

Figure 6-6: Survey Findings for LPA Alignment (Map 6 of 7)



March 2012

Figure 6-7: Survey Findings for LPA Alignment (Map 7 of 7)

THIS PAGE INTENTIONALLY LEFT BLANK



Photograph 6-3. Vacant Lot #1 (view to southeast)



Photograph 6-4. Vacant Lot #2 (view to southeast)



Photograph 6-5. Vacant Lot #3 (view to southwest)



Photograph 6-6. Vacant Lot #4 (view to north)



Photograph 6-7. Vacant Lot #5 (view to northwest)

A total of eight sidewalk stamps with dates ranging from 1891 to 1962 were identified within the Archaeological APE for the LPA (Table 6-5; Figure 6-1 through Figure 6-4). These include two newly identified stamps within the supplemental survey area, a 1937 Theo Norwak Contractor stamp and a 1957 Garcias Bros stamp, and four of the stamps previously noted in the prior technical report (URS 2010:4-64, Figures 4-4 through 4-14).

As indicated in Table 6-5, two of the stamps identified by the archaeologists do not match those previously noted even though the locations are the same. An 1891 So. Dalm Gas Co. stamp was found at the northwest corner of Wilshire Boulevard and S. La Jolla Avenue where a 1965 Chotiner & Gombiner stamp had been previously noted. Similarly, a 1962 Boyar-Kessler Construction Co. stamp was present at the northwest corner of Wilshire Boulevard and N. Hamilton Drive where a 1926 Griffith Company stamp had been observed. A search of the vicinity near each of these intersections did not locate the two stamps, and we assume they were misplotted and may still exist outside the Archaeological APE for the LPA.

Another sidewalk stamp, which was molded in 1927 by the North Pacific Construction Company and located on the southwest corner of Wilshire Boulevard and S. Spaulding Drive (URS 2010: Figure 4-5), was not relocated despite widening the search in the vicinity of this intersection. Since the concrete sidewalks at this location appear to have been recently poured, it appears likely the 1927 stamp has been destroyed.

Table 6-5: Information on Dated Sidewalk Stamps Located within APE

Date of Sidewalk Stamp	Company	Location	Identification History
1937	Theo Nowak Contractor	East side of Orange St. between Wilshire Blvd. and W. 8th St.	Identified during this supplemental survey in 2011.
1928	Boxton & Rosa Contractors	Northeast corner of Wilshire Blvd. and Cloverdale Ave.	Identified in 2009 (URS 2010: Figure 4-11).
1957	Garcias Bros Contractors	Northwest corner of Wilshire Blvd. and S. Dunsmuir Ave. Stamp is located on the curb.	Identified during this supplemental survey in 2011.
1949	H. Johnston Contractor	Northwest corner of Wilshire Blvd. and S. Dunsmuir Ave.	Identified in 2009 (URS 2010: Figure 4-10).
1891	So. Dalm Gas Co.	Northwest corner of Wilshire Blvd. and S. La Jolla Ave.	Identified during this supplemental survey in 2011. Prior survey noted a 1965 Chotiner & Gombiner stamp at same location (URS 2010: Figure 4-9).
1962	Boyar-Kessler Construction Co.	Northwest corner of Wilshire Blvd. and N. Hamilton Dr.	Identified during this supplemental survey in 2011. Prior survey noted a 1926 Griffith Company stamp at same location (URS 2010: Figure 4-8).
1956	Buckeye Const. Co. Inc Gen. Contractors	Northeast corner of Wilshire Blvd. and N. Hamel Dr.	Relocated during this supplemental survey in 2011. Typo in prior report "1955" (URS 2010: Figure 4-8).
1927	North Pacific Construction Company	Southwest corner of Wilshire Blvd. and S. Spaulding Dr.	Identified in 2009 (URS 2010: Figure 4-5); new sidewalks in 2011; stamp destroyed.
1937	Gogo & Rados Contractor	Northeast corner of Santa Monica Blvd. and Warnall Ave.	Identified in 2009 (URS 2010: Figure 4-13).



6.2.3.2 Other Components of the LPA

The Division 20 maintenance yard is a large industrial property with railroad tracks, railroad-use and maintenance related structures, and a few buildings. This facility was surveyed in its entirety for the presence of archaeological resources for the prior Alternatives analysis (URS 2010). The yard was thus not included in the supplemental survey for this report (see Figure 5-3).

6.2.4 Significance of Known Archaeological Sites within APE

6.2.4.1 Locally Preferred Alternative (LPA)

No prehistoric, ethnohistoric, or historic-era archaeological resources have been identified within the Archaeological APE for the LPA.

6.2.4.2 Other Components of the LPA

A total of four historic-era archaeological sites have been identified and recorded within the Archaeological APE at the Division 20 Maintenance and Storage Facility (Table 6-3). An assessment of the significance and eligibility of each site for listing in the NRHP and CRHR is presented below. No prehistoric or ethnohistoric archaeological resources have been identified within the APE at the maintenance yard.

CA-LAN-2563 (P-19-002563): This site was discovered one meter beneath the surface during archaeological monitoring of construction activities within the yard. Based on the temporally sensitive maker's marks on glass and ceramics, as well as the technological attributes of older unembossed bottles, the site record indicates the deposit dates to circa 1860 to 1892. Although the site includes some Chinese ceramics, the subsurface deposit was ascribed to Euro-American household discards. Considering the site's location, the artifacts may have been associated with the railroad station that was replaced in 1893 by the La Grande Railroad Station. The artifacts were cataloged and the site was fully recorded in 1997. The site thus has no further potential to yield additional information important to history (Criterion D/4) and is ineligible for NRHP and CRHR inclusion.

CA-LAN-2610 (P-19-002610): This site is a remnant of the circa 1893 cobblestone street and street car tracks associated with the La Grande Railroad Station that was adjacent to the Los Angeles River at the former eastern extent of the Little Tokyo Historic District. The site lies immediately beneath the current asphalt roadway and was discovered in 1997 during archaeological monitoring of east-west trenching activities across Santa Fe Avenue for relocation of a gas utility pipeline. The cobblestones are rectangular blocks of cut granite that vary in size. The street car track rails and ties ran north-south and traversed the approximate centerline of Santa Fe Avenue. At the time of discovery, the site was in good condition. The cobblestone street and street car tracks would have fronted the railroad station to the east.

Since site CA-LAN-2610 is situated beneath developed areas, direct examination of its condition, horizontal extent, and integrity is prohibited. The site has not been formally evaluated, but appears to be associated with events important to history (Criterion A/1), and may be likely to yield additional information important to history (Criterion D/4). The resource is thus considered eligible for listing in the NRHP and CRHR.

CA-LAN-4192 (P-19-004192): This site is a small surface scatter of approximately 15 brick and glass fragments, which was identified in 2010 underneath the 6th Street Viaduct. The artifacts indicate the age of the site as circa 1914 to 1945. The condition of the site is poor. In agreement with the statement in the prior report (URS 2010:4-68), site CA-LAN-4192 has no potential to yield additional

information (Criterion D/4), is not associated with events or persons important to history (Criteria A/1 and B/2), does not embody distinctive characteristics of a type, period or method of construction (Criterion C/3), and is not considered eligible for listing on the NRHP. The resource is also not considered eligible for CRHR inclusion.

CA-LAN-4193 (P-19-004193): This site is a subsurface remnant of the original roadway that was exposed near the foundation of the 6th Street Viaduct. The site was identified in 2010 and reported to be in fair condition. The age of the site was recorded as circa 1914 to 1945. In agreement with the statement in the prior report (URS 2010:4-68), site CA-LAN-4193 has no potential to yield additional information (Criterion D/4), is not associated with events or persons important to history (Criteria A/1 and B/2), does not embody distinctive characteristics of a type, period or method of construction (Criterion C/3), and is not considered eligible for listing on the NRHP. The resource is also not considered eligible for CRHR inclusion.



7.0 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

For any identified resources that are listed in or appear eligible for inclusion in the NRHP or CRHR, the Criteria of Effect and Adverse Effect (36 CFR Part 800.9) is applied. A finding of adverse effect under these criteria will also be considered a significant impact under CEQA as a substantial adverse change in the significance of an archaeological resource.

7.1 Determination of Effects

Effects to documented archaeological resources within the APE for the LPA are assessed below by alternative. Effects to all identified eligible historic properties/historical resources were evaluated within the current context and setting of the archaeological resource, with regard to the identified historic significance and level of retention of historic integrity, and in relation to changes to the resource or within its vicinity that may result from the LPA.

Given the historic period nature of the built environment, which often did not disturb more than a few feet of topsoil, construction activities may encounter subsurface prehistoric or historic-era archaeological material, features, or deposits. Therefore, the following also includes an assessment of the potential for the discovery of buried archaeological resources based on the literature search, location of known resources, local history, identification of the original built date for streetscapes, buildings, structures, and other modifications to the built environment.

7.1.1 Regulatory Requirements

As mandated by Section 106 of the NHPA, federal agencies must take into account the effects of their undertakings on historic properties, assess the effects, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties (36 CFR 800.1[a]). For identified historic properties within the APE, the agency shall apply the criteria of adverse effect (36 CFR 800.5[a]). According to federal regulations, “*Effect* means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register” (36 CFR 800.16[i]). The criteria of adverse effect are:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative. (36 CFR 800.5[a][1])

When the effects of the proposed undertaking do not meet the criteria of adverse effect, then a finding of no adverse effect may be proposed (36 CFR 800.5[b]). If an adverse effect is found, the agency shall act pursuant to 36 CFR 800.6 (36 CFR 800.5[d][2]) to resolve the adverse effect by developing and evaluating alternatives or modifications to the undertaking that “could avoid, minimize or mitigate adverse effects on historic properties” (36 CFR 800.6[a]).

Under CEQA Guidelines Appendix G Criteria, adverse impacts to cultural resources would be considered significant if the proposed project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CCR Section 15064.5. (Defined as: listed or determined eligible for a state or local register, or any building, structure, or object that is determined to be historically significant to California history.)
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CCR Section 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site.
- Disturb any human remains, including those interred outside of formal cemeteries.

Section 15064.5 of CEQA Guidelines provides that, in general, a resource not listed on state or local registers of historical resources shall be considered by the Lead agency to be historically significant if the resource meets the criteria for listing on the CRHR. This section also provides standards for determining what constitutes a “substantial adverse change” that must be considered a significant impact on archaeological or historical resources. For example, a “substantial adverse change in the significance of 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” (CEQA Guidelines, 14 CCR §15064.5 [b][1]).

7.1.2 No Build Alternative

The No Build Alternative would not affect archaeological resources. No excavation will be undertaken as a result of the No Build Alternative and therefore, no archaeological resources would be affected.

7.1.3 Locally Preferred Alternative (LPA)

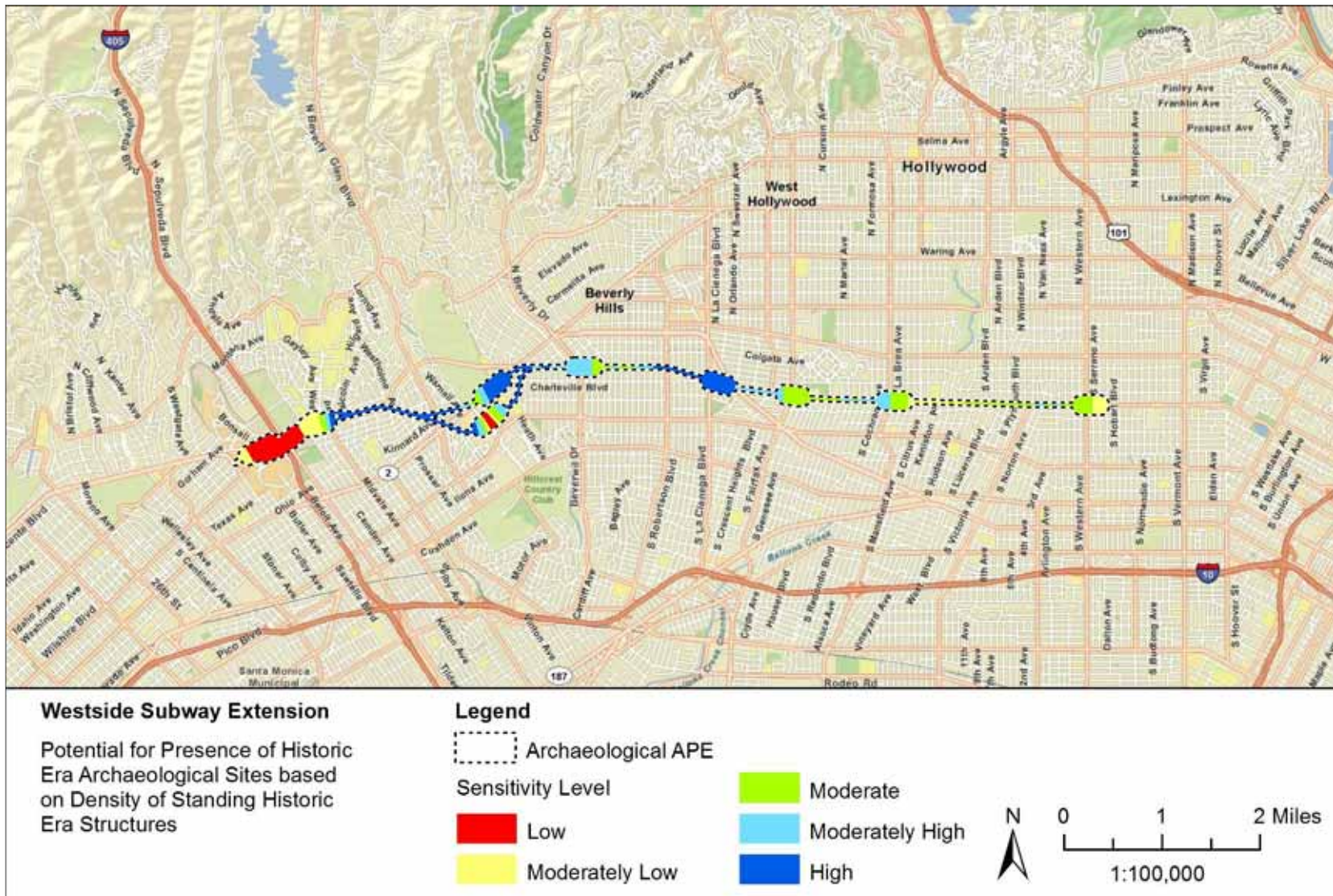
7.1.3.1 Previously Recorded Archaeological Resources

No archaeological resources have been identified within the APE for the LPA stations, alignment, or staging or laydown areas. Thus, based on the results of this study, the proposed LPA will not cause an adverse effect on known historic properties or historical resources of an archaeological nature that are eligible for listing in the NRHP or CRHR.

7.1.3.2 Potential for Buried Deposits

The LPA may affect undocumented cultural resources, including intact archaeological deposits. Given that the LPA right-of-way is generally within the street right-of-way, which often did not disturb more than a few feet of topsoil during its construction, construction activities may encounter subsurface prehistoric and/or historic archaeological deposits.

Figure 7-1 shows the low-to-high potential for the presence of historic-era archaeological resources within the Archaeological APE for the LPA. Variation in the potential for discovery is based on the density of standing historic-period buildings and structures, and was generated by the GIS-based predictive model developed for the Alternatives Analysis (URS 2010:4-19–4-21, Appendix C). As indicated in the figure, the sensitivity for the discovery of historic-era archaeological sites is higher near the Wilshire/La Cienega Station and between the Westwood/UCLA and Century City Stations.



March 2012

Figure 7-1: Potential for Historic-Era Archaeological Deposits

WESTSIDE SUBWAY EXTENSION PROJECT

The GIS-based model predicts a moderately high potential for historic-era resources near the Wilshire/La Brea and Wilshire/Rodeo stations, with the largest area of low to moderately low potential at the Westwood/VA Hospital and Westwood/UCLA stations. As discussed further below, although the density of historic-period buildings or structures within the VA Medical Center is low, the archaeological sensitivity of this area is considered high because the medical facility has been operational since 1888 and contains an established historic landscape with mature trees that are the remains of a larger stand of trees shown in historic aerials dating to 1952 (Christoph 2011).

In addition to incorporating the GIS-based predictive model, the following discussion of the potential for discovery of archaeological resources considers the presence of dated sidewalk stamps ranging in age from 1891 to 1962 (Table 6-5; Figure 6-1 through Figure 6-7), and the development during the American period of the cities, commercial corridors, and medical and educational campuses along the LPA. Due to the extent and time depth of urban development, the potential for discovery of prehistoric or ethnohistoric archaeological resources within the APE alignment is considered low. The discussion proceeds from east to west along the Archaeological APE.

In the area of Wilshire Boulevard in the approximately one-third mile stretch between S. Orange Drive and S. Dunsmuir Avenue near the Wilshire/La Brea Station, four sidewalk stamps have dates of 1928, 1937, 1949, and 1957 (Figure 6-2). The age of these stamps suggest there is a potential for the presence of subsurface historic-period resources. This area of Wilshire Boulevard is also known as the Miracle Mile, which spans roughly from La Brea to Fairfax Avenues and was developed in the late 1920s and 1930s. The GIS-based model similarly predicts a moderately high potential for historic-era resources near the Wilshire/La Brea station (Figure 7-1).

Along Wilshire Boulevard between the Fairfax and La Cienega Stations, a sidewalk stamp at S. La Jolla Avenue has a date of 1891. This is the earliest of the series of eight sidewalk stamps, each poured more than 48 years ago, identified within the Archaeological APE for the LPA. Retention of this 19th century stamp in this urban setting is remarkable, and is a relatively good indication that historic-era resources may remain beneath the surface (Figure 6-3). Based on the density of standing historic-period buildings and structures, the GIS-based model similarly predicts a moderately high potential for the discovery of buried historic-era resources near this sidewalk stamp (Figure 7-1).

Continuing west along Wilshire Boulevard to the area near La Cienega Boulevard between N. Hamilton Drive and Robertson Boulevard, two sidewalk stamps dating to 1956 and 1962 (Figure 6-3) suggest a sensitivity for historic-period buried deposits dating from as late as 1962 to as early as 1956, or perhaps earlier. There have also been a number of recent street improvements in this area. A high potential for the discovery of buried historic-era resources in the vicinity of these stamps west of the Wilshire/La Cienega Station is predicted by the GIS-based model (Figure 7-1).

In the area of Beverly Hills, near Wilshire Boulevard and Rodeo Drive and the Wilshire/Rodeo Station (Figure 6-4), there have been a number of recent street improvements. Considering the history of the development of Beverly Hills, beginning with creation of a new residential community at the turn of the 20th century, plus the city's preservation policies, the GIS-based model provides a moderately high potential for the presence of buried historic-era resources in the vicinity of the Wilshire/Rodeo Station (Figure 7-1).

Continuing west, a sidewalk stamp dating to 1927 appears to have been destroyed within the last two years by sidewalk and street improvements at the intersection of Wilshire Boulevard and S. Spaulding Drive. Despite this recent disturbance, the age of the stamp suggests sensitivity for historic-period subsurface deposits. A moderately high to high potential for the discovery of buried



historic-era resources in this area between the Wilshire/Rodeo and Century City Stations is predicted by the GIS-based model (Figure 7-1).

Near the intersection of Santa Monica Boulevard and Avenue of the Stars, there is a sidewalk stamp dating to 1937 (Figure 6-5). Given the stamp has not been disturbed by modern development, including post-1964 construction of the Century City section of the City Los Angeles, this is a relatively good indication that historic-era resources may remain beneath the surface in the vicinity of this stamp. The GIS-based model also predicts a high potential for the presence of buried historic-era resources in this area west of the Century City Stations (Figure 7-1).

Further west, Westwood Village was initially part of an 1843 Mexican-period land grant (Rancho San Jose de Buenos Ayres), and later chosen in the 1920s as the location for a new University of California campus. No sidewalk stamps were identified in the Westwood/UCLA Station vicinity where the GIS-based model mainly predicts a moderately low potential for the presence of buried historic-era resources (Figure 7-1).

The area in the vicinity of the westernmost Westwood/VA Hospital Stations is considered highly sensitive for the discovery of subsurface historic-era resources based on the presence of a medical facility at the VA Medical Center since 1888 (National Home for Disabled Volunteer Soldiers; National Park Service 2011) and the relatively open, undeveloped landscape. Because of the presence of an established historic landscape with a low density of historic-era buildings, the GIS-based model predicts a low potential for the presence of buried historic-era resources (Figure 7-1). Many of the mature trees to the north and south of Wilshire Boulevard, however, are the remains of a larger stand of trees shown in historic aerials dating to 1952 (Christoph 2011). By 1972 the on- and off-ramps for Wilshire Boulevard had been constructed and the aerial imagery shows many of the mature trees visible in the 1952 historic aerials had disappeared. The preservation of the remaining mature trees in the park-like setting of the VA Medical Center is a relatively good indication that historic-era resources may remain beneath the surface in the vicinity of the historic landscape.

7.1.4 Other Components of the LPA

7.1.4.1 Previously Recorded Archaeological Resources

As summarized in Table 7-1 and discussed in Section 6.2.4.2, of the five late 19th/early 20th century archeological resources recorded (four sites and one isolate) within the Archaeological APE at the Division 20 facility (Figure 7-2), only site CA-LAN-2610 is eligible for listing in the NRHP and CRHR.

Site CA-LAN-2610 will be avoided by construction for the LPA at the Division 20 facility. The site is located beneath Santa Fe Avenue immediately west of and bordering the maintenance yard (compare Figure 3-9 and Figure 7-2), and no improvements at the yard are proposed within approximately 215 meters (705 feet) of the site. Thus, under current construction plans, the FTA has determined the LPA and associated improvements at the Division 20 maintenance yard will have No Adverse Effect on this historic property/ historical resource.

In development of the MOA and pursuant to 36 CFR Part 800.5(a), the SHPO concurred with FTA's determination of No Adverse Effect by the undertaking on the one identified archaeological historic property, CA-LAN-2610. A copy of the MOA is provided in Appendix B.

Sites CA-LAN-2563, CA-LAN-4192, and CA-LAN-4193 do not qualify as historic properties or historical resources and are not eligible for listing in the NRHP or CRHR (see Section 6.2.4.2). The isolated find does not qualify for listing on either the NRHP or CRHR.

Table 7-1: Summary of Eligibility and Effects on Archaeological Resources within APE at Maintenance Yard

Primary No.	Trinomial	Brief Description	NRHP and CRHR Eligibility	Impact/ Determination
P-19-002563	CA-LAN-2563	Historic refuse deposit; beneath modern facility	Not Eligible (Criterion D/4)	Not historic property: No Effect
P-19-002610	CA-LAN-2610	Remnant of historic cobblestone street and rail line in Little Tokyo Historic District; associated with 1893 La Grande Railroad Station; beneath modern street	Eligible (Criteria A/1, D/4)	Project will avoid: No Adverse Effect
P-19-100887	n/a	Historic isolate: Japanese bowl and bottle base	Not Eligible (Criterion D/4)	Not historic property: No Effect
P-19-004192	CA-LAN-4192	Historic brick and glass scatter	Not Eligible (Criterion D/4)	Not historic property: No Effect
P-19-004193	CA-LAN-4193	Remnant of historic road; beneath modern street	Not Eligible (Criterion D/4)	Not historic property: No Effect

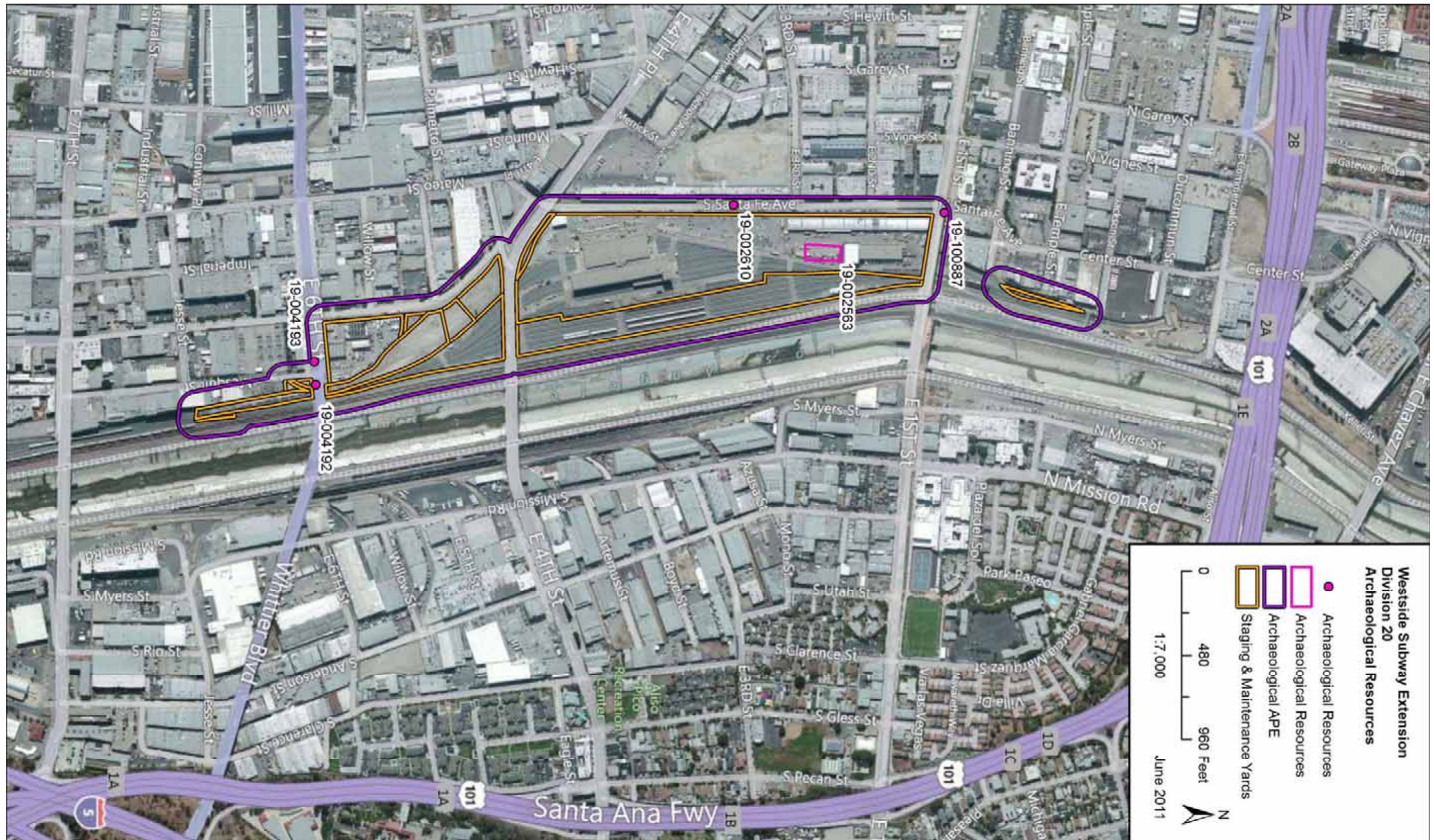
7.1.4.2 Potential for Buried Deposits

The construction of proposed improvements at the maintenance yard may affect undocumented cultural resources, including intact archaeological deposits. Given the historic-period nature of the built environment, which often did not disturb more than a few feet of topsoil, construction activities may encounter subsurface prehistoric and/or historic archaeological deposits.

Based on the location of the Division 20 facility adjacent to the Los Angeles River at the former La Grande Railroad Station built in 1893, its location at the former eastern extent of the Little Tokyo Historic District, and the prior discovery of archaeological resources beneath the modern surface within or immediately adjacent to the yard (Figure 7-2), the sensitivity for the discovery of historic-era archaeological sites during ground disturbance for yard improvements is considered high.

Considering its location as well as the time depth of development and the results of the literature search, the potential for discovery of prehistoric or ethnohistoric archaeological resources within the APE for the maintenance yard is considered moderate.

CA-LAN-2563, a circa 1860-1892 buried refuse deposit likely associated the railroad station that was replaced by the La Grande Railroad Station in 1893, is located beneath the surface immediately south of the planned impact area south of E. 1st Street. This suggests the potential is high for the discovery of historic-era resources, such as another refuse deposit, during replacement of the two maintenance-of-way buildings adjacent to this site.



March 2012

Figure 7-2: Previously Recorded Sites within APE for Division 20 Yard

THIS PAGE INTENTIONALLY LEFT BLANK



CA-LAN-2610, a remnant of the circa 1893 cobblestone street and street car tracks associated with the La Grande Railroad Station, is located beneath the Santa Fe Avenue asphalt paving immediately west of and bordering the yard. The potential is high for discovery of additional subsurface historic-era features associated with this site during future development not associated with the LPA of the adjacent portion of the yard.

CA-LAN-4192 and CA-LAN-4193, a surface scatter of brick and glass fragments and a subsurface roadway remnant, both dated circa 1914 to 1945, are located beneath the 6th Street Viaduct. It is feasible that these sites may be associated with the construction of the 6th Street Viaduct in 1932. The potential for additional discoveries in this portion of the Division 20 maintenance yard during replacement of the existing building in the impact area north of the Viaduct and construction of the new cart path extending northward beneath the bridge is considered relatively high.

In addition to the relatively high potential for archaeological discoveries in association with the 6th Street Viaduct, the sensitivity for discovery of buried historic-era sites is also relatively high near the 1st Street Viaduct and 4th Street Bridge, which were built in 1929 and 1930, respectively. Planned yard improvements include replacement of maintenance-of-way buildings located approximately 100 feet south of the 1st Street Viaduct and expansion of the heavy maintenance area approximately 50 feet north of the 4th Street Bridge.

7.2 CEQA Determination

Pursuant to the statutes of CEQA, as noted above, an impact by the LPA would be considered significant if it has the potential to:

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

Based on the results of this study, the proposed improvements at the Division 20 Maintenance and Storage Facility will avoid the one known archaeological resource (CA-LAN-2610) within the APE that is eligible for listing in the CRHR and thus qualifies as a historical resource (Table 7-1). The project will not demolish, destroy, relocate, or alter the resource such that it or its immediate surroundings impair the significance of the resource. The physical characteristics of the resource that convey its historical significance and that justify its inclusion, or eligibility for inclusion, in the CRHR will not be demolished or materially altered by the LPA and associated components.

While no resources considered eligible for CRHR listing were identified during the supplemental or initial pedestrian survey given the nature of the built environment, due to the possibility of the existence of undocumented buried subsurface resources, the LPA may cause a substantial adverse change to the significance of an archaeological resource and result in a significant direct impact to archaeological resources (PRC Section 5020.1[q] and CEQA Guidelines Section 15064.5[b]), including resources eligible for CRHR inclusion that qualify as historical resources.

Implementation of the unanticipated discovery mitigation measure (refer to MOA in Appendix B) will reduce construction impacts to undocumented archaeological resources to a less than significant impact.

Construction of the LPA and associated components is not expected to disturb any human remains, including those interred outside of formal cemeteries. Although the Los Angeles National Cemetery occurs in the vicinity of the refined LPA alignment, the subway extension will not impact the cemetery. In the event human remains are discovered during construction or earth-disturbing activities, their protection shall be ensured by implementation of the unanticipated discovery measures provided below.