

3.4 CULTURAL AND PALEONTOLOGICAL RESOURCES

This section describes the potential impacts related to cultural and paleontological resources associated with development of the project site. The cultural resources analysis is based on the *Los Angeles State Historic Park, Cultural History and Archaeology*, prepared by CDPR in August 2011. This report is included as Appendix D of this EIR.

3.4.1 ENVIRONMENTAL SETTING

PREHISTORIC OVERVIEW

The earliest well-defined, geographically broad cultural occupation in the southern California coastal and near-coastal regions is the Millingstone Horizon or Period. The Millingstone Horizon is now recognized as approximately 10,000 years before present, with the earliest culture beginning at approximately 8,500 years before present. Many of the early coastal Millingstone sites have similar characteristics exhibiting a strong marine influence with food resources dominated by shellfish, fish, marine mammals, and large and small terrestrial mammals, along with bone tools, beads, points, scrapers, manos, mutates, and hammerstones as the dominant tools found.

Toward the end of the Millingstone Horizon, approximately 5,000 years before present, mortars and pestles first appeared in southern California. Artifact innovations during this time, including the mortar and pestle, and increased use of projectile points, indicate significant dietary changes, including exploiting a larger variety of plants and animals. Shifts in settlement use are also observed during this time period. New groups of people began to migrate into the area at the end of the Millingstone Horizon on the southern California coast. One of these groups was the Gabrielino-Tongva. The arrival of the people who became the Gabrielino-Tongva into the Los Angeles Basin is believed to have occurred approximately 3,500 years before present.

General settlement in the Los Angeles Basin between AD 700 and AD 1150 changed from a series of major seasonal villages to a pattern of fewer and larger permanent villages. The Gabrielino in late times are thought to have resided in large, politically autonomous, socially stratified villages; however, archaeological evidence for them is relatively low.

The explorers who encountered indigenous people on land and sea voyages provide early accounts of the Gabrielino. Cabrillo's expedition in AD 1542 is thought to be the first known to make contact with Alta California's indigenous people. A Spanish expedition under the leadership of Don Gaspar de Portola passed through present-day downtown Los Angeles and possibly through the project site on August 2, 1769, before crossing the Los Angeles River. The expedition was visited by local people from a village thought to be *Yaanga*.

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HISTORIC OVERVIEW

The project site is located within the traditional territory of the Gabrielino-Tongva, who occupied the area encompassed by the Los Angeles Basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and along the coast from the general area of Topanga Canyon down to Newport Bay. The name Gabrielino was applied to the indigenous people of the Los Angeles Basin since so many of them were recruited to San Gabriel Mission in the late 1700s and early 1800s. The term Tongva, which refers to a specific village in the San Gabriel area, has been adopted by many contemporary Indian people in the region as their tribal name. It is now believed that the Gabrielino-Tongva have occupied the Los Angeles Basin and surrounding areas for approximately 3,500 years, based on archaeological, biological, and linguistic data.

The exact Gabrielino population prior to Spanish colonization of Alta California is unknown; however, historic accounts suggest that 50 to 100 villages were noticed by the early explorers and that the average population of each village at the time of European contact was 50 to 100 people. These figures suggest that as many as 10,000 Gabrielinos could have occupied the mainland and the southern Channel Islands. However, life in Spanish missions following colonization exacted a heavy toll in terms of population on the Gabrielino people, as well as other California Indian groups, due to the introduction of diseases, crowded conditions, poor nutrition, and other social factors.

One major ethnographic Gabrielino village close to the project site was the village of *Yaanga*, one of the largest Gabrielino villages in the region. The village of *Yaanga* was later instrumental in the founding of Pueblo de Los Angeles as the Spanish Colonial governor wanted a Native American village population to support the new civil community with labor and materials.

Upon establishment of El Pueblo de Los Angeles, a main irrigation ditch known as Zanja Madre was constructed along the base of the slope next to the present-day project site. The Zanja Madre conveyed water from the Los Angeles River to the plaza in the Pueblo and to fields along the river valley.

The earliest documented agricultural enterprise in the project site began in 1804. Later records indicate that Francisco Avila and his family established vineyards in this area. Viticulture continued to be the top agricultural product in the Los Angeles area until the 1860s. By 1858, a waterwheel was operated along the bluff just west of the project site to lift water from the Zanja Madre up to Buena Vista Street (present-day Broadway) to be distributed under pressure to the plaza; however, a flood in 1861 destroyed the waterwheel.

The site of the 19th century Southern Pacific Railroad Company's River Station railroad yard, also known as the Los Angeles Junction, and in the 20th century nicknamed the Cornfield Yard, occupied the current project site boundaries.

This regionally significant railroad transportation hub was first established in 1875, when the Southern Pacific Railroad Company opened a freight house and depot to complement the newly constructed railroad line that connected Los Angeles to the north, and subsequently to the east coast. In 1879, a hotel

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was built next to the existing depot to expand services for passengers. River Station continued to expand soon after its initial opening and eventually consisted of a roundhouse (railroad locomotive service building) with turntable, freight house, blacksmith shop, machine shop, transfer table, car shop, paint shop, coal dock, and other facilities.

River Station served as the key transportation center for Southern Pacific Railroad in southern California during the 19th century, although much of Southern Pacific Railroad’s passenger service was moved to its Arcade Depot in downtown Los Angeles in 1889. The River Station roundhouse was expanded in size subsequent to 1881, and by the 1880s, Southern Pacific Railroad had become the largest employer in Los Angeles, with River Station being the headquarters for its operations in southern California.

In 1904, Southern Pacific Railroad Company completed the construction of new, modern, and expanded general shops facility located east of the project site, across the Los Angeles River, in the Lincoln Heights community of Los Angeles. From 1904 to 1925 River Station served as the Southern Pacific Railroad Company’s main freight facility until the opening of the larger Taylor Yard located approximately two miles north.

Southern Pacific Railroad Company continued to use River Station for active freight operations, especially for its early work in intermodal transportation, from the 1930s through the 1960s. Southern Pacific Railroad renamed the facility the Spring Street Intermodal Center in 1985, but slowly reduced operations until closing the facility in October 1992.

PROJECT SITE SELECTED HISTORICAL CHRONOLOGY

Table 3.4-1 includes a selected historical chronology of the development of the project site. The *Los Angeles State Historic Park, Cultural History and Archaeology*, prepared by CDPR, includes a detailed chronology. This report is included as Appendix D of this EIR.

**TABLE 3.4-1
SELECTED TIMELINE OF THE DEVELOPMENT OF PROJECT SITE AND SURROUNDING AREA**

Date	Event
10,000 BP	<u>Ancestors of the Gabrielino-Tongva people begin occupying the entire Los Angeles basin. The Gabrielino-Tongva people were one of the prosperous and successful of California Native American cultural groups with a complex social system and highly adaptive culture.</u>
1540	<u>Europeans first documented contact with Southern California Native Americans.</u>
1769	<u>Spain’s Portolá expedition of 64 men fords river and marches through the current project site and the Tongva-Gabrielino village of Yaanga, one of 40 to 60 villages in the region, in August. The expedition notes the value of the river to creating agricultural settlement in the area.</u>
1781	<u>Governor Felipe de Neve and a party of 11 families of 44 men, women, and children (many of African, European, and Native American descent) found the pueblo of Los Angeles near the present-day Plaza. The current project site is part of the pueblo lands as communal planting lands (known as suertes). Spanish Colonial government establishes Pueblo de Los Angeles (project site is part of communal planting areas of pueblo). Zanja Madre (Mother Ditch), is the first water conveyance system to bring water from the main irrigation ditch connecting Los Angeles River, across the bluff currently on the west side of the Gold Line, to the plaza, is later constructed against bluff to the west of the project site.</u>

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<u>1793</u>	<u>Francisco Reyes becomes first mulatto (Afro-Mexican) alcalde (mayor/justice of the peace) of the Pueblo de Los Angeles almost 200 years prior to the first elected African-American mayor, Tom Bradley.</u>
<u>1800</u>	<u>Population of the pueblo is 315.</u>
<u>1804</u>	<u>Earliest documentation of agricultural use of project site; later documentation indicates vineyards on project site</u>
<u>1815</u>	<u>Los Angeles River overflows its banks, causing much destruction and bringing the main channel along present-day Spring Street for nearly a decade.</u> The Los Angeles River also shifts the main channel along Ballona Creek to Santa Monica Bay.
<u>1817</u>	<u>Avila Family reportedly has vineyards on the south end of the current project site. The pueblo is reported to have over 53,000 grape vines under cultivation.</u>
<u>1818</u>	<u>Early plaza is moved southeast to its present location; Avila Adobe is built.</u>
<u>1820</u>	<u>Population of Los Angeles is recorded as 650.</u>
<u>1822</u>	<u>News arrives of Mexican Independence and end of Spanish Colonial rule in Alta California. This institutes a rise of Mexican Republicanism and an emphasis on representative government and private property. Mexican government legalizes trade with foreign vessels and institutes the “Rancho Era” in Alta California.</u>
<u>1823</u>	<u>Plaza church is completed and dedicated.</u>
<u>1825</u>	<u>Severe flood changes outlet of Los Angeles River from Santa Monica Bay to San Pedro Bay.</u>
<u>1830</u>	<u>Population of Los Angeles is 1,200 (including Native Americans).</u>
<u>1831</u>	<u>Mill along Zanja Madre A flour mill is constructed just adjacent to the southwest corner of the current project site and is powered with water from the Zanja Madre; later site of Capital Mill.</u>
<u>1832</u>	<u>Los Angeles resident Pio Pico is named interim governor for several months.</u>
<u>1835</u>	<u>Mexico elevates Los Angeles to status of <i>pueblo</i> (city), which briefly serves as capital of Alta California; its population of 1,650 people (including 600 Native Americans) is the largest civil community in the territory.</u>
<u>1843</u>	<u>Wealthy businessman rancho Abel Stearns reportedly purchases flour mill and south end of the current project site.</u>
<u>1845</u>	<u>Pio Pico is reestablished as governor of Alta California; territorial capitol again established in Los Angeles.</u>
<u>1846-1847</u>	<u>Mexican War breaks out; Lt. Archibald Gillespie and 50 U.S. marines occupy Fort Moore Hill, but are expelled by Californios; US forces reoccupy Los Angeles and Treaty of Cahuenga signed ending hostilities in California; area population is approximately 4,000.</u>
<u>1848</u>	<u>Treaty of Guadalupe-Hidalgo cedes California to the U.S.; military relocates Yaanga village to across the Los Angeles River.</u>
<u>1849</u>	<u>Pueblo lands are formally mapped at 28 square miles; Lt. Ord draws first official city survey (current project site is shown as agricultural use).</u>
<u>1850</u>	<u>California admitted to the Union; City of Los Angeles is incorporated; U.S. census counts 1,610 non-Native-American inhabitants in the City, including two Chinese men; county population is 3,530. A reported 10,000 Sonoran miners would travel through Los Angeles on their way to and from the gold fields in Northern California. Many of those that stayed settled just southwest of the current project site, giving rise to the area’s name of “Sonoratown” (later to become Chinatown).</u>
<u>1852</u>	<u>Heavy flood destroys homes, farms, orchards, and water works; Phineas Banning forms a stage and freight business between San Pedro and Los Angeles.</u>
<u>1853</u>	<u>Masonic Temple established on Main Street (currently designated a State Historic Landmark).</u>
<u>1854</u>	<u>City establishes a water overseer; first Jewish services held by Rabbi A.W. Edelman; new Chinese immigrants arrive.</u>
<u>1855</u>	<u>Los Angeles gripped by “race war”; strife between vigilantes and bandidos; Mayor Stephen C. Foster resigns to lead a lynching; Italian settler builds La Casa Pelanconi, the first brick home (future</u>

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	<u>Olvera Street); old flour mill opposite the southwest corner of the current project site is expanded by owner Abel Stearns.</u>
<u>1856</u>	<u>Biddy Mason, African-American woman from Mississippi, arrives in Los Angeles. After gaining her freedom in federal court, she will become a prominent civic leader and philanthropist of early American Los Angeles.</u>
<u>1857</u>	<u>Sheriff Barton is killed, vigilantes detain 52 Mexican Californians, execute 11; City authorizes water wheel to fill zanjas.</u>
<u>1858</u>	<u>Water wheel is completed on the present-day project site to capture water from the Zanja Madre and lift it to Buena Vista Street (present-day Broadway) pipes and eventually to the brick reservoir in the plaza.</u>
<u>1860</u>	<u>City’s official population is 4,385; county population is 11,333.</u>
<u>1861</u>	<u>Telegraph connects Los Angeles and San Pedro; Christmas Eve storm and flood damages water wheel; it is repaired.</u>
<u>1862</u>	<u>Start of a severe drought that will effectively end the cattle industry and undermine the ranchero class.</u>
<u>1863</u>	<u>Smallpox epidemic kills many Gabrielinos; winter floods again destroy water works, including water wheel.</u>
<u>1864</u>	<u>Floods and drought devastate cattle industry; banks foreclose on rancheros.</u>
<u>1865</u>	<u>St. Vincent’s College (now Loyola University) founded at Plaza.</u>
<u>1867</u>	<u>Prudent Beaudry buys Bunker Hill for \$51 and develops it for affluent Angelenos.</u>
<u>1868</u>	<u>Los Angeles water system starts using iron pipes.</u>
<u>1869</u>	<u>First rail line is completed linking Los Angeles and Wilmington; it runs along Alameda Street; old brick reservoir on the Plaza is removed; first bicycle appears on Los Angeles streets.</u>
<u>1870</u>	<u>Former Governor Pico opens Pico House, a fine multi-story hotel, at the Plaza; Merced Theater, with 400 seats, opens next door; city water system has 50 miles of zanjas; city population reaches 5,728, including 172 Chinese; county population is 15,309.</u>
<u>1871</u>	<u>U.S. starts initial improvements in Wilmington harbor; vicious vigilante mob massacres 19 Chinese, bringing nationwide notoriety to Los Angeles as a raw, frontier “cow-town”.</u>
<u>1872</u>	<u>Voters approve referendum granting Southern Pacific Rail Road \$600,000 in cash, control over rail line to San Pedro, and 600 acres for a rail yard and rights-of-way (including the current project site), connecting Los Angeles to a transcontinental national rail network and undercutting San Diego’s bid as a rail port. Southern Pacific hires journalist Charles Nordhoff to write <i>California for Health, Pleasure, and Residence</i>, selling Southern California as a place of agricultural riches, sunny skies, and healthy climate to lure wealthy travelers and settlers.</u>
<u>1873</u>	<u>Southern Pacific begins laying tracks from the new Los Angeles Junction , or “River Station” (the current project site), toward San Francisco; Chinese laborers blast a tunnel through mountains above San Fernando; first trolleys roll on Los Angeles streets.</u>
<u>1875</u>	<u>Pasadena is founded; Los Angeles and Independence Railroad begins running from downtown to the Santa Monica wharf; River Station is under construction and opens for first local passenger service. Initial River Station facilities for passengers, freight and shops are under construction at the project site</u>
<u>1876</u>	<u>Southern Pacific, headed by Leland Stanford, completes rail link between Los Angeles and San Francisco, through Soledad Canyon and Antelope Valley on September 5. Calvary cemetery still located on Buena Vista (present-day Broadway, at the current site of Cathedral High School).</u>
<u>1877</u>	<u>Southern Pacific arrival sparks land boom with ripple effects in Pasadena, El Monte, Pomona, and Long Beach; River Station and Pacific Hotel open for business; future water czar, William Mulholland, arrives in Los Angeles and works as a <i>zanjero</i>.</u>
<u>1878</u>	<u>Wolfskill family sends first shipment of oranges east via Southern Pacific and it arrives in St. Louis in good shape; this sparks a commercial agricultural boom for Southern California citrus.</u>

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1879	<u>River Station's new depot and original Pacific Hotel opens for business with its featured "parlor sitting room" and 25-minute meal service for through passengers; William N. Monroe, owner of Pacific Hotel, is elected to city council.</u>
1880	City population nearly doubles in 10 years, reaching 11,183; county population is 33,381. <u>Roundhouse and shops are in operation at River Station</u>
1881	<u>Southern Pacific completes southern route rail link with New Orleans via Yuma and Los Angeles; brick roundhouse is in operation at River Station</u>
1882	<u>First Los Angeles telephone is installed at River Station; first electric street lights are installed in downtown; U.S. Exclusion Act prevents further migration of Chinese to the U.S.</u>
1883	<u>Increased passenger service requires building of a new, larger depot and hotel with restaurant to accommodate the transcontinental rail traffic at River Station.</u>
1884	<u>Fire House No. 1 opens on the Plaza; Herman Levi and Jacob Loews' Capital Milling Company expands old Stearns mill on Spring Street.</u>
1885	<u>Santa Fe Railway completes second national rail line into Los Angeles, triggering the Boom of the Eighties, first major land boom in Southern California drawing thousands to live and invest.</u>
1886	<u>City establishes Elysian Park.</u>
1887	<u>Southern Pacific brings 120,000 "boomers" to Los Angeles; first electric streetcars begin running on Los Angeles streets; ranchos are subdivided, and \$100 million in real estate is sold this year; Sepulveda House hotel opens on Main Street.</u>
1888 - 1889	<u>Southern Pacific adds small buildings to River Station (from 1888 to 1894), filling the entire property but also opens demand and River Station's location on the "outskirts of town" pushes Southern Pacific to build the more elaborate Arcade Depot in 1889 on Alameda Street near 1st Street; cable cars run northward from downtown to River Station, crossing over the rail lines on viaduct spanning San Fernando Street (present-day Spring Street), and also out from downtown through Downey Street Bridge into fashionable Boyle Heights; Boom of the Eighties collapses, for passenger service and focuses River Station for freight and shops</u> <u>River Station is at its height of development with the depot/hotel, freight house, 26-stall roundhouse, 75-foot diameter turntable, coaling and wood house, full-set of maintenance shops, and most importantly for the citrus industry, a large icing facility. It served as Southern Pacific's headquarters for all passenger, freight, and regional maintenance operations. As such it regularly employed over 300 permanent employees who lived in the new residential and industrial neighborhoods surrounding the yard.</u>
1889	<u>Los Angeles Electric Railway Company extends trolley lines down Buena Vista Street and San Fernando Street (present-day Broadway and Spring Street, respectively).</u>
1890s 1894	<u>Semi-Tropic Homestead Company develops housing tract near River Station, and works with Southern Pacific to build a pedestrian bridge to span rail yard, linking it with worker housing in Sonoratown and Solano Canyon on to provide access from Buena Vista Street (present-day Broadway)</u>
1890	City population is 50,395; county population is 101,454; Garnier Building on Pico-Garnier Block is built especially for the Chinese Benevolent Society.
1892	<u>Oil is discovered in Los Angeles, begins oil boom. Standard Oil builds first refinery next to River Station between Baker and Spring Streets.</u>
1893	<u>Southern Pacific closes Pacific Hotel, converts the building to a freight office; Fruit Growers Exchange founded to partner with railroads in promoting oranges; economic depression; Los Angeles labor movement lead national crusade for Chinese exclusion; Chavez Ravine Arboretum established.</u>
1897 1897- 1904	<u>Southern Pacific begins and completes move of maintenance shop facilities from River Station to new, modern and expanded facility "General Shops Yard" in East Los Angeles (an area now known as in Lincoln Heights) to accommodate volume of freight operations. At this time, the shops, roundhouse, and turntable were dismantled and reconstructed at the new site. The old</u>

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	<u>foundations were then buried and graded flat for new rail (these are some of the archaeological features recently uncovered on the current project site). Freight yards were extended another 1,500 feet down and across Alameda, and several new shipping houses are built.</u>
	<u>An Angeleno builds an automobile at a cost of \$30,000.</u>
1899	<u>Massive “Free Harbor Jubilee” in San Pedro celebrates start of breakwater construction to create port for Los Angeles.</u>
1902	<u>Old River Station Depot and Pacific Hotel are removed from original site and incorporated into a new larger freight house on the south end of the property.</u>
1903	<u>Southern Pacific builds a new bridge over the Los Angeles River; Solano and Elysian reservoirs are built to store water; Henry E. Huntington begins streetcar “trolley” empire.</u>
1904 1904– 1925	<u>With much agricultural land in downtown subdivided and developed, City abandons zanjas. River Station serves as Southern Pacific’s main freight yard moving tens of thousands of freight cars monthly until the opening of the larger Taylor Yard two miles north of project site</u>
1905	<u>A third major railroad, the Los Angeles, San Pedro, and Salt Lake Railway (now known as the Union Pacific) arrives in Los Angeles; railroads have brought so many people that the City needs a new water supply; voters approve bond to build Los Angeles Aqueduct for Owens River water.</u>
1908	<u>Aqueduct construction begins that eventually replaces river water for domestic uses. Area around River Station out to river edge is the first area in the City zoned for manufacturing; officially Industrial District #1.</u>
1910s	<u>River Station is nerve center of Southern Pacific’s multi-million dollar freighting operations in Los Angeles. The River Station employed four to five hundred workers on around-the-clock shifts moving an estimated 85,000 freight cars through the yard per month, often blocking City streets surrounding the yard all day long.</u>
1910	<u>Mexican Revolution activates large emigration to U.S.; City population is 310,198; county population is 504,131.</u>
1912	<u>Presidential hopeful Theodore Roosevelt speaks at Shrine auditorium; Southwest Museum is built; community of Arroyo Seco is annexed to Los Angeles.</u>
1913	<u>Aqueduct from Owens Valley is completed, spurring additional urban development.</u>
1914	<u>Southern Pacific opens Central Railroad Station at northwest corner of Fifth Street and Central Avenues; closes Arcade Station; City completes new port facilities at San Pedro to benefit from the completion of Panama Canal.</u>
1915	<u>County, with 750,000 people, leads nation with 55,000 privately-owned automobiles; San Fernando Valley is annexed to Los Angeles.</u>
1917	<u>San Antonio Winery is founded in Lincoln Heights; Pio Pico Mansion in Whittier becomes first state-owned “historic monument” property in Southern California.</u>
1920	<u>Population of Southern California surpasses that of Northern California; Los Angeles population is 576,673; Southern California total 1,347,000, while San Francisco totals 506,676.</u>
1925– 1992	<u>Taylor Yard is opened “out of town” to accommodate the immense volume of freight moving through the region; River Station is placed under this Southern Pacific jurisdiction; City population reaches 896,000; LAPD Academy opens in Elysian Park. River Station is used as a freight operations facility by Southern Pacific</u>
1928	<u>New City Hall is built on Spring Street, displacing a Mexican barrio; State Department of Parks and Recreation is established.</u>
1929	<u>San Pedro becomes leading U.S. harbor; blue ribbon committee unveils visionary Olmstead Brothers plan for preserving the natural cityscape.</u>
1930	<u>Olvera Street is dedicated as a historical site; Los Angeles is the fifth largest city in the nation, but leads in failed businesses; its population is 1,238,048; population of El Pueblo area and north includes Mexicans, Anglos, Chinese, Italians, French, Germans, and Japanese.</u>
	<u>The Olmstead Brothers and Bartholomew & Associates publish <i>Parks, Playgrounds and Beaches for</i></u>

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	<u>the Los Angeles Region, a visionary plan for a coherent and comprehensive web of open space, schools, and transportation, including park space in the project area, and the greening of the Los Angeles River.</u>
<u>1931</u>	<u>To reduce social service costs, County begins repatriating 12,600 Mexicans, many from Chavez Ravine.</u>
<u>1933</u>	<u>Old Chinatown is chosen as site for new Union Railroad Station. Relocation of the residents and businesses begins.</u>
<u>1935</u>	<u>River Station becomes a key station for Southern Pacific’s daily “Overnight” Coast Merchandise Express freight trains to San Francisco and Portland.</u>
<u>1937</u>	<u>Elysian Park landslide crashes onto Riverside Drive; flood destroys Dayton Avenue Bridge.</u>
<u>1938</u>	<u>City forcibly relocates Chinatown businesses to its present location (previously Sonoratown); deadly flood destroys Southern Pacific bridge built in 1903; “Frogtown” community near Taylor Yard is severely damaged. U.S. Army Engineers and County Flood Control begin process of encasing the Los Angeles River in concrete, creating the world’s most extensive flood control basin.</u>
<u>1939</u>	<u>Union Station opens with festive three-day celebration.</u>
<u>1940</u>	<u>Coming War Boom pushes Los Angeles population to 1,504,227. Six-mile Arroyo Seco Parkway (present-day Pasadena Freeway) is completed; U.S. builds Naval and Marine Corps Armory on Stadium Way.</u>
<u>1942</u>	<u>Start of wartime incarceration of Japanese. “Little Tokyo” area south of Union Station is vacated during WWII; “Sleepy Lagoon murder” evokes racial attacks on Mexicans and Mexican-Americans.</u> <u>William Mead Homes public housing project is opened several blocks east of the current project site. Project is partially located on site of former oil refinery and dump site; hazardous materials later found required massive cleanup in the 1990s and 2000s.</u>
<u>1943</u>	<u>GIs stationed in Chavez Ravine spark “Zootsuit riots” in downtown.</u>
<u>1940-1950s</u>	<u>During and after the War, River Station serves as an early “inter-modal” facility for transfer of freight between rail and truck.</u>
<u>1950</u>	<u>City begins evicting 1,000 Chavez Ravine families to build a huge racially integrated, federally subsidized public housing project; some resisters are jailed; state demolishes part of historic El Pueblo for Hollywood/Santa Ana Freeway; City population reaches 1,970,358. County population is 4,151,687.</u>
<u>1951</u>	<u>Housing industry leads crusade against public housing as “creeping Socialism” and “federal domination”; council cancels redevelopment plan.</u>
<u>1953</u>	<u>State dedicates El Pueblo area as a state historic monument (park), protects Plaza, Avila Adobe, Merced Theatre, Masonic Temple, Garnier Building, Fire House No. 1, and Pico House.</u> <u>Southern Pacific initiates some of the first trailer-on-flat car container transport service at River Station.</u>
<u>1957</u>	<u>Fort Moore Pioneer Memorial, honoring the memory of U.S. military in the Mexican War, is unveiled near Plaza.</u>
<u>1958</u>	<u>Brooklyn Dodgers move to Los Angeles.</u>
<u>1960</u>	<u>County has 500,000 people of Mexican background; City population reaches 2,479,015; county population is 6,038,771.</u>
<u>1961</u>	<u>As “compromise” to concerns with public housing project, Chavez Ravine is chosen site for Dodger Stadium; construction begins.</u>
<u>1962</u>	<u>Dodgers first season in Chavez Ravine.</u>
<u>1964</u>	<u>Los Angeles becomes nation’s second most populous city.</u>
<u>1970s</u>	<u>City population is 2,811,801; county population is 7,055,800.</u>
<u>1970</u>	<u>The railroad and industrial landscape around River Station is in decline.</u>
<u>1971</u>	<u>City of Los Angeles designates River Station area as Historic-Cultural Monument No. 82;</u>

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	<u>Chicano Moratorium demonstration in East Los Angeles to end Vietnam War.</u>
1978	<u>Fire destroys old freight house- a portion being part of the original Pacific Hotel</u>
1980	<u>New Asian and Latino immigration changes demographics; ethnic population of Southern California is: 24 percent Hispanic, 61 percent white, 9 percent African American, and 6 percent Asian; City population is 2,967,000; county population is 7,477,503.</u>
1984	<u>Southern Pacific formally renames River Station as “Spring Street Intermodal Center”.</u>
1985	<u>Louis McAdams founds Friends of the Los Angeles River calling for restoration of the now-channelized river.</u> <u>Taylor Yard is formally closed, foretelling the fate of River Station.</u>
1986	<u>Monterey Park becomes the nation’s first suburban Chinatown.</u>
1990	<u>City’s population reaches 3,485,390; county population is 8,769,944.</u>
1992	<u>Southern Pacific begins dismantling River Station facility/Bull Ring Yard, also known by its railworker nickname, Cornfield Yard. This closes out the rail yard era for the project site.</u>
1998	<u>Environmental conference explores redevelopment of Taylor Yard.</u>
1999	<u>“Old” River Station is slated to become an industrial park. A local coalition called the Chinatown Yard Alliance objects to the proposed project and organizes community and legal resources to challenge the City’s process for redevelopment of the site, now referred to as the Chinatown or Cornfield Yard. Legal challenges to the project are upheld and community calls for a new park instead of industrial development.</u> <u>Cornfield Yard, slated to become an industrial park, is subjected to first archaeological survey and evaluation; local coalition of residents, businesspeople, and community leaders objects to development plans and initiates challenges to project</u>
2000	<u>An archaeological testing report on Zanja Madre is made for Pasadena Gold Line construction; UCLA planning department issues major planning analysis report “Past History of the Cornfields: A Window to Future Uses.”</u> <u>Chinatown Yard Alliance continues legal challenges to warehouse project, citing Environmental Justice concerns. Federal agencies withdraw subsidies for warehouse project due to these concerns.</u>
2001	<u>Members of the Chinatown Yard Alliance resolve their suit under CEQA and agree to work with the developer to persuade the state to buy the project site for development of a park. Trust for Public Land buys former River Station railroad yard site and then sells the site to CDPR due to the historical significance of the property and location near Los Angeles River.</u> <u>December 21st, Governor Grey Davis visits the project site to commemorate CDPR’s purchase of the property.</u>
2001	<u>Cornfield Advisory Committee established to assist CDPR staff with planning for interim and permanent land uses at the project site</u>
2002	<u>Preliminary archaeological survey and test locates remains of River Station artifacts and features during soil remediation; CDPR’s Cornfield Advisory Committee is formed to assist the state in developing the park vision.</u>
2003	<u>Soil remediation work is completed; park is declared ready for public use; Cornfield Advisory Committee completes Vision Document recommending themes of connectivity, cultural/historical significance, recreation, transportation, and purpose for the site becoming a State Historic Park.</u>
2005	<u>CDPR undertakes initial archaeological investigations prior to installing interim park facilities and leasing property for “Not a Cornfield” public art installation. CDPR Commission approves General Plan and designates and names the project site as Los Angeles State Historic Park</u>
2005	<u>Project site is leased to a local artist and used to produce large-scale public art</u>

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TABLE 3.4-1
SELECTED TIMELINE OF THE DEVELOPMENT OF PROJECT SITE AND SURROUNDING AREA

2006	Construction of IPU facilities are completed and opened in September
<u>2007</u>	<u>Hargreaves Associates chosen as lead design firm for long-range development plans for LASHP.</u>
<u>2008</u>	<u>Design work and associated studies are undertaken, including archaeological reconnaissance and testing; bond funding for Phase I development is frozen and project is halted in December.</u>
<u>2010</u>	<u>CDPR reengages the project in-house and moves forward with a reduced Phase I scope with released bond funding.</u>
<u>2011</u>	<u>Environmental review process for Phase I begins.</u>
<u>2012</u>	<u>Draft EIR is released for public review.</u>

Note: **Bold** text indicates items directly connected to the project site.

Source: CDPR, *Los Angeles State Historic Park, Cultural History and Archaeology*, August 2011 (Appendix D of EIR).

EXISTING CONDITIONS

The historical significance and eligibility of the project site (River Station area) as a historical resource has long been established. In June 1971, the City recognized the local significance of the project site by officially designating the site as Historic-Cultural Monument No. 82 for its role in the late 1800s as the Southern Pacific Railroad Company's River Station railroad yard.¹

The project site is also recorded at the South Central Coastal Information Center, located at California State University, Fullerton, as site CA-LAN-3120 for its archaeological resource components associated with the historic rail yard activities. The most recent site record update is dated October 5 through 6, 2010.

No evidence of prehistoric cultural deposits or historic cultural remains predating the River Station railroad yard have as yet been discovered during any of the previous excavations within the project site, likely due to its early agricultural use and its location within the historic floodplain of the Los Angeles River (from 1815 to 1827 the main river channel followed present-day Spring Street). The project site has no standing, intact historic-period buildings or structures, either from the 19th or early 20th centuries. The project site primarily contains 19th century masonry wall foundations and other structural remains, trash deposits, and support structural elements (e.g., masonry and concrete support piers, floor surfaces, and associated structures), as well as 20th century trash deposits and items associated with the later railroad yard which was operational on the project site from 1904 to 1992. All buildings, structures, and tracks associated with the railroad yard have been removed.

Evaluations of particular structural elements within the project site were conducted in 2008. The building sites examined at this time consisted of the turntable, the stone turntable center pivot, a brick-and-mortar repair pit foundation within the Machine Shop, and a concrete support pier of unknown function. The

¹ City of Los Angeles, Department of City Planning, Office of Historic Resources, Cultural Heritage Commission, Historic Cultural Monument (HCM) Report for Central City North Community Planning Area, Last Updated April 6, 2011, available at: <http://www.preservation.lacity.org/designated-sites>, accessed: October 25, 2011.

wood elements in the turntable site were determined to be in relatively good condition. The metal objects examined throughout the park, such as tie-rods, bolts, and machine mounts, were all found to exhibit active corrosion. An architectural conservation plan for their treatment was completed as part of the evaluation.

Results from previous archaeological and geophysical investigations conducted on the project site, as well as archaeological monitoring and historical research, demonstrated that there are substantial remnants of the historic buildings and related features associated with the River Station railroad yard, dating from 1875 to approximately 1904, as well as the later freight yard era (1904 to 1992). At the northeastern and southwestern ends of the project site, some remnants of rails and railroad ties may still be visible. The northeast end of the project site has potential to yield historic-period trash deposits, based upon findings during monitoring for utility lines for an adjacent project. No human remains have been recovered at the project site to date.

In 2005 and 2006, an estimated 60,000 cubic yards of imported fill soils were brought to the project site and placed on top of the existing ground surface. The fill soils were introduced as a means of protecting the underlying historic archaeological remains from activities associated with the public art project (2005) and, later, construction of the IPU park facilities.

Historical and Archaeological Records Review

An official records search was conducted by CDPR for the project site in May 2002. The results of that search were that no prehistoric archaeological sites were found within a 0.5-mile radius of the project site. Two historic archaeological sites were found within a 0.5-mile radius of the project site. Ten recorded historic buildings and sites were identified within a 0.5-mile radius of the project site; one of which is located within the project site. Four additional archaeological sites are located within one mile of the project site.

The following 10 designated California Historical Landmarks were found near the project site:

- **#144 La Iglesia de Nuestra Señora la Reina de Los Angeles- the Church of Our Lady the Queen of the Angels (Plaza Church).** Dedicated on December 8, 1822, the church was originally known as La Iglesia de Nuestra Senora de Los Angeles. This church was the only Catholic Church within the pueblo. Located at 535 North Main Street just south of Cesar Chavez Avenue.
- **#145 Avila Adobe.** This adobe house was build circa 1818 by Don Francisco Avila, Alcade (mayor) of Los Angeles in 1810. The adobe residence was later used as Commodore Robert Stockton's headquarters in 1847. The Avila Adobe was repaired by private subscription from 1929 to 1930 when Olvera Street was opened as a Mexican marketplace. It is the oldest existing house in Los Angeles. Located in El Pueblo de Los Angeles, Olvera Street.

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- **#156 Los Angeles Plaza.** This site is a part of the original pueblo land of El Pueblo de la Reina de Los Angeles de Porciúncula founded in 1781 under Spanish Laws for the Indies during the reign of King Carlos III. The current Plaza is located close to the site of the original plaza. It was the center of the settlement founded by Governor Felipe de Neve. When the Plaza Church was completed in 1822, this site was reserved as a public plaza. It was landscaped in 1871 and has since served as a public park. Located in El Pueblo de Los Angeles within the 500 block of North Main Street.
- **#159 Pico House (Hotel).** Pio Pico constructed the Pico House from 1869 to 1870. The first three-story hotel building in Los Angeles, it had approximately 80 rooms, large windows, a small interior court, and a grand staircase. Located in El Pueblo de Los Angeles, 400 block of North Main Street.
- **#171 Merced Theatre.** The Merced Theatre, built in 1870 on North Main Street next to Pico House, was the first building constructed expressly for theatrical purposes in Los Angeles. The theatre was built by William Abbot, a cabinet maker, and named in the honor of his wife, Merced Garcia. Located in El Pueblo de Los Angeles at 420 North Main Street.
- **#301 Lugo Adobe (site of).** The Lugo adobe site, said to have been built in the 1840's by Don Vincent Lugo, was one of the few two-story houses in the Pueblo of Los Angeles. In 1867, Lugo donated this house on the Plaza to St. Vincent's School (which later became Loyola University). From the 1880s until it was demolished in 1951, the building was occupied by the Chinese. Located in El Pueblo de Los Angeles at the southeast corner of Los Angeles Street and Alameda Street.
- **#655 Portola Trail Campsite (no. 1).** Spanish colonization of California began in 1769 with the expedition of Don Gaspar de Portola from Mexico. With Captain Don Fernando Rivera y Moncada, Lieutenant Don Pedro Fages, Sergeant Jose Francisco Ortega, and Father's Juan Crespi and Francisco Gomez, he and his party camped near this spot on August 2, 1769 en route to Monterey. Located at the entrance to Elysian Park at the northwest corner of North Broadway and Elysian Park Drive.
- **#730 Old Plaza Firehouse.** This was the first fire station constructed in Los Angeles. Built in 1884, it served as a firehouse until 1897, after which it was used for various purposes until restored in 1960 and opened as a museum of fire-fighting equipment of the late 19th century. Located in El Pueblo de Los Angeles at 501 North Los Angeles Street.
- **#822 First Jewish site in Los Angeles.** The Hebrew Benevolent Society of Los Angeles (1854), first charitable organization in the City, acquired this site from the City Council by deed in April 9, 1855. This purchase of a sacred burial ground represented the first organized community effort by the pioneer Jewish settlers. Located at Chavez Ravine, behind the U.S. Naval and Marine Corps Reserve Center at 800 West Lilac Terrace near Lookout Drive.

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- **#972 Navy and Marine Corps Reserve Center.** Designed as the largest enclosed structure without walls in the world by noted California architects Robert Clements and Associates. This Art Deco building, constructed between 1938 and 1941 by a Works Progress Administration crew, is the largest and second oldest Navy Reserve Center in the United States. Located at 1700 Stadium Way.

Two properties within a 0.5-mile radius of the project site are listed on the National Register of Historic Places:

- **Los Angeles Plaza Historic District.** Roughly bounded by Spring Street, Cesar Chavez Avenue, Alameda, and Arcadia Streets, and Old Sunset Boulevard. Listed in on the NRHP in 1972.
- **Los Angeles Union Passenger Terminal.** Located at 800 North Alameda Street. Listed on the NRHP in 1980.

Twenty-three studies have been conducted within a 0.5-mile radius of the project site. Three of these studies are within the project site. Additionally, Table 3.4-2 below describes the City of Los Angeles Cultural Monument properties located within a 0.5-mile radius of the project site.

**TABLE 3.4-2
CITY OF LOS ANGELES HISTORIC-CULTURAL MONUMENTS
WITHIN 0.5-MILE OF THE PROJECT SITE**

Monument	Number	Date	Location	Description
Plaza Church	3	1822	535 N. Main Street	Oldest established church in the City
First Cemetery	26	1823-1844	Adjacent to Church	First graveyard, may still contain aboriginal Gabrielino from <i>Yaanga</i> village
The Castle	27	1882	325 S. Bunker Hill Avenue	19th century craftsmanship, classic suburban residential development, burned to ground by vandals
San Antonio Winery	42	1917	737 Lamar Street	Last remaining winery in Los Angeles
River Station Area/State Park (project site)	82	1875	N. Broadway- N.Spring-Los Angeles River-Elysian Park	Vestiges of 19th century station, yard, warehouse, tracks, switch houses, etc.
Union Station-Terminal	101	1933	800 N. Alameda Street	Streamline Modern- and Spanish-style station
Grantile-Block Paving	211	No Date	Bruno Street	This short industrial street, only surviving street with hand-hewn granite blocks
Cathedral High School	281	1923	1253 Bishops Road	Reported to be oldest Catholic high school in the City
Albion Cottages and Milagro Market	442	1870	1813 Albion Street	Cottages and turn of the century market are a window into the past
Lincoln Heights Jail/Los Angeles City Jail	587	1931	401-449 N Avenue 19	Art Deco and Modern additions

3.4 Cultural and Paleontological Resources

Previous Archaeological Work at the Project Site

The following is a list of the previous archaeological studies and surveys that have occurred at the project site. A detailed description of the work performed for each survey is included in Appendix D of this EIR.

- 1999 Compass Rose Survey
- 2000 Test Excavation by Applied Earthworks
- 2002 CDPR Archaeological Survey
- 2002 Long Beach State Geophysical Study
- 2002 to 2003 Greenwood & Associates Remediation Monitoring
- 2004 CDPR Archaeological Investigations
- 2005 to 2006 CDPR Archaeological Monitoring
- 2008 CDPR Archaeological Testing
- 2009 CDPR Archaeological Testing
- 2010 CDPR Archaeological Testing
- 2011 CDPR Archaeological Testing

Paleontological Resources

Paleontological resources are fossilized remains of plants and animals, and associated deposits. CEQA requires that a determination be made as to whether a project could directly or indirectly destroy a unique paleontological resource or site or unique geological feature. If an impact is significant, CEQA requires the identification of feasible measures to minimize the impact. Public Resources Code Section 5097.5 also applies to paleontological resources. The Society of Vertebrate Paleontology has identified vertebrate fossils, the conditions in which these materials became fossilized and associated environmental indicators, and fossiliferous deposits as significant nonrenewable paleontological resources. Botanical and invertebrate fossils and assemblages may also be considered significant resources.

There are no known paleontological resources on the project site. Additionally, the project site is not located in an area identified by the City as a paleontological site or survey area, and no sites or survey areas exist in the vicinity of the project site.²

³ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Vertebrate Paleontological Resources* map, September 1996.

3.4.2 REGULATORY SETTING

The following identifies the regulatory setting, specific mandates, and directives for the identification and evaluation of eligibility and potential impacts, as well as appropriate treatment of historical and cultural resources associated with the proposed project.

FEDERAL

National Register of Historic Places

The National Historic Preservation Act established the National Register of Historic Places (NRHP) to recognize resources associated with the country's history and heritage. Criteria for listing on the NRHP pursuant to Title 26, Part 63 of the Code of Federal Regulations are: significance in American history, architecture, archaeology, engineering, and culture as presented in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that are either: (a) associated with events that have made a significant contribution to the broad patterns of our history; (b) associated with the lives of persons significant in our past; (c) embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or (d) have yielded, or may be likely to yield information important to history or prehistory. Criterion (d) is usually reserved for archaeological resources. Properties eligible for the NRHP must be of sufficient age, be proven through scholarship to meet at least one of the significance criteria, and exhibit integrity of the features, elements, and/or informational value which provides the property its documented historical or archaeological significance.

STATE

California Register of Historical Resources

The California Register of Historical Resources (CRHR) was created to identify historical resources deemed worthy of preservation on a state level and was modeled closely after the NRHP. The criteria are nearly identical to those of the NRHP but focus on resources of statewide, rather than national, significance. The CRHR automatically includes any resource listed, or formally designated as eligible for listing, on the NRHP. The State Historic Preservation Office (SHPO) maintains the CRHR, which may also include properties designated under local ordinance or identified through local historical resources surveys that meet CRHR eligibility criteria.

California Senate Bill 297 (1982)

SB 297 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented in the event that Native American remains are discovered during construction of a project; and establishes the authority of the Native American Heritage Commission to resolve disputes regarding

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the disposition of such remains. SB 297 has been incorporated into Section 15064.5(c) of the CEQA Guidelines.

California Health and Safety Code 7050.5 and California Public Resources Code 5097

Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 outline procedures to be followed in the event human remains are discovered during the course of a State of California project. If human remains are encountered, all work must stop at that location and the County Coroner must be immediately notified and advised of the finding. The County Coroner would investigate “the manner and cause of any death” and make recommendations concerning treatment of the human remains. The County Coroner must make their determination within two working days of being notified. If the human remains are determined to be Native American, the County Coroner shall contact the California Native American Heritage Commission. The Commission would in turn “...immediately notify those persons it believes to be most likely descended from the deceased Native American.” The descendants would then inspect the site and make recommendations for the disposition of the discovered human remains. This recommendation from the most likely descendants may include the scientific analysis of the remains and associated items.

California Public Resources Code 5024.5

Public Resources Code 5024.5 states: “(a) No state agency shall alter the original or significant historical features or fabric, or transfer, relocate, or demolish historical resources on the [agency’s] master list...” This law also obligates State agencies to adopt prudent and feasible measures that will eliminate or mitigate any potential adverse effects a proposed project may have upon a listed historical resource. CDPR’s internal project review processes include provisions for ensuring compliance with this mandate in addition to the provisions included under CEQA.

California Public Resources Code 5097.5 and 5097.7

Public Resources Code Section 5097.5 as amended, and the newly introduced Public Resources Code Section 5097.7, strengthens existing State law regarding criminal penalties and restitution for crimes of archaeological site vandalism, theft of archaeological materials or artifacts in curation facilities, and damages to historic buildings and other cultural properties on State and local government lands. The amendment and new section closely follow federal law, specifically the Archaeological Resources Protection Act of 1979.

Los Angeles State Historic Park General Plan

Two goals from the LASHP General Plan related to cultural resources include the following:

- (1) Identify, document, evaluate, and interpret cultural resources at the park; and
- (2) Protect, stabilize, and preserve significant cultural resources within the park.

The LASHP General Plan also established a standard for treatment of cultural resources that states that new facilities shall be designed and constructed to avoid archaeological remains to the extent possible. The LASHP General Plan acknowledges the need for projects to be held in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* as treatment for avoiding or reducing significant impacts to an acceptable level. As recognized under both CEQA and Public Resources Code 5024.5, compliance with these standards will generally reduce any potential adverse impacts to historical and archaeological resources to an acceptable level. Subsequently, the LASHP General Plan calls for the preparation and implementation of archaeological treatment and data recovery plans in the event that specific impacts to archaeological remains are found to be unavoidable.

3.4.3 ENVIRONMENTAL IMPACTS

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on cultural resources if it would:

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

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on paleontological resources if it would:

- Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or

IMPACT ANALYSIS

Cultural Resources

CR-1 *The proposed project could potentially cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 without the implementation of mitigation measures. Mitigation measures are required to ensure less than significant impacts.*

Ten recorded historic buildings and sites were identified within a 0.5-mile radius of the project site; one of which is located within the project site itself. As previously discussed, the project site is identified as City Historic-Cultural Monument No. 82. Remnants of Southern Pacific Railroad Company's River Station railroad yard consisting of buried archaeological features and remains related to this railroad yard

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and station are known to be present at the project site. Specific cultural features present include some railroad tracks, foundations, floors, and historic surfaces for several of the former buildings, trash pits, and other linear features such as utilities. Construction and operational activities have the potential to cause damage to underlying known and unknown historical resources at the project site.

However, the proposed project is specifically designed to minimize impacts to significant archaeological features, artifacts, and historic buildings and structures located within and adjacent to the project site. The interpretation of the intact, in-place significant historic archaeological features at the project site represents a key component of the project design. C DPR is committed to ensuring that protection of these resources would be effectively managed through careful planning and by following the Secretary of the Interior's Standards for Treatment of Historic Properties, C DPR policies and guidelines, and the policies outlined in the LASHP General Plan/EIR.

The development of the proposed project would avoid areas of known surficial historical resources, and park improvements are designed to occur in areas in which deposits are buried deeply beneath planned project-related ground disturbances. The project design has been developed in consideration of the known locations of underlying 19th century building sites and structural elements. A sufficient depth of fill soils would be placed over any building site and other historic-period features to protect them from compression damage, infiltration of irrigation water or rainfall, and the movement of heavy mechanical equipment during the construction phase. A subsurface site drainage plan would also be developed as part of the proposed project. Building elements proposed to remain exposed for public viewing would be evaluated by an architectural/archaeological conservator. Any historic building remains would be evaluated and chosen for interpretation to the public based upon the conservators' guidelines and assessments by C DPR. Additionally, C DPR would undertake additional archaeological study and testing, as needed, to assist with project planning and future park interpretive programs.

Direct impacts to intact structural remains or cultural deposits are not anticipated to occur during project development. However, in the event that unknown historic resources are discovered during the construction phase, mitigation measures would reduce potential impacts. The implementation of mitigation measures CR-A and CR-B would minimize potential impacts to historic resources. Additionally, the proposed project would be designed and constructed in accordance with the recommendations provided in *Los Angeles State Historic Park, Cultural History and Archaeology* (Appendix D of this EIR), prepared by C DPR for the proposed project. With implementation of these mitigation measures, and adherence to applicable standards, policies, and guidelines related to the treatment and discovery of historic resources, as well as recommendations in the cultural report, impacts related to historic resources would be less than significant.

CR-2 *The proposed project could potentially cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. Mitigation measures are required to ensure that less than significant impacts.*

The entire park property has been identified as a potential historic archaeological site by C DPR. As previously discussed, no prehistoric archaeological sites were found within a 0.5-mile radius of the

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project site; however, two historic archaeological sites were found within a 0.5-mile radius of the project site. Four additional archaeological sites are located within one-mile of the project site. Previous archaeological studies and research have identified numerous specific areas of the project site known to contain significant archaeological remains, as well as areas where it is probable that as yet uncovered archaeological resources may exist. Therefore, the construction and operation of the proposed project would have the potential to damage both known and unknown archaeological resources at the project site.

An archaeological evaluation was conducted in 2008 to provide materials conservation guidelines and interpretive guidance for historic-period archaeological features present at the project site. The subsequent report outlined four basic alternatives by which to conserve, display, and interpret the historic building remains at the project site: (1) reburial of all historic resources; (2) reburial of a portion of the building remains while leaving a portion exposed for interpretation and public viewing; (3) expose all of the building remains; and (4) construct a building over the building remains (refer to Appendix D for a detailed description of each alternative). Documentation of architectural features is required under each of the four alternatives, while relocation or destruction of any of the historic architectural features is not recommended. Options for potential display are also predicated upon an evaluation of the historic structural remains by a qualified archaeological materials conservator.

Additionally, as part of the park development planning process, CDPR intends to continue a program of archaeological test excavations. The needs for archaeological exploration within the project site include, without limitation, the following locations: (1) testing within the locations of the proposed new buildings, specifically, a visitor center and an operations building; (2) an investigation of the areal extent of the stone pavement at the southwest end of the project site; (3) investigation of the proposed “Retention Area” where water from the Los Angeles River may be conveyed in a future phase of the project; (4) testing at the northeast end of the project site where new administrative facilities are proposed; (5) investigation of the Machine Shop site and the Paint Shop site to provide data on location, conservation needs, and interpretation of these two building sites; (6) testing at the locations of new park entrances and exits; (7) testing along the proposed alignments of new utility lines within the project site needed to support the proposed new buildings; and (8) test areas of the project site where dense plantings of trees are proposed, in particular, where historic building sites are known to be present. These locations have been proposed for archaeological testing as they will likely reveal 19th century building sites, refuse deposits associated with the River Station and Pacific Hotel, as well as other potential archaeological remains from previous buildings or activities.

The proposed project is specifically designed to minimize impacts to significant archaeological features, artifacts, and structures located within and adjacent to the project site. Development at the project site would avoid areas of known archaeological resources, and park improvements would occur in areas in which deposits are buried deep beneath planned project-related ground disturbance. Any building remains would be evaluated and chosen for interpretation to the public based upon the conservators’ guidelines and assessments by CDPR. Additionally, continued archaeological study and testing would assist with project planning and future park interpretive programs, as discussed above. Furthermore, the development of the proposed project would adhere to the cultural resource monitoring, evaluation, and

3.4 Cultural and Paleontological Resources

treatment procedures, outlined in *Los Angeles State Historic Park, Cultural History and Archaeology* (Appendix D of this EIR), to be implemented during construction activities.

Direct impacts to intact structural remains or cultural deposits are not anticipated to occur during project development. The implementation of mitigation measures CR-A and CR-B would minimize potential impacts to archaeological resources. Additionally, the proposed project would be designed and constructed in accordance with the recommendations provided in the cultural report. With implementation of the mitigation measures, and adherence to applicable standards, policies, and guidelines related to the treatment and discovery of historical resources, as well as recommendations in the cultural report, impacts related to archaeological resources would be less than significant.

CR-3 *The proposed project could potentially disturb human remains, including those interred outside of formal cemeteries. With adherence to applicable guidelines and procedures, impacts would be less than significant.*

As previously discussed, no human remains have been recovered at the project site to date. However, the project site is located in an area known to have been prehistorically and historically inhabited by Native Americans. Additionally, human remains have been uncovered at other sites within downtown Los Angeles, in the former floodplain of the Los Angeles River. Thus, it is possible that human remains could be discovered during construction activities. Any disposition of discovered human remains at the project site would occur in accordance with the procedures and requirements set forth in the California Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission; if the remains are found to be Native American, the County Coroner and Native American Heritage Commission must notify those persons believed to be the most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie potential adjacent remains. Procedures concerning the discovery of human remains and their disposition are further detailed in *Los Angeles State Historic Park, Cultural History and Archaeology* (Appendix D of this EIR). With the implementation of the precautionary guidelines mentioned, and adherence to the procedures outlined in the cultural report, potential impacts on human remains would be less than significant.

Paleontological Resources

PR-4 *The proposed project would not destroy a unique paleontological resource or site or unique geological feature. Impacts would be less than significant.*

There are no known paleontological resources on the project site. Additionally, the project site is not located in an area identified by the City as a paleontological site or survey area, and no sites or survey areas exist in the vicinity of the project site.³ However, in the event that paleontological resources are discovered during the construction phase, they would be handled pursuant to the California Health and

³ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, *Vertebrate Paleontological Resources* map, September 1996.

Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98. These regulations require that all development is temporarily ceased in these areas until CDPR is contacted and agrees upon a qualified paleontologist to be brought onto the project site to properly assess the resources and make recommendations for their disposition. Impacts related to paleontological resources would be less than significant.

3.4.4 MITIGATION MEASURES

BUILDING SITES AND HISTORIC RESOURCES

CR-A The following shall apply to all building sites and other historic resources within the project site:

- All building sites shall remain in-place;
- All building sites and historic resources shall be well documented;
- Historical research shall be continued to provide additional details concerning the architecture, design, and development history of Southern Pacific's railroad station, depot, and general shops buildings and the technological innovations that occurred during the time of the River Station;
- Interpretation of all historic resources shall be undertaken;
- Any interpretive program shall be feasible, given the constraints of conditions of the archaeological remains of the building sites, fragility of the 19th century building materials, recommendations from conservators, staffing limitations, and other issues;
- A protection plan shall be developed during the construction phase of the proposed project;
- Long-term conservation of historic building sites shall be included in the final project design;
- Avoidance of physical or indirect impacts to significant historic resources within the project site shall be considered the preferred project design alternative;
- Sufficient fill soils and well-planned drainage systems shall be placed over all archaeological resources, including the 19th century building sites and other historic resources to provide protection from construction activities, project operations, and infiltration by irrigation of landscaping or plant roots;
- Landscaping, in particular, trees, and landscape features shall be planned to avoid major historic building sites and known archaeological features to prevent the potential of water or root damage to structural and archaeological remains; and

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- Reports shall be prepared for all archaeological investigations undertaken at the project site.

CULTURAL RESOURCE DISCOVERIES

CR-B The following shall be implemented in the event that a discovery is encountered:

- When a discovery is encountered, all construction activity in the immediate vicinity shall cease. As soon as possible, all other ground-disturbing activity within 100 feet of the discovery shall also be redirected.
- A discovery encountered by construction personnel shall be reported immediately to the archaeological monitor/project archaeologist.
- All traffic through the construction area where a discovery has been made shall be redirected. Only traffic necessary to remove vehicles and equipment within the area shall be allowed to continue. In most cases laths with flagging, traffic cones, or temporary fencing shall be installed at the discovery location as markers to prevent accidental impact by construction equipment or other sources.
- The archaeological monitor shall evaluate and verify the discovery. During verification and evaluation of the discovery, the archaeological monitor shall have the authority to probe and shovel, and otherwise investigate the find to the extent necessary to determine whether the remains qualify as a discovery. If it is determined that the potential discovery is non-cultural, or not culturally significant, the archaeological monitor shall notify the State Representative that work can resume.
- If the archaeological monitor determines that the find is cultural but does not qualify as a discovery (i.e., an isolated occurrence, materials less than 50 years old, displaced cultural remains that are obviously out of primary context, or due to another specific reason), the archaeological monitor shall confer with the project archaeologist and document the find in the daily log, on project maps, collect any necessary samples, and acquire global positioning system data for the find.
- If a discovery has been made, and the documentation of the discovery will entail continued investigation, then an area of at least 30 feet (10 meters) surrounding the discovery shall be fenced with safety fencing. The archaeological monitor shall immediately notify the on-site State Representative and the project archaeologist of the discovery. In the event of a discovery, an initial discovery report shall be completed by the archaeological monitor. The report shall document the location of the resource, the date and circumstances of the discovery, a description of the discovery, photographs, recommendations, and agencies involved. In the event that the discovery entails construction impacts to

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a previously known, flagged cultural resource within the Area of Potential Effects, or a known or unknown cultural resource beyond the Area of Potential Effects, the initial report shall identify whether the site is new or existing, how the damage was discovered, the date and time of the damage, the party responsible for the damage and his or her supervisor, witnesses to the damage, a detailed description of the damage, agencies notified of the damage and actions taken as a result of the damage.

- A comprehensive Discovery/Damage Report incorporating all of the project discoveries and damage assessment situations shall be prepared and submitted to the responsible agencies following completion of construction activities and field documentation. This report shall include a narrative description of each discovery or damage assessment (including a justification for the evaluation), the context, USGS quadrangle map locations, drafted site maps, feature plan maps, profiles, photographs, analytical results (e.g., artifacts recovered, samples analyzed), interpretation of the resources within the context of the project research design, and recommendations.
- An updated site record form shall be completed and submitted to the South Central Coastal Information Center and to park offices.
- Any artifacts recovered during monitoring shall be curated with CDPR. The artifacts and faunal remains shall be cataloged under a CDPR accession number that is different from the accession numbers used during the previous evaluation and study phases.

3.4.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of mitigation measures CR-A and CR-B, impacts related to cultural resources would be less than significant. In addition, impacts related to paleontological resources would be less than significant without mitigation.

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