3.3. CULTURAL RESOURCES

This section identifies cultural and paleontological resources present within the Project Site, evaluates the potential project-related impacts on those resources, and provides mitigation measures, as applicable. The information provided herein is based on the results and recommendations contained in Appendix C Historic Resources Technical Memoranda, which includes the Historic Resources Technical Memorandum (C.1), Archaeological Resources Technical Memorandum (C.2), and Paleontological Resources Technical Memorandum (C.3). These appendix files include extensive sourcing and referencing of information used in this section.

3.3.1. REGULATORY FRAMEWORK

Cultural and paleontological resources fall within the jurisdiction of several levels of government. The State and local jurisdictions provide the framework for the identification, documentation, and protection of such resources. CEQA, Section 5024 of the PRC, the City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code Section 22.130), Section 7050.5 of the Health and Safety Code, and Section 5097.9 of the PRC are the primary laws that govern and affect the preservation of cultural resources of national, State, regional, and local significance. CEQA and Sections 5097.5 and 30244 of the PRC are the primary laws that govern the preservation of paleontological resources at the State level.

3.3.1.1. Federal

National Register of Historic Places (NRHP)

The National Park Service's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. To determine whether an undertaking could affect NRHP-listed or -eligible properties, cultural resources (including archaeological, historical, and architectural properties) must be inventoried and evaluated for listing in the NRHP. For projects involving a federal agency, cultural resource significance is evaluated in terms of eligibility for listing in the NRHP. For a property to be considered for inclusion in the NRHP, it must meet the criteria for evaluation set forth in Title 36, Part 60.4 of the Code of Federal Regulations (CFR) as follows.

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association, and
>
> (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
> (b) that are associated with the lives of persons significant in our past; or

(c) that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction; or
(d) that have yielded, or may be likely to yield, information important in prehistory or history.

Among other criteria considerations, a property that has achieved significance within the last 50 years is not considered eligible for inclusion in the NRHP unless certain exceptional conditions are met.

Section 106 of the National Historic Preservation Act (NHPA)

The NHPA establishes a federal program for the preservation of historic properties throughout the country. Historic properties are defined as those resources that are listed in or eligible for listing in the NRHP. Section 106 of the NHPA, and its implementing regulations, 36 CFR Part 800 "Protection of Historic Properties," requires that federal agencies must take into account the effects of their actions on historic properties and must afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on their actions. Compliance with Section 106 of the NHPA is required for any federal undertaking, which is defined as a project that:

- Is located on federally-managed lands;
- Receives federal funding; or
- Requires a federal license or federal permit.

Section 106 does not apply to the Proposed Project because there is no federal involvement.

3.3.1.2. State

California Environmental Quality Act (CEQA)

Pursuant to Section 21084.1 of the CEQA Guidelines, the Proposed Project would have a significant adverse environmental impact if it were to "cause a substantial adverse change in the significance of an historical resource." Historical resources include resources listed or determined eligible for listing in the California Register of Historical Resources (CRHR). Generally, the lead agency shall consider a historical resource to be historically significant if the resource meets any of the criteria for listing in the CRHR. According to Title 14 Section 4851 of the CCR, these include properties listed or determined eligible for listing in the NRHP, such as those identified in the Section 106 process, and resources included in a local register of historical resources or identified as significant in a qualified historical resource survey.

In California, fossil remains are considered to be limited, nonrenewable, and sensitive scientific resources and afforded protection under CEQA. Appendix G of the CEQA Guidelines asks whether the project would "directly or indirectly destroy a unique paleontological

resource or site or unique geologic feature." It also asks whether the project would "eliminate important examples of the major periods of California history or prehistory."

Title 14 Section 4850 of the CCR defines the term "historical resource" as follows:

Any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California.

As per CEQA Section 15064.5(a)(2) resources included in a local register of historical resources as per PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g), shall be presumed to be historically or culturally significant. City statutes and guidelines specify how historical resources are to be managed in the context of projects such as the Proposed Project. Briefly, archival and field surveys must be conducted, and identified historical resources must be inventoried and evaluated in prescribed ways.

California Register of Historical Resources (CRHR)

The California State Historic Preservation Officer (SHPO) is tasked, among other duties, with maintaining an inventory of historic properties and the CRHR. Established by PRC Section 5024.1(a) in 1992, the CRHR serves as "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent feasible, from substantial adverse change." According to California PRC Section 5024.1(c), the CRHR criteria broadly mirror those of the NRHP. The CRHR criteria are found at PRC Section 5024.1(c) as follows:

> An historical resource must be significant at the local, State, or national level, under one or more of the following four criteria:
>
> 1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
> 2) It is associated with the lives of persons important to local, California, or national history; or
> 3) It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; or
> 4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The minimum age criterion for the CRHR, as with the NRHP, is 50 years. Properties less than 50 years of age may be eligible for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance. In addition to meeting one or more

of the historical significance criteria, the resource must possess integrity. Integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance."

There are several ways for resources to be included in the CRHR. A resource can be listed in the CRHR based upon a nomination and public consideration process. Additionally, a resource that is subject to a discretionary action by a governmental entity will be evaluated for eligibility for the CRHR. As previously stated, properties listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

California Health and Safety Code, Section 7050.5/Public Resources Code, Section 5097.9

Archaeological sites containing human remains shall be treated in accordance with the provisions of California Health and Safety Code Section 7050.5 and PRC Section 5097.9. Under California Health and Safety Code Section 7050.5, if human remains are discovered during any project activity, the county coroner must be notified immediately. If human remains are exposed, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area of the discovery shall be protected, and consultation and treatment shall occur as prescribed by law. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) within 24 hours. The NAHC, pursuant to Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased person so they can inspect the burial site and make recommendations for treatment or disposal.

Public Resources Code Section 21083.2

CEQA, in PRC Section 21083.2, provides that EIRs shall address potential effects on unique archaeological resources. Section 21083.2 further provides guidance on potential mitigation for impacts to unique archaeological resources.

Public Resources Code Sections 5097.5 and 30244

These statutes require reasonable mitigation of adverse impacts to paleontological resources as identified by SHPO resulting from development on State lands (Section 30244), and define the excavation, destruction, or removal of paleontological "sites" or "features" from public lands without the express permission of the jurisdictional agency as a misdemeanor (Section 5097.5). As used in Section 5097, "State lands" refers to lands owned by, or under the jurisdiction of, the State or any State agency. "Public lands" is defined as lands owned by, or under the jurisdiction of, the State, or any city, county, district, authority, or public corporation, or any agency thereof.

3.3.1.3. Local

City of Los Angeles Cultural Heritage Ordinance

By Ordinance Number 178, 402, effective on April 2, 2007, the Los Angeles Cultural Heritage Commission is tasked with performing functions relating to historic and cultural preservation of cites, buildings, or structures that embody heritage, history, and culture of the City (Section 22.171). Among the Commission's responsibilities, it is tasked with compiling and maintaining a current list of all sites that have been designated as HCM (Section 22.171.9). In addition to individual resources, the Commission is also responsible for duties imposed by the Los Angeles Municipal Code Section 12.30.3 relating to Historic Preservation Overlay Zones (HPOZs) (Section 22.171.6). As listed in Section 22.171.7 of Ordinance Number 178,402 a Historic-Cultural Monument can be significant under the following criteria:

- The broad cultural, economic or social history of the nation, State or community is reflected or exemplified;
- Identified with historic personages or with important events in the main currents of national, State or local history;
- Embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or
- A notable work of a master builder, designer, or architect whose individual genius influences his or her age.

SurveyLA, or the Los Angeles Historic Resources Survey, is a comprehensive survey program designed to identify significant historic resources in the City of Los Angeles. Initiated in 2005, when the City of Los Angeles entered into a multi-year grant with the J. Paul Getty Trust, SurveyLA was designed as a planning tool to inform planning decisions and support City policy goals. Field survey work was conducted between July 2010 and January 2017. Results for all 35 Community Plan Areas that comprise the City of Los Angeles have been published as of November 1, 2017.

3.3.2. EXISTING SETTING

The existing setting is industrial. The Proposed Project is located west of the Los Angeles River and the BNSF Railway on and alongside existing Metro operations, between the US-101 freeway to the north and the 4th Street Bridge to the south. The area is in the Community Plan Area of Los Angeles known as Central City North, and locally as the Los Angeles Arts District. North of the 1st Street Bridge and west of the Los Angeles River, the area contains warehouses and parking lots. South of the 1st Street Bridge and west of the Los Angeles River, the area contains warehouses, some of which are now used as educational facilities by SCI-Arc, as well as a multi-use building less than 50 years of age.

3.3.2.1. Cultural Setting

The Proposed Project is in an area with a rich historical and cultural background. A review of the prehistory, history, and ethnography of the general area provides the context for identifying and assessing the historical significance of cultural resources within the Project Site.

Prehistoric Background

Humans have lived in southern California for at least 10,000 years, and several chronologies have been proposed to divide different periods of cultural habitation and development. The most-commonly used cultural chronology divides human occupation of southern California into five broad periods: the Paleoindian Period (10,000 years before present [BP] to 8,000 years BP), the Early Period or Millingstone Horizon (8,000 years BP to 3,000 years BP), the Middle Period or Intermediate Horizon (3,000 years BP to 1,000 years BP), the Late Prehistoric Period (1,000 years BP to year 1770), and the Historic Period (1770 to present). Different patterns and types of material culture distinguish each of these periods.

Large fluted or leaf-shaped projectile points from the Paleoindian Period indicate a reliance on hunting large animals. Human diet during this period probably also included smaller game and harvested plants. Sites representing this period have been found mostly inland at prehistoric lakebeds (i.e., China Lake, Tulare Lake).[1]

The Early Period or Millingstone Horizon, as the name suggests, is characterized by the widespread adoption of millingstones including metates and manos used in the preparation of plant and seed-based foods. Subsistence on terrestrial game supplemented the diet of people during this time.[2] During the Middle Period or Intermediate Horizon, subsistence expanded to a greater diversity of plant and animal foods. Tools used during this period included mortars and pestles likely indicating a new reliance on hard nut foods like acorns.[3]

During the Late Prehistoric Period, the Gabrieleno, Acjachemen (Juaneño), and Payómkawichum (Luiseño) lived throughout much of the southern California coastal area extending from present-day southern Los Angeles County to northern San Diego County. Villages among these groups were permanent to semi-permanent, with seasonal camps.

[1] Wallace, W. J., A Suggested Chronology for Southern California Coastal Archaeology, *Southwest Journal of Anthropology* 11(3):214-230, 1955; Post-Pleistocene Archaeology, 9000 to 2000 B.C., *In Handbook of North American Indians, Vol. 8*, edited by Robert F. Heizer, pp. 25-36. Smithsonian Institution, Washington, D.C., 1978.

[2] Wallace, W. J., Post-Pleistocene Archaeology, 9000 to 2000 B.C., *In Handbook of North American Indians, Vol. 8*, edited by Robert F. Heizer, pp. 25-36. Smithsonian Institution, Washington, D.C., 1978, page 28.

[3] *Ibid*, page 30.

Among them was Yangna (Ya'angna), a Gabrieleno village located at or near present-day Union Station. During this period, trade networks linking the coast, Channel Islands, mountains, and inland valleys become more complex and significant in shaping cultural practices.[4]

The Historic Period begins with the expansion of Spanish exploration and settlement in California. Critical turning points within this period were the establishment of Mission San Gabriel and the asistencia of Los Angeles, Mexican Independence, secularization of mission lands, the Mexican-American War, and American sovereignty in California. This period witnessed the decimation of native peoples throughout southern California through disease, loss of territories, incorporation into the Spanish mission system, and physical conflict. While some native people survived, many experienced significant losses of culture and traditions despite efforts to maintain them.[5]

Ethnographic Background

The Project Site is situated on lands that were once inhabited by the Gabrieleno, also known as the Tongva. The Gabrieleno come from the Uto-Aztecan (Shoshonean) group that likely entered the Los Angeles Basin as recently as 1,500 years BP from the southern Great Basin or interior California deserts. It is also possible that they migrated in successive waves over a longer period of time beginning around 4,000 years BP. It has been proposed that the Uto-Aztecan speakers displaced local Hokan occupants of the southern coast, as Hokan language speakers in the area are represented by the Chumash to the north and the Diegueño to the south.[6] Much of the review of the Gabrieleno presented here is based on William McCawley's book, The First Angelinos.[7]

The Gabrieleno lived in an area that covered more than 1,500 square miles and encompassed the watersheds of the Los Angeles River, San Gabriel River, Santa Ana River, and Rio Hondo, as well as the southern Channel Islands. There were at least 50 residential communities, or villages, each with 50 to 150 individuals. Each community consisted of one or more lineages associated with a territory represented by a permanent central settlement with associated hunting, fishing, gathering, and ritual areas. A typical settlement would have had a variety of structures used for daily living, recreation, and rituals. In the larger communities, the layout was characterized by a ritualistic or sacred enclosure that was encircled by the residences of the chief and community leaders, around which were smaller homes of the rest of the

[4]Bean, Lowell J., and Florence C. Shipek, Luiseño. In: California, edited by Robert F. Heizer, pages 550–563, *In Handbook of North American Indians*, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C., 1978; McCawley, William, *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996.

[5]Estrada, W. D., *Sacred and Contested Space: The Los Angeles Plaza*. Ph.D. dissertation, Department of History, University of California, Los Angeles, 2003; McCawley, William, *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996.

[6]Kroeber, Alfred L., *Handbook of the Indians of California*. Bulletin 78, Bureau of American Ethnology, Smithsonian Institution, Washington, D.C., 1925, pages 578-580.

[7]McCawley, William, *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996.

community. Sweathouses, cemeteries, and clearings for dancing and ceremonies were also common at larger settlements.[8]

Gabrieleno subsistence made use of the various plant and animal resources within the forests, ocean, rivers, and mountains found within and surrounding their territory. Faunal resources included mule deer, pronghorn, rabbits, small rodents, freshwater and maritime fish and shellfish, sea mammals, snakes, lizards, insects, quail, and mountain sheep. Botanical resources included native grass seeds, pine nuts, acorns, berries, and fresh greens and shoots. Food resources were managed by the chief, who was responsible for food reserves, and families were known to store rations for times when resources were less abundant. A complex trade network among villages and with their neighbors made the Gabrieleno among the most materially wealthy of California's native groups.[9]

The Gabrieleno had many forms of cultural materials, including beads, baskets, bone and stone tools and weapons, shell ornaments, wooden bowls and paddles, and steatite ornament and cooking vessels. These items were also traded frequently, particularly with the neighboring Chumash and Serrano, in exchange for Olivella shell beads, acorns, seeds, deerskins, and obsidian.[10]

Like many other Native American groups, the settlement of Europeans in California brought many conflicts and disease as the Spanish sought to claim the lands as their own, and in the process incorporated Native American groups into the mission system. During this time and the subsequent takeover of indigenous territories under Mexican and American rule, Native populations in California, including the Gabrieleno people, experienced significant decline in their populations and cultural traditions.[11] Today, the Gabrieleno have a population of about 2,000. The Project Site is located near the historically documented village of Yangna (or group of villages comprising the village community of Yangna).[12]

Historical Background

Europeans first sailed up the coast of California in 1542 as part of a Spanish exploration expedition led by the Portuguese captain, Juan Rodriguez Cabrillo. Spain would not resume in-depth exploration and settlement of the region until much later, when Russian and French encroachment threatened Spain's interests in the territories known as Alta California (Upper California). The return of Spanish presence in California was highlighted by the 1769

[8]McCawley, William, *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996, pages 32-33.

[9]*Ibid*, page 141.

[10]Bean, Lowell J., and Charles R. Smith, Gabrielino. In: California, edited by Robert F. Heizer, pages 538-549. *In Handbook of North American Indians*, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C., 1978, page 547.

[11]Kroeber, Alfred L., *Handbook of the Indians of California*. Bulletin 78, Bureau of American Ethnology, Smithsonian Institution, Washington, D.C., 1925; Castillo, Edward, The Impact of Euro-American Exploration and Settlement. In: California, edited by Robert F. Heizer, pages 99-127. *In Handbook of North American Indians*, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C., 1978.

[12]McCawley, William, *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996, page 57.

expedition led by Captain Gaspar de Portolá.[13] Shortly thereafter, Spain began to establish a system of pueblos, presidios, ranchos, and missions along the California coast to bolster Spanish settlement and political presence. The Spanish Franciscan missionaries established a system of 21 missions, including the nearby San Gabriel Mission, along El Camino Real, and incorporated much of the Native American population during the process, leading to the decline of the Native population and increasingly hostile relationships between the Europeans and the Native Americans.

As part of this network of Spanish presence, the City of Los Angeles was established in 1781 with 11 families from San Gabriel Mission. Following Mexican independence from Spanish rule in 1821, and the subsequent Mexican-American war that ended in 1848, present-day California came under the jurisdiction of the United States government. The City of Los Angeles experienced extensive growth in the later 19th and early 20th centuries, spurred on by an influx of new settlers looking to strike it rich during the Gold Rush of 1849, and the railroad and oil booms that followed.

Much of the area's development is associated with the railroad lines that were established along their current routes in the latter half of the 19th century. Several railroad facilities came and went to serve the City's rail transportation needs. The first railroad station of Los Angeles was a small wooden structure that opened in 1869 at the corner of present-day Alameda and Commercial Streets, serving the 21-mile alignment of the Los Angeles & San Pedro Railroad. In 1873, the Southern Pacific Railroad acquired the lines and, in 1876, constructed a passenger train station at present-day Los Angeles State Historic Park, also known as the Cornfield. The new station had modern amenities, including restaurants and a hotel. However, the station was built adjacent to the railroad's freight facilities and the city's populace had moved increasingly south. This resulted in the Southern Pacific constructing the Victorian-style Arcade Station in 1888 at the corner of Alameda and 4th Streets and served Los Angeles for approximately 25 years.[14]

By 1900, the population of Los Angeles had exceeded 100,000, which included not only American settlers from the east and the descendants of Spanish and Mexican settlers from earlier centuries, but also immigrants from all over the world. By this time, Los Angeles had a fairly sizeable Chinese presence numbering approximately 600, mostly congregated within the boundaries of the current site of Union Station.[15] Here, the Chinese set up restaurants, laundries, general goods stores, and other establishments within a rapidly-growing metropolis, forming what is now known as the historic Chinatown of Los Angeles, located east of Alameda Street, south of Cesar E. Chavez Avenue, west of the Los Angeles River, and north of the US-101 freeway.

[13]Treutlein, Theodore E., *The Portolá Expedition of 1769-1770. California Historical Society Quarterly 47(4)*, 1968, page 291.

[14]Masters, N., *Lost Train Depots of Los Angeles*, KCET, 2013, https://www.kcet.org/shows/lost-la/lost-train-depots-of-los-angeles, accessed December 20, 2017.

[15]Greenwood, R.S., *Down by the Station: Los Angeles Chinatown 1880-1933*. Monumenta Archaeologica 18. Institute of Archaeology. University of California, Los Angeles, 1993, page 20.

During this population boom, the Atchison, Topeka & Santa Fe Railroad also opened a passenger station, named La Grande Station, in 1893.[16] By this time, the permanency of the rail lines of Los Angeles were established, as evidenced by topographic maps from 1894 and 1895, which show that the railroad alignments within the Metro Division 20 Rail Yard have generally remained unchanged since that time. The freight and passenger trains that utilized these lines spurred the economic development of Los Angeles into the 20th century. Central City North was largely undeveloped in the late 1880s, and primarily improved with modest single-story residences interspersed with industrial and commercial business such as Pacific Marble and Granite Co. and the St. James Hotel. The neighborhood also retained many vacant parcels.[17] Yet, with construction of the AT&SF Railway forming the eastern boundary of the neighborhood, industry grew alongside the railway in the late 1800s and early 1900s. Constructed at the southwest corner of Santa Fe Avenue and 1st Street, La Grande Station, featuring a Moorish-style dome, red brick construction, and a garden with exotic plants to evoke an other-worldly atmosphere, was exemplary of Los Angeles as the travel destination of the new century. It continued to serve as a premier passenger train station until 1933, when the devastating Long Beach earthquake damaged the building extensively. While the station was deemed beyond repair, it continued to serve in limited capacity as a passenger station until 1939 when Los Angeles Union Station opened, and thereafter La Grande Station served as a freight station until it was torn down in 1946.[18] With the opening of La Grande Station, railway tracks expanded from two or three tracks across or under 1st Street in 1888 to nine tracks crossing under an iron 1st Street Viaduct in 1894. Moreover, numerous spur tracks serviced the La Grande Station's freight facilities as well as local industry such as Cerrillos Coal Co. Yard, Crescent Coal Co.'s Wood and Coal Yard, Diamond Coal Co. Coal yard, and James Hill and Sons Co., Pickle Works.[19] Although not serviced by spur tracks at that time, National Ice and Cold Storage began operation in 1892 adjacent to Citizen's Ice Co.[20] In addition to freight and industry development associated with railway, La Grande Station's passenger services also influenced the neighborhood. Residences dwindled in favor of lodgings or "sleeping rooms" and associated services such as a barber, a tailor, and a billiard room.[21]

Industry continued to grow in the early 1900s within the Central City North area of Los Angeles. Passenger-related services remained and the neighborhood was improved; the neighborhood no longer contained vacant parcels. Meanwhile, the existing industry expanded and grew: National Ice and Cold Storage soon operated an entire city block (bound by Center Street, Banning Street, Turner (now Jackson) Street and the railway tracks to the east) and the Diamond Coal Co.'s yard also expanded its facilities to occupy half of a city block shared with the Western Door and Sash Co., a company that moved into the former Pickle Works

[16]Masters, N., *Lost Train Depots of Los Angeles*, KCET, 2013, https://www.kcet.org/shows/lost-la/lost-train-depots-of-los-angeles, accessed December 20, 2017.

[17]Sanborn Fire Insurance Map, 1888.

[18]Masters, N., *Lost Train Depots of Los Angeles*, KCET, 2013, https://www.kcet.org/shows/lost-la/lost-train-depots-of-los-angeles, accessed December 20, 2017.

[19]Sanborn Fire Insurance Map, 1888; 1894.

[20]The Los Angeles Times, *National Ice and Cold Storage Company*, May 11, 1907; Sanborn Fire Insurance Map, 1894.

[21]Sanborn Fire Insurance Map, 1894.

building.[22] To accommodate the growth of industry, additional spur track lines were laid. National Ice and Cold Storage expanded its facilities again in 1909 with the addition of a 750,000-cubic-foot, fireproof, five-story brick building located on the northeast corner of Center and Banning Streets. The Los Angeles Times reported that the National Ice and Cold Storage Company was "one of the largest and most complete of its kind in the whole Southwest territory" in 1907 and that its new brick building was the "most modern in the world" in 1909.[23] During this same time period, the former Pickle Works building was expanded in 1905 and again in 1909 to accommodate growing industry. In 1926, a measure was placed on the ballot in Los Angeles presenting a choice between a network of elevated railways and the construction of a new train station. Should voters choose the latter, they would also vote on putting the station either at Los Angeles Plaza or across from it in Chinatown. The voters chose to build the train station by a wide margin and opted for Chinatown as the location of the new station. In 1933, the demolition of Chinatown began, making way for construction of Los Angeles Union Station throughout the 1930s. A "new" Chinatown, resulting from the displacement of the original Chinatown's residents and businesses, was formed west of Alameda Street and north of what is now Cesar E. Chavez Avenue. The first passenger train arrived at Union Station on May 7, 1939. With the demise of La Grande Station, Union Station served as the new passenger train station for Los Angeles.[24]

While the former Pickle Works building did not expand after 1909, the National Ice and Cold Storage complex underwent numerous alterations, demolitions, and additions since 1924. In particular, the 1930s evidence a substantial redevelopment of the complex as a result of changes and innovations in the ice and cold storage business. For example, the 1920s saw the development of refrigerated trucks and railcars; smaller, more efficient condensers; and home refrigerators, all of which diminished the need for or reliance on ice production. It appears that without La Grande Station operating a passenger terminal in the immediate vicinity, the neighborhood embraced its transition to industry. By 1955, no residences remain from the early 1900s.[25] Instead, railway and spur tracks expanded to service an area of industrial buildings and warehouses such as those for General Electric and other electrical suppliers, burlap bag sewing, and scrap metal and junk yards, to name a few.

It is within this industrial context that the City of Los Angeles Arts District flourished. Spanning a space from Broadway to the west, the Los Angeles River to the east, Commercial Street to the north, and Olympic Boulevard to the south, beginning in the mid-1970s, artists who came to the area as a less expensive alternative to Venice Beach and other points west began occupying, often illegally, vacant warehouses, offices, and other industrial buildings in which they made artwork and lived. The earliest of the artists into the area appeared just west of the I-110 freeway near Beaudry Avenue in the mid-1970s, before migrating toward Broadway, then along the Los Angeles River, beginning with the Pickle Works building and

[22]Sanborn Fire Insurance Map, 1906.

[23]The Los Angeles Times, *National Ice and Cold Storage Company*, May 11, 1907; The Los Angeles Times, *New Cold Storage Plant in Los Angeles: Now being Erected, is of Immense Size and Most Modern in the World*, August 22, 1909.

[24]Metro, *Union Station: History*, 2017, https://www.metro.net/about/union-station/history/, accessed on December 20, 2017.

[25]Sanborn Fire Insurance Map, 1955.

similar abandoned buildings, then migrating southward, into the heart of what is presently known as the "Arts District." The Pickle Works building was among the first of a non-contiguous grouping of industrial buildings in the Los Angeles River vicinity occupied by artists. The artists' presence in the building, which was illegal but allowed by empathetic property owners, seems to start in the late 1970s. The late 1970s/early 1980s presence of artists within the subject building—known primarily to them as "the Citizens Warehouse/Lysle Storage Company Building," is of an extremely early chapter in the Los Angeles Arts District history, prior to passage in 1981 of the Artists in Residence (AiR) program, that formalized and codified the live/work arrangement of artists occupying industrial buildings in the City of Los Angeles. The subject building would continue to house artists until c. 2007, when it was vacated in advance of the 1st Street Viaduct Widening.

3.3.2.2. Cultural Resources Study Area

The Project Site is regionally located in the northeast edge of downtown Los Angeles, in Los Angeles County. More specifically, it is within the Community Plan Area of Los Angeles known as Central City North. The Division 20 Rail Yard is an approximately 45-acre site that supports the Metro Red and Purple Line train storage and maintenance facilities. It is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and the 6th Street Bridge to the south. The footprint of the Proposed Project includes an expansion of the existing Division 20 Rail Yard boundaries west toward Santa Fe Avenue, and north toward Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the OSF mixed-use complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which is composed of residential, industrial, and commercial uses, and art galleries and exhibition warehouse spaces. However, the Study Area north of East 1st Street also has an Arts District association. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond BNSF freight rail tracks.

The Cultural Resources Study Area includes the Proposed Project footprint and any immediately neighboring parcels that contain previously recorded archeological resources or built resources over 50 years of age.

3.3.2.3. Identified Cultural Resources within the Study Area

Archaeological Cultural Resources identified within the Study Area

A records search was conducted in 2016 at the South Central Coastal Information Center (SCCIC) to identify previous cultural resources investigations and known resources located within a quarter-mile of the Project Site. Field surveys of the Project Site were conducted in November and December 2016 and September 2017. Because most of the Project Site is developed and paved, the surveys focused on locations of previously-recorded resources and areas with exposed soils where archaeological materials could exist.

The results of the records search indicate that there are ten archaeological resources located within a quarter-mile mile of the Project Site. Nine of the resources consist of historic-age (i.e., 50 years old and older) sites, primarily consisting of subsurface foundations and refuse deposits (Table 3.3.1). One site (P-19-1575), located about 0.2 miles from the Project Site contains buried deposits of both prehistoric and historic-age materials, as well as Native American burials. Two of the ten resources are located within the boundaries of the Project Site. No new archaeological resources were discovered during the 2016 and 2017 field surveys of the Project Site. The two previously recorded sites within the Project Site were field checked.

Table 3.3.1. Known Archaeological Sites Within a Quarter-Mile of the Project Site

Site Number	Resource Type	Age of Resource	Description
P-19-1575	Site	Prehistoric / Historic (1860s-1930s)	Prehistoric artifact scatter and Native American burials; historic Chinatown (subsurface architectural remains, wells, privies, and Chinese artifacts)
P-19-2563*	Site	Historic (1860s – 1890s)	Subsurface refuse deposit
P-19-3338	Site	Historic (late 1800s-early 1900s)	Subsurface refuse deposit and remnant of brick road; some Chinese artifacts
P-19-3340	Site	Historic (late 1800s-early 1900s)	Subsurface refuse deposit
P-19-3352	Site	Historic (late 1800s-early 1900s)	Segment of Zanja No. 6-1 (concrete pipe), concrete foundation, refuse deposit
P-19-4112	Site	Historic (1880s-1940s)	Segment of Zanja No. 6-1, building foundations, refuse deposit
P-19-4174	Site	Historic (1880s-1940s)	Los Angeles Railway Trolley 'P' Line, electrical vault, subsurface refuse deposit
P-19-100882	Isolated Find	Historic (early 1900s)	Horseshoe and stirrup fragment
P-19-100887	Isolated Find	Historic (1870s-1900s)	Japanese bowl and bottle base, butchered bone
P-19-186804/ P-30-176663*	Site	Historic (1880s to Present)	BNSF/ATSF Railway

***Situated within Project Site**

Five Built Environment Historical Resources were identified within the Study Area:

1. The 1st Street Bridge over the Los Angeles River, built in 1927–1928, Bridge #53C-1166, is a historical resource under Section 15064.5(a)(2) of the CEQA Guidelines because it was declared City of Los Angeles HCM #909. In addition, in 1982, it was determined eligible for inclusion in the NHRP under Criterion C by the U.S. Department of Transportation, and is included in the Historic American Engineering Record, CA-175. Properties formally determined eligible for the NHRP are automatically included in the

CRHR; therefore, the 1st Street Bridge is a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

2. The 4th Street Bridge over the Los Angeles River, built in 1930–1931, Bridge #53C-0044, is a historical resource under Section 15064.5(a)(2) of the CEQA Guidelines because it was declared City of Los Angeles HCM #906. In addition, in 1982, it was determined eligible for inclusion in the NHRP under Criterion C by the U.S. Department of Transportation, and is included in the Historic American Engineering Record, CA-271. Properties formally determined eligible for the NHRP are automatically included in the CRHR, therefore the 4th Street Bridge is also a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

3. The Citizens Warehouse/Lysle Storage Company building, located at 110–122 Center Street, was built as a pair of additions in 1905 and ca. 1909 on the north side of a building that is no longer extant, commonly known as the Pickle Works. Before the Pickle Works portion of the resource was demolished, it was determined eligible for the NHRP under Criteria A and C through a consensus determination by the FTA and SHPO in 2001. The property is, therefore, automatically included in the CRHR and continues to be a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

   Despite the demolition of the Pickle Works portion of the resource, research indicates the extant portion of the resource is one of the first industrial buildings occupied by artists starting in the late 1970s in what has now become the Arts District neighborhood of Los Angeles. Resettlement of this industrial-use neighborhood by artists and subsequent development that comprises the Arts District is a historically significant event qualifying the still extant Citizens Warehouse/Lysle Storage Company building portion of the property as a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines.

4. The Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tracks Project on behalf of the Federal Railroad Administration (FRA) and Caltrans and was assigned a California Historic Resource status code of 6Y2 (now 6Y, "determined ineligible for NHRP by consensus through Section 106 process—not evaluated for CRHR or local listing"). The SHPO concurred with FRA's determination that it is not eligible for the NHRP on January 15, 2014. This determination was also concurred with by the Federal Communications Commission as part of two cellular tower projects, first in 2005, then again in 2011.

   However, the northwest portion of the complex, built in 1906, was identified as significant on November 1, 2017, by SurveyLA, which is a citywide historical resources survey project for associations with early industrial development in Los Angeles between 1880 and 1945. The northwest portion of the building is noted by SurveyLA as an "excellent and rare example of a 1906 industrial building in Los Angeles' primary

industrial district," adding that it "retains sufficient integrity to convey significance." Therefore, although the Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was determined not eligible for the NHRP, the northwest portion is considered a historical resource for the purposes of CEQA, under Section 15064.1(a)(2) of the CEQA Guidelines, as a result of the SurveyLA findings.

5. National Ice and Cold Storage facility at 210 Center Street/118 Jackson Street was identified as potentially eligible for the NHRP, CRHR, or local designation as a district by the City of Los Angeles OHR by SurveyLA.

   SurveyLA recorded National Ice and Cold Storage facility as having a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant: the Engine Room and Condenser. As a result, the district no longer retains integrity from the period of significance. However, because of the SurveyLA findings, National Ice and Cold Storage Facility is considered a historical resource for the purposes of CEQA, under Section 15064.5(a)(2) of the CEQA Guidelines.

More detailed information about these historical resources and other properties is provided in the Historical Resources Technical Memorandum in Appendix C on the sets of forms (series DPR 523) used in the State of California to record and evaluate historical resources.

3.3.2.4. Paleontological Setting

Geological and Paleontological Context

The Project Site is located in the Los Angeles Basin, directly adjacent to the Los Angeles River. The Los Angeles Basin is a north-west trending alluviated lowland bounded on the north by the Santa Monica Mountains and the Elysian, Repetto, and Puente hills, and on the east and southeast by the Santa Ana Mountains and San Joaquin Hills, and by the Pacific Ocean on the west and south.

The Project Site is entirely underlain by Holocene-aged surficial alluvium deposited by the Los Angeles River. However, mapping shows surface exposure of the Fernando Formation, an unnamed formation consisting of marine strata (potentially the Puente Formation), and older surficial sediments within a one-mile radius of the Project Site.

Geotechnical logs from the vicinity of the Project Site indicate that older surficial sediments are present beneath the Holocene-aged surficial alluvium deposits at depths of at least 20 feet below the ground surface and potentially at shallower depths within the Study Area. Puente Formation did not appear in any boring logs near the Project Site, and the Fernando Formation was encountered at approximately 50 feet below the ground surface in boring logs along Alameda Street; therefore, neither are anticipated to be encountered during Project construction. Artificial fill is not mapped in the Study Area; however, these deposits were reported in the boring logs, and were observed in aerial photographs of the Study Area, particularly in areas where previous construction has occurred.

Artificial Fill (Holocene)

Artificial fill or previously disturbed sediments consist of surface materials that have been disturbed by human activity. These deposits comprise materials that have been impacted and/or imported. Scientifically significant fossils are generally not known from these units, since any discovered resource would lack stratigraphic context. These deposits have a low paleontological potential (Potential Fossil Yield Classification [PFYC] 2).

Alluvial Gravel (Holocene), Gravel and Sand (Holocene)

Alluvial gravel (Qa) and gravel and sand (Qg) are young surficial sediments composed of clay, sand, and gravel deposited by rivers and in floodplains. These deposits do not typically produce fossils due to their young age, and therefore these deposits are assigned a low paleontological potential (PFYC 2), but they may overlie older, more sensitive geologic units.

Older Surficial Sediments (Pleistocene)

Older surficial sediments (Qoa) are Pleistocene-aged (11,000 to 1.1 million years old) remnants of older weakly consolidated alluvial deposits of gravel, sand, and silt. Taxonomically diverse and locally abundant Pleistocene fossil animals and plants have been collected from older alluvial deposits throughout southern California and include mammoth, mastodon, camel, horse, bison, giant ground sloth, peccary, cheetah, lion, saber-tooth cat, capybara, dire wolf, and numerous taxa of smaller mammals. Some Pleistocene-aged alluvial deposits are composed of coarse-grained material, which is not typically conducive to the preservation of fossils. However, finer grained alluvial sediments may contain significant paleontological resources. These deposits are assigned a moderate paleontological potential (PFYC 3).

Paleontological Records Search

A paleontological records search from the Natural History Museum of Los Angeles County (LACM), indicated there are no known fossil localities within the Project Site, nor within a one-mile radius of the Project Site. However, the LACM reported two vertebrate fossil localities in the vicinity of the Project in Older Surficial Sediments, one at a depth of 43 feet below the street, and the other at a depth of 20 to 35 feet below the surface (LACM 1755 & 2032). Additionally, it reported a nearby locality in the Older Surficial Sediments uncovered during storm drain excavation (LACM 1023). No fossils were reported from Holocene-aged surficial alluvium.

3.3.3. THRESHOLDS OF SIGNIFICANCE

For the purposes of the analysis in this EIR, in accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant environmental impact under CEQA related to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- Disturb any human remains, including those interred outside of formal cemeteries.

3.3.4. IMPACT ANALYSIS AND MITIGATION MEASURES

This section assesses potential impacts of the Proposed Project on cultural resources and, if necessary, identifies mitigation measures to eliminate or reduce any significant impacts.

Impact 3.3.1 Would the Proposed Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Impact Analysis

Significant Impact (Construction). The following analysis includes the potential for impacts to historical resources during construction and operational activities.

1st Street Bridge over the Los Angeles River

Physical Characteristics That Convey Historical Significance

The 1st Street Bridge (Figure 3.3.1) spans 1,300 feet over the Los Angeles River and the Santa Fe Railroad from Mission Road to the east to Vignes Street to the west. The Bridge, constructed of reinforced concrete in 1929, is Neo-Classical in style, with triumphal arches with recessed balconies above the river piers. The main open spandrel is 125 feet wide.

In 2011, the 1st Street Bridge's span was widened 26.3 feet along its north elevation and the railings strengthened by the City of Los Angeles Bureau of Engineering to accommodate the Eastside Extension of the Metro Gold Line, in cooperation with the Federal Highway Administration, Caltrans, and Metro.

Figure 3.3.1 View of the 1st Street Bridge from Center Street

Source: ICF, 2017.

The boundaries of a historic bridge typically encompass the entirety of the super- and substructure, including approach ramps and supporting embankments/abutments and wingwalls, and extend on either side of the Bridge to include piers, cantilevered sidewalks, pylons, and underwater footings. Contributing elements include the reinforced-concrete, open-spandrel viaduct and the arch ribs and struts, the spandrel beams and columns, piers, abutments, and wingwalls. In addition, the character-defining features of this Neo-Classical bridge include the ten monumental arched porticos at the east/west girder abutments; the east/west arch abutments; the intermediate pylon abutment with projecting balconies; the cantilevered sidewalk, which is supported by heavy brackets; and finally, the arched railing and lighting standards, which comprise a base, pole, and double-acorn luminaire. Noncontributing elements include the additional 26.3 feet of structure along the north to widen the Bridge, the current blacktop deck material and a concrete center median that was added for the Metro Gold Line light rail system, along with its elevated electrical cable infrastructure.

Site visits were conducted on September 27, 2017, to verify existing conditions at the resource on 1st Street between Mission Road and Vignes Street and on February 2, 2018, for a detailed inspection of the area where the Proposed Project would be located. Several alterations evidence the Bridge's 26.3-foot northern expansion (e.g., the substructure below the Bridge, the addition of a narrow-gauge light rail transit line running down the middle, the inclusion of plastic light fixtures atop the Bridge). Open interior arches located under the deck directly below the light rail alignment have been filled in with concrete for additional strength but are

slightly incised to recall the arched openings. The substructure that supports the 26.3-foot widening appears to include materials and methods of construction similar to those used for the original 1929 bridge, in keeping with the Secretary of the Interior's (SOI) Standards for the Treatment of Historic Properties. The new piers along the north elevation, where the widening took place, mirror the original piers along the south elevation of the Bridge. All light fixtures along the Bridge have been replaced with plastic replicas, which are likely to be from the 2011 Bridge widening. The 1st Street Bridge retains sufficient integrity to convey its significance.

Construction

During construction, the 1st Street Bridge would be altered by the removal of two bents (numbers 16 and 13), widening of one pylon (number 17) and widening of two bents (numbers 14 and 15). The arches in the remaining bents would not be removed, but would look recessed on one side, as the bents would be widened on the other side. Pre-cast concrete beams would be slipped in to minimize further harm to the Bridge and to support the load above the two bents to be removed. As part of the Proposed Project's a seismic retrofit evaluation is require and additional interior arch bays will need to be in-filled for certain bents following the same procedure used during the 1990s retrofit. The intent is to not in-fill the bays closest to the outside of the Bridge such as to minimize any visual impact but rather to in-fill those that are located deep within the center of the bent. Despite the fact that the Bridge was previously widened, removal of historic materials that are character-defining features is not consistent with the SOI's Standards for the Treatment of Historic Properties. It would be a substantial adverse change in its significance for inclusion in the CRHR and as an HCM and would be a significant impact.

Operations

The impacts would occur during construction, but the removal of the two bents, the widening of one pylon, widening of two other bents, pre-cast beam, and infilled arches would continue to be a historic impact during the operational period.

Mitigation Measures

CR-1 Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1st Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the Bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.

Significance After Mitigation

The impact would remain significant after Mitigation Measure **CR-1**. Design refinements have resulted in minimizing the number of bents that would be affected by the Proposed Project. However, the track configuration would still require modification to the 1st Street Bridge.

Chapter 6.1 provides a discussion of site design alternatives that were considered but dismissed and explains why these historical resources cannot be avoided.

4th Street Bridge over the Los Angeles River

Physical Characteristics That Convey Historical Significance

The 4th Street Bridge (Figure 3.3.2) spans 2,730 feet over the Los Angeles River and Santa Fe Railroad from approximately Mission Road to the east to Santa Fe Avenue to the west. The Bridge, constructed of reinforced concrete in 1931, features Gothic Revival influences, with arched pylons extending to 40 feet above the Bridge. The Bridge has an unusual construction method, with a fixed-hinge design for the river spans in which the hinges are fixed after dead-load sediment. At the time of construction, the Bridge had the longest reinforced concrete arch span in Southern California, at 254 feet.

Figure 3.3.2 View of the 4th Street Bridge from Mission Road

Source: ICF, 2016.

The boundaries of the historic bridge typically encompass the entirety of the super- and substructure, including approach ramps and supporting embankments/abutments and wingwalls, and extend on either side of the Bridge to include piers, cantilevered sidewalks, pylons, and underwater footings. The 4th Street Bridge is of the Gothic Revival design, and contributing, character-defining features include ornamental pylons with lancet arched openings, decorative bronze lanterns, pointed arched pilasters and pointed capping; trefoil railing detail; tapered concrete light poles with finials and paired decorative bronze lanterns; and closed spandrel barrel arches. The current blacktop deck material is a non-contributing design element. The 4th Street Bridge has not been widened and largely retains its 1931 appearance and Gothic Revival design elements.

Construction

Construction of the Proposed Project would not alter the 4th Street Bridge over the Los Angeles River because construction would be limited to track work passing under the Bridge.

Operations

Operation of the Proposed Project would not alter the 4th Street Bridge over the Los Angeles River. Existing railroad tracks would remain in use beneath the Bridge.

Mitigation Measures

The status of the 4th Street Bridge over the Los Angeles River as included in the CRHR and as HCM #906 would not be materially impaired by the Proposed Project; therefore, no mitigation measures are necessary.

Citizens Warehouse/Lysle Storage Company (Site of Former Pickle Works Building

The Citizens Warehouse/Lysle Storage Company technically continues to be included in the CRHR, although the basis for that inclusion no longer exists as it was related to the now-demolished Pickle Works buildings that were on the same property.

However, research indicates the extant additions to the resource comprise one of the first industrial buildings occupied by artists starting in the late 1970s in what has now become the Arts District neighborhood of Los Angeles. This resettlement is a historically significant event qualifying the extant portion of the property as a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines.

Physical Characteristics That Convey Historical Significance

The oldest and original portion of this property was demolished when the southernmost 75 feet of the building was removed to accommodate the widening of the 1st Street Bridge. The tenants of the now demolished portion were the California Vinegar and Pickle Works and the James K. Hill Pickle Works.[26]

What remains of the subject property in 2017 (Figure 3.3.3) are additions to the now-demolished Pickle Works building, completed by the Lysle Storage Company in 1905 and cerca 1909. The south elevation is now a flat stucco wall, with a flat stucco band running between its first and second levels. It presently features trompe-l'oeil prints of simulated window openings. The roof above it is underscored with wood rafter tails. The two additions that make up the building were designed in-kind to the original 1888 portion.

[26]Sanborn Fire Insurance Map, 1888;1894.

Figure 3.3.3 View of Citizens Warehouse/Lysle Storage Company Building from the 1st Street Bridge

Source: ICF, 2017.

From 1981 to 1986, a middle loading dock at the west elevation served as the Art Dock, a drive-by art gallery that was overseen by local artist Carlton "Carl" Davis. Located at the 112 Center Street bay, it hosted 35 exhibits of local artists. Though the Art Dock in and of itself does not appear to be historically significant in a manner that would warrant the bay's individual eligibility at any level, the fact that the dock remains renders it a character-defining feature, expressive of the property's early association with the Los Angeles Arts District.

- Physical characteristics that convey significance include:
- Common-bond brick work;
- Patterned but irregular spacing of fenestration and openings;
- Segmentally arched windows of variegated dimensions;
- Four-part corbelling at west and north elevation rooflines;
- Ceramic insulators affixed to west elevation;
- Sawtooth element at roof;
- Recessed wood-frame multi-light windows;

- Faux shutters and planters;
- The Art Dock bay, located at 112 Center Street (west elevation, second dock from north);
- Elevated single-bay loading docks;
- Basement windows;
- Stucco-capped stepped parapets at the roofline;
- Continuous raised parapet at east elevation;
- Ghost signage at east elevation;
- Dedicated rail spur at east elevation; and
- Banked east elevation, correspondent to spur line.

A site visit of the interior was conducted on December 6, 2017, and observations by architectural historians determined that no murals or other artwork remains on the inside of the building that would convey the resettlement of this building by the artists who were tenants.

Construction

During construction, the eastern portion of the remaining buildings along the railroad tracks and the Los Angeles River would be demolished, and then stabilized by a temporary, two-story wall. The westernmost 20,000 square feet along Center Street (10,000 square feet per story) would be stabilized and preserved in place. The Center Street façade best represents the Arts District significance, because it was most visible from the public right-of-way, and features the former location of the Art Dock exhibit. Although the building's original 1888 Pickle Works portion along the southern end of the complex was previously demolished, the demolition of most of what is still extant would be a substantial adverse change in its significance as a listed resource and a significant impact.

Operations

The impacts would occur during construction, but the removal of eastern portion of the buildings would continue to be viewed as a substantial alteration during the operational period.

Mitigation Measures

Although demolition cannot typically be mitigated to a less-than-significant level, the following mitigation measures are proposed to reduce the Proposed Project's impacts.

CR-2 Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Company building. The documentation shall include a discussion of who lived and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1888 until the present time shall also be included in the

documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.

CR-3 Metro shall prepare and implement a plan to retain and stabilize approximately 20,000 square feet of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (10,000 sf per story), including the former location of the Art Dock, for potential future reuse. Stabilization of the remaining portions of the buildings shall be designed and conducted in a manner consistent with the applicable SOI's Standards. The plan shall be prepared prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.

Significance After Mitigation

The impact would remain significant after Mitigation Measures **CR-2** and **CR-3**. Physical constraints due to track geometry and location require the modification of the Citizens Warehouse/Lysle Storage Company building which would result in a significant and unavoidable impact related to cultural resources. Chapter 6.1 provides a discussion of site design alternatives that were considered but dismissed and explains why these historical resources cannot be avoided**.**

Khan Beck Company/Friedman Bag Company

Physical Characteristics that Convey Historical Significance

The Khan-Beck Company/Friedman Bag Company complex (Figure 3.3.4) at 801 Commercial Street is composed of several buildings that, together, form a rectangular footprint. The significance of the property is conveyed by only the building located at the northwest corner of the property. The three-story northwest corner of the property is four bays wide and constructed of board-formed concrete in the northern bay and brick in the remaining three bays to the south. The first floor includes two infilled loading doors surrounded by a series of windows. Windows in the northernmost bay are multi-light, single-hung windows, while windows in the upper two stories of the remaining bays are one-over-one double-hung windows with arched head casings and lintels. The building is adorned with brick course work and a cornice.

As identified in SurveyLA, the northwest corner of the building, from 1906, is associated with early industrial development in Los Angeles between 1880 and 1945. The northwest portion of the building is noted as an "excellent and rare example of a 1906 industrial building in Los Angeles' primary industrial district," adding that it "retains sufficient integrity to convey significance."

Figure 3.3.4 View of the North Elevation of Khan-Beck Company/Friedman Bag Company, Depicting Portion Identified in SurveyLA to the Left

Source: ICF, 2017.

Construction

Construction activities in the vicinity of the Khan-Beck Company/Friedman Bag Company complex would be portal widening activities such as demolition, excavation, and limited installation of tracks at the intersection of Center Street and East Commercial Street near the southwest corner of the building. Therefore, the Proposed Project would not result in demolition of, alterations to, or other adverse effects to the historically significant northwest portion of the building and the materials that convey the building's significance would not be impaired.

Operations

Operation of the Proposed Project would not alter the Khan-Beck Company/Friedman Bag Company building since the railroad tracks would pass underneath the intersection of Center Street and East Commercial Street from northwest to southeast, bypassing the building. Therefore, operation would not have a substantial adverse change in the building's setting as a result of the railroad tracks

Mitigation Measures

The Proposed Project would not cause a substantial adverse change in the significance of the Khan-Beck Company/Friedman Bag Company building. Therefore, no mitigation measures are necessary.

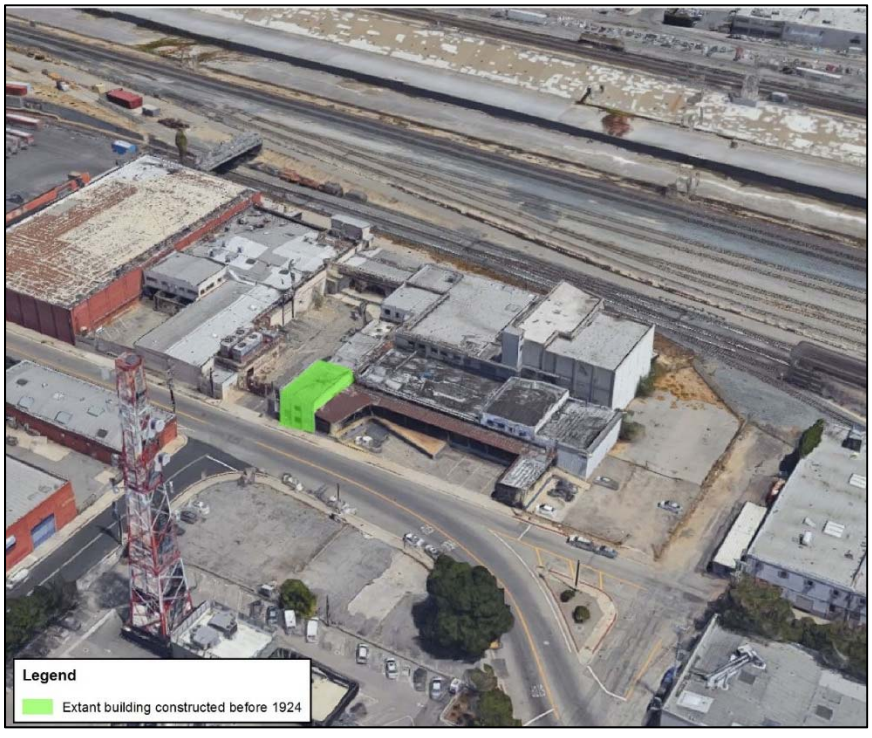
National Ice and Cold Storage

Physical Characteristics that Convey Historical Significance

The National Ice and Cold Storage facility is a variegated two-block complex, bounded by Banning Street to the south, Center Street to the west, Jackson Street to the north, and railroad sidings to the east. The property, developed over the duration of the National Ice and Cold Storage Company's approximately century-long use of the property from 1892 to at least the early 1980s, features a concrete loading dock along Center Street, with a two-story brick building behind; a three-story concrete building with a full-height elevator shaft at the rear of the property, alongside the railroad tracks; a metal-sided and windowless component adjacent to surface parking at the corner of Center and Banning Streets; a modest two-story stucco-clad building; a small building with Streamline Moderne influence; a front-gabled concrete and metal warehouse; and a large brick warehouse at the corner of Center and Jackson Streets.

Based on a field visit and research completed in November 2017, however, very little of the early development of the complex remains to convey the historic significance. Research indicates only two small, heavily altered buildings that pre-date 1924 still remain: the Engine Room and the Condenser (Figure 3.3.5 and Figure 3.3.6). The vast majority of the complex has been demolished and replaced over time with later-era buildings. The DPR 523 form for this complex (see Appendix C) provides more detail on the extent of demolition of the property.

Figure 3.3.5 National Ice and Cold Storage Facility in 2017



Source: Google Maps with ICF overlay.

Figure 3.3.6 National Ice and Cold Storage Facility in 1924

Source: Los Angeles Public Library Photo Archive.

Figure 3.3.7 View of the National Ice and Cold Storage Facility from Center Street

Source: ICF, 2017.

Construction

SurveyLA recorded the National Ice and Cold Storage facility as having a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant, the Engine Room and Condenser. As a result, the district no longer retains integrity from the period of significance. Despite the fact that only these two small components remain, demolition of the entire complex during construction would be a substantial adverse change in its significance, as described in SurveyLA, and a significant impact under CEQA.

Operations

The complex would be demolished during construction, therefore no further impacts would continue during operations.

Mitigation Measures

Because so little of the complex remains from the historic era, the following mitigation measure is proposed in lieu of archival documentation of the current complex.

CR-4 Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage facility.

Significance After Mitigation

Physical constraints due to track geometry and location necessitate the demolition of the National Ice and Cold Storage building. Despite the fact that only two small pre-1924 components remain of National Ice and Cold Storage, for the purposes of this EIR, the impact would remain significant after Mitigation Measure **CR-4**.

Impact 3.3.2 Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact Analysis

Less-than-Significant Impact with Mitigation (Construction). The following analysis focuses on the potential impacts to archaeological resources during construction. No operational impacts would occur to archaeological resources. Archaeological resources that could be affected by construction activities include the two previously recorded sites, which were field checked during the 2016 and 2017 archaeological surveys, and prehistoric sites that were identified in the Study Area.

P-19-186804/P-30-176663 (BNSF/ATSF Railway)

A 0.3-mile (0.5-kilometer) segment of the historic-era alignment of the BNSF/ATSF Railway (P-19-186804/P-30-176663) bisects the northern half of the Study Area. The railway was originally constructed in the 1880s, but since then has had numerous alterations and modern upgrades to keep it in active service. The segment that bisects the Study Area was first documented in 2002. At that time, the resource was found to have been upgraded and substantially altered since its original construction and did not retain sufficient historical integrity to reflect its original historical association. Therefore, the railroad was recommended as not eligible for listing on the NRHP or CRHR. Two separate site updates in 2007 confirmed the 2002 findings and recommended the resource as not eligible for the NRHP or CRHR due to its lack of integrity of materials, workmanship, and setting.

Examination of the railroad bed, rails, and ties during the 2017 survey confirmed that this portion of the railroad consists of modern materials. Therefore, this segment of the railroad is not eligible for the NRHP or CRHR due to lack of integrity. Because this site is not a Historical Resource (i.e., listed on or eligible for listing on the CRHR) under CEQA, there will be no impacts to the site from the Proposed Project.

P-19-2563 (Subsurface Refuse Deposit)

Site P-19-2563 was first identified in 1997 during monitoring for the construction of railyards and shops for Metro. The site was found below an existing railyard and consists of a deposit of historic-age refuse, including glass and stoneware bottles, cans, ceramics, smoking pipe fragments, railroad spikes, bricks, metal fragments, horseshoes, butchered bone, and some shell. Some Chinese artifacts were noted on the site. Evaluation of the site resulted in a recommendation that the site is not eligible for inclusion in the NRHP or the CRHR. During the 2016 survey of the Project Site, the area was found to be completely developed and paved with a building situated on top of the recorded site location. The 2017 survey confirmed that the location of P-19-2563 is developed and paved with a modern building situated on top of the recorded site location.

Because this site is not a Historical Resource under CEQA, there will be no impacts to the site, as currently recorded, from the Proposed Project. However, the building on top of the site is proposed for demolition as part of the Proposed Project, and it will be replaced with new tracks for the one of the proposed storage yard. Ground disturbing activities associated with demolition of the building and surrounding parking lot and installation of new tracks has the potential to reveal additional, unidentified subsurface deposits associated with P-19-2563. Implementation of Mitigation Measure **CR-5**, described below, would mitigate potential impacts to unidentified portions of the site, if present.

No native soils were observed within the surface of the Project Site. One small area of imported fill was examined, and a light scatter of historic-age and modern objects was observed during the 2017 archaeological survey. These objects represent a secondary deposit that likely originated with the imported fill material. Therefore, these items are not considered to be an intact archaeological site.

Other Archaeological Resources

Although no historical resources have been identified within the Project Site, the records search identified eight historic-age sites within a quarter-mile of the Project Site, many of which contain buried archaeological deposits. Native American burials and subsurface prehistoric artifacts have also been recorded within 0.25 mile. Given the proximity of the Project Site to the Los Angeles River, prehistoric use of the land is likely. Buried prehistoric materials may exist below existing buildings, tracks, and pavement, particularly in the locations of the Pickle Works and National Cold Storage facility and underneath the fill material south of Commercial Street where grading will be required. In addition, it is possible that additional buried deposits associated with P-19-2563 may exist beyond the mapped boundaries of the site, as recorded in 1997. Although much of the Project Site is developed and paved, there is a potential for buried archaeological deposits to exist. Therefore, potential impacts to unidentified cultural resources could occur from the Proposed Project. To avoid inadvertent impacts to subsurface archaeological deposits, Mitigation Measure **CR-5** shall be implemented:

Mitigation Measures

CR-5 A qualified archaeologist who meets the standards of the Secretary of the Interior for Archaeology (Project Archaeologist) shall be retained to provide and supervise archaeological monitoring of all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed prior to the start of ground-disturbing activities outlining qualifications and roles of the Project Archaeologist and archaeological monitor, monitoring procedures, reporting requirements, and procedures to follow if cultural resources are encountered during construction.

The Project Archaeologist shall prepare monthly cultural resources monitoring progress reports to be filed with Metro. In the event that cultural resources are exposed during construction, the archaeological monitor shall temporarily halt construction within 50 feet (15 meters) of the discovery (if safe) while the potential resource is evaluated for significance (i.e., eligible for listing in the CRHR per PRC Section 5024.1(c), or in a local register of historical resources as defined in PRC Section 5020.1(k)). Construction activities could continue in other areas that are a distance of at least 50 feet from the discovered resource. If the discovery proves to be significant, representatives of Metro and the Project Archaeologist shall meet to determine the appropriate avoidance or minimization measures. In considering suggested mitigation, Metro shall determine whether avoidance and preservation in place is feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations. Under CEQA Guidelines Section 15126.6(b)(3), preservation in place is the preferred method of mitigation and, if feasible, shall be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of

mitigation is available and provides superior mitigation of the impacts. If avoidance and preservation in place is infeasible, other appropriate measures, such as data recovery excavation, shall be instituted. If data recovery is deemed appropriate, a Treatment or Data Recovery Plan (Plan) outlining the field and laboratory methods to be used shall be prepared by the Project Archaeologist in accordance with CEQA Guidelines Section 15064.5(f) and approved by Metro prior to initiation of data recovery work. The Plan shall specify the appropriate treatment and/or curation of collected materials.

Significance After Mitigation

Mitigation Measure **CR-5** would mitigate inadvertent impacts to potential subsurface archaeological deposits during construction activities. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to archaeological resources.

Impact 3.3.3 Would the Proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis

Less-than-Significant Impact with Mitigation (Construction). The following analysis focuses on the potential impacts to paleontological resources during construction. No operational impacts would occur to paleontological resources.

There are no documented paleontological localities within the boundaries of the Project Site, and the Project Site is completely underlain by low paleontological sensitivity surficial alluvium and previously disturbed sediments at the surface. However, any earthmoving work in native sediments beneath the surficial fill and alluvium may potentially result in a significant impact on paleontological resources if native Pleistocene or older sediments are encountered. Geotechnical logs indicate that paleontologically sensitive Older Surficial Sediments will be present at least 20 feet below the ground surface, and potentially at shallower depths within the Project Site, and current planned excavations for the Proposed Project extend approximately 25 feet below the ground surface. Therefore, construction activities have the potential to penetrate older Pleistocene alluvium below the surface.

To avoid inadvertent impacts to subsurface paleontological resources, Mitigation Measures **CR-6**, **CR-7**, and **CR-8** shall be implemented.

Mitigation Measures

CR-6 A qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis in previously undisturbed Pleistocene deposits, if encountered. Project-related excavation activities of less than ten feet in depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being affected. In addition, the

monitor shall ensure the proper differentiation between paleontological and archaeological resources.

CR-7 A Paleontological Monitoring and Mitigation Plan (PMMP) shall be developed by a qualified professional paleontologist prior to the start of ground disturbing activities. A qualified professional paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed geologic units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified paleontologist shall prepare monthly progress reports to be filed with Metro. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.

CR-8 Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.

Significance After Mitigation

Mitigation Measures **CR-6**, **CR-7**, and **CR-8** would mitigate inadvertent impacts to potential paleontological resources during construction activities. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to paleontological resources.

Impact 3.3.4 Would the Proposed Project disturb human remains, including those interred outside of formal cemeteries?

Impact Analysis

Less-than-Significant Impact with Mitigation (Construction). The following analysis focuses on the potential impacts to human remains during construction. No operational impacts would occur to human remains.

There are no formal cemeteries located within or near the Project Area. Native American burials, however, have been recorded within a quarter-mile of Project Site. Consultation with Native American tribes, as described in more detail in Section 3.8 Tribal Cultural Resources, has indicated that the Project Site has a high potential to contain human burials.

Human remains are defined as any physical remains of a human being. The term "human remains" encompasses more than human bones. Past burial practices often included the burial of associated cultural resources (i.e., funerary objects) with the deceased, and the ceremonial

burning of human remains. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Because the Project Site has a moderate to high potential of containing human burials, potential impacts to human remains could occur from the Proposed Project, a potentially significant impact. To avoid inadvertent impacts to human remains, Mitigation Measure **CR-9** shall be implemented:

Mitigation Measures

CR-9 In the event that human remains, as defined above, are encountered at the Project Site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in consultation with the MLD. The MLD has 24 hours following notification from the NAHC to make recommendations regarding the disposition of the remains of the discovery. If requested by the MLD, measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 24 hours, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.

Significance After Mitigation

Mitigation Measure **CR-9** would mitigate inadvertent impacts to potential human remains during construction activities. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to human remains.