3.4 Cultural Resources

3.4.1 Introduction

This section discusses the Project setting in relation to cultural resources. Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance. (See Public Resource Code (PRC), § 5020.1, subd.(b).) The section describes existing conditions, current applicable regulatory setting, and potential impacts from operation and construction of the Build Alternatives, including design options and MSF site options.

The cultural resources study area is the Area of Potential Effects (APE), which is described in **Section 3.4.3**. Information in this section is based on the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report (Appendix E).

3.4.2 Regulatory Framework

3.4.2.1 Federal

Cultural resources are protected through the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code [U.S.C.] 300101 et seq.), and the implementing regulations, Protection of Historic Properties (36 Code of Federal Regulations [CFR] Part 800), the Archaeological and Historic Preservation Act of 1974, and the Archaeological Resources Protection Act of 1979. Prior to implementing an "undertaking" (e.g., issuing a federal permit), the NHPA (54 U.S.C. 306108) requires federal agencies to consider the effects of the undertaking on historic properties and to afford the Advisory Council on Historic Preservation and the State Historic Preservation Officer (SHPO) a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for listing in the National Register of Historic Places (NRHP). The NRHP recognizes both historical-period and prehistoric archaeological properties that are significant at the national, state, and local levels. Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for NRHP listing. SHPO involvement extends to projects receiving federal funding or located on state-owned property. SHPO does not otherwise have jurisdiction over locally funded projects. Under the NHPA, properties of traditional religious and cultural importance to a Tribe are eligible for inclusion in the NRHP (54 U.S.C. 302706). Also, under the NHPA, a resource is considered significant if it meets the NRHP listing criteria at 36 CFR 60.4. Because the Project is not receiving federal funding and does not require a federal permit, it is not subject to SHPO review or to the provisions of the NHPA.

3.4.2.2 State

Applicable state laws and regulations include CEQA, Health and Safety Code Sections 7052 and 7050.5., the California Native American Historical, Cultural, and Sacred Sites Act, PRC Section 5097, and Assembly Bill (AB) 52 (PRC Sections 21080.3.4, 21080.3.2, and 21082.3). Section 21084.1 of CEQA requires the lead agency to determine whether a project could have a significant effect on historical resources and equates a substantial adverse change in the significance of an historical resource with a significant effect on the environment. Section 7052 of the Health and Safety Code states that the

disturbance of Native American cemeteries is a felony. Section 7050.5 of the Code and the California Native American Historical, Cultural, and Sacred Sites Act require that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are Native American. If determined to be Native American, the coroner must contact the California Native American Heritage Commission (NAHC). AB 52 establishes a new class of resources under CEQA: "tribal cultural resources" (or TCRs). The evaluation of TCRs is provided in Section 3.15, Tribal Cultural Resources.

3.4.2.3 Local

The Build Alternative APE includes the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and the unincorporated communities of East Los Angeles and Whittier-Los Nietos in Los Angeles County. Los Angeles County and the cities of Commerce and Whittier have local preservation ordinances. These regulations include the relevant general plan policies, ordinances, and municipal codes. All of the jurisdictions' general plan policies and municipal codes require the protection of designated historic buildings, landmarks, neighborhoods and works of art. The Los Angeles Historic Preservation Ordinance (Los Angeles County Code, Title 22, Part 28, Chapter 22.52) applies to all private property in the unincorporated county area and to county-owned landmarks, and provides a process to nominate a landmark or historic district at the county level. The Board of Supervisors may designate any county-owned property as a landmark if it determines that the property satisfies applicable criteria, which are similar to the eligibility criteria for the state's register of historic resources. More detailed information regarding the local preservation ordinances is included in Appendix E.

3.4.3 Methodology

This analysis is undertaken to determine if the Project may have a significant impact to cultural resources, specifically historical resources, archaeological resources, and human remains, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State CEQA Guidelines. The analysis covers all program components that could result in a physical change to the environment.

3.4.3.1 Area of Potential Effects

The specialized study area for this cultural resource assessment is referred to as the APE. Following federal guidelines, an APE is defined in 36 CFR 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." For archaeological resources, the APE is typically the three-dimensional limits of proposed ground disturbance, including temporary ground disturbance, also known as the Area of Direct Impact (ADI). The ADI includes the ROW and any areas of direct ground disturbance during project construction, including staging areas.

For built environment/architectural resources, the APE includes all proposed ROW and acquisition and construction areas, and all parcels adjacent to permanent site improvements and facilities, including at-grade and grade-separated alignments; stations and power substations; parking facilities; and maintenance yards and buildings. For elevated alignments, the APE includes any additional

parcels where the elevated structure may alter the character, use, or setting of a potential historical resource. Typically, the APE extends out from the alignment approximately 150 to 350 feet, or a depth of from one to three parcels, depending on parcel sizes, intervening landscape and buildings, and whether the historic land use is sensitive to the proposed change in setting. The APE is documented on a series of maps provided in Attachment A of Appendix E.

3.4.3.2 Interested Parties Consultation

Metro sought information, as appropriate, from individuals and organizations likely to have knowledge of or concerns about historical resources in the APE to identify issues related to potential impacts on historical resources. Letters were sent to the parties listed below describing the detailed study area (DSA) and the United States Geological Survey (USGS) topographic maps of the Build Alternatives. The full contact information and addresses can be found in Appendix E and copies of the letters sent to interested parties and a summary of Native American consultation may be found in Attachment B of Appendix E. No responses have been received to date.

- Government Agencies
  - Los Angeles County Historic Landmarks and Records Commission
  - Los Angeles County Department of Regional Planning
  - Pico Rivera Community Development Department Planning Division
  - Santa Fe Springs Planning and Development Department
  - Commerce Community Planning Department
  - Montebello Planning Division
  - Whittier Planning Services
- Historical Societies, Museums, and Libraries
  - Historical Society of Southern California
  - California State Railroad Museum
  - Commerce Central Library
  - Sanchez Adobe/Montebello Historical Society
  - Pico Rivera Historical Museum
  - Santa Fe Springs Parks and Recreation
  - Heritage Park
  - Hathaway Ranch Museum
  - Santa Fe Springs City Library
  - Whittier Historical Society

- Preservation Organizations
  - Los Angeles Conservancy
  - Friends of the Los Angeles River
  - California Preservation Foundation
  - Society of Architectural Historians - Southern California Chapter
  - Southern Pacific Historical and Technology Society
  - Pacific Railroad Society

3.4.3.3 Identification of Potential Historic Properties

3.4.3.3.1 Records Search

Archaeologists, historians, and architectural historians who meet the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) and are familiar with resources within the APE and research considerations conducted the cultural resources study.

A records search for the project was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS), California State University, Fullerton in 2010. An update was conducted on October 22 and November 4, 2019. The search included a review of all recorded prehistoric archaeological sites within a 1-mile radius of the APE and a review of all recorded historic archaeological and architectural sites and cultural resource reports on file within a 0.5-mile radius of the APE. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the CRHR, the NRHP, the California State Historic Resources Inventory (HRI), and local registers were reviewed. Historical USGS quadrangle maps were also reviewed. Results of the SCCIC records search are provided in Confidential Attachment C of Appendix E (this attachment is not part of the EIR pursuant to PRC Section 21082.3(c)(1)).

The records search identified 134 previous cultural resources studies within a 0.5-mile radius of the APE, including 32 studies that intersect the APE. The records search identified 258 previously recorded built environment resources within the APE, which include 246 found ineligible for listing and one that was unevaluated. One resource, the Golden Gate Theater (P-19-176524), is listed in the NRHP. Ten other resources were identified as eligible for listing in the NRHP. **Table 3.4-1** lists the 11 previously recorded resources listed in or eligible for listing in the NRHP and/or CRHR in the APE.

Table 3.4-1. Previously Recorded Significant Built Environment Resources in the APE

Primary No.	Address	Date	Description	OHP Status Code
19-176524	5170 East Whittier Boulevard	1927	Golden Gate Theater/Vega Building	1S; 3S
19-190999	2187 Garfield Avenue	1955	Pacific Metals Company/Rolled Steel Products	3S
19-191000	2353 Garfield Avenue	1952	Goodyear Tire and Rubber Company Warehouse	3S
19-191003	900 South Greenwood Avenue	1947	Greenwood Elementary School	3S
19-191004	860 Washington Boulevard	1937	Spanish Colonial Revival-style single-family residence	3S
19-191005	864 Washington Boulevard	1940	South Montebello Irrigation District	3S
19-191098	6751 Lindsey Avenue	1954	Ranch-style single-family residence	3S
19-191099	9023 Washington Boulevard	1951	Dal Rae Restaurant	3S
19-191100	12000 Washington Boulevard	1951	Rheem Manufacturing Company	3S
19-191102	11605 Washington Boulevard	1965	Steak Corral restaurant	3S
19-191105	9122 E. Washington Boulevard	1886	Atchison, Topeka & Santa Fe Railway Depot	3S

Key:
1S = Listed in the NRHP; 3S = Eligible for listing in the NRHP

The records search also identified five previously recorded archaeological resources (**Table 3.4-2**), including three historic-period archaeological sites and two multicomponent sites within a 0.5-mile radius of the ADI. One additional historical resource and potential archaeological resource, the Site of the Battle of Rio San Gabriel (CHL #385) is marked north of the ADI on Bluff Road near the intersection with Washington Boulevard. The battle, which occurred during the Mexican-American War, stretched along Rio Hondo in the vicinity of the CHL marker.

Table 3.4-2. Previously Recorded Archaeological Resources within a 0.5-mile Radius of the ADI

Primary No.	Trinomial	Description	Author and Year	Location
19-000858	CA-LAN-858	Sparse historic refuse scatter	Jones et al., 1976	Outside of the ADI
19-001009	CA-LAN-1009	Multicomponent habitation site	Sayles, 1955; Denmark, 1979	Outside of the ADI
19-001311	CA-LAN-1311	Prehistoric lithic scatter and historic refuse scatter	Brock et al., 1986	Outside of the ADI
19-003813	CA-LAN-3813	Montebello Oil Field, including historic refuse scatters	Fulton et al., 2008	Outside of the ADI
19-003814	CA-LAN-3814	Sparse historic refuse scatter	Long et al., 2008	Outside of the ADI

Key:
ADI = Area of Direct Impact

The California Department of Transportation (Caltrans) Historic Highway Bridge Inventory (for both local and state agency bridges) was reviewed to identify historic bridges in the APE. Bridges listed on these inventories are placed in one of the five numeric categories as follows: (1) Listed in the NRHP; (2) Eligible for NRHP listing; (3) May be eligible for NRHP listing; (4) Unevaluated; generally, Category 4 bridges constructed before 1965 are associated with properties that have not yet been evaluated, such as railroads, canals, or potentially eligible historic roads; and (5) Ineligible for NRHP listing. Five historic-period bridges that are in the APE, including the Washington Boulevard bridges over the Rio Hondo and San Gabriel River that would be replaced under the Project, received an NRHP status designation of Category (5), ineligible for NRHP listing.

3.4.3.3.2 Field Survey

From December 16 through 19, 2019, cultural resources surveys were undertaken to identify cultural resources in portions of the APE that were accessible and/or visible from the public ROW. The broad pool of cultural resources identified are categorized as historic and architectural resources, and archaeological resources. This study also incorporates a previous survey of the built environment conducted in 2010.

The survey identified 384 historic and architectural resources that were more than 45 years old. Of the 384 resources, 258 were previously recorded and revisited, and 126 were newly identified, recorded, and evaluated for eligibility for listing in the NRHP and CRHR. Of the newly recorded 126 resources, 38 were found eligible for listing in the NRHP and CRHR as contributors to a potential historic district (Vail Field Industrial Addition). The remaining 88 resources were found ineligible for listing in the NRHP and CRHR. Detailed identification and evaluation information for all 384 historical and architectural resources in the APE is provided on California Department of Parks and Recreation (DPR) 523 forms in Attachment D of Appendix E.

On December 18 and 19, 2019, a pedestrian survey of the accessible portions of the ADI was conducted to identify archaeological resources. The only portions of the ADI that were accessible were in the public ROW. Approximately 95 percent of the ADI is paved; these areas were inspected, but not transected. Unpaved areas with exposed soils were surveyed using 10-meter intervals. Of the remaining 5 percent of the ADI with exposed soils, only about 10 percent of the ground surface was visible due to thick vegetation cover.

Three historic-period cultural resources were identified during the pedestrian survey that include one culvert (PD-1) and two sets of railroad tracks (PD-2 and PD-3):

- PD-1 is a historic-period culvert located under bridge 53C0471 on Washington Boulevard in Alternative 1. The culvert contains modern alterations and additions to its original form. PD-1 no longer retains historic integrity and does not have the potential to yield important scientific or historical information or data.

- PD-2 consists of two parallel railroad tracks approximately 80 feet long set perpendicular across Saybrook Avenue in Alternative 1. The ROW for these features is still present, however, the tracks have been removed except where they are embedded within Saybrook Avenue. The ROW was not surveyed beyond the ADI. PD-2 no longer retains historic integrity and does not have the potential to yield important scientific or historical information or data.

- PD-3 consists of a second set of two parallel railroad tracks approximately 80 feet long set perpendicular across Saybrook Avenue in Alternative 1. The ROW for these features is present, however, the tracks have been removed except where they are embedded within Saybrook Avenue. The ROW was not surveyed beyond the ADI. PD-3 no longer retains historic integrity and does not have the potential to yield important scientific or historical information or data.

No potential historical resources or unique archaeological resources were identified as a result of the archaeological pedestrian survey. Newly recorded resources PD-1, PD-2, and PD-3 are in the ADI but do not appear eligible for listing on the NRHP or CRHR. These resources are not addressed further.

3.4.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a Build Alternative would have a significant impact related to Cultural Resources if it would:

Impact CUL-1: Cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5

Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5.

Impact CUL-3: Disturb any human remains, including those interred outside of formal cemeteries.

3.4.5 Existing Setting

3.4.5.1 Context

The general study area (GSA) is in a relatively flat area of the Los Angeles Basin formed by the Santa Monica Mountains to the northwest, the San Gabriel Mountains to the north, and the San Bernardino and San Jacinto Mountains to the east. The GSA has the potential to contain buried archaeological resources based on the age of the landforms and its proximity to the Rio Hondo and San Gabriel River that have historically deposited sediment in the GSA. Most Pleistocene-age or older landforms have little potential for harboring buried archaeological resources because they developed prior to human migration to North America. However, buried soils in Holocene-age landforms or beneath Holocene deposits represent formerly stable surfaces that have a potential for preserving archaeological deposits.

Industrial development within the DSA was heavily influenced by the railroads, the discovery of oil, and the rise of the industrial park at the turn of the 20th century. This industrial development was made possible by the extensive network of Union Pacific, Southern Pacific, and Atchison, Topeka & Santa Fe Railway (AT&SF) main lines and spur tracks that served the region. The Central Manufacturing District spans approximately 5,000 acres and is partially located within the cities of Commerce, Bell, and Vernon, eastward from Soto Street to Garfield Avenue; the southern edge is bordered partly by Fruitland Avenue and Randolph Street; on the northern edge are Washington Boulevard and the Santa Ana Freeway route, partially extending north beyond the freeway line (**Figure 3.4.1**) (LAPL 2020). The new industrial tracts of East Los Angeles contained a variety of industrial building types, including warehouses, manufacturing facilities, and combination office/factories with designs ranging from the utilitarian (concrete, brick, or corrugated metal) to popular architectural styles of the day (e.g., Spanish Colonial Revival, Streamline Moderne).

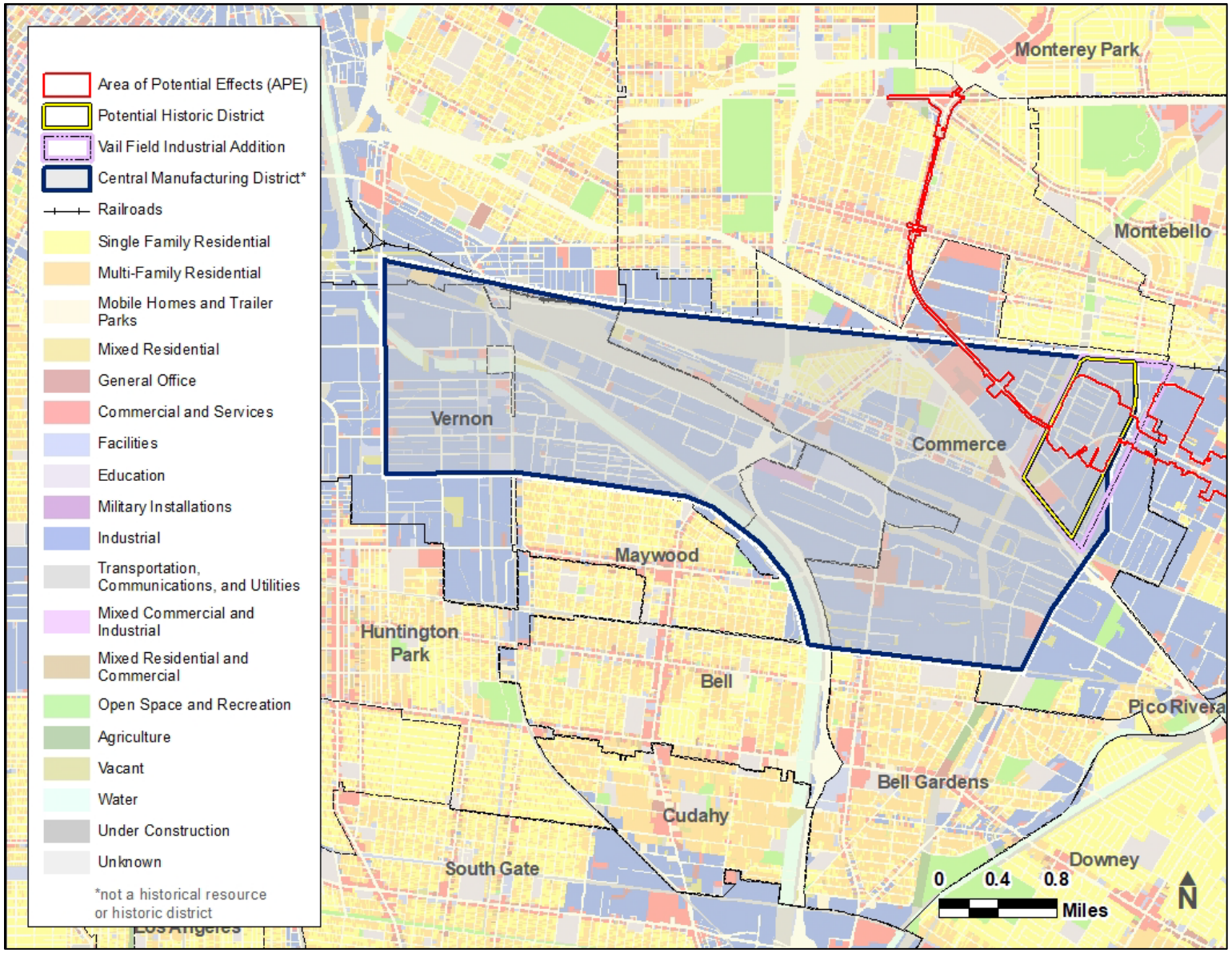
While the Central Manufacturing District of Los Angeles continued to grow, industrial parks multiplied until railroad shipping declined in favor of automotive trucking in the post-World War II era (Preservation Chicago 2020). By the late 1940s, advances in mechanical refrigeration technology for trucks and the implementation of the Interstate Highway Act of 1956, spurred a trucking industry boom (United States Department of Transportation [USDOT] 2006). Planned industrial districts of the 1960s and 1970s prioritized truck access, grander scale, uniformity, and proximity to highways.

Vail Field Industrial Addition was a planned industrial development, in addition to the regional Central Manufacturing District of Los Angeles, that roughly spanned from the city of Vernon in the west to the city of Commerce in the east (see **Figure 3.4.1**). (The city of Vernon is outside of the Project APE, ADI, and the DSA.) The Vail Field Industrial Addition is located in the easternmost portion of the Central Manufacturing District and was primarily developed between 1951 and 1960, with some later infill construction and redevelopments from 1960 to 2015. Refer to Appendix E for historic details about East Los Angeles and the of cities of Montebello, Commerce, Pico Rivera, Santa Fe Springs, and Whittier.

3.4.5.2 Historical Resources in the APE

The cultural resources study identified 49 historic and architectural resources, one CHL site, and one potential historic district, for a total of 51 historical resources (**Table 3.4-3**). Resources are identified by reference numbers on the APE map (see Attachment A of Appendix E). No unique archaeological resources were identified in the APE.

The Vail Field Industrial Addition is a potential historic district identified by the survey that contains at least 40 contributing resources; two of these 40 contributing resources are also individually eligible for listing in the NRHP and CRHR. Nine of the 50 significant cultural resources are individually eligible historical resources are industrial properties, commercial properties, a railroad property, and a single-family residence. One of the 51 historical resources is the Site of the Battle of San Gabriel, which is a CHL and is automatically listed in the CRHR. For detailed information on the evaluation of these resources, see Attachment D of Appendix E. The historical resources, including the potential historic district and 12 individually eligible historical resources, are described in the following sections.



Source: Los Angeles County Assessor, 2021.

Figure 3.4.1. Overview of Central Manufacturing District

Table 3.4-3. Historical Resources in the APE

Reference No.	Primary No.	Address	Date	Description	OHP Status Code
1	19-176524	5176 Whittier Boulevard	1927	Golden Gate Theater	1S; 1CS
2	Not assigned	Vail Field Industrial Addition - Commerce	1951-1960	Planned industrial park – potential historic district	3S; 3CS
3	Not assigned	2343 Saybrook Avenue*	1956	Alpha Metals Inc., Modern-style industrial building	3D; 3CD
4	Not assigned	2401 Saybrook Avenue*	1955	Taylor Forge & Pipe Works, Modern-style industrial building	3D; 3CD
5	Not assigned	2424 Saybrook Avenue*	1955	Premium Autoware Company, Modern-style industrial building	3D; 3CD
6	Not assigned	2425 Saybrook Avenue*	1955	Art Steel Company, Modern-style industrial building	3D; 3CD
7	Not assigned	2444 Saybrook Avenue*	1954	Colorado Fuel & Iron Corporation, Modern-style industrial building	3D; 3CD
8	Not assigned	6409 Gayhart Street*	1957	Merck, Sharp & Dohme pharmaceuticals, Modern-style industrial building	3D; 3CD
9	Not assigned	6414 Gayhart Street*	1956	Diamond Match Company, Modern-style industrial building	3D; 3CD
10	Not assigned	6433 Gayhart Street*	1959	Morgan & Sampson Inc., Modern-style industrial building	3D; 3CD
11	Not assigned	6466 Gayhart Street*	1953	Marwais Steel Company, Modern-style industrial building	3D; 3CD

Reference No.	Primary No.	Address	Date	Description	OHP Status Code
12	Not assigned	6505 Gayhart Street*	1956	Sylvania Electric Products, Inc., Modern-style industrial building	3D; 3CD
13	Not assigned	6541 East Washington Boulevard*	1954	Ingram Paper Company, Modern-style industrial building	3D; 3CD
14	Not assigned	6565 East Washington Boulevard*	1954	Admiral Distributors, Inc., Modern-style industrial building	3D; 3CD
15	Not assigned	6625 East Washington Boulevard*	1953	Hoffman Hardware Company, Modern-style industrial building	3D; 3CD
16	Not assigned	2200 Saybrook Avenue*	1956	Sues, Young & Brown Inc., Modern-style industrial building	3D; 3CD
17	Not assigned	6400 Corvette Street*	1956	National Electric Products Corp., Modern-style industrial building	3D; 3CD
18	Not assigned	6415-6435 Corvette Street*	1955	Eddie Kane Steel, Modern-style industrial building	3D; 3CD
19	Not assigned	6436 Corvette Street*	1956	E. A. Wilcox Company, Modern-style industrial building	3D; 3CD
20	Not assigned	6440 Corvette Street*	1955	Glenmart Company, Modern-style industrial building	3D; 3CD
21	Not assigned	6460 Corvette Street*	1957	Jim Western Manufacturing Company, Modern-style industrial building	3D; 3CD
22	Not assigned	6465 Corvette Street*	1954	Titanium Metals Corporation of America, Modern-style industrial building	3D; 3CD

Reference No.	Primary No.	Address	Date	Description	OHP Status Code
23	Not assigned	6474 Corvette Street*	1956	Hild Floor Machine Company, Modern-style industrial building	3D; 3CD
24	Not assigned	6480 Corvette Street*	1956	Bralco Metals, Modern-style industrial building	3D; 3CD
25	Not assigned	6489 Corvette Street*	1954	Bralco Metals Inc., Modern-style industrial building	3D; 3CD
26	Not assigned	6400 Fleet Street*	1954	Myrurgia Perfumes Inc., Modern-style industrial building	3D; 3CD
27	Not assigned	6415 Fleet Street*	1954	Metal Prits Inc., Modern-style industrial building	3D; 3CD
28	Not assigned	6440 Fleet Street*	1954	W. P. Wooldridge Company, Modern-style industrial building	3D; 3CD
29	Not assigned	6444 Fleet Street*	1954	Harbison-Walker Refractories Company, Modern-style industrial building	3D; 3CD
30	Not assigned	6445 Fleet Street*	1955	Durand Door Supply Company, Modern-style industrial building	3D; 3CD
31	Not assigned	6459 Fleet Street*	1954	Insul-Therm Inc., Modern-style industrial building	3D; 3CD
32	Not assigned	6466 Fleet Street*	1954	Triangle Conduit & Cable Company, Modern-style industrial building	3D; 3CD
33	Not assigned	6490 Fleet Street*	1954	Triangle Conduit & Cable Company, Modern-style industrial building	3D; 3CD
34	Not assigned	2211 Davie Avenue*	1956	Kelvinator Appliances, Modern-style industrial building	3D; 3CD

Reference No.	Primary No.	Address	Date	Description	OHP Status Code
35	Not assigned	2041 Davie Avenue*	1956	Lubrication Systems Chainveyor Corporation, Modern-style industrial building	3D; 3CD
36	Not assigned	2040 Davie Avenue*	1955	Tiffany Stand and Furniture warehouse, Modern-style industrial building	3D; 3CD
37	Not assigned	2054 Davie Avenue*	1954	Ward Cut-Rate Drug Company, Modern-style industrial building	3D; 3CD
38	Not assigned	2110 Davie Avenue*	1954	AMVAC Chemical Corporation, Modern-style industrial building	3D; 3CD
39	Not assigned	2140 Davie Avenue*	1956	Starbright Stainless Steel, Ryder-Elliot, Inc., Modern-style industrial building	3CD
40	Not assigned	2210 Davie Avenue*	1955	Tiffany Stand and Furniture, Modern-style industrial building	3CD
41	19-190999	2187 Garfield Avenue*	1955 1952	Pacific Metals Company	3B; 3CB
42	19-191000	2353 Garfield Avenue*	1952	Goodyear Tire and Rubber Company Warehouse	3B; 3CB
43	19-191003	900 South Greenwood Avenue	1947	Greenwood Elementary School	3S; 3CS
44	19-191005	864 Washington Boulevard	1940	South Montebello Irrigation District Building	3S; 3CS
45	19-191004	860 Washington Boulevard	1937	William and Florence Kelly House	3S; 3CS
46	19-191009	NE corner of Bluff Road and Washington Boulevard	--	Site of the Battle of San Gabriel	1CL
47	19-191099	9023 Washington Boulevard	1951	Dal Rae Restaurant	3S; 3CS

Reference No.	Primary No.	Address	Date	Description	OHP Status Code
48	19-191105	9122 Washington Boulevard	1886	Atchison, Topeka & Santa Fe Railway Depot	3CS
49	19-191098	6751 Lindsey Avenue	1954	Cliff May-designed Ranch House	3S; 3CS
50	19-191102	11605 Washington Boulevard	1965	Steak Corral Restaurant	3S; 3CS
51	19-191100	12000 Washington Boulevard	1951	Rheem Laboratory	3S; 3CS

Note:
*Contributor to the Vail Field Industrial Addition.
Key:
1S = Individual property listed in the NRHP
1CS = Individual property listed in the CRHR
1CL = Automatically listed in the CRHR (California Historical Landmark)
3B = Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation
3CB = Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation
3D = Appears eligible for NR as a contributor to a NR eligible district through survey evaluation
3CD = Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation
3S = Appears eligible for NR as an individual property through survey evaluation
3CS = Appears eligible for CR as an individual property through survey evaluation

3.4.5.2.1 Golden Gate Theater, 5176 Whittier Boulevard (Reference No. 1)

The Golden Gate Theater (also known as the Vega Building) (P-19-176524) was constructed in 1927 (see **Figure 3.4.2**). The building complex originally included large two- and three-story buildings, comprised of offices, shops, apartments, and a theater designed by the Balch Brothers architectural firm. The property was listed in the NRHP in 1982 (National Register Information System 82002192) under NRHP Criterion A for its social interrelationship with the surrounding community and under NRHP Criterion C as an excellent example of Art Deco and Spanish Churrigueresque styles. However, the Vega Building was damaged by the 1987 Whittier earthquake and was demolished in 1991, leaving only the detached Spanish Churrigueresque-style Golden Gate Theater building. Between 2007 and 2012, the Golden Gate Theater building underwent a restoration project and now functions as a retail location for CVS Pharmacy. The building is a historical resource for the purposes of CEQA.

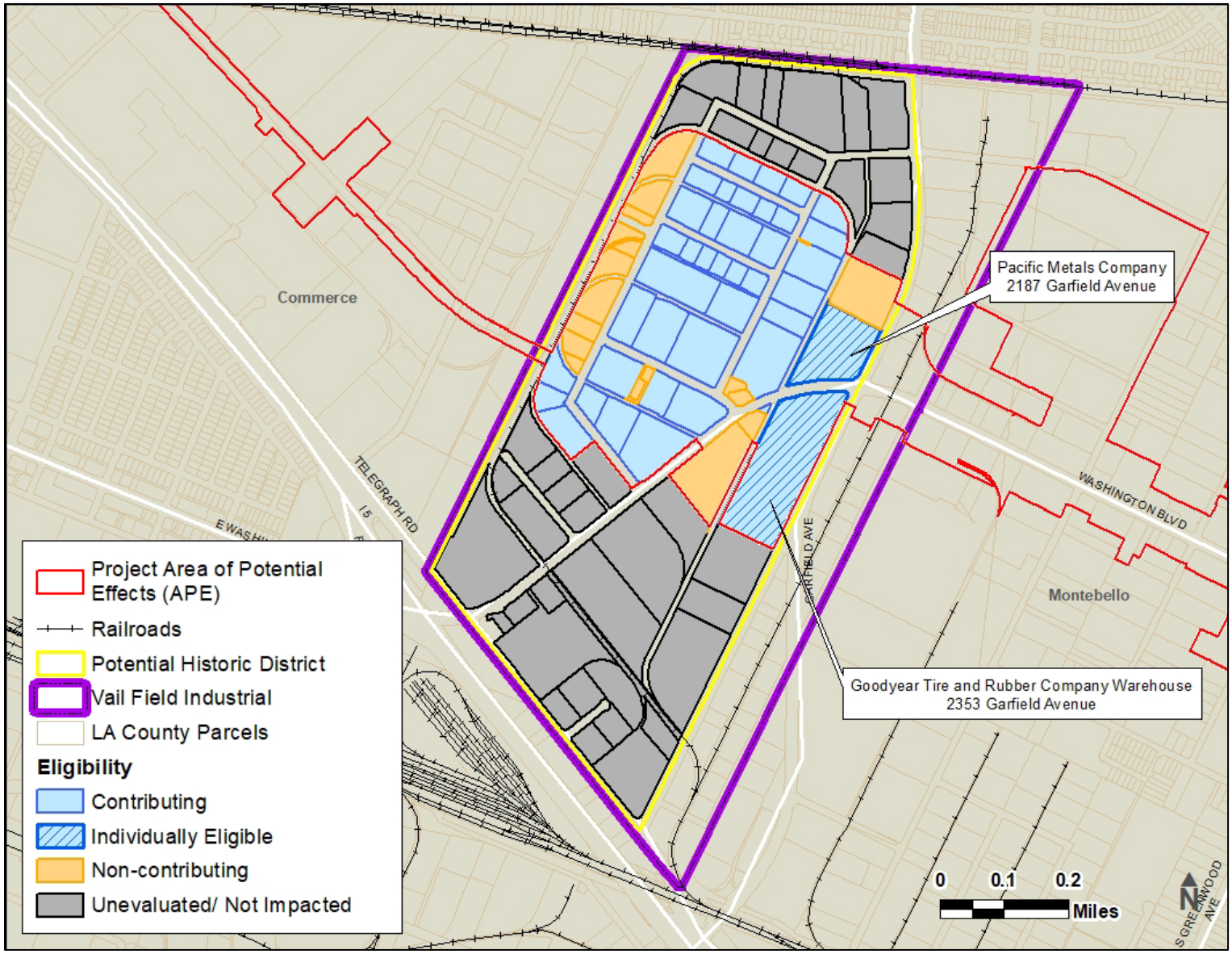
Figure 3.4.2. Golden Gate Theater Constructed 1927 (5176 Whittier Boulevard)
(View southwest)

3.4.5.2.2 Vail Field Industrial Addition, Commerce (Reference No. 2)

The Vail Field Industrial Addition is a planned industrial park in Commerce that is roughly bounded by the Union Pacific Railroad to the north, Yates Avenue to the east, Telegraph Road to the south, and a transmission line ROW to the west (see **Figure 3.4.3**). It is a cohesive, intact, geographical district that is distinctive for its Mid-Century Modern industrial facilities, intentional landscape elements, and truck and rail access plan. The industrial park was built around a post-World War II shipping system that was designed for the transfer of manufactured goods via localized railways. The Vail Field Industrial Addition was primarily developed between 1951 and 1960, with some, minor, later infill construction and redevelopments from 1960 to the present. These include seven buildings constructed between 1970 and 1990 (6350 East Washington Boulevard [1977]; 6550 East Washington Boulevard [1979]; 2161 Saybrook Avenue [1981]; 2151 Saybrook Avenue [1983]; 2267 Saybrook Avenue [1990]; 6460 Gayhart Street [1995], 6605 East Washington Boulevard [1991]), and three buildings constructed between 2009 and 2015 (6340 East Washington Boulevard [2009]; 6333 Telegraph Road [2009]; 6320 East Washington Boulevard [2015]) (**Figure 3.4.4**). Part of the larger, regional Central Manufacturing District that roughly spans from Vernon in the west to Commerce in the east, the setting of the Vail Field Industrial Addition is suburban industrial. Visually, the Vail Field Industrial Addition is characterized as an industrial park with large, sprawling buildings featuring diverse modernistic architectural influences as well as deliberate landscape features to accentuate the unconventional industrial aesthetic. Washington Boulevard is the main thoroughfare that bisects the district, with Telegraph Road and Malt Avenue/ Garfield Avenue providing major freight access to the south and east.

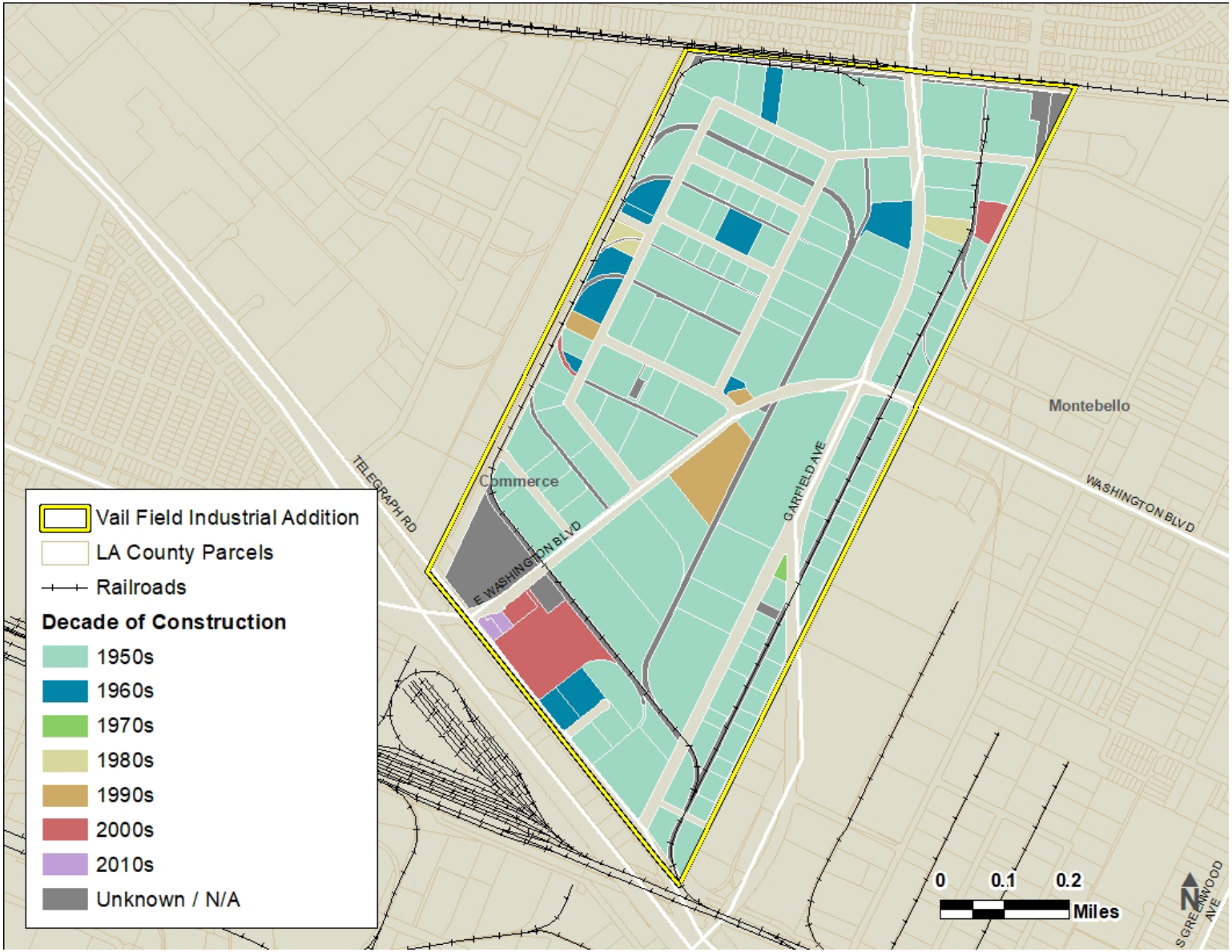
As a result of the survey, the Vail Field Industrial Addition was identified as a potential historic district with at least 40 contributors (see **Table 3.4-3**), 20 noncontributors, and 41 potential contributors that were identified via desktop survey but require further investigation and evaluation. The Vail Field Industrial Addition potential historic district boundary is bounded by the Union Pacific Railroad ROW to the north; Garfield Avenue and South Malt Avenue to the east; Telegraph Road to the south; and the transmission line ROW to the west (see **Figure 3.4.3**). The boundary was determined based on the historical pattern of development associated with the Vail Field Industrial Addition. Historically, Vail Field was bounded by Yates Avenue to the east. Due to non-period infill construction, geographical separation, and lack of rail and truck access, the potential historic district boundary was determined to only include properties west of Garfield Avenue. Refer to Appendix E for additional building styles within the Vail Field Industrial Addition.

The Vail Field Industrial Addition is potentially eligible for listing in the NRHP/CRHR as a historic district and is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the area of industrial community planning and development in the growing Los Angeles metropolitan area during the period of significance from 1951 to 1960. It is also significant under NRHP Criterion C/CRHR Criterion 3 in the area of Mid-Century Modern industrial architecture as it represents a significant and distinguishable entity whose components may lack individual distinction. The district is significant in the area of industrial community planning and development because it represents a mid-century industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture because it has several excellent local examples of industrial architecture from the 1950s that are notable for their eclectic Mid-Century Modern style. The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties. It is a historical resource eligible for the CRHR as determined by Metro for the purposes of CEQA.



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure 3.4.3. Vail Field Industrial Addition Potential Historic District



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure 3.4.4. Vail Field Industrial Addition Construction Timeline

3.4.5.3 Pacific Metals Company, 2187 Garfield Avenue (Reference No. 41)

The Pacific Metals Company (also known as the Rolled Steel Company) is a one-story, approximately 30-foot-tall reinforced concrete specialty metals warehouse/office building in the International Style constructed in 1955 (**Figure 3.4.5**). Although minor reversible alterations have occurred (i.e., replacement entrance doors, security lighting of incompatible design), the building retains a high level of design integrity. The Pacific Metals Company Building is individually eligible under NRHP Criterion A/CRHR Criterion 1 at the local level of significance because of its association with noteworthy events in the history of industry as well as community planning and development in Southern California during the post–Korean War period of significance from 1953 to 1960. The building was constructed in 1955, during a time of major expansion in the construction and metal fabrication sector and exploding demand for specialty metal products from Southern California consumers. The Pacific Metals Company Building is also individually eligible under NRHR Criterion C/CRHR Criterion 3 at the local level of significance for its distinctive architectural design and qualities.

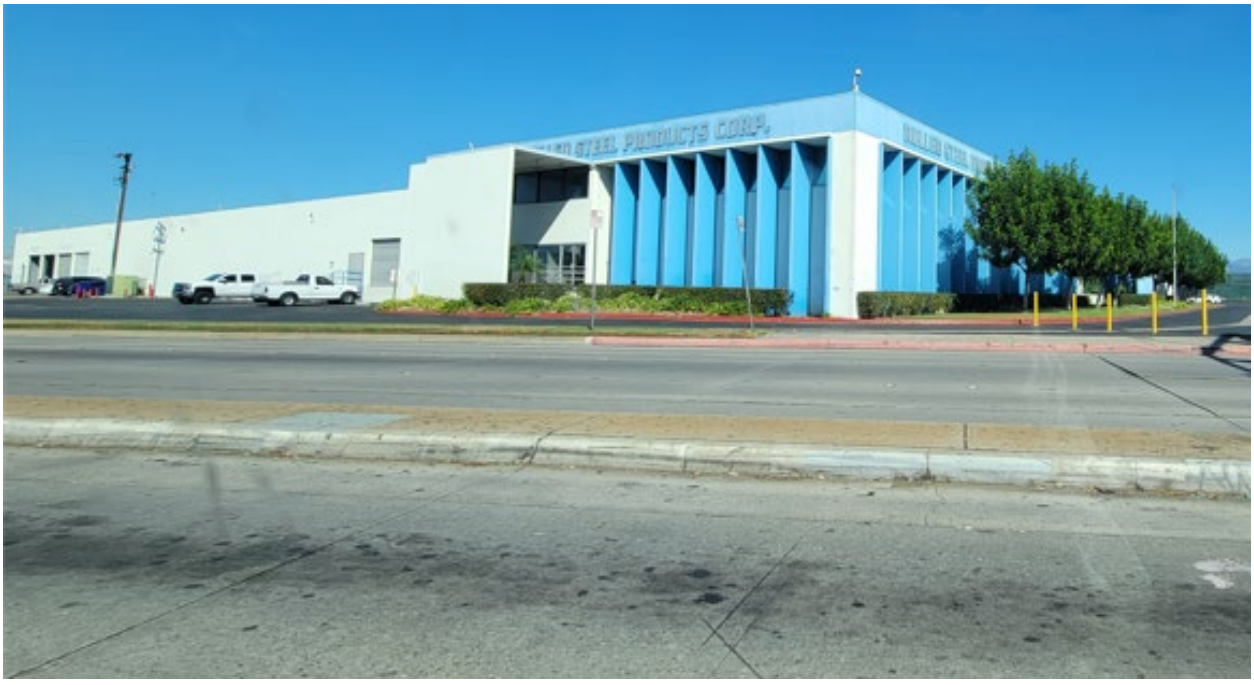


Figure 3.4.5. Pacific Metals Company Building Constructed 1955 (2187 Garfield Avenue)
(View northwest)

The Pacific Metals Company Building also contributes to the Vail Field Industrial Addition potential historic district. The construction of this building directly contributes to the significance at the local level of the Vail Airfield Industrial Addition under NRHP Criterion A/CRHR Criterion 1 as a planned industrial park due to its manufacturing function and under NRHP Criterion C/CRHR Criterion 3 due to its distinctive International Style design for the period of significance from 1951 to 1960. The Pacific Metals Company Building is a historical resource for the purposes of CEQA.

3.4.5.4 Goodyear Tire and Rubber Company Warehouse, 2353 Garfield Avenue (Reference No. 42)

The Goodyear Tire and Rubber Company Warehouse is an approximately 300,000-square-foot, one-story reinforced concrete bow truss-roofed warehouse with an attached one-story flat-roof office ell along the north (Washington Boulevard) elevation (**Figure 3.4.6**). Although minor reversible alterations have occurred, the building retains a high level of design integrity. The Goodyear Tire and Rubber Company warehouse is eligible under NRHP Criterion A/CRHR Criterion 1 at the local level of significance for its association with significant events in the history of industry in Southern California as well as community planning and development during the post-war period. Its significance is tied to its important role as a supplier of tires for the rapidly growing automobile industry in Southern California after World War II.

Figure 3.4.6. Goodyear Tire and Rubber Company Warehouse Constructed 1952 and Existing Rail Alignment Facing Washington Boulevard (2353 Garfield Avenue)
(View east)

The Goodyear Tire and Rubber Company warehouse also contributes to the Vail Field Industrial Addition potential historic district. The construction of this building directly contributes to the significance at the local level of the district under NRHP Criterion A/CRHR Criterion 1 as a planned industrial park due to its manufacturing function for the period of significance from 1951 to 1960. One of the reasons Vail Field was chosen as the location for a new planned industrial park was that its proximity to the new Santa Ana Freeway would provide exceptionally convenient truck access to an important transportation route. For this reason, Goodyear specifically chose the Vail Field tract as the

location for its new truck-oriented (versus rail-oriented) warehouse. The Goodyear Tire and Rubber Company warehouse building is a historical resource for the purposes of CEQA.

3.4.5.5 Greenwood Elementary School, 900 South Greenwood Avenue (Reference No. 43)

Greenwood Elementary School is eligible under NRHP Criterion A/CRHR Criterion 1 at the local level in the area of education and for its significant contribution to the patterns of school building in Southern California during the period of significance, 1947–1948 (see **Figure 3.4.7**). The school's innovative design reflected a new approach to school planning in the context of the exploding population and economic growth in suburban south Los Angeles immediately after the World War II. The Greenwood Elementary School is a historical resource for the purposes of CEQA.

Figure 3.4.7. Greenwood Elementary School Constructed 1947 (900 South Greenwood Avenue)
(View east)

3.4.5.6 South Montebello Irrigation District Building, 864 Washington Boulevard (Reference No. 44)

The South Montebello Irrigation District building, located at 864 Washington Boulevard in Montebello, is eligible under NRHP Criterion A/CRHR Criterion 1 at the local level of significance for its association with the distribution of water to the rapidly growing city of Montebello and with agriculture (**Figure 3.4.8**). Although the South Montebello Irrigation District was established in 1921, the subject property dates to 1941 when Montebello's agricultural uses were giving way to industrial and residential uses. The irrigation district supplies an approximately 860-acre area with water pumped from an on-site well, in addition to several wells located throughout the district. Although the

property consists of several buildings, only the administration building, located at the front (south end) of the parcel, dates to the period of significance. The symmetrically composed administration building is one-story in height and rectangular in plan. The wall cladding is red brick. The roof incorporates simple side gables without overhanging eaves. The roof is clad in red clay tile. Multi-light rolled-steel windows sheltered by metal awnings are arranged in a regular pattern. The South Montebello Irrigation District building is a historical resource for the purposes of CEQA.

Figure 3.4.8. South Montebello Irrigation District Building Constructed 1940 (864 Washington Boulevard)
(View north)

3.4.5.7 William and Florence Kelly House, 860 Washington Boulevard (Reference No. 45)

The residence located at 860 Washington Boulevard in Montebello is eligible under NRHP Criterion A/CRHR Criterion 1 at the local level of significance, and for the CRHR under Criterion 1, for its association with the residential development of Montebello in the pre–World War II era. Constructed in 1937 in the Spanish Colonial Revival style, the residence located at 860 Washington Boulevard represents a now-rare example of pre–World War II residential development in the El Carmel tract area of Montebello and is considered a historical resource for the purposes of CEQA.

3.4.5.8 Site of the Battle of Rio San Gabriel (Reference No. 46)

The resource is the Site of the Battle of Rio San Gabriel. Located at the northeast corner of Bluff Road and Washington Boulevard, on the border of Montebello and Pico Rivera, is the approximate Site of the Battle of Rio San Gabriel, which occurred on January 8, 1847, during the Mexican-American War. To mark the battle site, a structure was erected in 1944 to shelter a plaque, which is flanked by two commemorative cannons that face the river (see **Figure 3.4.9**). The structure sits on a concrete slab foundation at the top of the natural bluffs. The Battle of Rio San Gabriel is extremely significant because it was one of the last major battles in California and led to the end of the war with the signing of the treaty at Campo de Cahuenga. The property is eligible under NRHP Criterion A/CRHR Criterion 1 and is significant for its association with the history of the Mexican-American War in California. Furthermore, the property has the potential to meet NRHP Criterion D/CRHR Criterion 4, if any archaeological artifacts are still extant. Although the structure erected to mark the battlefield site is more than 50 years old, its purpose is only to note the importance of this historic site; it does not have associated historic significance with the 1847 battle. The battlefield site was dedicated as CHL No. 385 in 1945. The battlefield site retains integrity of location, setting, feeling, and association. The structure does not appear to have experienced any modifications and exhibits a particularly high level of integrity of design and materials, and is a historical resource for the purposes of CEQA.

Figure 3.4.9. Site of the Battle of Rio San Gabriel Commemorative Shelter
(View northeast)

3.4.5.9 Dal Rae Restaurant, 9023 Washington Boulevard (Reference No. 47)

The Dal Rae Restaurant appears eligible under NRHP Criterion A/CRHR Criterion 1 at the local level of significance in the areas of post–World War II suburbanization, dining, and entertainment and for its associations with social history as an important and increasingly rare example of a fine dining restaurant and cocktail lounge from the post–World War II era (**Figure 3.4.10**). It is an important and increasingly rare example of a fine dining restaurant and cocktail lounge from the post–World War II era that retains a high level of integrity The period of significance for the property is 1958–1970, corresponding with the era of greatest popularity for fine dining restaurants of this type in the Los Angeles region; therefore, the Dal Rae Restaurant is a historical resource for the purposes of CEQA.

Figure 3.4.10. Dal Re Restaurant Constructed 1951 (9023 Washington Boulevard)
(View southwest)

3.4.5.10 Atchison, Topeka & Santa Fe Railway, 9122 Washington Boulevard (Reference No. 48)

The former Atchison, Topeka & Santa Fe Railway Depot located at 9122 Washington Boulevard was constructed in 1886 (see **Figure 3.4.11**). The property currently functions as the Pico Rivera Historical Museum. The Gothic Revival-style building is the last surviving example of an early railroad depot located in the city of the Pico Rivera. The property was moved to its current location in 1973. The

resource is eligible under CRHR Criterion 1 for its association with early transportation, agriculture and settlement and CRHR Criterion 3 for its architectural style and as a rare example of its type. The period of significance is identified as 1886, the date of construction. The former Atchison, Topeka & Santa Fe Railway Depot located at 9122 East Washington Boulevard is a historical resource for the purposes of CEQA.

Figure 3.4.11. Atchison, Topeka & Santa Fe Railway Depot Constructed 1886 (9122 Washington Boulevard)
(View east)

3.4.5.11 Cliff May-Designed Ranch House, 6751 Lindsey Avenue (Reference No. 49)

The property located at 6751 Lindsey Avenue in Pico Rivera is eligible under NRHP Criterion C/CRHR Criterion 3 as an excellent example of the Ranch style and as the work of seminal designer and purveyor of the Ranch style, Cliff May (see **Figure 3.4.12)**. Originally constructed in 1953 with 1,100 square feet, the property, which was based on May's standard Model No. 3211, exhibits all the major character-defining features of the Ranch style as well as May's own personal and particular design vision. The 6751 Lindsey Avenue property is a historical resource for the purposes of CEQA.

Figure 3.4.12. Cliff May-Designed Ranch House Constructed 1953 (6751 Lindsey Avenue)
(View northwest)

3.4.5.12 Steak Corral Restaurant, 11605 Washington Boulevard (Reference No. 50)

The one-story Steak Corral restaurant is designed in the Ranch style (see **Figure 3.4.13**). The Steak Corral at 11605 Washington Boulevard is an intact presentation of a theme restaurant, an important chapter in the pop-culture history of the United States in the two decades following World War II. It was erected in 1965, at the end of the theme restaurant era, and is the last location of the nine-outlet Steak Corral chain still in operation. Its historic importance is enhanced by the loss of the majority of themed establishments in general and western-themed restaurants in particular in greater Los Angeles, and exhibits a high level of physical integrity. Thus, the property meets NRHP Criterion A/CRHR Criterion 1 for its embodiment of the theme restaurant trend in post-war Los Angeles. In addition, the Steak Corral is a rare, intact example of a Western-style themed restaurant, exhibiting the style's key character-defining features (e.g., board-and-batten siding, wood-framed divided-light windows, and decorative elements such as horseshoes and cow horns). Therefore, the building is also eligible under NRHP Criterion C/CRHR Criterion 3 at the local level of significance as an important example of its style and type. The Steak Corral at 11605 Washington Boulevard is a historical resource for the purposes of CEQA.

Figure 3.4.13. Steak Corral Restaurant Constructed 1965 (11605 Washington Boulevard)
(View northwest)

3.4.5.13 Rheem Laboratory, 12000 Washington Boulevard (Reference No. 50)

Rheem Laboratory includes a group of one-story brick buildings that are currently operated by the Salvation Army as a Transitional Living Center. The property is eligible under NRHP Criterion A/CRHR Criterion 1 for its significant role in the development of manufacturing equipment and scientific research associated with Southern California's important oil extraction industry and for its role in the development of manufacturing and scientific research in the Whittier/Santa Fe Springs area. Both the office building and the Sound Studio have retained substantial integrity. The Sound Studio is a rare example of an intact purpose-built building with structural and spatial design elements that convey its significance in enabling manufacturing and research activities. The buildings are eligible at the local level of significance with a period of significance from 1951 to 1959. The resource is a historical resource for the purposes of CEQA.

3.4.6 Impact Evaluation

3.4.6.1 Impact CUL-1: Historical Resources

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

3.4.6.1.1 Alternative 1 Washington

Operational Impacts

Project operations would be limited to the operation and maintenance of the LRT. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions) and related to new LRT traffic within the ROW. Operation of Alternative 1 would not physically demolish, destroy, relocate, or alter any historical resources. The immediate surroundings, or setting, of the historical resources in the APE would not be altered by the addition of LRT traffic within the ROW, either underground, on aerial structures, or at-grade within an existing street.

Section 3.11, Noise and Vibration, and the Eastside Transit Corridor Phase 2 Noise and Vibration Impacts Report (Appendix L) found that corridor-wide project noise levels along Alternative 1 are predicted to exceed the Federal Transit Administration (FTA) moderate impact criteria at 28 residences (none are historic resources) and Greenwood Elementary School (a historical resource). Moderate noise levels at Greenwood Elementary School would not affect the resource's significance or alter its character-defining features. Noise impacts would not exceed the FTA moderate noise impact criteria at any historical resources under Alternative 1. Therefore, operational noise would not cause a substantial adverse change in the significance of a historic resource.

The vibration assessment in the same report found that Project vibration levels are predicted to exceed the FTA frequent impact criteria at 85 residences and two schools due to the proximity to proposed switches and the tunnel section of the alignment. None of the impacted properties are historic resources. Maximum vibration levels at historic resources along the proposed Alternative 1 are predicted to range from 67 vibration decibels (VdB) at the Golden Gate Theater to 71 VdB at the Steak Corral Restaurant along Washington Boulevard, which is below the FTA frequent impact criteria. Therefore, because the switches are not located in close proximity to historical resources, none of the vibration levels predicted at historical resources are predicted to exceed the FTA frequent impact criteria along Alternative 1. Therefore, operational vibration would not cause a substantial adverse change in the significance of a historic resource.

The visual assessment for the Project in Section 3.1, Aesthetics, and the Eastside Transit Corridor Phase 2 Visual and Aesthetics Impacts Report (Appendix B) found that the visual character of the corridor would change slightly under Alternative 1, but that the operational impacts would not have significant impacts on the surrounding visual character, and would have no effect with respect to light and glare. As discussed further in the evaluation of construction impacts below, the aerial structure and aerial Greenwood station would introduce a new visual element in proximity to several historic buildings (the Pacific Metals Company Building [if the Montebello MSF site option is selected], the Goodyear Warehouse, Greenwood Elementary School, the South Montebello Irrigation District Building, and the William and Florence Kelly House). These resources are located in an setting that has already been extensively modified and includes modern infrastructure. While the aerial structure

and station would introduce a permanent element to the visual environment, it would not change the historic character of the buildings or substantially degrade the existing visual character or quality of public views of the buildings and their surroundings. Because the aboveground setting already features modern structures, traffic activities, and infrastructure, none of the historical resources in the APE would be materially impaired by operation of Alternative 1. Operational activities of the LRT would blend with the existing traffic pattern along Washington Boulevard. Therefore, visual changes would not cause a substantial adverse change in the significance of a historic resource.

As described above, direct and indirect impacts on historical resources (i.e., visual, audible, or atmospheric intrusions) would not cause a substantial adverse change in the significance of a historic resource. Operational impacts on historical resources would be less than significant.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 1 with the Atlantic/Pomona Station Option would not affect historical resources differently than the base Alternative 1. Operation of Alternative 1 with the Atlantic/Pomona Station Option would have no direct or indirect impacts on any historical resources or their immediate surroundings due to the distance of the alignment from historical resources in the APE. There are no historical resources within the vicinity of the Atlantic/ Pomona Station Option; the nearest historical resource, the Golden Gate Theater, is located over 0.5 miles away from the Atlantic/Pomona Station Option along the underground portion of the alignment. and it would not be directly or indirectly affected. Operation of Alternative 1 with the Atlantic/Pomona Station Option would have less than significant noise, vibration, and visual impacts and would not cause a substantial adverse change to a historic resource. Thus, operation of Alternative 1 with the Atlantic/Pomona Station Option would have a less than significant impact on historical resources.

Montebello At-Grade Option

Greenwood School, the South Montebello Irrigation District Building, and the William and Florence Kelly House are located within the vicinity of the Montebello At-Grade Option. As with the base Alternative 1, these resources would not be physically demolished, destroyed, relocated, or altered. The at-grade alignment would introduce new visual, audible, and atmospheric elements within the immediate surroundings; however, the setting of the buildings is modern and adjacent to a major road within existing sources of noise and vibration. Noise and vibration impacts would not exceed the FTA moderate noise impact criteria (noise) or FTA frequent impact criteria (vibration) at these historical resources, and thus, these resources would not be susceptible to significant noise or vibration impacts that could cause a substantial adverse change to a historic resource. Further, the at-grade alignment and station would follow the existing transportation corridor and would not limit views of the resources. Operation of The Montebello At-Grade Option segment of the alignment would not have significant impacts on any historical resources. Operation of the remainder of Alternative 1 would also have less than significant noise, vibration, and visual impacts and would not cause a substantial adverse change to a historic resource. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have less than significant impacts on historical resources.

Construction Impacts

Project activities during construction of the alignment would include property acquisitions, demolition of historical resources, and new construction of permanent Project features. Potential construction impacts on historical resources would be direct or indirect (i.e., visual, audible, or atmospheric intrusions) and related to the construction of new infrastructure that would demolish or alter historical resources and/or their immediate surroundings.

Golden Gate Theater, 5176 Whittier Boulevard

Alternative 1 would construct the guideway and the Atlantic/Whittier station within roughly 80 feet of the Golden Gate Theater. Construction methods may use heavy equipment, including excavators, cranes, tractor trailer rigs, loaders, earthmovers asphalt milling machines, asphalt paving machines, tunnel boring machines (TBMs), loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. During construction of Alternative 1, the Golden Gate Theater would not be physically demolished, destroyed, relocated, or altered. Due to the underground nature of the improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the guideway and station.

Construction of the guideway and station has the potential to cause vibrations and ground settlement adjacent that could impact the Golden Gate Theater. Vibration levels from construction activities along Alternative 1 would include the use of TBMs, bulldozers, dump trucks, and vibratory rollers. The use of impact pile drivers would be avoided whenever possible to eliminate the potential of vibration impacts (such as minor cosmetic structural damage) at nearby sensitive receptors. As a result of the preliminary construction vibration estimates identified in Section 3.11, Noise and Vibration, and Appendix L, construction activities are predicted to exceed the FTA impact criteria at the closest residences and commercial properties (none are historic resources). Therefore, a significant impact would occur. MM CUL-1, as identified in **Section 3.4.7**, would require building protection measures to be put in place, such as ground improvements and/or use of lower vibration-generating construction equipment, as identified in a pre-construction survey. Implementation of MM CUL-1 would reduce the potential for vibration generated during construction activities to damage the Golden Gate Theater and would reduce impacts to less than significant.

Vail Field Industrial Addition

The alignment would be located beneath and adjacent to the southeast portion of the potential historic district after transitioning from a tunnel configuration to an aerial configuration. Construction of Alternative 1 would acquire and potentially demolish six properties containing historical resources that contribute to the potential historic district listed below. Of the six resources, only the Pacific Metals Company Building is an individually eligible historical resource.

- 2343 Saybrook Avenue (Assessor's parcel number [APN] 6336-011-007)
- 2401 Saybrook Avenue (APN 6336-010-013)
- 6466 Gayhart Street (APN 6336-011-012)
- 6565 Washington Boulevard (APN 6336-011-013)

- 6625 East Washington Boulevard (APN 6336-013-012)
- 2187 Garfield Avenue (APN 6336-013-014) (Pacific Metals Company, see additional information below)

The six contributing resources would be acquired primarily as ROW acquisition to enable construction of the guideway and would potentially be demolished. Physical demolition of these district contributors would impair the significance of the potential historic district, by removing in an adverse manner some of the physical characteristics of the historical resource that conveys its significance. However, the demolition of these peripheral contributors would leave the core of the potential historic district intact with a sufficient number of contributors with characteristics to convey its historical significance (not including proposed changes related to the Commerce MSF site option). The potential historic district, with a reduced boundary, would still convey its historical significance and would be eligible for listing in the CRHR; therefore, construction of Alternative 1 would not have a substantial adverse change on the Vail Field Industrial Addition and would result in a less than significant impact.

The transition from the guideway to an aerial structure would be within the boundary and setting of the Vail Field Industrial Addition. The district is an entity of various industrial facilities and its setting is industrial. The aerial structure would generally follow existing transportation corridors and would not limit views within or of the district. The alteration of the setting with the new visual element of the aerial structure would not change the district's historic character or materially impair its significance and would result in a less than significant impact.

Pacific Metals Company, 2187 Garfield Avenue

If the Commerce MSF site option is selected, Alternative 1 would acquire the Pacific Metals Company Building and demolish the building for the construction of an aerial structure parallel to Washington Boulevard. Physical demolition would materially impair the significance of the historical resource; thus, construction of Alternative 1 with the Commerce MSF site option would result in a significant impact. MM CUL-2 and MM CUL-3, as identified in **Section 3.4.7,** would require historical archival documentation and an interpretive program that identify the historical significance of the building. MM CUL-2 and MM CUL-3 would ensure that documentation and educational materials about the historic resource are developed and archived, which would reduce impacts by preserving information about the building; however, impacts would remain significant and unavoidable.

If the Montebello MSF site option is selected, the aerial structure would be located in the median of Washington Boulevard between Gayhart Street and Yates Avenue, approximately 60 feet from the southeast corner of the Pacific Metals Company Building. The Pacific Metals Company Building would not be acquired, and it would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The new 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; thus, construction of Alternative 1 with the Montebello MSF site option would result in a less than significant impact.

Goodyear Warehouse, 2353 Garfield Avenue

Alternative 1 would construct an aerial structure parallel to Washington Boulevard, approximately 110 feet from the northwest corner of the Goodyear Warehouse if the Commerce MSF site option is selected. If the Montebello MSF site option is selected, the Alternative 1 would construct an aerial structure in the median of Washington Boulevard approximately 50 feet from the northwest corner of the Goodyear Warehouse. The Goodyear Warehouse would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is industrial. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The new aerial structure would not limit views within the property or primary views of its character defining features. Further, the building is located in setting that has already been extensively modified and the alteration of the setting with the new visual element of the aerial structure would not materially impair the building's significance; thus, construction of Alternative 1 would result in a less than significant impact.

Greenwood Elementary School, 900 South Greenwood Avenue

Near Greenwood Elementary School, Alternative 1 would construct an aerial alignment in the center of Washington Boulevard, that includes the aerial guideway and its foundations, aerial station, utility relocations, overhead catenary systems, restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, reconstruction of parking facilities, and lighting and traffic signal modifications. The station would include a side platform station located in the median of Washington Boulevard east of Greenwood Avenue and a surface parking facility along Greenwood Avenue and Washington Boulevard. The alignment would be approximately 450 feet from the school and separated by the proposed parking facility.

Under Alternative 1, the Greenwood Elementary School would not be physically demolished, destroyed, relocated, or altered during construction. Due to the considerable distance between the Greenwood Elementary School and Washington Boulevard, no visual impacts on this historical resource or its setting are anticipated from the at-grade alignment or station. The lot adjacent to the school to the south is already paved, serves a similar use, and would be minimally altered to serve as a parking facility. Thus, construction of Alternative 1 would result in a less than significant impact.

South Montebello Irrigation District Building, 864 Washington Boulevard

Alternative 1 would be aerial in the center of Washington Boulevard near the South Montebello Irrigation District Building and the Greenwood station. The construction would include the aerial guideway and its foundations, aerial station, utility relocations, overhead catenary systems, restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, reconstruction of parking facilities, and lighting and traffic signal modifications. The station would include a side platform station located in the median of Washington Boulevard east of Greenwood Avenue and a parking facility along Greenwood Avenue and Washington Boulevard. The Greenwood station would be approximately 60 feet in front of the building. Under Alternative 1, the South Montebello Irrigation District building would not be physically demolished, destroyed, relocated, or altered. The Greenwood station and the parking facilities adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. However, the setting of the building has already been extensively modified and includes modern infrastructure and uses. Although the proposed station would introduce a permanent visual element directly in front of the building, the relative height of the

raised platform would not block significant views of the historical resource, such as the view of the façade from the sidewalk or the westbound side of Washington Boulevard. The existing setting would be left largely intact. The lots adjacent to the school to the north and west are already paved, serve a similar use, and would be minimally altered to serve as a surface parking facility. 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; therefore, construction of Alternative 1 would result in a less than significant impact.

William and Florence Kelly House, 860 Washington Boulevard

Near the William and Florence Kelly House, Alternative 1 would construct an aerial alignment in the center of Washington Boulevard, including the aerial guideway and its foundations, aerial station, utility relocations, overhead catenary systems, restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, reconstruction of parking facilities, and lighting and traffic signal modifications. The station would include a side platform station located in the median of Washington Boulevard east of Greenwood Avenue and a parking facility along Greenwood Avenue and Washington Boulevard. The Greenwood station would be approximately 60 feet in front of the building.

Under Alternative 1, the William and Florence Kelly House would not be physically demolished, destroyed, relocated, or altered. The aerial structure, Greenwood station, and the parking facility to the north would introduce new visual, audible, and atmospheric elements within its immediate surroundings. However, the setting of the building has already been extensively modified and includes modern infrastructure and uses. Although the proposed station would introduce a permanent visual element directly in front of the building, the relative height of the raised platform will not block any significant views of the historical resource, such as the view of the façade from the sidewalk or the westbound side of Washington Boulevard. The existing setting would be left largely intact. The lot adjacent to the building to the north is already paved, serves a similar use, and would be minimally altered to serve as a surface parking facility. 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; therefore, construction of Alternative 1 would result in a less than significant impact.

Site of the Battle of Rio San Gabriel

Alternative 1 would construct the alignment at-grade in the center of Washington Boulevard and would replace the existing bridge over Rio Hondo to carry both the LRT facility and the four-lane roadway. Excavation related to the proposed bridge replacement and the partial property acquisition has the potential to encounter archaeological artifacts associated with the battle. Disturbance of these resources would result in potentially significant impacts as identified under Impact CUL-2.

Changes to the Metro ROW and the new at-grade alignment would introduce new visual, audible, and atmospheric elements within its immediate surroundings. The setting has been altered by channelization of the river and the construction of Washington Boulevard, modern buildings, and other infrastructure. Because the setting is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired; therefore, construction of Alternative 1 would result in a less than significant impact.

Dal Rae Restaurant, 9023 Washington Boulevard

Alternative 1 would construct the alignment at-grade in the center of Washington Boulevard, including the Rosemead station, an aerial, side platform station located in center of Washington Boulevard west of Rosemead Boulevard. The Rosemead station would be approximately 440 feet west of the Dal Rae Restaurant, an historical resource.

Under Alternative 1, the Dal Rae Restaurant building would not be physically demolished, destroyed, or relocated. However, a sliver property acquisition for restriping and curb-and-gutter/sidewalk reconstruction would occur. The sliver property acquisition would alter the parcel by reconfiguring the existing curb, sidewalk, and landscaping along Washington Boulevard. The curb, sidewalk, and landscaping do not contribute to the significance of the historical resource and are not a character-defining features. Adjacent to the sliver property acquisition is the two-sided neon pole sign, which is a character-defining feature of the historical resource. The sliver property acquisition would not alter the sign or any other significant features of the historical resource, but adjacent construction could disturb the feature. Thus, a significant impact would occur during construction. Implementation of MM CUL-4, which requires avoidance of the Dal Rae Restaurant sign to prevent damage to the historical significance of the Dal Rae Restaurant as identified in **Section 3.4.7**, would reduce impacts to less than significant.

The new at-grade alignment would introduce new visual, audible, and atmospheric elements within the immediate surroundings of the Dal Rae Restaurant. The setting of the building is modern and adjacent to a major road. The at-grade alignment would follow the existing transportation corridor and would not limit views of the resource. The alteration of the setting with the new visual element of the at-grade alignment would not materially impair its significance and would result in a less than significant impact.

Additional Resources East of Rosemead Boulevard

With the vicinity of the Atchison, Topeka & Santa Fe Railway Depot (9122 Washington Boulevard), Cliff May-Designed Ranch House (6751 Lindsey Avenue), Steak Corral Restaurant (11605 Washington Boulevard), and Rheem Laboratory (12000 Washington Boulevard). Alternative 1 would construct the alignment at-grade in the center of Washington Boulevard, including overhead catenary systems, restriping, curb-and-gutter/sidewalk reconstruction, utility relocation, roadway improvements, and lighting and traffic signal modifications. Under Alternative 1, the Atchison, Topeka & Santa Fe Railway Depot, Cliff May-Designed Ranch House, Steak Corral Restaurant, and Rheem Laboratory would not be physically demolished, destroyed, relocated, or altered. The new at-grade alignment would introduce new visual, audible, and atmospheric elements within the immediate surroundings. The at-grade alignment would follow the existing transportation corridor and would not limit views of the resources. The alteration of the setting with the new visual element of the at-grade alignment would not materially impair its significance and would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would not affect historical resources differently than the base Alternative 1. No historical resources are within the vicinity of the Atlantic/Pomona Station Option. The Atlantic/Pomona Station Option segment of the alignment

would have no direct or indirect impacts on any historical resources or their immediate surroundings due to the significant distance of from historical resources in the APE.

However, as with the base Alternative 1, construction of other portions of Alternative 1 would result in significant impacts on historical resources, including Golden Gate Theater, Pacific Metals Company with the Commerce MSF site option, and Dal Rae Restaurant. Therefore, although construction of the Atlantic/Pomona Station Option segment would not have a significant impact on historical resources, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a significant impact on historical resources. Implementation of MM CUL-1, which requires building protection measures to be put in place to reduce potential vibration damage to the Golden Gate Theater and MM CUL-4, which requires avoidance of the Dal Rae Restaurant sign to prevent damage to the historical significance of the Dal Rae Restaurant, as identified in **Section 3.4.7,** would reduce impacts to less than significant if the Montebello MSF site option is selected. If the Commerce MSF site option is selected, MM CUL-1 and MM CUL-4, as explained above, and MM CUL-2 and MM CUL-3, which require preparation of historical archival documentation and an interpretive program for historical resources to be demolished to ensure that information is preserved, would be implemented to reduce impacts. However, with the selection of the Commerce MSF site option, impacts of Alternative 1 with the Atlantic/Pomona Station Option would remain significant and unavoidable due to the acquisition and demolition of the Pacific Metals building.

Montebello At-Grade Option

Greenwood School, the South Montebello Irrigation District Building, and the William and Florence Kelly House are located within the vicinity of the Montebello At-Grade Option. As with the base Alternative 1, these resources would not be physically demolished, destroyed, relocated, or altered. The at-grade alignment would introduce new visual, audible, and atmospheric elements within the immediate surroundings. The setting of the buildings is modern and adjacent to a major road. The at-grade alignment and station would follow the existing transportation corridor and would not limit views of the resources. The Montebello At-Grade Option segment of the alignment would not have a significant impact on any historical resources.

However, as with the base Alternative 1, construction of other portions of Alternative 1 would result in significant impacts on historical resources, including the Golden Gate Theater, Pacific Metals Company with the Commerce MSF site option, and Dal Rae Restaurant. Therefore, although construction of the Montebello At-Grade Option segment would not have a significant impact on historical resources, construction of Alternative 1 with the Montebello At-Grade Option would result in a significant impact. Implementation of MM CUL-1, which requires building protection measures to be put in place to reduce potential vibration damage to the Golden Gate Theater and MM CUL-4, which requires avoidance of the Dal Rae Restaurant sign to prevent damage to the historical significance of the Dal Rae Restaurant, as identified in **Section 3.4.7**, would reduce impacts to less than significant if the Montebello MSF site option is selected. If the Commerce MSF site option is selected, MM CUL-1 and MM CUL-4, as explained above, and MM CUL-2 and MM CUL-3, which require preparation of historical archival documentation and an interpretive program for historical resources to be demolished to ensure that information is preserved, would be implemented to reduce impacts. However, with the selection of the Commerce MSF site option, impacts of Alternative 1 with the Montebello At-Grade Option would remain significant and unavoidable due to the acquisition and demolition of the Pacific Metals building.

3.4.6.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not physically demolish, destroy, relocate, or alter any historical resources. No severe noise impacts are predicted, and no severe noise impacts would occur on historical resources. Vibration levels would not impact any vibration sensitive historical resources. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in less than significant noise and vibration impacts and would not cause a substantial adverse change in the significance of a historical resource.

The visual character of the corridor would change slightly under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option as discussed in Section 3.1, Aesthetics; however, operations would have a less than significant effect on the surrounding visual character and with respect to light and glare. Because the aboveground setting already features modern traffic activities, none of the historical resources in the APE would be materially impaired by operation of the LRT. Operational activities would blend with the existing traffic pattern along Washington Boulevard. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not cause a substantial adverse change in the significance of a historical resource. Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact on historical resources.

Construction Impacts

Base Alternative and Design Option

Construction of the guideway and the Atlantic/Whittier station has the potential to cause vibration and ground settlement that could impact the Golden Gate Theater, which would result in significant impacts. Alternative 2 would acquire five contributing resources to the Vail Field Industrial Addition. Physical demolition of these district contributors would impair the significance of the potential historic district, by removing in an adverse manner some of the physical characteristics of the historical resource that conveys its significance. However, the demolition of these peripheral contributors would leave the core of the potential historic district intact with a sufficient number of contributors with characteristics to convey its historical significance (not including proposed changes related to the Commerce MSF site option discussed below in **Section 3.4.6.1.4**). The potential historic district, with a reduced boundary, would still convey its historical significance and would be eligible for listing in the CRHR; therefore, Alternative 2 would not have a substantial adverse change on the Vail Field Industrial Addition and would result in a less than significant impact. In addition, the alteration of the setting with the new visual element of the transition from the guideway to an aerial structure within the Vail Field Industrial Addition would not change the district's historic character or materially impair its significance and would result in a less than significant impact. Overall, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a significant impact on the Golden Gate Theater. Implementation of MM CUL-1, which requires building protection measures to be put in place to reduce potential vibration damage to the Golden Gate Theater as described in **Section 3.4.7**, would reduce impacts to less than significant.

3.4.6.1.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not physically demolish, destroy, relocate, or alter any historical resources. The immediate surroundings, or setting, of the historical resources in the APE will be altered by the addition of LRT traffic within the ROW, either underground, on aerial structures, or at-grade within an existing street.

Project noise levels of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option are predicted to exceed the FTA moderate impact criteria at 28 residences (none are historic resources) and Greenwood Elementary School (a historical resource). Moderate noise levels at Greenwood Elementary School would not affect the resource's significance or alter its character-defining features. Noise impacts would not exceed the FTA moderate noise impact criteria at any historical resources. Because switches are not sited in close proximity to historical resources, none of the vibration levels predicted at historical resources are predicted to exceed the FTA frequent impact criteria along the alignment. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have less than significant noise and vibration impacts and would not cause a substantial adverse change in the significance of a historical resource.

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant effect on the surrounding visual character, and no effect with respect to light and glare. Because the aboveground setting already features modern traffic activities, none of the historical resources in the APE would be materially impaired by operation of the LRT. Operational activities would blend with the existing traffic pattern along Washington Boulevard. Therefore, visual changes associated with operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not cause a substantial adverse change in the significance of a historical resource. Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact on historical resources.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option has the potential to cause vibrations and ground settlement that could impact the Golden Gate Theater, which would result in a significant impact.

Alternative 3 would acquire six contributing resources to the Vail Field Industrial Addition. Physical demolition of these district contributors would impair the significance of the potential historic district; however, the demolition of these peripheral contributors would leave the core of the potential historic district intact with a sufficient number of contributors with characteristics to convey its historical significance.

If the Commerce MSF is selected, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would acquire and demolish the Pacific Metals Company Building, which would be a significant impact.

Overall, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a significant impact on the Golden Gate Theater and the Pacific Metals Company Building if the Commerce MSF site option is selected. Implementation of MM CUL-1, which requires building protection measures to be put in place to reduce potential vibration damage to the Golden Gate Theater, would reduce impacts on the Golden Gate Theater to less than significant. If the Commerce MSF is selected, implementation of MM CUL-1, MM CUL-2, and MM CUL-3, which require preparation of historical archival documentation and an interpretive program for historical resources to be demolished to ensure that information is preserved, as identified in **Section 3.4.7**, would be implemented. Implementation of mitigation would reduce impacts associated with construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option if the Commerce MSF is selected; however, impacts on the Pacific Metals Company Building would remain significant and unavoidable.

3.4.6.1.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would be limited to the MSF operations. Operation of the MSF site options would not physically demolish, destroy, relocate, or alter any historical resources and thus no direct impacts would occur. Potential operational impacts on historical resources would be indirect (i.e., visual, audible, or atmospheric intrusions), such as changes in the character of the property's use or of physical features within the property's setting.

After construction, the Commerce MSF site option within the boundary of the Vail Field Industrial Addition potential historic district (a historical resource under existing conditions) would not retain sufficient integrity for eligibility for listing in the NRHP or CRHR, and it would no longer be considered a historical resource. Therefore, because the Vail Field Industrial Addition would no longer be a historic resource, operation of the MSF would not cause indirect impacts that would cause a substantial adverse change in the significance of a historical resource.

No historical resources are within the vicinity of the Montebello MSF site option or the Montebello MSF At-Grade Option. Operation of the Montebello MSF site option or the Montebello MSF At-Grade Option would have no direct or indirect impacts on any historical resources or their immediate surroundings. Operation of the MSF site options would not physically demolish, destroy, relocate, or alter any historical resources. Therefore, operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have no impact on historical resources.

Construction Impacts

Commerce MSF Site Option

Under Alternative 2, 16 properties in the Vail Field Industrial Addition historic district would be acquired and demolished. Under the base Alternative 1 and base Alternative 3 and Alternative 1 and Alternative 3 with one or both design options, 16 properties in the Vail Field Industrial Addition historic district and the Pacific Metals Company Building would be acquired and demolished to construct the Commerce MSF site option. The physical demolition would materially impair the significance of the historical resources; thus, construction of the Commerce MSF site option would result in a significant impact on historic resources. MM CUL-2, MM CUL-3, MM CUL-5 and MM CUL-6 would be implemented for Alternative 1 or Alternative 3, including the design options, and MM CUL-5 and MM CUL-6 would be implemented for Alternative 2, including the design option. MM CUL-2, MM CUL-3, MM CUL-5 and MM CUL-6, as identified in **Section 3.4.7**, would reduce impacts by requiring preparation of historical archival documentation and an interpretive program for historical resources to be demolished to ensure that information is preserved. With implementation of mitigation, impacts would be reduced; however, impacts resulting from demolition or alterations would remain significant and unavoidable.

Montebello MSF and Design Option

No historical resources are within the footprint of the Montebello MSF site option or the Montebello MSF At-Grade Option. The guideway alignment with the Montebello MSF site option or Montebello MSF At-Grade Option would be located near the Pacific Metals Company Building in the median of Washington Boulevard. The Pacific Metals Company Building would not be physically demolished, destroyed, relocated, or altered. The guideway alignment would generally follow existing transportation corridors and would not limit views of the resource. The new guideway alignment would introduce a new visual element but would not change the historic character of the building. Additionally, the Pacific Metals Company Building is approximately 1,000 feet from the Montebello MSF site option or Montebello MSF At-Grade Option, and approximately 2,000 feet from the lead tracks into the site. The Montebello MSF site option or Montebello MSF At-Grade Option would not limit views of the resource or change the historic character of the building. The alteration of the setting and the new visual element of the guideway alignment would not materially impair the historic significance of the Pacific Metals Company Building; thus, construction of the Montebello MSF site option or the Montebello MSF At-Grade Option would result in a less than significant impact on historical resources.

3.4.6.2 Impact CUL-2: Archaeological Resources

Impact CUL-2: Would a Build Alternative cause a substantial adverse change in the significance of a unique archaeological resource pursuant to 15064.5?

3.4.6.2.1 Alternative 1 Washington

The CHRIS records search, additional archival research, outreach, and field survey failed to identify any archaeological sites within the ADI. However, it is possible that unknown archaeological resources lay buried within the ADI. The project DSA has been used by Native American peoples for thousands of years and was used with increasing intensity throughout the historic period.

Operational Impacts

Operation of Alternative 1 would not physically demolish, destroy, relocate, or alter any archaeological resources and would thus have no impact on archaeological resources.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 1 with the Atlantic/Pomona Station Option would not physically demolish, destroy, relocate, or alter any archaeological resources and would thus have no impact on archaeological resources.

Montebello At-Grade Option

Operation of Alternative 1 with the Montebello At-Grade Option would not physically demolish, destroy, relocate, or alter any archaeological resources and would thus have no impact on archaeological resources.

Construction Impacts

Significant buried archaeological resources may exist within the ADI, and it is possible these archaeological materials could be unearthed during project excavation activities. The alignment for this alternative is largely within the public ROW that has been disturbed with utility and street construction, but these disturbances are relatively shallow. Shallow construction work, such as for the at-grade portions of the alignment, has limited potential to encounter intact archaeological resources due to prior disturbance, but other proposed construction activities have the potential to encounter intact archaeological resources. A significant discovery of an unknown archaeological resource at the Site of the Battle of Rio San Gabriel or elsewhere on the alignment could result in a significant impact.

As discussed in greater detail in Section 3.15, Tribal Cultural Resources, tunnel boring would occur through areas that may have unknown archaeological resources. The TBM does not allow for discovery of intact archaeological resources because the method of construction limits observation of impacted soils. However, the TBM would only be used at depths containing soils deposited prior to human occupation, and thus archaeological resources are not anticipated to be present where the TBM would be operated. Therefore, because the TBM would be used at depths with soils deposited prior to human occupation, tunneling is not expected to disturb or destroy unknown archaeological resources and impacts associated with tunnel boring are less than significant.

Construction of the bridges over the Rio Hondo and San Gabriel River has the potential to impact archaeological resources that have been buried by recent or historical sediment deposition. Deeper impacts within Holocene soils, such as the installation of piles for aerial structures and the mass

excavation required for tunnel construction have the potential to encounter deeply buried resources. Therefore, construction of Alternative 1 has the potential to disturb and destroy a significant unknown archaeological resource and would result in a significant impact. MM CUL-7, which requires monitoring during ground disturbance at the Site of the Battle of Rio San Gabriel to ensure that appropriate treatment measures are put in place to protect and document any resource(s) if encountered, and MM CUL-8, which requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a Cultural Resources Monitoring and Mitigation Plan (CRMMP) be prepared as identified in **Section 3.4.7**, would be implemented. These mitigation measures would establish protections for unanticipated discoveries of archaeological resources and would reduce impacts to less than significant.

Design Options

Atlantic/Pomona Station Option

The CHRIS records search, additional archival research, outreach, and field survey failed to identify any archaeological sites within the ADI. However, it is possible that significant buried archaeological resources may exist within the ADI and that these archaeological materials could be unearthed during project excavation activities. Due to the deep excavations associated with the Atlantic/Pomona Station Option, there would be potential to encounter deeply buried resources at this location. Therefore, excavation associated with the Atlantic/Pomona Station Option and elsewhere along Alternative 1 has the potential to disturb and destroy a significant archaeological resource. If unmitigated, this disturbance of a significant archaeological resource would result in a significant impact. MM CUL-7, which requires monitoring during ground disturbance at the Site of the Battle of Rio San Gabriel to ensure that appropriate treatment measures are put in place to protect and document the resource(s) if any significant resources are encountered, and MM CUL-8, which requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a CRMMP be prepared as identified in **Section 3.4.7**, would be implemented. These mitigation measures would establish protections for unanticipated discoveries of archaeological resources and would reduce impacts to less than significant.

Montebello At-Grade Option

The CHRIS records search, additional archival research, outreach, and field survey failed to identify any archaeological sites within the ADI. However, it is possible that significant buried archaeological resources may exist within the ADI and these archaeological materials could be unearthed during project excavation activities. Due to the shallower construction associated with the Montebello At-Grade Option as opposed to installation of piles for the aerial structures, there would be less potential to encounter deeply buried resources as compared to the base Alternative 1 at this location. However, excavation associated with the Montebello At-Grade Option and elsewhere along Alternative 1 has the potential to disturb and destroy a significant archaeological resource. If unmitigated, this disturbance of a significant archaeological resource would result in a significant impact. MM CUL-7, which requires monitoring during ground disturbance at the Site of the Battle of Rio San Gabriel to ensure that appropriate treatment measures are put in place to protect and document the resource(s) if any significant resources are encountered, and MM CUL-8, which requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a CRMMP be prepared as identified in **Section 3.4.7**, would be implemented. These mitigation measures would establish protections for unanticipated discoveries of archaeological resources and would reduce impacts to less than significant.

3.4.6.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not physically demolish, destroy, relocate, or alter any archaeological resources and would have no impact on archaeological resources.

Construction Impacts

Base Alternative and Design Option

Project excavation activities during construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option could unearth significant buried archaeological resources that may exist within the ADI. Shallow construction work, such as for the at-grade portions of the alignment, has limited potential to encounter intact archaeological resources due to prior disturbance, but other proposed construction activities have the potential to encounter intact archaeological resources. The TBM would only be used at depths containing soils deposited prior to human occupation, and thus archaeological resources are not anticipated to be present where the TBM would be operated. However, impacts within Holocene soils, such as the installation of piles for the aerial structure leading to the Commerce MSF and the excavation required for the TBM launch pit and extraction pit, could encounter deeply buried resources. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option has the potential to disturb and destroy a significant archaeological resource, and would result in a significant impact. Implementation of MM CUL-8, which requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a CRMMP be prepared, as identified in **Section 3.4.7**, would establish protections for unanticipated discoveries of archaeological resources and would reduce impacts to less than significant.

3.4.6.2.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not physically demolish, destroy, relocate, or alter any archaeological resources and would have no impacts on archaeological resources.

Construction Impacts

Base Alternative and Design Options

Significant buried archaeological resources may exist within the ADI, and it is possible these archaeological materials could be unearthed during project excavation activities. Shallow construction work, such as for the at-grade portions of the alignment, has limited potential to encounter intact

archaeological resources due to prior disturbance. Further, the TBM would only be used at depths containing soils deposited prior to human occupation, and thus archaeological resources are not anticipated to be present where the TBM would be operated. However, other proposed construction activities have the potential to encounter intact archaeological resources. Deeper impacts within Holocene soils, such as the installation of piles for aerial structures and the excavation required for the TBM launch pit and extraction pit, have the potential to encounter deeply buried resources. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option has the potential to disturb and destroy a significant archaeological resource, which would result in a significant impact. Implementation of MM CUL-8 as identified in **Section 3.4.7** would be required for construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option. Implementation of MM CUL-8, which requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a CRMMP be prepared, as identified in **Section 3.4.7**, would establish protections for unanticipated discoveries of archaeological resources and would reduce impacts to less than significant.

3.4.6.2.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would not physically demolish, destroy, relocate, or alter any archaeological resources. Therefore, no impacts on archaeological resources would occur.

Construction Impacts

MSF Site Options and Design Option

Significant buried archaeological resources may exist within the footprint of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option, and it is possible these archaeological materials could be unearthed during project excavation activities. Shallow construction work for the MSF site options has limited potential to encounter intact archaeological resources due to prior disturbance, but deeper construction activities have the potential to encounter intact archaeological resources. Therefore, construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option has the potential to disturb and destroy a significant archaeological resource, which would result in a significant impact. Implementation of MM CUL-8, which requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a CRMMP be prepared, as identified in **Section 3.4.7**, would establish protections for unanticipated discoveries of archaeological resources and would reduce impacts to less than significant.

3.4.6.3 Impact CUL-3: Disturbance of Human Remains

Impact CUL-3: Would a Build Alternative disturb any human remains, including those interred outside of formal cemeteries?

Alternative 1 Washington

Operational Impacts

There are no known cemeteries or archaeological sites including human remains within the ADI for Alternative 1. Operational activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of formal cemeteries. Therefore, operation of Alternative 1 would have no impacts on human remains.

Design Options

Atlantic/Pomona Station Option

Operational activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of formal cemeteries. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would have no impacts on human remains.

Montebello At-Grade Option

Operational activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of formal cemeteries. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have no impacts on human remains.

Construction Impacts

There are no known cemeteries or archaeological sites including human remains within the ADI. However, unknown human burials may exist within the ADI, and it is possible these burials could be unearthed during project excavation activities. Therefore, construction of Alternative 1 has the potential to disturb and destroy an unknown burial. Disturbance of unknown burial sites would result in a significant impact. Implementation of MM CUL-9, which establishes procedures for consultation and treatment if human remains are discovered, as identified in **Section 3.4.7,** would ensure proper treatment of human remains would occur and would thus reduce impacts to less than significant.

Design Options

Atlantic/Pomona Station Option

There are no known cemeteries or archaeological sites including human remains within the ADI. However, unknown human burials may exist within the ADI, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option has the potential to disturb and destroy an unknown burial. Disturbance of unknown burial sites would result in a significant impact. Implementation of MM CUL-9, which establishes procedures for consultation and treatment if human remains are discovered, as

identified in **Section 3.4.7**, would ensure proper treatment of human remains would occur and would thus reduce impacts to less than significant.

Montebello At-Grade Option

There are no known cemeteries or archaeological sites including human remains within the ADI. However, unknown human burials may exist within the ADI, and it is possible these burials could be unearthed during excavation activities. Therefore, construction of Alternative 1 with the Montebello At-Grade Option has the potential to disturb and destroy an unknown burial. Disturbance of unknown burial sites would result in a significant impact. Implementation of MM CUL-9, which establishes procedures for consultation and treatment if human remains are discovered, as identified in **Section 3.4.7**, would ensure proper treatment of human remains would occur and would thus reduce impacts to less than significant.

3.4.6.3.1 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

There are no known cemeteries or archaeological sites including human remains within the ADI for Alternative 2. Operational activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of formal cemeteries. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have no impacts on human remains.

Construction Impacts

Base Alternative and Design Option

There are no known cemeteries or archaeological sites including human remains within the ADI. However, unknown human burials may exist within the ADI, and it is possible these burials could be unearthed during project excavation activities. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option has the potential to disturb and destroy an unknown burial. Disturbance of unknown burial sites would result in a significant impact. Implementation of MM CUL-9, which establishes procedures for consultation and treatment if human remains are discovered, as identified in **Section 3.4.7**, would ensure proper treatment of human remains would occur and would thus reduce impacts to less than significant.

3.4.6.3.2 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

There are no known cemeteries or archaeological sites including human remains within the ADI for Alternative 3. Operational activities would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of formal cemeteries. Therefore,

operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impacts on human remains.

Construction Impacts

Base Alternative and Design Options

There are no known cemeteries or archaeological sites including human remains within the ADI. Unknown human burials may exist within the ADI, and it is possible these burials could be unearthed during project excavation activities. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option has the potential to disturb and destroy an unknown burial. Disturbance of unknown burial sites would result in potentially significant impacts. Implementation of MM CUL-9, which establishes procedures for consultation and treatment if human remains are discovered, as identified in **Section 3.4.7**, would ensure proper treatment of human remains would occur and would thus reduce impacts to less than significant.

3.4.6.3.3 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of formal cemeteries. Therefore, operation of the MSF site options would have no impact on human remains.

Construction Impacts

MSF Site Options and Design Option

There are no known cemeteries or archaeological sites including human remains within the ADI. However, unknown human burials may exist within the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option, and it is possible these burials could be unearthed during project excavation activities. Therefore, construction of either of the MSF site options have the potential to disturb and destroy an unknown burial. Disturbance of unknown burial sites would be a significant impact. Implementation of MM CUL-9, which establishes procedures for consultation and treatment if human remains are discovered, as identified in **Section 3.4.7**, would ensure proper treatment of human remains would occur and would thus reduce impacts to less than significant.

3.4.7 Project Measures and Mitigation Measures

As identified in **Section 3.4.6**, the Build Alternatives and Build Alternatives with the design option(s) would have significant impacts on cultural resources under Impact CUL-1 (Historical Resources), Impact CUL-2 (Archaeologic Resources), and Impact CUL-3 (Disturbance of Human Remains). No project measures would apply. Mitigation measures to reduce the impacts are presented herein. MM

CUL-1, MM CUL-8, and MM CUL-9 apply to all Build Alternatives and Build Alternatives with the design option(s). MM CUL-5 and MM CUL-6 apply to all Build Alternatives, including the design option(s), if the Commerce MSF site option is selected. MM CUL-2 and MM CUL-3 apply to Alternative 1 and Alternative 3, including the design options, if the Commerce MSF site option is selected. MM CUL-4 and MM CUL-7 apply to the base Alternative 1 and Alternative 1 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option.

Following the mitigation measures, **Table 3.4-4** identifies applicable measures and the combined impact after mitigation of the base alternatives with the associated MSF site option(s), and the Build Alternatives with one or both design options (as applicable) with the associated MSF site option(s).

MM CUL-1: Protection Measures – Differential Settlement/Vibration/TBM Specifications for Golden Gate Theater. Metro shall conduct a pre-construction baseline survey, implement building protection measures, and conduct a post-construction survey of the Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historical resource. Building protection measures shall be implemented in conjunction with MM NOI-1 through NOI-15

- Metro shall conduct a pre-construction survey to establish baseline, preconstruction conditions and to assess the building category and the potential for ground borne vibration to cause damage. Geotechnical investigations shall be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis shall inform the development of appropriate support mechanisms for cut and fill construction areas or areas that could experience differential settlement as a result of using a TBM in close proximity to the historical resource. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review final design documents prior to implementation of measures.

- Metro shall implement building protection measures such as underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. If the historical resource has the potential to be impacted by differential settlement caused by TBM construction, Metro shall require the use of an earth pressure balance or slurry shield TBM.

- A post-construction survey shall also be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.

MM CUL-2: Historical Resource Archival Documentation. This mitigation measure applies to Alternative 1 Washington Boulevard and Alternative 3 Atlantic to Greenwood IOS if the Commerce MSF site option is selected. Documentation for the Pacific Metals Company Building shall be undertaken if the Pacific Metals Company Building is acquired and demolished. Metro shall provide archival documentation of the historical resource(s) following the guidelines of the National Park Service's Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) program. At a minimum, the documentation shall consist of:

- Large-format photography including negatives and archival prints
- Written narrative following the HABS/HAER/HALS short format
- Site plan

Metro shall provide copies of the documentation to the City of Commerce for archival purposes. Large-format photography shall be completed prior to any demolition activities that would affect the contributors to the Pacific Metals Company Building. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Library of Congress if the National Park Service accepts these materials. Copies of documentation shall also be offered to the Commerce Public Library and local historical societies upon request.

MM CUL-3: Interpretive Program. This mitigation measure applies to Alternative 1 Washington Boulevard and Alternative 3 Atlantic to Greenwood IOS if the Commerce MSF site option is selected. An interpretive program for the Pacific Metals Company Building shall be undertaken if the Pacific Metals Company Building is acquired and demolished. Metro shall provide interpretive materials in the form of an exhibit, pamphlet, website, or similar, that describe and/or illustrate the historic significance of the Pacific Metals Company Building. The interpretive materials shall include a discussion of industrial activities related to the district and its role in the development of Commerce and a description of the construction history of the district during its period of significance. Interpretive materials shall be provided to the city of Commerce for public education purposes. Copies of interpretive materials shall also be offered to the Commerce Public Library and local historical societies upon request.

MM CUL-4: Protection Measures – Avoidance for the Dal Rae Restaurant Sign. If Alternative 1 is selected, Metro shall conduct a pre-construction baseline survey, implement building protection measures, and conduct a post-construction survey of the Dal Rae Restaurant Sign in relation to at-grade alignment construction with a sliver property acquisition adjacent to the historical resource.

- Metro shall conduct a pre-construction survey to establish baseline, preconstruction conditions and to assess the potential for damage related to improvements within the sliver property acquisition. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.
- Metro shall implement building protection measures such as fencing or sensitive construction techniques based on final project design.
- A post-construction survey shall be undertaken to ensure that no significant impacts had occurred to the historical resource. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measure.

MM CUL-5: Historical Resource Archival Documentation. If the Commerce MSF site option is selected, documentation for the Vail Field Industrial Addition shall be undertaken. Metro shall provide archival documentation of the historical resource(s) following the guidelines of the National Park Service's Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) program. At a minimum, the documentation shall consist of:

- Large-format photography including negatives and archival prints
- Written narrative following the HABS/HAER/HALS short format
- Site plan

Metro shall provide copies of the documentation to the city of Commerce for archival purposes. Large-format photography shall be completed prior to any demolition activities that would affect the contributors to the Vail Field Industrial Addition. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Library of Congress if the National Park Service accepts these materials. Copies of documentation shall also be offered to the Commerce Public Library and local historical societies upon request.

MM CUL-6: Interpretive Program. If the Commerce MSF site option is selected, an interpretive program for the Vail Field Industrial Addition shall be undertaken. Metro shall provide interpretive materials in the form of an exhibit, pamphlet, website, or similar, that describe and/or illustrate the historic significance of the Vail Field Industrial Addition. The interpretive materials shall include a discussion of industrial activities related to the district and its role in the development of Commerce and a description of the construction history of the district during its period of significance. Interpretive materials shall be provided to the city of Commerce for public education purposes. Copies of interpretive materials shall also be offered to the Commerce Public Library and local historical societies upon request.

MM CUL-7: Site of the Battle of Rio San Gabriel. Archaeological monitoring during ground disturbance shall be conducted at the Site of the Battle of Rio San Gabriel, in accordance with the project Cultural Resources Monitoring and Mitigation Plan (CRMMP). The project alignment between Bluff Road in the east and the eastern boundary of the Rio Hondo Spreading Grounds in the west are within the territory through which the Battle of Rio San Gabriel took place and are considered sensitive for cultural resources related to the battle. If monitoring does not reveal any archaeological artifacts, then there would be no effect on the Site of the Battle of Rio San Gabriel. If archaeological artifacts are discovered, then work shall be halted in the immediate vicinity of the find and a 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: Unknown Archaeological Resources. Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found within the project area, and proper procedures and notifications for if cultural resources are inadvertently discovered.

In addition, a project–wide CRMMP shall be developed and implemented by Metro. This document shall address areas where potentially significant prehistoric and historic archaeological deposits are likely to be located within the ADI based on background research and a geoarchaeological analysis. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private property parcels in the ADI that were not accessible during the preparation of the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report.

The CRMMP 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 CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation.

The CRMMP shall also require that an archaeologist qualified in prehistoric and historical archaeology be retained prior to ground-disturbing activities. The CRMMP will be a guide for monitoring activities. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, work will stop in that area and within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. As detailed in TCR-1, a Native American monitor shall be retained if treatment involved work at a prehistoric site, or at other locations determined appropriate during tribal consultation. 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. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

MM CUL-9: 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 contacted. If the remains are deemed Native American in origin, the Coroner shall contact the NAHC and identify a Most Likely Descendant (MLD) pursuant to PRC Section 5097.98 and CEQA Guidelines Section 15064.5. The MLD may inspect the site within 48 hours of being notified and issue recommendations for scientific removal and nondestructive analysis. If the MLD 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 the landowner's discretion but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the project while consultation and treatment are conducted.

3.4.8 Significance After Mitigation

As identified in **Table 3.4-4**, implementation of MM CUL-1 and MM CUL-4 would reduce impacts related to Historical Resources (CUL-1) to less than significant under Alternative 1 if the Montebello MSF site option is selected and MM CUL-1 would reduce impacts to less than significant under Alternative 3 if the Montebello MSF site option is selected.

If the Commerce MSF site option is selected, MM CUL-1 through MM CUL-6 would be implemented under Alternative 1; MM CUL-1, MM CUL-5, and MM CUL-6 would be implemented under Alternative 2; and MM CUL-1, MM CUL-2, MM CUL-3, MM CUL-5, and MM CUL-6 would be implemented under Alternative 3. Mitigation would reduce impacts, but if the Commerce MSF site option is selected, impacts would be **significant and unavoidable** for all alternatives and design options.

With implementation of MM CUL-7 through MM CUL-9, impacts related to Archaeological Resources (Impact CUL-2), and Disturbance of Human Remains (Impact CUL-3) would be reduced to less than significant for all alternatives and design options.

Table 3.4-4. Summary of Mitigation Measures and Impacts After Mitigation

CEQA Impact Topic		Alternative 1: Washington Boulevard								Alternative 2: Commerce/Citadel IOS		Alternative 3: Washington/Greenwood IOS							
		Base Alternative 1[1]		Alternative 1 + Atlantic/Pomona Station Option		Alternative 1 + Montebello At-Grade Option		Alternative 1 + Atlantic/Pomona Station Option + Montebello At-Grade Option		Base Alternative 2[2]	Alternative 2 + Atlantic/ Pomona Station Option	Base Alternative 3[3]		Alternative 3 + Atlantic/Pomona Station Option		Alternative 3 + Montebello At-Grade Option		Alternative 3 + Atlantic/Pomona Station Option + Montebello At-Grade Option	
		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option
Impact CUL-1: Historical Resources	Applicable Mitigation	MM CUL-1 MM CUL-2 MM CUL-3 MM CUL-4 MM CUL-5 MMCUL-6	MM CUL-1 MM CUL-4	MM CUL-1 MM CUL-2 MM CUL-3 MM CUL-4 MM CUL-5 MM CUL-6	MM CUL-1 MM CUL-4	MM CUL-1 MM CUL-2 MM CUL-3 MM CUL-4 MM CUL-5 MM CUL-6	MM CUL-1 MM CUL-4	MM CUL-1 MM CUL-2 MM CUL-3 MM CUL-4 MM CUL-5 MM CUL-6	MM CUL-1 MM CUL-4	MM CUL-1 MM CUL-5 MM CUL-6	MM CUL-1 MM CUL5 MM CUL-6	MM CUL-1 MM CUL-2 MM CUL-3 MM CUL-5 MM CUL-6	MM CUL-1	MM CUL-1 MM CUL-2 MM CUL-3 MM CUL-5 MM CUL-6	MM CUL-1	MM CUL-1 MM CUL-2 MM CUL-3 MM CUL-5 MM CUL-6	MM CUL-1	MM CUL-1 MM CUL-2 MM CUL-3 MM CUL-5 MM CUL-6	MM CUL-1
	Impacts After Mitigation	SU	LTS	SU	LTS	SU	LTS	SU	LTS	SU	SU	SU	LTS	SU	LTS	SU	LTS	SU	LTS
Impact CUL-2: Archaeological Resources	Applicable Mitigation	MM CUL-7 MM CUL-8	MM CUL-7 MM CUL-8	MM CUL-7 MM CUL-8	MM CUL-7 MM CUL-8	MM CUL-7 MM CUL-8	MM CUL-7 MM CUL-8	MM CUL-7 MM CUL-8	MM CUL-7 MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact CUL-3: Disturbance of Human Remains	Applicable Mitigation	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9	MM CUL-9
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Source: CDM Smith/AECOM JV, 2022.
Notes:
The Base Alternatives are shaded in light yellow. Design options are not shaded.
1 The Base Alternative 1 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.
2 The Base Alternative 2 includes the Atlantic station (reconfigured/relocated).
3 The Base Alternative 3 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.
Key:
NI = No Impact LTS = Less Than Significant SU = Significant and Unavoidable

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