4.2.8) indicates that, while the portion of the river within the Alternative 4 Tribal Cultural RSA was channelized between 1948 and 1952, it continues to follow a route closely resembling the river's historic footprint. Although the Los Angeles River does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for the Project.

Archival research indicates that most archaeological deposits recorded within the RSA and a 0.5-mile radius were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 4 to encounter TCRs below ground surface underlying existing developments.

While no prehistoric archaeological resources have been identified within the Alternative 4 Tribal Cultural RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, have been recorded within the vicinity (See Appendix A). In addition, a 2018 archaeological sensitivity analysis of the West Los Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). The previously recorded resources P-19-000382 and P-19-004669 are addressed in more detail in Section6.1.1.1. The sensitivity model developed by Onken and others in 2018 indicated that approximately 17 percent of the West Los Angeles VA campus exhibits Holocene age soils that have increased potential for buried prehistoric archaeological deposits. Sensitivity ranking also took into account proximity to water sources and previously recorded resources. Full-time or spot-check archaeological monitoring or buried site testing was recommended for all areas except those identified as having very low sensitivity (Onken et al., 2018).

Most of the Tribal Cultural RSA north and south of the Santa Monica Mountains is in an alluvial depositional environment. Geologic mapping indicates that the majority of the RSA north and south of the Santa Monica Mountains is situated on Late Holocene to Pleistocene-aged alluvial fan deposits (Figure 4-1). The young age of the Holocene soils indicates that the sediments on which they formed were deposited in the last 5,000 years and therefore, have a moderate potential for burial of older archaeological deposits. Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried archaeological deposits. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with



certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

The tribal cultural sensitivity of the Alternative 4 Tribal Cultural RSA is considered to range from low to high (Figure 9-12). The degree and depth of previous ground disturbance across the Tribal Cultural RSA is not known, but most of the Tribal Cultural RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance within the Tribal Cultural RSA is not known, grading for roads, rails, and parking lots, and previous construction activities for utilities and building foundations found across the Project Study Area are likely to have impacted approximately 5 feet below ground surface. Figure 9-12 depicts the estimated TCR sensitivity of the alignment based on current understanding of Alternative 4 components and should be revised as new information from tribal consultation and construction plans are received. Areas with low potential for TCR archaeological resources include older geologic deposits (such as where Alternative 4 components would be constructed at great depth or where near-surface Alternative 4 components would be in areas with older surficial deposits) and areas with very high levels of well-documented, previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Tribal Cultural RSA in Holocene and late Pleistocene age soils near historic water ways, areas with limited previous ground disturbance, and areas in proximity to previously recorded archaeological resources or TCRs in or near the Tribal Cultural RSA.

It should be noted that archaeologists define sensitivity for archaeological resources as a potential for a location to contain intact deposits that can provide information of scientific value. TCRs, which may include archaeological deposits, do not necessarily require the same level of preservation, and tribal representatives may be more concerned with identifying and protecting any and all cultural material associated with ancestral use of an area, regardless of scientific value. Alternative 4 components near sites with prehistoric components, such as P-19-000382 and P-19-004669, as well as areas near the Sepulveda Pass, the Los Angeles River, and the West Los Angeles VA campus (which has evidence of prehistoric use [Onken et al., 2018]), contribute to the sensitivity of at-grade and mass excavation locations in the vicinity of the resources. The portion of the alignment in proximity to the Los Angeles River are considered to have high sensitivity for TCRs.



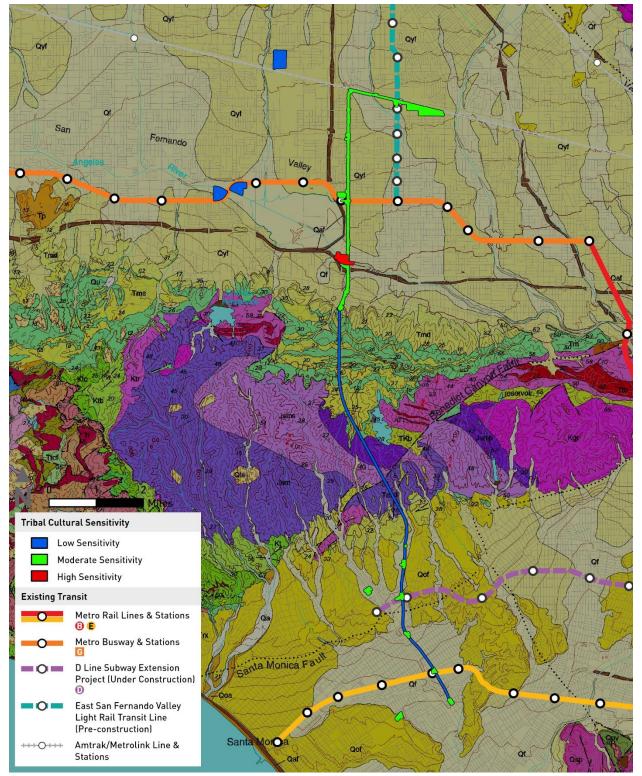


Figure 9-12. Alternative 4: Tribal Cultural Sensitivity

Source: HTA, 2024

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



9.3 Impact Evaluation

9.3.1 Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

9.3.1.1 Operational Impacts

Operation and maintenance of the Alternative 4 alignment would not physically demolish, destroy, relocate, or alter any of the historical resources within the Alternative 4 Built Environment RSA. Therefore, operational impacts would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5). Activities during Alternative 4 operations would be limited to the operation and maintenance of alignment. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions) and related to operation and maintenance, and new pedestrian traffic within the environs of the station locations.

9.3.1.2 Construction Impacts

Project Alternative 4 activities during construction of the alignment would include property acquisitions and new construction of permanent Project features. Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. This assessment also considers the permanent impacts of Alternative 4's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. Historical resources are identified by Map Reference numbers corresponding to the maps included in Appendix A.

9.3.1.3 Alternative 4 Historical Resources – Less than Significant Impacts 13812 Saticoy Street (Map Reference #1)

The industrial building at 13812 Saticoy Street is significant for its 1956 Modern design.

Under Alternative 4, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The proposed alteration of this setting with the new visual element of the MSF would not materially impair its significance and would result in a less than significant impact. No mitigation is required.

13914 Saticoy Street (Map Reference #2)

The industrial building at 13914 Saticoy Street is significant for its 1954 Modern design.



Under Alternative 4, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance and would be a less than significant impact. No mitigation is required.

13938 Saticoy Street (Map Reference #3)

The industrial building at 13938 Saticoy Street is significant for its 1959 Modern design.

Under Alternative 4, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The new MSF would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance and would be a less than significant impact. No mitigation is required.

13942 Saticoy Street (Map Reference #4)

The industrial building at 13942 Saticoy Street is significant for its 1959 Modern design.

Under Alternative 4, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The new MSF would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance and would be a less than significant impact. No mitigation is required.

Southern Pacific Railroad Warehouse (Map Reference #5)

The SPRR Warehouse at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.

Under Alternative 4, the proposed Van Nuys Metrolink Station would be constructed south of the resource. The proposed Van Nuys Metrolink Station would be an aerial station, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the railroad alignment and industrial corridors. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance and would be a less than significant impact. No mitigation is required.



14704 Raymer Street (Map Reference #6)

The property at 14704 Raymer Street is a large industrial building constructed in 1954. It is significant for its Modern design.

Under Alternative 4, the proposed aerial guideway would be constructed approximately 20 feet from the north elevation of the building. The aerial structure would cross Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed includes Raymer Street and the existing SPRR alignment. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

15250 Ventura Boulevard (Map Reference #34)

The commercial property at 15250 Ventura Boulevard is significant for its 1970 International design.

Under Alternative 4, the proposed aerial guideway would be constructed approximately 300 feet from the east elevation of the building. The aerial structure would be sited in the median of Sepulveda Boulevard, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the east elevation's current viewshed includes Sepulveda Boulevard. The proposed aerial structure would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

15224 Dickens Street (Map Reference #37)

The multiple-family residential building at 15224 Dickens Street is significant for its 1948 Colonial Revival design.

Under Alternative 4, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station and aerial guideway would be constructed approximately 500 feet from the west elevation of the building. The aerial structure would be east of I 405, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I 405 and Sepulveda Boulevard. The proposed aerial structure would not limit views of the resource. The aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

9.3.1.4 Alternative 4 Historical Resources – Significant Impacts

14746 Raymer Street (Map Reference #7)

The property at 14746 Raymer Street is a large industrial building constructed in 1967. It is significant for its Modern design.

Under Alternative 4, the proposed aerial guideway would be constructed approximately 40 feet from the north elevation of the building. The aerial structure would cross Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed includes Raymer Street and the existing



SPRR alignment. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

The Performing Arts Center (Map Reference #8)

The Performing Arts Center at 7735 Sepulveda Boulevard is a commercial property. It is significant for its 1961 Googie design. Googie is a style that manifested in the mid-twentieth century and encompasses buildings and structures with a "futuristic" type of design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 40 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Valley Animal Hospital (Map Reference #9)

The Valley Animal Hospital building at 7721 Sepulveda Boulevard is significant for its 1968 Modern design.



Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 70 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact this historical resource. The construction activities adjacent to this resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Lancer Lion II Apartments (Map Reference #10)

The Lancer Lion II Apartments located at 7657 Sepulveda Boulevard is a multi-family apartment building significant for its association with the Live Better Electrically and Medallion Homes program and the electrical history of Los Angeles.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements approximately 37 feet east of the resource. The construction would include elevated structures, roadway restriping, curb and gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant



level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Air Raid Siren No. 110 (Map Reference #11)

The Air Raid Siren No. 110 is a pole mounted structure installed in 1940 that is significant for its association with World War II and Cold War military infrastructure.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 50 feet west of the resource. The construction would include elevated structures, roadway restriping, curb and gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Sherman Way Street Trees (Map Reference #12)

The Sherman Way Street Trees are a linear resource and are significant for their associations with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Sherman Way was a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.

Under Alternative 4, the proposed aerial Sherman Way Station would be constructed within the boundary of the linear historical resource. The proposed aerial station would introduce a new visual element but would not change the defining characteristics of this resource, such as its linear alignment, continuity, or the presence of the street trees along the corridor. The overall historic character and visual aesthetic of the linear resource would be preserved and its ability to convey its historical significance would not be materially impaired.

However, construction of the alignment, station, and construction staging areas has the potential to destroy existing contributing street trees associated with the historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the



protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

6833 Sepulveda Boulevard (Map Reference #13)

The multiple family building at 6833 Sepulveda Boulevard is significant for its association with the post-World War II housing crisis and for its 1967 Modern and Stucco Box/Dingbat design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 40 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

6160 Sepulveda Boulevard (Map Reference #17)

The industrial property at 6160 Sepulveda Boulevard is a large industrial building constructed in 1953. It is significant for its association with the post-World War II industrial development of Van Nuys.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 45 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.



However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Air Raid Siren No. 117 (Map Reference #18)

The Air Raid Siren No. 117 is a pole-mounted structure installed in 1940 that is significant for its association with World War II and Cold War military infrastructure.

Under Alternative 4, the proposed aerial Metro G Line Sepulveda Station and roadway improvements would be constructed approximately 100 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The siren would not be physically demolished, destroyed, relocated, or altered. The proposed aerial station and elevated alignment adjacent to the resource would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed aerial station and elevated alignment would introduce permanent visual elements directly in front of the siren, the relative height (approximately 30 feet) of the station and alignment would not block significant views of the historical resource. The existing setting would be left largely intact. Because the setting of the siren is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibrations, equipment activities, and utility modifications adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements) if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Cabana Motel (Map Reference #19)

The Cabana Motel at 5764 Sepulveda Boulevard is a 1946 commercial property. It is significant for its association with Los Angeles's post-World War II car culture and for its Modern design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 25 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the



building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

El Cortez Motel (Map Reference #20)

The El Cortez Motel at 5746 Sepulveda Boulevard is a 1949 commercial property. It is significant for its association with Los Angeles's post-World War II car culture and for its Modern design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements approximately 20 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

5724 Sepulveda Boulevard (Map Reference #21)

The multiple-family property at 5724 Sepulveda Boulevard is significant for its association with the post-World War II housing crisis and for its 1949 Modern and Stucco Box/Dingbat design.

Under Alternative 4, aerial guideway columns and roadway improvements would be constructed approximately 60 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and



traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Kauai Surf (Map Reference #22)

The multiple-family property at 15232 Martha Street is significant for its association with the post-World War II housing crisis and for its 1962 Modern and Stucco Box/Dingbat design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 70 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.



5450 Sepulveda Boulevard (Map Reference #23)

The residential building at 5450 Sepulveda Boulevard is significant for its 1953 Monterey design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 100 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Cathedral of St. Mary Church (Map Reference #24)

The Cathedral of St. Mary Church at 5335 N Sepulveda Boulevard is significant for its 1961 Byzantine Revival design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 50 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to this resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and



landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Lt. Patrick H. Daniels United States Army Reserve Center (Map Reference #25)

The Lt. Patrick H. Daniels United States Army Reserve Center at 5161 Sepulveda Boulevard is a governmental property constructed in 1959. It is significant for its association with the Army Reserves in Los Angeles during the Vietnam War and for its Modern design.

Under Alternative 4, a partial property acquisition would occur, and the proposed aerial guideway columns and roadway improvements would be constructed approximately 60 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce permanent visual elements directly in front and to the side of the building, the relative height (approximately 30 feet) of the elements would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

4700 Sepulveda Boulevard (Map Reference #27)

The multiple-family property at 4700 Sepulveda Boulevard is significant for its 1952 Eclectic Streamline Moderne design.

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 80 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard, and the building itself would be left intact, and the building's key vantage points would be preserved. The



existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the alignment and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

15233 Ventura Boulevard (Map Reference #30)

The commercial property at 15233 Ventura Boulevard is significant for its 1964 International Style design.

Under Alternative 4, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station and aerial guideway would be constructed approximately 500 feet from the west elevation of the building. The aerial structure would be sited on the east side of I-405, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is residential, and the west elevation's current viewshed includes I-405 and Sepulveda Boulevard. The proposed aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character-defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

15300 Ventura Boulevard (Map Reference #31/33)

The commercial building and its associated parking garage at 15300 Ventura Boulevard is significant for its 1964 International Style design.

Under Alternative 4, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 200 feet from the side (south elevation) of the commercial building, and the alignment would follow Sepulveda Boulevard approximately 30 feet from the front (east elevation) of the property. The Ventura Boulevard/Sepulveda Boulevard Station would require a partial take of the parking garage, which is a character-defining feature of the resource.

Physical demolition would materially impair the significance of the historical resource and would result in a significant impact. Furthermore, construction of the station, use of pile driving at this location, and the construction staging areas have the potential to cause construction vibration that could impact this



historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character defining features if protection measures are not put in place. Partial demolition and potential construction vibration would be a significant impact. Implementation of MM CUL- 4 and MM CUL-5 would reduce impacts to these resources but cannot reduce impacts related to demolition to a less than significant level.

Da Siani Ristorante (Sherwood Coiffeurs) (Map Reference #35)

Da Siani Ristorante (Sherwood Coiffeurs) located at 4511 Sepulveda Boulevard is a commercial building significant for its Modern design.

Under Alternative 4, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 25 feet from the northeast elevation of the building. The building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the rear and northeast elevation's current viewshed includes I 405 and adjacent commercial structures. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. Therefore, although the proposed aerial structure would introduce a new visual element, it would not change the historic character of the building or its setting in a manner that material impairs its significance.

However, construction of the station and staging areas have the potential to cause construction vibration that could impact this historical resource. Construction vibration adjacent to this resource also has the potential to inadvertently damage character defining features if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Ackerman Hall (Map Reference #73)

The UCLA Ackerman Hall building is a multiple-story education property that is significant for its association with the history of UCLA and for its 1961 Modern design.

Under Alternative 4, the proposed underground UCLA Gateway Plaza Station, above-ground TPSS site, and roadway improvements would be constructed approximately 30 feet south of the resource. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed station portal and aboveground TPSS site adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elements would introduce a permanent visual element adjacent to the building, these elements would not block significant views of the historical resource, would be smaller scale in nature compared to the proposed station, and the building would not be obscured from view. Further, existing trees and vegetation between the proposed station and the building itself would be left intact and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g.,



design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Gayley Center (Map Reference #103)

The Gayley Center located at 1101 Gayley Avenue is a larger commercial property. It is significant for its Late Modern commercial architecture and as work of noted architects Krisel Shapiro & Associates.

Under Alternative 4, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately four to five feet east from the west elevation of the building. The station would be underground, and the Gayley Center would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Linde Medical Building (Map Reference #104/105)

The Linde Medical Building located at 10921 Wilshire Boulevard is a large commercial property. It is significant for its 1962 International style design.

As designed, affected portions of the property entrance will be restored in accordance with the California Historical Building Code and all applicable requirements. Under Alternative 4, the proposed Wilshire Boulevard/Metro D Line Station would be constructed adjacent to the west elevation of the building. The station would be underground, and the Linde Medical Building tower would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-



construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Tishman Building (Map Reference #106)

The Tishman Building located at 10950 West Wilshire Boulevard is a large commercial property. It is significant for its Corporate Modern high rise architecture and as the work of master architect Welton Becket.

Under Alternative 4, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 60 feet north from the north elevation of the building. The station would be underground, and the Tishman Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

9.3.1.5 Alternative 4 Historical Resources – No Impact

Construction of Alternative 4 would result in no impact to 35 resources (Table 9-9). These historical resources would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impacts on these historical resources or their setting is anticipated from the addition of the underground alignment. These historical resources are either located within the underground portions of the alignment and are located a considerable distance from station locations, construction staging area, or TBM launch and extraction sites.

Table 9-9. Alternative 4: Historical Resources – No Impact

Map Reference #	Resource Name	Location	
14	Van Nuys Boulevard Street Trees	Sherman Way and Van Nuys Boulevard, south to	
		Van Nuys Boulevard and Hamlin Street	
22	Kauai Surf	15232 Martha Street	
28	4737 Orion Avenue	4737 Orion Avenue	
29	4714 Orion Avenue	4714 Orion Avenue	
35	Da Siani Ristorante (Sherwood Coiffeurs)	4511 Sepulveda Boulevard	
36	Desmond's	1001 Westwood Boulevard	
39	15573 Briarwood Drive	15573 Briarwood Drive	
40	3754 North Scadlock	3754 North Scadlock	
41	3700 North Scadlock Lane	3700 North Scadlock Lane	
42	3666 North Scadlock	3666 North Scadlock	
60	Deauville House	2212 North Linda Flora Drive	
61	1711 North Stone Canyon Road	1711 North Stone Canyon Road	



Map Reference #	Resource Name	Location	
62	1780 North Stone Canyon Road	1780 North Stone Canyon Road	
63	661 North Stone Canyon Road	661 North Stone Canyon Road	
64	Miller Residence	10615 West Bellagio Road	
65	Ethel Guiberson/Hannah Carter Japanese Garden	10619 West Bellagio Road	
69	121 North Udine Way	121 North Udine Way	
70	120 North Udine Way	120 North Udine Way	
71	Marymount High School (Main Administration	10643-10685 Sunset Boulevard and 101-121	
	Building, including Chapel and Auditorium)	Marymount Place	
72	UCLA Historic District	Encompasses the east-west axis of the campus	
		and is bounded by Westwood Boulevard and	
		Circle Drive	
87	UCLA Veterans Rehabilitation Services	1000 Veteran Avenue	
89	Campbell's Book Store	10918 Le Conte Avenue	
90	Holmby Building	921 Westwood Boulevard	
91	924 Westwood Boulevard	924 Westwood Boulevard	
93	10940 Weyburn Avenue	10940 Weyburn Avenue	
94	Chatam Restaurant	10930 Weyburn Avenue	
95	Desmond's	1001 Westwood Boulevard	
96	Bullock's Department Store	1000 S Westwood Boulevard	
97	Kelly Music Building/Alice's Restaurant	1041 Westwood Boulevard	
98	Penney's	1056 Westwood Boulevard	
99	Janss Investment Company Building	1081 Westwood Boulevard	
100	Glendale Federal Savings and Loan Association	1090 Westwood Boulevard	
101	Westwood Village Streetlight	Westwood and Kinross, northwest corner,	
		adjacent to Janss Investment Company Building	
102	Bratskeller Egyptian Theater (Ralphs Grocery Store)	1142 Westwood Boulevard	
129	2435 Military Avenue	2435 Military Avenue	

Source: HTA, 2024

9.3.1.6 Impacts of Maintenance and Storage Facility

The Alternative 4 MSF has the potential to impact Map References #1, #2, #3, and #4 (four industrial buildings on Saticoy Street). However, the MSF would not physically demolish, destroy, relocate, or alter any historical resources. The existing viewshed of these historical resources is commercial with modern development and this alteration of setting would not materially impair their significance. There would be no construction or operational impacts to these historical resources associated with the MSF. Therefore, the MSF would result in a less than significant impact. No mitigation is required.

9.3.2 Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

9.3.2.1 Operational Impacts

Operation and maintenance of the Alternative 4 alignment would not physically destroy, relocate, or alter any previously recorded archaeological resource within the Alternative 4 Archaeological RSA. Any post-review-discovery archaeological resources encountered during construction of Alternative 4 would be evaluated and impacts would be mitigated as needed during the construction phase. Operation and maintenance would not result in the destruction, relocation, or alteration of post-review discoveries



mitigated during construction. Therefore, operational impacts would not cause a substantial adverse change in the significance of archaeological resources pursuant to CEQA Guidelines (Section 15064.5).

9.3.2.2 Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 9.2.4.2, indicates construction activities associated with the Alternative 4 alignment would have low to moderate potential to encounter previously unidentified archaeological resources below ground surface. No portion of the Archaeological RSA was determined to have high potential because no intact significant archaeological resources have been identified within or directly adjacent to the Archaeological RSA. No prehistoric archaeological sites and only one historic-age archaeological site has been identified within or directly adjacent to the Archaeological RSA for Alternative 4. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the alignment and does not have potential to be impacted by construction of Alternative 4. However, the sediments present across the alignment consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 4 components would be constructed at great depth, and those in areas with high levels of well-documented, previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as Alternative 4 components constructed in shallower depths, and with low or unknown levels of previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P-19-003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have been documented in the Built Environment RSA and within the Project Study Area between 0.75 and 1.45 miles from the Alternative 4 Archaeological RSA. Such resources are often encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Activities during construction of the Alternative 4 alignment would include property acquisitions, demolition of historical resources, and new construction of permanent Alternative 4 features.

Buried archaeological resources may exist within the Alternative 4 Archaeological RSA, and it is possible these resources could be unearthed during excavation activities. The proposed alignment for Alternative 4 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 4 alignment would have limited potential to encounter intact archaeological resources. Other proposed construction activities, such as mass excavation required for new stations, HRT footings, at-grade alignment segments, TBM launch and extraction sites, and ancillary facilities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the shallow previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 9.2.4.2).

Based on this analysis, construction of Alternative 4 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a



local register of historical resources. The potential impacts to archaeological resources related to construction of the Alternative 4 alignment would be significant, and mitigation is required (Section 9.4.29.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 4.

9.3.2.3 Impacts of Maintenance and Storage Facility

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 9.2.4.2, indicates construction activities associated with the Alternative 4 MSF would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric or historic-age archaeological sites have been identified within or adjacent the Alternative 4 MSF; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 9.2.4.2).

Construction of the Alternative 4 MSF has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the MSF would be significant, and mitigation is required (Section 9.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for the MSF.

9.3.3 Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

9.3.3.1 Operational Impacts

Activities during Alternative 4 operations would be limited to the operation and maintenance of alignment. These types of activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, Alternative 4 would have no operational impacts on human remains.

9.3.3.2 Construction Impacts

Potential construction impacts on human remains, including those interred outside of dedicated cemeteries, would be related to ground disturbing activities. It is possible these burials could be unearthed during excavation activities.

One known cemetery, the Los Angeles National Cemetery, is located adjacent to the Alternative 4 Built Environment RSA. However, the probability of encountering human remains during construction is low because the Los Angeles National Cemetery is located outside of the proposed project alignment and no construction activities would occur within the cemetery grounds. While unlikely, because of the age of the cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

At least two indigenous burials have been encountered within the previously recorded site of P-19-000382, an ethnohistoric village site located approximately 0.8 mile west of the Alternative 4



Archaeological RSA. The village site is not near the Alternative 4 Archaeological RSA, but it provides evidence that there is potential to encounter Native American human remains in the vicinity. While no evidence of human remains has been previously identified within the Alternative 4 alignment, unknown human burials may exist within the Alternative 4 Archaeological RSA, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of Alternative 4 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 9.4.2). With implementation of MM CUL-8 impacts to human remains would be reduced to less than significant for Alternative 4.

9.3.3.3 Impacts of Maintenance and Storage Facility

While no evidence of human remains has been previously identified within the Alternative 4 MSF, burials have been identified in proximity to the Alternative 4 Archaeological RSA. Unknown human burials may exist within the MSF Project area, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the Alternative 4 MSF has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 9.4.2). With implementation of MM CUL-8 impacts to human remains would be reduced to less than significant for the Alternative 4 MSF.

9.3.4 Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe?

9.3.4.1 Operational Impacts

No TCRs have been documented in the Alternative 4 alignment. Therefore, operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any previously recorded TCRs. However, during AB 52 consultation, tribal representatives from multiple tribes indicated the importance of the Tribal Cultural RSA landscape to their cultural heritage. Additionally, a literature review of ethnographic and historic sources, historic maps, and reporting on contemporary Native American knowledge and connection to the landscape resulted in the identification of two features, the Sepulveda Pass and the Los Angeles River, which exhibit potential to qualify as a TCR. Although these landscape features do not currently meet TCR criteria per PRC section 21074, AB52 consultation is ongoing and further input from participating tribes is required to formally designate them as TCRs. Out of an abundance of caution and with respect to input from tribes during consultation these features are being treated in a manner consistent with a TCR for the Project. Alternative 4 would have no direct operational impacts to the Sepulveda Pass or the Los Angeles River. However, operational and maintenance activities and increased pedestrian traffic at station locations would result in visual, audible, or atmospheric intrusions on the Sepulveda Pass and Los Angeles River.

Per the Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report (Metro, 2025b) that assessed the potential for visual and aesthetic impacts to the Santa Monica Mountains, including the Sepulveda Pass, and Los Angeles River, which are listed as scenic views or vistas under the Conservation Element of the City of Los Angeles General Plan (DCP, 2001). The existing view of the Sepulveda Pass and Los Angeles River would not be substantially affected by the aerial guideway



constructed near these resources and Alternative 4 would result in a less than significant impact to these scenic vistas. Ultimately impacts to TCRs must be determined through tribal consultation. However, based on the existing conditions and assessment of visual impacts to these features (Metro, 2024c), operational impacts do not have potential to cause a substantial adverse change in the significance of TCRs pursuant to PRC Section 21074. Therefore, operation of Alternative 4 would result in a less than significant impact to TCRs and would not require mitigation.

9.3.4.2 Construction Impacts

Confidential information shared by tribal representatives and review of cultural resource management gray literature suggest that sacred locations may be located less than 0.5 mile from the alignment. Additionally, during the AB 52 consultation and literature review, two landscape features, the Sepulveda Pass and the Los Angeles River, have been identified as significant places important to tribal cultural heritage. As such, for the purposes of this analysis, the Sepulveda Pass and the Los Angeles River are being treated in a manner consistent with a TCR. Further, the presence of previously recorded archaeological sites with Native American components within 0.8 mile of the RSA, and the presence of indigenous trails and important water resources in the vicinity, suggest that buried TCRs may exist within the Alternative 4 Tribal Cultural RSA. One of these archaeological sites, P-19-000382, is an ethnographic village where at least two indigenous burials have been encountered. It is possible that significant unknown TCRs could be unearthed during project excavation activities.

The proposed alignment for Alternative 4 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter TCRs are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work, such as for the at-grade portions of the alignment, would have limited potential to encounter intact TCR archaeological deposits or human remains due to prior disturbance. However, other proposed construction activities, such as mass excavation required for new stations, HRT footings, at-grade alignment segments, TBM launch and extraction sites, and ancillary facilities, would have the potential to encounter deeper, intact archaeological deposits. Furthermore, while an archaeologist may place greater importance on the intact nature of archaeological deposits, tribes may be concerned with the potential to identify and protect prehistoric resources, regardless of scientific value. Therefore, construction of the Alternative 4 alignment has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. Impacts would be potentially significant. Refer to Section 9.4.2 for proposed mitigation measures. With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for Alternative 4.

9.3.4.3 Impacts of Maintenance and Storage Facility

An assessment of TCR sensitivity for the Tribal Cultural RSA, as described in Section 9.2.4.4, indicates construction activities associated with the Alternative 4 MSF would have moderate potential to encounter previously unidentified TCRs below ground surface (Section 9.2.4.4, Figure 9-12). No TCRs have been identified within the MSF Project area; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits and TCRs that could be impacted by ground disturbing activities.

Construction of the Alternative 4 MSF has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to TCRs related to construction of the alignment alternative would be significant,



and mitigation is required (Section 9.4.2). With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for the Alternative 4 MSF.

9.4 Mitigation Measures

9.4.1 Operational Impacts

Under the Alternative 4, there would be no impacts to historical resources, archaeological resources, or human remains. As such, no mitigation measures are required for these resources. Potential impacts to one landscape feature identified as a possible TCR, the Los Angeles River, would be visual, audible, or atmospheric intrusions as a result of operational and maintenance activities. Mitigation Measure (MM) TCR-2 was developed to mitigate operational and construction impacts to the Los Angeles River and the Sepulveda Pass and is discussed in the following section.

9.4.2 Construction Impacts

Under Alternative 4, there could be construction impacts to historical resources, archaeological resources, human remains, or TCRs during construction. Therefore, the following mitigation measures were developed. AB 52 consultation is ongoing, and any final mitigation measures for TCRs will be determined through consultation with tribes prior to the public review of the Draft Environmental Impact Report.

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- A project wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas that were not accessible during the preparation of this EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.
- The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.
- The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a



Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.

- The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.
- The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.
- The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.
- The Cultural Resources Monitoring and Mitigation Plan shall require a preconstruction baseline survey to identify building protection measures for
 historical resources in relation to tunnel boring machine launch/tunnel boring
 machine extraction, construction staging, and construction vibration and cut and
 cover activities adjacent to historical resources. The Project shall conduct a preconstruction survey to establish baseline, pre-construction conditions and to
 assess the potential for damage related to improvements adjacent to these
 historical resources.
- The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to vibration mitigation measures in the Sepulveda Transit Corridor Project Noise and Vibration Technical Report for more information [Metro, 2025a].) In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring machine construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine, as deemed appropriate in consultation with Metro's tunneling panel. An architectural historian or historic



- architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.
- The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures. If the post-construction survey identifies damage to historical resources, the Project shall require that repairs be made in accordance with the SOI Standards for the Treatment of Historic Properties. The assessment shall confirm that such repairs have been completed to restore the resource's integrity and avoid any permanent material impairment to the resource.
- MM CUL-1 applies to the following historical resources:
 - Performing Arts Center
 - Valley Animal Hospital
 - 6833 Sepulveda Boulevard
 - 6160 Sepulveda Boulevard
 - Air Raid Sire No. 110
 - Air Raid Siren No. 117
 - Cabana Motel
 - El Cortez Motel
 - 5724 Sepulveda Boulevard
 - 5450 Sepulveda Boulevard
 - Cathedral of St. Mary Church
 - Lt. Patrick H. Daniels United States Army Reserve Center
 - 4700 Sepulveda Boulevard
 - UCLA Ackerman Hall
 - Linde Medical Building
 - Tishman Building
 - 14746 Raymer Street
 - Lancer Lion II Apartments
 - 15233 Ventura Boulevard
 - Da Siani Ristorante (Sherwood Coiffeurs)
 - Gayley Center

MM CUL-4: Historical Resource Archival Documentation

- The Project shall complete historical resource archival documentation of historical resources that will be demolished or substantially altered. The archival documentation shall follow the guidelines of the National Park Service's Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey program to create Historic American Building Surveylike documentation. At a minimum, the documentation shall consist of the following:
 - Large-format photographs including negatives and archival prints



- Written narrative following the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey short format
- Site plan
- The Project shall provide copies of the documentation to the City of Los Angeles for archival purposes. Large-format photographs shall be completed prior to any demolition activities that would affect the parking garage at 15300 Ventura Boulevard. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Los Angeles Public Library. Copies of documentation shall be offered to the Los Angeles Public Library and local historical societies upon request.
- MM CUL-4 applies to the following historical resources:
 - 15300 Ventura Boulevard

MM CUL-5: Interpretive Program

- The Project shall prepare interpretive programs for the commercial building and parking garage at 15300 Ventura Boulevard. The Project shall provide interpretive materials in the form of a pamphlet, website, or similar, that describes and/or illustrates the historic significance of these properties. Interpretive materials shall be provided to the City of Los Angeles for public education purposes. Copies of interpretive materials shall be offered to the Los Angeles Public Library and local historical societies.
- MM CUL-5 applies to the following historical resources:
 - 15300 Ventura Boulevard

MM CUL-6: Cultural Resource Training

- Prior to any ground disturbing activities, all construction personnel involved in ground disturbing activities shall be provided with appropriate cultural and Tribal Cultural Resources training in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1.
- The training shall be prepared by an Secretary of the Interior qualified archaeologist to instruct the personnel regarding the legal framework protecting cultural resources and Tribal Cultural Resources, typical kinds of cultural resources and Tribal Cultural Resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or Tribal Cultural Resources are discovered. The training shall be presented by, or under the supervision of, an Secretary of the Interior qualified archaeologist, who shall review types of cultural resources and artifacts that would be considered potentially significant to support operator recognition of these materials during construction. Contingent upon the results of Assembly Bill (AB) 52 consultation, Native American representatives shall be solicited to attend the Worker Environmental Awareness Program training and contribute to the course material to provide



guidance on tribal perspectives on working in areas sensitive for Tribal Cultural Resources.

MM CUL-7: Archaeological Monitoring

• Project related ground disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by, or under the supervision of, a Secretary of the Interior qualified archaeologist, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1. If monitoring does not reveal any archaeological artifacts, then there would be no impact to archaeological resources. If archaeological artifacts are discovered, then work shall be halted in the immediate vicinity of the find, and a Secretary of the Interior-qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.

MM CUL-8: Unanticipated Discovery of Human Remains

• If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

MM TCR-1: Native American Monitoring

- Project-related ground-disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by a Native American representative from a consulting tribe, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL-1. The tribal monitor shall be qualified by his or her tribe to monitor Tribal Cultural Resources.
- In the event that an archaeological resource discovered during project construction is determined to be potentially of Native American origin based on the initial assessment of the find by a Secretary of the Interior-qualified archaeologist pursuant to California Public Resource Code Section 21083.2(i), the



Native American tribes that consulted on the Project pursuant to Assembly Bill 52 shall be notified. Those tribes shall also be provided information about the find to allow for early input from the tribal representatives with regard to the potential significance and treatment of the resource. Resources shall be treated with culturally appropriate dignity, taking into consideration the tribal cultural values and meaning of the resource.

- If, as a result of the resource evaluation and tribal consultation process, the resource is considered to be a Tribal Cultural Resource and determined, in accordance with California Public Resource Code Section 21074, to be eligible for inclusion in the California Register of Historical Resources or a local register of historical resources or is determined to be significant by the California Environmental Quality Act lead agency (Metro), the qualified archaeologist and Native American monitor shall monitor all remaining ground-disturbing activities in the area of the resource. The input of all consulting tribes shall be considered in the preparation of any required treatment plan activities prepared by the qualified archaeologist for any Tribal Cultural Resources identified during the project construction as required in the Cultural Resources Monitoring and Mitigation Plan (MM CUL-1).
- Work in the area of the discovery may not resume until evaluation and treatment
 of the resource is completed and/or the resource is recovered and removed from
 the site. Construction activities may continue on other parts of the construction
 site while evaluation and treatment of the resource takes place.

MM TCR-2: Unanticipated Discovery of Human Remains

• If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants (MLDs) may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

9.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 4 would result in less than significant impacts with mitigation on the following historical resources:

- Sherman Way Street Trees
- Van Nuys Boulevard Street Trees
- Air Raid Siren No. 117



- UCLA Ackerman Hall
- Linde Medical Building
- Cathedral of St. Mary Church
- 4700 Sepulveda Boulevard
- Lt. Patrick H. Daniels United States Army Reserve Center
- 5450 Sepulveda Boulevard
- 5724 Sepulveda Boulevard
- El Cortez Motel
- Cabana Motel
- 6160 Sepulveda Boulevard
- 6833 Sepulveda Boulevard
- Valley Animal Hospital
- The Performing Arts Center

Alternative 4 would result in a significant and unavoidable impacts on the commercial building and parking garage at 15300 Ventura Boulevard. Mitigation measures in Section 9.4.2 address the potential significant impacts to this historical resource. Mitigation would reduce impacts but cannot reduce impacts related to demolition to a less than significant level.

With implementation of MM CUL-1, MM CUL-4, MM CUL-5, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2, impacts related to archaeological resources, disturbance of human remains, and TCRs would be reduced to less than significant for Alternative 4 (Including HRT MSF). Alternative 4 exhibits low to moderate sensitivity for archaeological resources and, there is limited potential to impact human remains. The Alternative 4 alignment exhibits low to high sensitivity for TCRs. Potential impacts from construction of all Alternative 4 include disturbing previously unknown archaeological resources, human remains, or TCRs that may be buried below the surface. Due to the highly developed setting of the Project area, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources, TCRs, and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological and Native American monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological and tribal cultural resources to less than significant.



10 ALTERNATIVE 5

10.1 Alternative Description

Alternative 5 consists of a heavy rail transit (HRT) system with a primarily underground guideway track configuration, including seven underground stations and one aerial station. This alternative would include five transfers to high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 13.8 miles, with 0.7 mile of aerial guideway and 13.1 miles of underground configuration.

The seven underground and one aerial HRT stations would be as follows:

- 1. Metro E Line Expo/Sepulveda Station (underground)
- 2. Santa Monica Boulevard Station (underground)
- 3. Wilshire Boulevard/Metro D Line Station (underground)
- 4. UCLA Gateway Plaza Station (underground)
- 5. Ventura Boulevard/Sepulveda Boulevard Station (underground)
- 6. Metro G Line Sepulveda Station (underground)
- 7. Sherman Way Station (underground)
- 8. Van Nuys Metrolink Station (aerial)

10.1.1 Operating Characteristics

10.1.1.1 Alignment

As shown on Figure 10-1, from its southern terminus station at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 5 would run underground north through the Westside of Los Angeles (Westside), the Santa Monica Mountains, and the San Fernando Valley (Valley) to a tunnel portal east of Sepulveda Boulevard and south of Raymer Street. As it approaches the tunnel portal, the alignment would curve eastward and begin to transition to an aerial guideway along the south side of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor that would continue to the northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located underground east of Sepulveda Boulevard between the existing elevated Metro E Line tracks and Pico Boulevard. Tail tracks for vehicle storage would extend underground south of National Boulevard east of Sepulveda Boulevard. The alignment would continue north beneath Bentley Avenue before curving northwest to an underground station at the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard. From the Santa Monica Boulevard Station, the alignment would continue and curve eastward to the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.





Figure 10-1. Alternative 5: Alignment

From the UCLA Gateway Plaza Station, the alignment would turn to the northwest beneath the Santa Monica Mountains to the east of Interstate 405 (I-405). South of Mulholland Drive, the alignment would curve to the north, aligning with Saugus Avenue south of Valley Vista Boulevard. The Ventura Boulevard Station would be located under Saugus Avenue between Greenleaf Street and Dickens Street. The alignment would then continue north beneath Sepulveda Boulevard to the Metro G Line Sepulveda Station immediately south of the Metro G Line Busway. After leaving the Metro G Line Sepulveda Station, the alignment would continue beneath Sepulveda Boulevard to reach the Sherman Way Station,



the final underground station along the alignment, immediately south of Sherman Way. From the Sherman Way Station, the alignment would continue north before curving slightly to the northeast to the tunnel portal south of Raymer Street. The alignment would then transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal. East of the tunnel portal, the alignment would transition to a cut-and-cover U-structure segment followed by a trench segment before transitioning to an aerial guideway that would run east along the south side of the LOSSAN rail corridor. Parallel to the LOSSAN rail corridor, the guideway would conflict with the existing Willis Avenue Pedestrian Bridge which would be demolished. The alignment would follow the LOSSAN rail corridor before reaching the proposed northern terminus Van Nuys Metrolink Station located adjacent to the existing Metrolink/Amtrak Station. The tail tracks and yard lead tracks would descend to the proposed at-grade maintenance and storage facility (MSF) east of the proposed northern terminus station. Modifications to the existing pedestrian underpass to the Metrolink platforms to accommodate these tracks would result in reconfiguration of an existing rail spur serving City of Los Angeles Department of Water and Power (LADWP) property.

10.1.1.2 Guideway Characteristics

For underground sections, Alternative 5 would utilize a single-bore tunnel configuration with an outside diameter of approximately 43.5 feet. The tunnel would include two parallel tracks at 18.75-foot spacing in tangent sections separated by a continuous central dividing wall throughout the tunnel. Inner walkways would be constructed adjacent to the two tracks. Inner and outer walkways would be constructed within tunnel sections near the track crossovers. At the crown of tunnel, a dedicated air plenum would be provided by constructing a concrete slab above the railway corridor. The air plenum would allow for ventilation throughout the underground portion of the alignment. Figure 10-2 illustrates these components at a typical cross-section of the underground guideway.



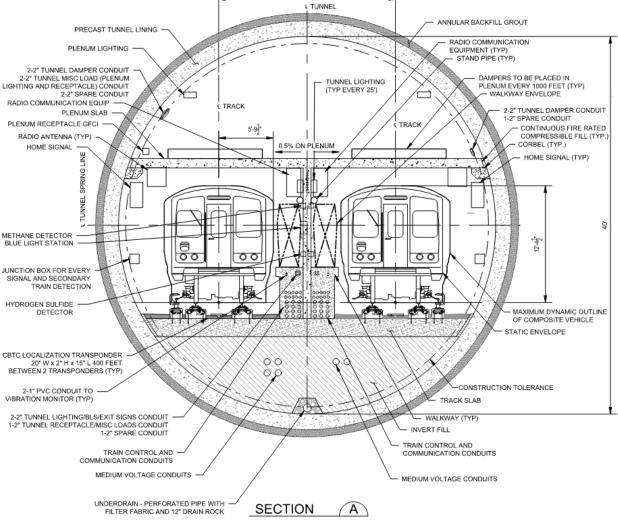


Figure 10-2. Typical Underground Guideway Cross-Section

Source: STCP, 2024

In aerial sections adjacent to Raymer Street and the LOSSAN rail corridor, the guideway would consist of single-column spans. The single-column spans would include a U-shaped concrete girder structure that supports the railway track atop a series of individual columns. The single-column aerial guideway would be approximately 36 feet wide. The track would be constructed on the concrete girders with direct fixation and would maintain a minimum of 13 feet between the two-track centerlines. On the outer side of the tracks, emergency walkways would be constructed with a minimum width of 2 feet. The single-column aerial guideway would be the primary aerial structure throughout the aerial portion of the alignment. Figure 10-3 shows a typical cross-section of the single-column aerial guideway.



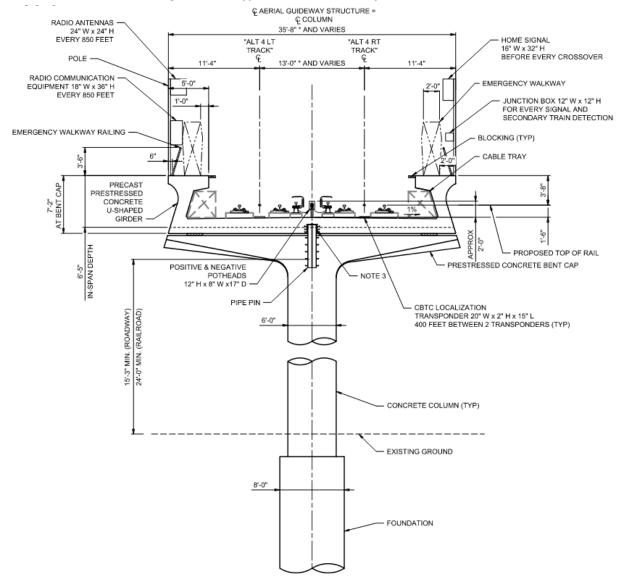


Figure 10-3. Typical Aerial Guideway Cross-Section

Source: STCP, 2024

10.1.1.3 Vehicle Technology

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak-period headways of 2.5 minutes and off-peak-period headways ranging from 4 to 6 minutes. Each train could consist of three or four cars with open gangways between cars. The HRT vehicle would have a maximum operating speed of 70 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations. Train cars would be approximately 10 feet wide with three double doors on each side. Each car would be approximately 72 feet long with capacity for 170 passengers. Trains would be powered by a third rail.



10.1.1.4 Stations

Alternative 5 would include seven underground stations and one aerial station with station platforms measuring 280 feet long for both station configurations. The aerial station would be constructed a minimum of 15.25 feet above ground level, supported by rows of dual columns with 8-foot diameters. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink/Amtrak Station.

All stations would be side-platform stations where passengers would select and travel up to station platforms depending on their direction of travel. All stations would include 20-foot-wide side platforms separated by 30 feet for side-by-side trains. Each underground station would include an upper and lower concourse level prior to reaching the train platforms. The Van Nuys Metrolink Station would include a mezzanine level prior to reaching the station platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from ground level to the concourse or mezzanine.

Stations would include automatic, bi-parting fixed doors along the edges of station platforms. These platform screen doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This underground station would be located just north of the existing Metro E Line Expo/Sepulveda Station, on the east side of Sepulveda Boulevard.
- A station entrance would be located on the east side of Sepulveda Boulevard north of the Metro E Line.
- A direct internal transfer to the Metro E Line would be provided at street level within the fare paid zone.
- A 126-space parking lot would be located immediately north of the station entrance, east of Sepulveda Boulevard. Passengers would also be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard.
- The station entrance would be located on the south side of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located beneath the Metro D Line tracks and platform under Gayley Avenue between Wilshire Boulevard and Lindbrook Drive.
- Station entrances would be provided on the northeast corner of Wilshire Boulevard and Gayley Avenue and on the northeast corner of Lindbrook Drive and Gayley Avenue. Passengers would also be able to use the Metro D Line Westwood/UCLA Station entrances to access the station platform.



- A direct internal station transfer to the Metro D Line would be provided at the south end of the station.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located underneath Gateway Plaza on the University of California, Los Angeles (UCLA) campus.
- Station entrances would be provided on the north side of Gateway Plaza and on the east side of Westwood Boulevard across from Strathmore Place.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This underground station would be located under Saugus Avenue between Greenleaf Street and Dickens Street.
- A station entrance would be located on the southeast corner of Saugus Avenue and Dickens Street.
- Approximately 92 parking spaces would be supplied at this station west of Sepulveda Boulevard between Dickens Street and the U.S. Highway 101 (US-101) On-Ramp.

Metro G Line Sepulveda Station

- This underground station would be located under Sepulveda Boulevard immediately south of the Metro G Line Busway.
- A station entrance would be provided on the west side of Sepulveda Boulevard south of the Metro G Line Busway.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are currently used for transit parking. No new parking would be constructed.

Sherman Way Station

- This underground station would be located below Sepulveda Boulevard between Sherman Way and Gault Street.
- The station entrance would be located near the southwest corner of Sepulveda Boulevard and Sherman Way.
- Approximately 122 parking spaces would be supplied at this station on the west side of Sepulveda Boulevard with vehicle access from Sherman Way.

Van Nuys Metrolink Station

- This aerial station would span Van Nuys Boulevard, just south of the LOSSAN rail corridor.
- The primary station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A secondary station entrance would be located between Raymer Street and Van Nuys Boulevard.
- An underground pedestrian walkway would connect the station plaza to the existing pedestrian underpass to the Metrolink/Amtrak platform outside the fare paid zone.



 Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces, but 66 parking spaces would be relocated west of Van Nuys Boulevard. Metrolink parking would not be available to Metro transit riders.

10.1.1.5 Station-to-Station Travel Times

Table 10-1 presents the station-to-station distance and travel times at peak period for Alternative 5. The travel times include both run time and dwell time. Dwell time is 30 seconds for transfer stations and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 10-1. Alternative 5: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to- Station Travel Time (seconds)	Southbound Station-to- Station Travel Time (seconds)	Dwell Time (seconds)
Metro E Line Station					30
Metro E Line	Santa Monica Boulevard	0.9	89	86	_
Santa Monica Boulevard Sta	ntion				20
Santa Monica Boulevard	Wilshire/Metro D Line	0.9	91	92	
Wilshire/Metro D Line Statio	on				30
Wilshire/Metro D Line	UCLA Gateway Plaza	0.7	75	69	
UCLA Gateway Plaza Station					
UCLA Gateway Plaza	Ventura Boulevard	6.0	368	359	
Ventura Boulevard Station					20
Ventura Boulevard	Metro G Line	2.0	137	138	
Metro G Line Station					30
Metro G Line	Sherman Way	1.4	113	109	
Sherman Way Station					20
Sherman Way	Van Nuys Metrolink	1.9	166	162	_
Van Nuys Metrolink Station					

Source: STCP, 2024

— = no data

10.1.1.6 Special Trackwork

Alternative 5 would include 10 double crossovers throughout the alignment enabling trains to cross over to the parallel track. Each terminus station would include a double crossover immediately north and south of the station. Except for the Santa Monica Boulevard Station, each station would have a double crossover immediately south of the station. The remaining crossover would be located along the alignment midway between the UCLA Gateway Plaza Station and the Ventura Boulevard Station.

10.1.1.7 Maintenance and Storage Facility

The MSF for Alternative 5 would be located east of the Van Nuys Metrolink Station and would encompass approximately 46 acres. The MSF would be designed to accommodate 184 rail cars and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue on the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Trains would access the site from the fixed guideway's tail tracks at the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.



The site would include the following facilities:

- Two entrance gates with guard shacks
- Main shop building
- Maintenance-of-way building
- Storage tracks
- Carwash building
- Cleaning and inspections platforms
- Material storage building
- Hazmat storage locker
- Traction power substation (TPSS) located on the west end of the MSF to serve the mainline
- TPSS located on the east end of the MSF to serve the yard and shops
- Parking area for employees
- Grade separated access roadway (over the HRT tracks at the east end of the facility) and necessary drainage

Figure 10-4 shows the location of the MSF site for Alternative 5.



Figure 10-4. Alternative 5: Maintenance and Storage Facility Site

Source: STCP, 2024; HTA, 2024

10.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. Twelve TPSS facilities would be located along the alignment and would be spaced approximately 0.5 mile to 2.5 miles apart. TPSS facilities would generally be



located within the stations, adjacent to the tunnel through the Santa Monica Mountains, or within the MSF. Table 10-2 lists the TPSS locations for Alternative 5.

Figure 10-5 shows the TPSS locations along the Alternative 5 alignment.

Table 10-2. Alternative 5: Traction Power Substation Locations

TPSS No.	TPSS Location Description	Configuration
1	TPSS 1 would be located east of Sepulveda Boulevard and north of the Metro E	Underground
	Line.	(within station)
2	TPSS 2 would be located south of Santa Monica Boulevard between Sepulveda	Underground
	Boulevard and Bentley Avenue.	(within station)
3	TPSS 3 would be located at the southeast corner of UCLA Gateway Plaza.	Underground
		(within station)
4	TPSS 4 would be located south of Bellagio Road and west of Stone Canyon Road.	Underground
		(adjacent to tunnel)
5	TPSS 5 would be located west of Roscomare Road between Donella Circle and	Underground
	Linda Flora Drive.	(adjacent to tunnel)
6	TPSS 6 would be located east of Loom Place between Longbow Drive and Vista	Underground
	Haven Road.	(adjacent to tunnel)
7	TPSS 7 would be located west of Sepulveda Boulevard between the I-405	Underground
	Northbound On-Ramp and Dickens Street.	(within station)
8	TPSS 8 would be located west of Sepulveda Boulevard between the Metro G Line	Underground
	Busway and Oxnard Street.	(within station)
9	TPSS 9 would be located at the southwest corner of Sepulveda Boulevard and	Underground
	Sherman Way.	(within station)
10	TPSS 10 would be located south of the LOSSAN rail corridor and north of Raymer	At-grade
	Street and Kester Avenue.	
11	TPSS 11 would be located south of the LOSSAN rail corridor and east of the Van	At-grade
	Nuys Metrolink Station.	(within MSF)
12	TPSS 12 would be located south of the LOSSAN rail corridor and east of Hazeltine	At-grade
	Avenue.	(within MSF)

Source: STCP, 2024; HTA, 2024

Note: Sepulveda Transit Corridor Partners (STCP) has stated that Alternative 5 TPSS locations are derived from and assumed to be similar to the Alternative 4 TPSS locations.





Figure 10-5. Alternative 5: Traction Power Substation Locations

10.1.1.9 Roadway Configuration Changes

Table 10-3 lists the roadway changes necessary to accommodate the guideway of Alternative 5. Figure 10-6 shows the location of the roadway changes within the Sepulveda Transit Corridor Project (Project) Study Area. In addition to the changes made to accommodate the guideway, as listed in Table 10-3, roadways and sidewalks near stations would be reconstructed, resulting in modifications to curb ramps and driveways.



Table 10-3. Alternative 5: Roadway Changes

Location	From	То	Description of Change
Raymer Street	Kester Avenue	Keswick Street	Reconstruction resulting in narrowing of width and removal of parking on the westbound side of the street to accommodate aerial guideway columns.
Cabrito Road	Raymer Street	Marson Street	Closure of Cabrito Road at the LOSSAN rail corridor atgrade crossing. A new segment of Cabrito Road would be constructed from Noble Avenue and Marson Street to provide access to extra space storage from the north.





Figure 10-6. Alternative 5: Roadway Changes



10.1.1.10 Ventilation Facilities

For ventilation, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between stations. Each underground station would include a fan room with additional ventilation facilities. Alternative 5 would also include a stand-alone ventilation facility at the tunnel portal on the northern end of the tunnel segment, located east of Sepulveda Boulevard and south of Raymer Street. Within this facility, ventilation fan rooms would provide both emergency ventilation, in case of a tunnel fire, and regular ventilation, during non-revenue hours. The facility would also house sump pump rooms to collect water from various sources, including storm water; wash-water (from tunnel cleaning); and water from a fire-fighting incident, system testing, or pipe leaks.

10.1.1.11 Fire/Life Safety – Emergency Egress

Within the tunnel segment, emergency walkways would be provided between the center dividing wall and each track. Sliding doors would be located in the central dividing wall at required intervals to connect the two sides of the railway with a continuous walkway to allow for safe egress to a point of safety (typically at a station) during an emergency. Similarly, the aerial guideway near the LOSSAN rail corridor would include two emergency walkways with safety railing located on the outer side of the tracks. Access to tunnel segments for first responders would be through stations and the portal.

10.1.2 Construction Activities

Temporary construction activities for Alternative 5 would include project work zones at permanent facility locations, construction staging and laydown areas, and construction office areas. Construction of the transit facilities through substantial completion is expected to have a duration of 8 ¼ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, Alternative 5 would consist of a single-bore tunnel through the Westside, Valley, and Santa Monica Mountains. The tunnel would comprise three separate segments, one running north from the southern terminus to the UCLA Gateway Plaza Station (Westside segment), one running south from the Ventura Boulevard Station to the UCLA Gateway Plaza Station (Santa Monica Mountains segment), and one running north from the Ventura Boulevard Station to the portal near Raymer Street (Valley segment). Tunnel boring machines (TBM) with approximately 45-foot-diameter cutting faces would be used to construct the tunnel segments underground. For the Westside segment, the TBM would be launched from Staging Area No. 1 in Table 10-4 at Sepulveda Boulevard and National Boulevard. For the Santa Monica Mountains segment, the TBMs would be launched from the Ventura Boulevard Station. Both TBMs would be extracted from the UCLA Gateway Plaza Station Staging Area No. 3 in Table 10-4. For the Valley segment, the TBM would be launched from Staging Area No. 8 as shown in Table 10-4 and extracted from the Ventura Boulevard Station. Figure 10-7 shows the location of construction staging locations along the Alternative 5 alignment.



Table 10-4. Alternative 5: On-Site Construction Staging Locations

No.	Location Description
1	Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard
2	North side of Wilshire Boulevard between Veteran Avenue and Gayley Avenue
3	UCLA Gateway Plaza
4	Commercial property on southwest corner of Sepulveda Boulevard and Dickens Street
5	West of Sepulveda Boulevard between US-101 and Sherman Oaks Castle Park
6	Lot behind Los Angeles Fire Department Station 88
7	Property on the west side of Sepulveda Boulevard between Sherman Way and Gault Street
8	Industrial property on both sides of Raymer Street, west of Burnet Avenue
9	South of the LOSSAN rail corridor east of Van Nuys Metrolink Station, west of Woodman Avenue





Figure 10-7. Alternative 5: On-Site Construction Staging Locations



The distance from the surface to the top of the tunnel for the Westside tunnel would vary from approximately 40 feet to 90 feet depending on the depth needed to construct the underground stations. The depth of the Santa Monica Mountains tunnel segment varies greatly from approximately 470 feet as it passes under the Santa Monica Mountains to 50 feet near UCLA. The depth of the Valley segment would vary from approximately 40 feet near the Ventura Boulevard/Sepulveda Station and north of the Metro G Line Sepulveda Station to 150 feet near Weddington Street. The tunnel segments through the Westside and Valley would be excavated in soft ground while the tunnel through the Santa Monica Mountains would be excavated primarily in hard ground or rock as geotechnical conditions transition from soft to hard ground near the UCLA Gateway Plaza Station.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise of the permanent facility footprint with additional temporary construction easements from adjoining properties.

All underground stations would be constructed using a "cut-and-cover" method whereby the underground station structure would be constructed within a trench excavated from the surface with a portion or all being covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic.

In addition to work zones, Alternative 5 would include construction staging and laydown areas at multiple locations along the alignment as well as off-site staging areas. Construction staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of
 construction office trailers, storage, staging and delivery of construction materials and permanent
 plant equipment, and maintenance of construction equipment).

A larger, off-site staging area would be used for temporary storage of excavated material from both tunneling and station cut-and-cover excavation activities. Table 10-4 and Figure 10-7 present the potential construction staging areas along the alignment for Alternative 5. Table 10-5 and Figure 10-8 present candidate sites for off-site staging and laydown areas.

Table 10-5. Alternative 5: Potential Off-Site Construction Staging Locations

No.	Location Description
S1	East of Santa Monica Airport Runway
S2	Ralph's Parking Lot in Westwood Village
N1	West of Sepulveda Basin Sports Complex, south of the Los Angeles River
N2	West of Sepulveda Basin Sports Complex, north of the Los Angeles River
N3	Metro G Line Sepulveda Station Park & Ride Lot
N4	North of Roscoe Boulevard and Hayvenhurst Avenue
N5	LADWP property south of the LOSSAN rail corridor, east of Van Nuys Metrolink Station





Figure 10-8. Alternative 5: Potential Off-Site Construction Staging Locations

Construction of the HRT guideway between the Van Nuys Metrolink Station and the MSF would require reconfiguration of an existing rail spur serving LADWP property. The new location of the rail spur would require modification to the existing pedestrian undercrossing at the Van Nuys Metrolink Station.

Alternative 5 would require construction of a concrete casting facility for tunnel lining segments because no existing commercial fabricator capable of producing tunnel lining segments for a large-diameter tunnel exists within a practical distance of the Project Study Area. The site of the MSF would initially be



used for this casting facility. The casting facility would include casting beds and associated casting equipment, storage areas for cement and aggregate, and a field quality control facility, which would need to be constructed on-site. When a more detailed design of the facility is completed, the contractor would obtain all permits and approvals necessary from the City of Los Angeles, the South Coast Air Quality Management District, and other regulatory entities.

As areas of the MSF site begin to become available following completion of pre-casting operations, construction of permanent facilities for the MSF would begin, including construction of surface buildings such as maintenance shops, administrative offices, train control, traction power, and systems facilities. Some of the yard storage track would also be constructed at this time to allow delivery and inspection of passenger vehicles that would be fabricated elsewhere. Additional activities occurring at the MSF during the final phase of construction would include staging of trackwork and welding of guideway rail.

10.2 Existing Conditions

10.2.1 Archival Research

10.2.1.1 South Central Coastal Information Center Records Search

The South Central Coastal Information Center (SCCIC) records search identified 45 previous cultural resources studies that intersect the Alternative 5 Archaeological Resource Study Area (RSA). The complete results of the SCCIC records search are provided in Appendix F.

Built Environment Resources within Alternative 5 Built Environment Resource Study Area

The SCCIC resources search identified 17 previously recorded cultural resources within or partially within the Alternative 5 Built Environment RSA (Table 10-6).

Table 10-6. Alternative 5: SCCIC Previously Recorded Resources within the Built Environment Resource Study Area

Primary Number (P-19-)	Resource Name	Construction Date/Time Period	Eligibility Evaluation/NRHP Status Code
173163	UCLA Greenhouse Complex Building #1	1930-1955	6 – Demolished
173164	UCLA Greenhouse Complex Building #2	1930-1955	6 – Demolished
173165	UCLA Greenhouse Complex Building #3	1930-1955	6 – Demolished
173166	UCLA Greenhouse Complex Building #4	1930-1955	6 – Demolished
173535	Fox Westwood Village Theatre	1931	7
174110	Ralph's Grocery Store	1933	15
175802	UCLA District	1929-1935	2S2
180601	Daughters of the American Revolution Trees	1929	6
187951	USAR Center, Daniels Hall	1958	7
188227	Weyburn-Classic Building	1932	6Y
188473	7101 Sepulveda Boulevard	1962	6Y
189273	Linde Medical Building	1962/1964	4
189764	Westdale Savings and Loan	1961	3
190024	11150 Exposition Boulevard	1940	6Y
190025	11158 Exposition Boulevard	1938	6Z
190026	11170 Exposition Boulevard	1937	6Z
190591	UCLA-Ackerman Hall	1961	2S2

Source: HTA, 2024



NRHP = National Register of Historic Places

SCCIC = South Central Coastal Information Center

USAR = United States Army Reserve

Notes:

- 1S Individual property listed in the NRHP by the Keeper of the NRHP. Listed in the California Register of Historical Resources (CRHR).
- 2S2 Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR.
- 3 Appears eligible for NRHP to person completing or reviewing form.
- 4 Appears eligible for the NRHP or as State Historical Landmark through Public Resources Code (PRC) Section (§) 5024.
- 6 Determined ineligible for listing in the NRHP.
- 6Y Determined ineligible for NRHP by consensus through Section 106 process Not evaluated for CRHR or local listing.
- 6Z Found ineligible for NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.

The records search also identified one historic-age archaeological site within the Archaeological RSA (P-19-003803), one historic-age archaeological site (P-19-004670) within the Built Environment RSA, and eight archaeological resources (P-19-000382, P-19-003336, P-19-004667, P-19-004668, P-19-004669, P-19-004864, P-19-004865, and P-19-100029) within the 0.5-mile radius of the Alternative 5 Project Study Area The sites are summarized in Table 10-7 and site descriptions are included in Section 6.1.1.1.

Table 10-7. Alternative 5: SCCIC Previously Recorded Archaeological Resources

Primary Number (P-19-)	Resource Description	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code
Within the Al	ternative 5 Archaeological Resource Study Area		
003803	Santa Monica Air Line Railroad Segment	1875	3S
Within the Al	ternative 5 Built Environment Resource Study Area		
004670	Historic refuse deposit	1931-1968	7
Within Project	t Study Area		
000382	Kuruvungna*/Serra Springs – Native American Village;	Prehistoric;	5
	historically significant springs; historic high school;	1770s;	
	prehistoric and historic artifacts and historic foundations	1924-1960s	
003336	Historic refuse deposit	circa 1850s to	7
		1900	
004667	Historic refuse deposit	1929-1935	7
004668	Historic refuse deposit	1940-1960	6
004669	Prehistoric shell and groundstone; historic refuse deposit;	Prehistoric;	7
	brick-lined dry well	1910s-1960s	
004864	Historic refuse deposit	1880-1920	7
004865	Historic refuse deposit	1899-1906	7
100029	Isolated sun colored amethyst glass fragment	Historic	6Z

Source: HTA, 2024

NRHP = National Register of Historic Places



SCCIC = South Central Coastal Information Center

Notes:

- 3S Appears eligible for NRHP as an individual property through survey evaluation.
- 5 Recognized as historically significant by local government.
- 6 Determined ineligible for listing in the NRHP.
- Found ineligible for the NRHP, California Register of Historical Resources (CRHR), or local designation through survey evaluation.
- 7 Not evaluated.

10.2.1.2 Built Environment Resources Directory

The Built Environment Resources Directory (BERD) search identified a total of 6 resources within the Alternative 5 Built Environment RSA. The tabulated results of the BERD search are provided in Appendix F.

10.2.1.3 Los Angeles Historic Resources Inventory

The Los Angeles Historic Resources Inventory (HistoricPlacesLA) search identified 21 resources within the Alternative 5 Built Environment RSA. The tabulated results of the HistoricPlacesLA search are provided in Appendix F.

10.2.2 Native American Heritage Commission Sacred Lands File Search and Assembly Bill 52 Consultation

Refer to Section 6.1.2.

10.2.3 Field Surveys

Refer to Section 6.1.3.

10.2.4 Resources within the Alternative 5 Resource Study Areas

The cultural resources study identified 59 historical resources for the purposes of California Environmental Quality Act (CEQA) within the Alternative 5 Built Environment RSA. They include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. Among these historical resources is one historic district (Map Reference #72, indicated in Appendix A), two historic linear landscapes (Map References #12 and #14), and three historic structures (Map References #18, #11, and #101). No new or previously recorded archaeological resources were observed during the survey.

10.2.4.1 Historical Resources within the Alternative 5 Built Environment Resource Study Area

Table 10-8 details the 59 historical resources identified within the Alternative 5 Built Environment RSA.

^{*}Koruuvanga



Table 10-8. Alternative 5: Historical Resources within Built Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1956
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13814 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.	1947
6	14704 Raymer Street	NA	14704 Raymer Street	The industrial property located at 14704 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1954
7	14746 Raymer Street	NA	14746 Raymer Street	The industrial property located at 14746 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1967
8	The Performing Arts Center	NA	7735 Sepulveda Boulevard	The Performing Arts Center located at 7735 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Googie design.	1961
9	Valley Animal Hospital	NA	7721 Sepulveda Boulevard	The Valley Animal Hospital building located at 7721 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1968

10-22 Sepulveda Transit Corridor Project



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
10	Lancer Lion II Apartments	NA	7657 Sepulveda Boulevard	The Lancer Lion II Apartments located at 7657 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Live Better Electrically and Medallion Homes program and the electrical history of Los Angeles.	1964
11	Air Raid Siren No. 110	NA	Northeast corner of Covello Street and Sepulveda Boulevard	The Air Raid Siren No. 110 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	1940
12	Sherman Way Street Trees	NA	Along either side of Sherman Way between Woodley Avenue and Sherman Circle	The Sherman Way Street Trees are eligible for listing in the local register significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route which was the main corridor from central Los Angeles to Van Nuys.	1911-1913
13	6833 Sepulveda Boulevard	NA	6833 Sepulveda Boulevard	The multiple family building located at 6833 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1967
14	Van Nuys Boulevard Street Trees	NA	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	The Van Nuys Boulevard Street Trees are eligible for listing in the local register significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.	1911-1913
17	6160 Sepulveda Boulevard	NA	6160 Sepulveda Boulevard	The industrial property located at 6160 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar industrial development of Van Nuys.	1953
18	Air Raid Siren No. 117	NA	South side of Oxnard Street, west of Sepulveda Boulevard	The Air Raid Siren No. 117 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	1940



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
19	Cabana Motel	NA	5764 Sepulveda Boulevard	The Cabana Motel located at 5766 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	1946
20	El Cortez Motel	NA	5746 Sepulveda Boulevard	The El Cortez Motel located at 5746 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	1949
21	5724 Sepulveda Boulevard	NA	5724 Sepulveda Boulevard	The multiple-family building located at 5724 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1959
22	Kauai Surf	NA	15232 Martha Street	The Kauai Surf apartments building located at 15232 Martha Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1962
23	5450 Sepulveda Boulevard	NA	5450 Sepulveda Boulevard	The residential building located at 5450 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Monterey design.	1953
24	Cathedral of St. Mary Church	NA	5335 N Sepulveda Boulevard	The Cathedral of St. Mary Church located at 5335 N Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Byzantine Revival design.	1961
25	Lt. Patrick H. Daniels United States Army Reserve Center	NA	5161 Sepulveda Boulevard	The Lt. Patrick H. Daniels United States Army Reserve Center building located at 5161 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Army Reserves in Los Angeles during the Vietnam War and under Criterion C/3 for its Modern design.	1959



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
27	4700 Sepulveda Boulevard	NA	4700 Sepulveda Boulevard	The multiple family building located at 4700 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Eclectic Streamline Moderne design.	1952
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	The building is individually eligible for listing in the NRHP and is significant under Criterion C for its International design.	1964
34	15233 Ventura Boulevard	NA	15250 Ventura Boulevard	The commercial property located at 15250 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	1970
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	1950
36	4506 Saugus Avenue	NA	4506 Saugus Avenue	The multiple family building located at 4506 Saugus Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design.	1977
37	15224 Dickens Street	NA	15224 Dickens Street	The multiple-family residential building located at 15224 Dickens Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	1948
60	Deauville House	NA	2212 North Linda Flora Drive	The Deauville House is eligible for local register listing significant for its Storybook Ranch design and as work of a master architect, Earl C. Rahn.	1951
61	1711 North Stone Canyon Road	NA	1711 North Stone Canyon Road	The residential building located at 1711 North Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1961
62	1780 North Stone Canyon Road	NA	1780 North Stone Canyon Road	The residential building located at 1780 North Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Ranch design.	1961
63	661 North Stone Canyon Road	NA	661 North Stone Canyon Road	The residential building located at 661 North Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	1935



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
64	Miller Residence	NA	10615 West Bellagio Road	The Miller Residence located at 10615 West Bellagio Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design and as the work of a master, Wallace Neff. The resource was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For Alternative 5, this resource is considered a historical resource for the purposes of CEQA.	1939
65	Ethel Guiberson/Hannah Carter Japanese Garden	NA	10619 West Bellagio Road	The local register listed Ethel Guiberson/Hannah Carter Japanese Garden (LAHCM No. 1141) is significant under local register criteria for its landscape architecture.	1961
69	121 North Udine Way	NA	121 North Udine Way	The residential property located at 121 North Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For Alternative 5, this resource is considered a historical resource for the purposes of CEQA.	1929
70	120 North Udine Way	NA	120 North Udine Way	The residential property located at 120 North Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For Alternative 5, this resource is considered a historical resource for the purposes of CEQA.	1936
71	Marymount High School (Main Administration Building, including Chapel and Auditorium	NA	10643-10685 Sunset Boulevard and 101-121 Marymount Place	The local register-listed Marymount High School (Main Administration Building, including Chapel and Auditorium) (LAHCM No. 254) is significant under local register criteria for its design and local significance.	1961
72	UCLA Historic District	P-19-175802	Encompasses the east-west axis of campus, bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California, and under NRHP Criterion C for its design.	1929-1937
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing the NRHP and CRHR and is significant under Criterion A for its association with the history of UCLA and under Criterion C/3 for its Modern design.	1961



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	1960
89	Campbell's Book Store	NA	10918 Le Conte Avenue	The commercial building located at 10918 Le Conte Avenue is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Streamline Moderne design.	1933
90	Holmby Building	NA	921 Westwood Boulevard	The local register-listed Holmby Building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village, and as the work of master architect Gordon B. Kaufmann.	1929
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its international design.	1971
93	10940 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Spanish Colonial Revival design.	1934
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its One Part Commercial Block design.	1940
95	Desmond's	NA	1001 Westwood Boulevard	The commercial building at 1001 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design.	1942
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	The Bullock's Department Store is eligible for local register listing; significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	1952



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
97	Kelly Music Building/Alice's Restaurant	NA	1041 Westwood Boulevard	The local register listed Kelly Music Building/Alice's Restaurant (LAHCM No. 1201) is significant under local register criteria for its association with the early development of Westwood Village and as one of the earliest works by master architect Paul Revere Williams.	1929
98	Penney's	NA	1056 Westwood Boulevard	The Penney's building at 1056 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	1937
99	Janss Investment Company Building	NA	1081 Westwood Boulevard	The local register listed Janss Investment Company Building (LAHCM No. 364) is significant under local register criteria for its Mediterranean Revival design.	1930
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	The Glendale Federal Savings and Loan Association building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1943
101	Westwood Village Streetlight	NA	Westwood and Kinross, northwest corner, adjacent to Janss Investment Company Building	The Westwood Village Streetlight is eligible for local register listing and is significant as one of the last remaining ornamental streetlights that were installed throughout Westwood Village.	1926
102	Bratskeller Egyptian Theater (Ralph's Grocery Store)	P-19-174110	1142 Westwood Boulevard	The Bratskeller Egyptian Theater (Ralphs Grocery Store) building (LAHCM No. 360) is significant for its Mediterranean Revival design and as one of the first buildings constructed in the Westwood area.	1929-1933
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Late Modern commercial architecture and as work of noted architects Krisel-Shapiro & Associates.	1979
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its International style design.	1962
106	Tishman Building	NA	10950 West Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	1971



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	1952
129	2435 Military Avenue	NA	2435 Military Avenue	The commercial building located at 2435 Military Avenue is eligible for listing in the local register for its Modern and Contemporary design.	1960

Source: HTA, 2024

CRHR = California Register of Historical Resources

Criterion A/1= An event or series of events or activities, or patterns of an area's development

Criterion C/3= A building form, architectural style, engineering technique, or artistic values, based on a stage of physical development, or the use of a material or method of construction that shaped the historic identity of an area

LAHCM = Los Angeles Historic-Cultural Monument

NA = not applicable

NRHP = National Register of Historic Places

ROW = right-of-way

SPRR = Southern Pacific Railroad



10.2.4.2 Archaeological Resources within the Alternative 5 Archaeological Resource Study Area

The SCCIC records search identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA, one historic-age archaeological site (P-19-004670) within the Built Environment RSA but outside the Archaeological RSA, and eight archaeological resources (P-19-000382, P-19-003336, P-19-004667, P-19-004668, P-19-004669, P-19-004864, P-19-004865, and P-19-100029) within the Project Study Area (Table 10-7). Two of those resources (P-19-000382 and P-19-004669) exhibit historic and prehistoric components, while the remainder are historic-age resources.

The ROW for the Santa Monica Air Line Segment of the Southern Pacific Railroad (SPRR) (P-19-003803) was previously recorded within the Archaeological RSA at the southern end of Alternative 5. This resource was previously determined to be eligible for listing in the National Register of Historic Places (NRHP). At the time of the field survey for Alternative 5, no portions of the resource were visible in the Archaeological RSA. Recent work by Metro for the Expo Line appears to have occurred in the resource ROW, and the original rail line has likely been heavily impacted or removed, though the corridor continues to be used for rail transportation. An update to the California Department of Parks and Recreation form for this resource has been completed and is included in Appendix D.

No archaeological resources that are historical resources or unique archaeological resources for the purposes of CEQA were identified in Alternative 5 Archaeological and Built Environment RSAs.

Archaeological Sensitivity of the Alternative 5 Archaeological Resource Study Area

The Alternative 5 Archaeological RSA has potential to encounter previously unrecorded historic-age archaeological resources. Archival research indicates that most archaeological deposits recorded within the Archaeological and Built Environment RSAs and a 0.5-mile radius were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 5 to encounter prehistoric and historic-age archaeological resources below ground surface underlying existing developments.

No archaeological resources were observed during the cultural field survey. However, most of the Archaeological RSA is paved, and exposed surfaces available for inspection consist primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.

While no prehistoric archaeological resources have been identified within the Alternative 5 Archaeological RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, have been recorded within 0.5 mile and are on file at the SCCIC. For a description of sites with prehistoric components, refer to Section 6.1.1.1.

Additionally, a 2018 archaeological sensitivity analysis of the West Los Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). As part of an environmental study undertaken in support of an update to the Master Plan for the Veterans Affairs Greater Los Angeles Healthcare System Campus, Duke Cultural Resources Management was retained to conduct an archaeological sensitivity analysis to determine what parts of the West Los Angeles VA campus have high, moderate, low, or very low potential to encounter previously unidentified archaeological resources (Onken et al., 2018). (Additional information about this study is included in Section 7.2.4.2.)

Portions of the Alternative 5 Archaeological RSA north and south of the Santa Monica Mountains are in an alluvial depositional environment. Geologic mapping indicates that the majority of the RSA in those areas is situated on Late Holocene to Pleistocene-aged alluvial fan deposits (Figure 4-1). The young age



of the Holocene soils indicates that the sediments on which they formed were deposited in the last 5,000 years and therefore, have a moderate potential for burial of older archaeological deposits. Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried archaeological deposits. People are known to have inhabited the region beginning at least 13,000 years ago, indicating soils from the Late Pleistocene through the late Holocene have potential to contain archaeological resources. Older Pleistocene soils present at depth in the Archaeological RSA are not likely to contain archaeological resources. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

While the region has been occupied by Native American inhabitants from time immemorial, historically, portions of the Los Angeles Basin and the San Fernando Valley in the Archaeological RSA have been subject to development, starting in the late 1880s, with notable increases in the 1920s and 1930s and during the post-World War II development boom (Section 4.4). A review of historic period maps across the Archaeological RSA indicates that potential exists to encounter buried, historic-aged, archaeological material associated with earlier periods of use in urban areas, including historic refuse, structural debris or features, and utility features. The potential to encounter historic period cultural material is possible, though with a reduced likelihood, within the Santa Monica Mountains, which have been subject to comparatively limited development since the Portolá expedition first traversed the mountains in 1769.

In summary, the Alternative 5 Archaeological RSA has potential to encounter previously unrecorded prehistoric and historic-age archaeological resources. Site P-19-004670 (in the Built Environment RSA) and sites P-19-003336, P-19-004667, P-19-004668, P-19-004669, P-19-004864, and P-19-004865 (outside the Cultural RSA) identified in the archival research were all encountered during ground-disturbing construction activities. These resources primarily consist of historic-age refuse deposits that have not been evaluated for eligibility to be listed in the NRHP or California Register of Historical Resources (CRHR).

The archaeological sensitivity of the Archaeological RSA is considered to range from low to moderate (Figure 10-9). The degree and depth of previous ground disturbance across the Archaeological RSA is not known, but most of the Archaeological RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance for the Archaeological RSA is not known, grading for roads, rails, and parking lots, and previous construction activities for utilities and building foundations found across the Project Study Area are likely to have impacted approximately 5 feet below ground surface. Figure 10-9 depicts the estimated archaeological sensitivity of the alignment based on current understanding of Alternative 5 components. Areas with low potential for archaeological resources include older geologic deposits, such as areas at great depth or locations with older surficial deposits and areas with well documented high levels of previous subsurface ground disturbance Areas with moderate potential to encounter archaeological resources include portions of the Project Study Area within Late Pleistocene to Holocene alluvial deposits, particularly with limited previous ground disturbance, and areas near previously recorded archaeological resources in or near the Archaeological RSA. Alternative 5 components near sites with prehistoric components, such as P-19-000382 and P-19-004669, as well as areas near the West Los Angeles VA campus (which has evidence of prehistoric use [Onken et al., 2018] and historic age archaeological deposits, such as P-19-003803 and P-19-004670), contribute to the sensitivity of at-grade and mass excavation locations in the vicinity of the resources.



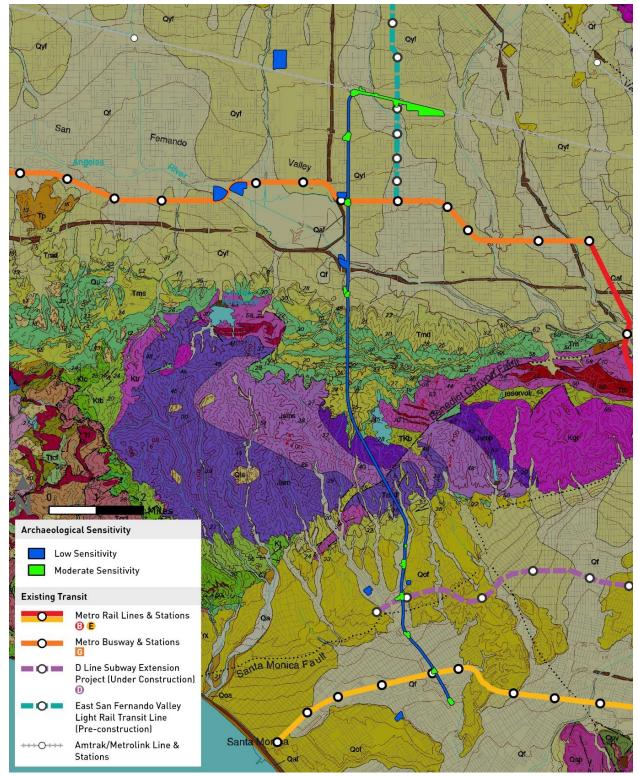


Figure 10-9. Alternative 5: Archaeological Sensitivity

Source: HTA, 2024

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



10.2.4.3 Human Remains within the Alternative 5 Resource Study Areas

The SCCIC records search, additional archival research, and archaeological field survey, failed to identify any human remains within the Alternative 5 Archaeological or Tribal Cultural RSA. However, one historic cemetery, the Los Angeles National Cemetery, was identified adjacent to the Alternative 5 Built Environment RSA. In addition, burials have been documented at P-19-000382, located within 0.8 mile of the Alternative 5 Archaeological RSA.

While unlikely, due to the age of the Los Angeles National Cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is low potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

P-19-000382 is reported to be the Gabrieliño village site of *Koruuvanga* and is listed as California Historical Landmark No. 522, as well as registered with the State of California Native American Heritage Commission as a Sacred Site. At least two burials have been identified at the site, along with grave goods and other Native American material culture. The current boundaries of the archaeological site are located approximately 0.8 mile west of the Alternative 5 Archaeological RSA, and the Alternative 5 alignment is not likely to encounter human remains associated with the site.

10.2.4.4 Tribal Cultural Resources within the Alternative 5 Tribal Cultural Resource Study Area

The SCCIC records search, the State of California Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, additional archival research, Assembly Bill (AB) 52 consultation efforts, and pedestrian survey did not identify any formally documented Tribal Cultural Resources (TCR) listed or eligible for listing in the CRHR or in a local register of historical resources, within the Alternative 5 Tribal Cultural RSA. However, during AB 52 consultation, tribal representatives from multiple tribes indicated the importance of the Tribal Cultural RSA landscape to their cultural heritage. Based on archival research and comments provided during early consultation meetings, two landscape features, the Sepulveda Pass and the Los Angeles River, have been identified in the Tribal Cultural RSA for Alternative 5 as significant places to local Native American tribes. While these locations are not formally documented as TCRs, for the purpose of this technical report they are being treated as culturally sensitive places in a manner similar to TCRs. Tribal members are considered the experts on the identification and treatment of TCRs and additional consultation with tribes under AB 52 is necessary to determine what resources may constitute TCRs.

The following discussion addresses the results of the NAHC SLF search and ongoing AB 52 consultation, as well as TCRs in the vicinity of the Tribal Cultural RSA and the potential to encounter previously unidentified TCRs during construction of Alternative 5.

Tribal Cultural Resources Sensitivity of the Alternative 5 Tribal Cultural Resource Study Area

While no TCRs have been formally recorded within the Tribal Cultural RSA, the study did identify ethnohistoric villages, burials, important prehistoric travel routes, and natural resource areas nearby. In addition, the NAHC SLF search confirmed that the region contains Native American cultural resources, Traditional Cultural Properties, and/or TCRs. Therefore, it is possible that unknown TCRs may be buried within the Alternative 5 Tribal Cultural RSA.

No TCRs were observed within the RSA during the cultural field survey. However, most of the Project Study Area is paved, and exposed surfaces available for inspection consist primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.



No documented villages have been recorded within the Alternative 5 Tribal Cultural RSA. However, the village of *Koruuvanga* (P-19-000382) is located approximately 0.8 mile west of the southern end of the Alternative 5 Tribal Cultural RSA, and the village of *Siutcanga* is located approximately 2 miles west of the northern end of the Alternative 5 Tribal Cultural RSA. Both villages were visited by the Portolá expedition in August of 1769, contain burial grounds, retain an archaeological footprint, and continue to be significant places to tribes of the greater Los Angeles area. Archaeological investigations and construction monitoring in the vicinity of these locations have encountered burials and material culture consistent with a long-term habitation site.

Villages operated as the primary settlement within a lineage or clan's territory, and the landscape surrounding the villages was used for managing and gathering important plant resources, hunting, collecting useful natural resources such as asphalt or stone material for household implements, and traveling between smaller camps and neighboring villages throughout the year. For this reason, there is increased potential to encounter other TCRs in the vicinity of known village sites.

No formally recorded indigenous travel routes have been documented within the Alternative 5 Tribal Cultural RSA. A review of ethnographic literature, historic maps, contemporary research on the indigenous landscape, and comments provided by tribal representatives indicates that the Sepulveda Pass constitutes an important travel corridor. AB 52 consultation indicated that the pass represents a significant landscape to tribes who have traditional knowledge of, and cultural connections to, the prominent corridor. The pass has been used for thousands of years to support exchange networks and travel, and it holds religious significance. Tribal representatives indicated the entire RSA corridor is in a landscape they consider to be a TCR.

For a cultural resource, including a cultural landscape, to be treated as a TCR, it must have a defined geographic area and meet the criteria of the CRHR. The portion of the Tribal Cultural RSA in the Sepulveda Pass can be geographically defined by the viewshed of the canyon between ridges that bound the pass. The Santa Monica Mountains, in which the Sepulveda Pass is located, are listed as a scenic vista and scenic resource in the Conservation Element of the City of Los Angeles General Plan (DCP, 2001) further supporting the value of this landscape. Although the Pass does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for the Project. The Portolá expedition traversed the canyon in early August 1769. From the springs, the expedition camped near the village of Koruuvanga and then headed north, where it encountered the people of Siutcanga. A portion of the Alternative 5 alignment appears to be close to the northern extent of the Sepulveda Pass, with part of the tunnel portion of the alignment running adjacent to the corridor. Additionally, aerial portions of Alternative 5 may be visible from the Sepulveda Pass viewshed. The 1937 Kirkman-Harriman pictorial map of Los Angeles (Kirkman, 1937) also depicts several old or "ancient" roads intersecting the southern end of the Alternative 5 Tribal Cultural RSA, as well as the Camino Real, crossing the Tribal Cultural RSA north of the Santa Monica Mountains. An indigenous landscape study of the greater Los Angeles area (Longcore and Ethington, 2023) depicts several indigenous trails, including some maps that show a trail through the Sepulveda Pass. One major trail of note is one that runs parallel to the Los Angeles River, discussed as follows. The exact location of these routes is difficult to confirm, but they likely follow existing trails and travel routes developed and used by the Gabrieliño and their neighbors. These routes were later developed into roads and highways that are in use today. Though significant development has occurred throughout the Sepulveda Pass, the corridor retains a similar footprint and comparable viewshed to the traditional period of use.



The Alternative 5 Tribal Cultural RSA is located near several water courses that are important to Gabrieliño tribes. In the northern portion of Alternative 5, the Tribal Cultural RSA is intersected by the Los Angeles River just north of the Santa Monica Mountains, in an area just east of where a confluence of drainages meets the river. To the east of the Tribal Cultural RSA, the area is now referred to as the Sepulveda Basin, and multiple prehistoric archaeological sites have been documented in the vicinity. Sepulveda Pass also historically has had water running through it. At the south end of Alternative 5, several springs are mapped within a mile of the Tribal Cultural RSA. These riparian environments would have provided ideal locations for the acquisition of a variety of resources, and native people likely spent time in these areas. Though many of the water courses have been eradicated or channelized, historically they would have provided sources of fresh water that created ideal conditions for certain plant resources and local fauna. Habitation sites and activity areas were also commonly established near reliable sources of fresh water.

The literature review, archival research, and tribal consultation identified the Los Angeles River as another landscape feature to be treated comparably to a TCR. The river has a placename in local tribal dialects, is mentioned in Gabrieleño history and lore, and is still used in contemporary tribal communities for ceremonial and cultural traditions (LA County, 2024; Lozano, 2018). A review of historic maps and history of the Los Angeles River development (Section 4.4.2.8) indicates that while the portion of the river within the Alternative 5 Tribal Cultural RSA was channelized between 1948 and 1952, it continues to follow a route closely resembling the historic footprint. Although the Los Angeles River does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for the Project.

Archival research indicates that most archaeological deposits recorded within the Tribal Cultural RSA and a 0.5-mile radius were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 5 to encounter TCRs below ground surface underlying existing developments.

While no prehistoric archaeological resources have been identified within the Alternative 5 Tribal Cultural RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, have been recorded within the vicinity. In addition, a 2018 archaeological sensitivity analysis of the West Los Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). Sites P-19-000382 and P-19-004669 are addressed in more detail in Section 6.1.1.16.1.1.1. The sensitivity model developed by Onken and others in 2018 indicated that approximately 17 percent of the West Los Angeles VA campus exhibits Holocene age soils that have increased potential for buried prehistoric archaeological deposits. Sensitivity ranking also took into account proximity to water sources and previously recorded resources. Full-time or spot-check archaeological monitoring or buried site testing was recommended for all areas except those identified as having very low sensitivity (Onken et al., 2018).

Most of the RSA north and south of the Santa Monica Mountains is in an alluvial depositional environment. Geologic mapping indicates that the majority of the RSA north and south of the Santa Monica Mountains is situated on Late Holocene to Pleistocene-aged alluvial fan deposits. The young age of the Holocene soils indicates that the sediments on which they formed were deposited in the last 5,000 years and therefore, have a moderate potential for burial of older archaeological deposits. Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried



archaeological deposits. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

The tribal cultural sensitivity of the Alternative 5 Tribal Cultural RSA is considered to range from low to moderate (Figure 10-10). The degree and depth of previous ground disturbance across the Tribal Cultural RSA is not known, but a majority of the Tribal Cultural RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance within the Tribal Cultural RSA is not known, grading for roads, rails, and parking lots, and previous construction activities for utilities and building foundations found across the Project Study Area are likely to have impacted approximately 5 feet below ground surface. Figure 10-10 depicts the estimated TCR sensitivity of the alignment based on current understanding of Alternative 5 components and should be revised as new information from tribal consultation and construction plans are received. Areas with low potential for TCR archaeological resources include older geologic deposits (such as where Alternative 5 components would be constructed at great depth or where near-surface components would be in areas with older surficial deposits) and areas with very high levels of well-documented, previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Tribal Cultural RSA in Holocene and late Pleistocene age soils near historic water ways, areas with limited previous ground disturbance, and areas in proximity to previously recorded archaeological resources or TCRs in or near the RSA. The Tribal Cultural RSA adjacent to the Los Angeles River has been identified as having high sensitivity for TCRs, due to its documented importance to tribal communities of the greater Los Angeles area.

It should be noted that archaeologists define sensitivity for archaeological resources as a potential for a location to contain intact deposits that can provide information of scientific value. TCRs, which may include archaeological deposits, do not necessarily require the same level of preservation, and tribal representatives may be more concerned with identifying and protecting any and all cultural material associated with ancestral use of an area, regardless of scientific value. Alternative 5 components near sites with prehistoric components, such as P-19-000382 and P-19-004669, as well as areas near the Sepulveda Pass, the Los Angeles River, and on the West Los Angeles VA campus, which has evidence of prehistoric use (Onken et al., 2018), contribute to the sensitivity of at-grade and mass excavation locations in the vicinity of the resources.



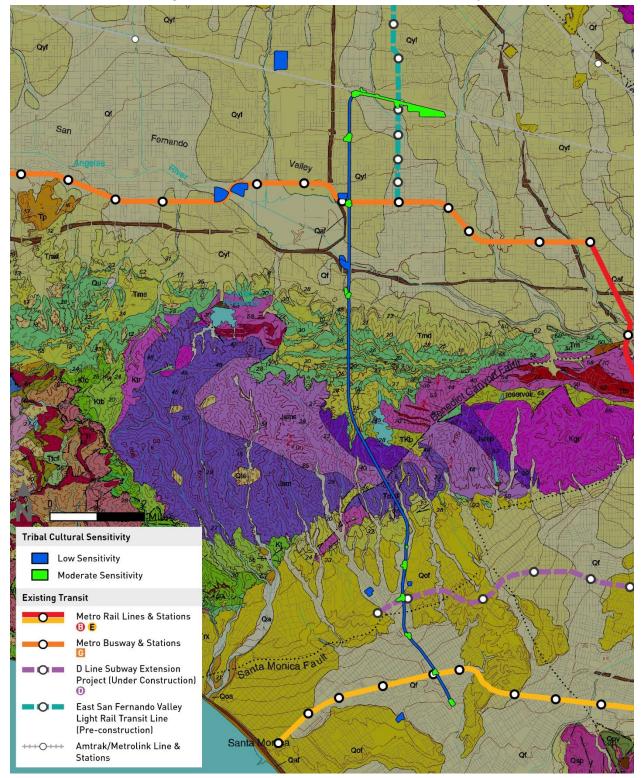


Figure 10-10. Alternative 5: Tribal Cultural Sensitivity

Source: HTA, 2024

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



10.3 Impact Evaluation

10.3.1 Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

10.3.1.1 Operational Impacts

Operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any of the historical resources within the Alternative 5 Built Environment RSA. Therefore, operational impacts would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5). Activities during Alternative 5 operations would be limited to the operation and maintenance of alignment. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions) and related to operation and maintenance, and to new pedestrian traffic within the environs of the station locations.

10.3.1.2 Construction Impacts

Project activities during construction of the alignment would include property acquisitions and new construction of permanent Project features. Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. This assessment also considers the permanent impacts of Alternative 5's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. Historical resources are identified by Map Reference numbers corresponding to the maps included in Appendix A.

10.3.1.3 Alternative 5 Historical Resources – Less than Significant Impacts 13812 Saticoy Street (Map Reference #1)

The industrial building at 13812 Saticoy Street is significant for its 1956 Modern design.

Under Alternative 5, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the historical building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The proposed alteration of this setting with the new visual element of the MSF would not materially impair its significance and would result in a less than significant impact. No mitigation is required.

13914 Saticoy Street (Map Reference #2)

The industrial building at 13914 Saticoy Street is significant for its 1954 Modern design.

Under Alternative 5, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would



not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance and would result in a less than significant impact. No mitigation is required.

13938 Saticoy Street (Map Reference #3)

The industrial building at 13938 Saticoy Street is significant for its 1959 Modern design.

Under Alternative 5, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance and would result in a less than significant impact. No mitigation is required.

13942 Saticoy Street (Map Reference #4)

The industrial building at 13942 Saticoy Street is significant for its 1959 Modern design.

Under Alternative 5, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance and would result in a less than significant impact. No mitigation is required.

Southern Pacific Railroad Warehouse (Map Reference #5)

The SPRR Warehouse at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.

Under Alternative 5, the proposed Van Nuys Metrolink Station would be constructed south of the resource. The proposed Van Nuys Metrolink Station would be an aerial station, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the railroad alignment and industrial corridors. The proposed aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance and would result in a less than significant impact. No mitigation is required.

14704 Raymer Street (Map Reference #6)

The property at 14704 Raymer Street is a large industrial building constructed in 1954. It is significant for its Modern design.



Under Alternative 5, the proposed aerial guideway would be constructed approximately 20 feet from the north elevation of the building. The aerial structure would cross Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed includes Raymer Street and the existing SPRR alignment. The proposed aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. This would be a less than significant impact. No mitigation is required.

15224 Dickens Street (Map Reference #37)

The multiple-family residential building at 15224 Dickens Street is significant for its 1948 Colonial Revival design.

Under Alternative 5, the proposed underground Ventura Boulevard/Sepulveda Boulevard Station would be approximately 140 feet from the west elevation of the building. The proposed underground structure with an aboveground station portal would be located below Sepulveda Boulevard, and the existing building would not be physically demolished, destroyed, relocated, or altered. The resource's setting is residential, and the west elevation's current viewshed is of Dickens Street and Sepulveda Boulevard. The proposed station portal would not limit views of the resource. The proposed station portal would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element would not materially impair its significance and would result in a less than significant impact. No mitigation is required.

10.3.1.4 Alternative 5 Historical Resources – Significant Impacts

14746 Raymer Street (Map Reference #7)

The property at 14746 Raymer Street is a large industrial building constructed in 1967. It is significant for its Modern design.

Under Alternative 5, the proposed aerial guideway would be constructed approximately 40 feet from the north elevation of the building. The aerial structure would cross Raymer Street, and the building itself would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the north elevation's current viewshed includes Raymer Street and the existing SPRR alignment. The proposed aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance.

However, construction of the guideway and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent to the building that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.



Sherman Way Street Trees (Map Reference #12)

The Sherman Way Street Trees are a linear historical resource. They are significant for their association with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Sherman Way was a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys.

Under Alternative 5, the proposed underground Sherman Way Station would be constructed within the boundary of the linear historical resource. The proposed underground station with an aboveground station portal would introduce a new visual element but would not change the defining characteristics of this resource, such as its linear alignment, continuity, or the presence of the street trees along the corridor. The overall historic character and visual aesthetic of the linear resource would be preserved and its ability to convey its historical significance would not be materially impaired.

However, excavation of the station box and construction staging areas has the potential to alter or destroy existing contributing street trees associated with the historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

Van Nuys Boulevard Street Trees (Map Reference #14)

The Van Nuys Boulevard Street Trees are a linear historical resource. They are significant for their association with the street planting plan for Sherman Way, which was paved between 1911 and 1913. Sherman Way, parts of which were renamed Van Nuys Boulevard and Chandler Boulevard, was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.

Under Alternative 5, the proposed aerial Van Nuys Metrolink Station would be constructed within the boundary of the linear historical resource. The proposed aerial station would introduce a new visual element into the resource's setting. However, the linear resource's key defining characteristics, including its alignment, continuity, and relationship to its surroundings would remain intact. The resource's visual presence as a continuous linear corridor would remain discernible, and its historical association with transportation infrastructure would not be materially impaired.

However, construction of the alignment, station, and construction staging areas has the potential to alter or destroy existing contributing street trees associated with the historical resource at this location if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by ensuring the protection of contributing street trees through pre-construction assessments, monitoring, and protective measures that preserve the historical integrity of the resource.

Lt. Patrick H. Daniels United States Army Reserve Center (Map Reference #25)

The Lt. Patrick H. Daniels United States Army Reserve Center at 5161 Sepulveda Boulevard is a governmental property constructed in 1959. It is significant for its association with the Army Reserves in Los Angeles during the Vietnam War and for its Modern design.

Under Alternative 5, the building would not be physically demolished, destroyed, relocated, or altered. However, construction of the alignment and roadway improvements, as well as the potential use of pile driving at this location, has the potential to cause construction vibration adjacent that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural



details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

4506 Saugus Avenue (Map Reference #36)

The multiple family building at 4506 Saugus Avenue is eligible for listing in the NRHP and CRHR under Criterion C/3 for its Contemporary design.

Under Alternative 5, the proposed underground Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 35 to 40 feet from the west elevation of the building. The proposed underground station and entrances would introduce a new visual element but would not change the historic character of the resource. The alteration of the setting with the new visual element of the underground structure would not materially impair its ability to convey its significance. The proposed station adjacent to the building would introduce new visual, audible, and atmospheric elements within the building's immediate surroundings. Although the proposed elements would introduce permanent visual elements to the west of the building, these elements would not block significant views of the historical resource. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent to the building that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Ackerman Hall (Map Reference #73)

The UCLA Ackerman Hall building is a multiple-story education property that is significant for its association with the history of UCLA and for its 1961 Modern design.

Under Alternative 5, the proposed underground UCLA Gateway Plaza Station and roadway improvements would be constructed approximately 30 feet west of the resource. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed station portal adjacent to the building would introduce new visual, audible, and atmospheric elements within the building's immediate surroundings. Although the proposed elements would introduce permanent visual elements adjacent to the building, they would not block significant views of the historical resource, would be smaller scale in nature compared to the proposed station, and the building would not be obscured from view. Further, existing trees and vegetation between the proposed station and the building itself would be left intact and the building's key vantage points would be preserved. The existing setting would be left largely intact. Because the setting of the building is already



compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station and roadway improvements has the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to this resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Gayley Center (Map Reference #103)

The Gayley Center located at 1101 Gayley Avenue is a larger commercial property. It is significant for its Late Modern commercial architecture and as work of noted architects Krisel Shapiro & Associates.

Under Alternative 5, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 50 feet east from the west elevation of the building. The station would be underground, and the Gayley Center would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Linde Medical Building (Map Reference #104/105)

The Linde Medical Building located at 10921 Wilshire Boulevard is a large commercial property. It is significant for its 1962 International style design.

As designed, affected portions of the property entrance will be restored in accordance with the California Historical Building Code and all applicable requirements. Under Alternative 5, the proposed Wilshire Boulevard/Metro D Line Station would be constructed adjacent to the west elevation of the building. The station would be underground, and the Linde Medical Building tower would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character defining features (e.g., design



elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Tishman Building (Map Reference #106)

The Tishman Building located at 10950 West Wilshire Boulevard is a large commercial property. It is significant for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.

Under Alternative 5, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 60 feet north from the north elevation of the building. The station would be underground, and the Tishman Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

10.3.1.5 Alternative 5 Historical Resources – No Impact

Construction of Alternative 5 would result in no impact to 32 resources (Table 10-9). These historical resources would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impacts on these historical resources or their setting is anticipated from the addition of the underground alignment. These historical resources are either located within the underground portions of the alignment or are located a considerable distance from station locations, construction staging areas, or TBM launch and extraction sites.

Map **Resource Name** Location Reference # 11 Air Raid Siren No. 110 Northeast corner of Covello Street and Sepulveda **Boulevard** 18 Air Raid Siren No. 117 South side of Oxnard Street, west of Sepulveda Boulevard 31/33 15300 Ventura Boulevard 15300 Ventura Boulevard 34 15250 Ventura Boulevard 15250 Ventura Boulevard 35 Da Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard 61 1711 North Stone Canyon Road 1711 North Stone Canyon Road 62 1780 North Stone Canyon Road 1780 North Stone Canyon Road 661 North Stone Canyon Road 661 North Stone Canyon Road 63

Table 10-9. Alternative 5: Historical Resources – No Impact



Map Reference #	Resource Name	Location
64	Miller Residence	10615 West Bellagio Road
65	Ethel Guiberson/Hannah Carter Japanese Garden	10619 West Bellagio Road
69	121 North Udine Way	121 North Udine Way
70	120 North Udine Way	120 North Udine Way
71	Marymount High School (Main Administration Building, including Chapel and Auditorium	10643-10685 Sunset Boulevard and 101-121 Marymount Place
72	UCLA Historic District	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive
87	UCLA Veterans Rehabilitation Services	1000 Veteran Avenue
89	Campbell's Book Store	10918 Le Conte Avenue
90	Holmby Building	921 Westwood Boulevard
91	924 Westwood Boulevard	924 Westwood Boulevard
93	10940 Weyburn Avenue	10940 Weyburn Avenue
94	Chatam Restaurant	10930 Weyburn Avenue
95	Desmond's	1001 Westwood Boulevard
96	Bullock's Department Store	1000 S Westwood Boulevard
97	Kelly Music Building/Alice's Restaurant	1041 Westwood Boulevard
98	Penney's	1056 Westwood Boulevard
99	Janss Investment Company Building	1081 Westwood Boulevard
100	Glendale Federal Savings and Loan Association	1090 Westwood Boulevard
101	Westwood Village Streetlight	Westwood and Kinross, northwest corner, adjacent to Janss Investment Company Building
102	Bratskeller Egyptian Theater (Ralph's Grocery Store)	1142 Westwood Boulevard
109	LADWP Westwood Distribution Headquarters	1400 S Sepulveda Boulevard
110	1400 Greenfield Avenue	1400 Greenfield Avenue
112	1410 Camden Avenue	1410 Camden Avenue
129	2435 Military Avenue	2435 Military Avenue

Source: HTA, 2024

10.3.1.6 Impacts of Maintenance and Storage Facility

The Alternative 5 MSF has the potential to impact Map References #1, #2, #3, and #4 (industrial buildings on Saticoy Street). However, the MSF would not physically demolish, destroy, relocate, or alter any historical resources. The existing viewshed of these historical resources is commercial with modern development and this alteration of setting would not materially impair their significance. There would be no construction or operational impacts to these historical resources associated with the MSF. Therefore, the MSF would result in a less than significant impact. No mitigation is required.

10.3.2 Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

10.3.2.1 Operational Impacts

Operation and maintenance of the alignment would not physically destroy, relocate, or alter any previously recorded archaeological resource within the Alternative 5 Archaeological RSA. Any post-review-discovery archaeological resources encountered during construction of Alternative 5 would be evaluated and impacts would be mitigated as needed during the construction phase. Operation and



maintenance would not result in the destruction, relocation, or alteration of post-review discoveries mitigated during construction. Therefore, operational impacts would not cause a substantial adverse change in the significance of archaeological resources pursuant to CEQA Guidelines (Section 15064.5).

10.3.2.2 Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 10.2.4.2, indicates construction activities associated with the Alternative 5 alignment would have low to moderate potential to encounter previously unidentified archaeological resources below ground surface. No portion of the Archaeological RSA was determined to have high potential because no intact significant archaeological resources have been identified within or directly adjacent to the Archaeological RSA. No prehistoric archaeological sites and only one historic-age archaeological site has been identified within or directly adjacent to the Archaeological RSA for Alternative 5. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the alignment and does not have potential to be impacted by construction of Alternative 5. However, the sediments present across the alignment consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 5 components would be constructed at great depth, and those in areas with high levels of well-documented, previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as Alternative 5 components constructed in shallower depths, and with low or unknown levels of previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P-19-003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have been documented in the Built Environment RSA and within a 0.5-mile radius of the Alternative 5 Archaeological RSA. They have often been encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Activities during construction of the Alternative 5 alignment would include property acquisitions and new construction of permanent features.

Buried archaeological resources may exist within the Alternative 5 Archaeological RSA, and it is possible these resources could be unearthed during excavation activities. The proposed alignment for Alternative 5 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 5 alignment would have limited potential to encounter intact archaeological resources. Other proposed construction activities, such as mass excavation required for new stations, HRT footings, at-grade alignment segments, TBM launch and extraction sites, and ancillary facilities with excavation depths greater than 5 feet, have the potential to encounter intact archaeological deposits below the shallow previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 10.2.4.2, Figure 10-9).

Based on this analysis, construction of Alternative 5 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a



local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 10.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 5.

10.3.2.3 Impacts of Maintenance and Storage Facility

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 10.2.4.2, indicates construction activities associated with the Alternative 5 MSF would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric or historic-age archaeological sites have been identified within or adjacent to the Alternative 5 MSF; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 10.2.4.2, Figure 10-9).

Construction of the Alternative 5 MSF has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 10.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 5.

10.3.3 Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

10.3.3.1 Operational Impacts

Activities during Alternative 5 operations would be limited to the operation and maintenance of alignment. These types of activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, Alternative 5 would have no operational impacts on human remains.

10.3.3.2 Construction Impacts

Potential construction impacts on human remains, including those interred outside of dedicated cemeteries, would be related to ground disturbing activities.

One known cemetery, the Los Angeles National Cemetery, is adjacent to the Alternative 5 Built Environment RSA. However, the probability of encountering human remains during construction is low because the Los Angeles National Cemetery is located outside of the proposed project alignment and no construction activities would occur within the cemetery grounds. While unlikely, because of the age of the cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

At least two indigenous burials have been encountered within the previously recorded site of P-19-000382, an ethnohistoric village site located approximately 0.8 mile west of the Alternative 5 Archaeological RSA. The village site is not near the Alternative 5 Archaeological RSA but provides



evidence that there is potential to encounter Native American human remains in the vicinity. While no evidence of human remains has been previously identified within the Alternative 5 alignment, unknown human burials may exist within the Alternative 5 Archaeological RSA, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of Alternative 5 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 10.4.2). With implementation of MM CUL-8 impacts to human remains would be reduced to less than significant for Alternative 5.

10.3.3.3 Impacts of Maintenance and Storage Facility

While no evidence of human remains has been previously identified within the construction area for the Alternative 5 MSF, burials have been identified near the Alternative 5 Archaeological RSA. Unknown human burials may exist within the MSF Project area, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the Alternative 5 MSF has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 10.4.2). With implementation of MM CUL-8 impacts to human remains would be reduced to less than significant for the Alternative 5 MSF.

10.3.4 Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe?

10.3.4.1 Operational Impacts

Activities during Alternative 5 operations would be limited to the operation and maintenance of the alignment. No TCRs have been documented in the Alternative 5 alignment. Therefore, operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any TCRs. For the purposes of this analysis, the Sepulveda Pass and the Los Angeles River are being treated in manner consistent with a TCR. Alternative 5 would have no direct or indirect operational impacts to the Sepulveda Pass or the Los Angeles River.

Under Alternative 5 alignment, there would be no operational impacts to TCRs listed or eligible for listing in the CRHR or a local register of historical resources. Therefore, operational impacts would not cause a substantial adverse change in the significance of TCRs pursuant to PRC Section 21074.

10.3.4.2 Construction Impacts

Confidential information shared by tribal representatives and review of cultural resource management gray literature suggest a portion of the Alternative 5 Built Environment RSA may encompass a sacred location. Additionally, during AB 52 consultation and literature review, two landscape features, the Sepulveda Pass and the Los Angeles River, were identified as significant places important to tribal cultural heritage. As such, for the purposes of this analysis, the Sepulveda Pass and the Los Angeles River are being treated in a manner consistent with a TCR. Further, the presence of previously recorded archaeological sites with Native American components within 0.5 mile of the Tribal Cultural RSA and the presence of indigenous trails and important water resources in the vicinity suggest that buried TCRs may exist within the Alternative 5 Tribal Cultural RSA. One of these archaeological sites, P-19-000382d, is an



ethnographic village where at least two indigenous burials have been encountered. It is possible that significant unknown TCRs could be unearthed during project excavation activities.

The proposed alignment for Alternative 5 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter TCRs are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work, such as for the at-grade portions of the alignment, have limited potential to encounter intact TCR archaeological deposits or human remains due to prior disturbance, but other proposed construction activities, such as mass excavation required for new stations, HRT footings, TBM launch and extraction sites, at-grade alignment segments and ancillary facilities, have the potential to encounter deeper, intact archaeological deposits. Further, while an archaeologist may place greater importance on the intact nature of archaeological deposits, tribes may be concerned with the potential to identify and protect prehistoric resources, regardless of scientific value. Therefore, construction of the Alternative 5 alignment has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. Impacts would be potentially significant. Refer to Section 10.4.2 for proposed mitigation measures. With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for Alternative 5.

10.3.4.3 Impacts of Maintenance and Storage Facility

An assessment of TCR sensitivity for the Tribal Cultural RSA, as described in Section 10.2.4.4, indicates construction activities associated with the Alternative 5 MSF would have moderate potential to encounter previously unidentified TCRs below ground surface (Section 10.2.4.4, Figure 10-10). No TCRs have been identified within the MSF Project area; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits and TCRs that could be impacted by ground disturbing activities.

Construction of the Alternative 5 MSF has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to TCRs related to construction of the alignment alternative would be significant, and mitigation is required (Section 10.4.2). With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for the Alternative 5 MSF.

10.4 Mitigation Measures

10.4.1 Operational Impacts

No mitigation measures are required.

10.4.2 Construction Impacts

Under Alternative 5, there could be construction impacts to historical resources, archaeological resources, human remains, or TCRs during construction. Therefore, the following mitigation measures were developed. AB 52 consultation is ongoing, and any final mitigation measures for TCRs will be determined through consultation with tribes prior to the public review of the Draft Environmental Impact Report.

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

 A project wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources



Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas that were not accessible during the preparation of this EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.

- The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.
- The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.
- The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.
- The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.



- The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.
- The Cultural Resources Monitoring and Mitigation Plan shall require a preconstruction baseline survey to identify building protection measures for historical resources in relation to tunnel boring machine launch/tunnel boring machine extraction, construction staging, and construction vibration and cut and cover activities adjacent to historical resources. The Project shall conduct a preconstruction survey to establish baseline, pre-construction conditions and to assess the potential for damage related to improvements adjacent to these historical resources.
- The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to vibration mitigation measures in the Sepulveda Transit Corridor Project Noise and Vibration Technical Report for more information [Metro, 2025a].) In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring machine construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine, as deemed appropriate in consultation with Metro's tunneling panel. An architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.
- The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures. If the post-construction survey identifies damage to historical resources, the Project shall require that repairs be made in accordance with the SOI Standards for the Treatment of Historic Properties. The assessment shall confirm that such repairs have been completed to restore the resource's integrity and avoid any permanent material impairment to the resource.
- MM CUL-1 applies to the following historical resources:
 - Sherman Way Street Trees
 - Van Nuys Boulevard Street Trees
 - Air Raid Siren No. 110
 - Air Raid Siren No. 117
 - Lt. Patrick H. Daniels United States Army Reserve Center
 - 4506 Saugus Avenue
 - UCLA Ackerman Hall
 - Linde Medical Building
 - Tishman Building



- 14746 Raymer Street
- Gayley Center

MM CUL-6: Cultural Resource Training

- Prior to any ground disturbing activities, all construction personnel involved in ground disturbing activities shall be provided with appropriate cultural and Tribal Cultural Resources training in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1.
- The training shall be prepared by an Secretary of the Interior qualified archaeologist to instruct the personnel regarding the legal framework protecting cultural resources and Tribal Cultural Resources, typical kinds of cultural resources and Tribal Cultural Resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or Tribal Cultural Resources are discovered. The training shall be presented by, or under the supervision of, an Secretary of the Interior qualified archaeologist, who shall review types of cultural resources and artifacts that would be considered potentially significant to support operator recognition of these materials during construction.

 Contingent upon the results of Assembly Bill (AB) 52 consultation, Native American representatives shall be solicited to attend the Worker Environmental Awareness Program training and contribute to the course material to provide guidance on tribal perspectives on working in areas sensitive for Tribal Cultural Resources.

MM CUL-7: Archaeological Monitoring

• Project related ground disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by, or under the supervision of, a Secretary of the Interior qualified archaeologist, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1. If monitoring does not reveal any archaeological artifacts, then there would be no impact to archaeological resources. If archaeological artifacts are discovered, then work shall be halted in the immediate vicinity of the find, and a Secretary of the Interior-qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.

MM CUL-8: Unanticipated Discovery of Human Remains

• If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely



Descendants (MLDs) may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

MM TCR-1: Native American Monitoring

- Project-related ground-disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by a Native American representative from a consulting tribe, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL-1. The tribal monitor shall be qualified by his or her tribe to monitor Tribal Cultural Resources.
- In the event that an archaeological resource discovered during project construction is determined to be potentially of Native American origin based on the initial assessment of the find by a Secretary of the Interior-qualified archaeologist pursuant to California Public Resource Code Section 21083.2(i), the Native American tribes that consulted on the Project pursuant to Assembly Bill 52 shall be notified. Those tribes shall also be provided information about the find to allow for early input from the tribal representatives with regard to the potential significance and treatment of the resource. Resources shall be treated with culturally appropriate dignity, taking into consideration the tribal cultural values and meaning of the resource.
- If, as a result of the resource evaluation and tribal consultation process, the resource is considered to be a Tribal Cultural Resource and determined, in accordance with California Public Resource Code Section 21074, to be eligible for inclusion in the California Register of Historical Resources or a local register of historical resources or is determined to be significant by the California Environmental Quality Act lead agency (Metro), the qualified archaeologist and Native American monitor shall monitor all remaining ground-disturbing activities in the area of the resource. The input of all consulting tribes shall be considered in the preparation of any required treatment plan activities prepared by the qualified archaeologist for any Tribal Cultural Resources identified during the project construction as required in the Cultural Resources Monitoring and Mitigation Plan (MM CUL-1).
- Work in the area of the discovery may not resume until evaluation and treatment
 of the resource is completed and/or the resource is recovered and removed from
 the site. Construction activities may continue on other parts of the construction
 site while evaluation and treatment of the resource takes place.



MM TCR-2: Unanticipated Discovery of Human Remains

If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants (MLDs) may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

10.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 5 would result in less than significant impacts with mitigation on the following historical resources:

- Sherman Way Street Trees
- Van Nuys Boulevard Street Trees
- Lt. Patrick H. Daniels United States Army Reserve Center
- UCLA Ackerman Hall
- Linde Medical Building
- 4506 Saugus Avenue
- Gayley Center
- Tishman Building

With implementation of MM CUL-1, MM CUL-4, MM CUL-5, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2, impacts related to archaeological resources, disturbance of human remains, and TCRs would be reduced to less than significant for Alternative 5 (including HRT MSF). Alternative 5 exhibits low to moderate sensitivity for archaeological resources and TCRs, and there is limited potential to impact human remains. Potential impacts from construction of all Alternative 5 include disturbing previously unknown archaeological resources, human remains, or TCRs that may be buried below the surface. Due to the highly developed setting of the Project area, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources, TCRs, and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological monitors and Native American monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological and tribal cultural resources to less than significant.



11 ALTERNATIVE 6

11.1 Alternative Description

Alternative 6 is a heavy rail transit (HRT) system with an underground track configuration. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 12.9 miles.

The seven underground HRT stations would be as follows:

- 1. Metro E Line Expo/Bundy Station (underground)
- 2. Santa Monica Boulevard Station (underground)
- 3. Wilshire Boulevard/Metro D Line Station (underground)
- 4. UCLA Gateway Plaza Station (underground)
- 5. Ventura Boulevard/Van Nuys Boulevard Station (underground)
- 6. Metro G Line Van Nuys Station (underground)
- 7. Van Nuys Metrolink Station (underground)

11.1.1 Operating Characteristics

11.1.1.1 Alignment

As shown on Figure 11-1, from its southern terminus station at the Metro E Line Expo/Bundy Station, the alignment of Alternative 6 would run underground through the Westside of Los Angeles (Westside), the Santa Monica Mountains, and the San Fernando Valley (Valley) to the alignment's northern terminus adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located beneath the Bundy Drive and Olympic Boulevard intersection. Tail tracks for vehicle storage would extend underground south of the station along Bundy Drive for approximately 1,500 feet, terminating just north of Pearl Street. The alignment would continue north beneath Bundy Drive before turning to the east near lowa Avenue to run beneath Santa Monica Boulevard. The Santa Monica Boulevard Station would be located between Barrington Avenue and Federal Avenue. After leaving the Santa Monica Boulevard Station, the alignment would turn to the northeast and pass under Interstate 405 (I-405) before reaching the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.





Figure 11-1. Alternative 6: Alignment

After leaving the UCLA Gateway Plaza Station, the alignment would continue to the north and travel under the Santa Monica Mountains. While still under the mountains, the alignment would shift slightly to the west to travel under the City of Los Angeles Department of Water and Power (LADWP) Stone Canyon Reservoir property to facilitate placement of a ventilation shaft on that property east of the reservoir. The alignment would then continue to the northeast to align with Van Nuys Boulevard at Ventura Boulevard as it enters the San Fernando Valley. The Ventura Boulevard Station would be beneath Van Nuys Boulevard at Moorpark Street. The alignment would then continue under Van Nuys



Boulevard before reaching the Metro G Line Van Nuys Station just south of Oxnard Street. North of the Metro G Line Van Nuys Station, the alignment would continue under Van Nuys Boulevard until reaching Sherman Way, where it would shift slightly to the east and run parallel to Van Nuys Boulevard before entering the Van Nuys Metrolink Station. The Van Nuys Metrolink Station would serve as the northern terminus station and would be located between Saticoy Street and Keswick Street. North of the station, a yard lead would turn sharply to the southeast and transition to an at-grade configuration and continue to the proposed maintenance and storage facility (MSF) east of the Van Nuys Metrolink Station.

11.1.1.2 Guideway Characteristics

The alignment of Alternative 6 would be underground using Metro's standard twin-bore tunnel design. Figure 11-2 shows a typical cross-section of the underground guideway. Cross-passages would be constructed at regular intervals in accordance with Metro Rail Design Criteria (MRDC). Each of the tunnels would have a diameter of 19 feet (not including the thickness of wall). Each tunnel would include an emergency walkway that measures a minimum of 2.5 feet wide for evacuation.

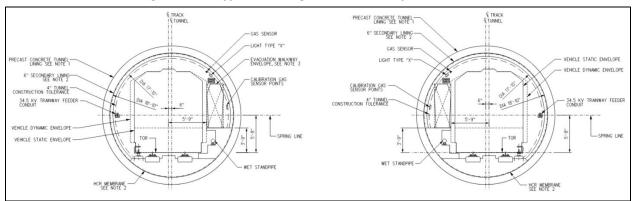


Figure 11-2. Typical Underground Guideway Cross-Section

Source: HTA, 2024

11.1.1.3 Vehicle Technology

Alternative 6 would utilize driver-operated steel-wheel HRT trains, as used on the Metro B and D Lines, with planned peak headways of 4 minutes and off-peak-period headways ranging from 8 to 20 minutes. Trains would consist of four or six cars and are expected to consist of six cars during the peak period. The HRT vehicle would have a maximum operating speed of 67 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations. Train cars would be 10.3 feet wide with three double doors on each side. Each car would be approximately 75 feet long with capacity for 133 passengers. Trains would be powered by a third rail.

11.1.1.4 Stations

Alternative 6 would include seven underground stations with station platforms measuring 450 feet long. The southern terminus underground station would be adjacent to the existing Metro E Line Expo/Bundy Station, and the northern terminus underground station would be located south of the existing Van Nuys Metrolink/Amtrak Station. Except for the Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza, and Metro G Line Van Nuys Stations, all stations would have a 30-foot-wide center platform. The Wilshire/Metro D Line Station would have a 32-foot-wide platform to accommodate the anticipated passenger transfer volumes, and the UCLA Gateway Plaza Station would have a 28-foot-wide platform because of the width constraint between the existing buildings. At the Metro G Line Van Nuys Station,



the track separation would increase significantly in order to straddle the future East San Fernando Valley Light Rail Transit Line Station piles. The platform width at this station would increase to 58 feet.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Bundy Station

- This underground station would be located under Bundy Drive at Olympic Boulevard.
- Station entrances would be located on either side of Bundy Drive between the Metro E Line and Olympic Boulevard, as well as on the northeast corner of Bundy Drive and Mississippi Avenue.
- At the existing Metro E Line Expo/Bundy Station, escalators from the plaza to the platform level would be added to improve inter-station transfers.
- An 80-space parking lot would be constructed east of Bundy Drive and north of Mississippi Avenue.
 Passengers would also be able to park at the existing Metro E Line Expo/Bundy Station parking facility, which provides 217 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under Santa Monica Boulevard between Barrington Avenue and Federal Avenue.
- Station entrances would be located on the southwest corner of Santa Monica Boulevard and Barrington Avenue and on the southeast corner of Santa Monica Boulevard and Federal Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located under Gayley Avenue between Wilshire Boulevard and Lindbrook Drive.
- A station entrance would be provided on the northwest corner of Midvale Avenue and Ashton Avenue. Passengers would also be able to use the Metro D Line Westwood/UCLA Station entrances to access the station platform.
- Direct internal station transfers to the Metro D Line would be provided at the south end of the station.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located underneath Gateway Plaza on the University of California, Los Angeles (UCLA) campus.
- Station entrances would be provided on the north side of Gateway Plaza, north of the Luskin Conference Center, and on the east side of Westwood Boulevard across from Strathmore Place.
- No dedicated station parking would be provided at this station.



Ventura Boulevard/Van Nuys Boulevard Station

- This underground station would be located under Van Nuys Boulevard at Moorpark Street.
- The station entrance would be located on the northwest corner of Van Nuys Boulevard and Ventura Boulevard.
- Two parking lots with a total of 185 parking spaces would be provided on the west side of Van Nuys Boulevard between Ventura Boulevard and Moorpark Street.

Metro G Line Van Nuys Station

- This underground station would be located under Van Nuys Boulevard south of Oxnard Street.
- The station entrance would be located on the southeast corner of Van Nuys Boulevard and Oxnard Street.
- Passengers would be able to park at the existing Metro G Line Van Nuys Station parking facility, which provides 307 parking spaces. No additional automobile parking would be provided at the proposed station.

Van Nuys Metrolink Station

- This underground station would be located immediately east of Van Nuys Boulevard between Saticoy Street and Keswick Street.
- Station entrances would be located on the northeast corner of Van Nuys Boulevard and Saticoy
 Street and on the east side of Van Nuys Boulevard just south of the Los Angeles-San Diego-San Luis
 Obispo (LOSSAN) rail corridor.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces. Metrolink parking would not be available to Metro transit riders.

11.1.1.5 Station-to-Station Travel Times

Table 11-1 presents the station-to-station distance and travel times for Alternative 6. The travel times include both run time and dwell time. Dwell time is 30 seconds for stations anticipated to have higher passenger volumes and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 11-1, Alternative 6: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to- Station Travel Time (seconds)	Southbound Station-to- Station Travel Time (seconds)	Dwell Time (seconds)		
Metro E Line Station					20		
Metro E Line	Santa Monica Boulevard	1.1	111	121	_		
Santa Monica Boulevard Sta	ntion				20		
Santa Monica Boulevard	Wilshire/Metro D Line	1.3	103	108	_		
Wilshire/Metro D Line Statio	on				30		
Wilshire/Metro D Line	UCLA Gateway Plaza	0.7	69	71	_		
UCLA Gateway Plaza Station	UCLA Gateway Plaza Station						
UCLA Gateway Plaza Ventura Boulevard 5.9 358 358							
Ventura Boulevard Station	Ventura Boulevard Station						
Ventura Boulevard	Metro G Line	1.8	135	131	_		



From Station	To Station	Northbound Distance Station-to- (miles) Station Travel Time (seconds)		Southbound Station-to- Station Travel Time (seconds)	Dwell Time (seconds)		
Metro G Line Station					30		
Metro G Line	Van Nuys Metrolink	2.1	211	164	_		
Van Nuys Metrolink Station							

- = no data

11.1.1.6 Special Trackwork

Alternative 6 would include seven double crossovers within the revenue service alignment, enabling trains to cross over to the parallel track with terminal stations having an additional double crossover beyond the end of the platform.

11.1.1.7 Maintenance and Storage Facility

The MSF for Alternative 6 would be located east of the Van Nuys Metrolink Station and would encompass approximately 41 acres. The MSF would be designed to accommodate 94 vehicles and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue to the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Heavy rail trains would transition from underground to an at-grade configuration near the MSF, the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

The site would include the following facilities:

- Two entrance gates with guard shacks
- Maintenance facility building
- Maintenance-of-way facility
- Storage tracks
- Carwash
- Cleaning platform
- Administrative offices
- Pedestrian bridge connecting the administrative offices to employee parking
- Two traction power substations (TPSS)

Figure 11-3 shows the location of the MSF for Alternative 6.



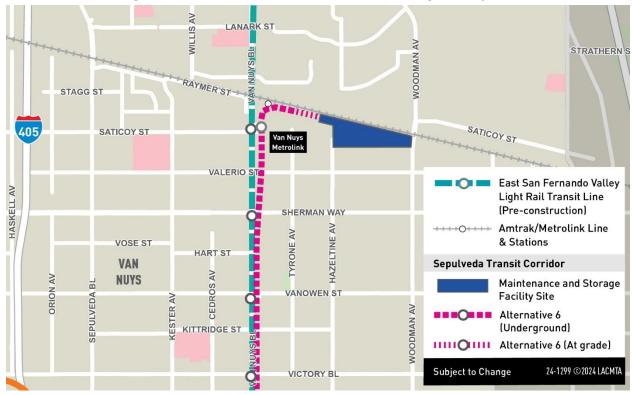


Figure 11-3. Alternative 6: Maintenance and Storage Facility Site

11.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. Twenty-two TPSS facilities would be located along the alignment and would be spaced approximately 1 mile apart except within the Santa Monica Mountains. Each at-grade TPSS along the alignment would be approximately 5,000 square feet. Table 11-2 lists the TPSS locations for Alternative 6.

Figure 11-4 shows the TPSS locations along the Alternative 6 alignment.

Table 11-2. Alternative 6: Traction Power Substation Locations

TPSS No.	TPSS Location Description	Configuration
1 and 2	TPSSs 1 and 2 would be located immediately north of the Bundy Drive and	Underground
	Mississippi Avenue intersection.	(within station)
3 and 4	TPSSs 3 and 4 would be located east of the Santa Monica Boulevard and Stoner	Underground
	Avenue intersection.	(within station)
5 and 6	TPSSs 5 and 6 would be located southeast of the Kinross Avenue and Gayley	Underground
	Avenue intersection.	(within station)
7 and 8	TPSSs 7 and 8 would be located at the north end of the UCLA Gateway Plaza	Underground
	Station.	(within station)
9 and 10	TPSSs 9 and 10 would be located east of Stone Canyon Reservoir on LADWP	At-grade
	property.	
11 and 12	TPSSs 11 and 12 would be located at the Van Nuys Boulevard and Ventura	Underground
	Boulevard intersection.	(within station)



TPSS No.	TPSS Location Description	Configuration
13 and 14	TPSSs 13 and 14 would be located immediately south of Magnolia Boulevard and	At-grade
	west of Van Nuys Boulevard.	
15 and 16	TPSSs 15 and 16 would be located along Van Nuys Boulevard between Emelita	Underground
	Street and Califa Street.	(within station)
17 and 18	TPSSs 17 and 18 would be located east of Van Nuys Boulevard and immediately	At-grade
	north of Vanowen Street.	
19 and 20	TPSSs 19 and 20 would be located east of Van Nuys Boulevard between Saticoy	Underground
	Street and Keswick Street.	(within station)
21 and 22	TPSSs 21 and 22 would be located south of the Metrolink tracks and east of	At-grade
	Hazeltine Avenue.	(within MSF)





Figure 11-4. Alternative 6: Traction Power Substation Locations

11.1.1.9 Roadway Configuration Changes

In addition to the access road described in the following section, Alternative 6 would require reconstruction of roadways and sidewalks near stations.



11.1.1.10 Ventilation Facilities

Tunnel ventilation for Alternative 6 would be similar to existing Metro ventilation systems for light and heavy rail underground subways. In case of emergency, smoke would be directed away from trains and extracted through the use of emergency ventilation fans installed at underground stations and crossover locations adjacent to the stations. In addition, a mid-mountain facility located on LADWP property east of Stone Canyon Reservoir in the Santa Monica Mountains would include a ventilation shaft for the extraction of air, along with two TPSSs. An access road from the Stone Canyon Reservoir access road would be constructed to the location of the shaft, requiring grading of the hillside along its route.

11.1.1.11 Fire/Life Safety – Emergency Egress

Each tunnel would include an emergency walkway that measures a minimum of 2.5 feet wide for evacuation. Cross-passages would be provided at regular intervals to connect the two tunnels to allow for safe egress to a point of safety (typically at a station) during an emergency. Access to tunnel segments for first responders would be through stations.

11.1.2 Construction Activities

Temporary construction activities for Alternative 6 would include construction of ancillary facilities, as well as guideway and station construction and construction staging and laydown areas, which would be co-located with future MSF and station locations. Construction of the transit facilities through substantial completion is expected to have a duration of 7½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, twin-bore tunnels would be constructed using two tunnel boring machines (TBM). The tunnel alignment would be constructed over three segments—including the Westside, Santa Monica Mountains, and Valley—using a different pair of TBMs for each segment. For the Westside segment, the TBMs would be launched from the Metro E Line Station and retrieved at the UCLA Gateway Plaza Station. For the Santa Monica Mountains segment, the TBMs would operate from the Ventura Boulevard Station in a southerly direction for retrieval from UCLA Gateway Plaza Station. In the Valley, TBMs would be launched from the Van Nuys Metrolink Station and retrieved at the Ventura Boulevard Station.

The distance from the surface to the top of the tunnels would vary from approximately 50 feet to 130 feet in the Westside, between 120 feet and 730 feet in the Santa Monica Mountains, and between 40 feet and 75 feet in the Valley.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise the permanent facility footprint with additional temporary construction easements from adjoining properties. In addition to permanent facility locations, TBM launch at the Metro E Line Station would require the closure of I-10 westbound off-ramps at Bundy Drive for the duration of the Sepulveda Transit Corridor Project (Project) construction.

Alternative 6 would include seven underground stations. All stations would be constructed using a "cut-and-cover" method whereby the station structure would be constructed within a trench excavated from the surface that is covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures have been taken to resume cross traffic. In addition, portions of the Wilshire Boulevard/Metro D Line Station crossing underneath the Metro D Line Westwood/UCLA Station and underneath a mixed-use building at the north end of the station would be



constructed using sequential excavation method as it would not be possible to excavate the station from the surface.

Construction of the MSF site would begin with demolition of existing structures, followed by earthwork and grading. Building foundations and structures would be constructed, followed by yard improvements and trackwork, including paving, parking lots, walkways, fencing, landscaping, lighting, and security systems. Finally, building mechanical, electrical, and plumbing systems, finishes, and equipment would be installed. The MSF site would also be used as a staging site.

Station and MSF sites would be used for construction staging areas. A construction staging area, shown on Figure 11-5, would also be located off Stone Canyon Road northeast of the Upper Stone Canyon Reservoir. In addition, temporary construction easements outside of the station and MSF footprints would be required along Bundy Drive, Santa Monica Boulevard, Wilshire Boulevard, and Van Nuys Boulevard. The westbound to southbound loop off-ramp of the I-10 interchange at Bundy Drive would also be used as a staging area and would require extended ramp closure. Construction staging areas would provide the necessary space for the following activities:

- Contractors' equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of
 construction office trailers, storage, staging and delivery of construction materials and permanent
 plant equipment, and maintenance of construction equipment)

The size of proposed construction staging areas for each station would depend on the level of work to be performed for a specific station and considerations for tunneling, such as TBM launch or extraction. Staging areas required for TBM launching would include areas for launch and access shafts, cranes, material and equipment, precast concrete segmental liner storage, truck wash areas, mechanical and electrical shops, temporary services, temporary power, ventilation, cooling tower, plants, temporary construction driveways, storage for spoils, and space for field offices.

Alternative 6 would also include several ancillary facilities and structures, including TPSS structures, a deep vent shaft structure at Stone Canyon Reservoir, as well as additional vent shafts at stations and crossovers. TPSSs would be co-located with MSF and station locations, except for two TPSSs at the Stone Canyon Reservoir vent shaft and four along Van Nuys Boulevard in the Valley. The Stone Canyon Reservoir vent shaft would be constructed using a vertical shaft sinking machine that uses mechanized shaft sinking equipment to bore a vertical hole down into the ground. Operation of the machine would be controlled and monitored from the surface. The ventilation shaft and two TPSSs in the Santa Monica Mountains would require an access road within the LADWP property at Stone Canyon Reservoir. Construction of the access road would require grading east of the reservoir. Construction of all midmountain facilities would take place within the footprint shown on Figure 11-5.

Additional vent shafts would be located at each station with one potential intermediate vent shaft where stations are spaced apart. These vent shafts would be constructed using the typical cut-and-cover method, with lateral bracing as the excavation proceeds. During station construction, the shafts would likely be used for construction crew, material, and equipment access.



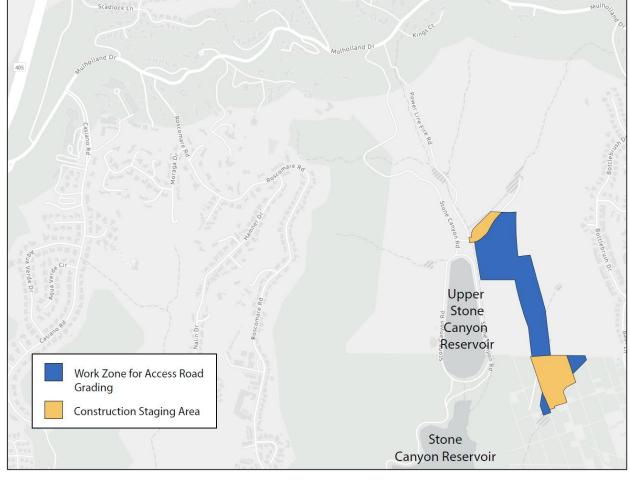


Figure 11-5. Alternative 6: Mid-Mountain Construction Staging Site

Alternative 6 would utilize precast tunnel lining segments in the construction of the transit tunnels. These tunnel lining segments would be similar to those used in recent Metro underground transit projects. Therefore, it is expected that the tunnel lining segments would be obtained from an existing casting facility in Los Angeles County and no additional permits or approvals would be necessary specific to the facility.

11.2 Existing Conditions

11.2.1 Archival Research

11.2.1.1 South Central Coastal Information Center Records Search

The South Central Coastal Information Center (SCCIC) records search identified 45 previous cultural resources studies that intersect the Alternative 6 Archaeological Resource Study Area (RSA). The complete results of the SCCIC records search are provided in Appendix F.

Built Environment Resources within Alternative 6 Built Environment Resource Study Area

The SCCIC resources search identified 15 previously recorded cultural resources within or partially within the Alternative 6 Built Environment RSA (Table 11-3).



Table 11-3. Alternative 6: SCCIC Previously Recorded Resources within the Built Environment Resource Study Area

Primary Number (P-19-)	Resource Name	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code
173148	LADWP Westwood Distribution	1934	6 – Demolished
173150	1223 Veteran Avenue	1939	6 – Demolished
173163	UCLA Greenhouse Complex Building #1	1930-1955	6 – Demolished
173164	UCLA Greenhouse Complex Building #2	1930-1955	6 – Demolished
173165	UCLA Greenhouse Complex Building #3	1930-1955	7
173166	UCLA Greenhouse Complex Building #4	1930-1955	15
173535	Fox Westwood Village Theatre	1931	2S2
174110	Ralph's Grocery Store	1929	6
175802	UCLA District	1929-1930	7
180601	Daughters of the American Revolution Trees	1929	6Y
188227	Weyburn-Classic Building	1931	6Y
189273	Linde Medical Building	1962/1963	5
189982	UCLA, Rehabilitation Center	1960	3
190042	Upper Stone Canyon Reservoir	1954	6Y
190591	UCLA-Ackerman Hall	1961	6Z

NRHP = National Register of Historic Places

SCCIC = South Central Coastal Information Center

Notes:

- 1S Individual property listed in the NRHP by the Keeper of the NRHP. Listed in the California Register of Historical Resources (CRHR).
- 2S2 Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR.
- 3 Appears eligible for NRHP to person completing or reviewing form.
- 5 Recognized as historically significant by local government.
- 6 Determined ineligible for listing in the NRHP.
- 6Y Determined ineligible for NRHP by consensus through Section 106 process Not evaluated for CRHR or local listing.
- 6Z Found ineligible for the NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.

The SCCIC records search also identified one historic-age, previously recorded, archaeological site within the Archaeological RSA, one historic-age archaeological site within the Built Environment RSA, and eight archaeological resources within the Project Study Area. The sites are summarized in Table 11-4, and site descriptions are included in Section 6.1.1.1.

Table 11-4. Alternative 6: SCCIC Previously Recorded Archaeological Resources

Primary Number (P-19-)	Resource Description	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code
Within the	Alternative 6 Archaeological Resource Study Area		
003803	Santa Monica Air Line Segment	1875	3\$



Primary Number (P-19-)	Resource Description	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code
Within the	Alternative 6 Built Environment Resource Study Area		
004668	Historic refuse deposit	1940-1960	6
Within the	Project Study Area		
000382	Kuruvungna*/Serra Springs – Native American Village;	Prehistoric; 1770s;	5
	historically significant springs; historic high school;	1924-1960s	
	prehistoric and historic artifacts and historic foundations		
003336	Historic refuse deposit	circa 1850s to 1900	7
004667	Historic refuse deposit	1929-1935	7
004669	Prehistoric shell and groundstone; historic refuse deposit;	Prehistoric;	7
	brick-lined dry well	1910s-1960s	
004670	Historic refuse deposit	1931-1968	7
004864	Historic refuse deposit	1880-1920	7
004865	Historic refuse deposit	1899-1906	7
100029	Isolated sun colored amethyst glass fragment	Historic	6Z

NRHP = National Register of Historic Places

SCCIC = South Central Coastal Information Center

Notes:

- 3S Appears eligible for NRHP as an individual property through survey evaluation.
- 5 Recognized as historically significant by local government.
- 6 Determined ineligible for listing in the NRHP.
- 6Z Found ineligible for the NRHP, CRHR, or local designation through survey evaluation.
- 7 Not evaluated.

11.2.1.2 Built Environment Resources Directory

The Built Environment Resources Directory (BERD) search identified a total of 11 resources within the Alternative 6 Built Environment RSA. The tabulated results of the BERD search are provided in Appendix F.

11.2.1.3 Los Angeles Historic Resources Inventory

The Los Angeles Historic Resources Inventory (HistoricPlacesLA) search identified 28 resources within the Alternative 6 Built Environment RSA. The tabulated results of the HistoricPlacesLA search are provided in Appendix FAppendix F.

11.2.2 Native American Heritage Commission Sacred Lands File Search and Assembly Bill 52 Consultation

Refer to Section 6.1.2.

11.2.3 Field Surveys

Refer to Section 6.1.3.

^{*}Koruuvanga



11.2.4 Resources within the Alternative 6 Resource Study Areas

Archival research and field survey for this cultural resources study identified 55 historical resources for purposes of California Environmental Quality Act (CEQA) within the Alternative 6 Built Environment RSA. These include residential, commercial, institutional, government, and industrial properties primarily along existing transportation corridors. Among these historical resources are two historic districts (Map References #54 and #72, indicated in Appendix A) and one historic structure (Map Reference #101). No new or previously recorded archaeological resources were observed during the survey.

11.2.4.1 Historical Resources within the Alternative 6 Built Environment Resource Study Area Table 11-5 details the 55 historical resources identified within the Alternative 6 Built Environment RSA.



Table 11-5. Alternative 6: Historical Resources within Built Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1956
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1958
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1959
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.	1947
44	Bill's Valley Car Wash	NA	7530 Van Nuys Boulevard	The Bill's Valley Car Wash located at 7530 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its role in the commercial and industrial development of Van Nuys and under Criterion C/3 for its Googie design.	1962
45	Tacos Mexico	NA	7140 Van Nuys Boulevard	The Tacos Mexico building located at 7140 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 as a late, and rare example of Mimetic architecture in Los Angeles; originally designed as an Arby's restaurant and resembled a covered wagon.	1968
46	Bank of America	NA	6551 North Van Nuys Boulevard	The Bank of America building located at 6551 North Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its New Formalist design.	1967

11-16 Sepulveda Transit Corridor Project



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
47	Van Nuys Utilities Center	NA	6550 North Van Nuys Boulevard	The Van Nuys Utilities Center located at 6550 North Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 as an unusual example of a Department of Water and Power office building that included an auditorium for demonstrating new electrical appliances, professionals who offered advice and assistance for remodeling homes, displays of the latest home appliances, and a customer service center; and under Criterion C/3 for its Modern design.	1956
48	Firestone	NA	6530 North Van Nuys Boulevard	The Firestone building located at 6530 North Van Nuys Boulevard is eligible for local register listing and is significant as reflecting the corporate architecture created for Firestone, which has been in continuous operation at this location since 1946.	1946
49	Hart's Pawn Shop	NA	6362 North Van Nuys Boulevard	The commercial building located at 6362 North Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its commercial block design.	1936
50	Owl-Rexall Drug Co.	NA	6353 North Van Nuys Boulevard	The Owl-Rexall Drug Co. building located at 6353 North Van Nuys Boulevard is eligible for local register listing and is significant as a rare example of a 1930s variety store in Van Nuys that illustrates the rapid commercial development of Van Nuys Boulevard during the prewar period.	1939
51	Chase Bank	NA	6300 North Van Nuys Boulevard	The Chase Bank building located at 6300 North Van Nuys Boulevard is eligible for local register listing significant as an example of Mid-century Modern commercial architecture with New Formalist elements, designed by notable local architect Peter J. Holdstock.	1968
52	Happy Dogs	NA	6235 North Van Nuys Boulevard	The Happy Dogs restaurant is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Googie design.	1954
53	6203 North Van Nuys Boulevard	NA	6203 North Van Nuys Boulevard	The commercial building located at 6203 North Van Nuys Boulevard is eligible for local register listing and is significant as an example of a 1920s mixed-use building located on a prominent corner on a historic streetcar route.	1926

Sepulveda Transit Corridor Project 11-17



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
54	San Fernando Valley Administrative Center Historic District (Van Nuys State Office Building, Van Nuys State Building)	NA	6162 North Van Nuys Boulevard	The Van Nuys State Office Building is a contributing resource to the San Fernando Valley Administrative Center Historic District which is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 as the City of Los Angeles' government administrative center for the San Fernando Valley, developed primarily during the postwar period.	1984
55	5958 Van Nuys Boulevard	NA	5958 Van Nuys Boulevard	The commercial building located at 5958 Van Nuys Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion C/3 for its One-Part Commercial Block design.	1937
56	Rob's Car Wash	NA	5328 North Van Nuys Boulevard	The Rob's Car Wash located at 5328 North Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Googie design.	Circa 1960
57	Stanley Burke's/Corky's Restaurant and Sign; The Lamplighter	NA	5037-5053 North Van Nuys Boulevard	The local register listed Stanley Burke's/Corky's Restaurant and Sign (LAHCM No. 1215) is significant under local register criteria as a purpose-built 1950s diner on a major commercial corridor in Sherman Oaks.	1958
58	Sherman Oaks Plaza Building	NA	4955 North Van Nuys Boulevard	The Sherman Oaks Plaza Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 as late example of a Corporate International-style office building designed by notable local architect Maxwell Starkman.	1968
59	4449 Van Nuys Boulevard	NA	4449 Van Nuys Boulevard	The commercial building located at 4449 Van Nuys Boulevard is eligible for local register listing and is significant for its Two-Part Commercial Block design.	1947
69	121 North Udine Way	NA	121 North Udine Way	The residential property located at 121 North Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For Alternative 6, this resource is considered a historical resource for the purposes of CEQA.	1929
70	120 North Udine Way	NA	120 North Udine Way	The residential property located at 120 North Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For Alternative 6, this resource is considered a historical resource for the purposes of CEQA.	1936



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
71	Marymount High School (Main Administration Building, including Chapel and Auditorium	NA	10643-10685 Sunset Boulevard and 101-121 Marymount Place	The local register listed Marymount High School (Main Administration Building, including Chapel and Auditorium) (LAHCM No. 254) is significant under local register criteria for its design and local significance.	1961
72	UCLA Historic District	P-19-175802	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California, and under NRHP Criterion C for its design.	1929-1937
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing the NRHP and CRHR and is significant under Criterion A for its association with the history of UCLA and under Criterion C/3 for its Modern design.	1961
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	1960
89	Campbell's Book Store	NA	10918 Le Conte Avenue	The commercial building located at 10918 Le Conte Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its streamline Moderne design.	1933
90	Holmby Building	NA	921 Westwood Boulevard	The local register listed Holmby Building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village, and as the work of master architect Gordon B. Kaufmann.	1929
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	1971
93	10940 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Spanish Colonial Revival design.	1934
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its One Part Commercial Block design.	1940

Sepulveda Transit Corridor Project 11-19



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
95	Desmond's	NA	1001 Westwood Boulevard	The commercial building at 1001 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design.	1942
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	The Bullock's Department Store is eligible for local register listing and is significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	1932
97	Kelly Music Building/Alice's Restaurant	NA	1041 Westwood Boulevard	The local register listed Kelly Music Building/Alice's Restaurant (LAHCM No. 1201) is significant under local register criteria for its association with the early development of Westwood Village and as one of the earliest works by master architect Paul Revere Williams.	1929
98	Penney's	NA	1056 Westwood Boulevard	The Penney's building at 1056 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	1937
99	Janss Investment Company Building	NA	1081 Westwood Boulevard	The local register listed Janss Investment Company Building (LAHCM No. 364) is significant under local register criteria for its Mediterranean Revival design.	1930
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	The Glendale Federal Savings and Loan Association building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1943
101	Westwood Village Streetlight	NA	Westwood and Kinross, northwest corner, adjacent to Janss Investment Company Building	The Westwood Village Streetlight is eligible for local register listing and is significant as one of the last remaining ornamental streetlights that were installed throughout Westwood Village.	1926
102	Bratskeller Egyptian Theater (Ralphs Grocery Store)	P-19-174110	1142 Westwood Boulevard	The Bratskeller Egyptian Theater (Ralph's Grocery Store) building (LAHCM No. 360) is significant for its Mediterranean Revival design and as one of the first buildings constructed in the Westwood area.	1929-1933



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Late Modern commercial architecture and as work of noted architects Krisel-Shapiro & Associates.	1979
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its International style design.	1962
106	Tishman Building	NA	10950 West Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	1971
109	LADWP Westwood Distribution Headquarters	19-173148	1400 S Sepulveda Boulevard	The LADWP Westwood Distribution Headquarters located at 1400 S Sepulveda Boulevard was previously identified through the SCCIC records search. The resource is not visible from the public ROW. For Alternative 6, this resource is considered a historical resource for the purposes of CEQA.	1932
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The multiple family building located at 1400 Greenfield Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1952
111	1410 South Bentley Avenue	NA	1410 South Bentley Avenue	The multiple family building located at 1410 South Bentley Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1964
112	1410 Camden Avenue	NA	1410 Camden Avenue	The residential building located at 1410 Camden Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	1936
113	1418 South Bentley Avenue	NA	1418 South Bentley Avenue	The multiple family building located at 1418 South Bentley Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	1965

Sepulveda Transit Corridor Project



Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Construction Year
115	1511 South Bentley Avenue	NA	1511 South Bentley Avenue	The multiple family building located at 1511 South Bentley Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Contemporary and Stucco Box/Dingbat design.	1972
116	1516 Pontius Avenue	NA	1516 Pontius Avenue	The commercial building located at 1516 Pontius Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1972
117	1527 Pontius Avenue	NA	1527 Pontius Avenue	The commercial building located at 1527 Pontius Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	1960
118/119	General Telephone Company Building	NA	1544 Cotner Avenue	The building is eligible under the NRHP and CRHR Criterion C/3 and is significant for its Art Deco design.	Circa 1953
130	West End Hotel	NA	1538 South Sawtelle Boulevard	The West End Hotel located at 1538 Sawtelle Boulevard is eligible for listing in the local register and is significant for its rare and intact projecting blade signage.	Circa 1930
131	11271 West Massachusetts Avenue	NA	11271 West Massachusetts Avenue	The 11271 West Massachusetts Avenue building is eligible for local register listing and is significant as a rare surviving example of a late 1920s commercial building in West Los Angeles.	1920
132	Laemmle Theater	NA	11521 Santa Monica Boulevard	The Laemmle Theater located at 11521 Santa Monica Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Italian Renaissance design.	1923

CRHR = California Register of Historical Resources

Criterion A/1= An event or series of events or activities, or patterns of an area's development

Criterion C/3= A building form, architectural style, engineering technique, or artistic values, based on a stage of physical development, or the use of a material or method of construction that shaped the historic identity of an area

LAHCM = Los Angeles Historic-Cultural Monument

NA = not applicable

NRHP = National Register of Historic Places

ROW = right-of-way



SCCIC = South Central Coastal Information Center SPRR = Southern Pacific Railroad

Sepulveda Transit Corridor Project 11-23



11.2.4.2 Archaeological Resources within the Alternative 6 Archaeological Resource Study Area

The SCCIC records search identified one historic-age archaeological site (P-19-003803) within the Archaeological RSA, one historic-age archaeological site (P-19-004668) within the Built Environment RSA, and eight additional archaeological resources (P-19-000382, P-19-003336, P-19-004667, P-19-004670, P-19-004669, P-19-004864, P-19-004865, and P-19-100029) within the Project Study Area (Table 11-4). Two of those resources (P-19-000382 and P-19-004669) exhibit historic and prehistoric components, while the remainder are historic-age resources. While not in the Cultural RSAs, P-19-000382 is located within approximately 200 feet of the project alignment for Alternative 6 and requires special consideration.

The ROW for the Santa Monica Air Line Segment of the Southern Pacific Railroad (SPRR) (P-19-003803) was previously recorded within the Archaeological RSA the southern end of Alternative 6. This resource was previously determined to be eligible for listing in the National Register of Historic Places (NRHP). At the time of the field survey for Alternative 6, no portions of the resource were visible in the Archaeological RSA. Recent work by the Metro for the Expo Line appears to have occurred in the resource ROW, and the original rail line has likely been heavily impacted or removed, though the corridor continues to be used for rail transportation. An update to the California Department of Parks and Recreation form for this resource has been completed and is included in Appendix D.

No archaeological resources that are historical resources or unique archaeological resources for the purposes of CEQA were identified in Alternative 6 Archaeological and Built Environment RSAs.

Archaeological Sensitivity of the Alternative 6 Archaeological Resource Study Area

The Alternative 6 Archaeological RSA has potential to encounter previously unrecorded prehistoric and historic-age archaeological resources. Archival research indicates that most archaeological deposits recorded within the Archaeological and Built Environment RSAs and a 0.5-mile radius were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 6 to encounter prehistoric and historic-age archaeological resources below ground surface underlying existing developments.

No archaeological resources were observed during the cultural field survey. However, most of the Archaeological RSA is paved, and exposed surfaces available for inspection consist primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.

While no prehistoric archaeological resources have been identified within the Alternative 6 Archaeological RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, have been recorded less than a mile from the RSA and are on file at the SCCIC. For a description of sites with prehistoric components, refer to Section 6.1.1.1.

Additionally, a 2018 archaeological sensitivity analysis of the West Los Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). As part of an environmental studies undertaken in support of an update to the Master Plan for the Veterans Affairs Greater Los Angeles Healthcare System Campus, Duke Cultural Resources Management was retained to conduct an archaeological sensitivity analysis to determine what parts of the West Los Angeles VA campus have high, moderate, low, or very low potential to encounter previously unidentified archaeological resources (Onken et al., 2018).



Portions of the Alternative 6 Archaeological RSA north and south of the Santa Monica Mountains are in an alluvial depositional environment. Geologic mapping indicates that the majority of the RSA in those areas is situated on Late Holocene to Pleistocene-aged alluvial fan deposits (Figure 4-1). The young age of the Holocene soils indicates that the sediments on which they formed were deposited in the last 5,000 years and therefore, have a moderate potential for burial of older archaeological deposits. Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried archaeological deposits. People are known to have inhabited the region beginning at least 13,000 years ago, indicating soils from the Late Pleistocene through the late Holocene have potential to contain archaeological resources. Older Pleistocene soils present at depth in the Archaeological RSA are not likely to contain archaeological resources. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

While the region has been occupied by Native American inhabitants from time immemorial, historically, portions of the Los Angeles Basin and the San Fernando Valley in the Archaeological RSA have been subject to development, starting in the late 1880s, with notable increases in the 1920s and 1930s and during the post-World War II development boom (Section 4.4). A review of historic period maps across the Archaeological RSA indicates that potential exists to encounter buried, historic-aged, archaeological material associated with earlier periods of use in urban areas, including historic refuse, structural debris or features, and utility features. The potential to encounter historic period cultural material is possible, though with a reduced likelihood, within the Santa Monica Mountains, which have been subject to comparatively limited development since the Portolá expedition first traversed the mountains in 1769.

In summary, the Alternative 6 Archaeological RSA has potential to encounter previously unrecorded prehistoric and historic-age archaeological resources. Site P-19-004668 in the Built Environment RSA and sites P-19-003336, P-19-004667, P-19-004670, P-19-004669, P-19-004864, and P-19-004865 within the Project Study Area were all identified during ground-disturbing construction activities. These resources primarily consist of historic-age refuse deposits that have not been evaluated for eligibility to be listed on the NRHP or California Register of Historical Resources (CRHR). Additionally, P-19-000382 is only approximately 200 feet from the Archaeological RSA, and the site boundary has been previously expanded as a result of archaeological monitoring during construction activities for other projects.

The archaeological sensitivity of the Archaeological RSA is considered to range from low to high (Figure 11-6). The degree and depth of previous ground disturbance across the RSA is not known, but most of the RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance for the Archaeological RSA is not known, it is likely that grading for roads, rails, and parking lots, and construction of utilities and building foundations across the Project Study Area have impacted areas up to approximately 5 feet below the ground surface. Figure 11-6 depicts the estimated archaeological sensitivity of the alignment based on current understanding of Alternative 6 components Areas with low potential for archaeological resources include older geologic deposits, such as areas at great depth or locations with older surficial deposits and areas with well documented high levels of previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Project Study Area within Late Pleistocene to Holocene alluvial deposits, particularly with limited previous ground disturbance, and areas in proximity to previously recorded archaeological resources in or near the Archaeological RSA. Alternative 6 components near sites with prehistoric resources, such as P-19-000382 and P-19-004669, as well as areas near the West Los Angeles VA campus (which has



evidence of prehistoric use [Onken et al., 2018] and historic age archaeological deposits, such as P-19-003803 and P-19-004668), contribute to the sensitivity of at-grade and mass excavation locations in the vicinity of the resources. Alternative 6 components around P-19-000382 have a high potential to encounter archaeological resources, based on previous finds during construction activities in proximity to the site.



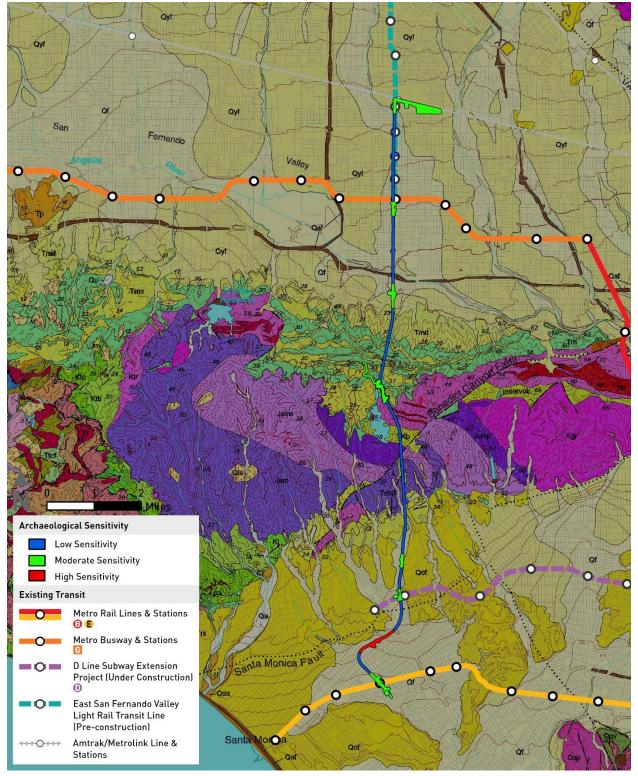


Figure 11-6. Alternative 6: Archaeological Sensitivity

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



11.2.4.3 Human Remains within the Alternative 6 Resource Study Areas

The SCCIC records search, additional archival research, and archaeological field survey, failed to identify any human remains within the Alternative 6 Archaeological or Tribal Cultural RSAs. However, one historic cemetery, the Los Angeles National Cemetery, was identified approximately 600 feet west of Alternative 6 Archaeological RSA. Additionally, burials have been documented at P-19-000382, with the site boundary mapped approximately 200 feet north the Alternative 6 Archaeological RSA.

Established in 1889 for the West Los Angeles VA Medical Center campus, the cemetery originally consisted of 20 acres of land at the eastern edge of the campus boundary. The first burial dates to a few days before the cemetery was formally dedicated (National Cemetery Administration Los Angeles National Cemetery, 2023). The cemetery was expanded by 20 additional acres in 1890 and was expanded again in the early 20th century to its current size of 114 acres. The Los Angeles National Cemetery is a contributing element to the West Los Angeles VA Historic District, which constitutes a historical resource. While unlikely, due of the age of the Los Angeles National Cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is low potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

P-19-000382 is reported to be the Gabrieliño village site of *Koruuvanga*. It is listed as California Registered Landmark Site No. 522, as well as registered with the State of California Native American Heritage Commission as a Sacred Site. At least two burials have been identified at the site, along with grave goods and other Native American material culture. Construction activities within and adjacent to former site boundaries have encountered cultural material that has expanded the site boundary, and there is high potential for previously unrecorded buried portions of the site to be encountered in proximity to the Alternative 6 Archaeological RSA. The current boundaries of the archaeological site are approximately 200 feet north of the Alternative 6 Archaeological RSA, and the Alternative 6 alignment has potential to encounter human remains associated with the site.

11.2.4.4 Tribal Cultural Resources within the Alternative 6 Tribal Cultural Resource Study Area

The SCCIC records search, the State of California Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, additional archival research, Assembly Bill (AB) 52 consultation efforts, and pedestrian survey did not identify any formally documented Tribal Cultural Resources (TCR) listed or eligible for listing in the CRHR or in a local register of historical resources, within the Alternative 6 Tribal Cultural RSA. However, one ethnohistoric village site that is of importance to the tribal communities of the greater Los Angeles area is very close to the Alternative 6 Tribal Cultural RSA.

The following discussion addresses the results of the NAHC SLF search and ongoing AB 52 consultation, as well as TCRs in the vicinity of the Tribal Cultural RSA and the potential to encounter previously unidentified TCRs during construction of Alternative 6.

Tribal Cultural Resources Sensitivity of the Alternative 6 Tribal Cultural Resource Study Area

While no TCRs have been formally recorded within the Tribal Cultural RSA, the cultural resources study did identify ethnohistoric villages, burials, important prehistoric travel routes, and natural resource areas nearby. In addition, the NAHC SLF search confirmed that the region contains Native American cultural resources, Traditional Cultural Properties, and/or TCRs. The site of a sacred spring associated with an ethnohistoric village is located less than 200 feet from the Tribal Cultural RSA and has potential to encompass previously undisturbed, buried, cultural deposits in the area. Therefore, it is possible that unknown TCRs may be buried within the Alternative 6 Tribal Cultural RSA.



No TCRs were observed within the Tribal Cultural RSA during the cultural field survey. However, most of the Project Study Area is paved, and exposed surfaces available for inspection consist primarily of landscape features, which are often small and contain heavily disturbed soils or imported fill.

No documented villages have been recorded within the Alternative 6 Tribal Cultural RSA. However, the village of *Koruuvanga* (P-19-000382) is located approximately 200 feet north of the southern end of the Alternative 6 Tribal Cultural RSA, and the village of *Siutcanga* is located approximately 3 miles west of the northern end of the Alternative 6 Tribal Cultural RSA. Both villages were visited by the Portolá expedition in August of 1769, contain burial grounds, retain an archaeological footprint, and continue to be significant places to tribes of the greater Los Angeles area. Archaeological investigations and construction monitoring in the vicinity of these locations have encountered burials and material culture consistent with a long-term habitation site.

Villages operated as the primary settlement within a lineage or clan's territory, and the landscape surrounding the villages was used for managing and gathering important plant resources, hunting, collecting useful natural resources such as asphalt or stone material for household implements, and traveling between smaller camps and neighboring villages throughout the year. For this reason, there is increased potential to encounter other TCRs in the vicinity of known village sites.

No formally recorded indigenous travel routes have been documented within the Alternative 6 Tribal Cultural RSA. A review of ethnographic literature, historic maps, contemporary research on the indigenous landscape, and comments provided by tribal representatives indicates that the Sepulveda Pass constitutes an important travel corridor. AB 52 consultation indicated that the Tribal Cultural RSA represents a significant landscape to tribes who have traditional knowledge of, and cultural connections to, the prominent corridor. The pass has been used for thousands of years to support exchange networks and travel, and it holds religious significance. Tribal representatives indicated the entire RSA corridor is in a landscape they consider to be a TCR.

For a cultural resource, including a cultural landscape, to be treated as a TCR, it must have a defined geographic area and meet the criteria of the CRHR. The Sepulveda Pass can be geographically defined by the viewshed of the canyon between ridges that bound the pass. The Santa Monica Mountains, in which the Sepulveda Pass is located, are listed as a scenic vista and scenic resource in the *Conservation Element of the City of Los Angeles General Plan* (DCP, 2001) further supporting the value of this landscape. Although the Pass does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is on-going and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for the Project.

The Portolá expedition traversed the canyon in early August 1769. From the springs, the expedition camped near the village of *Koruuvanga*, then headed north, where it encountered the people of *Siutcanga*. The Alternative 6 alignment does not intersect the Sepulveda Pass, and the portion of the alignment that crosses the Los Angeles River is deeply buried. The 1937 Kirkman-Harriman pictorial map of Los Angeles (Kirkman, 1937) also depicts several old or "ancient" roads intersecting the southern end of the Alternative 6 Tribal Cultural RSA, as well as the Camino Real, crossing the Tribal Cultural RSA north of the Santa Monica Mountains. The exact location of these routes is difficult to confirm, but they likely follow existing trails and travel routes developed and used by the Gabrieliño and their neighbors. These routes were later developed into roads and highways that are in use today.

The Alternative 6 Tribal Cultural RSA is near several water courses that are important to Gabrieliño tribes. In the northern portion of Alternative 6, the Tribal Cultural RSA is intersected by the Los Angeles



River north of the Santa Monica Mountains in an area east of where a confluence of drainages meets the river. An area approximately a mile east of the Alternative 6 Tribal Cultural RSA is now referred to as the Sepulveda Basin, and multiple prehistoric archaeological sites have been documented in the vicinity. The Sepulveda Pass, located approximately 1.75 miles west of the Alternative 6 Tribal Cultural RSA, also historically has had water running through it. At the south end of Alternative 6, several springs are mapped within 0.5 mile of the Tribal Cultural RSA. These riparian environments would have provided ideal locations for the acquisition of a variety of resources, and native people would have been likely to spend time in these areas. Though many of the water courses have been eradicated or channelized, historically they would have provided sources of fresh water that created ideal conditions for certain plant resources and local fauna. Habitation sites and activity areas were also commonly established near reliable sources of fresh water.

The literature review, archival research, and tribal consultation identified the Los Angeles River as another landscape feature to be treated comparably to a TCR. The river has a placename in local tribal dialects, is mentioned in Gabrieleño history and lore, and is still used in contemporary tribal communities for ceremonial and cultural traditions (LA County, 2024; Lozano, 2018). A review of historic maps and history of the Los Angeles River development (Section 4.4.2.8) indicates that, while the portion of the river crossing the Alternative 6 Tribal Cultural RSA was channelized between 1948 and 1952, it continues to follow a route closely resembling the historic footprint. Although the Los Angeles River does not currently meet criteria to qualify as a TCR per PRC section 21074, AB52 consultation is ongoing and further input from participating tribes is required to formally designate this feature as a TCR. Out of an abundance of caution and with respect to input from tribes during consultation it will be treated in a manner consistent with a TCR for the Project. The Alternative 6 alignment is proposed to tunnel well beneath the Los Angeles River and is not anticipated to intersect the river or exhibit aboveground components in the area.

Archival research indicates that most archaeological deposits recorded within the Tribal Cultural RSA and a 0.5-mile radius of it were encountered below ground surface during construction activities. Site records for archaeological resources identified at the SCCIC indicate there is potential for construction activities related to Alternative 6 to encounter TCRs below ground surface underlying existing developments.

While no prehistoric archaeological resources have been identified within the Alternative 6 Tribal Cultural RSA, two resources with Native American cultural material, P-19-000382 and P-19-004669, have been recorded within 0.5 mile of the Tribal Cultural RSA; one of those resources is approximately 200 feet north of the Project area. In addition, a 2018 archaeological sensitivity analysis of the West Lost Angeles VA campus suggests a third site of Native American origin may be present in the vicinity (Onken et al., 2018). Site P-19-000382 and P-19-004669 are addressed in more detail in Section 6.1.1.1. The sensitivity model developed by Onken and others in 2018 indicated that approximately 17 percent of the West Los Angeles VA campus exhibits Holocene age soils that have increased potential for buried prehistoric archaeological deposits. Sensitivity ranking also took into account proximity to water sources and previously recorded resources. Full-time or spot-check archaeological monitoring or buried site testing was recommended for all areas except those identified as having very low sensitivity (Onken et al., 2018).

Most of the Tribal Cultural RSA north and south of the Santa Monica Mountains is in an alluvial depositional environment. Geologic mapping indicates that the majority of the Tribal Cultural RSA north and south of the Santa Monica Mountains is situated on Late Holocene to Pleistocene-aged alluvial fan deposits. The young age of the Holocene soils indicates that the sediments on which they formed were



deposited in the last 5,000 years and therefore, have a moderate potential for burial of older archaeological deposits. Generally, the younger a surficial alluvial landform is, the higher its potential for preservation of buried archaeological deposits. In addition, it has been demonstrated that archaeological sites are not distributed randomly across the landscape, but tend to correlate with certain environmental factors, including slope (flatter being more positively correlated) and distance to water and other resources.

The tribal cultural sensitivity of the Alternative 6 Tribal Cultural RSA is considered to range from low to high (Figure 11-7). The degree and depth of previous ground disturbance across the Tribal Cultural RSA is not known, but most of the Tribal Cultural RSA has been subject to prior construction and development. While the exact depth and degree of previous subsurface ground disturbance within the Tribal Cultural RSA is not known, grading for roads, rails, and parking lots, and previous construction activities for utilities and building foundations found across the Project Study Area are likely to have impacted approximately 5 feet below ground surface. Figure 11-7 depicts the estimated TCR sensitivity of the alignment based on current understanding of Alternative 6 components and should be revised as new information from tribal consultation and construction plans are received. Areas with low potential for archaeological resources include older geologic deposits (such as where Alternative 6 components would be constructed at great depth or where near-surface components would be in areas with older surficial deposits) and areas with very high levels of well-documented, previous subsurface ground disturbance. Areas with moderate potential to encounter archaeological resources include portions of the Tribal Cultural RSA in Holocene and late Pleistocene age soils near historic water ways, areas with limited previous ground disturbance, and areas in proximity to previously recorded archaeological resources or TCRs in or near the Tribal Cultural RSA.

It should be noted that archaeologists define sensitivity for archaeological resources as a potential for a location to contain intact deposits that can provide information of scientific value. TCRs, which may include archaeological deposits, do not necessarily require the same level of preservation, and tribal representatives may be more concerned with identifying and protecting any and all cultural material associated with ancestral use of an area, regardless of scientific value. Alternative 6 components near P-19-000382 are considered to have high potential to encounter buried TCRs.



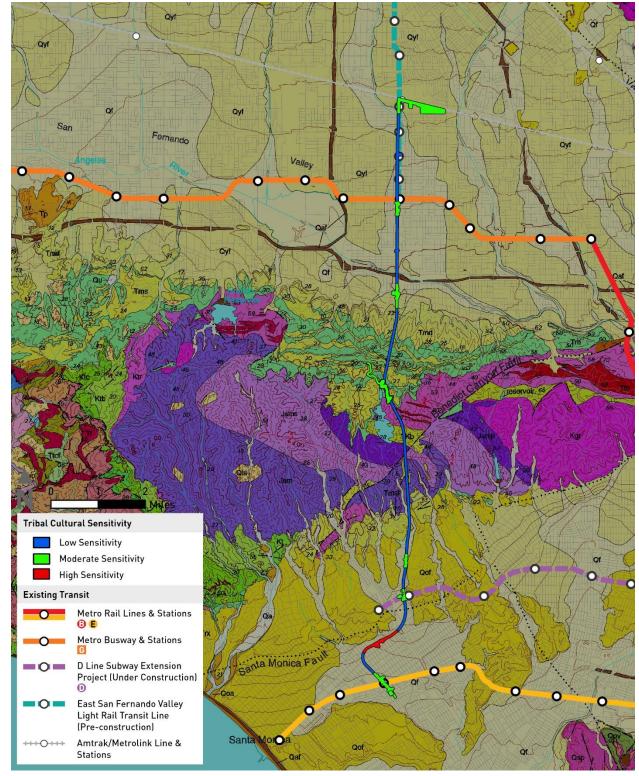


Figure 11-7. Alternative 6: Tribal Cultural Sensitivity

Refer to Table 4-1, Geologic Units within the Project Study Area, for Geologic Units Legend.



11.3 Impact Evaluation

11.3.1 Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

11.3.1.1 Operational Impacts

Operation and maintenance of the Alternative 6 alignment would not physically demolish, destroy, relocate, or alter any of the historical resources within the Alternative 6 Built Environment RSA. Therefore, operational impacts would not cause a substantial adverse change in the significance of historical resources pursuant to CEQA Guidelines (Section 15064.5). Activities during Alternative 6 operations would be limited to the operation and maintenance of the alignment. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions) and related to operation and maintenance, and new pedestrian traffic within the environs of the station locations.

11.3.1.2 Construction Impacts

Alternative 6 activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent Project Alternative 6 features. Construction impacts on historical resources could be direct and indirect. Direct impacts include the physical demolition, destruction, relocation, or alteration of historical resources. Indirect impacts during construction could include temporary visual, audible, or atmospheric intrusions affecting the surroundings of historical resources. This assessment also considers the permanent impacts of Alternative 6's new infrastructure, such as its visual and physical presence within the setting of historical resources. These impacts are treated as construction-related impacts, rather than operational impacts, because these project changes are directly tied to the introduction of the infrastructure during the construction phase. For historical resources where construction activities would not result in physical demolition, destruction, relocation, or alteration, and where the setting would remain unaffected by the new infrastructure, impacts are considered less than significant. Similarly, where visual and physical changes would not materially impair the historical significance of a resource, the impacts are also identified as less than significant. Historical resources are identified by Map Reference numbers corresponding to the maps included in Appendix A.

11.3.1.3 Alternative 6 Historical Resources – Less Than Significant Impacts 13812 Saticoy Street (Map Reference #1)

The industrial building at 13812 Saticoy Street is significant for its 1956 Modern design.

Under Alternative 6, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The proposed alteration of this setting with the new visual element of the MSF would not materially impair its significance and would result in a less than significant impact. No mitigation is required.

13914 Saticoy Street (Map Reference #2)

The industrial building at 13914 Saticoy Street is significant for its 1954 Modern design.



Under Alternative 6, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance and would be a less than significant impact. No mitigation is required.

13938 Saticoy Street (Map Reference #3)

The industrial building at 13938 Saticoy Street is significant for its 1959 Modern design.

Under Alternative 6, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance and would be a less than significant impact. No mitigation is required.

13942 Saticoy Street (Map Reference #4)

The industrial building at 13942 Saticoy Street is significant for its 1959 Modern design.

Under Alternative 6, an MSF would be constructed approximately 300 feet from the south elevation of the building. The MSF would be located south of the existing railroad alignment, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial, and the south elevation's current viewshed includes the railroad alignment. The MSF would not limit views of the resource. The proposed MSF would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the MSF would not materially impair its significance and would be a less than significant impact. No mitigation is required.

Southern Pacific Railroad Warehouse (Map Reference #5)

The SPRR Warehouse at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.

Under Alternative 6, the proposed Van Nuys Metrolink Station would be constructed south of the resource. The proposed station would be underground, and the building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the railroad alignment and industrial corridors. Due to the underground nature of the improvements, no permanent visual impacts on the historical resource or its setting is anticipated from the addition of the proposed station or the underground alignment. The station and underground alignment would not materially impair the resource's ability to convey its significance and would be a less than significant impact. No mitigation is required.



11.3.1.4 Alternative 6 Historical Resources - Significant Impacts

Bill's Valley Car Wash (Map Reference #44)

The Bill's Valley Car Wash building at 7530 Van Nuys Boulevard is a commercial property. It is significant for its role in the commercial and industrial development of Van Nuys and for its 1962 Googie design.

Under Alternative 6, the property would be acquired and demolished for the construction of the proposed Van Nuys Metrolink Station. Physical demolition would materially impair the significance of the historical resource and would result in a significant impact. Implementation of MM CUL-4 and MM CUL-5 would reduce this impact by ensuring archival documentation and public interpretation of the resource's historical significance. However, because these measures cannot prevent the demolition itself, they cannot reduce the impact to a less than significant level.

5958 Van Nuys Boulevard (Map Reference #55)

The building located at 5958 Van Nuys Boulevard is a commercial building significant for its One-Part Commercial Block design.

Under Alternative 6, the proposed TPSS 15 and 16 would be located along Van Nuys Boulevard between Emelita Street and Califa Street. The TPSS would be underground and located immediately under the commercial building. The building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Van Nuys Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and roadway improvements, as well as the use of pile driving at this location, has the potential to cause construction vibration adjacent to the building that could impact the historical resource. The construction activities adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Historic District (Map Reference #72)

The UCLA Historic District includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant as the first public institution of higher education in Southern California and for its design.

Under Alternative 6, the proposed UCLA Gateway Plaza Station would be built within the boundaries of the historic district. The station would be underground, and none of the contributing buildings or landscape elements would be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the UCLA campus and roadways. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historic district or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historical district. The construction activities within the district also have the potential to inadvertently impact character-defining features (e.g., design



elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would result in a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

UCLA Ackerman Hall (Map Reference #73)

The UCLA Ackerman Hall building is a multiple-story education property that is significant for its association with the history of UCLA and for its 1961 Modern design.

Under Alternative 6, the proposed UCLA Gateway Plaza Station would be constructed approximately 20 feet from the west elevation of the building. During construction, a portion of the stairs leading to the building would be removed and replaced with temporary stairs. Once the station box is completed, permanent stairs would be rebuilt. The stairs are not a contributing element to the historical significance of UCLA Ackerman Hall and therefore, would not result in a significant impact. The station would be underground, and the UCLA Ackerman Hall building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the UCLA campus and roadways. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Gayley Center (Map Reference #103)

The Gayley Center located at 1101 Gayley Avenue is a larger commercial property. It is significant for its Late Modern commercial architecture and as work of noted architects Krisel Shapiro & Associates.

Under Alternative 6, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 50 feet east from the west elevation of the building. The station would be underground, and the Gayley Center would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring pre-



construction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Linde Medical Building (Map Reference #104/105)

The Linde Medical Building, located at 10921 Wilshire Boulevard is a large commercial property. It is significant for its 1962 International style design.

As designed, affected portions of the property entrance would be restored in accordance with the California Historical Building Code and all applicable requirements. Under Alternative 6, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 100 feet from the west elevation of the building. The station would be underground, and the Linde Medical Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Tishman Building (Map Reference #106)

The Tishman Building is a commercial building constructed in 1971. It is significant for its Corporate Modern high rise architecture and as the work of master architect Welton Becket.

Under Alternative 6, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 20 feet from the north elevation of the building. The station would be underground, and the Tishman Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the north elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

Laemmle Theater (Map Reference #132)

The Laemmle Theater at 11521 Santa Monica Boulevard is a commercial property constructed in 1923. It is significant for its Italian Renaissance design.



Under Alternative 6, the proposed Santa Monica Boulevard Station would be constructed approximately 20 feet from the south elevation of the building. The station would be underground, and the Laemmle Theater would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the north elevation's current viewshed includes the commercial corridor along Santa Monica Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of station or the underground alignment.

However, construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. This would be a significant impact. Implementation of MM CUL-1 would reduce this potentially significant impact to a less than significant level by establishing protective measures, requiring preconstruction assessments, implementing vibration-reducing construction techniques, and ensuring continuous monitoring to prevent damage to character-defining features of the historical resource.

11.3.1.5 Alternative 6 Historical Resources – No Impact

Construction of Alternative 6 would result in no impact to 43 resources (Table 11-6). These historical resources would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impacts on these historical resources or their setting is anticipated from the addition of the underground alignment. These historical resources are either located within the underground portions of the alignment or are located a considerable distance from station locations, construction staging areas, or TBM launch and extraction sites.

Table 11-6. Alternative 6: Historical Resources – No Impact

Map Reference #	Resource Name	Address
14	Van Nuys Street Trees	Sherman Way and Van Nuys Boulevard,
		south to Van Nuys Boulevard and Hamlin
		Street
45	Tacos Mexico	7140 Van Nuys Boulevard
46	Bank of America	6551 North Van Nuys Boulevard
47	Van Nuys Utilities Center	6550 North Van Nuys Boulevard
48	Firestone	6530 North Van Nuys Boulevard
49	Hart's Pawn Shop	6362 North Van Nuys Boulevard
50	Owl-Rexall Drug Co.	6353 North Van Nuys Boulevard
51	Chase Bank	6300 North Van Nuys Boulevard
52	Happy Dogs	6235 North Van Nuys Boulevard
53	6203 North Van Nuys Boulevard	6203 North Van Nuys Boulevard
54	San Fernando Valley Administrative Center Historic District (Van Nuys State Office Building, Van Nuys State Building)	6162 North Van Nuys Boulevard
56	Rob's Car Wash	5328 North Van Nuys Boulevard
57	Stanley Burke's/Corky's Restaurant and Sign;	5037-5053 North Van Nuys Boulevard
	The Lamplighter	
58	Sherman Oaks Plaza Building	4955 North Van Nuys Boulevard
59	4449 Van Nuys Boulevard	4449 Van Nuys Boulevard
69	121 North Udine Way	121 North Udine Way



Map Reference #	Resource Name	Address
70	120 North Udine Way	120 North Udine Way
71	Marymount High School (Main Administration	10643-10685 Sunset Boulevard and
	Building, including Chapel and Auditorium)	101-121 Marymount Place
87	UCLA Veterans Rehabilitation Services	1000 Veteran Avenue
89	Campbell's Book Store	10918 Le Conte Avenue
90	Holmby Building	921 Westwood Boulevard
91	924 Westwood Boulevard	924 Westwood Boulevard
93	10940 Weyburn Avenue	10940 Weyburn Avenue
94	Chatam Restaurant	10930 Weyburn Avenue
95	Desmond's	1001 Westwood Boulevard
96	Bullock's Department Store	1000 S Westwood Boulevard
97	Kelly Music Building/Alice's Restaurant	1041 Westwood Boulevard
98	Penney's	1056 Westwood Boulevard
99	Janss Investment Company Building	1081 Westwood Boulevard
100	Glendale Federal Savings and Loan Association	1090 Westwood Boulevard
101	Westwood Village Streetlight	Westwood and Kinross, northwest corner,
		adjacent to Janss Investment Company
		Building
102	Bratskeller Egyptian Theater (Ralph's Grocery Store)	1142 Westwood Boulevard
107	1220 Veteran Avenue	1220 Veteran Avenue
109	LADWP Westwood Distribution Headquarters	1400 S Sepulveda Boulevard
110	1400 Greenfield Avenue	1400 Greenfield Avenue
112	1410 Camden Avenue	1410 Camden Avenue
113	1418 S Bentley Avenue	1418 S Bentley Avenue
115	1511 South Bentley Avenue	1511 South Bentley Avenue
116	1516 Pontius Avenue	1516 Pontius Avenue
117	1527 Pontius Avenue	1527 Pontius Avenue
118/119	1544 Cotner Avenue	1544 Cotner Avenue
130	West End Hotel	1538 S Sawtelle Boulevard
131	11271 West Massachusetts Avenue	11271 West Massachusetts Avenue

Source: HTA, 2024

11.3.1.6 Impacts of Maintenance and Storage Facility

The Alternative 6 MSF has the potential to impact Map References #1, #2, #3, and #4 (four industrial buildings on Saticoy Street). However, the proposed MSF would not physically demolish, destroy, relocate, or alter any historical resources. The existing viewshed of these historical resources is commercial with modern development and this alteration of setting would not materially impair their significance. There would be no construction or operational impacts to these historical resources associated with the MSF. Therefore, the MSF would result in a less than significant impact. No mitigation is required.

11.3.2 Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

11.3.2.1 Operational Impacts

Operation and maintenance of the alignment would not physically destroy, relocate, or alter any previously recorded archaeological resource within the Alternative 6 Archaeological RSA. Any post-



review-discovery archaeological resources encountered during construction of Alternative 6 would be evaluated and impacts would be mitigated as needed during the construction phase. Operation and maintenance would not result in the destruction, relocation, or alteration of post-review discoveries mitigated during construction. Therefore, operational impacts would not cause a substantial adverse change in the significance of archaeological resources pursuant to CEQA Guidelines (Section 15064.5).

11.3.2.2 Construction Impacts

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 11.2.4.211.2.4.2, indicates construction activities associated with the Alternative 6 alignment would have low to high potential to encounter previously unidentified archaeological resources below ground surface. Portions of the Archaeological RSA in proximity to P-19-000382 were determined to have high potential because intact significant archaeological resources have been identified directly adjoining to the Archaeological RSA. No prehistoric archaeological sites and only one historic-age archaeological site have been identified within or directly adjacent to the Archaeological RSA for Alternative 6. The one resource documented within the Archaeological RSA (P-19-003803) has been determined to no longer be present within the alignment and does not have potential to be impacted by construction of Alternative 6. However, the sediments present across the Alternative 6 alignment consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits.

Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as where Alternative 6 components would be constructed at great depth, and those in areas with high levels of well-documented, previous subsurface ground disturbance. Locations considered to have moderate potential to encounter archaeological deposits are those in younger soils, such as Alternative 6 components constructed in shallower depths and with low or unknown levels of previous disturbance. Proximity to previously recorded archaeological resources, important prehistoric resource areas, and water sources also increases sensitivity.

Archival research and field survey determined that one recorded historic-age resource (P-19-003803) was previously recorded in the Archaeological RSA but has likely been removed as a result of prior construction activity in the area. Archaeological resources of prehistoric and historic age have been documented in the Built Environment RSA and within a 0.5-mile radius of the Alternative 6 Archaeological RSA. They were often encountered in the context of subsurface construction activity, indicating there is potential in the area to encounter additional resources in a similar manner. Activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent Alternative 6 features.

Buried archaeological resources may exist within the Alternative 6 Archaeological RSA, and it is possible these resources could be unearthed during excavation activities. The proposed alignment for Alternative 6 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter archaeological resources are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Shallow construction work associated with the Alternative 6 alignment would have limited potential to encounter intact archaeological resources. Other proposed construction activities, such as mass excavation required for new stations, TBM launch and extraction sites, mountain shaft and access road, near-surface construction activities, and ancillary facilities with excavation depths greater than 5 feet would have the potential to encounter intact archaeological deposits below the shallow previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 11.2.4.2, Figure 11-6).



Based on this analysis, construction of Alternative 6 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant, and mitigation is required (Section 11.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 6.

11.3.2.3 Impacts of Maintenance and Storage Facility

An assessment of archaeological sensitivity for the Archaeological RSA, as described in Section 11.2.4.2, indicates construction activities associated with the Alternative 6 MSF would have moderate potential to encounter previously unidentified archaeological resources below ground surface. No prehistoric or historic-age archaeological sites have been identified within or adjacent to the MSF; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits. Construction activities with excavation depths greater than 5 feet have the potential to encounter intact archaeological deposits below the previous ground disturbance and are considered to have moderate archaeological sensitivity (Section 11.2.4.2, Figure 11-6).

Construction of the MSF has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to archaeological resources related to construction of the alignment alternative would be significant and mitigation is required (Section 11.4.2). With implementation of MM CUL-1, MM CUL-6, MM CUL-7, impacts on archaeological resources, including historical resources and unique archaeological resources, would be reduced to less than significant for Alternative 6 MSF.

11.3.3 Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

11.3.3.1 Operational Impacts

Activities during Alternative 6 operations would be limited to the operation and maintenance of alignment. These types of activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, Alternative 6 would have no operational impacts on human remains.

11.3.3.2 Construction Impacts

Potential construction impacts on human remains, including those interred outside of dedicated cemeteries, would be related to ground disturbing activities.

One known cemetery, the Los Angeles National Cemetery, is located within 600 feet of the Alternative 6 Archaeological RSA. However, the probability of encountering human remains during construction is low because the Los Angeles National Cemetery is located outside of the proposed project alignment and no construction activities would occur within the cemetery grounds. While unlikely, because of the age of the cemetery and the documentation of at least one interment in the area prior to the official founding of the cemetery, there is potential for unmarked and forgotten graves to lie outside of the existing cemetery footprint.

At least two indigenous burials have been encountered within the previously recorded site of P-19-000382, an ethnohistoric village site located approximately 200 feet north of the Alternative 6 Archaeological RSA. The village site is located near the Alternative 6 Archaeological RSA and provides



evidence that there is potential to encounter Native American human remains in the vicinity. While no evidence of human remains has been previously identified within the Alternative 6 alignment, unknown human burials may exist within the Alternative 6 Archaeological RSA, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of Alternative 6 has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 11.4.2). With implementation of MM CUL-8 impacts to human remains would be reduced to less than significant for Alternative 6.

11.3.3.3 Impacts of Maintenance and Storage Facility

While no evidence of human remains has been previously identified within the construction area for the Alternative 6 MSF, burials have been identified near the Alternative 6 Archaeological RSA. Unknown human burials may exist within the MSF Project area, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of the Alternative 6 MSF has the potential to cause a substantial adverse change to an unknown burial. Disturbance of unknown burial sites would result in a significant impact, and mitigation is required (Section 11.4.2). With implementation of MM CUL-8 impacts to human remains would be reduced to less than significant for the Alternative 6 MSF.

11.3.4 Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe?

11.3.4.1 Operational Impacts

Activities during operations would be limited to the operation and maintenance of the Alternative 6 alignment. No TCRs have been documented in the Alternative 6 alignment. Therefore, operation and maintenance of the alignment would not physically demolish, destroy, relocate, or alter any previously recorded TCRs. However, during AB 52 consultation, tribal representatives from multiple tribes have indicated the importance of the Tribal Cultural RSA landscape to their cultural heritage. A literature review of ethnographic and historic sources, historic maps, and reporting on contemporary Native American knowledge and connection to the landscape resulted in the identification of two features, the Sepulveda Pass and the Los Angeles River, which exhibit potential to qualify as a TCR. Although these landscape features do not currently meet TCR criteria per PRC Section 21074, AB52 consultation is ongoing and further input from participating tribes is required to formally designate them as TCRs. Out of an abundance of caution and with respect to input from tribes during consultation these features are being treated in a manner consistent with a TCR for the Project. Alternative 6 would have no direct or indirect operational impacts to the Sepulveda Pass or the Los Angeles River. Therefore, operational impacts would not have potential to cause a substantial adverse change in the significance of TCRs pursuant to Public Resources Code (PRC) Section 21074 and would not require (Section 11.4.2).

11.3.4.2 Construction Impacts

Based on tribal consultation, archival research, and field survey, no resources meeting the criteria to be documented as TCRs exist within the Alternative 6 Tribal Cultural. However, one NAHC designated sacred site is located within 200 feet of the Archaeological and Tribal Cultural RSAs. Additionally, during



AB 52 consultation and literature review, two landscape features, the Sepulveda Pass and the Los Angeles River, were identified as significant places important to tribal cultural heritage. As such, for the purposes of this analysis, the Sepulveda Pass and Los Angeles River are being treated in a manner consistent with a TCR. The presence of previously recorded archaeological sites with Native American components in such close proximity to the RSAs and the presence of indigenous trails and important water resources in the vicinity suggest that buried TCRs may exist within the Alternative 6 Tribal Cultural RSA. The resource documented within close proximity to the Tribal Cultural RSA is an ethnographic village where at least two indigenous burials have been encountered. It is possible that significant resources could be unearthed during project excavation activities.

The proposed alignment for Alternative 6 is largely within the public ROW that has already been disturbed with utility and street construction, but those disturbances were relatively shallow. Locations considered to have low potential to encounter TCRs are those in older geologic deposits, such as tunnel locations where project components would be constructed at great depth. Because of the prior disturbances, shallow construction work, such as work necessary for the at-grade portions of the alignment, would have limited potential to encounter intact TCR archaeological deposits and human remains. However, other proposed construction activities, such as mass excavation required for new stations, TBM launch and extraction sites, near-surface construction activities, and ancillary facilities, would have the potential to encounter deeper, intact archaeological deposits. Furthermore, while an archaeologist may place greater importance on the intact nature of archaeological deposits, tribes may be concerned with the potential to identify and protect prehistoric resources, regardless of scientific value. Therefore, construction of the Alternative 6 alignment has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. Impacts would be potentially significant. Refer to Section 11.4.2 for proposed mitigation measures. With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for Alternative 6.

11.3.4.3 Impacts of Maintenance and Storage Facility

An assessment of TCR sensitivity for the Tribal Cultural RSA, as described in Section 11.2.4.4, indicates construction activities associated with the Alternative 6 MSF would have moderate potential to encounter previously unidentified TCRs below ground surface (Section 11.2.4.4, Figure 11-7). No TCRs have been identified within the MSF Project area; however, the sediments present in the area consist of younger and older quaternary alluvium, which have potential to contain archaeological deposits and TCRs that could be impacted by ground-disturbing activities.

Construction of the Alternative 6 MSF has the potential to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the CRHR or in a local register of historical resources. The potential impacts to TCRs related to construction of the alignment alternative would be significant, and mitigation is required (Section 11.4.2). With implementation of MM TCR-1 and MM TCR-2 impacts on TCRs would be reduced to less than significant for the Alternative 6 MSF.

11.4 Mitigation Measures

11.4.1 Operational Impacts

No mitigation measures are required.



11.4.2 Construction Impacts

Under Alternative 6, there could be construction impacts to historical resources, archaeological resources, human remains, or TCRs during construction. Therefore, the following mitigation measures were developed. AB 52 consultation is ongoing, and any final mitigation measures for TCRs will be determined through consultation with tribes prior to the public review of the Draft Environmental Impact Report.

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- A project wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas that were not accessible during the preparation of this EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.
- The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.
- The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.
- The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.
- The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is



determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.

- The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.
- The Cultural Resources Monitoring and Mitigation Plan shall require a preconstruction baseline survey to identify building protection measures for
 historical resources in relation to tunnel boring machine launch/tunnel boring
 machine extraction, construction staging, and construction vibration and cut and
 cover activities adjacent to historical resources. The Project shall conduct a preconstruction survey to establish baseline, pre-construction conditions and to
 assess the potential for damage related to improvements adjacent to these
 historical resources.
- The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to vibration mitigation measures in the Sepulveda Transit Corridor Project Noise and Vibration Technical Report for more information [Metro, 2025a].) In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring machine construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine, as deemed appropriate in consultation with Metro's tunneling panel. An architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.
- The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures. If the post-construction survey identifies damage to historical resources, the Project shall require that repairs be made in accordance with the SOI Standards for the Treatment of Historic Properties. The assessment shall confirm that such repairs have been completed to restore the resource's integrity and avoid any permanent material impairment to the resource.
- MM CUL-1 applies to the following historical resources:



- UCLA Historic District
- UCLA Ackerman Hall
- Linde Medical Building
- Tishman Building
- Laemmle Theater
- Gayley Center
- 5958 Van Nuys Boulevard

MM CUL-4: Historical Resource Archival Documentation

- The Project shall complete historical resource archival documentation of historical resources that will be demolished or substantially altered. The archival documentation shall follow the guidelines of the National Park Service's Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey program to create Historic American Building Surveylike documentation. At a minimum, the documentation shall consist of the following:
 - Large-format photographs including negatives and archival prints
 - Written narrative following the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey short format
 - Site plan
- The Project shall provide copies of the documentation to the City of Los Angeles for archival purposes. Large-format photography shall be completed prior to any demolition activities that would affect the Bill's Valley Car Wash located at 7530 Van Nuys Boulevard. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Los Angeles Public Library. Copies of documentation shall be offered to the Los Angeles Public Library and local historical societies upon request.
- MM CUL-4 applies to the following historical resources:
 - Bill's Valley Car Wash

MM CUL-5: Interpretive Program

- The Project shall prepare interpretive programs for historical resources that will be demolished or substantially altered. The Project shall provide interpretive materials in the form of a pamphlet, website, or similar, that describes and/or illustrates the historic significance of these properties. Interpretive materials shall be provided to the City of Los Angeles for public education purposes. Copies of interpretive materials shall be offered to the Los Angeles Public Library and local historical societies upon request.
- MM CUL-5 applies to the following historical resources:
 - Bill's Valley Car Wash



MM CUL-6: Cultural Resource Training

- Prior to any ground disturbing activities, all construction personnel involved in ground disturbing activities shall be provided with appropriate cultural and Tribal Cultural Resources training in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1.
- The training shall be prepared by an Secretary of the Interior qualified archaeologist to instruct the personnel regarding the legal framework protecting cultural resources and Tribal Cultural Resources, typical kinds of cultural resources and Tribal Cultural Resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or Tribal Cultural Resources are discovered. The training shall be presented by, or under the supervision of, an Secretary of the Interior qualified archaeologist, who shall review types of cultural resources and artifacts that would be considered potentially significant to support operator recognition of these materials during construction. Contingent upon the results of Assembly Bill (AB) 52 consultation, Native American representatives shall be solicited to attend the Worker Environmental Awareness Program training and contribute to the course material to provide guidance on tribal perspectives on working in areas sensitive for Tribal Cultural Resources.

MM CUL-7: Archaeological Monitoring

• Project related ground disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by, or under the supervision of, a Secretary of the Interior qualified archaeologist, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL 1. If monitoring does not reveal any archaeological artifacts, then there would be no impact to archaeological resources. If archaeological artifacts are discovered, then work shall be halted in the immediate vicinity of the find, and a Secretary of the Interior-qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.

MM CUL-8: Unanticipated Discovery of Human Remains

• If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the



landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

MM TCR-1: Native American Monitoring

- Project-related ground-disturbing activities conducted in locations determined to have moderate to high archaeological sensitivity, or other locations determined appropriate through Assembly Bill 52 consultation, shall be monitored by a Native American representative from a consulting tribe, in accordance with the Cultural Resources Monitoring and Mitigation Plan detailed in MM CUL-1. The tribal monitor shall be qualified by his or her tribe to monitor Tribal Cultural Resources.
- In the event that an archaeological resource discovered during project construction is determined to be potentially of Native American origin based on the initial assessment of the find by a Secretary of the Interior-qualified archaeologist pursuant to California Public Resource Code Section 21083.2(i), the Native American tribes that consulted on the Project pursuant to Assembly Bill 52 shall be notified. Those tribes shall also be provided information about the find to allow for early input from the tribal representatives with regard to the potential significance and treatment of the resource. Resources shall be treated with culturally appropriate dignity, taking into consideration the tribal cultural values and meaning of the resource.
- If, as a result of the resource evaluation and tribal consultation process, the resource is considered to be a Tribal Cultural Resource and determined, in accordance with California Public Resource Code Section 21074, to be eligible for inclusion in the California Register of Historical Resources or a local register of historical resources or is determined to be significant by the California Environmental Quality Act lead agency (Metro), the qualified archaeologist and Native American monitor shall monitor all remaining ground-disturbing activities in the area of the resource. The input of all consulting tribes shall be considered in the preparation of any required treatment plan activities prepared by the qualified archaeologist for any Tribal Cultural Resources identified during the project construction as required in the Cultural Resources Monitoring and Mitigation Plan (MM CUL-1).
- Work in the area of the discovery may not resume until evaluation and treatment
 of the resource is completed and/or the resource is recovered and removed from
 the site. Construction activities may continue on other parts of the construction
 site while evaluation and treatment of the resource takes place.

MM TCR-2: Unanticipated Discovery of Human Remains

 If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner shall be contacted immediately. If the remains are deemed Native American in origin, the coroner



shall contact the State of California Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The Most Likely Descendants (MLDs) may inspect the site within 48 hours of being notified and may issue recommendations for scientific removal and nondestructive analysis. If the Most Likely Descendant fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance, at their discretion. Work may be resumed at Metro's discretion but shall commence only after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

11.4.3 Impacts After Mitigation

After implementation of mitigation measures, Alternative 6 would result in less than significant impacts with mitigation on the following historical resources:

- Linde Medical Building
- Tishman Building
- Laemmle Theater
- UCLA Ackerman Hall
- UCLA Historic District

Alternative 6 would result in a significant and unavoidable impact on the following historical resources:

Bill's Valley Car Wash

Mitigation measures in Section 11.4.2 address the potential significant impacts to these historical resources. Mitigation would reduce impacts but cannot reduce impacts related to demolition to a less than significant level.

With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2 impacts related to archaeological resources, disturbance of human remains, and TCRs would be reduced to less than significant for Alternative 6 (Including HRT MSF). Alternative 6 exhibits low to high sensitivity for archaeological and tribal cultural resources, and there is limited potential to impact human remains. Potential impacts from construction of all Alternative 6 include disturbing previously unknown archaeological resources, human remains, or TCRs that may be buried below the surface. Due to the highly developed setting of the Project area, conducting subsurface testing in sensitive areas of the alignment to identify evidence of intact soils or subsurface deposits is not feasible and would be unlikely to provide information that could reduce the sensitivity assessments. Providing training to construction personnel on how to identify cultural resources and appropriate steps in the event cultural resources, TCRs, and human remains are encountered would reduce the likelihood of a significant impact in the event unanticipated discoveries may be encountered during Project activities. Additionally, having archaeological monitors and Native American monitors on-site during ground disturbing construction activities in sensitive areas would ensure the appropriate identification and treatment of inadvertent discoveries, which would further reduce any impacts to archaeological or tribal cultural resources to less than significant.



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Appendix A. Resource Study Area Map Books



Appendix B. Interested Party Consultation List



Appendix C. AB 52 Consultation Correspondence



Appendix D. DPR 523 Series Forms



Appendix E. Exempt Properties



Appendix F. Records Search Results