

**CULTURAL RESOURCES  
ASSESSMENT FOR THE  
METRO RED/PURPLE LINE  
CORE CAPACITY  
IMPROVEMENTS PROJECT,  
LOS ANGELES, CALIFORNIA**

Prepared for:  
Los Angeles County Metropolitan Transportation Authority

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CULTURAL RESOURCES ASSESSMENT FOR  
THE METRO RED/PURPLE LINE CORE  
CAPACITY IMPROVEMENTS PROJECT, LOS  
ANGELES, CALIFORNIA

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## 1. Executive Summary

This document is a report on the cultural and paleontological resources assessment conducted in compliance with provisions of the California Environmental Quality Act (CEQA). The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing to widen the portal for the Metro Red/Purple Line in and adjacent to the Metro Red/Purple Line Maintenance Yard (Division 20/ Santa Fe Yard) near the channelized Los Angeles River. As part of the Metro Red/Purple Line Core Capacity Improvements Project (Project), a newly widened portal southeast of Union Station and new tracks and switches will allow trains to turn around quickly at Union Station so that subway trains could potentially run every 4 minutes on each line (and every 2 minutes between Union Station and Wilshire/Vermont, where the lines split).

A CEQA Project Area was established to consider the potential direct and indirect impacts from the Project. The CEQA Project Area includes the maximum Project footprint, limits of disturbance, and the existing railroad right-of-way. In addition, in areas where the Project will require a full or partial take of a property, then the full parcel was included in the CEQA Project Area. Overall, based on the proposed Project improvements, the CEQA Project Area was not expanded to include additional parcels, as the Project would not cause major changes outside of the existing railroad right-of-way; would not introduce railroad activities, features, or materials in areas where they do not currently exist; and would not introduce new audible or visual elements that may affect the use, characteristics, setting, or feeling or any potential nearby historical resources. As a result, the CEQA Project Area established for cultural resources includes the maximum areas that may be potentially impacted by the Project. The CEQA Project Area is roughly bounded by Commercial Street in the north, the Metro and BNSF Railway (Burlington Northern Santa Fe, or BNSF) right-of-way to the east, the property line of 300 South Santa Fe Avenue to the south, and a series of property lines paralleling Center Street and South Santa Fe Avenue to the west.

In December 2016, AECOM conducted archival research and a survey to identify cultural resources within the CEQA Project Area. AECOM also conducted an archaeological records search at the South Central Coastal Information Center housed at California State University, Fullerton. The records search revealed that the entirety of the CEQA Project Area was previously studied, and no prehistoric archaeological resources had been identified within the CEQA Project Area. Several historical resources were identified within 0.25 mile of the CEQA Project Area, three of which were located within the CEQA Project Area. In addition, AECOM requested a records search at the Natural History Museum of Los Angeles County (NHM) of the CEQA Project Area and its vicinity to assess potential for paleontological resources. As of the submission of this report, the search results have not been received. The results will be forwarded to Metro when they are received. A 2013 records search for an adjacent project identified no fossil localities within the direct CEQA Project Area. However, significant vertebrate fossils have been recovered from Pleistocene-age older Quaternary alluvial deposits like those that underlie the Project vicinity at varying depths below the current ground surface.

Metro and AECOM sought to identify impacts to tribal cultural resources within the project area. No prehistoric or historic sites of Native American origin which might include tribal cultural resources were identified within 0.25 miles of the CEQA Project Area during the archaeological records search at the South Central Coastal Information Center (SCCIC). Published accounts indicate that the community of *Ya'angna* was located in the vicinity of the Los Angeles Civic Center and may extend into the CEQA Project Area. A letter was sent to the Native American Heritage Commission (NAHC) to request a Sacred Lands File search of the Project Area. The NAHC responded in a letter dated December 12, 2016, that a search was conducted with negative results. However, the NAHC also noted "the area is sensitive for potential tribal cultural resources."

In compliance with state law, Metro has contacted interested parties about the Project. This includes contacting interested Native American groups concerning tribal cultural resources as part of recent changes to CEQA, defined by Assembly Bill 52 (AB 52). At the time of the commissioning of this study, one Native American body has requested formal consultation with Metro on projects within its territorial boundaries. The tribe was notified of the planned project on November 21, 2016, and consultation with this tribe was completed on December 13, 2016, with the acceptance of mutually-agreed upon mitigation measures. Documentation of AB 52 consultation is included as confidential Appendix A.



Through this cultural resources assessment, AECOM identified one historical archaeological resource and two built environment resources within the CEQA Project Area: 1) a historic refuse deposit, 2) the Metro/BNSF/Atchison, Topeka, and Santa Fe (BNSF/ATSF) railroad trackage and 3) the First Street Bridge. The historic refuse deposit, which consists of one well defined refuse feature, an exposed concentration of refuse, and a wide scattering of historical artifacts, was identified in the course of construction monitoring in the Santa Fe Yard by Greenwood and Associates in 1998 (Greenwood and Foster 1998). A total of five excavation units were placed along the refuse scatter, four of which yielded cultural materials which date from 1860 to 1892 and represent a mixture of random isolated residential dumping events. This site was paved and built over at the time of the survey and was not relocated. Greenwood and Associates determined that the site does not retain enough contextual integrity to be considered eligible for listing on either the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). A segment of the Metro/BNSF/ATSF railroad trackage just south of the CEQA Project Area was previously evaluated and found not eligible for listing to the NRHP and California Register of Historic Resources (CRHR); however, the past evaluation noted the entire system may be eligible for listing in the NRHP and CRHR. This current report assessment finds the Metro/BNSF/ATSF railroad trackage within the CEQA Project Area is ineligible for listing in the NRHP, CRHR, and local register as an individual resource or as a contributor to a larger historical resources (such as the entire Metro/BNSF/ATSF railroad alignment). Therefore, the Project will not have a significant impact on the resource. The First Street Bridge was previously evaluated as eligible for listing in the NRHP. This assessment finds that the bridge still retains the historic integrity aspects that qualify it as a historical resource. However, the Project will not directly impact the bridge or cause a change in its historic integrity that would result in the property no longer qualifying as a historical resource, and therefore the Project would have a less-than-significant impact on the First Street Bridge.

Although only one previously documented archaeological resource exists within the CEQA Project Area, undocumented buried archaeological resources may be present. The CEQA Project Area was underlain by deep alluvial deposits dating to the last 10,000 years, and such deposits have the potential to contain significant archaeological resources. At the time of European contact, the CEQA Project Area was occupied by the Gabriellino, who maintained a large village, Ya'angna, in the vicinity. The Gabriellino village was later the site of the historic Pueblo of Los Angeles, and the CEQA Project Area is within the boundaries of the original land grant for the pueblo. Under Spanish control, the Project vicinity grew into a thriving residential community, only later developing as an industrial center in the 19th century. Due to the long occupation of the Project vicinity from prehistoric to modern times, undisturbed younger Quaternary alluvial deposits should be considered sensitive for archaeological and tribal cultural resources. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) should be developed by an archaeologist who meets the qualification standards set by the Secretary of the Interior for archaeology. The CRMMP will outline archaeological and Native American monitoring protocols for the Project. To reduce any potential impacts to cultural and tribal resources to a less-than-significant level under CEQA, Native American and archaeological resources monitoring of ground-disturbing activities is recommended. Ground-disturbing activities from the surface to at least the base of younger Quaternary alluvium should be monitored for possible buried cultural resources.

In addition, buried paleontological resources may exist within the CEQA Project Area, particularly at depth. An NHM records search and paleontological assessment for a property adjacent to the CEQA Project Area indicate that older Quaternary alluvial deposits, buried below the CEQA Project Area, have the potential to contain significant vertebrate fossil remains. Further, NHM recommends that any substantial excavations within the CEQA Project Area be monitored by a professional paleontologist. We recommend that a qualified paleontologist prepare a Paleontological Monitoring and Mitigation Plan, which will outline paleontological resources monitoring of any ground-disturbing in potentially fossil-bearing older Quaternary alluvium. Ground-disturbing activities from the contact between younger and older Quaternary alluvium down to final depth should be monitored for possible buried paleontological resources.

This technical assessment documents that with mitigation, the Project will have no significant adverse impacts related to Cultural Resources. As a result of this consultation Metro is including mitigations CR-1 through CR-4 and TCR-1 and TCR-2 in the Mitigation Monitoring Reporting Program (MMRP) developed for the project.

## 2. Introduction

This document presents the results of a Phase I cultural resources assessment conducted for the planned Metro Red/Purple Line Core Capacity Improvements Project (Project) to be constructed by the Los Angeles County Metropolitan Transportation Authority (Metro). Metro proposes to widen a portal through which Metro Red/Purple lines



proceed to Union Station from the Metro Red/Purple Line Maintenance Yard, and install new tracks and switches for a turn-back area and proposed operator relief platforms in the Metro Red/Purple Line Maintenance Yard. A newly widened portal southeast of Union Station and new tracks and switches will allow trains to turn around quickly at Union Station so that subway trains could potentially run every 4 minutes on each line (and every 2 minutes between Union Station and Wilshire/Vermont, where the lines split). The widened portal will be constructed on the city block bound by East (E.) Commercial Street to the north, North (N.) Center Street to the west, Ducommun Street to the south, and the BNSF Railway (BNSF) rail line to the east, roughly 0.28 mile southeast of Metro's Union Station Gateway Complex (USG). The BNSF line parallels the Los Angeles River, which is situated approximately 300 feet east of the CEQA Project Area, which is described in the section below on Project location. New tracks will be added in the portal as well as in the Metro Railroad right-of-way south of the portal and in the Division 20/Santa Fe Yard.

This document was prepared in support of a Draft Initial Study/Mitigated Negative Declaration prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State CEQA Guidelines, California Code of Regulations Section 15000 et seq.

## 2.1 Report Organization

This report is organized following the *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format* guidelines (Office of Historic Preservation 1990), provided through the California Office of Historic Preservation. These guidelines provide a standardized format and suggested report content, scaled to the size of a project. This report first includes a Project description, including Project location, proposed Project work and regulatory setting. Next, the environmental and cultural settings of the CEQA Project Area are presented. This is followed by a discussion of the archival research methods and results, which also includes a description of the Sacred Lands File search and results. In addition, the paleontological records search methods and the results are provided. Then, survey methodology and results are described. The final section summarizes the results of the cultural resources investigation and provides recommendations and conclusions for mitigation.

## 2.2 Project Location

The Project is located in the Warehouse or Arts District of the City of Los Angeles, Los Angeles County, within Township 1 South, Range 13 West of the Los Angeles U.S. Geological Survey (USGS) 7.5-minute quadrangle map (see Figures 1 and 2). The CEQA Project Area was established for the Project based on the Project's footprint (see Figure 3). The CEQA Project Area includes the maximum Project footprint, limits of disturbance, and the existing railroad right-of-way. In addition, in areas where the Project will have a full or partial take of a property, then the full parcel was included in the CEQA Project Area. Overall, based on the proposed Project improvements, the CEQA Project Area was not expanded to include additional parcels since the Project would not cause major changes outside of the existing railroad right-of-way; would not introduce railroad activities, features, or materials in areas where they do not currently exist; and would not introduce new audible or visual elements that may affect the use, characteristics, setting, or feeling of any potential nearby historical resources. As a result, the CEQA Project Area established for cultural resources includes the maximum areas that may be potentially impacted by the Project.

The CEQA Project Area is located along the west side of the existing Metro and BNSF right-of-way; the area includes parcels owned by Metro, as well as parcels to be acquired by Metro. The CEQA Project Area is roughly bounded by Commercial Street in the north, the Metro and BNSF right-of-way to the east, the property line of 300 South Santa Fe Avenue to the south, and a series of property lines paralleling Center Street and South Santa Fe Avenue to the west.



CULTURAL RESOURCES ASSESSMENT FOR  
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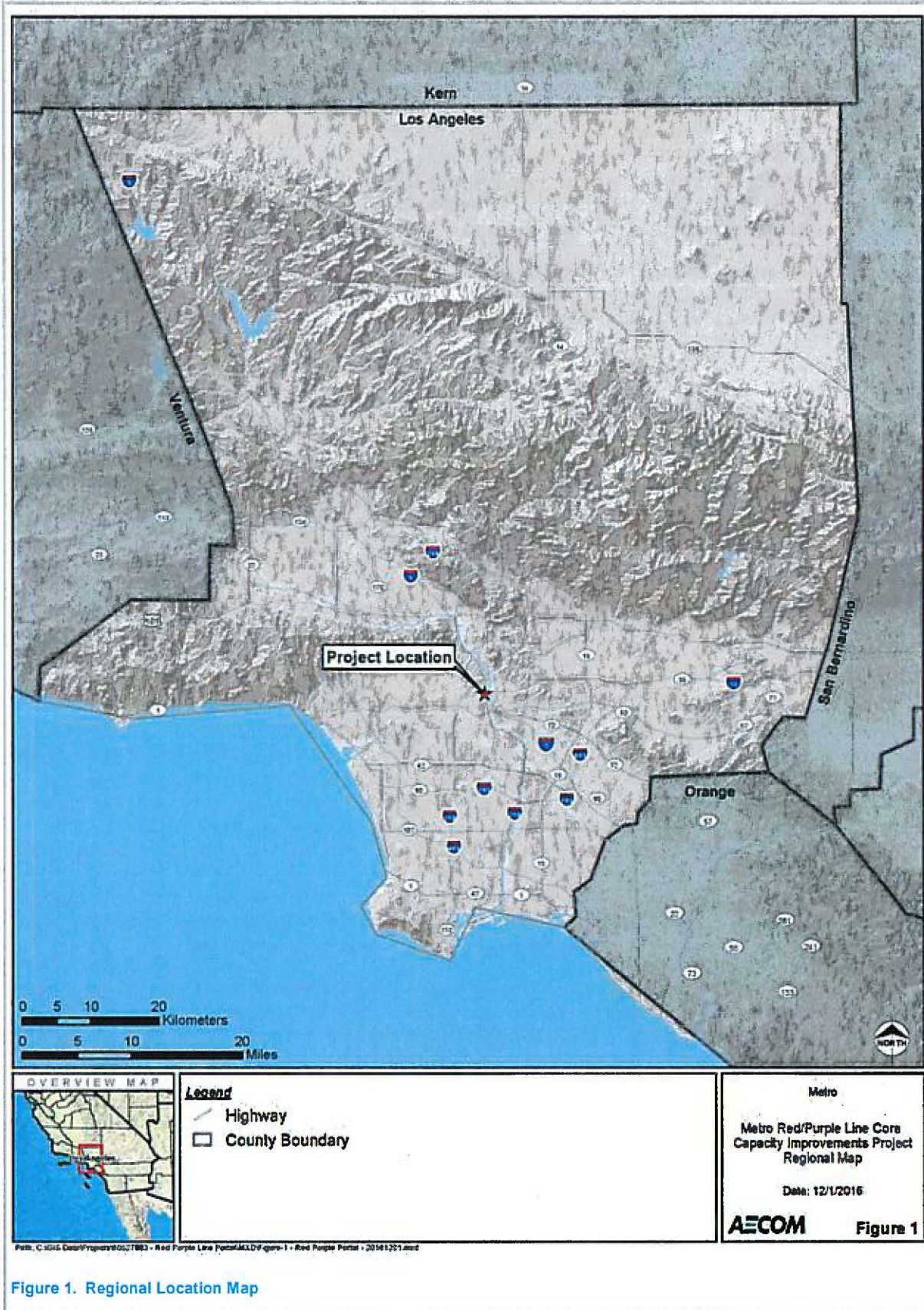


Figure 1. Regional Location Map







CULTURAL RESOURCES ASSESSMENT FOR  
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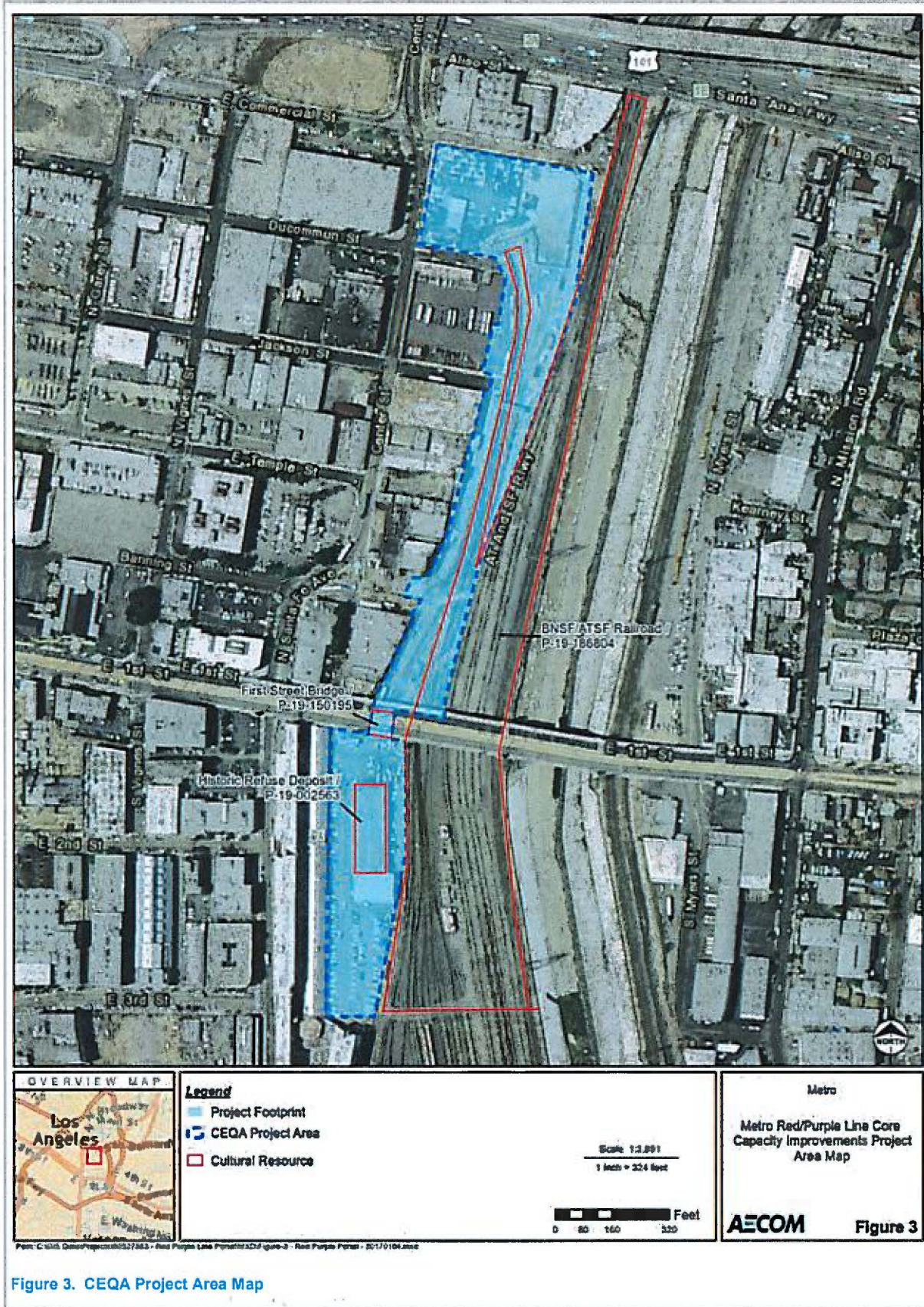


Figure 3. CEQA Project Area Map



From north to south, this includes the entire city block bounded by E. Commercial Street to the north, N Center Street to the west, Ducommun Street to the south, and the Metro and BNSF right-of-way to the east. Also included is Metro-owned Parcel AIN 5173-021-903, located at the eastern end of the block adjacent to the BNSF right-of-way between Ducommun Street to the north and Jackson Street to the south; a partial sliver take of vacant land on Parcel AIN 5173-022-005; Metro-owned parcels in the BNSF right-of-way north of First Street and passing under the First Street Bridge; and the Metro-owned parcel south of the First Street Bridge known as the Division 20/Santa Fe Yard.

The existing subway portal that is proposed for widening is located on Metro-owned Parcels AIN 5173-020-910 and 5173-020-907 on the city block bound by E. Commercial Street to the north, Center Street to the west, and Ducommun Street to the south. As part of the portal widening, Parcel AIN 5173-020-010, which is developed with a paved parking lot and four standing structures built in the 2000s, is proposed for demolition. This parcel is on the adjacent 1.41-acre property at 500 N. Center Street in Downtown Los Angeles, which Metro is to acquire.

## 2.3 Project Description

For the Metro Red/Purple Line Core Capacity Improvements Project, Metro is proposing to widen the portal for the Metro Red/Purple Line in and adjacent to the Metro Red/Purple Line Maintenance Yard (Division 20/Santa Fe Yard) near the Los Angeles River. A newly widened portal southeast of Union Station and new tracks and switches will allow trains to turn around quickly at Union Station so that subway trains could potentially run every 4 minutes on each line (and every 2 minutes between Union Station and Wilshire/Vermont, where the lines split).

Currently, the Metro Red/Purple Line trains turn back at Union Station, reversing direction from eastbound to westbound. The current minimum headway that can be achieved at Union Station is approximately 4-minute service (or 8 minutes on each of the branches).

At present, non-revenue Metro Red/Purple Line trains proceed underground south of Union Station and emerge to grade through the portal just south of the U.S. 101 Freeway before entering a complex set of switches in the main railyard. Widening the portal serves three important objectives:

1. It services the new turn-back facility;
2. It will allow for an increase in train speeds and ensure the reliability of operations; and
3. The portal widening will ensure that Metro can operate safe and reliable service to meet the anticipated ridership and provide sufficient capacity to serve future passengers.

## 2.4 Project Personnel

AECOM personnel involved in the cultural resources assessment are as follows: Marc Beherec, Ph.D., Registered Professional Archaeologist (RPA), directed work and provided substantive editing; Jeremy Hollins, M.A. and Chandra Miller, M.A., evaluated the built environment resources; Allison Hill, B.A., served as report author and conducted archival research and the archaeological survey; Christy Dolan, M.A., RPA, performed the senior review; and Alec Stevenson, B.A., provided graphics and *geographic information system* support.

## 2.5 Regulatory Setting

Cultural and paleontological resources in California are protected by a number of state and local regulations, statutes, and ordinances. Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance. Paleontological resources are not only fossils themselves, but also the associated rocks or organic matter and the physical characteristics of the fossils' associated sedimentary matrix that provide evidence of past life on the planet.

### 2.5.1 California Environmental Quality Act

CEQA and its guidelines (California Natural Resources Agency 2016) require the evaluation of potential impacts to "historical resources" that are defined as resources listed in or eligible for listing in the California Register of Historical Resources (CRHR). Under California Public Resources Code (PRC) Section 5024.1, the CRHR was established to



serve as an authoritative guide to the state's significant historical and archaeological resources. The CRHR consists of historical resources that are (a) listed automatically, (b) listed following procedures and criteria adopted by the State Historical Resources Commission, and/or (c) nominated by an application and listed after a public hearing process. The criteria for listing historical resources in the CRHR are consistent with those developed by the National Park Service (NPS) for listing in the National Register of Historic Places (NRHP), but they have been modified for state use to include a range of historical resources that better reflect the history of California.

- A historical resource is significant at the local, state, or national level under one or more of the following four criteria:
- 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;
- Is associated with the lives of persons important to local, California, or national history;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Historical resources must also possess integrity, the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance, and must retain enough of this historic character or appearance to be recognizable as a historical resource and to convey the reasons for this significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

Historical resources may include built environment and archaeological resources as well as "unique paleontological resources" or "unique geologic features." In addition to historic properties listed in or eligible for listing in the NRHP that are automatically considered historical resources under CEQA, the CRHR includes designated California Historic Landmarks, California Points of Historical Interest, and certain locally identified historic resources (see below). CEQA also requires that mitigation measures to reduce or avoid impacts to historical resources be incorporated into a project, and a range of alternatives be considered that could substantially lessen significant impacts to historical resources.

Under CEQA, a project would result in a significant impact to historical resources if it results in a direct or indirect substantial adverse change to the resource. A significant impact would occur if a project would directly or indirectly diminish any of the characteristics that qualify or define a historical resource. A significant impact may be resolved with mitigation measures to avoid the impact or to reduce the impact to a level of less than significant.

Treatment of paleontological resources under CEQA is generally similar to treatment of cultural resources, requiring evaluation of resources in the project area; assessment of potential impacts on significant or unique resources; and development of mitigation measures for potentially significant impacts, which may include monitoring, combined with data recovery excavation and/or avoidance.

The recent addition of Assembly Bill 52 (AB 52) to CEQA legislation creates a new resource category, tribal cultural resources, and requires that a lead agency must consult with interested California Native American tribes who request formal consultation regarding impacts to tribal cultural resources. As defined by AB 52, Tribal cultural resources are either of the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
  - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.



- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also creates a consultation process between lead agencies and California Native American tribes in order to identify and protect tribal cultural resources. In accordance with AB 52, Native American groups who wish to be consulted on projects within their traditional geographic area are required to request in writing that lead agencies notify them of upcoming projects within their geographic areas. At the time of the commissioning of this document, one California Native American tribe had requested consultation with Metro. The results of consultation are confidential. Consultation with interested Native American groups is being managed by Metro, and documents pertaining to this consultation are included as confidential Appendix A. Mitigation measures designed to protect tribal cultural resources were created in accordance with this consultation.

### 2.5.2 Los Angeles Historic-Cultural Moments

The Office of Historic Resources (OHR) in the Department of City Planning coordinates historic preservation activities of the City of Los Angeles. In Chapter 9, Department of City Planning, Article 1 Cultural Heritage Commission, Sec. 22.171.7 of the Los Angeles Administrative Code, a historical or cultural monument is any site (including significant trees or other plant life located thereon), building, or structure of particular historical or cultural significance to the City of Los Angeles, such as historic structures or sites:

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

A proposed resource may be eligible for designation if it meets at least one of the criteria listed above.

## 3. Project Setting

### 3.1 Environmental Setting

The Project is located in a relatively flat area of the western Los Angeles Basin. The basin is formed by the Santa Monica Mountains to the northwest, the San Gabriel Mountains to the north, and the San Bernardino and San Jacinto Mountains to the east. The basin was formed by alluvial and fluvial deposits derived from these surrounding mountains. Prior to urban development and the channelization of the Los Angeles River, the CEQA Project Area (located less than 300 feet west of the Los Angeles River channel) was likely covered with marshes, thickets, riparian woodland, and grassland. Prehistorically, the floodplain forest of the Los Angeles Basin formed one of the most biologically rich habitats in Southern California. Willow, cottonwood, and sycamore, and dense underbrush of alder, hackberry, and shrubs once lined the Los Angeles River as it passed near present-day downtown Los Angeles. Although, historically most of the Los Angeles River was dry for at least part of the year, shallow bedrock in what is now the Elysian Park area north of downtown forced much of the river's underground water to the surface. This allowed for a steady year-round flow of water through the area that later became known as downtown Los Angeles.

### 3.2 Cultural Setting

This section summarizes the current understanding of major prehistoric and historic developments in and around Los Angeles. The brief overview provides a context within which the cultural resources that might be encountered in the



CEQA Project Area may be considered and evaluated. The Project-specific context, discussing development of the CEQA Project Area over time, can be found in Chapter 3 (Archival Research).

### 3.2.1 Prehistory

Following the seminal work of William Wallace (1955) and Claude Warren (1968), the prehistory of the Southern California coastal region is typically divided into Early, Middle, and Late Periods, with an initial Paleo-Indian period dating to the late Pleistocene and early Holocene.

#### 3.2.1.1 Paleo-Indian Period

Until recently, it was estimated that California was initially settled about 4,000 to 5,000 years ago, as an adaptive response to the decline of large game animals that were the focus of early North American Paleo-Indian subsistence patterns. However, the limited contextualized evidence of Paleo-Indian hunting technology observed in the California archaeological record and the more recent identification of early sites along the Pacific Coast of the United States indicates that the earliest people to colonize California likely arrived along the shores and settled into these rich coastal environments (Erlandson et al. 2007:53; Willis and Des Lauriers 2011). In the Southern California coastal region, the earliest evidence of human occupation comes from a handful of sites with early tools and some human remains that have been dated from 7,000 to around 13,000 years old (Erlandson 2012:21).

These include the Arlington Spring and Daisy Cave sites, located on the Northern Channel Islands, which have produced human remains dating to 12,000 years in age and artifacts dating to round 9,500 cal B.C. Other mainland coastal sites adjacent to the northern Channel Islands have produced a number of deposits which date to around 8,000 and 7,000 years in age (Erlandson et al 2007:57). In the Los Angeles region, the lower component of the Malaga Cove site has been estimated at approximately 8,000 years old (Glassow et al. 2007:192). The first people to settle into southern California appear to have practiced a generalized hunting, gathering, and fishing subsistence strategy which relied heavily on fish and shellfish. This period is characterized by small sites and assemblages with expedient stone tools, unifacial stone tools, leaf shaped or stemmed bifaces and projectile points, crescents, bone fish gorges, and spire removed olivella beads, with no evidence of milling implements (Erlandson et al. 2007; Glassow et al. 2007; Willis and Des Lauriers 2011).

#### 3.2.1.2 Early Period (7,000 to 3,000 B.C.)

The first solid evidence of human occupation in the Los Angeles basin dates to roughly 7000 B.C. and is associated with a period known as the Early Period or the Millingstone Horizon (Wallace 1955; Warren 1968). Millingstone populations established permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Period occupations are typically identified by the presence of handstones (manos) and millingstones (metates). Sites from this time period typically contain shell middens, large numbers of milling implements, crude core and cobble tools, flaked stone tools, distinctive coggled stone implements, and infrequent side-notched dart points (Fenenga 1953). The focus at inland sites appears to be in plant food processing and hunting. Along the coast, populations invested in maritime food gathering strategies, including close-shore and deep-sea fishing, as well as shellfish collection (Grenda 1997).

#### 3.2.1.3 Middle Period (3000 B.C. to AD 1000)

Although many aspects of Millingstone culture persisted, by 3000 B.C., a number of socioeconomic changes occurred, as understood through changes in material culture (Erlandson 1994; Wallace 1955; Warren 1968). These changes are associated with the period known as the Middle Period or Intermediate Horizon (Wallace 1955). The mortar and pestle were introduced during this period, suggesting an increased reliance on hard plant foods such as acorns (Altschul and Grenda 2002). Increasing population size coincides with intensified exploitation of terrestrial and marine resources (Erlandson 1994). This was accomplished, in part, through use of new technological innovations such as the circular shell fishhook on the coast, and, in inland areas, use of the mortar and pestle to process an important new vegetal food staple, acorns, and the dart and atlatl, resulting in a more diverse hunting capability (Warren 1968). A shift in settlement patterns from smaller to larger and more centralized habitations is understood by many researchers as an indicator of increasingly territorial and sedentary populations (Erlandson 1994). During the



Middle Period, specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended.

#### 3.2.1.4 Late Period (AD 1000 to 1771)

The Late Prehistoric period, spanning from approximately AD 1000 to the start of the Spanish Mission era the late 1700s, is the period associated with the florescence of contemporary Native American groups. The Late Period is notable for a dramatic increase in the number of habitation and food processing sites. These sites include more bone tools, numerous types of *Olivella* shell beads, circular fishhooks, and occasional pottery vessels (Miller 1991). Between AD 1000 and 1250, bow and arrow technology was adopted along what is now the Southern California coast, indicated by small arrow-sized projectile points, of the Desert side-notched and Cottonwood triangular series (Altschul and Grenda 2002). Following European contact, glass trade beads and metal items also appeared in the archaeological record. Burial practices shifted to cremation in what is now the Los Angeles Basin and northern Orange County. However, at many coastal and most Channel Island sites, interment remained the common practice (Moratto 1984).

Some researchers argue that the changes seen at the beginning of this period reflect the movement of Uto-Aztecan or Shoshonean speakers from the eastern deserts into the area that is now the Southern California coast. Some researchers, however, suggest that the movement of these desert-adapted peoples occurred as much as 2,000 years earlier (Bean and Smith 1978; Sutton 2009).

At the time of European contact, the Project vicinity was occupied by Uto-Aztecan or Shoshonean-speaking Gabrielino people who controlled what is now the Los Angeles Basin, the southern Channel Islands, and Orange County down to Aliso Creek (Kroeber 1925). The northern San Fernando Valley was the northernmost extent of the territory occupied by people who the Spanish referred to as the *Femadefio*, whose name was derived from nearby Mission San Fernando. The *Femadefio* spoke one of four regional Uto-Aztecan dialects of Gabrielino, a Cupan language in the Takic family, and were culturally identical to the Gabrielino. The Tataviam and Chumash, of the Hokan Chumashan language family, lived to the north and west of this territory, respectively, and it is likely that the territorial boundaries between these linguistically distinct groups fluctuated in prehistoric times (Bean and Smith 1978; Shipley 1978).

The Gabrielino are reported to have been second only to their Chumash neighbors in terms of population size, regional influence, and degree of sedentism (Bean and Smith 1978). The Gabrielino are estimated to have numbered around 5,000 in the pre-contact period (Kroeber 1925). Maps produced by early explorers indicate the existence of at least 40 Gabrielino villages, but as many as 100 may have existed prior to contact with Europeans (Bean and Smith 1978; McCawley 1996; Reid 1939[1852]).

Prehistoric subsistence consisted of hunting, fishing, and gathering. Small terrestrial game was hunted with deadfalls, rabbit drives, and by burning undergrowth, and larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith 1978; Reid 1939[1852]). The primary plant resources were the acorn, gathered in the fall and processed with mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly leafed-cherry (Reid 1939[1852]).

### 3.2.2 Ethnohistory

Spanish explorers made brief visits to Gabrielino territory in 1542 with the Cabrillo expedition and in 1602 with the Vizcaino Expedition. On both occasions the groups met with little hostility and exchanged items in trade. Sustained contact with Europeans did not commence until 1769 when Gaspar de Portolá and a small Spanish contingent began their exploratory journey along the California coast from San Diego to Monterey. The party crossed Gabrielino territory twice during its journey and was received warmly with gifts of antelope and rabbit meat (McCawley 1996:188). Spanish colonization began in earnest in 1771 with the establishment of Mission San Gabriel east of what is now Los Angeles.

With an expansive territory that encompassed resource rich island, coastal, and inland environments, the Gabrielino developed a robust society with intensive regional economic interactions by the time the Spanish arrived in California. Structurally, families were organized into lineage groups that were headed by a chief or *tomyaar*. Sedentary



communities consisted of one or more of these lineage groups in which power relations and political authority were variable. Communities were regularly in contact with one another through a system of annual "ritual congregations" in which elites and non-elites were able to forge strong social, political, and economic bonds. Religious and craft-based organizations and guilds were a major structuring element of Gabrielino society as well. Soapstone, bone, wood, and plant-based crafts were produced by skilled individuals and were exchanged in local and regional settings. Some Gabrielino shamans have been documented as participating in the elite Chumash religious and political group known as the *antap*. Additionally, the Gabrielino religion associated with the creator-god *Chengiichngech* spread through much of Southern California and persisted through missionization (McCawley 1996; Vargas 2003).

Gabrielino villages are reported by early explorers to have been most abundant near the Los Angeles River, in the area north of what is now downtown known as the Glendale Narrows, and those areas along the river's various outlets into the ocean. Three notable Gabrielino settlements are reported to have been located in the vicinity of the present Project. The first is the village of *Maawnga*, reportedly located on the Rancho de los Feliz, which encompassed Griffith Park (McCawley 1996:55). This village appears to have been located a good distance northwest of the CEQA Project Area. The community of *Ya'angna* was located somewhere in the vicinity of the Los Angeles Civic Center, and, as McCawley notes, "is popularly regarded as the Indian precursor of modern Los Angeles" (McCawley 1996: 57). The first documented encounter of this settlement was in 1769 by the Portolá expedition. At the time of Portolá's visit, the village of *Ya'angna* is reported to have supported a population of at least 200 (Gumprecht 1999), and was later reported to have contained anywhere from 500 to 1,500 huts, implying an even greater population (Reid 1939 [1852]). Jose Zalvidea, a Gabrielino informant of Kroeber and Harrington, stated that *Ya'angna* was the Pueblo of Los Angeles. The village was abandoned prior to 1836 and the exact location is unknown, however the current Project is likely less than a mile from the original location of the village. Finally, a settlement referred to as *Geveronga* is known to have been located on a *rancheria* adjoining the Pueblo of Los Angeles. However, limited knowledge of the location exists except that it may have been situated east of *Ya'angna*. A total of 31 occupants of *Geveronga* entered the mission system between 1788 and 1809 (McCawley 1996:75).

Gabrielino populations were particularly devastated by early Spanish colonization efforts, such that, by the late 1800s, very few Gabrielino people remained in their native homeland. Some fled to refuges with their kin farther inland or to villages of neighboring tribes to the north or south (Kroeber 1925). Many others perished from disease and conflict with the invading Spanish, who established the Pueblo of Los Angeles in the middle of Gabrielino territory. This early colonial pueblo quickly became a major political and economic center due to its strategic location along natural transportation corridors that ran east to west and north to south.

### 3.2.3 History

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California begins with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

#### 3.2.3.1 Spanish Period (1542 to 1821)

Before direct Spanish settlement, more than two centuries of sporadic European exploration had spread disease and European goods throughout what became California, from the coasts and bays to the mountains and deserts. Introduced diseases reduced Native American populations in the area by as much as 75 percent (Larson et al. 1994).

The Portolá Expedition of 1769 was likely the first time that Europeans made direct contact with the people living in the vicinity of the Project site (Johnston 1962). Passing through what is now the Los Angeles area, Portolá reached the San Gabriel Valley on August 2, 1769, and traveled west through a pass between two hills where they encountered the Los Angeles River and camped on its east bank near the present-day North Broadway Bridge. Father Juan Crespi, who was traveling with Portolá and documenting their travels, recorded that they "entered a spacious valley, well grown with cottonwoods and alders, among which ran a beautiful river. This plain where the river runs is very extensive and ... is the most suitable site for a large settlement" (The River Project 2011). Father Crespi goes on to describe this "green, lush valley," its "very full flowing, wide river," the "riot of color" in the hills, and the abundance of native grapevines, wild roses, grizzly, antelope, quail, and steelhead trout. Father Crespi observed that



the soil was rich and “capable of supporting every kind of grain and fruit which may be planted.” The river was named *El Rio y Valle de Nuestra Senora la Reina de Los Angeles de la Porciuncula*.

Missions were established in the years that followed the Portolá expedition, the fourth being the Mission San Gabriel Arcángel founded in 1771 near the present-day city of Montebello. By the early 1800s, the majority of the surviving Gabrielino population had entered the mission system. The Gabrielino inhabiting present-day Los Angeles County were under the jurisdiction of either Mission San Gabriel or Mission San Fernando. Mission life promised the Native Americans security in a time when their traditional trade and political alliances were failing, and epidemics and subsistence instabilities were increasing (Jackson 1999).

On September 4, 1781, 12 years after Crespi's initial visit, *El Pueblo de la Reina de los Angeles* was established, not far from the site where Portolá and his men camped. Watered by the river's ample flow and the area's rich soils, the original pueblo occupied 28 square miles and consisted of a central square surrounded by 12 houses and a series of 36 agricultural fields occupying 250 acres, plotted to the east between the town and the river. Los Angeles' original central square was located near the present-day intersection of North Broadway and Cesar E. Chavez Boulevard, approximately 0.60 miles northwest of the CEQA Project Area (Gumprecht 1999).

An irrigation system to carry water from the river to the fields and the pueblo was the community's first priority, and it was constructed almost immediately. The main irrigation ditch, *Zanja Madre*, was completed by the end of October 1781. It was constructed in the area of present-day Elysian Park, located northwest of the CEQA Project Area, and carried water south along present-day Alameda Street which traverses the west side of the present-day Union Station, to the pueblo and beyond to the fields and orchards (Gumprecht 1999).

By 1786, the flourishing pueblo attained self-sufficiency, and funding by the Spanish government ceased. Fed by a steady supply of water and an expanding irrigation system, agriculture and ranching grew. By the early 1800s, the pueblo produced 47 cultigens. Among the most popular were grapes used for the production of wine. Vineyards blanketed the landscape between present-day San Pedro Street and the Los Angeles River. By 1830, an estimated 100,000 vines were being cultivated at 26 Los Angeles vineyards (Gumprecht 1999).

### 3.2.3.2 Mexican Period (1821 to 1848)

Alta California became a state when Mexico won its independence from Spain in 1821. Independence and the removal of economic restrictions attracted settlers to the town of Los Angeles, and it slowly grew in size and expanded to the south and west. The population nearly doubled during this period, increasing from 650 to 1,250 between 1822 and 1845 (Weber 1982:226). Until 1832, Los Angeles was essentially a military post, with all able-bodied males listed on the muster rolls and required to perform guard duty and field duty whenever circumstances required. The Mexican Congress elevated Los Angeles from pueblo to city status in 1835, declaring it the new state capital (Robinson 1979:238–239).

After independence, the authority of the Alta California missions gradually declined, culminating with their secularization in 1834. Although the Mexican government directed that each mission's lands, livestock, and equipment be divided among its converts, the majority of these holdings quickly fell into non-Indigenous hands. Mission buildings were abandoned and fell into decay. If mission life was difficult for Native Americans, secularization was worse. After two generations of forced dependence on the missions, they were suddenly disenfranchised. After secularization, “nearly all of the Gabrielinos went north, while those of San Diego, San Luis, and San Juan overran this county, filling the Angeles and surrounding ranchos with more servants than were required” (Reid 1977 [1851]:104).

The first party of American immigrants arrived in Los Angeles in 1841, although Americans and Mexicans had previously been tied through commerce. As the possibility of a takeover of California by the United States loomed large, the Mexican government increased the number of land grants in an effort to keep the land in the hands of upper-class Californios, including the Domínguez, Lugo, and Sepúlveda families (Wilkman and Wilkman 2006:14–17). Mexican Governor Pío Pico and his predecessors made more than 600 rancho grants between 1833 and 1846, putting most of the state's lands into private ownership for the first time (Gumprecht 1999). Having been established as a pueblo, property within Los Angeles could not be dispersed by the governor, and this task instead fell under the city council's jurisdiction (Robinson 1979).



### 3.2.3.3 American Period (1848 to Present)

The United States took control of California after the Mexican-American War of 1846, and seized Monterey, San Francisco, San Diego, and the state capital, Los Angeles, with little resistance. Local unrest soon bubbled to the surface, and Los Angeles slipped from American control in 1847. Approximately 600 U.S. sailors, Marines, Army dragoons, and mountain men converged under the leadership of Colonel Stephen W. Kearney and Commodore Robert F. Stockton in early January of that year to challenge the California resistance. Hostilities officially ended with the signing of the Treaty of Guadalupe Hidalgo in 1848, in which the United States agreed to pay Mexico \$15 million for the conquered territory, which included California, Nevada, and Utah, and parts of Colorado, Arizona, New Mexico, and Wyoming. The conquered territory represented nearly half of Mexico's pre-1846 holdings. California joined the Union in 1850 as the 31st state (Wilkman and Wilkman 2006:15).

The discovery of gold in Northern California in 1849 gave rise to the California Gold Rush, leading to an enormous influx of American citizens in the 1850s and 1860s. These "forty-niners" rapidly displaced the old rancho families, and Southern California's prosperity in the 1850s was largely a result of the increased demand for cattle, both for meat and hides, created by the Gold Rush. Southern California was able to meet this need, and the local ranching community profited handsomely (Bell 1881:26).

The 1850s witnessed a number of important changes for Los Angeles. An act of the state legislature incorporated the city on April 4, 1850, granting it all the rights, claims, and powers formerly held by the pueblo. In July of that year, the city elected a mayor, treasurer, assessor, and marshal, along with a seven-member Common Council. Six of the seven original members of the Common Council had been either native born or naturalized citizens of Mexico, prior to gaining American citizenship (Guinn 1915: 270–271). The Common Council voted to continue a number of the established laws of the Mexican city council (the *ayuntamiento*), and also put in place a number of new ordinances to address new problems and concerns.

As a result of growing population and the increasing diversion of water, the once plentiful water supply provided by the Los Angeles River began to dwindle. The once extensive flood plain dried up, the lushly forested landscape had been cleared for construction materials and fuel, and the tens of thousands of head of cattle, horses, and sheep owned by ranchers had decimated the local grasses. With the arrival of the Southern Pacific Railroad (SPRR), discussed in further detail below, the demand became so great that the Los Angeles City Water Company began tapping the river's water supply before it even reached the surface. By 1902, the Los Angeles municipal government took back jurisdiction of its own water needs and purchased the existing water system, which consisted of seven reservoirs and 337 miles of pipe (Gumprecht 1999).

Not long after, under the direction of William Mulholland, the Los Angeles Bureau of Water Works and Supply constructed the 233-mile-long Los Angeles Aqueduct. This 5-year project, completed in 1913, employed the labor of thousands of men, and brought millions of gallons of water from the Owens Valley into the San Fernando (now Los Angeles) Reservoir. Land developers, drawn by cheap prices, began to purchase, subdivide, and sell off the old Ranchos to incoming Euro-American settlers. Southern California was being advertised as a paradise on earth, complete with year-round sunshine, perpetually ripe fruit, and flowers that bloomed in winter (Gumprecht 1999).

#### *Railroad Development in Los Angeles*

Los Angeles was connected to northern rail lines built by the Central Pacific Railroad on September 5, 1878, via a 7,000-foot-long tunnel at Newhall Pass in San Fernando. In 1883, the Southern Pacific Railroad completed its second transcontinental railway, the Sunset Route from Los Angeles to New Orleans (Orsi 2005:137). The completion of a second transcontinental line in 1886 by the Santa Fe Railroad resulted in a fare war, which drove fares to an unprecedented low and population growth to an all-time high (Meyer 1981:45; Robinson 1979; Scott 2004:53; Wilkman and Wilkman 2006:33–34).

#### *Atchison, Topeka, and Santa Fe Railroad*

The Santa Fe Railway (later Atchison, Topeka, and Santa Fe Railroad, ATSF), gained access to Los Angeles through an agreement with the Southern Pacific Railroad in 1885. The Santa Fe, through a subsidiary company called the Riverside, Santa Ana and Los Angeles Railway Company, constructed a second line from San Bernardino to Los Angeles along the west side of the Los Angeles River to First Street (in the CEQA Project Area) where it connected



with the existing tracks of the Los Angeles and San Gabriel Valley Railroad (Kane 2007:50). The Southern Pacific Railroad Salt Lake Route (formerly Los Angeles Terminal Railway) was located on the east side of the river with a large yard northeast of the CEQA Project Area. In 1886, Santa Fe purchased land near First Street to base their Los Angeles facilities. Undeveloped acreage along the west side of the Los Angeles River and a few residences near the bridge totaling 60 acres were acquired to build a depot, yard, and railroad shops. The Santa Fe La Grande Station was built in 1893 as the main passenger terminal in Los Angeles until the opening of Union Station in 1939 (Plate 1). The building was damaged in a 1933 earthquake and after the construction of Union Station, Santa Fe moved its passenger service from the La Grande Station and it was demolished in 1946 (Kane 2007: 52-63). Today, this area has a modern mixed-use residential development completed in 2015 (Architectural Record 2016). Over time, the ATSF expanded the facilities and tracks in the CEQA Project Area. In 1995, ATSF merged with Burlington Northern to form the Burlington Northern Santa Fe (BNSF) Railway (BNSF Railway 2016).



Plate 1. 1983 view of Santa Fe's La Grande Station at far right, older iteration of First Street Bridge at far left (Los Angeles Public Library 2016a)

### *Streets and Railroads*

Transportation, especially rail transportation, continued to be improved in the vicinity of the CEQA Project Area through the first half of the 20th century. By 1906, the streets were laid out as they are today, but many did not have their present names. Ducommun Street was known as Lazard Street east of Vignes Street, Commercial Street was Sainsevain Street, and today's East Temple Street was then Turner Street. Center Street had its present name. Also by 1906, a new Atchison, Topeka, and Santa Fe Railroad track passed through the blocks between Temple and Ducommun streets. Baist Real Estate Survey maps indicate that by 1910, a steam railroad track ran down Banning Street, and by 1914, a track was added down Jackson Street (Pierce 1894; Sanborn 1906; Baist 1910, 1914).

As early as 1910, Los Angeles was experiencing massive traffic congestion downtown as railroad and streetcar lines, motor vehicles, and horse-drawn traffic jockeyed for space on city streets. In an effort to get traffic under control, voters in Los Angeles approved \$5 million in bonds between 1923-26 to finance the city to connect streets to existing bridges and development of new bridges spanning the Los Angeles River and adjacent railroad tracks. By 1932, the city had completed the projects funded by the bonds, including the replacement First Street Bridge (Bridge No. 53C1166, LAHCM 909) located in the CEQA Project Area was built in 1929 with bond money as well, and was designed in the Beaux Arts Classicism style (Plate 2). During this monumental bridge building program, city engineers utilized "popular and contemporary architectural features in its bridge designs as part of the effort to create



structures that served as civic monuments, representing the importance of the city's transportation network, and to improve the aesthetics of the city's infrastructure," (JRP Historical Consulting 2004:20,36). As the city continued to grow into the twenty-first century and infrastructure improvement needed, the First Street Bridge was widened 26 feet along the north to allow for restoration of a light-rail line down the center top deck, which had been removed in previous decades, two additional traffic lanes in each direction, and underwent earthquake retrofits from 2008 to 2011 (*Los Angeles Times* 2011).

The extant Aliso Street Bridge, located just northeast of the CEQA Project Area, was completed in 1944, which replaced several previous crossing structures that date back to 1884 (Myra L. Frank & Associates, Inc. 2003:14-15).

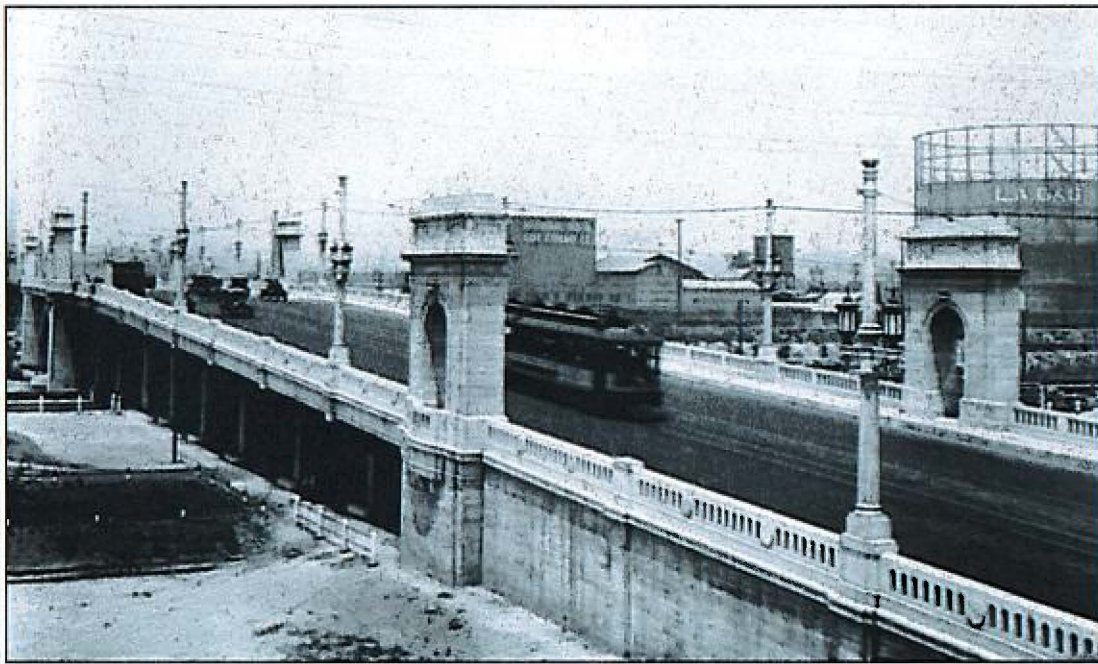


Plate 2. 1920s-1930s view of trolley over First Street Bridge, light-rail service restored to bridge in 2011 (Los Angeles Public Library 2016c)

### *Industrial development*

The CEQA Project Area developed as the first industrial area of the city because of proximity to the Los Angeles River and the main freight line of the Atchison, Topeka, and Santa Fe Railroad (Myra L. Frank & Associates Inc. 2003). The oldest extant industrial building near the CEQA Project Area is at 1001 E. First Street. Located directly adjacent to the CEQA Project Area just north of the First Street Bridge, the two-story brick industrial building, built in 1888, first housed the California Vinegar & Pickle Company, later called the James K. Hill & Sons Pickle Works. In the early 20th century various businesses, including a paper box manufacturer, printer, and map lithographer, operated in the building (Greenwood and Associates 2001).

During the 1920s and 1930s, as land values steadily increased, the Union Pacific Railroad (now Southern Pacific Railroad) developed its properties along the Los Angeles River's east side in Boyle Heights by extending some existing streets, paving new roads, and building spur tracks to connect its newly subdivided lots to encourage development of industrial, warehouse, and maintenance-related parcels. Union Pacific Railroad's spur tracks attracted business to this industrial district by allowing convenient delivery of raw materials and transportation of finished goods via a national freight rail network (PCR Services Corporation 2008:25). Other industrial building development near the CEQA Project Area that date to this time include the concrete warehouses at 825 E Commercial Street and 837 Commercial Street, built in 1946 and 1939, respectively (ZIMAS 2016).



The CEQA Project Area evolved from sparsely settled, residential development in the mid to late nineteenth century, to largely industrial development by the 1920s (Plate 3) (Myra L. Frank & Associates, Inc. 2003).



Plate 3. 1939 view of CEQA Project Area taken from First Street Bridge (Los Angeles Public Library 2016b)

## 4. Archival Research

Archival research for this Project was conducted in December 2016 at the SCCIC housed at California State University, Fullerton, and the Natural History Museum of Los Angeles County. The research focused on the identification of previously recorded cultural and paleontological resources within the CEQA Project Area and within a 0.25-mile radius of the CEQA Project Area (study area). A 0.25-mile buffer around the CEQA Project Area, as specified in the scope of work approved by Metro, is customary in California records searches.

### 4.1 Cultural Resources Records Search

The archaeological records search at SCCIC included review of previously recorded archaeological site records and reports; historic site and property inventories; and historic maps, including Sanborn Fire Insurance Maps. Inventories of the NRHP, CRHR, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Interest, and the Los Angeles Culture History Monuments list were also reviewed to identify cultural resources within both the CEQA Project Area and study area vicinity. The entirety of the Project Area has been previously surveyed and/or investigated. The records search revealed that 68 cultural resource investigations were previously conducted within 0.25 mile of the CEQA Project Area (see Table 1). These cultural resource investigations include the following:

- 4 Monitoring Reports
- 8 Assessments and/or Evaluations

CULTURAL RESOURCES ASSESSMENT FOR  
THE METRO RED/PURPLE LINE CORE  
CAPACITY IMPROVEMENTS PROJECT, LOS  
ANGELES, CALIFORNIA

- 11 Archaeological Survey Reports
- 6 Reports for Cell Towers
- 4 Cultural Studies or Investigations
- 5 Environmental Impact Statements and/or Environmental Impact Reports
- 4 Phase I Reports
- 3 Architectural and/or Historical Survey Reports
- 2 Mitigation Reports
- 7 Records Searches and/or Evaluation Reports
- 3 Discovery and/or Monitoring Plans
- 2 Inventories
- 2 Reports on Finding Adverse Effects
- 2 Testing Reports
- 1 each of Archaeological Status Report, Section 106 Report, Treatment Plan, Request for SHPO Review, and a Report on Interested Parties Consultation

In 2014 AECOM completed a report on the Cultural Resources Assessment for the Metro Operations Control Center Project (Beherec et al. 2014), conducted on property located adjacent to the CEQA Project Area. The report was not identified in the records search because the document had not been submitted to the SCCIC by the time of the visit. This report, which was utilized in this cultural resource assessment, has since been filed at the SCCIC.

**Table 1. Previous Studies within 0.25 Mile of the CEQA Project Area**

| Author   | Report (LA-) | Description   | Date |
|--|--------------|---|------|
| Anonymous  | 1577         | Identification Study for Cultural Resources Within Proposed Metro Rail Subway Station Locations in Metropolitan, Los Angeles, CA  | 1985 |
| Anonymous  | 2966         | Draft Stage I Environmental Site Assessment Eastside Extension (from Whittier Boulevard and Atlantic Boulevard Intersection to Union Station Area) Metro Red Line Los Angeles, California | 1993 |
| Anonymous  | 3813         | An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California  | 1992 |
| Anonymous  | 9843*        | Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report: Los Angeles East Corridor   | 2001 |
| Anonymous  | 10507        | Technical Report – Historical/Architectural Resources – Los Angeles Rail Rapid Transit Project “Metro Rail” Draft Environmental Impact Statement and Environmental Impact Report          | 1983 |
| Anonymous  | 9844*        | Draft: Los Angeles Eastside Corridor, Revised Cultural Resources Technical Report, Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report         | 2001 |
| Ashkar, Shahira  | 4834         | Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties     | 1999 |
| Beherec, Marc A., M.K. Meiser, Linda Kry, and Angela H. Keller | NA           | Cultural Resources Assessment for the Metro Operations Control Center Project, Los Angeles, California  | 2014 |
| Billat, Lorna  | 9395         | Meyers/CA-6357A 300 Avery Street, Los Angeles, CA   | 2004 |



CULTURAL RESOURCES ASSESSMENT FOR  
THE METRO RED/PURPLE LINE CORE  
CAPACITY IMPROVEMENTS PROJECT, LOS  
ANGELES, CALIFORNIA

| Author                                     | Report (LA-) | Description  | Date |
|--|--------------|--|------|
| Bonner, Wayne H.                           | 8541         | Cultural Resource Records Search Results and Site Visit for Cingular Telecommunications Facility Candidate 057-01 (el-005-01), DWP Equipment Yard, 433 East Temple Avenue, Los Angeles, Los Angeles County, California | 2005 |
| Bonner, Wayne H.                           | 9095         | Cultural Resources Records Search Results and Site Visit for Cingular Candidate EI-005-02 (Devon Storage) 801 East Commercial Street, Los Angeles, Los Angeles County, California                                      | 2005 |
| Bonner, Wayne H.                           | 12211        | Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate IE05267B (0567 Storage Space Bldg) 300 Avery Street, Los Angeles, Los Angeles County, California                             | 2012 |
| Brown, Joan C.                             | 2788*        | Archaeological Literature and Records Review, and Impact Analysis for the Eastside Corridor Alternative Los Angeles, California  | 1992 |
| Budinger, Fred E., Jr.                     | 6840*        | Phase I Archaeological Survey Former Aliso Street Map Site Los Angeles, California   | 2003 |
| Carrico, Richard L.                        | 8026         | Treatment Plan for Potential Cultural Resources Within Proposed Metro Rail Subway Station Locations in Metropolitan Los Angeles, California  | 1985 |
| Costello, Julia G.                         | 1642         | Los Angeles Downtown People Mover Program Archaeological Resources Survey: Phase II Evaluation of Significance and Recommendations for Future Actions  | 1980 |
| Costello, Julia G.                         | 1643         | Los Angeles Downtown People Mover Program Archaeological Resources Survey Phase 3  | 1981 |
| Cottrell, Marie G.                         | 2695         | Report of an Archaeological and Historical Survey Conducted for 28+- Acre Parcel Proposed for a New Central  | 1979 |
| Daly, Pam, and Nancy Sikes                 | 11642*       | Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports  | 2012 |
| Dietler, Sara, Adela Amaral, and Linda Kry | 10606        | Final Archaeological Assessment for the Temple Street Widening Project, City of Los Angeles, California  | 2010 |
| Dillon, Brian D.                           | 3151         | Alameda District Plan, Los Angeles California: Prehistoric and Early Historic Archaeological Research  | 1994 |
| Dillon, Brian D.                           | 3501         | Archaeological Record Search and Impact Evaluation for the Los Angeles Wastewater Program Management Project Los Angeles, California   | 1990 |
| Dodson, Jodie                              | 10862        | Historic American Buildings Survey James K. Hill and Sons Pickle Works (Santa Fe Lofts)  | 2008 |
| Duke, Curt                                 | 4311         | Cultural Resource Assessment for the Los Angeles Cellular Telephone Company, Facility Number 195, Located 333 North Mission Road, City and County of Los Angeles, California   | 1999 |
| Foster, John M.                            | 8513         | Archaeological Inventory: Emergency Operations Center, Fire Station, and Parking Garage  | 2005 |
| Foster, John M., and Roberta S. Greenwood  | 3923*        | Archaeological Investigations at Maintenance of Way Facility, South Santa Fe Avenue (CA-LAN-2563h)   | 1998 |
| Glenn, Brian K., and Sherri Gust           | 10856        | Cultural Resource Monitoring and Mitigation Plan for the Los Angeles County Metropolitan Transportation Authority Eastside Gold Line Transit Corridor, Los Angeles, Los Angeles County, California                     | 2004 |
| Greenwood, Roberta S.                      | 483          | Archaeological Resources Survey the Proposed   | 1978 |

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| Author                                  | Report (LA-) | Description  | Date |
|---|--------------|--|------|
|   |              | Downtown People Mover Project Corridor Area  |      |
| Greenwood, Roberta S.                   | 3103*        | Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1  | 1993 |
| Greenwood, Roberta S.                   | 6837         | Cultural Resources Monitoring: Northeast Interceptor Sewer Project   | 2003 |
| Greenwood, Roberta S.                   | 7564*        | Archaeological Status Report: Collections and Reports  | 1998 |
| Greenwood, Roberta S., and Portia Lee   | 4047         | Transportation-Related Resources on South Santa Fe Avenue, Los Angeles   | 1998 |
| Gregory, Carrie, and Margarita Wuellner | 8514         | Historical Assessment and Technical Report for the Proposed Public Safety Facilities Master Plan, Los Angeles, California  | 2004 |
| Gurrola, Manuel                         | 11915        | Interested Parties Consultation for Union Station/Patsaouras Plaza El Monte Busway Station Project, Reference 100802A  | 2011 |
| Gust, Sherry, and Amy Glover            | 10805        | Cultural Resources Mitigation Compliance Report for the Metro Gold Line Eastside Extension, City of Los Angeles, California, for the Period 2004 to 2006   | 2009 |
| Hale, Alice E.                          | 7555         | Inspection of Auger Bore Samples for the Coyote Pass Geotechnical Project  | 2004 |
| Huey, Gene                              | 766          | Addendum to Archaeological Survey Report for the El Monte Busway Extension in the City of Los Angeles, Los Angeles County, California  | 1980 |
| Huey, Gene                              | 2712         | Archaeological Survey Report for the El Monte Busway Extension in the City of Los Angeles, Los Angeles County, California  | 1978 |
| Iverson, Gary                           | 5131         | Negative Archaeological Survey Report: 119910  | 1999 |
| Lee, Portia                             | 4217*        | Seismic Retrofit of First Street Bridge Over the Los Angeles River   | n.d. |
| Lee, Portia                             | 4219         | Seismic Retrofit of Macy Street Bridge Over the Los Angeles River  | n.d. |
| Loftus, Shannon                         | 11338        | Cultural Resource Records Search and Site Survey, AT&T Site EL0005 (51029) Perm-Devon Storage LTE 801 E. Commercial Street, Los Angeles, Los Angeles County, California 90012, CASPR #3551015656   | 2011 |
| Loftus, Shannon                         | 11353        | Historic Architectural Resource Finding of Evaluation Summary, AT&T Site (51029) Perm-Devon Storage 801 E. Commercial Street, Los Angeles, Los Angeles County, California 90012, CASPR #3551015656 | 2011 |
| Loftus, Shannon                         | 11416        | Historic Architectural Resource Finding of Evaluation Summary, AT&T Site LAC778, 4th Street/101 Freeway, 300 ½ Avery Street, Los Angeles County, California 90013 CASPR#3551015013                 | 2011 |
| Loftus, Shannon                         | 11405        | Cultural Resource Records Search and Site Survey AT&T Site LAC778, 4th Street/101 Freeway, 300 ½ Avery Street, Los Angeles, Los Angeles County, California 90013 CASPR #3551015013                 | 2011 |
| Loftus, Shannon L.                      | 10806        | Addendum-Paleontological and Cultural Resource Compliance Monitoring Report, Los Angeles County, Metropolitan Transit Authority, Eastside Gold Line Transit Corridor Project                       | 2010 |
| McLean, Deborah K.                      | 3946         | Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 057-03, 433 East Temple Street, City and County of Los Angeles, California                               | 1998 |



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| Author  | Report (LA-) | Description  | Date |
|---|--------------|--|------|
| McMorris, Christopher                             | 7425*        | City of Los Angeles Monumental Bridges 1900–1950: Historic Context and Evaluation Guidelines   | 2004 |
| Messick, Peter, and Alice E. Hale                 | 8910         | Archaeological Monitoring Report Mangrove Parking Lot Project, Los Angeles, California   | 2007 |
| Padon, Beth                                       | 5451         | The VA Outpatient Clinic Project   | n.d. |
| Rice, Glen E.                                     | 161*         | Draft Environmental Impact Report Blanchard Drilling Districts and Soto Street Drill Site Standard Oil Company, California   | 1975 |
| Robinson, Mark, and Karen Crawford                | 11765        | Cultural Resources Monitoring and Discovery Plan for the Union Station/Patsaouras Plaza El Monte Busway Station Project  | 2012 |
| Rogers, Leslie                                    | 11785*       | Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension   | 2012 |
| Romani, John F.                                   | 4082         | Archaeological Survey Report for the I-5 Transitway  | 1982 |
| Snyder, John W., Stephen Mikesell, and Pierzinski | 8252*        | Request for Determination of Eligibility for Inclusion in the National Register of Historic Places/Historic Bridges California: Concrete Arch, Suspension, Steel Girder and Steel Arch   | 1986 |
| Speed, Lawrence                                   | 11048*       | American Recovery and Reinvestment Act (ARRA) Funded Security Enhancement Project (PRJ29112359) – Improved Access Controls, Station Hardening, CCTV Surveillance System, and Airborne Particle Detection at Los Angeles Station and Maintenance Yard, LA, CA | 2009 |
| Starzak, Richard                                  | 4625         | Historic Property Survey Report for the Proposed Alameda Corridor From the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California   | 1994 |
| Starzak, Richard                                  | 4448*        | Section 106 Documentation for the Metro Rail Red Line East Extension in the City and County of Los Angeles, California   | 1994 |
| Strauss, Monica                                   | 7888         | Archaeological Resources Assessment for the Proposed Public Safety Facilities Master Plan Project, City of Los Angeles, California   | 2004 |
| Sylvia, Barbara                                   | 6345         | Highway Project Description to Grind and Cold Plain Existing Asphalt and Concrete Pavement, Place Rubber Asphalt Concrete and Replace Existing Lane Stripes with Thermoplastic Striping on the Northbound Route 110 Northbound Route 5 Connector             | 2001 |
| Tang, Bai "Tom"                                   | 10638*       | Preliminary Historical/Archaeological Resources Study, Southern California Regional Rail Authority (SCRRA) River Subdivision Positive Train Control Project, City of Los Angeles, Los Angeles County, California   | 2010 |
| Tang, Bai "Tom"                                   | 10641        | Preliminary Historical/Archaeological Resources Study, San Bernardino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernardino   | 2010 |
| Unknown   | 7178         | Report on Cultural Resources Mitigation and Monitoring Activities Fluor/Level (3) Los Angeles Local Loops  | 2001 |
| Weitze, Karen J.                                  | 2713         | Aliso Street Historical Report El Monte Busway Extension in the City of Los Angeles 07-la-101 P.m.0. to .5 072 417801  | 1980 |
| Wlodarski, Robert J.                              | 2577         | Results of Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California  | 1992 |

| Author                 | Report (LA-) | Description  | Date |
|------------------------|--------------|--|------|
| Wlodarski, Robert J.   | 2644         | The Results of a Phase I Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California   | 1992 |
| Wlodarski, Robert J.   | 6085         | A Phase I Archaeological Study for the Proposed Eugene Obregon Congressional Medal of Honor Memorial [W] Father Serra Park and El Pueblo De Los Angeles State Historic Park, City of Los Angeles, Los Angeles County, California | 2003 |
| Wlodarski, Robert J.   | 7900         | Records Search and Field Reconnaissance Phase for the Proposed Royal Street Communications Wireless Telecommunications Site La0150a (east LA/American Storage), Located at 300 South Avery Street, Los Angeles California 90013  | 2006 |
| Wuellner, Margarita J. | 8515         | Historical Evaluation Report for the Downtown Bus Maintenance and Inspection Facility, Los Angeles, California   | 2005 |

\*Indicates study overlapping with Project Area

The records search also indicated that 45 cultural resources have been previously recorded within 0.25 mile of the Project Area (see Table 2). One historic refuse deposit (P-19-002563), The Burlington Northern Santa Fe / Atchison, Topeka, and Santa Fe (BNSF/ATSF) Railway (P-19-186804) and the First Street Bridge (P-19-150195) were identified in the CEQA Project Area. Of the remaining 42 previously recorded resources, one is historic China Town, which exhibits historic structural remains, refuse deposits, and Native American burials, 26 are commercial, industrial, religious or residential buildings, three consist of historic refuse scatters, five are railroad- or streetcar-related resources, two sites with historic refuse and structural features, and the zanja Irrigation system, one subsurface brick wall feature, two historic isolates, one documented building which has been demolished, and finally, one vacant lot that was formerly an industrial building. In addition, the Cultural Resources Assessment for the Metro Operations Control Center Project (Beherec et al. 2014) identified two historic buildings which are within the records search area for the current Project. Primary numbers for these buildings are pending; however they are incorporated in this review. Table 2 summarizes these resources and their eligibility for the NRHP, CRHR, and/or local listings.

**Table 2. Previously Recorded Cultural Resources - Eligibility Status**

| Permanent Trinomial (CA-LAN-) | P-Number (P-'9-) | Description  | Time Period    | Eligibility Status     |
|-------------------------------|------------------|--|----------------|------------------------|
| 1575H                         | 001575           | Historic Chinatown; architectural remains, associated artifacts; Native American burials                                 | ca. 1860–1930s | Unevaluated            |
|                               | 2563*            | Historic refuse deposit  | ca. 1860–1892  | Unevaluated            |
|                               | 2610             | Old Santa Fe Avenue, stone pavement, and street car line   | 1880–1914      | Unevaluated            |
|                               | 3169             | Linear alignment or railroad or trolley car tracks   | 1880–1945      | Unevaluated            |
|                               | 3338             | Historic refuse deposit  | 1880-1914      | Unevaluated            |
|                               | 3340             | Historic refuse scatter  | Unknown        | Unevaluated            |
|                               | 3352             | Historic site with historic building foundations, a section of the zanja irrigation system, and historic refuse deposits | 1848-1880      | Unevaluated            |
| 4112                          | 4112             | Historic site with historic building foundations, a section of the zanja irrigation system, and historic refuse deposits | 1880–1945      | Unevaluated            |
|                               | 4174             | Historic refuse deposit  | 1848-1914      | Unevaluated            |
|                               | 4661             | Brick wall feature   | Unknown        | Unevaluated            |
|                               | 100882           | Historic refuse isolate Horseshoe  | Unknown        | Ineligible for NRHP or |



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| Permanent<br>Trinomial<br>(CA-LAN-) | P-Number<br>(P-9-) | Description  | Time Period | Eligibility Status   |
|-------------------------------------|--------------------|--|-------------|--|
|                                     |                    |  |             | CRHR   |
|                                     | 100887             | Historic refuse isolate porcelain Japanese bowl                      | 1876-1901   | Ineligible for NRHP or CRHR  |
|                                     | 150195*            | First Street Bridge  | 1927-1928   | Eligible for NRHP determined by Section 106 process, listed in CRHR                                |
|                                     | 150196             | Industrial building  | Ca. 1900    | Eligible for NRHP determined by Section 106 process, listed in CRHR and eligible for local listing |
|                                     | 150202             | Commercial building  | 1926        | Ineligible for NRHP, CRHR, or local designation  |
|                                     | 167029             | Former industrial building; demolished in 1977 and now a vacant lot  | 1895-1902   | Ineligible for NRHP, CRHR, or local designation  |
|                                     | 173075             | Demolished office building   | Unknown     | Unevaluated  |
|                                     | 173336             | Religious building   | 1938        | Unevaluated  |
|                                     | 173654             | Rehabilitation commercial/industrial building                        | Unknown     | Ineligible for NRHP  |
|                                     | 174977             | Atchison, Topeka and Santa Fe Railway Outbound Freight House         | 1894-1913   | Appears eligible for listing in NRHP through survey evaluation                                     |
|                                     | 174978             | Industrial building  | 1907        | Eligible for listing in NRHP as a separate property  |
|                                     | 174979             | Commercial building  | 1934        | Eligible for NRHP to person completing or reviewing form   |
|                                     | 176183             | Commercial/industrial building                                       | Unknown     | Ineligible for NRHP and local listing  |
|                                     | 186110             | Union Pacific Railroad   | ca. 1869    | Eligible for NRHP  |
|                                     | 186112             | Southern Pacific Los Angeles Division; Union Pacific Railroad        | 1874-1877   | Ineligible for NRHP  |
|                                     | 186804*            | Burlington Northern Santa Fe/ Atchison, Topeka, and Santa Fe Railway | 1880s       | Ineligible for NRHP, CRHR, or local listing  |
|                                     | 186886             | Commercial building  | 1947        | Unevaluated  |
|                                     | 186884             | Vacant commercial building   | 1952        | Ineligible for NRHP  |
|                                     | 186944             | Banning Street railroad spur tracks                                  | Early 1900s | Ineligible for NRHP  |
|                                     | 186945             | Industrial building  | 1946-1973   | Ineligible for NRHP  |
|                                     | 187722             | James K Hill and Sons Pickle Works Industrial building               | 1888        | Eligible for listing in NRHP as a separate property  |
|                                     | 188195             | Industrial building  | 1913        | Ineligible for NRHP; not assessed for CRHR or local designation                                    |
|                                     | 188242             | Industrial building  | 1902-1966   | Ineligible for NRHP  |
|                                     | 188247             | Industrial building  | 1939-1944   | Ineligible for NRHP by   |

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| Permanent<br>Trinomial<br>(CA-LAN-) | P-Number<br>(P-'9-) | Description                                      | Time Period | Eligibility Status   |
|-------------------------------------|---------------------|--|-------------|--|
|                                     |                     |  |             | keeper   |
|                                     | 188248              | Multi-family property                            | 1926        | Ineligible for NRHP by<br>keeper   |
|                                     | 188249              | Commercial building                              | 1920        | Ineligible for NRHP by<br>keeper   |
|                                     | 188250              | Industrial building                              | 1937        | Ineligible for NRHP by<br>keeper   |
|                                     | 188791              | Industrial building                              | 1955        | Ineligible for NRHP by<br>keeper   |
|                                     | 188792              | Industrial building                              | 1946        | Ineligible for NRHP by<br>keeper   |
|                                     | 190516              | Commercial building                              | 1909        | Ineligible for NRHP  |
|                                     | 190535              | Commercial building                              | 1913        | Ineligible for NRHP  |
|                                     | 190536              | Commercial building                              | 1931        | Ineligible for NRHP  |
|                                     | 190538              | Commercial building                              | 1885        | Ineligible for NRHP  |
| NA                                  | NA                  | Southern California Gas Ducommun Street<br>Plant | 1957        | Found ineligible for<br>NRHP, CRHR, or Local<br>designation through<br>survey evaluation |
| NA                                  | NA                  | National Cold Storage extension                  | 1962        | Found ineligible for<br>NRHP, CR, or Local<br>designation through<br>survey evaluation   |

\*Indicates site located in the Project Area  
NA = Not Available

*Historic Refuse Deposit/ P-19-002563*

This cultural resource consists of a dense subsurface refuse scatter with three distinct clusters of artifacts, interspersed with diffuse refuse, observed in the course of construction monitoring. Encountered by Greenwood and Associates in 1997 within the footprint of the maintenance building located just south of the First Street Bridge in the CEQA Project Area, this site measures approximately 239 feet north/south by 82 feet east/west. To mitigate impacts to the unexpected resource, a total of five excavation units were placed across the site in a north/south orientation. The excavations revealed that site was capped by approximately 20 to 40 cm of sterile fill, with cultural material predominantly restricted to the first 20 cm of the subsequent cultural stratum. Four of the five units produced cultural materials which consisted of glass, ceramic, and metal artifacts along with faunal bone. In addition to the controlled excavation, monitoring efforts identified a majority of the cultural materials. However, only temporally or technologically diagnostic artifacts were collected during monitoring efforts. The artifacts and features represent random isolated residential dumping episodes which likely occurred along the river, and were subsequently dislocated and covered over by flooding events. The artifacts represent turn of the century activities and date to between 1860 and 1892, prior to the construction of the La Grande Station. The limited project area and the monitoring collection strategy suggest that there are likely remnants of this site still present below surface in the CEQA Project Area. Greenwood and Associates determined that the site was not unique or significant, and therefore was not eligible for listing in either the NRHP or the CRHR.

*First Street Bridge /P-19-150195*

Constructed between 1927 and 1929, the First Street Bridge is an excellent example of a Neoclassical bridge designed by Merrill Butler, a notable 1920s' Los Angeles City engineer. Determined eligible for listing on the NRHP by the Section 106 process in 1986, the bridge has since been altered through widening, the addition of light-rail lanes,



and the installation of catenary poles. However, the bridge retains the required integrity to be considered a historic property. The First Street Bridge is currently listed in the CRHR and the Los Angeles Historic-Cultural Monument register. The resource was evaluated by Steven Mikesell in 1986 (Starzak 1994) and updated by SWCA Environmental Consultants in 2009 (Smith 2009).

*Burlington Northern and Santa Fe / Atchison Topeka Santa Fe Railroad / P-19-186804*

Running north to south along the eastern perimeter of the Metro Division 20/Santa Fe Yard, the BNSF/ATSF Railroad tracks are the most recent manifestation of a long history of railway use in the CEQA Project Area. According to a site record which documented the railroad south of the CEQA Project Area, most of the rail lines were constructed in the 1880's, however they demonstrate little integrity due to numerous upgrades and modifications made to the lines. The railroad segment in the Project vicinity was determined ineligible for the NRHP, CRHR, or local listing based on a survey evaluation by Francesca G. Smith of Parsons in 2007 (Smith 2007) and Pam Daly of Cogstone Resource Management in 2011 (Daly 2011a).

#### 4.1.1 Historic Property Data File

The Directory of Properties in the Historic Property Data File for Los Angeles County, maintained by the Office of Historic Preservation, was consulted to identify historical resources within the CEQA Project Area (OHP 2012). One historic property was identified in the Project Area (Table 3). The First Street Bridge has been recorded and evaluated as eligible for the National Register of Historic Places.

**Table 3. Previously Identified Historic Properties**

| Street                                    | Primary Number (P-19-) | Description         | Year | Comments  |
|---|------------------------|---------------------|------|---|
| 900-1100 Bloc of E 1 <sup>st</sup> Street | 150195                 | First Street Bridge | 1927 | Individual property determined eligible for the NRHP by a consensus through the Section 106 Process |

#### 4.1.2 California Historical Landmarks

California Historical Landmarks (CHL) are buildings, structures, sites, or places that have been determined to have statewide historical interest. A search of California Historical Landmarks revealed there are no landmarks within 0.25 mile of the CEQA Project Area.

#### 4.1.3 Los Angeles Historic-Cultural Monuments

Los Angeles Historic-Cultural Monuments (LAHCMs) are sites in the city of Los Angeles that have been designated by the Los Angeles Cultural Heritage Commission (Office of Historic Resources, City of Los Angeles 2016). A search of the LAHCM found two monuments within 0.25 mile of the Project Area, summarized in Table 4. LAHCM-224, the Macy Street Viaduct, located approximately 0.23 miles away from the Project Area, was built in 1926 in the Spanish Colonial Revival style. The style was chosen to honor the bridges location along the historic el Camino Real and is dedicated to Father Junipero Serra, the founder of the California Mission system. In 1994, Macy Street was renamed Cesar E. Chavez Avenue, and the bridge is also known as the Cesar E. Chavez Avenue Bridge (Library of Congress 2016). LAHCM-909, The First Street Bridge, Bridge No. 53C1166, was built in 1929 in Beaux Arts Classicism style. The bridge meets LAHCM criteria as part of a monumental bridge building program across the Los Angeles River to address the transportation needs of the growing metropolis (SurveyLA 2016).

**Table 4. Los Angeles Historic-Cultural Monuments within 0.25 Miles of the CEQA Project Area**

| Monument Number (LAHCM-) | Address  | Description                                    |
|--------------------------|--|--|
| 224                      | Cesar Chavez Avenue Between Mission and Vignes Streets | Macy Street Viaduct over the Los Angeles River |
| 909*                     | E. First Street between Vignes Street and Mission Road | First Street Bridge, No. 53C1166               |

\*Indicates site located in the Project Area



#### 4.1.4 Caltrans Bridge Survey

The Caltrans Historic Bridge Inventory was investigated for information on bridges within the Project study area (Caltrans 2010). One state bridge and two local agency bridges were identified overlapping the 0.25 mile study area (Table 5). The state bridge, Caltrans Bridge Number 53 0405, is the US 101 bridge over the Los Angeles River, also referred to as the Hollywood Freeway Bridge and historically known as the Aliso Street Bridge. This bridge is listed as not eligible for the NRHP in the Caltrans bridge survey. The two local bridges include Caltrans Bridge Number 53C0130, the Cesar E. Chavez Avenue Bridge, and Caltrans Bridge Number 53C1166, the First Street Bridge. The Cesar E. Chavez Bridge, historically known as the Macy Street Bridge is listed as eligible for the NRHP and is currently designated as Los Angeles Historical Cultural Monument LAHCM-224. The First Street Bridge is located in the CEQA Project Area and is eligible for listing on the NRHP and currently listed in CRHR (P-19-150195) and the LAHCM (LAHCM-909).

**Table 5. Bridges within the Project Footprint**

| Bridge Number | Bridge Name            | Location                               | Caltrans Historical Evaluation               | Year Built/<br>Modified |
|---------------|------------------------|--|--|-------------------------|
| 53 0405       | US 101 Freeway Bridge  | 0.3 miles north of First Street Bridge | Not eligible for listing on the NRHP         | 1944                    |
| 53C1166*      | First Street Bridge    | 0.5 miles west of 101 Freeway          | Eligible for NRHP, listed in CRHR and LAHCM  | 1937                    |
| 53C0130       | Cesar E. Chavez Bridge | 0.2 miles west of 101 Freeway          | Bridge is eligible for NRHP, listed in LAHCM | 1926                    |

\*Indicates site located in the Project Area

#### 4.2 Other Archival Research

Online databases reviewed include the City of Los Angeles Office of Historic Resources SurveyLA, the Los Angeles Department of City Planning Historic-Cultural Monument (HCM) Report: Central North City (2016), and the Los Angeles Department of City Planning City of Los Angeles Zoning Information and Map Access System (ZIMAS). Online sources consulted include online historic newspapers, historic photographs and maps were consulted through [historicaerials.com](http://historicaerials.com), the Los Angeles Public Library (online photo collection and Sanborn fire insurance maps), and the University of Southern California Digital Library.

Historic maps and other documents were used to track the history of the CEQA Project Area from undeveloped countryside, through a planned but never realized residential subdivision known as the Aliso Tract, to the industrial sector that is there today.

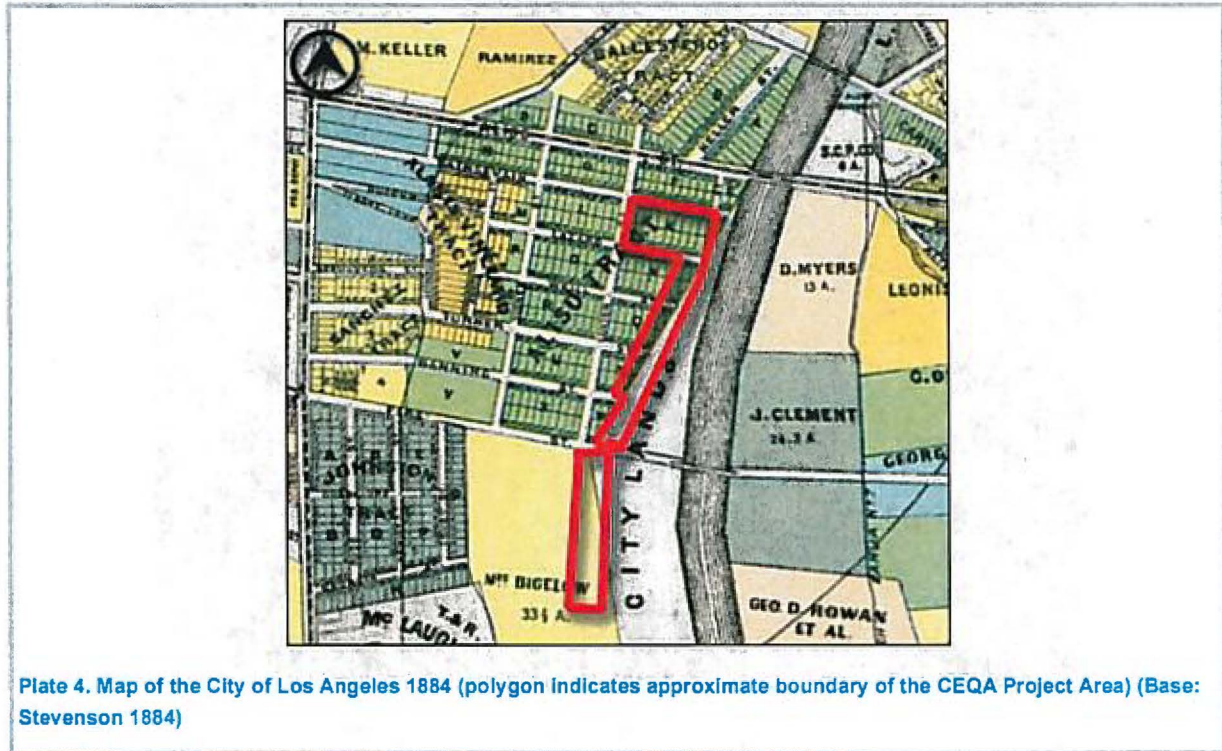
The CEQA Project Area appears in 1850s maps as undeveloped lands beside the Los Angeles River. The first official map of Los Angeles, E. O. C. Ord's 1849 *Plan de la Ciudad de Los Angeles*, shows the large buildings that served as the headquarters for Jean-Louis Vignes' El Aliso winery to the northwest of the CEQA Project Area, where what was then El Aliso Road arced northward. The CEQA Project Area appears to be located in what used to be vineyards and riverine scrubland at the end of a minor road leading away from El Aliso (Ord 1849). Henry Hancock's *Map of the City of Los Angeles*, based on his 1853 surveys, presents much the same picture. Hancock included a note for the land adjacent to the Los Angeles River that was later occupied by rail lines: "sand over which the River spreads its waters which are wasted" (Hancock 1875).

By 1884, when H. J. Stevenson produced his *Map of the City of Los Angeles*, the CEQA Project Area north of First Street had been subdivided into the Aliso Tract; south of First Street was unsubdivided (Plate 4). The lands that came to be occupied by the railroad are designated city lands (Stevenson 1884). During the 1880s, effects of the Los Angeles River were felt. During the 1884 flood, 35 homes were washed away in the Aliso Tract. Three houses belonging to a single owner were washed away on Center Street (Gumprecht 1999:158). Inhabitants immediately began to rebuild, only to be struck by a more damaging flood in 1886. Two people were killed in the Aliso Tract during the flood of 1886, including a woman struck by a floating house near the corner of First and Center Streets (Gumprecht 1999:161). The block between Commercial and Ducommun streets was slowly built up in comparison to nearby land. In 1894, this block had four dwellings and two cabins; the block to the north along Aliso Street was



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occupied by six larger dwellings and the Busch and Hannon Wagons & Agricultural Implements business. The block to the south was occupied by W.P. Fuller and Company's Oil Ware House at the northeast corner beside the railroad tracks. Three dwellings were also located on the city block. These dwellings include a frame cabin that is not oriented to the existing streets (Sanborn 1894).



New levees were constructed by the railroads and the city in 1888, which allowed for further development of the Aliso Tract. In the 1888 Sanborn Fire Insurance maps of the CEQA Project Area (Sanborn 1888), the railroad had been constructed in the east part of the CEQA Project Area and a residential neighborhood had sprung up in the vicinity. A few frame dwellings appear, with development concentrated in the south, closer to the First Street artery. There was one two-story lodging house and two small shanties/shed structures between what are now Ducommun and Commercial streets, and nothing on the block south between Ducommun and Jackson streets. The first iterations of the First and Aliso streets bridges as steel and wood trusts structures were constructed by this time. Frame houses continued to be built in the vicinity of the CEQA Project Area into the 20th century, but most new development in the area was industrial, capitalizing on the proximity of the railroad (Plate 5).



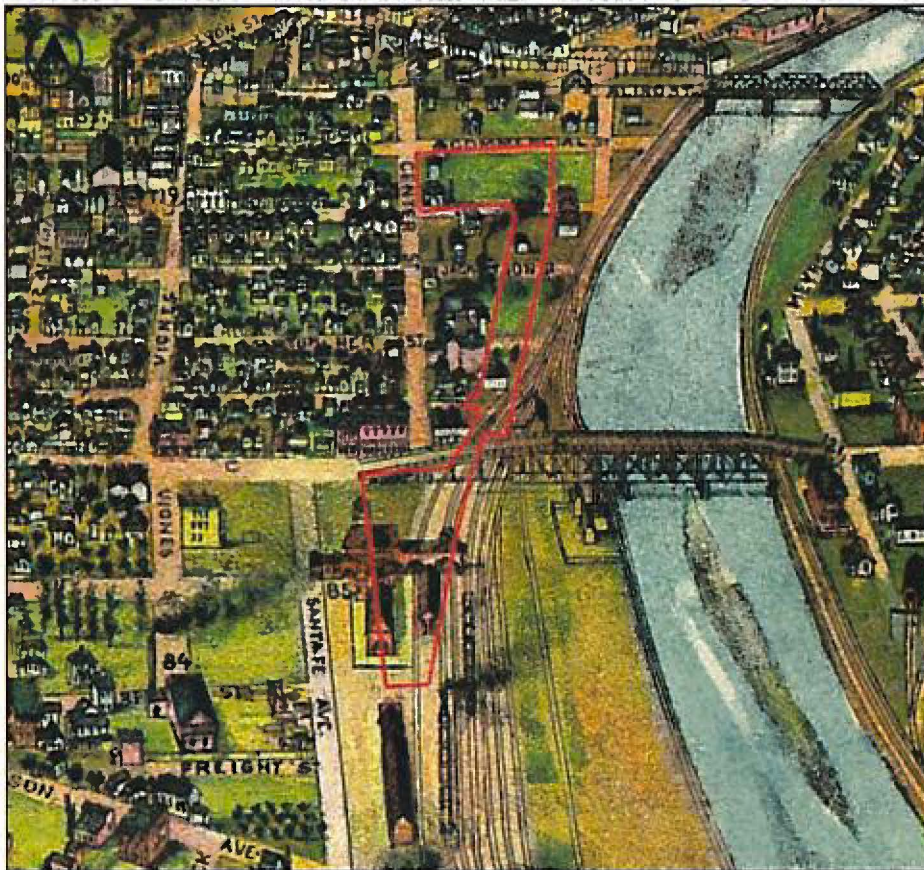


Plate 5. Pierce's Birdseye Map of Los Angeles in the late 1800s (polygon indicates approximate boundary of the CEQA Project Area) (Base: Pierce 1894)

By 1906, the Atchison, Topeka, and Santa Fe Line parallel to the Los Angeles River was designated as a freight line, and a new main line was laid from north to south across the city blocks in the CEQA Project Area and vicinity. A hydrated lime factory was located at the northeast corner of the 500 Block of Center Street adjacent to the freight line, and four dwellings at the southeast corner of the block. The new main line bisected the city block. The west half of the city block was primarily residential with 13 dwellings on 10 city blocks, three of which were tenements. The Diamond Coal Company was located on the parcel to the west with main line and faced Commercial Street. The block to the north along Aliso Street had been converted to primarily industrial use with a lumber mill, coal storage, warehouse, and a pasta and candy factory. By 1906, the Los Angeles Gas & Electric Company owned half of the block to the south between Jackson and Ducommun Streets. It operated two 1,000,000-cubic-foot gas holders on the premises. A furniture warehouse occupied a lot to the east, on the opposite side of the Atchison, Topeka, and Santa Fe Railroad tracks (Sanborn 1906).

By 1909, the area north of First Street in the CEQA Project Area had transitioned from primarily residential to industrial development. The block north of the James K. Hill (pickle works) building bound by Banning Street to the south and Temple Street to the north was developed on the west side of the city block with the National Ice and Cold Storage Company; the east half was undeveloped. Another block north between Temple and Jackson streets has the Diamond Coal Company on the west side and the Lee Chamberlain & Co. on the west side of the block. The Los Angeles Gas & Electric Company gas work tanks were dominant features in this industrial area (Plate 6).



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Plate 6. 1909 view. Note industrial and rail facilities in CEQA Project Area (polygon indicates approximate boundary of the CEQA Project Area) (Base: Birdseye View Pub. Co. 1909)

By 1948, the east half of the 500 Block of Center Street was operated by the Los Angeles Gas & Electric Company with a 6 million foot capacity gas holder built in 1912 (Plate 7). At the time, the gas holder, was the tallest in the world at 300 feet high and 190 feet in diameter. Just southwest of the CEQA Project Area, the largest gas holder in the west was constructed by the Los Angeles Gas & Electric Company on the block bounded by Jackson, Ducommun, Center, and Vignes streets. This gas holder was 195 feet tall, over 45 feet taller than the height limit placed on buildings in the downtown area, and measured 270 feet in diameter (*Southwest Builder and Contractor* 1921 Apr 8:12) (Plate 8).



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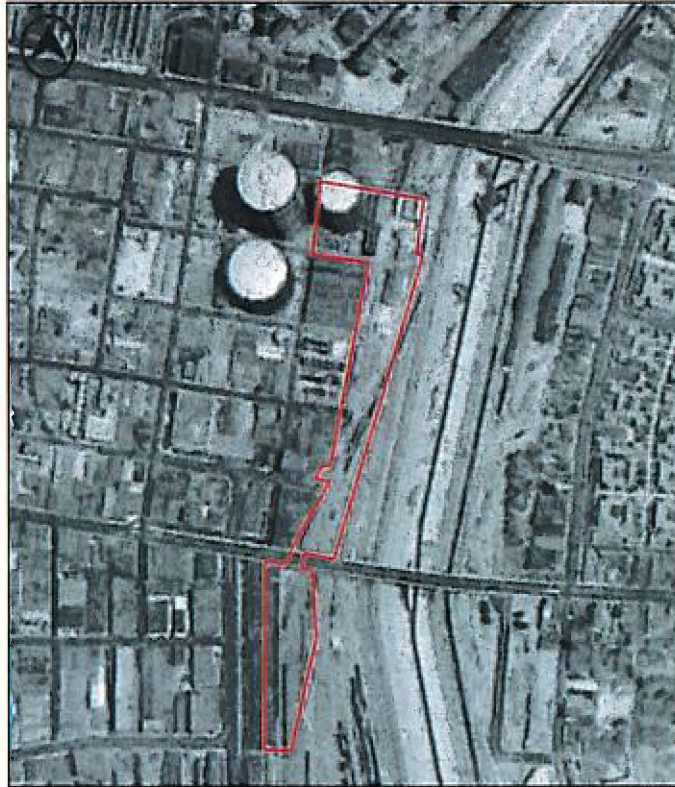


Plate 7. 1948 aerial view (polygon indicates approximate full extent of direct and indirect CEQA Project Area) (Base: USGS 1948)



Plate 8. Circa 1952 view looking north along Center Street, gas holder formerly located in CEQA Project Area circled at right (Base: Dieterle 1952)



Gas holders typically functioned in groups of three with a distribution, storage, and relief holders (Hatheway 2011:423). The gas holder in the direct CEQA Project Area (Plates 7 and 8) was the smallest of the group with a capacity of 6 million cubic feet, with the other two the west has capacity of 10 and 15 million cubic feet (Sanborn 1950; Sanborn 1953). The gas holder was torn down sometime between 1975 and 1982 and buildings on the east side of the city block were removed between 1980 and 1994 when the portal was constructed (historicaerials.com 2016). The tow yard has been used as a parking lot since at least 1980.

### 4.3 Sacred Lands File Search

AECOM sent a letter to Native American Heritage Commission (NAHC) staff on December 2, 2016 to request a Sacred Lands File (SLF) search for the proposed Project and the immediate vicinity. The purpose of this request was to identify the presence of any known tribal cultural resources in the CEQA Project Area. The request was accompanied by a Project description and a map of the Project Area. A response was received from the NAHC on December 12, 2016, which stated the records search of the Project Area returned a negative result with no tribal cultural resources identified in the CEQA Project Area. However, the letter stated that the area is sensitive for potential tribal cultural resources and that an absence of specific site information in the SLF does not indicate an absence of Native American cultural resources in a project area.

### 4.4 Native American Consultation

The recent addition of Assembly Bill 52 (AB 52) to CEQA legislation creates a new resource category, tribal cultural resources, and requires that a lead agency must consult with interested California Native American tribes who request formal consultation regarding impacts to tribal cultural resources. As of the commissioning of this study, a single Native American tribe had formally requested to be consulted on upcoming projects within its traditional geographical area. This tribe was notified of the upcoming project on November 21, 2016, and requested formal consultation on November 27, 2016. Consultation was completed on December 13, 2016, with the adoption of mutually agreed-upon mitigation measures crafted to protect tribal cultural resources which may exist within the project area. In accordance with AB 52, the contents of this consultation are confidential. The results of this consultation are included in confidential Appendix A.

### 4.5 Other Interested Parties

Other interested parties, including historical societies, repositories, and museums, were contacted by Metro as part of the community outreach. Paleontological Records Search

### 4.6 Paleontological Records Search

On December 2, 2016, AECOM requested that staff from the Natural History Museum of Los Angeles County (NHM) conduct a search of its paleontological records and holdings. The request was accompanied by a Project description and a map of the CEQA Project Area. The search was intended to identify any previously recorded paleontological fossils or other localities in the Project Area or vicinity, and to determine the level of paleontological sensitivity within the Project Area. As of December 14, 2016, a response from the NHM has not been received. The results of the paleontological records search for the current project will be provided to Metro once they have been received.

However, a paleontological records search was conducted in the Project vicinity in October 2013. That records search was conducted for a project that borders the current CEQA Project Area to the east (Beherec et al. 2014). The results of that records search are presented here and are expected to represent current knowledge of paleontological resources in the area (McLeod 2013).

The 2013 records search indicated that there are no known NHM vertebrate fossil localities within the proposed Project Area; however, there are fossil localities nearby from the same sedimentary deposits. The entire Project Area is underlain by surficial deposits of younger Quaternary alluvium. Most of this alluvium was deposited by the Los Angeles River within the last 10,000 years. Younger Quaternary alluvium usually does not yield significant fossil vertebrates in its upper levels. However, older Quaternary alluvium dated to the Pleistocene may contain significant fossils, and is present at varying depths beneath the younger alluvium.



The NHM fossil localities closest to the Project Area are LACM 7701–7702 in the City of Commerce, southeast of the Project Area. These localities are situated near the intersection of Atlantic Avenue and the Long Beach Freeway (Interstate 710). The localities yielded fossil specimens of threespine stickleback (*Gasterosteus aculeatus*), salamander (*Batrachoseps*), lizard (*Lacertilia*), snake (Colubridae), rabbit (*Sylvilagus*), pocket mouse (*Microtus*), harvest mouse (*Reithrodonomys*), and pocket gopher (*Thomomys*), located 11 to 34 feet below grade (McLeod 2013).

## 5. ARCHAEOLOGICAL AND BUILT ENVIRONMENT SURVEY

### 5.1 Methods

A field survey of the Project Area was conducted by Allison Hill on November 30, 2016, and December 6, 2016. The survey was conducted to identify archaeological and built-environment resources within the Project Area. A majority of the Project Area was accessible to survey, with the exception of the railroad tracks north of the First Street Bridge and properties to be acquired or partially acquired by Metro, including Parcels 5173-020-010, located at 500 N. Center Street, and Parcel 5173-022-005, located along the western extent of the CEQA Project Area between Jackson Street to the north and Banning Street to the south. The parcels were not surveyed because the properties were locked and not accessible. Ms. Hill walked 15-meter-wide transects across the extent of the Project Area, where applicable. Field notes and photographs documenting observations were taken during the survey.

The archaeological survey focused on undeveloped spaces in the Project Area that provided exposed ground surfaces. These were sparse and predominantly consisted of small landscaping features or segments of paved lots. The built environment survey focused on identifying and documenting historic age buildings, structures, objects, sites, and features in the Project Area.

The survey identified built-environment resources within the CEQA Project Area. DPR 523 update forms were completed for the two historical-age built resources located in the CEQA Project Area: P-19-150195, the First Street Bridge and P-19-186804, the BNSF/ATSF Railway (see Appendix B for the DPR forms).

### 5.2 Results

The site survey revealed that the CEQA Project Area is developed with structures, paved surfaces, or prepared gravel surfaces. The only exceptions include an undeveloped stretch of exposed ground approximately 5 feet wide by 350 feet long along the southern side of E. Commercial Street, a landscaping planter approximately 1 foot wide by 230 feet long along the east side of Center Street, small patches of exposed ground surface in the Metro Temporary Storage Area lot located between E. Commercial Street and Ducommun Street, and a narrow swath of bare ground along the western extent of the direct CEQA Project Area between Jackson Street and ending just north of Banning Street. This area measures approximately 550 feet long by 30 feet wide and makes up one of the parcels that Metro intends to partially acquire (Parcel 5173-022-005). Ground visibility in the planters was between 75 to 100 percent, with few plants or weeds present. Unpaved surfaces in the Metro Temporary Storage Area were heavily vegetated and covered with debris, resulting in approximately 45-percent ground visibility. Ground visibility in the open area in the western sliver of the CEQA Project Area appeared to be approximately 50 percent, obscured by concrete barriers and modern trash. However, the area was barricaded by fences and could not be walked over (Plate 9).





Plate 9. Overview of the central western portion of the Project Area (Parcel 5173-022-005), view north, December 6, 2016, SAM\_4541.

The location of the previously recorded historic refuse deposit, site P-19-002563, was revisited on this survey (Plate 10). The vicinity was completely paved over and a building is currently located on top of the documented site location. No prehistoric cultural resources and no historical archaeological resources were observed within the CEQA Project Area. Two previously recorded, historic-age built environment resources were identified within the CEQA Project Area (Table 6) (from north to south):

Table 6. Cultural Resources Identified in the Survey of the CEQA Project Area

| Resource Identifier   | Previous NRHP Status / Year Assigned |
|---|--------------------------------------|
| BNSF/ATSF Railway (P-19-186804)   | 6Z / 2011                            |
| First Street Bridge, No. 53C1166 / E. First Street between Vignes Street and Mission Road (P-19-150195) | 2S2 / 1986                           |





Plate 10. Overview of the central portion of the Project Area where P-19-002563 was previously encountered, view south, December 6, 2016, SAM\_4502.

### 5.2.1 BNSF/ATSF Railway

The Metro/BNSF/ATSF Railway trackage recorded for this Project is an approximately 0.50-mile portion of the line in the city of Los Angeles, just south of the First Street Bridge to just south of the Aliso Street / U.S. 101 Freeway (Plate 11). The entire Metro/BNSF/ATSF alignment spans hundreds of miles in Los Angeles and Southern California; however, the portion within the CEQA Project Area has not been recorded or evaluated previously. Accordingly, formal recordation of the entire railroad system was considered unnecessary and outside the Project scope, since the Project would not directly affect (e.g., alter, remove, change use or physical features, cause deterioration) the entire approximately 380-mile, historic-period property. Rather, the portion of the historic-period property within the CEQA Project Area was studied within the context of the whole property only.



Plate 11. Metro/BNSF/ATSF line north of First Street Bridge, view north, December 6, 2016, SAM\_4562.



Much of the track in the CEQA Project Area has been replaced or realigned, and the general area has been altered due to the removal of buildings, construction of buildings, and removal of old feeder lines. The resource consists of a standard-gauge railroad, which sits on a bed of large-medium ballasts. The rails sit on wooden and concrete ties and are fastened via metal railroad spikes. The tracks run north/south through the Project Area and have been altered due to improvements over time. Ballast, ties, and rails appear to have been repaired or replaced. The railroad tracks are in good condition.

Overall, this section of the railroad has no significant association with the broad patterns of local or regional history, or the cultural heritage of California or the United States. While the construction of the railroad system, as a whole, may be considered significant for contributions to the development of California, research has not indicated that this segment in the CEQA Project Area made major contributions to the development of the area. The segment was necessary for the completion of the rail network in Los Angeles and is not the first, nor the most significant, portion constructed. Research has yielded no indication that the evaluated portion of the railroad holds any particular significance within the larger context of the railroad. Additionally, the railroad lacks a specific association with any significant people important to the history of Los Angeles, the railroad, or the area's industrial past.

In its current state and form, the railroad does not embody the distinctive characteristics of a type, period, region, or method or construction, nor does it represent the work of a master or possesses high artistic values. The railroad's historic character and features have been impacted by alterations, such as the replacement of ties and ballast and removal and realignment of tracks, and are not representative of distinctive engineering qualities that can be considered significant. This portion of the railroad is not the work of a master nor does it possess any high artistic values. The design and construction is typical of railroad construction and does not appear to possess any unique characteristics. The evaluated portion of the railroad does not represent any revolutionary or unique building design, construction techniques, or use of materials.

Lastly, the railroad has not yielded, nor does it appear to have the potential to yield, information important to the prehistory or history of the local area, California, or the nation. The design and construction are typical of railroad construction and do not appear to possess any unique characteristics. This portion of the railroad does not represent any revolutionary or unique design, construction techniques, or use of materials. It is unlikely that the evaluated portion of the railroad will yield any new information regarding railroad construction, railroad history, or the industrial history of the surrounding area.

As a result of this assessment, the segment of the railroad within the CEQA Project Area does not appear to be eligible for listing in the CRHR or LAHCM local register as an individual resource or as part of a contributor to a larger historical resource (such as the entire railroad alignment), and therefore is not a historical resource.

### 5.2.2 First Street Bridge

The First Street Bridge is a reinforced-concrete bridge designed in the Neo-Classical style and built in 1929. Originally 71 feet wide, the bridge was altered between 2008 and 2012 to allow for the restoration of a light-rail line along the center of the top deck, and widened 26 feet for additional traffic lanes (Plate 12). The First Street Bridge was determined eligible for listing in the NRHP in 1986 (DOE-19-86-0074-0000) and is listed in the CRHR. It is also designated as Los Angeles Historical-Cultural Monument (LAHCM) #909. This historical resource was previously recorded by Myra L. Frank & Associates Inc. in 1994 for the METRO Red Line East Section 106 Eligibility Report (Starzak 1994), by Greenwood and Associates in 2001 for a report that is uncited in the form and not on file at the record center (Slawson 2001), and by SWCA Environmental Consultants in 2009 for the *Built Environment Resources Technical Report* (Smith 2009), *Regional Connector Transit Corridor Project, Los Angeles, California*, and by Cogstone Resource Management in 2011 for the *Westside Subway Extension Historic Properties Supplemental Survey Report* (Daly 2011b). Overall, there have been no changes to the bridge, and it still retains the historic integrity aspects that qualify it as a historical resource.



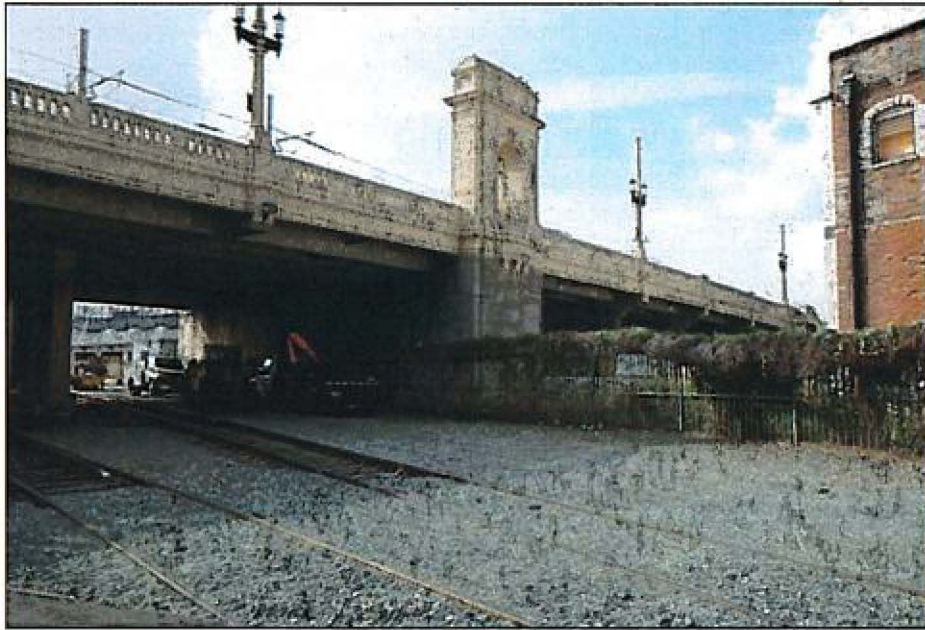


Plate 12. Widened north side of First Street Bridge over Metro track, view facing southwest, December 6, 2016, IMG\_4534.

### 5.3 Summary

Archival research and the survey resulted in the identification of one historic-age archaeological site and two historic-period built environment resources, 45 years or older, that have been previously recorded. The archaeological site is currently paved over and was not encountered on the survey. Therefore, this resource is not discussed in the survey summary. One built environment property is a historical resource for the purposes of CEQA and one is not a historical resource:

#### Built environment historical resource

- First Street Bridge / P-19-150195

#### Ineligible historic-period built environment resource

- BNSF/ATSF Railroad / P-19-186804

The First Street Bridge (P-19-150195) has been previously evaluated and determined eligible for listing on the NRHP and is currently listed on the CRHR. The BNSF/ATSF Railroad (P-19-186804) has been previously evaluated by survey and determined not eligible for the NRHP, CRHR, or local listing.

Archival research and a pedestrian survey did not reveal any previously recorded or surface-visible archaeological resources in the Project Area. However, a review of historical maps and archival records as well as previous investigations in the vicinity of the Project indicate the potential for encountering buried prehistoric and historical sites in the Project Area. As described in Chapter 2, Project Setting, the Project vicinity has been continuously occupied since prehistory. The CEQA Project Area is next to the Los Angeles River and is less than 0.5 mile from Los Angeles Plaza, which was the heart of historic Los Angeles. A pueblo on that site, in turn, was situated at or near the site of Ya'angna, a prehistoric and Contact-period Gabriellino settlement.



## 6. Management Recommendations

### 6.1 Built Environment Recommendations

There is one historical resource for the purposes of CEQA within the CEQA Project Area, the First Street Bridge. As discussed below, the Project will cause a less than significant impact to the historical resource.

#### 6.1.1 First Street Bridge/P-19-150195

Overall, the extension and placement of the new tracks underneath the bridge would not impact the existing structure's location, design, setting, materials, workmanship, or feeling. Existing tracks already occupy the surrounding areas, and have historically run under the bridge. Therefore, the proposed improvements would not change the resource's character or introduce a visual or atmospheric element that would further diminish its integrity. The bridge's character-defining features, including its form, span, and footprint would not be impacted, as no physical alterations to the bridge would occur. Additionally, the bridge was recently widened as part of a separate project within the past 5 years, and the improvements associated with the Core Capacity Improvements Project would not further diminish the historic integrity of the bridge. The bridge is still able to retain its association and importance to the City's monumental bridge program, and is able to reflect key themes and design principles for this resource.

Essentially, the bridge's overall historic appearance, feeling, form, and function will be preserved, as well as the characteristics that convey its historical association, contextual relationship, and distinctive design. The improvements will avoid permanently destroying historic fabric and materials, using abrasive or destructive treatments/construction methods, and altered the form, footprint, and visual narrative of the historic property. The new tracks will be easily distinguishable from any historic-period elements and will avoid conveying a false sense of historic development. Further, the improvements will avoid disrupting the feeling and form of traveling through and over the bridge. In addition, these new elements will not affect the scale of the existing resource, and will be consistent with the massing, size, and overall appearance of the property.

Therefore, pursuant to the revised implementing regulations of the CEQA Guidelines Section 10564.5(A)(2)-(3) and the criteria outlined in PRC Section 5024.1, a determination of a less than significant impacts to built environment resources is anticipated from the proposed Project and no mitigation or further recommendations are required.

### 6.2 Archaeological Recommendations

The background research and survey indicate a probability for buried archaeological resources and tribal cultural resources within the CEQA Project Area. One historic-age archaeological resource, P-19-002563, was previously recorded in the CEQA Project Area approximately 20 to 40 cm below ground surface. This dispersed historic refuse deposit which dates to the late 19<sup>th</sup> century was found not to be eligible for listing in either the NRHP or the CRHR, but may indicate additional buried deposits in the vicinity. The Project Area is also located on the banks of the Los Angeles River, an important water source used by communities living in the area through time. The Los Angeles River was subject to frequent flood events prior to being channelized in the 20<sup>th</sup> century, which possibly resulted in the presence of deeply buried archaeological resources in the Project Area. In addition, although it was not encountered in the 0.25-mile records search area, the Project Area is located within 0.5 miles of the Los Angeles Plaza, the historic heart of "El Pueblo de Nuestra Señora la Reina de los Angeles." Further, the area has been intensively used since the late 19th century, and many of the structures in the Project vicinity date to the first half of the 20th century. A review of historic maps and photographs suggests that portions of the Project Area incorporated buildings and structures that have since been demolished. Remnants of these historic buildings and structures may still be present beneath the paved-over portions of the Project Area.

Consequently, a Cultural Resources Monitoring and Mitigation Plan (CRMMP) should be developed by an archaeologist who meets the standards of the Secretary of the Interior for Archaeology. Metro should retain a qualified cultural resources specialist to monitor ground-disturbing activities in soils that have not been previously disturbed. This monitor must have the authority to divert work to quickly and safely examine archaeological finds and evaluate and determine appropriate treatment for the resource in accordance with California PRC Section 21083.2(i).



### 6.3 Paleontological Recommendations

Surface deposits at the CEQA Project Area and surrounding area consist of younger Quaternary alluvium deposited by the Los Angeles River. These deposits are younger than 10,000 years old and have a low probability of yielding scientifically significant fossils. Nevertheless, a 2013 assessment of paleontological resources in the Project vicinity indicated that older Quaternary alluvium is expected to be present at differential depths within the Project Area. Project excavations are anticipated to reach depths of at least 15 feet, which may encounter these deposits. Older Quaternary alluvium has yielded significant vertebrate fossils in the Los Angeles Basin in the past. A Paleontological Resources Monitoring and Mitigation Plan should be developed by a qualified professional paleontologist. Ground-disturbing activities from the contact between younger and older Quaternary alluvium down to final depth should be monitored for possible buried paleontological resources by a qualified paleontological monitor. The paleontological monitor must have the authority to divert work to quickly and safely excavate and remove significant fossil resources or, at that individual's discretion, sediment samples.

### 6.4 Tribal Cultural Resource Recommendations

A review of the ethnographic literature indicates that the Project Area is in the general vicinity of the Gabrielino settlement Ya'angna, which existed along the Los Angeles River in the area of the Los Angeles Civic Center. Both the NAHC and interested Native American parties consulted in compliance with AB 52 indicated that tribal cultural resources may exist within the CEQA Project Area.

The project CRMMP should include specifications for Native American monitoring. Metro should retain a qualified Native American monitor to monitor ground-disturbing activities in soils that have not been previously disturbed. This monitor must have the authority to divert work to quickly and safely examine potential Native American cultural resources. All such finds should be evaluated to determine whether they can be considered tribal cultural resources. If any Native American cultural material is encountered within the Project Area, including but not limited to tribal cultural resources, further consultation with interested Native American parties should be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. If human remains are discovered, work in the immediate vicinity of the discovery will be suspended and the Los Angeles County Coroner will be contacted. If the remains are deemed to be Native American in origin, the County Coroner will contact the NAHC, which will identify a Most Likely Descendant pursuant to PRC Section 5097.98 and California Code of Regulations Section 15064.5. Work may be resumed at the landowner's discretion, but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

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**Appendix A**

**Tribal Cultural Resources and Native American Consultation  
(Confidential - Removed for Public Review)**



**APPENDIX B**

**DPR FORMS**

**P1. Other Identifier:** First Street Bridge

**\*P2e. Other Locational Data:** 900-1100 Blocks of E First Street

**\*P3a. Description:** The First Street Bridge is a reinforced concrete bridge designed in the Neo-Classical style built in 1929. Originally 71 feet wide, the bridge was altered from 2008-2012 to allow for the construction of a light-rail line along the center of the top deck, and widened 26' for additional traffic lanes.

**\*P3b. Resource Attributes:** (HP19) Bridge

**P5a. Photograph:**



Photograph 1. Overview of top deck of First Street Bridge from north side, view southeast, December 6, 2016, SAM\_4558.

**\*P8. Recorded by:** Allison Hill, AECOM, 300 S. Grand Ave., Suite 200, Los Angeles, CA 90071

**\*P9. Date Recorded:** December 6, 2016

**\*P10. Survey Type:** Reconnaissance

**\*P11. Report Citation:** AECOM, "Cultural Resource Assessment for the Metro Red/Purple Line Core Capacity Improvements Project, Los Angeles, California." Prepared for Los Angeles Metropolitan Transportation Authority, 2016.

**\*B10. Significance: Theme** Civic architecture

**Area** City of Los Angeles

**Period of Significance** 1914-29

**Property Type** Neoclassical bridge

**Applicable Criteria** NRHP C

The First Street Bridge was determined eligible for listing in the National Register of Historic Places (NRHP) in 1986 (DOE- 19-86-0074-0000) and is listed in the California Register of Historical Resources (CRHR). It is also designated Los Angeles Historical-Cultural Monument (LAHCM) #909. This historical resource was previously recorded by Myra L. Frank & Associates Inc. in 1994 for the "METRO Red Line East Section 106 Eligibility Report," by Greenwood and Associated in 2001, and by SWCA Environmental Consultants in 2009 for the "Built Environment Resources Technical Report, Regional Connector Transit Corridor Project, Los Angeles, California," and by Cogstone Resource Management in 2011 for the "Westside Subway Extension Historic Properties Supplemental Survey Report," (see attached).

Since that time, the bridge has undergone alterations including expansion of the north side by 26 feet, the construction of a light rail line down the center of the top deck, and additional traffic lanes added during the City of Los Angeles "1st Street Bridge and Street Widening Project" undertaken from 2009-12. The project was to restore light rail transit service on the bridge deck (see Photographs 1 and 2).

After review of the previous recordation and current field check and research, the present evaluation concludes that the bridge is still a historical resource for the purposes of California Environmental Quality Act (CEQA). The widening of the bridge was sympathetic to the original design, and the restoration of light rail service, which was an original element of the bridge, does not alter any of the character-defining features of the historical resource that prevent it from conveying its significance. This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

**\*B14. Evaluator:** Chandra Miller, AECOM

**\*Date of Evaluation:** December 2016



P5a. Photographs (continued):



Photograph 2. Widened north side of First Street Bridge over Metro track,  
view facing southwest, December 6, 2016, IMG\_4534

**P1. Other Identifier:** Atchison Topeka & Santa Fe Railroad

\*P2 e. Other Locational Data: Assessor Identification Number (AIN): 5163-017-806, -900, -901; 5173-019-904, -802; 5173-020-912; 5173-021-811, -813, -903, -904; 5173-022-005, -808, -901, -902, -903; 5173-023-805, -900, -901, -902

\*P3a. **Description:** Approximately 0.50-mile portion of the line in the city of Los Angeles just south of the First Street Bridge north to Aliso Street/US 101 Freeway. Much of the track in the CEQA Project Area for the report cited in P11 has been replaced, realigned, and the general area altered with removal of buildings, construction of buildings, and old feeder lines removed.

\*P3b. **Resource Attributes:** (HP39) Railroad grade

\*P8. **Recorded by:** Allison Hill, AECOM, 300 S. Grand Ave., Suite 200, Los Angeles, CA 90071

P5a. **Photograph:**



Photograph 1. Metro/BNSF/ATSF line north of First Street Bridge, view north, December 6, 2016, SAM\_4562.

\*P11. **Report Citation:** AECOM. "Cultural Resource Assessment for the Metro Red/Purple Line Core Capacity Improvements Project, Los Angeles, California." Prepared for Los Angeles Metropolitan Transportation Authority, 2016.

**\*B10. Significance:**

Cogstone Resource Management previously evaluated this segment of railroad in 2011 for the *Westside Subway Extension Historic Properties Supplemental Survey Report* and found that the specific segment of track was not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) as a linear historic resource because of lack of integrity to original materials and workmanship.

Evaluation

This form does not record or evaluate the entire BNSF/ATSF, instead, it records and evaluates only the approximately 0.50-mile portion of the line in the city of Los Angeles just south of the First Street Bridge north to Aliso Street/US 101 Freeway located in the CEQA Project Area for the report cited in P11 of this form. After review of the previous recordation and current field check and research, the present evaluation agrees with the previous evaluation and concludes that the segment of BNSF/ATSF trackage in the CEQA Project Area is not eligible for listing in the NRHP or CRHR, and is not a historical resource for the purposes of CEQA.

*Los Angeles Historic-Cultural Monuments*

This evaluation also include application of the City of Los Angeles, Office of Historic Resources (OHR), Department of City Planning, Chapter 9 Department of City Planning, Article 1 Cultural Heritage Commission, Sec. 22.171.7 of the Los Angeles Administrative Code. A Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or



Primary # 19-186804

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) Burlington Northern Santa Fe Railway

Continuation  Update

local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

The segment of the BNSF/ATSF, does not appear to meet the criteria for listing as a LACHM. This segment of railroad does not appear to have historic significance, nor reflect or exemplify and broad cultural, political, economic, or social history of the nation, state, or community. The segment of the BNSF/ATSF is not identified with historic personages or with important events in the main currents of national, state, or local history. This segment of railroad was used by various businesses throughout the decades, and was used to transport freight goods through the Los Angeles area. This segment of BNSF/ATSF does not embody the distinguishing characteristics of an architectural-type specimen, inherently valuable for a study of a period, style, or method of construction and is not a notable work of a master builder, designer, or architect whose individual genius influenced his or her age. This segment of railroad has been modified over time with additional trackage, the addition of the portal in the 1980s, modern buildings added to the segment, and other changes that have altered the segment of track under study, from its period of original development.

\*B14. Evaluator: Chandra Miller, AECOM

\*Date of Evaluation: December 2016

