

### 3.13 CULTURAL RESOURCES

This section of the Draft EIR provides an analysis of the potential impacts on cultural resources. Cultural resource topics covered in this report include historical and archaeological resources, and the disturbance of human remains. Paleontological resources are discussed in Section 3.8, Geology, Soils, and Paleontological Resources and tribal resources are further discussed in Section 3.14, Tribal Cultural Resources.

#### 3.13-1 Regulatory Framework

Federal, state, regional and local regulations concerning cultural resources are described in the following section.

##### 3.13-1.1 Federal Regulations

###### National Historic Preservation Act

The National Historic Preservation Act (NHPA) (16 United States Code [USC] 470) and its implementing regulations (36 Code of Federal Regulations [CFR] 800) establish a program for the preservation of historic properties throughout the United States and provide a framework for identifying and treating historical and archaeological resources under CEQA. Section 106 of the NHPA requires that federal projects or projects under federal jurisdiction consider the effect of an undertaking on properties eligible for or included in the National Register of Historic Places (NRHP). Historic properties that are listed in or eligible for the NRHP are considered historical resources for the purposes of CEQA.

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

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

Historical resources eligible for listing in the NRHP are considered “historic properties” and may include buildings, sites, structures, objects, and historic districts. A potential historic property less than 50 years of age may be eligible under NRHP Criteria Consideration G if it can be demonstrated that sufficient time has passed to understand its historic importance (National Register Bulletin 15, page 43). To be eligible for listing in the NRHP, a property must also have integrity, which is defined as “the ability of a property to convey its significance.” The NRHP recognizes seven aspects or qualities that, in various combinations, define integrity: feeling, association, workmanship, location, design, setting, and materials (National Register Bulletin 15, pages 44–45).

The implementing regulations include a provision for early and effective communication with interested parties, such as Native American tribes. Under this provision (36 CFR 800.2[A]), the Lead Agency is

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

### **3.13-1.2 State and Regional Regulations**

#### **California Environmental Quality Act**

CEQA is intended to prevent significant avoidable impacts to the environment by requiring feasible alternatives or mitigation measures. If cultural resources are identified within the resource study area (RSA) the sponsoring agency must take those resources into consideration when evaluating project effects. The level of consideration may vary with the importance of the cultural resource.

The CEQA Guidelines (Section 15064.5(a)) define a "historical resource" as the following:

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

#### **California Register of Historical Resources**

The California Register of Historical Resources (CRHR) was designed to be used by state and local agencies, private groups, and citizens to identify existing historical resources within the state and to indicate which of those resources should be protected, to the extent prudent and feasible, from substantial adverse change. The CRHR consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. Properties eligible for listing in the CRHR may include buildings, sites, structures, objects, and historic districts. It is possible that properties may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. An altered property may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (California Code of Regulations Section 4852 (c)). To be eligible for listing in the CRHR, a property must be at least 45 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

- > 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;
- > It is associated with the lives of persons important to local, California, or national history;
- > It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; and/or

- > It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Potential historical resources eligible for listing in the CRHR may include buildings, sites, structures, objects, and historic districts. A resource less than 45 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historic importance. While the enabling legislation for the CRHR is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance (PRC Section 4852).

### **California Public Resources Code**

Archaeological and historical sites are protected pursuant to policies and regulations enumerated under the California Public Resources Code (PRC). California PRC Sections 5020–5029.5 continue the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. California PRC Sections 5079–5079.65 define the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and state-mandated historic preservation programs in California and the California Heritage Fund. California PRC Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods. California PRC Section 21083.2(g) protects archaeological resources. California PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historical resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

### **3.13-1.3 Local Regulations**

#### **County of Los Angeles**

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

#### **City of Lawndale**

The City of Lawndale’s General Plan (City of Lawndale, 1992a) includes policies that promote the preservation and rehabilitation of cultural and historical resources that are significant to the Lawndale community because of their age, architecture, history, or symbolism. The City prohibits the demolition or movement of historic structures without evaluation of the condition of the structure, the cost of rehabilitation, and the feasibility of preservation and conservation alternatives. While the General Plan contains an implementation program to create a Historic Preservation Ordinance, the City has not yet officially adopted one at this time.

#### **City of Redondo Beach**

The Preservation Ordinance (Municipal Code Title 10 Chapter 4) (City of Redondo Beach, 1989) establishes a local register and a Preservation Commission to oversee the enforcement of preservation policies that relate to planning, demolition, alteration, and new construction. Actions to resources that

are locally registered or eligible for registration are reviewed by the Preservation Commission for appropriateness.

### **City of Torrance**

The Historic Preservation Ordinance (Municipal Code Division 9, Chapter 1, Article 50) (2018) establishes a local register and a Historic Preservation Commission to oversee the enforcement of preservation policies that relate to planning, demolition, alteration, and new construction. Actions to resources that are locally registered or eligible for registration are reviewed by the Preservation Commission for appropriateness.

### **3.13-2 Methodology**

This section discusses the methodology for establishing the cultural resources RSAs and identifying cultural resources in the RSAs, and the significance thresholds used for evaluating impacts on historical and unique archaeological resources. The methodology for the cultural resources study included archival research, survey, resource evaluation, and analysis of impacts on significant historical and archaeological resources.

Archival research was conducted at the South Central Coastal Information Center (SCCIC) to identify previously conducted cultural resource investigations and previously recorded cultural resources within a half-mile buffer of the Proposed Project footprint. A Sacred Lands File search was requested from the NAHC on April 30, 2020. Legislatively mandated Assembly Bill 52 consultation is being conducted with California Native American tribes and is documented separately in Section 3.14, Tribal Cultural Resources of this Draft EIR. Local historical organizations were contacted for information regarding historical resources on November 30, 2020. Review of the SCCIC results, NAHC results, historic maps and aerial photographs, and other local historical sources informed the development of a prehistoric and historic setting for potential and known cultural resources in the Proposed Project vicinity. Previously recorded cultural resources in the RSAs were identified.

Pedestrian archaeological surveys were conducted within the limited areas of the RSA for archaeological resources with unpaved surfaces and ground visibility on November 5, 2020, and June 21, 2022.

Intensive built environment surveys of the RSA for historical resources were conducted on November 5, 2020 and June 21, 2022. To capture all potential historical resources through the duration of the Proposed Project, the survey included all buildings and structures that would be at least 45 years old at project completion, which is in approximately 2030. Therefore, all buildings and structures that were or appeared to be constructed by 1985 were included in the survey. Building construction dates were identified using Los Angeles County Tax Assessor information and verified in the field survey. Resources identified in the survey that appeared to have the potential for historical or architectural significance were evaluated under the NRHP and CRHR criteria for evaluation to determine eligibility. This included potential resources with demonstrable integrity in location, design, setting, materials, workmanship, feeling, and association. In addition, real estate acquisitions and/or any property or structure older than 45 years that would be altered by the Proposed Project, the Trench Option, or the Hawthorne Option were evaluated. Evaluated resources were recorded on California Department of Parks and Recreation (DPR) 523 Series Forms, which are inventory forms that include resource descriptions and significance evaluations. Resources not associated with significant historic events or persons, or demonstrating standardized materials, methods of construction, and architectural design associated with tract and commercial development, or significantly altered resources were not fully evaluated under NRHP and CRHR criteria due to the low potential for historical significance.

Potential impacts on historical and archaeological resources identified in the RSAs were assessed pursuant to CEQA Guidelines Section 15064.5, and the potential to disturb any human remains was also assessed.

### **3.13-2.1 Resource Study Areas**

The RSAs for cultural resources, as shown in Figure 3.13-1 and in Appendix 3.13-A, Cultural Resource Study Area Maps, were delineated based on the proposed physical configuration of the Proposed Project, Trench Option, and Hawthorne Option, including areas where ground disturbance and property acquisitions may occur, and adjacent areas where the Proposed Project has the potential to indirectly impact historical resources. The RSA is defined as the area necessary to construct, operate, and maintain the Proposed Project, the Trench Option and Hawthorne Option, including all the areas of planned ground-disturbance (temporary or permanent), and property acquisitions.

The RSA (the Proposed Project and Trench Option) includes portions of the existing Metro-owned right-of-way (Metro ROW) and adjacent areas that would be used for project-related facilities, including stations, an overhead contact system, traction power substations, communications and signaling buildings, and temporary staging areas. All lay-down yards and other areas of temporary ground disturbance are considered part of the Proposed Project footprint.

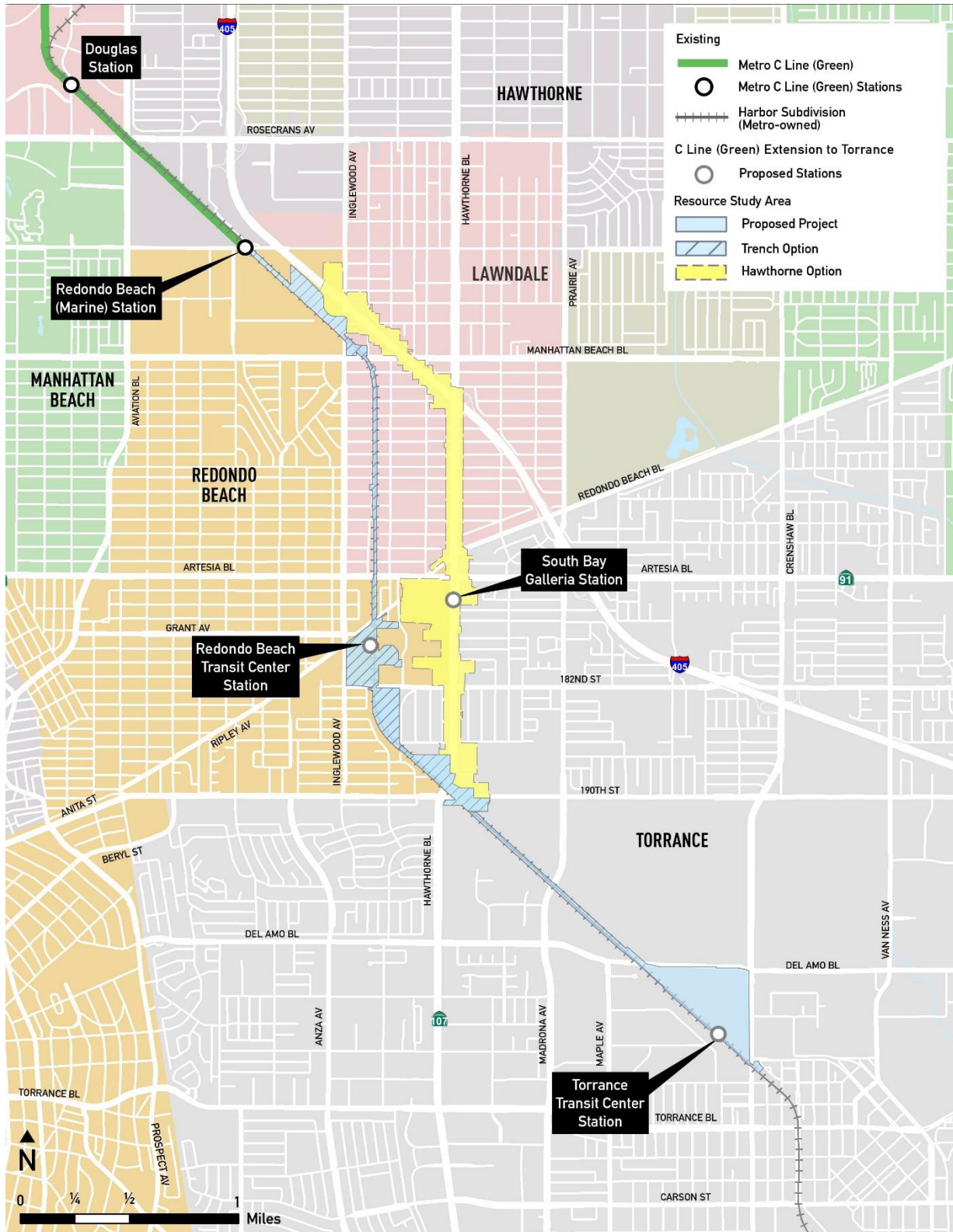
Where light rail infrastructure would be constructed at-grade within the Metro ROW (the Proposed Project and Trench Option), the RSA is limited to the extent of the Metro ROW, because the existing freight railroad infrastructure is already a component of the setting within the Metro ROW, and the introduction of similar infrastructure is unlikely to result in new indirect impacts on cultural resources in areas adjacent to the Metro ROW; i.e., changes to the freight railroad infrastructure at-grade within the Metro ROW would be considered replacement in kind.

Where new light rail infrastructure is constructed outside of the Metro ROW or would require above-grade elements, such as the overhead contact system, elevated structures, sound walls, stations, or other equipment, the RSA includes the first tier of parcels or buildings adjacent to the Metro ROW within a reasonable viewshed of the new construction; i.e., the introduction of new infrastructure would have the potential to cause new visual, audible, or atmospheric intrusions on the setting of adjacent cultural resources.

To differentiate the potential impacts of the Proposed Project, the Trench Option, and the Hawthorne Option separately, the RSA is further delineated for each Option footprint (see Figure 3.13-1 and Appendix 3.13-A, Cultural Resource Study Area Maps). The Proposed Project and the Trench Option share the same horizontal RSA due to a spatial similarity in construction and operational impact potential, with a vertical RSA difference.

The Hawthorne Option RSA differs from the Proposed Project and Trench Option RSAs, as the proposed elevated alignment would be located outside of the existing Metro ROW. The Hawthorne Option RSA includes the first tier of parcels or buildings adjacent to the Hawthorn Option alignment within a reasonable viewshed of the new construction; i.e., the viewshed within which the introduction of new infrastructure would have the potential to cause new visual, audible, or atmospheric (solar or energy) intrusions on the setting of adjacent cultural resources.

**Figure 3.13-1. Cultural Resources Resource Study Area**



Source: STV, 2022

### **3.13-2.2 Significance Thresholds**

Based upon the thresholds of significance contained in Appendix G of the CEQA Guidelines, implementation of the Proposed Project would result in a significant impact if it would:

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- c. Disturb any human remains, including those interred outside of formal cemeteries.

### **3.13-2.3 Project Features**

As described in Chapter 2, Project Description, a number of features have been incorporated into the project to ensure compliance with the laws, guidelines, or best practices of federal, state, local, and regional agencies. There are no specific project features for Cultural Resources.

## **3.13-3 Affected Environment / Existing Conditions**

### **3.13-3.1 Prehistoric Setting**

The first evidence of human occupation in the Los Angeles area dates to at least 9000 years before present (B.P.) (McCawley, 1996). The broader peopling of the Los Angeles Basin is associated with the Millingstone period, beginning approximately 6500 B.P. (Wallace, 1955; Warren, 1968). Millingstone populations established stable settlements located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates).

By 3500 B.P., a number of socioeconomic changes occurred (Erlandson, 1994; Wallace, 1955; Warren, 1968) that are associated with the period known as the Intermediate Horizon (Wallace, 1955). Increasing population size necessitated the intensification of existing terrestrial and marine resources (Erlandson, 1994). The Intermediate Horizon marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and nonutilitarian materials were acquired, and travel routes were extended. Archaeological evidence suggests that the margins of numerous rivers, marshes, and swamps within the Los Angeles River drainage served as ideal locations for prehistoric settlement during this period. The Los Angeles River (Gumprecht, 1999) and the wetlands associated with its mouth have attracted human settlement for millennia.

The Late Prehistoric period spans from approximately 1500 B.P. to the Spanish mission era. A sharp increase in the number of components seems to indicate population growth at this time, and artifact assemblages reflect continued technological improvements. The bow and arrow first appear during this period, frequently occurring mortars and pestles signify the growing importance of acorn exploitation, and fishing kits include a wide variety of implements. Settlement at this time is believed to have revolved around a relatively limited number of permanent settlements that were located centrally with respect to a variety of resources. By the end of the Late Prehistoric, the patterns had emerged that are associated with the ethnohistoric Gabrielino (McCawley, 1996).

### **3.13-3.2 Historic Setting**

#### **3.13-3.2.1 Spanish Period**

Spanish explorers made brief visits to Gabrielino territory in both 1542 and 1602, and, on both occasions, the two groups exchanged trade items. Sustained contact with Europeans did not commence until after 1769, when Gaspar de Portolá and a small Spanish contingent explored the California coast from San Diego to Monterey. A string of 21 missions was established in the years that followed the Portolá expedition, including Mission San Gabriel Archangel in 1771 and Mission San Fernando Rey in 1797. By the early 1800s, the majority of the surviving Gabrielino population had entered the mission system.

On September 4, 1781, El Pueblo de La Reina de Los Angeles was established; by 1786, the flourishing pueblo attained self-sufficiency, and funding by the Spanish government ceased (Gumprecht, 1999). While the Spanish missions and pueblos developed in the 1780s, the Spanish crown also rewarded land grants to veterans of the California occupation army. Between 1784 and 1821, the development of rancho society and land use under the Spanish distributed some of the best agricultural and ranching lands in California to private individuals. At least 30 ranchos and land concessions were granted, under conditions of settlement to occupy and use the land (Robinson, 1948). The first was the 75,000-acre Rancho San Pedro, provisionally granted to Juan Jose Dominguez in 1784. The area once encompassed more than 120 square miles that included modern-day Torrance and portions of Redondo Beach.

#### **3.13-3.2.2 Mexican Period**

Alta California became a state when Mexico won its independence from Spain in 1821. In 1822, Rancho Sausal Redondo, the “Round Clump of Willows,” was provisionally granted to Antonio Ygnacio Avila (Dixon and Roberts, 2005). Rancho Sausal Redondo stretched from present-day Playa del Rey to Redondo Beach, including the modern-day Cities of El Segundo, Manhattan Beach, Hawthorne, Inglewood, Lawndale, and portions of Redondo Beach (Dixon and Roberts, 2005).

The authority of the California missions gradually declined, culminating with their secularization in 1834. Native Americans who had become dependent upon the missions were disenfranchised, and most Gabrielino neophytes either fled to the north or sought work as laborers from nearby private landowners. Former mission lands were quickly divided and granted to private citizens for use as agricultural and pastoral land (Reid, 1939 [1852]).

After 1834, the subdivision of lands into ranchos accelerated. As the possibility of a takeover of California by the United States loomed in the 1840s, Governor Pio Pico increased the number of land grants in a last-ditch effort to keep the land in Mexican hands. More than 600 rancho grants were made between 1833 and 1848.

#### **3.13-3.2.3 Early American Period**

The United States took control of California at the end of the Mexican-American War with the Treaty of Guadalupe-Hidalgo in 1848. The Dominguez Family held the title to Rancho San Pedro through the transition of California to statehood. President Buchanan signed the U.S. land patent for Rancho San Pedro in 1858. Although reduced to 25,000 acres due to sales and new surveys, Rancho San Pedro was still a massive holding into the nineteenth century. Antonio Avila retained the title to Rancho Sausal Redondo under the U.S. government after a court ruling in 1856. In 1868, Sir Robert Burnett acquired Rancho Sausal Redondo. Burnett leased 25,000 acres of the property to Catherine Freeman, the wife of Daniel Freeman, in 1873 (Freeman Family Papers, 2010).

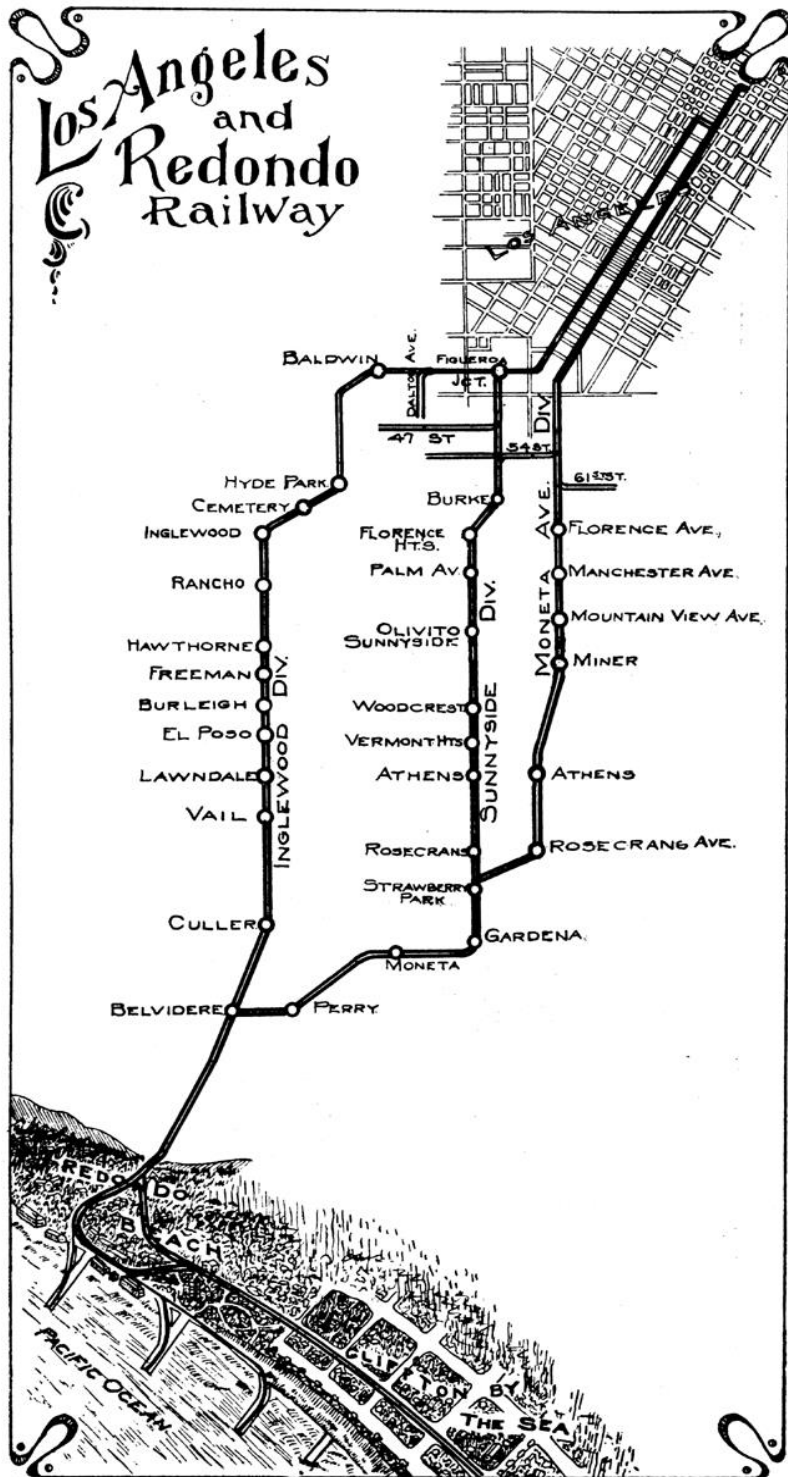
The RSAs are located in the former lands of Rancho San Pedro and Rancho Sausal Redondo, or Rancho Centinela. As these lands were sold and subdivided in the late nineteenth century and the early twentieth century, several factors influenced the patterns of land use and community development in the area. These factors included expansion of the transportation network and its accompanying real estate speculation, the discovery of oil and its exploitation, and the concentration of the aviation industry and its development into the military-industrial complex. As these factors affected the region, individual and distinctive communities grew within their influence.

### **Railroad Expansion and Real Estate Development**

In the 1880s, the race to establish the Los Angeles seaport unfolded, drawing development through the South Bay to connect with the growing city. As part of the competitive process, plans were developed for a port using a deep marine canyon, the Redondo Submarine Canyon, discovered in 1887. Speculators grasped the opportunity to develop Redondo Beach on Rancho San Pedro lands after the U.S. Army Corps of Engineers reported “upon the Natural Advantages of Redondo Beach as a Commercial Seaboard Point” to the Redondo Beach Company (Redondo Beach Historical Society, 2020). The Redondo Beach Company built Wharf No. 1 at Port Redondo and cargo ships began using the port. At the same time, the company planned to build a railroad connecting the new wharf to Los Angeles, and the Redondo Railway Company (later the Los Angeles & Redondo Railway [LA&R]) was incorporated in 1889. The Atchison, Topeka and Santa Fe (AT&SF) Railway was also looking for a way to compete with the Southern Pacific Railroad, the monopoly that controlled all lines to the ports at San Pedro and Wilmington. By 1888, AT&SF established a route between Redondo Beach and Los Angeles (McCandless, n.d.).

By 1902, competition with electric lines, most notably Henry E. Huntington’s Pacific Electric, spurred the LA&R to build a new Inglewood line that connected areas south of Inglewood to the Redondo line, as shown in Figure 3.13-2. The electric railroad network stimulated growth in the South Bay and throughout Southern California. In tandem with the consolidation of a reliable water supply system, the railroad inspired the development of new communities in the Los Angeles area in the early twentieth century (Electric Railway Historical Association, 1957), such as the Cities of Hawthorne and Lawndale.

Figure 3.13-2. Los Angeles and Redondo Railway



Source: Serpico, 1988

The City of Hawthorne developed as a real estate speculation on the promise of the construction of the LA&R. The town was platted, and lots went for sale in 1906, advertising a semi-rural life between the city and the sea. By 1907, Hawthorne had more than 100 homes and continued to grow with the success of the LA&R. Industry in Hawthorne was dominated by aviation after Northrop Aircraft Incorporated (now Northrop Grumman) was founded in 1939. Northrop began manufacturing warplanes during World War II (WWII) and continued to develop aviation, aerospace, electronics, and information systems technology.

Just south of Hawthorne, the LA&R extended through the town of Lawndale, founded in 1905. The development was promoted as a place where residents could have a poultry ranch and plentiful garden in the temperate climate. The 1910 U.S. Census recorded only 142 residents living in Lawndale. Agriculture was the primary industry in early Lawndale until oil was locally discovered in the 1920s. An oil boom ensued, with a corresponding real estate and population boom related to oil drilling activities. Oil derricks were constructed, with the major field located to the southwest of the town center. Oil production peaked between 1927 and 1929, and then faced a rapid decline. The oil derricks were removed, and there is currently little trace of the oil industry in Lawndale. Lawndale remained semi-rural through WWII despite the rapid population and commercial growth in surrounding communities. Following WWII, it developed residentially with several tracts built for returning veterans. The area was still zoned for agriculture until 1958. The construction of the Harbor Freeway also contributed to Lawndale's postwar growth. Lawndale was finally incorporated in 1959 and remains a largely residential city.

The plan for the original City of Torrance, known as the Olmsted Tract, owes its origins to a movement that began in England in the late nineteenth century (City of Torrance, 2013b). Torrance developed as a model industrial city on former Rancho San Pedro land in 1912 under the auspices of the Dominguez Land Company (Serpico 1988; Shanahan and Elliott, 1984). The town of Torrance was laid out in 1912 by John C. and Frederick Law Olmstead, Jr., and master architect Irving Gill created design guidelines. Torrance was planned with paved streets, a water distribution plant, a sewer system, street lighting, more than 100 houses, six brick commercial blocks and a railway passenger depot (Shanahan and Elliott 1984). The buildings Irving Gill designed for the new City of Torrance were a departure from the popular arts and crafts and classical revival styles of the day (City of Torrance, 2013b). The historic period of significance for the Olmsted Tract in Torrance spans from 1912 to 1940. Residential and commercial designs from WWII and the postwar era changed significantly abandoning a specific stylistic approach in favor of utilitarian minimalist design devoid of character-defining detailing (City of Torrance, 2013b).

Several companies, including Union Tool Company and Pacific Electric Railway, built factories in Torrance. Industrial war production, including chemical manufacturing, exponentially expanded during WWII. In the postwar period, the population of Torrance grew rapidly in the 1950s. Other large companies that moved to Torrance included Dow Chemical and Reynolds Metals Company. A total of 78,000 new residents moved to Torrance between 1950 and 1960. By 1970, Torrance, with 134,584 people, was the third-largest city in Los Angeles County and the 11th most populous city in California. Although the population declined after 1970, housing increased. Economic revitalization efforts began during the 1980s, with new residential developments and new manufacturing corporations (Shanahan and Elliott, 1984).

## **The Oil Industry**

Attempts to extract oil in the Los Angeles area began in the 1860s, but it was not until the 1890s that successful operations were formed. The Union Oil Company was the largest producer in the state at the time, with operations at San Pedro and Los Angeles.

In 1892, the Pan American Oil Company had its beginnings in Los Angeles, and in 1900 Standard Oil began its California operations in the San Francisco Bay Area. By the 1910s, the oil industry was a major corporate enterprise in the Los Angeles area. Several new and highly productive fields were opened in the 1920s in the Los Angeles basin, including major fields at Huntington Beach, Santa Fe Springs, and Signal Hill. Oil production in the South Bay area developed with important fields after the discovery of oil on Rancho San Pedro in 1921. Fields at Dominguez Hills, Torrance, Whittier, and Wilmington were established in the 1920s and influenced development patterns of the young communities in the area (Rice et al., 2002).

Oil discoveries during the 1920s created major commercial activity and temporarily transformed Lawndale. The boom reached its peak between 1927 and 1929, and the influx of the oil workers and typical boom real estate speculation rapidly declined as the drilling subsided (City of Lawndale, 2020c). During the oil period, Lawndale was easily recognizable by the landscape of oil derrick construction. However, the community's growth subsided during the Great Depression (City of Lawndale, 2020c).

## **Early Aviation and the Development of the Aerospace Industry**

California was an early center for aviation pioneers, particularly Southern California due to its temperate climate. Abundant open land accommodated early airfields and landing strips for barnstormers, and cargo and passenger planes. In 1928, the open agricultural Mines Field (named after real estate developer William W. Mines) in Westchester was selected as the site for the Los Angeles Municipal Airport (now Los Angeles International Airport [LAX]). The airport drew commerce and the aviation industry to the area.

The location of military installations throughout Southern California contributed to the development of the aircraft industry in the Los Angeles area, which overwhelmingly dominated aircraft production into WWII. Companies including Douglas, Lockheed, and Consolidated opened massive plants and employed thousands of workers around the clock, contributing to the population boom during WWII. The military contracts for aircraft production, and research and design created the industry that subsequently laid the foundation for the post-WWII aerospace industry. The Cold War and space programs of the 1960s continued to evolve the industry, with an emphasis on technological development. The activities of several aerospace companies have remained near LAX and continue to remain in the forefront of the aerospace industry (Rice et al., 2002).

## **History of Railroad Development within the RSA**

The development of the freight railroad in the RSA was directly related to the need for access between Los Angeles and the ports. The AT&SF Redondo Branch, a segment of which is in the Metro ROW between Century Boulevard and Douglas Street in El Segundo, was established in the late 1880s to connect to the port at Redondo Beach. With the intensive development of the ports at Wilmington and San Pedro in the early 1900s, the completion of the first municipal wharf in Los Angeles Harbor, the opening of the Panama Canal, and the discovery of oil, Los Angeles shipping flourished in the 1910s (Serpico, 1988). The AT&SF Railway planned to lay tracks from Los Angeles to San Pedro beginning in the 1880s, but a recession and lack of financial support delayed the extension. Further plans in 1917 were halted when the government took control of all railways during World War I. Finally, the Santa Fe and

Los Angeles Harbor (SF&LAH) Railway Company was incorporated in April 1922 to build a railway to connect the AT&SF at El Segundo to the port at Wilmington.

Construction of the new line began in 1923 and was completed by 1924. In January 1924, the AT&SF leased the SF&LAH and the line became part of the AT&SF San Pedro Branch. In December 1942, the line was acquired outright by the AT&SF Railway, becoming the Harbor District Branch. Business steadied after WWII, with two regular daily freight trains operating until 1960 (Serpico, 1988). In 1995, the Santa Fe Pacific Corporation merged with Burlington Northern, Inc., forming the Burlington Northern Santa Fe Railway (Strauss, 2003), now the BNSF Railway. The main branch line is now known as the BNSF Harbor Subdivision. The freight railroad lines in the RSA are illustrated in Figure 3.13-3.



### History of Commercial Development along Hawthorne Boulevard

Torrance was planned as a model industrial city in the early twentieth century. The neighboring City of Gardena originated in the 1880s but was not incorporated until the 1930s when the communities of Strawberry Park, Moneta, and Western City merged. Torrance and Gardena were both stops on the Pacific Electric Railway on lines running from Los Angeles to San Pedro and Redondo Beach (GPA, 2012). Following WWII, Hawthorne Boulevard became a main retail artery transitioning from a streetcar rural suburb to a commercial district. Hawthorne Boulevard was a two-lane highway in the 1940s and 1950s; by 1963, the highway became a four-lane major thoroughfare (Figure 3.13-4). By the 1960s, Torrance became the third largest city in Los Angeles County. Development shifted its focus to the west, and, with the addition of shopping malls and retail storefronts along Hawthorne Boulevard, the area became the regional destination for shopping (City of Torrance, n.d.).

**Figure 3.13-4. Hawthorne Boulevard following roadway redevelopment in 1960s**



Source: City of Torrance, n.d.

The property types along Hawthorne Boulevard in the Hawthorne Option RSA include One-Part Commercial Block properties, shopping centers, and large free-standing retail structures constructed during the 1950s and 1960s (Figure 3.13-5). During the 1970s, additional shopping centers were constructed along Hawthorne Boulevard and residential tract housing development began in the late 1970s along 177th Street and 178th Street. The area continues to be a commercial retail corridor, with some modern infill development.

**Figure 3.13-5. Hawthorne Boulevard circa 1960, view toward 167th Street (16718 Hawthorne Blvd. photo right)**



Source: Daily Breeze, n.d.

### 3.13-3.3 Archival Research

#### Historical Society Contact Program

A contact program to identify interested parties regarding historic properties was initiated to identify undocumented historical resources and to address any concerns regarding historical resources that might be affected by the Proposed Project and Options. The program involved contacting local historical societies and preservation groups to solicit comments and concerns regarding the Proposed Project. Letters, maps, and response forms were mailed to Los Angeles and South Bay-area historical societies and preservation organizations on November 30, 2020. Documents pertaining to the historical society contact program are attached as Appendix 3.13-C, Historical Society Contact Program Records Search Results.

#### South Central Coastal Information Center Records Search Summary

An archival records search request for the Proposed Project was sent via email to the SCCIC housed at California State University, Fullerton on April 30, 2020. The records search was completed by SCCIC staff on June 19, 2020. The research focused on the identification of previously recorded historic built environment and archaeological resources within a half-mile radius of the Proposed Project, Trench Option, and Hawthorne Option footprints. The archival research involved a search of records, including historical site inventories, archaeological site records and reports, and historic U.S. Geological Survey (USGS) topographic maps. Documents pertaining to the records search results are attached as Appendix 3.13-D, SCCIC Records Search.

### Previous Cultural Resources Investigations

The records search identified a total of 37 investigations previously conducted within a half-mile radius of the Proposed Project. Of these, 36 are within a half-mile radius of the Proposed Project and Trench Option footprint, while 26 are within a half-mile radius of the Hawthorne Option footprint. Nine previous studies overlap the Proposed Project and Trench Option, while 12 overlap the Hawthorne Option. These reports are summarized in Table 3.13-1.

**Table 3.13-1. Previous Investigations Conducted within a Half-mile Radius of the Proposed Project Alignment, Trench Option, and Hawthorne Option**

Author	Report	Description	Date	Applies to
McKenna, Jeanette A.	02499	Results of a Standard Prehistoric Archaeological Records Check, City of Redondo Beach, Los Angeles County, California – General Plan EIR	1991	P <sup>2</sup> , T <sup>2</sup> , H <sup>2</sup>
McKenna, Jeanette A.	02570	Phase I Cultural Resource Investigations of the Proposed Family Camp Project Area, Los Angeles Air Force Station, El Segundo, Los Angeles County, California	1992	P, T, H
Stickel, Gary E.	02904	Draft Report: A Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project	1993	P <sup>2</sup> , T <sup>2</sup> , H <sup>2</sup>
Davis, Gene	03289	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation	1990	P, T, H
Duke, Curt	04747	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 597-03, County of Los Angeles, California	1999	P, T, H
Duke, Curt	04760	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La586-02, County of Los Angeles, California	1999	P, T, H
Romani, John F.	04993	Historic Property Survey Report Prairie Avenue Ramp Relocation	1982	H
Smith, Philomene C.	05499	Negative Archaeological Survey Report: To Cold Plane the Existing Pavement on Route 405 and Overlay with 30mm of Rubberized Asphalt Concrete at Selected On/Off-ramps from Vermont Ave. to Manchester Blvd.	2000	P <sup>2</sup> , T <sup>2</sup> , H <sup>2</sup>
Duke, Curt	05582	Cultural Resource Assessment: Cingular Wireless Facility No. SM 075-02 Los Angeles County, California	2001	P, T, H
Duke, Curt	05980	Cultural Resource Assessment AT&T Wireless Services Facility No. 05127a Los Angeles County, California	2002	P, T
Mason, Roger D.	05983	Cultural Resources Records Search and Literature Review Report for an American Tower Corporation Telecommunications Facility: Number La_464_n1 Hawthorne Boulevard in the City of Redondo Beach, Los Angeles County, California	2001	P, T, H <sup>2</sup>
Mason, Roger D.	05990	Cultural Resources Records Search and Literature Review Report for American Tower Corporation Telecommunications Facility: Number La_694_n1 Artesia in the City of Redondo Beach, Los Angeles County, California	2001	P, T
Duke, Curt	05994	Cultural Resource Assessment AT&T Wireless Services Facility No. 05197 Los Angeles County, California	2002	P, T
Duke, Curt	06192	Cultural Resource Assessment AT&T Wireless Services Facility No. 05127b Los Angeles County, California	2002	P, T
Sylvia, Barbara	06236	Highway Project on Route 405 Between Crenshaw Blvd. and Manhattan Beach Blvd. in Torrance and Lawndale in Los Angeles County	2002	P, T, H <sup>2</sup>

Author	Report	Description	Date	Applies to
Harper, Caprice D.	06819	Cultural Resource Assessment Cingular Wireless Facility No. SM 241-01 Redondo Beach, Los Angeles County, California	2003	P, T
Bonner, Wayne H.	07690	Cultural Resource Records Search and Site Visit Results for Cingular Telecommunications Facility Candidate EI-0009-02 (Southern California Edison [SCE] Gibson), Manhattan Beach Boulevard near Gibson Place, Redondo Beach, Los Angeles County, California	2005	P, T, H
Maki, Mary K.	07842	Phase I Archaeological Investigation of Limited Areas within the Torrance Refinery and Atwood, Southwestern Marine and Vernon Terminals, Los Angeles and Orange Counties, California	2000	P <sup>2</sup> , T <sup>2</sup> , H
Phil Fulton	09910	Cultural Resource Assessment – Verizon Wireless Services, Prairie Facility, City of Torrance, Los Angeles County, California	2009	P, T
Dolan, Christy and Monica Strauss	10103	Historic Property Survey Report Del Amo Boulevard Extension Project City of Torrance, Los Angeles County, California	2003	P <sup>2</sup> , T <sup>2</sup> , H
Shepard, Richard S.	10106	Improvements to Artesia Boulevard (State Route 91) in the City of Torrance, Southwestern Los Angeles County	2002	P, T, H <sup>2</sup>
Johnson, Ken	10132	Fun, Frustration and Fulfillment: An Historical Study of the City of Redondo Beach	1965	P <sup>2</sup> , T <sup>2</sup> , H <sup>2</sup>
Harper, Caprice D. and Francesca Smith	10160	Preliminary Cultural Resources Survey for the Formation of the Wiseburn Unified School District Project, Cities of El Segundo and Hawthorne, and Unincorporated Los Angeles County, CA	2008	P, T, H
McKenna, Jeanette M.	10333	A Brief Historic Context Statement Prepared for the General Plan Update: The City of Torrance, Los Angeles County, California	2009	P <sup>2</sup> , T <sup>2</sup> , H <sup>2</sup>
McKenna, Jeanette M.	10765	A Cultural Resources Overview and Architectural Evaluation of the Lawndale High School Campus, 14901 S. Inglewood Avenue, Lawndale, Los Angeles County, CA	2010	P, T, H
Billat, Lorna	10788	SCE El Nido – La Fresa #4, CA-LOS4340C – Collocation Submission Packet	2010	P, T
Bonner, Wayne	10878	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03369C (SCE Maple), 505 Maple Avenue, Torrance, Los Angeles County, California	2007	P, T
Bonner, Wayne	10932	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Facility LA02669-A (SCE Performance Nursery), 2600 Beland Boulevard, Redondo Beach, Los Angeles County, California	2011	P, T
Maxwell, Pamela	11150	West Basin Municipal Water District Harbor/South Bay Water Recycling Project	2003	P <sup>2</sup> , T <sup>2</sup> , H <sup>2</sup>
Wlodarski, Robert J.	11296	Cultural Resources Records Search and Archaeological Survey Results for the Proposed Clear Wireless, LLC, Site CA-LOS5458A (SCE El Nido-La Fresa M5-T5) located at 1701 Inglewood Avenue, Redondo Beach, Los Angeles County, California, 90278	2010	P, T, H
Racer, F.H.	11482	Camp Sites in Harbor District – F.H. Racer	1939	P <sup>2</sup> , T <sup>2</sup> , H <sup>2</sup>
Johnson, Brent	11767	Direct APE Historic Architectural for AT&T Mobility, LLC, 405 Fwy/Redondo Beach Blvd. 16720 Hawthorne Boulevard, Lawndale, CA	2012	P, T, H <sup>2</sup>

Author	Report	Description	Date	Applies to
Bonner, Wayne and Kathleen Crawford	12311	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02459A (SM075 SCE Tower M5/Ta) Inglewood Avenue & Rockefeller Lane, Redondo Beach, California	2012	P, T, H
Bonner, Wayne and Kathleen Crawford	12361	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02669A (SM241 SCE/Performance Nursery), 2600 Beland Boulevard, Redondo Beach, Los Angeles County, California	2013	P, T
O'Neil, Stephen and Megan Black	12571	Archaeology Survey Report In Support of the Huitt-Zollars Inglewood Avenue Corridor Widening Project, City Lawndale, Los Angeles County, California	2014	P, T, H
Roland, Jennifer and Susan Hector	12990	Phase I Investigation for the Verizon Wireless Hindry Tower Installation Project, Los Angeles County, California	2015	P, T
Grady, Amber and Robin Hoffman	13416	South Bay Galleria Improvement Project, Redondo Beach, Los Angeles County, Historic Resources Evaluation Report	2016	P, T, H <sup>2</sup>

Source: AECOM, 2020

<sup>1</sup> Reports are prefixed with "LA-"

<sup>2</sup> Indicates study overlaps with RSA

P-Proposed Project

T-Trench Option

H-Hawthorne Option

### Previously Recorded Cultural Resources

The records search at the SCCIC identified a total of 13 previously recorded cultural resources within a half-mile radius of the Proposed Project. Of these, all 13 are within a half-mile radius of the Proposed Project and Trench Option footprint, while seven are within a half-mile radius of the Hawthorne Option footprint. One prehistoric site (P-19-000100/CA-LAN-100), a historic period chemical plant (P19-186929), and two historic period railroad structures (P-19-186930 and P-19-186931) were previously recorded within the Proposed Project and Trench Option RSA. One prehistoric site (P-19-000100/CA-LAN-100) and a historic period commercial building (P-19-190021) were previously recorded within the Hawthorne RSA. These are summarized in Table 3.13-2.

**Table 3.13-2. Previously Recorded Cultural Resource Sites within a Half-mile Radius of the Proposed Project, Trench Option, and Hawthorne Option**

Primary Number <sup>1</sup>	Resource Name	Resource Description	Date	NRHP/CEQA Eligibility Status	Applies to
000100	Unnamed	Prehistoric Campsite	Not dated	Not Evaluated	P <sup>2</sup> , T <sup>2</sup> , H <sup>2</sup>
178516	Fern Avenue School	Historic-period educational building complex	1933	NRHP-listed	P, T
186929	Dow Chemical Industrial Facility	Historic-period chemical plant	1953	Not Eligible	P <sup>2</sup> , T <sup>2</sup>
186930	Burlington Northern Santa Fe Railway Segment	Historic-period railroad segment	1924	Not Eligible	P <sup>2</sup> , T <sup>2</sup>
186931	Alcoa Spur	Historic-period railroad spur	1942	Not Eligible	P <sup>2</sup> , T <sup>2</sup>
187150	-	Single-family residence	1948	Not Eligible	P, T, H
187277	-	Single-family residence	1948	Not Eligible	P, T, H
187979	Southern California Edison Company Transmission Tower	Historic-period structure	Circa 1954	N/A	P, T
188892	Lawndale High School	Historic-period educational building complex	1959	Not Eligible	P, T, H
188900	Southern California Edison Company Transmission Tower	Historic-period structure	1963	Not Eligible	P, T
189746	Southern California Edison Company Transmission Tower	Historic-period structure	1963	Not Eligible	P, T, H
190021	Italy 2000 Imported Fine Furniture	Commercial building	1947	Not Eligible	P, T, H <sup>2</sup>
190326	Southern California Edison Company Transmission Tower	Historic-period structure	Circa 1967	Not Eligible	P, T, H

Source: AECOM, 2020

<sup>1</sup> Primary numbers are prefixed with "P-19-"

<sup>2</sup> Indicates located within RSA

P-Proposed Project

T-Trench Option

H-Hawthorne Option

- > P-19-000100 (CA-LAN-100) – This prehistoric archaeological resource was recorded as one of a series of small prehistoric campsites in Torrance by F.H. Racer in 1939. Racer states, "The only artifacts I know of being found there was a large metate and a mano stone," i.e., prehistoric stone tools (Racer, 1939:5). Racer also notes these artifacts "may have been extraneous" (Racer, 1939:5), although he does not explain what he means by extraneous. In other words, this site is represented by only two stones which Racer's informant believed were artifacts. It is clear from his description that Racer described the resource from hearsay. Racer did not see the artifacts, nor did he personally observe any evidence of an archaeological site. The precise location where these artifacts was found is not recorded, but the resource is documented near the intersection of 190th Street and Hawthorne Boulevard. The site appears on the SCCIC's maps as an arbitrarily drawn 500-foot-diameter circle with its midpoint within the intersection. It overlaps the Proposed Project, Trench Option, and Hawthorne Option RSAs. The site was not evaluated for significance.

- > P-19-178516 – The Fern Avenue School was constructed in 1933 to a Spanish Colonial Revival-style design by architect Henry L Gogerty. The property was listed in the NRHP in 1992. The property is significant under NRHP Criterion A for its association with social and education history trends. In addition, the Fern Avenue School is significant under NHRP Criterion C as the oldest elementary school still in use and the only example of Spanish Colonial Revival architecture for a school building within the City of Torrance (NRIS ID#: 92000067). This resource is not located within the Proposed Project, Trench Option, or the Hawthorne Option RSAs.
- > P-19-186929 – This site is a 52-acre Dow Chemical industrial plastics production facility. The plant is a post-WWII-era (1945 to 1960) industrial complex that began construction in 1952 and has had alterations up to the present day. This resource was previously evaluated as not eligible for the NRHP (Strauss, 2003). The eastern edge of the property is located within the Proposed Project and Trench Option RSA.
- > P-19-186930 – This site was recorded as a 190-foot-long segment of the Harbor Subdivision of the BNSF established on August 31, 1924. The 26-mile main branch line runs northwest to southeast; portions of it lie within the RSA. This resource was previously evaluated as not eligible for the NRHP (Strauss, 2003). This resource is located within the Proposed Project and Trench Option RSA.
- > P-19-186931 – This site is a 5-mile-long segment of the Alcoa spur line that was established on July 5, 1942 (Serpico, 1988:151). This resource is partially located within the RSA and extends 2 miles to the east of the Metro ROW. This resource was previously evaluated as not eligible for the NRHP (Strauss, 2003). This resource is located within the Proposed Project and Trench Option RSA.
- > P-19-187150 – This resource is a Minimal Traditional-style single-family residence constructed in 1948. The property was recorded and evaluated in 1996 and found ineligible for listing in the NRHP (NRHP, 2022). This resource is not located within the Proposed Project, Trench Option, or the Hawthorne Option RSAs.
- > P-19-187277 – This resource is a Modern-style single-family residence constructed in 1948. The property was recorded and evaluated in 1996 and found ineligible for listing in the NRHP (NRHP, 2022). This resource is not located within the Proposed Project, Trench Option, or the Hawthorne Option RSAs.
- > P-19-187979 – This site is a steel lattice-type transmission tower, 151 feet, 9 inches high and constructed with bolted steel L-shaped profiles. The base of the tower section measures 30 feet on each side, and the cement footings are rectangular concrete bases. The tower was installed as part of Southern California Edison Company’s planned expansion of electrical service in the Redondo Beach area. A double lattice-type transmission tower is also present to the west of the single tower structure. This resource was previously evaluated as not eligible for the CRHR or NRHP and is not located within the Proposed Project, Trench Option, or the Hawthorne Option RSAs (NRHP, 2022).
- > P-19-188892 – The Lawndale High School campus was constructed in 1959 with subsequent additions constructed in 2000 and 2005. The property was recorded and evaluated in 2010 and found ineligible for listing in the NRHP (NRHP, 2022). This resource is not located within the Proposed Project, Trench Option, or the Hawthorne Option RSAs.
- > P-19-188900 – This site is a steel lattice-type transmission tower, 154 feet, 6 inches high. The tower is a self-supporting zinc-galvanized, open steel frame structure. The tower is part of the El Nido – La Fresa 220-kilovolt transmission line, originally constructed in 1963. The tower was installed as part of Southern California Edison Company’s planned expansion of electrical service in the Redondo

Beach area. The structure was recorded and evaluated in 2010 and found ineligible for listing in the NRHP (NRHP, 2022). This resource is not located within the Proposed Project, Trench Option, or the Hawthorne Option RSAs.

- > P-19-189746 – This site is a steel lattice-type transmission tower, 160 feet high originally constructed in 1963. The tower was installed as part of Southern California Edison Company’s planned expansion of electrical service in the Redondo Beach area. The structure was recorded and evaluated in 2010 and found ineligible for listing in the NRHP (NRHP, 2022). This resource is not located within the Proposed Project, Trench Option, or the Hawthorne Option RSAs.
- > P-19-190021 – This resource is a Modern-style, two-story commercial building constructed in 1947, which currently functions as the Italy 2000 Imported Fine Furniture retail store. The property was recorded and evaluated in 2012 and found ineligible for listing in the NRHP (NRHP, 2022). It is located within the Hawthorne Option RSA.
- > P-19-190326 – This site is a steel lattice-type transmission tower, 156 feet high constructed circa 1967. The tower was installed as part of Southern California Edison Company’s planned expansion of electrical service in the Redondo Beach area. The structure was recorded and evaluated in 2012 and found ineligible for listing in the NRHP (NRHP, 2022). This resource is not located within the Proposed Project, Trench Option, or the Hawthorne Option RSAs.

In addition to information from the SCCIC, the Built Environment Resources Directory (BERD), local historical resource inventories, and listings for the California Office of Historic Preservation’s Historic Resources Inventory (HRI), which includes resources in the NRHP database, the CRHR, the California Historical Landmarks Register, and California State Points of Historical Interest, were also reviewed.

The BERD is a compilation of properties maintained by the Office of Historic Preservation. This inventory contains many built resources that are not found on the SCCIC’s maps. The BERD listed 676 previously evaluated properties within half mile of the RSAs. Of these 676 properties, 674 of them are located within a half-mile of the Proposed Project and Trench Option RSA, and 385 are within a half-mile of the Hawthorne RSA; 23 are listed as significant, either for the NRHP or locally. Although outside the RSA, all 23 are within a half-mile of the Proposed Project and Trench Option, while five are within a half-mile of the Hawthorne Option. Of the total 676 properties, one is located within the Proposed Project and Trench Option RSA, and another is located within the Hawthorne Option RSA. Documents pertaining to the BERD search results are attached as Appendix 3.13-E, California DPR 523 Series Forms.

Review of the City of Torrance Register of Historic Resources and inventory identified one resource, the Torrance Tract Overlay Zone (Olmsted District) within half mile of the RSA. The Olmsted District is a Historic Preservation Overlay Zone that alone is not a listed resource, but rather a geographic area recognized by the City of Torrance as a planning tool. The Olmsted District is significant for its contribution to American urban planning and the history of Torrance with primarily development from 1912 and 1945 with a mix of commercial and residential properties (City of Torrance, 2018). The district includes 860 contributing resources and 935 non-contributing resources. Three non-contributing resources within the Olmsted District are located within the RSA for the Proposed Project and Trench Option. It does not overlap the Hawthorne Option.

The City of Redondo Beach Historic Resource Inventory contained one locally designated resource within a half-mile of the RSA. This resource is not located within the RSA for the Proposed Project or Options. Documents pertaining to the local register inventory search results are included in Appendix 3.13-E, California DPR 523 Series Forms.

### Historic Maps

Maps used to analyze the historic development of the freight railroad within a half-mile of the RSAs are listed in Table 3.13-3.

Examination of the historic topographic maps shows a segment of the Redondo Branch of the AT&SF Railway overlapping with the northern portion of the Hawthorn Option RSA (USGS, 1896 Redondo 15-Minute Quadrangle). By 1944, the illustrated AT&SF (later the BNSF Harbor Subdivision) segment matched the present-day rail configuration except for a portion of the freight railroad within the Hawthorne Option RSA (USGS, 1944 Redondo 15-Minute Quadrangle).

### Additional Historical Research

Additional archival research was conducted for the RSAs. Several online databases, including the historic aerial photographs available through Historic Aerials and Sanborn Fire Insurance Maps available through the Los Angeles Public Library (LAPL), were consulted to identify physical changes over time in the RSAs.

**Table 3.13-3. Historic Maps**

Title	Source	Description	Date
Redondo	USGS	15-Minute Topographic Quadrangle	1896
Redondo	USGS, War Department	15-Minute Topographic Quadrangle	1944
Inglewood	USGS	7.5-Minute Topographic Quadrangle	1924
Inglewood	USGS	7.5-Minute Topographic Quadrangle	1930
Torrance	USGS	7.5-Minute Topographic Quadrangle	1924

Source: AECOM, 2020

Historic and modern aerial photographs demonstrated the significant changes that occurred in the development of the RSAs and their vicinities from the 1950s to the present (NETROnline, 2020). Sanborn Fire Insurance Maps were available for the City of Los Angeles from 1888 to 1955 and the City of Torrance from 1916 to 1932. Sanborn maps depicted the AT&SF Redondo Branch in the RSA in 1929 (LAPL 1906–1950) and 1929–1950 (LAPL 1906–1951). The SF&LAH (now BNSF Harbor Subdivision) was depicted as early as 1928 (LAPL 1906–1951). In addition, historic newspapers and historic context statements for the City of Torrance, the City of Redondo Beach, and the City of Lawndale were also reviewed in order to develop a substantive historic context.

### Native American Heritage Commission Sacred Lands File

A Sacred Lands File (SLF) search was conducted by the Native American Heritage Commission (NAHC) to identify any Native American cultural resources that may be Traditional Cultural Properties or Tribal Cultural Resources and that might be affected by the Proposed Project, as required by CEQA as amended by Assembly Bill (AB) 52. Documents pertaining to the SLF search are attached as Appendix 3.13-B, NAHC Correspondence. The following provides an overview of the process and results.

- > A letter was mailed to NAHC on April 30, 2020, requesting that an SLF search be conducted for the Proposed Project, and that contact information be provided for Native American groups or individuals that may have an interest in cultural resources in the RSA. The NAHC responded to the request in a letter dated May 15, 2020, which stated “negative results” for the SLF search. The NAHC identified seven Native American representatives who may have knowledge of resources in or near the RSA.

Metro contacted these representatives to conduct mandated AB 52 consultation, which is documented in Section 3.14, Tribal Cultural Resources of this EIR.

### **3.13-3.4 Historic Built Environment Field Survey**

An intensive built environment survey of the RSAs was conducted on November 5, 2020, by Monica Wilson, M.A. (qualified Architectural Historian per 36 CFR Part 61) and Frank Humphries, M.S., RPA. Prior to the field survey, Los Angeles County Tax Assessor's records were reviewed to identify buildings and structures built by 1985. The survey included all buildings and structures that were or appeared to have been built by 1985 and properties with unknown construction dates. Additional built environment resources, including railroad elements, parks, and a cemetery, were surveyed.

The survey identified 82 resources within the RSAs built before 1985 that appeared to have the potential for historical significance. These resources are included in Table 3.13-4. The resources included eight previously recorded built environment resources (P-19-186929, P-19-186930, P-19-186931, P-19-190021, 601 Pine Drive, 605 Pine Drive, 609 Pine Drive, and 706 Crenshaw Boulevard); a community park (El Nido Park in Redondo Beach); a cemetery (Pacific Crest Cemetery in Redondo Beach); Southern California Edison Company transmission towers; and a mix of previously unrecorded residential, commercial, and industrial buildings and structures with the majority of architectural styles dating from the 1940s to the 1970s. The 82 resources were recorded on California DPR 523 Series Forms that are presented in Appendix 3.13-E, California DPR 523 Series Forms. A table including parcels within the RSAs that were exempted from evaluation is included in Appendix 3.13-F, Exempted Property Table.

Of the 82 built environment resources, 13 are located within the Proposed Project and Trench Option RSA boundaries, and 66 are within the Hawthorne Option RSA. Three are within the RSAs of the Proposed Project and Options. Three of the 82 resources (16900 Hawthorne Boulevard, 16418-16424 Hawthorne Boulevard, and 17101 Hawthorne Boulevard) meet the NRHP and CRHR criteria at the local level of significance and are considered historical resources for the purposes of CEQA. All three resources overlap with the Hawthorne Option RSA and are described below.

**Table 3.13-4. Historic Built Environment Resources in the RSA**

Map Reference #	Address/Resource Name	Built Date	Evaluation	Applies to
1	18600 Hawthorne Blvd	1967	Not Eligible	H
2	18538 Hawthorne Blvd	1960	Not Eligible	H
3	18500-18520-22 Hawthorne Blvd	1962	Not Eligible	H
4	18436 Hawthorne Blvd	1963	Not Eligible	H
5	18402-18404 Hawthorne Blvd	1958	Not Eligible	H
6	18322 Hawthorne Blvd	1953	Not Eligible	H
7	18120 Hawthorne Blvd	1963	Not Eligible	H
8	4347 W 180th St/17916 Hawthorne Blvd	1963	Not Eligible	H
9	4347 W 179th St	1975	Not Eligible	H
10	4348 W 178th St	1975	Not Eligible	H
11	4347 W 178th St	1949	Not Eligible	H
12	4346 W 177th St	1952	Not Eligible	H
13	17490 Hawthorne Blvd	1963	Not Eligible	H
14	17400 Hawthorne Blvd	1963	Not Eligible	H
15	17200 Hawthorne Blvd	1974	Not Eligible	H
16	17000 Hawthorne Blvd	1960	Not Eligible	H
17	16910 Hawthorne Blvd	1966	Not Eligible	H
18	Moda Italia/16900 Hawthorne Blvd	1957	Eligible	H
19	16822 Hawthorne Blvd	1947	Not Eligible	H
20	16818 Hawthorne Blvd	1958	Not Eligible	H
21	16812 Hawthorne Blvd	1953	Not Eligible	H
22	16810 Hawthorne Blvd	1949	Not Eligible	H
23	16804 Hawthorne Blvd	1972	Not Eligible	H
24	16726 Hawthorne Blvd	1959	Not Eligible	H
25	16720 Hawthorne Blvd (P-19-190021)	1947	Not Eligible	H
26	16718 Hawthorne Blvd	1957	Not Eligible	H
27	16704 Hawthorne Blvd	1951	Not Eligible	H
28	16700 Hawthorne Blvd	1954	Not Eligible	H
29	16618 Hawthorne Blvd	1948	Not Eligible	H
30	16500 Hawthorne Blvd	1965	Not Eligible	H
31	Frank's Furniture/16418-16424 Hawthorne Blvd	1948	Eligible	H
32	16414 Hawthorne Blvd	1972	Not Eligible	H
33	16412 Hawthorne Blvd	1954	Not Eligible	H
34	16410 Hawthorne Blvd	1946	Not Eligible	H
35	16408 Hawthorne Blvd	1922	Not Eligible	H
36	16404 Hawthorne Blvd	1948	Not Eligible	H
37	16324 Hawthorne Blvd	1954	Not Eligible	H

Map Reference #	Address/Resource Name	Built Date	Evaluation	Applies to
38	16318 Hawthorne Blvd	1953	Not Eligible	H
39	16316 Hawthorne Blvd	1961	Not Eligible	H
40	16216 Hawthorne Blvd	1960	Not Eligible	H
41	16201 Hawthorne Blvd	1951	Not Eligible	H
42	16317 Hawthorne Blvd	1953	Not Eligible	H
43	16405 Hawthorne Blvd	1973	Not Eligible	H
44	16401 Hawthorne Blvd	1971	Not Eligible	H
45	16421 Hawthorne Blvd	1941	Not Eligible	H
46	16607 Hawthorne Blvd	1954	Not Eligible	H
47	16701 Hawthorne Blvd	1946	Not Eligible	H
48	16707 Hawthorne Blvd	1946	Not Eligible	H
49	16725 Hawthorne Blvd	1955	Not Eligible	H
50	16807 Hawthorne Blvd	1955	Not Eligible	H
51	16821-16827 Hawthorne Blvd	1957	Not Eligible	H
52	16919 Hawthorne Blvd	1958	Not Eligible	H
53	16927 Hawthorne Blvd	1958	Not Eligible	H
54	17001 Hawthorne Blvd	1965	Not Eligible	H
55	17007 Hawthorne Blvd	1950	Not Eligible	H
56	17015 Hawthorne Blvd	1956	Not Eligible	H
57	17017 Hawthorne Blvd	1959	Not Eligible	H
58	Lightning Express Carwash/17101 Hawthorne Blvd	1966	Eligible	H
59	18407 Hawthorne Blvd	1977	Not Eligible	H
60	18705 Hawthorne Blvd	1966	Not Eligible	P, T, H
61	15611 Condon Ave	1965	Not Eligible	H
62	15630 Condon Ave	1967	Not Eligible	H
63	15706 Condon Ave	1960	Not Eligible	H
64	15708 Inglewood Ave	1957	Not Eligible	P, T
65	4701 Manhattan Beach Blvd	1956	Not Eligible	P, T
66	4703 W 168th St	1909	Not Eligible	P, T
67	Pacific Crest Cemetery/2701 182nd St	1934	Not Eligible	P, T
68	Dow Chemical Plant/305 Crenshaw Blvd (P-19-186929)	1952	Not Eligible	P, T
69	BNSF Harbor Subdivision Railroad (P-19-186930)	1923	Not Eligible	P, T
70	Alcoa Spur (P-19-186931)	1942	Not Eligible	P, T
71	City of Redondo Beach Maintenance Facility, Kingsdale Ave	c. 1969	Not Eligible	P, T
72	El Nido Park/18301 Kingsdale Ave	1956	Not Eligible	P, T
73	1306 Firmona Ave	1955	Not Eligible	P, T
74	SCE El Nido La Fresa 220 kV Transmission Line - Tower #8	1966	Not Eligible	H
75	Torrance Tract Overlay Zone (Olmsted District)/ 601 Pine Drive	1949	Not Eligible	P, T

Map Reference #	Address/Resource Name	Built Date	Evaluation	Applies to
76	Torrance Tract Overlay Zone (Olmsted District)/ 605 Pine Drive	1949	Not Eligible	P, T
77	Torrance Tract Overlay Zone (Olmsted District)/ 609 Pine Drive	1949	Not Eligible	P, T
78	15548 Inglewood Ave	1968	Not Eligible	P, T, H
79	15634 Condon Ave	1951	Not Eligible	H
80	15700 Condon Ave	1951	Not Eligible	H
81	4552 Manhattan Beach Blvd	1950	Not Eligible	H
82	SCE El Nido La Fresa 220 kV Transmission Line – APN 4149-007-800	1967	Not Eligible	P, T, H

Source: AECOM, 2022

P-Proposed Project

T-Trench Option

H-Hawthorne Option

### **Moda Italia/16900 Hawthorne Boulevard (APN 4075-012-019/Map Reference 18)**

This resource is only located within the Hawthorne Option RSA. The resource located at 16900 Hawthorne Boulevard is a Contemporary-style commercial building constructed in 1957 (Figure 3.13-6). The one-story building has a rectangular plan with a taller one-story building section along the west elevation and a west-facing orientation. The building has a flat roof with a cantilevered flat roof overhang along the west elevation. The exterior walls are stucco along the upper half of the west elevation, brick and decorative ashlar stone veneer along the north elevation, and brick along the east elevation. The south elevation wall is stacked bond masonry units and the wall is shared with the adjacent building at 16910 Hawthorne Boulevard. The primary entrance is offset at the northwestern corner within a recessed area under an L-shaped decorative metal I-beam and cantilevered flat roof entrance hood. Above the cantilevered hood is a metal screen flush with the roofline.

The entrance is flanked by low concrete planters and a wedge-shaped concrete planter at the northwest corner of the parcel. The low concrete planter extends around the north elevation of the building along the ashlar stone veneer wall. The planters contain tropical plantings, and a large mature yucca is within the north planter. The store entrance is a single-entry, aluminum-frame and glass storefront with sidelight. The façade features full-height, large plate glass windows. The rear elevation has three multi-light, wood-frame casement windows, a single-entry steel door accessed via a set of stairs with brick half wall, and a loading dock with a roll-up door enclosed by a chain-link fence. A small, paved area for employee parking is along the east (rear) elevation along the alleyway connecting 169th Street and 170th Street. Illuminated “Moda Italia” signage is attached to the façade. A roof-mounted and west elevation-mounted metal I-beams sign supports are still attached to the building, but the signage has been removed (see Figure 3.13-7 and Figure 3.13-8).

Built in 1957, the property operated as Bay Shore Furniture until 1975 and is associated with the mid-twentieth century development of Hawthorne Boulevard (Los Angeles Times [LAT], 1958). The property has operated as the Moda Italia furniture store from 1987 to the present (LAT 1985, 1987). The resource displays many features of the Contemporary style within the theme of commercial mid-twentieth century storefront architecture that was popular from the 1940s through 1970. The Contemporary style is generally characterized by strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs and/or exposed beams, large windows, and non-traditional exterior finishes. The mid-twentieth century storefront layout is characterized by horizontal emphasis,

asymmetrical and angled storefronts, exaggerated-modern massing and experimental structure, cantilevered and rod/column-supported canopies, fixed awnings, signs (façade as billboard, channel-set neon tubing set within metal letters, reverse channel-set letters, programmatic, internally illuminated back-lit metal box, individual letters pinned to the wall or mounted to a canopy, projecting signs, post signs), tempered glass doors with sleek handles and hardware, and recessed lighting in entry lobbies. Eye-catching and fashionable storefront designs reflected new architecture and retailing designs in the immediate post-WWII period and into the 1960s. The building at 16900 Hawthorne Boulevard integrates hardscaping and landscape elements. The low concrete planters flanking the recessed entrance and along the ashlar stone veneer north wall help to add visual interest with exotic landscaping, including the large yucca plant that appears to be original.

**Figure 3.13-6. Overview of 16900 Hawthorne Blvd. property, view to south, November 5, 2020**



Source: AECOM, 2020

**Figure 3.13-7. Newspaper advertisement of grand opening with rendering of 16900 Hawthorne Boulevard Bay Shore Furniture Co.**



Source: Torrance Herald, 1957

**Figure 3.13-8. Newspaper advertisement of 16900 Hawthorne Blvd. from 1979**



Source: LAT, 1979

Table 3.13-5 provides the evaluation for this resource's eligibility under NRHP/CRHR. As described in the table, this commercial building meets NRHP Criterion C/CRHR Criterion 3. The resource is significant at the local level because it is a good example of Contemporary-style commercial mid-twentieth century storefront architecture that retains a high level of historic integrity to its period of construction (1957).

**Table 3.13-5. Moda Italia/16900 Hawthorne Blvd Evaluation Summary**

Eligibility Criteria	Summary	Finding
NRHP Criterion A/CRHR Criterion 1	No significant association with important historic events. The building on this parcel, constructed in 1957, is associated with the commercial development of Torrance during the mid-twentieth century and has served multiple functions and businesses since its construction. This was one of many commercial developments constructed in the area to support the postwar growth in the area and research did not reveal that the building itself played a distinct or important role in the economic development of Torrance.	Not eligible
NRHP Criterion B/CRHR Criterion 2	No significant association with important historic events. Research did not indicate that any individuals related to the use of this building made demonstrably important contributions to history at the local, state, or national level.	Not eligible
NRHP Criterion C/CRHR Criterion 3	This building is significant at the local level because it is a good example of Contemporary-style commercial mid-twentieth century storefront architecture that retains a high level of historical integrity to its period of construction (1957). The building still is in its original location, the setting of which still is dense commercial development along Hawthorne Boulevard. The building still is for commercial use as a furniture store, and thus the building retains integrity of association. It retains very good integrity of design, materials, and workmanship. Furthermore, in terms of feeling, the most subjective of integrity considerations, the building continues to look like a building of its period. The building at 16900 Hawthorne Boulevard is a good example reflecting the mid-twentieth century trends of this style and property type because of its asymmetrical façade; use of the building as a billboard concepts and prominent signage; and variety of exterior finishes including decorative metal beams, slate tile, brick, and stucco. Therefore, this property is eligible under NRHP Criterion C/CRHR Criterion 3. The period of significance of this building is 1957, the year it was built. The character-defining features are its footprint and form, scale and massing, flat roof, flat cantilevered overhang along the west elevation, cantilevered flat roof and I-beam over the recessed store entry within the northwestern ell of the building, metal sunscreen above the entrance flush with the upper roof line, full-height glass metal frame windows with solid stucco in the upper half of the wall elevation, low concrete planters flanking the entrance and north wall with mature yucca tree and other plantings, ashlar stone veneer on the north wall, concrete terrace with low stone wall/planter along the façade, glass and metal entrance door with sidelight, stacked bond concrete masonry unit south wall, and the brick exterior of the shorter one-story building segment. The boundaries of the property are its legal parcel.	Eligible
NRHP Criterion D/CRHR Criterion 4	Not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historical construction materials or technologies.	Not eligible

**Frank's Furniture/16418-16424 Hawthorne Boulevard (APN 4075-007-008; 4075-007-007/Map Reference 31)**

This resource is only located within the Hawthorne Option RSA. The Frank's Furniture store at 16418-16424 Hawthorne Boulevard is a mid-twentieth century storefront commercial building constructed in 1948 (Figure 3.13-9). The one-story building has a rectangular plan and a west-facing orientation. The building has a flat roof with a parapet and a flat cantilevered awning extending the length of the 16418 unit. The attached 16424 unit has a narrower flat awning, brick veneer exterior cladding, and angled storefronts. The building has a rooftop-mounted sign that is a combination of illuminated box signage and channel-set neon tubing set within metal letters. Along the parapet is additional neon signage. The exterior walls feature a concrete block with Chatsworth stone veneer along the façade and stucco along the side and rear elevations. The façade has aluminum-frame and glass storefront windows and single-entry and double-leaf doors. The east (rear) elevation has several loading docks and single-entry steel doors. The building sits on a concrete foundation.

Built in 1948 and expanded in 1953, the property has operated as Frank's Maple Shop/Frank's Furniture/Frank's Maple Furniture since 1948. The adjoining 16424 Hawthorne Boulevard building briefly operated as Howard's Cleaners during the 1950s; however, this section of the building has served Frank's Furniture since the 1960s. The resource displays many features of the mid-twentieth century One-Part Commercial Block architecture that was popular from the 1940s through 1970. The One-Part Commercial Block building utilizes simple single-story box forms with flat roofs, plain storefronts, and minimal ornamentation. Typically long and rectangular in plan with the narrow side facing the street, these buildings could be stand-alone, paired, or grouped. The primary façade is typically dominated by glazed, metal-frame storefronts with signage applied to the upper façade below the roofline. From the late 1940s through the 1970s, the One-Part Commercial Block building was commonly clad with brick, concrete block masonry, and stucco. During the period when Contemporary and Goochie styles were popular in the 1950s through the 1960s, these high-style interpretations could be expressed using asymmetrical and angled storefronts with exaggerated-modern massing, cantilevered and rod/column-supported canopies, fixed awnings, and decorative signs. Decorative exterior cladding materials can also include porcelain enamel, structural glass, wood, tile, and metal screens and sometimes integrated landscaping elements, like low planters with exotic plantings, were part of the overall design aesthetic. With the popularity of the automobile and the transformation of Hawthorne Boulevard from streetcar to vehicular artery, many of the post WWII-constructed One-Part Commercial Block properties in Lawndale provided off-street paved parking at the rear or side of the commercial buildings (Archives & Architecture, 2015; Dyson, 2008; Jackson, 2000; McAlester, 2013).

**Figure 3.13-9. Overview of 16418-16424 Hawthorne Boulevard property, view to east, November 5, 2020**



Source: AECOM, 2020

Table 3.13-6 provides the evaluation for this resource's eligibility under NRHP/CRHR. As described in the table, this commercial building meets NRHP Criterion C/CRHR Criterion 3. The resource is significant at the local level because it is a good example of mid-twentieth century storefront commercial building that retains a high level of historical integrity to its period of construction (1948).

**Table 3.13-6. Frank’s Furniture/16418-16424 Hawthorne Boulevard Evaluation Summary**

Eligibility Criteria	Summary	Finding
NRHP Criterion A/CRHR Criterion 1	No significant association with important historic events. The building on this parcel, constructed in 1948, is associated with the development of Lawndale during the mid-twentieth century and has served the same businesses since its construction. Research did not reveal that the building played a distinct or important role in the economic development of Lawndale and is merely one of many furniture stores along Hawthorne Boulevard.	Not eligible
NRHP Criterion B/CRHR Criterion 2	Not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the use of this building made demonstrably important contributions to history at the local, state, or national level.	Not eligible
NRHP Criterion C/CRHR Criterion 3	This commercial building retains its integrity of location, design, setting, materials, workmanship, feeling, and association. The original location of the building has remained the same, and it has not been moved since its construction in 1948; therefore, the property’s integrity of location remains intact. The 16418-16424 Hawthorne Boulevard property retains its integrity of design because it has not been significantly or permanently altered to a point that would compromise the form, plan, space, structure, or style of the building. The signage modifications (addition of illuminated box signs) are minor and have been sympathetic to the original design such that it retains its integrity of design, materials, and workmanship. The property retains its integrity of workmanship because the property is recognizable as an interpretation of its mid-twentieth century storefront commercial design. The property’s integrity of setting has seen some encroachments from commercial development along Hawthorne Boulevard, yet despite some modern construction, the property retains integrity of setting. In its current state, the property conveys its character and historical integrity of feeling as a furniture store from the mid-twentieth century. The 16418-16424 Hawthorne Boulevard property has functioned as Frank’s Furniture since its construction; therefore, the property’s integrity of association as a commercial building is intact. The period of significance is 1948.	Eligible
NRHP Criterion D/CRHR Criterion 4	Not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historical construction materials or technologies.	Not eligible

**Lightning Express Carwash/17101 Hawthorne Boulevard (APN 4081-028-032/Map Reference 58)**

This resource is only located within the Hawthorne Option RSA. The drive-through carwash with an attached commercial building at 17101 Hawthorne Boulevard is a Googie-style commercial property constructed in 1966 (Figure 3.13-10). The one-story building has a rectangular plan and an east-facing orientation. The building has a flat roof with wide overhanging eaves. The exterior walls of the office are covered with concrete and sheet metal siding. The drive-through car wash lane has plexiglass panels, and the roof is supported by metal projecting blade signs. The building sits on a concrete foundation and has an asphalt-paved surface parking lot with vacuum stations to the west. The primary entrance is a

single-entry metal-frame and glass door. There is a pole-mounted illuminated box sign attached to the northeast corner of the building.

Built in 1966, originally, this property operated as the Continental Car Wash and had an Orange Julius kiosk inside the carwash waiting room (LAT, 1970). Currently, the property operates as the Lightning Express Carwash. The resource displays many features of the Googie (Futurist/Populuxe) style, popular from after WWII to the late 1960s. The Googie style is characterized by abstract, angular or curved shapes; expressive roof forms (flat, gabled, upswept, butterfly, parabolic, boomerang, or folded); large plate glass window walls (aluminum framed), prominent signage (neon or lighted) commonly integrated into the roofline; variety of exterior finishes including stucco, concrete block, brick, stone, plastic, and wood siding; bright colors; screen block and shadow block accents; use of the building as a billboard; porte-cocheres and other automobile-friendly features; and asymmetrical façades (City of Los Angeles, 2003:34). With the popularity of the automobile and the transformation of Hawthorne Boulevard from streetcar to vehicular artery, the Lightning Express Carwash employed projecting blade signage and abstract designs to attract customers. The original glass block along the east elevation was replaced with plexiglass panels in 2014.

**Figure 3.13-10. Overview of 17101 Hawthorne Blvd. property, view to southwest, November 5, 2020**



Source: AECOM, 2020

Table 3.13-7 provides the evaluation for this resource's eligibility under NRHP/CRHR. As described in the table, this commercial building meets NRHP Criterion C/CRHR Criterion 3. The resource is significant at the local level because it is a good example of a Googie-style carwash that retains a sufficient level of historical integrity to its period of construction (1966).

**Table 3.13-7. Lightning Express Carwash/17101 Hawthorne Boulevard Evaluation Summary**

Eligibility Criteria	Summary	Finding
NRHP Criterion A/CRHR Criterion 1	No significant association with important historic events. The carwash was constructed in 1966 and is associated with the commercial development of Lawndale during the mid-twentieth century. Although it is associated with the early years of the automated drive-through car washes, research did not reveal that the property itself played a distinct or important role in the history of the Continental Carwash franchise or the economic development of Lawndale.	Not eligible
NRHP Criterion B/CRHR Criterion 2	Not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the use of this building made demonstrably important contributions to history at the local, state, or national level.	Not eligible
NRHP Criterion C/CRHR Criterion 3	This property retains sufficient historical integrity to convey its significance. The Lightning Express Carwash property retains its integrity of location, association, and feeling. However, its integrity of design, setting, materials, and workmanship have been compromised. The original location of the building has remained the same, and it has not been moved since its construction in 1966; therefore, the property's integrity of location remains intact. The 17101 Hawthorne Boulevard property's integrity of design is diminished because it has been altered. The removal of the original glass block has compromised some aspects of its integrity of design, materials, and workmanship. The property's integrity of setting has seen some encroachments from commercial development along Hawthorne Boulevard. In its current state, the property conveys its character and historical integrity of feeling as an automated carwash from 1966. The 17101 Hawthorne Boulevard property was originally constructed as an automated carwash and continues to perform this function; thus, it retains its original association. Therefore, the property's integrity of association has not been diminished. The period of significance is 1966.	Eligible
NRHP Criterion D/CRHR Criterion 4	Not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historical construction materials or technologies.	Not eligible

**3.13-3.5 Archaeological Survey**

A reconnaissance-level survey was conducted by Frank Humphries, M.S., RPA, (qualified Archaeologist per 36 CFR Part 61) on November 5, 2020. A supplemental survey was conducted by Alec Stevenson, M.A., RPA, on June 21, 2022. The purpose of these surveys was to discover and document new prehistoric and historic cultural resources, as well as to assess previously recorded cultural resources, within or adjacent to the RSAs. Survey methodology varied depending on accessibility and development of the Proposed Project footprint. The survey included the linear Proposed Project footprint along Hawthorne Boulevard, southwest edge of the Interstate 405 (I-405), and Railroad Avenue in the City of Redondo Beach. The survey along Hawthorne Boulevard was limited to a pedestrian survey on both the east and west sides of the paved street (Figure 3.13-11). The survey on the northwest edge of I-405 and beside the railroad tracks consisted of a windshield survey with opportunistic pedestrian survey in accessible areas.

The surveyor also revisited the documented location of P-19-000100, the only recorded archaeological resource overlapping the RSA, in order to assess its current condition and identify any potential impacts to the site.

To aid in navigation and plotting, maps showing the Proposed Project/Trench Option and Hawthorne Option footprints and known cultural resources were created and loaded into a handheld device with Geographic Information System (GIS) capabilities using the ArcGIS Collector mobile data collection application.

Overall ground visibility was less than 1% throughout the entire survey due to paved streets, sidewalks, and ornamental vegetation. Unpaved areas consisted largely of road medians, road shoulders, and the margins of the existing railroad tracks, although most of these areas were landscaped and therefore had limited surface visibility.

The only archaeological resource documented within the RSAs is P-19-000100. The resource was documented in 1939 based on hearsay as having consisted of one large metate and one mano (Racer, 1939:5). The artifacts were found at an unknown location near the intersection of Hawthorne Boulevard and 190th Street, an area that today is thoroughly developed. During the survey, all unpaved areas within the resource boundary were diligently examined. These include exposed soils beneath the railroad underpass on Hawthorne Boulevard immediately north of 190th Street; grassy areas with zero ground visibility on the northwest, southwest, and southeast corners of the intersection; and the road median that exists in the center of Hawthorne Boulevard just north of the railroad, which also had little ground visibility due to landscaping. No artifacts, archaeological features, anthropogenic soils, or other evidence of an archaeological site was observed within the site boundaries, including that part of the site that overlaps the RSA. Although this resource overlaps the Proposed Project, Trench Option, and Hawthorne Option RSAs, it primarily overlaps with the Proposed Project and Trench Option RSA.

**Figure 3.13-11. Documented Location of P-19-000100 at Hawthorne Boulevard and 190th Street, View Northeast**



Source: AECOM, 2020

The cultural resource survey failed to locate P-19-000100 and resulted in no new prehistoric cultural resources being identified.

### **3.13-3.6 Cemeteries and Burials**

The archival research and survey identified one cemetery located within the Proposed Project and Trench Option RSA. Pacific Crest Cemetery is located at 2701 182nd Street in the City of Redondo Beach. The cemetery was established in 1902 by George Cate, the city's first mortician.

Soon after the cemetery's establishment, human remains were transferred to Pacific Crest from at least two other cemeteries. One was Knob Hill, slightly more than two miles to the southwest, where a Native American cemetery had been reused by nineteenth century settlers (Gnerre, 2017). The other was El Nido Cemetery, which was located in the approximate location of today's El Nido Park.

The history of Pacific Crest Cemetery is well known. The railroad ROW was established by 1888. Pacific Crest was established fourteen years later, in 1902. It is common for historic cemetery boundaries to change, sometimes leaving burials outside the property lines. However, because Pacific Crest Cemetery was established in the twentieth century, after the railroad ROW, it is unlikely that any unmarked and forgotten graves lay within the Proposed Project footprint.

The probability of encountering historic remains is elevated adjacent to El Nido Park. A historic cemetery, which predated the railroad ROW, was located at an unknown location within or adjacent to today's El Nido Park. Unmarked graves may be located within the Proposed Project and Trench Option RSA in the vicinity of El Nido Park.

### **3.13-3.7 Summary of Potential Historic Built Environment and Archaeological Resources**

Through archival research and field survey, the cultural resources assessment identified three historical resources that meet the NRHP/CRHR criteria for eligibility and are considered historical resources for the purposes of CEQA, and one archaeological resource in the RSA. These resources are summarized below.

Moda Italia (APN 4075-012-019/Map Reference 18), a commercial property at 16900 Hawthorne Boulevard, meets NRHP Criterion C/CRHR Criterion 3. The Contemporary-style commercial building is a good example reflecting the mid-twentieth century trends of this style and property type because of its asymmetrical façade; use of the building as a billboard concepts and prominent signage; and variety of exterior finishes, including decorative metal beams, slate tile, brick, and stucco.

Frank's Furniture (APN 4075-007-008; 4075-007-007/Map Reference 31), a commercial property at 16418-16424 Hawthorne Boulevard, meets NRHP Criterion C/CRHR Criterion 3. The mid-twentieth century storefront commercial building is a good example with high integrity reflecting the twentieth century trends of this style because of its single-story box form with a flat roof, signage (channel-set neon tubing set within metal letters), cantilevered awning, masonry wall cladding, and display case storefronts.

The Lightning Express Carwash (APN 4081-028-032/Map Reference 58) at 17101 Hawthorne Boulevard meets NRHP Criterion C/CRHR Criterion 3. The Googie-style carwash is a good example with high integrity reflecting the mid-twentieth century trends of this style because of its projecting blade signage and abstract designs.

One archaeological resource, P-19-000100, was documented by F.H. Racer in 1939. Racer states, "The only artifacts I know of being found there was a large metate and a mano stone," i.e., prehistoric stone tools (Racer, 1939:5). Racer also notes these artifacts "may have been extraneous" (Racer, 1939:5). The precise location where these artifacts was found is not recorded, but the site is documented near the intersection of 190th Street and Hawthorne Boulevard. The site appears on the SCCIC's maps as a 500-foot-diameter circle with its midpoint within the intersection and overlapping the RSA in its northeastern quadrant. The resource overlaps more of the Proposed Project and Trench Option RSA than the Hawthorne Option RSA. It is unclear whether these objects, which were documented based on hearsay, were genuine artifacts. Moreover, if they were genuine artifacts, it is not clear from the available data whether this was an archaeological site or two isolated artifacts, nor is the location of the find was within or simply near the RSAs. As it is recorded, resource P-19-000100 appears to consist of only two isolated artifacts and therefore does not appear eligible for inclusion in the NRHP, CRHR, or local register.

No archaeological resources were observed during the field survey. Based on the age of the landforms in the RSAs, buried archaeological resources are not anticipated because the older Quaternary/Pleistocene landform pre-dates human occupation of the area. Resources that may have been buried by artificial means (i.e., fill) may be present.

### **3.13-4 Environmental Impacts**

#### **3.13-4.1 Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**

A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. Potential construction or operational impacts on historical resources would be direct (physical demolition, destruction, relocation, or

alteration of the historical resource) or indirect (alteration of the historical resource's immediate surroundings).

#### **3.13-4.1.1 Construction Impacts**

**No Impact.** The Proposed Project is not expected to result in any impacts on historical resources, because no known historical resources are in the Proposed Project RSA. Construction within the Metro ROW and within the proposed property acquisitions areas would not result in direct or indirect impacts on historical resources under the Proposed Project. No historic built environment resources that meet the NRHP/CRHR criteria for eligibility and are considered historical resources for the purposes of CEQA are in the Proposed Project RSA.

There are no historical resources within the Proposed Project RSA; therefore, the Proposed Project will have **no impact** on historical resources.

#### **TRENCH OPTION**

**No Impact.** Similar to the Proposed Project, The Trench Option is not expected to result in significant impacts to historical resources, because no known historical resources are in the Trench Option RSA. Construction within the Metro ROW and within the proposed property acquisitions areas would not result in direct or indirect impacts to historical resources under the Trench Option. No historical built environment resources that meet the NRHP/CRHR criteria for eligibility and are considered historical resources for the purposes of CEQA are located within the Trench Option RSA. There are no historical resources within the Trench Option RSA; therefore, the Trench Option will have **no impact** on historical resources.

#### **HAWTHORNE OPTION**

**Less than Significant.** Potential construction impacts on historical resources from the Hawthorne Option would be indirect (i.e., visual, audible, and atmospheric intrusions), resulting from permanent infrastructure and temporary construction activities that would alter the immediate surroundings and materially impair the significance of the historical resources.

Three historical resources are located in the Hawthorne Option RSA. The visual qualities of the new, permanent infrastructure and the temporary noise and vibration associated with construction would not alter the three historical resources or their immediate surroundings in a manner that would materially impair them; therefore, the Hawthorne Option will have a **less than significant impact** on historical resources. Construction impacts on each historical resource are discussed below.

#### **Moda Italia (APN 4075-012-019/Map Reference 18)**

The Hawthorne Option would be elevated in the center of Hawthorne Boulevard near the Moda Italia building. The construction would include elevated structures, overhead catenary systems, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. Under the Hawthorne Option, the Moda Italia building would not be physically demolished, destroyed, relocated, or altered. The elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building (Approximately 100 feet), the relative height (29 feet 2 inches) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or the northbound side of Hawthorne Boulevard. The noise assessment for the Proposed Project in Section 3.6, Noise and Vibration, found that the Proposed Project, Trench Option, and Hawthorne Option would

have significant and unavoidable impacts to sensitive receptors due to construction noise over approximately three years of construction. This property is not identified as a sensitive receptor. The immediate surroundings of the Moda Italia building are already characterized by vehicular traffic noise; not by low noise levels. Construction noise and effects to the integrity of the historical resource would be temporary and no vibration related impacts would damage the property. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired; therefore, construction of the Hawthorne Option would result in a **less than significant impact** on this historical resource.

**Frank's Furniture (APN 4075-007-008; 4075-007-007/Map Reference 31)**

The Hawthorne Option would be elevated in the center of Hawthorne Boulevard approximately 90 feet from the Frank's Furniture building. The construction would include the elevated structure, overhead catenary systems, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. Under the Hawthorne Option, the Frank's Furniture building would not be physically demolished, destroyed, relocated, or altered. The elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building (Approximately 100 feet), the relative height (29 feet 2 inches) of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or the northbound side of Hawthorne Boulevard. The noise assessment for the Proposed Project in Section 3.6, Noise and Vibration found that the Proposed Project would have significant and unavoidable impacts to sensitive receptors due to construction noise over approximately three years of construction. This property is not identified as a sensitive receptor. The immediate surroundings of the Frank's Furniture building are already characterized by vehicular traffic noise, and the setting of the building is not characterized by low noise levels. Construction noise and effects to the integrity of the historical resource would be temporary and no vibration related impacts would damage the property. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired; therefore, construction of the Hawthorne Option would result in a **less than significant impact** on this historical resource.

**The Lightning Express Carwash (APN 4081-028-032/Map Reference 58)**

The Hawthorne Option would be elevated in the center of Hawthorne Boulevard near the Lightning Express Carwash. The construction would include the elevated structure, overhead catenary systems, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. Under the Hawthorne Option, the Lightning Express Carwash building would not be physically demolished, destroyed, relocated, or altered. The elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height of the element would not block significant views of the historical resource, such as the view of the façade from the sidewalk or the southbound side of Hawthorne Boulevard. Further, the closing of the east side crossing from 171st Street would not disrupt historic access routes to the property. The noise assessment for the Proposed Project in Section 3.6, Noise and Vibration, found that the Proposed Project would have significant and unavoidable impacts to sensitive receptors due to construction noise over approximately three years of construction. This property is not identified as a sensitive receptor. The immediate surroundings of the Lightning Express

Carwash are already characterized by vehicular traffic noise, and the setting of the building is not characterized by low noise levels. Construction noise and effects on the integrity of the historical resource would be temporary and no vibration related impacts would damage the property. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired; therefore, construction of the Hawthorne Option would result in a **less than significant impact** on this historical resource.

#### **3.13-4.1.2 Operational Impacts**

**No Impact.** The Proposed Project is not expected to result in any direct or indirect impacts on historical resources, because no known historical resources are in the Proposed Project RSA. No historic built environment resources that meet the NRHP/CRHR criteria for eligibility and are considered historical resources for the purposes of CEQA are in the Proposed Project RSA. Therefore, the Proposed Project would have **no impact** on historical resources.

#### **TRENCH OPTION**

**No Impact.** The Trench Option is not expected to result in any direct or indirect impacts on historical resources, because no known historical resources are in the Trench Option RSA. No historic built environment resources that meet the NRHP/CRHR criteria for eligibility and are considered historical resources for the purposes of CEQA are in the Trench Option RSA. Therefore, the Trench Option would have **no impact** on historical resources.

#### **HAWTHORNE OPTION**

**Less than Significant.** Operation of the Hawthorne Option would be limited to the operation and maintenance of the light rail. Operation and maintenance of the light rail would not physically demolish, destroy, relocate, or alter any of the three historical resources (Moda Italia building, Frank's Furniture building, and the Lightning Express Carwash) in the Hawthorne Option RSA, but the introduction of new light rail trains would alter their immediate surroundings, and introduce new visual, audible, and atmospheric elements within the immediate surroundings.

The immediate surroundings of the three historical resources along Hawthorne Boulevard are characterized by modern, urban development along a major road with dynamic vehicular and pedestrian traffic. The introduction of light rail vehicles would introduce visual, audible, and atmospheric intrusions within the immediate surroundings. However, the Hawthorne Option would not cause significant visual impacts to the three historical resources (Moda Italia building, Frank's Furniture building, and the Lightning Express Carwash) because the new light rail elements would not impair their character defining features or historic integrity. The noise assessment in Section 3.6, Noise and Vibration, found that the Hawthorne Option would result in significant impacts for operational noise, but implementation of mitigation measures MM-NOI-2, MM-NOI-3, and MM-NOI-5 would reduce noise via installation of soundwalls at identified impacted receptors, installation of low impact frogs at crossovers, and wayside lubrication to reduce wheel squeal. The three historical resources are not sensitive receptors for noise impacts, and ground-borne vibration from the light rail would not cause damage to the properties. The immediate surroundings of the three historical resources in the Hawthorne Option RSA are already characterized by vehicular traffic noise, which the light rail operation is not anticipated to increase significantly. The existing setting would be left largely intact. Because the setting of the buildings is already compromised by modern development and activities, the significance of the historical resources would not be materially impaired. The visual, audible, and atmospheric intrusions on the immediate

surroundings of the three historical resources in the Hawthorne Option RSA would not substantially change the existing characteristics of the immediate surroundings or alter in an adverse manner any of the characteristics of the historical resources that convey historical significance. Therefore, operation of the Hawthorne Option would have a **less than significant impact** on historical resources.

**3.13-4.2 Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

**3.13-4.2.1 Construction Impacts**

**Less than Significant with Mitigation.** Potential construction impacts on archaeological resources would be related to shallow construction work and excavations. Shallow construction work, such as for the at-grade portions of the Proposed Project, have limited potential to encounter intact archaeological resources due to prior disturbance, but other proposed construction activities (e.g., construction of retaining walls, drainage) have the potential to encounter and expose intact archaeological resources that may have been buried under artificial fill.

Other construction activities, such as the placement of piles for elevated structures, have a lower potential to encounter intact archaeological resources. Piles have a greater vertical range than horizontal, extending into much larger depths than any other construction activity. Based on geologic landforms mapped in the RSA, this extended depth has a low likelihood to encounter deeply buried resources as human activity does not extend much deeper than surficial soils beneath the fill layer. Thus, the majority of pile placement will occur below any potential impact to archaeological resources. Additionally, archaeological resources are unlikely to be exposed because piles are twisted or vibrated into the soil and preparation and compaction of the subgrade is not typically required.

The Proposed Project construction is not likely to impact any known archaeological resources. The CHRIS records search identified one previously recorded resource, P-19-000100, within the RSAs. As discussed in Section 3.13-3.3, the context related to the exact location and means of discovery are not fully known. The resource boundary is a buffer placed around an original approximation from 1939 on the location of two artifacts. This would normally qualify the resource as an isolate, which would not be eligible for the CRHR. During the survey, all unpaved areas were examined and no resources, previously recorded or otherwise, were found. However, it is possible that unknown archaeological resources lay buried throughout the RSA and could be impacted by the Proposed Project construction.

The Proposed Project has the potential to disturb or destroy a significant unknown archaeological resource, and therefore there would be a significant impact. Mitigation measure MM-CUL-1 (Cultural Resources Identification Training) would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation measure MM-CUL-2 (Archaeologist Consultation) would also be implemented, which would establish procedures to stop work in the event of an archaeological discovery, and to ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With implementation of mitigation measures MM-CUL-1 and MM-CUL-2, the impact would be reduced to **less than significant**.

**TRENCH OPTION**

**Less than Significant with Mitigation.** The Trench Option would locate light rail tracks in a trench throughout most of the northern segment of the RSA, and there would be additional excavation required. Potential construction impacts on archaeological resources would be related to shallow construction work, such as construction of the at-grade portions of the Trench Option, as well as

excavations. While shallow construction work has potential to encounter archaeological resources, it is unlikely that such resources would be intact due to prior disturbance. However, other proposed construction activities, such as constructing the trench, retaining walls, or drainage, do have the potential to encounter and expose intact archaeological resources that may have been buried under artificial fill.

Trench Option construction is not likely to impact any known archaeological resources. The CHRIS records search identified one previously recorded resource, P-19-000100, within the RSA. As discussed in Section 3.13-3.2, the context related to the exact location and means of discovery are not fully known. The resource boundary is a buffer placed around an original approximation from 1939 on the location of two artifacts. This would normally qualify the resource as an isolate, which would not be eligible for the CRHR. During the survey, all unpaved areas were examined and no resources, previously recorded or otherwise, were found. However, it is possible that unknown archaeological resources lay buried throughout the RSA and could be impacted by Trench Option construction.

The Trench Option has the potential to disturb or destroy a significant unknown archaeological resource, and therefore there would be a significant impact. Mitigation measure MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation measure MM-CUL-2 would also be implemented, which would establish procedures to stop work in the event of an archaeological discovery, and to ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With implementation of mitigation measures MM-CUL-1 and MM-CUL-2, the impact would be reduced to **less than significant**.

#### **HAWTHORNE OPTION**

**Less than Significant with Mitigation.** The Hawthorne Option is entirely elevated, and deep construction activities such as the installation of piles for elevated structures have a low potential to encounter intact archaeological resources. The resources are unlikely to be exposed because piles are twisted or vibrated into the soil while preparation and compaction of the subgrade is not typically required. The potential for encountering deeply buried resources during these types of construction activities is limited because surficial landforms are old and pre-date human occupation of the area.

Additionally, Hawthorne Option construction is not likely to impact any known archaeological resources. The CHRIS records search identified one previously recorded resource, P-19-000100, within the Hawthorne Option RSA. In Section 3.13-3.2, the context related to the exact location and means of discovery are not fully known. The resource boundary is a buffer placed around an original approximation from 1939 on the location of two artifacts. This would normally qualify the resource as an isolate, which would not be eligible for the CRHR. Moreover, the resource is located within portion of the Hawthorne Option RSA associated with the Hawthorne Option's elevated features. As the boundary of P-19-000100 is approximated, changes in setting will not impact this resource as it is either destroyed, in a different location, or completely buried. Additionally, construction is approximately 100-feet outside of P-19-000100's approximated site boundary. Construction of the Hawthorne Option would not impact this resource.

Although the Hawthorne Option is elevated, certain construction activities (e.g., the construction of retaining walls and drainage) still have the potential to disturb or destroy a significant unknown archaeological resource, and therefore cause a significant impact. Mitigation measure MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation measure MM-CUL-2 would also be implemented, which would

establish procedures to stop work in the event of an archaeological discovery and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With implementation of mitigation measures MM-CUL-1 and MM-CUL-2, the impact would be reduced to **less than significant**.

### **3.13-4.2.2 Operational Impacts**

**No Impact.** Project activities during operation of the Proposed Project would largely be limited to light rail operations on established tracks or at facilities constructed as a part of the Proposed Project. These types of operational activities would not have the potential to encounter archaeological resources, and would not physically demolish, destroy, relocate, or alter any archaeological resources. Therefore, the operation of the Proposed Project would have **no impact**.

#### **TRENCH OPTION**

**No Impact.** Similar to the Proposed Project, activities during operation of the Trench Option would largely be limited to light rail operations on established tracks or at facilities constructed as a part of the Proposed Project. These types of operational activities would not have the potential to encounter archaeological resources, and would not physically demolish, destroy, relocate, or alter any archaeological resources. Therefore, the operation of the Trench Option would have **no impact**.

#### **HAWTHORNE OPTION**

**No Impact.** Similar to the Proposed Project, activities during operation of the Hawthorne Option would largely be limited to light rail operations on established tracks or at facilities constructed as a part of the Proposed Project. These types of operational activities would not have the potential to encounter archaeological resources, and would not physically demolish, destroy, relocate, or alter any archaeological resources. Therefore, the operation of the Hawthorne Option would have **no impact**.

### **3.13-4.3 Would the Proposed Project disturb any human remains, including those interred outside of formal cemeteries?**

#### **3.13-4.3.1 Construction Impacts**

**Less than Significant Impact with Mitigation.** Potential construction impacts on human remains, including those interred outside of formal cemeteries, would be related to ground disturbing activities during construction. It is possible these burials could be unearthed during project excavation activities. Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California Public Resources Code. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protects them from disturbance, vandalism, or destruction. These regulations also establish procedures to be implemented if Native American skeletal remains are discovered. Public Resources Code Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and established the NAHC to resolve any related disputes.

There are known cemeteries containing human remains within the RSA. The probability of encountering historic remains is elevated adjacent to El Nido Park. A historic cemetery, which predated the Metro ROW, was located at an unknown location within or adjacent to this park. Unmarked graves may be located within the RSA in the vicinity of the park. The Pacific Crest Cemetery is also located within the RSA, however the probability of encountering human remains during construction is low because the Pacific Crest Cemetery is located outside of the Proposed Project footprint and no construction activities

would occur within the cemetery grounds. In addition, Pacific Crest Cemetery was established in the twentieth century, after the Metro ROW. Therefore, it is unlikely that any unmarked and forgotten graves lay within the Metro ROW.

The Proposed Project has moderate sensitivity for encountering historic remains near El Nido Park and a low sensitivity for buried Native American archaeological deposits, which could include human remains. However, human remains can be encountered in fill, re-deposited, or disturbed soils, as well as intact soils. Disturbance of significant unknown human remains would result in a significant impact. Mitigation measure MM-CUL-3 (Unanticipated Discovery of Human Remains Associated with Known Cemeteries) would be implemented, which would establish a monitoring program as well as treatment measures and avoidance strategies for any remains that are identified. In addition, if Native American remains are encountered, these remains would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and PRC Section 5097.98. Therefore, with implementation of mitigation measure MM-CUL-3, construction of the Proposed Project would result in a **less than significant** impact related to disturbance of human remains.

#### **TRENCH OPTION**

**Less than Significant Impact with Mitigation.** The Trench Option would locate the light rail tracks in a trench throughout most of the segment, as there would be additional excavation required. The Trench Option RSA is the same as the Proposed Project, with the same known cemeteries within the RSA.

Due to the depth and extent of the ground disturbance associated with the Trench Option, the likelihood of encountering buried Native American archaeological deposits, including human remains is slightly higher than the Proposed Project. Additionally, human remains can be encountered in fill, re-deposited, or disturbed soils, as well as intact soils. Disturbance of significant unknown human remains would result in a significant impact. Mitigation measure MM-CUL-3 would be implemented, which would establish a monitoring program as well as treatment measures and avoidance strategies for any remains that are identified. In addition, if Native American remains are encountered, these remains would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and PRC Section 5097.98.

Therefore, with implementation of mitigation measure MM-CUL-3, construction of the Trench Option would result in a **less than significant impact** related to disturbance of human remains.

#### **HAWTHORNE OPTION**

**Less than Significant.** The Hawthorne Option has a low sensitivity to encounter historic remains and buried Native American archaeological deposits, which could include human remains, as there are no known cemeteries or archaeological sites with human remains located within the Hawthorne Option RSA. If Native American remains are encountered, these remains would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and PRC Section 5097.98. Therefore, construction of the Hawthorne Option would result in a **less than significant impact** related to disturbance of human remains.

#### **3.13-4.3.2 Operational Impacts**

**No Impact.** Project activities during operation of the Proposed Project would largely be limited to light rail operations on established tracks or at facilities constructed as a part of the Proposed Project. These types of operational impacts would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of formal cemeteries. Therefore, the operation of the Proposed Project would have **no impact**.

### **TRENCH OPTION**

**No Impact.** Similar to the Proposed Project, activities during operation of the Trench Option would largely be limited to light rail operations on established tracks or at facilities constructed as a part of the Proposed Project. These types of operational impacts would not involve excavation and would not have the potential to disturb any human remains, including those interred outside of formal cemeteries. Therefore, the operation of the Trench Option would have **no impact**.

### **HAWTHORNE OPTION**

**No Impact.** There are no known cemeteries or archaeological sites with human remains located within the vicinity of the Hawthorne 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 the Hawthorne Option would have **no impact** on human remains.

## **3.13-5 Mitigation Measures**

### **MM-CUL-1. Cultural Resources Identification Training**

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 and tribal cultural resources, typical kinds of cultural resources and tribal cultural resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or tribal cultural resources are inadvertently discovered. The training shall be presented by a Secretary of the Interior professionally qualified archaeologist who shall review types of cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction.

### **MM-CUL-2. Archaeologist Consultation**

If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a Secretary of the Interior professionally qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.

If an archaeological deposit is identified, the construction contractor shall stop construction within 50 feet of the exposed resource until a Secretary of Interior professionally qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5[f]). Examples of such cultural materials might include ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the professional qualified archaeologist finds that the resources are significant, further impacts will be avoided if Metro determines that avoidance is feasible in light of factors such as the nature of the find, Proposed Project design, costs, and other considerations. If avoidance is not feasible, a treatment plan shall be developed and implemented by the construction contractor in consultation with a Secretary of Interior professional qualified archaeologist and Metro to reduce adverse impacts to below a level of significance. The treatment plan shall prioritize data recovery through implementation of an excavation and analysis program. The treatment plan shall include, at a minimum, the following: (a) a statement of why data recovery is appropriate as a mitigation measure; (b) a research plan that sets forth the research questions that can reasonably be expected to be addressed by excavation and analysis of the site; (c) a statement of the types and kinds of data that can reasonably be expected to exist at the site and how these data will be used to answer important

research questions; (d) a step-by-step discussion of field and laboratory methods to be employed; and (e) provisions for curation and storage of the artifacts, notes, and photographs.

If a resource is encountered that is prehistoric or otherwise of potentially Native American origin, regardless of any significance evaluation determined by Metro based on the input of a Secretary of the Interior professionally qualified archaeologist, interested Native American tribes consulting under AB 52 shall be contacted and their input sought as to the tribal significance of the resource. Based on this tribal input, Metro shall make a determination as to whether the resource constitutes a tribal cultural resource. The consulting Native American parties shall also be consulted as to the treatment and final disposition of the resource.

If determined appropriate during tribal consultation, a Native American monitor would be retained involving work at a prehistoric site, or at other suitable locations determined during tribal consultation. Treatment measures for tribal cultural resources may include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.

Ground disturbing activities within the affected area may resume once the site has been fully evaluated and impacts mitigated to the satisfaction of Metro based on input from a Secretary of Interior qualified archaeologist and, if applicable (e.g., if the affected area was determined to contain tribal cultural resources), a Native American monitor.

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-3. Unanticipated Discovery of Human Remains Associated with Known Cemeteries**

To mitigate potential impacts to human remains at El Nido Park (located between the Kingsdale Avenue and 186th Street cross section to 182nd Street) and the Pacific Crest Cemetery (2701 182nd Street), a location-specific Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed and implemented by the construction contractor in consultation with a Secretary of the Interior-qualified archaeologist and Metro for these locations. The CRMMP shall outline methodology for monitoring and the protocol to follow in the event of an unanticipated discovery at these locations. Should human remains and/or associated funerary objects 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. Archaeological monitoring during all ground disturbance adjacent to El Nido Park and the Pacific Crest Cemetery shall be conducted in accordance with the Project CRMMP. If there is an unanticipated discovery of human remains and/or associated funerary objects, , then work shall be halted within 50 feet of the find and a qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures, per the CRMMP. 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.

### **3.13-6 Project Impacts Remaining After Mitigation**

#### **3.13-6.1 Proposed Project**

With the incorporation of mitigation measures described above, the Proposed Project would not result in significant impacts related to cultural resources. Therefore, impacts of the Proposed Project would be less than significant after mitigation.

#### **3.13-6.2 Trench Option**

With the incorporation of mitigation measures described above, the Trench Option would not result in significant impacts related to cultural resources. Therefore, impacts of the Trench Option would be less than significant after mitigation.

#### **3.13-6.3 Hawthorne Option**

With the incorporation of mitigation measures described above, the Hawthorne Option would not result in significant impacts related to cultural resources. Therefore, impacts of the Hawthorne Option would be less than significant after mitigation.

### **3.13-7 Cumulative Impacts**

The methodology for cumulative analysis and a description of relevant projects and projections are included in Section 3.0, Introduction. The geographic scope of the cumulative analysis for historic and archaeological resources are the RSAs for the Proposed Project, Trench Option and Hawthorne Option, as historic and archaeological impacts are generally site-specific and localized. The geographic scope includes the South Bay and South Los Angeles.

#### **3.13-7.1 Proposed Project**

The analysis of cultural resources in Section 3.13-4 identifies potentially significant impacts to historical and archaeological resources as a result of the Proposed Project. In addition, development of the Proposed Project in combination with other projects located in the adjacent area would increase the potential for impacts to historical and archaeological resources and could contribute to the loss of such resources in the region. The potential that development consistent with local plans would impact cultural resources during development is determined by a variety of factors, including the type of development that is proposed.

There are no historical resources located with the Proposed Project RSA, and therefore there would be no impact related to historical resources. However, the Proposed Project would have the potential to disturb unknown archaeological resources or human remains during construction, and there would be a significant impact. Cumulative impacts from the Proposed Project along with surrounding development would be less than significant with mitigation measures. Mitigation measures MM-CUL-1, MM-CUL-2, and MM-CUL-3 would be implemented, which would reduce the impact to less than significant. Probable future projects would be expected to comply with applicable federal, state, and local regulations to protect historic and archaeological resources, and would implement project-specific mitigation measures during construction. Therefore, the Proposed Project in combination with past, present, and probable future projects would not result in a significant cumulative impact on historic and archaeological resources during construction.

Operational activities would not have the potential to encounter archaeological resources or human remains, and there would be no impact. Therefore, the Proposed Project in combination with past,

present, and probable future projects would not result in a significant cumulative impact on historic and archaeological resources during operation.

### **3.13-7.2 Trench Option**

There are no historical resources located with the Trench Option RSA. The potential for cumulative impacts on unknown archaeological resources or human remains from the Trench Option would be similar to the analysis presented above for the Proposed Project, and the impact would be less than significant with mitigation measures MM-CUL-1, MM-CUL-2, and MM-CUL-3. The Trench Option in combination with past, present, and probable future projects would not result in a significant cumulative impact on historical and archaeological resources during construction or operation.

### **3.13-7.3 Hawthorne Option**

There are three historical resources located with the Hawthorne Option RSA. As described in Section 3.13-4.1, the immediate surroundings of the three historical resources are characterized by vehicular traffic noise and the visual setting is compromised by modern development and activities. The temporary noise and vibration associated with construction would not alter the three historical resources or their immediate surroundings in a manner that would materially impair them, and therefore there would be a less than significant impact to historical resources. Construction of the Hawthorne Option would have low potential to encounter archaeological resources or human remains, and the impact would be less than significant. Probable future projects would be expected to comply with applicable federal, state, and local regulations to protect historical and archaeological resources, and would implement project-specific mitigation measures during construction. Therefore, the Hawthorne Option in combination with past, present, and probable future projects would not result in a significant cumulative impact on historical and archaeological resources during construction.

Operation of the Hawthorne Option would introduce new visual, audible, and atmospheric elements within the immediate surroundings of the three historical resources within the RSA, but it would not substantially change the existing characteristics of the immediate surroundings or alter in an adverse manner any of the characteristics of the historical resources that convey historical significance. Operational activities would not have the potential to encounter archaeological resources or human remains, and there would be no impact. Therefore, the Hawthorne Option in combination with past, present, and probable future projects would not result in a significant cumulative impact on historical and archaeological resources during operation.