Appendix IS-4

Archaeological Resources Report

DUDEK
38 NORTH MARENGO
PASADENA, CALIFORNIA 91101
T: 626.204.9800

August 10, 2021

Marisa Fontaine 13252
Alameda & 8th Owner, LLC
450 Park Avenue, 4th Floor
New York, New York 10022

Subject: ***Ground Penetrating Radar Investigation Results and Archaeological Resources Recommendations for the 2000 East 8th Street Project, Los Angeles, California***

Dear Ms. Fontaine:

This letter provides a summary of the investigation related to the potential for encountering archaeological resources during earthwork phases of the construction of the proposed 2000 East 8th Street Project (Project), located at 1820-2120 East 8th Street, 780-840 South Alameda Street, 2150 East Damon Street, 1301 South Lemon Street, 1121-1143 Lawrence Street, and 2015-2101 East Olympic Street in the Central City North Community Plan Area of the City of Los Angeles (Project Site or Site). The Project Site is bordered by East 8th Street to the north, East Olympic Boulevard to the south, Lemon Street to the east, and Lawrence Street to the west (Attachment A: Figure 1). The City of Los Angeles (City) Department of City Planning (Planning) is the lead agency responsible for compliance with the California Environmental Quality Act (CEQA).

The Project proposes a change of use/renovation of the existing Los Angeles Times production plant to approximately 582,400 square feet (sf) of motion picture and television production studio, production support, office, and ancillary, circulation, and support uses. The Project would also include the construction of approximately 249,790 square feet (sf) of new motion picture and television production studio, production support, office, and ancillary uses. The Project would provide a total of 1,665 parking spaces within surface lots throughout the Project site and a new aboveground parking structure. The proposed Project Site falls on public land survey system (PLSS) area Township 2 South, Range 13 West, within Section 3 of the *Los Angeles*, CA 7.5-minute USGS Quadrangle (Attachment A: Figure 2).

BACKGROUND RESEARCH

South Central Coastal Information Center Records Search

On March 17, 2021, staff at the South Central Coast Information Center (SCCIC), located on the campus of California State University, Fullerton, provided the results of a CHRIS records search for the Project Site and a 0.5-mile radius around the Site. The CHRIS records search results provided by the SCCIC included their digitized collections of mapped prehistoric and historic archaeological resources and historic built-environment resources; Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. Additional consulted sources included

historical maps of the project site, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historic Property Data File, and the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility. Dudek reviewed the SCCIC records to determine whether the implementation of the Project would have the potential to impact known cultural resources. The SCCIC summary of the records search results is also provided in Confidential Attachment B.

Previously Conducted Cultural Resource Studies

Results of the cultural resources records search indicated that 31 previous cultural resources studies have been conducted within 0.5-mile of the proposed Project site between 1986 and 2017. Of these, one previous study, LA-13239, intersected the western portion of the Project Site. Table 1, below, summarizes all 31 previous studies followed by a brief summary of the study that overlaps the proposed Project Site.

Table 1.

Previous Technical Studies Within a 0.5-Mile Radius of the Proposed Project Site

SCCIC Report No.	Authors	Year	Title	Proximity to Proposed Project Site
LA-00151	Bissell, Ronald M. and Rodney E. Raschke	1988	Cultural Resources Reconnaissance of the Los Angeles County Reception Center Site and Six Small Off Site Areas, Los Angeles County, California	Outside
LA-02577	Wlodarski, Robert J.	1992	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	Outside
LA-02644	Wlodarski, Robert J.	1992	The Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	Outside
LA-02950	Anonymous	1992	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Outside
LA-03103	Greenwood, Roberta S.	1993	Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1	Outside

Table 1.

Previous Technical Studies Within a 0.5-Mile Radius of the Proposed Project Site

SCCIC Report No.	Authors	Year	Title	Proximity to Proposed Project Site
LA-03446	Demcak, Carol R.	1996	Report of Archaeological Survey for L.A. Cellular Site #777.7, 1900 East 15th Street Los Angeles, Los Angeles County	Outside
LA-03646	Wlodarski, Robert J.	1996	Alameda Transportation Corridor North and Improvements Project City of Los Angeles, Los Angeles County, California	Outside
LA-03813	Anonymous	1992	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California	Outside
LA-04044	Unknown	1995	Environmental Impact Report : Seismic Retrofit of Olympic Boulevard and North Broadway Bridges Over the Los Angeles River	Outside
LA-04097	Anonymous	1995	Council District Nine Revitalization/recovery Program Final Environmental Impact Report	Outside
LA-04220	Lee, Portia		Seismic Retrofit of Olympic Boulevard Bridge Over the Los Angeles River Bridge 53CO163	Outside
LA-04625	Starzak, Richard	1994	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	Outside
LA-04834	Ashkar, Shahira	1999	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Outside
LA-04835	Ashkar, Shahira	1999	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties	Outside
LA-05430	Duke, Curt	2000	Cultural Resource Assessment for Pacific Bell Wireless Facility Sm 003-02, County of Los Angeles, Ca	Outside

Table 1.

Previous Technical Studies Within a 0.5-Mile Radius of the Proposed Project Site

SCCIC Report No.	Authors	Year	Title	Proximity to Proposed Project Site
LA-06348	Duke, Curt	2000	Cultural Resource Assessment for Pacific Bell Wireless Facility Sm 003-02, County of Los Angeles, California	Outside
LA-07425	McMorris, Christopher	2004	City of Los Angeles Monumental Bridges 1900-1950: Historic Context and Evaluation Guidelines	Outside
LA-07945	Messick, Peter	2006	Archaeological Inventory Report: East Downtown Truck Access Improvements Project, Los Angeles, California	Outside
LA-07952	Livingstone, David M., McDougall, Dennis, Goldberg, Susan K., and Nettles, Wendy M.	2006	Trails to Rails: Transformation of a Landscape: History and Historical Archaeology of the Alameda Corridor, Volume 1	Outside
LA-08252	Snyder, John W., Mikesell, Stephen, and Pierzinski	1986	Request for Determination of Eligibility for Inclusion in the National Register of Historic Places/Historic Bridges in California: Concrete Arch, Suspension, Steel Girder and Steel Arch	Outside
LA-09110	Bonner, Wayne H.	2007	Cultural Resources Records Search and Site Visit Results for Sprint Nextel Candidate LA73XC116B (Hardwood), South Santa Fe Avenue, Los Angeles, Los Angeles County, California	Outside
LA-09271	Strauss, Monica, Candace Ehringer, and Angel Tomes	2007	Archaeological Resources Assessment and Evaluation of "Maintenance of Way" Building for the Asphalt Plant No. 1 Street Services Truck Route Project City of Los Angeles, California	Outside
LA-10284	Bonner, Wayne H., Sarah A. Williams, and Kathleen Crawford	2009	Cultural Resources Records Searc, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS2084, 2264 East 15th St., Los Angeles, Los Angeles County, CA.	Outside
LA-10506	Greenwood, Roberta S., Scott Savastio, and Peter Messick	2004	Cultural Resources Monitoring: North Outfall Sewer - East Central Interceptor Sewer Project	Outside
LA-10524	Horne, Melinda C., M. Colleen Hamilton, and Susan K. Goldberg	2000	Alameda Corridor Project Treatment Plan for Historic Properties Discovered During Project Implementation, second draft. Addendum to Finding of Effect (February 21 1995; October 27, 1998)	Outside
LA-10638	Tang, Bai "Tom"	2010	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	Outside

Table 1.

Previous Technical Studies Within a 0.5-Mile Radius of the Proposed Project Site

SCCIC Report No.	Authors	Year	Title	Proximity to Proposed Project Site
LA-10789	Carmack, Shannon and Cheryle Hunt	2010	Cultural Resources Technical Report for the Olympic and Mateo Street Improvements Project, City of Los Angeles, Los Angeles County, California	Outside
LA-10887	Starzak, Richard, Alma Carlisle, Gail Miller, Catherine Barner, and Jessica Feldman	2001	Historic Property Survey Report for the North Outfall Sewer-East Central Interceptor Sewer, City of Los Angeles, County of Los Angeles, California	Outside
LA-11166	Slawson, Dana N.	2011	Archaeological Monitoring Report - Asphalt Plant No. 1 Project, 2484 East Olympic Boulevard, Los Angeles, California	Outside
LA-11409	Horne, Melinda C.	2000	Construction Phase Cultural Resources Monitoring and Treatment Plan for the City of Los Angeles North Outfall - East Central Interceptor Sewer Project	Outside
LA-11618	Grimes, Teresa, MacKenzie, Jessica, and Fatone, Jessica	2007	Los Angeles Wholesale Terminal Market Historic Resource Report	Outside
LA-13239	Gust, Sherri	2017	Extent of Zanja Madre	Outside/ Inside

LA-13239

This report was prepared by Cogstone Environmental and identifies the extent of the zanja network. The zanja network was Los Angeles' original irrigation system, and the network is thought to have run throughout the city in various branches, predominantly along major roads. The location of many of the segments are unconfirmed; however, the believed route has been mapped by Gumprecht (2001) who incorporated information from multiple historical works, particularly a report on irrigation by State Engineer William Hamilton Hall (Hall 1888). Using Gumprecht's 2001 work, Cogstone Environmental prepared a series of maps for the Downtown Los Angeles area.

It should be noted that the Cogstone study includes reference to three DPR forms (P-19-003103, P-19-004113, P-19-0190309) documenting occurrences where segments of the zanja network have been previously encountered. None of the previously recorded segments were documented within or in the vicinity of the Project Site. The P-19-004113 DPR form documents the nearest recorded segment of the zanja network, Zanja No. 6-1, which was encountered in 2008 approximately 2 feet below the ground

surface on East Temple Street, between Alameda Street and North Garey Street approximately 1.4 miles north of the Project Site. The record for P-19-003103 includes documentation of a segment of the Zanja Madre or "mother ditch" in the general vicinity of the Project Site, which were identified near the intersection of North Broadway and Cottage Home Street in 2002; four segments encountered 2 feet below the western sidewalk of Alameda Street, between Ord Street and Alpine Street, in 2011; and two segments and an associated builder's trench encountered 15 feet below the current ground surface at Blossom Plaza in 2014. Resource P-19-0190309 is a 2009 NRHP Nomination form for a 75-foot segment of the Zanja Madre that was encountered in 2005, southwest of the intersection of North Broadway and Bishops Road. The State Historic Preservation Office (SHPO) response was attached to this form, which indicated that the analysis appeared incomplete, and the nomination has since been withdrawn. The report is included as Confidential Attachment C.

Previously Recorded Cultural Resources

SCCIC records indicate that a total of 78 previously recorded cultural resources fall within 0.5-mile of the proposed Project site; none of these resources intersect or overlap the proposed Project site. Of these, 76 resources are historic built environment resources. Historic built environment resources or non-archeological resources fall outside of the scope of the present study and will not be addressed in this report. The remaining two resources are historic-aged archaeological resources (Table 2). No prehistoric or historic period sites or resources documented to be of specific Native American origin have been previously recorded within the Project Site or surrounding 0.5-mile records search buffer. A bibliography of all 78 resources is included in Attachment D of this report.

Table 2.
Previously Recorded Archaeological Resources Within a 0.5-Mile of the Proposed Project Site

Primary Number (P-19-)	Trinomial (CA-LAN-)	Age and Type	Description	Year and Recorded by	Proximity to Proposed Project Site
P-19-002793	CA-LAN-002793H	Historic-era Object, Site	Historic railroad with associated historic material including hand-hewn granite blocks, and other building materials. Railroad tracks removed	1999 (David Livingstone, Applied Earthworks)	Approx. 550 m (1800 ft) away
P-19-003777	CA-LAN-003777H	Historic-era Site	Isolated historic artifacts located on the eastern side of an asphalt plant. Artifact include ceramic insulator fragments, glass fragments, and building materials	2008 (Candace Ehringer, Frank Humphries, EDAW, Inc); 2011 (Dana Slawson, Greenwood and Associates)	Approx. 690 m (2,250 ft) away

Native American Correspondence

NAHC Sacred Lands File Search and Tribal Coordination

As part of the process of identifying cultural resources within or near the proposed Project site, Dudek contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF) on February 15, 2021. The NAHC emailed a response on March 1, 2021, which indicated that the SLF search was completed with negative results. The NAHC recommended contacting nine (9) Native American individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the Project site. No additional tribal outreach was conducted by Dudek. Documentation of the NAHC SLF search results is provided in Attachment E.

The proposed Project is subject to compliance with Assembly Bill (AB) 52 (PRC 21074), which requires consideration of impacts to "tribal cultural resources" as part of the CEQA process, and that the lead agency notify California Native American Tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed Project. Dudek has not followed up in contacting any of the California Native American Tribal representatives. All consultation pursuant to AB 52 and other tribal outreach would be conducted by the City.

Brief History of the Zanja System

The zanja network was Los Angeles' original irrigation system. The network is thought to have run throughout portions of the early city in various branches, predominantly along major roads. The water conveyance system consisted of interconnected ditches known as "zanjas" and was established in 1781 at the same time that El Pueblo de la Reyna de Los Angeles (The Town of Los Angeles) was founded. The first segment of the system was known as the Zanja Madre, and is thought to have run from a point on the Los Angeles River north of the original city, south near present-day Main Street, terminating near the Plaza across Alameda Street from the present-day Union Station (Gumprecht 2001: 58). Though researchers and the public often use the term "Zanja Madre" to refer to the larger water conveyance network, this term more accurately describes just the initial component established during the Spanish Period. The segments that were added later were numbered and grouped based on what part of the city they reached and from where on the Los Angeles River they drew water. The size of Los Angeles did not necessitate an expansive system for the first half of the nineteenth century, and there were only three additional segments by 1849. As the city rapidly grew, water become a growing concern, particularly because much of the land was agricultural and irrigation was crucial to farmers' success. As a result, several new zanja segments were constructed post-1855 (Gumprecht 2001: 58-61). By 1870, the Zanja Madre, being the most important canal in the system, was maintained at a width of ten feet along its entire length, and eight other zanja segments had also been built within the city as it was then defined (Gumprecht 2001: 61). By the late nineteenth century, there were a total of 19 zanja segments. The

segments had been lined with brick, enclosed by concrete piping, or converted to wooden flumes, which was more efficient and safer than open ditches (Gumprecht 2001: 72, 88).

Though the zanjas were developed to provide water to the fledgling city, the zanjas were also used as disposal sites for garbage, waste, and sewage (Sklar 2008: 19). This fact led to dysentery and other health problems becoming a common problem in the city, which in turn caused anger and outrage among the citizens. As early as the 1850s, the zanjas were so filthy that wealthy Angelenos refused to get their drinking water from them; instead paying for water taken directly from the river (Gumprecht 2001: 62-63). By the late nineteenth century, there were a total of 19 zanja segments. As the city became more populated and more open zanjas were built throughout the city center, an increasing number of fatal drownings began to occur. Public outcry over these drowning reached a point where the city was forced to take action which resulted in almost all of the zanja segments being enclosed either by concrete piping, or wooden flumes by the mid-1880s (Meares 2016; Mulholland 2002: 18; Gumprecht 2001: 72, 88) This had the added benefit of being more efficient and making waste disposal into the zanjas more difficult (Gumprecht 2001: 72, 88). Ultimately, steps were taken to abandon the zanjas in the late nineteenth century with the last two abandoned by 1904 (Gumprecht 2001: 89). Subsequently, any zanja segment that was not adopted into the city's water system was either destroyed or built over (Gumprecht 2001: 97).

Dudek reviewed information detailing the original Zanja Madre network and subsequently constructed segments, including William Hall's 1888 study of irrigation in Southern California (Hall 1888), and Blake Gumprecht's work on the History of the Los Angeles River (Gumprecht 2001). These sources do indicate that a zanja segment is mapped through a portion of the proposed Project Site (Zanja No. 2) and an additional segment is mapped near, but outside of, the Project Site (Zanja No. 1). Both of the two segments would be part of the west-side low-service irrigation system, which irrigated water from the Los Angeles River from the north of the proposed Project Site, where the Zanja Madre originates, traveling south along the river and channeling through the connecting zanja segments and noted to end at the location of Zanja No. 6-1, near the intersection of South Hewitt Street and East 1st Street (Gumprecht 2001: 72; Hall 1888: 546). Zanja No. 1, mapped approximately 0.10 miles east of the proposed Project Site, is described by Hall in 1888 based on reviewed records as a wooden flume box measuring 800 feet in length. Hall, again based upon previous records of this feature, indicated that this flume transitioned as it moved south to a section of cement pipe measuring 16 inches in diameter and 3,200 feet in length located off of the Project Site. Neither of these segments were physically confirmed to be present by Hall in his 1888 survey. Lastly, a southernmost portion, also located east and outside of the Project Site, was confirmed by Hall as open ditch, which extended to the then city boundary (present-day Washington Boulevard), which was 9,625 feet in length. Zanja No. 2, mapped as intersecting the western portion of the proposed Project Site, is confirmed by Hall in 1888 to be a wooden flume box and tunnel measuring 3 feet wide and 1 foot tall, traveling parallel to Alameda Street in a northeast to southwest direction (Hall 1888: 545). While Gumprecht documents Zanja No. 2 as intersecting the western portion of the proposed Project Site roughly north-south (2001:72), it is unclear what became of the wooden flume representing Zanja No. 2. No

records of this segment have been observed or documented since Hall's observations in 1888 have been identified, upon which Gumprecht's report relies.

As the population of Los Angeles grew, the zanja network was either destroyed, covered, piped, and/or converted and adopted into the city's water infrastructure (Mulholland 2002: 18). By 1904, no zanjas were functioning in their original capacity. There is no evidence to support the conclusion that Zanja Nos. 1 or 2 were converted to cement pipe or conduit which would have made it more likely to have been preserved and would have also made it a more likely candidate to be adopted into new city infrastructure. In light of the fact that the record materials analyzed herein indicate that the portion of Zanja No. 2 that would have intersected the Project Site was a wooden flume, the several iterations of development over the course of the twentieth century on the Project Site is likely to have resulted in their destruction.

Despite its likely destruction, out of an abundance of caution, the mapped route of the zanja network (Gust 2017), specifically Zanja No. 2, and the information provided through records search data, a Ground Penetrating Radar (GPR) investigation was recommended to probe subsurface contexts for structures and changes in soil or material properties that are consistent with a remnant Zanja No. 2 segment that may be present within the proposed Project Site.

Historical Maps and Aerial Research

Dudek consulted historic aerials, accessed through University of California Santa Barbara's Map and Imagery Laboratory and Nationwide Environmental Title Research (NETR) website Sanborn Maps, accessed through the Los Angeles Public Library, and historical maps accessed through the Los Angeles Public Library, and the Huntington Map Library, to understand the development of the proposed Project site. Two historical maps showing the City of Los Angeles in 1884 and 1887 (Eaton 1887, and Stevenson 1884). Sanborn maps were available for the years 1900, 1906, 1950, and 1953 (Sanborn Map Company 1900a, 1900b, 1906a, 1906b, 1906c, 1906d, 1950a, 1950b, 1950c, 1950d, 1953). Historical topographic maps of the proposed Project site and nearby vicinity are available for the years 1894, 1896, 1898, 1900, 1904, 1907, 1908, 1910, 1913, 1915, 1920 1927, 1928, 1931, 1940, 1956, 1968, 1975, 1982, 1987, 1994, 2012, 2015 and 2018 (NETR 2021a). Finally, historic aerials were available for the years 1948, 1952, 1964, 1972, 1980,1994, 2003, 2004, 2005, 2009, 2010, 2012, 2014, and 2016 (NETR 2021b). Please note that all figures that were viewed on the NETR website were not able to be reproduced in this report. All available figures consulted are available in Attachment A.

The 1884 map, prepared by United States Surveyor H.J. Stevenson, shows that at this time the proposed Project Site is located in an area that had been parceled out and sold out to various individuals (Appendix A). A north-south aligned segment, identified in the map as Zanja No. 1 (referred herein as such), is mapped just east of the proposed Project Site and does not appear to intersect with it. The 1887 map, prepared by City Surveyor Fred Eaton, shows that, at the time, the proposed Project Site had not yet been subdivided, only Alameda Street and Lemon Street are shown, serving as the proposed Project Site's

western and eastern boundaries, respectively. Zanja No. 1 is not referenced on this map. Zanja No. 2, running north-south along the east side of Alameda Street, is represented as ending on the north side of Seventh Street with a label "Flush Inlet". This segment is not mapped as intersecting the Project Site, which is located a block to the south (which differs from the 1888 description of Zanja No. 2 by Hall, discussed above) (Appendix A).

The earliest Sanborn Map, from 1900, covering the proposed Project Site and vicinity shows development at the time consisting of scattered residential structures. There is an area of industrial structures associated with the Shattuck and Desmond Fuel, Hay, and Grain Co. located within the southwest quadrant of the proposed Project site. Zanja No. 1 is not mapped on the 1900 Sanborn map, or any other later maps that include the current proposed Project Site. Several zanja segments are mapped on Sanborn Maps from 1888 and 1894 from other locations; however, there are no Sanborn maps showing the proposed Project Site from these years, potentially because it was undeveloped. On the 1888 maps, the nearest mapped zanja is located a block north from the proposed Project Site running roughly north-south. The zanja is not labeled, though it corresponds to the location of Zanja No. 2 as identified by Gumprecht (2001) and the previously described 1887 map prepared by City Surveyor Fred Eaton. Gumprecht's map also indicates Zanja No. 1 is located one block east of the proposed Project Site's eastern boundary, running north to south; however, this segment of the Zanja is not depicted in the 1888 Sanborn map. By 1900, the zanja segment mapped closest to and north of the proposed Project Site, Zanja No. 2, is no longer depicted on the Sanborn maps.

Sanborn maps show a steady increase in development within the proposed Project Site and vicinity following the year 1900. The 1906 Sanborn map shows a shift in development focus to industrial structures. The northwestern portion of the proposed Project Site was developed with an EJ Stanton Lumber Yard and one residence along East 8th Street. The southern half of the proposed Project Site shows an increase in residential structures along Hunter Street. The 1950 Sanborn map depicts the entirely of the proposed Project Site, in use as a Union Pacific Railway freight station, with a series of tracks, loading docks, and associated structures. The 1953 Sanborn map shows additional structures associated with the Union Pacific Railway, including the Overland Terminal Warehouse, and various warehouses associated with produce. "Side tracks" are shown as extending from Alameda Street through the northwest of the Project Site.

The first topographic map showing the proposed Project Site dates to 1894 and shows the proposed Site as two largely empty parcels with a road running north-south through the center of the Site. East 8th Street, Hunter Street, and South Alameda Street are all absent from the map, although a rail line runs just west of the current alignment of Alameda Street. The following topographic maps show no significant change to the proposed Project site until 1928. The 1928 topographic map shows a marked increase in development within the Site with a series of east-west oriented railroad tracks with large buildings in between suggesting that the location may likely a railyard or freight loading location. The rail lines converge in the southeast of the Site where they merge to a north-south running rail line at the current location of East 8th Street. The topographic maps from 1931 and 1940 do not show this development and are consistent with

the earlier pre-1928 maps. The 1956 map once again shows the rail lines and road from the 1928 map, but not the structures, while the topographic map from 1968 shows the rail lines and large buildings once again. The maps then remain consistent until the 2012 map which shows the area as it is currently without the rail lines and with the current alignment of East 8th Street and Hunter Street. While topographic maps are informative, they don't show the minute changes to a landscape over time and, at times, are inconsistent. Nonetheless, the information gathered contributes to the understanding of the chronological development of the Project Site and surrounding area.

The first aerial photograph showing the proposed Project Site dates to 1948 and shows the proposed Project Site as developed and in use as a freight depot with several long structures oriented generally east-west with rail lines and railcars between them. The 1964 historic aerial photograph shows the construction of the Interstate 10 freeway to the southwest of the Site, but the Site remains otherwise unchanged through the 1980 aerial image. The 1994 aerial image shows the existing Los Angeles Times production plant, the parking lots, and East 8th Street and Hunter Street. The aerials after 1994 show little change within the Project Site and immediately surrounding area through the present.

GROUND PENETRATING RADAR INVESTIGATIONS

Methods and Fieldwork

Dudek has in-house GPR equipment and personnel trained in its use. The Dudek GPR is a wheeled device approximately the size of a child's wagon, which can be pushed across the ground in either a pre-defined survey pattern on formal transects and/or grids, or on subjective/informal curvilinear transects that are tracked by a GPS device. For the analysis here, a Sensors and Software, Ltd., Noggin 250 GPR unit was used to collect all data, using the SmartCart configuration. This allowed investigators an opportunity to observe any potential anomalies in real time as they walked the Site. The GPR was set up to record data to a maximum depth of 8 meters (or approximately 26 feet). This is the default for the specific GPR set up and, given that most archaeological features in this area would be anticipated to be within 10 feet of the surface, it presents a highly conservative range. A Trimble Juno GPS device was paired with the Noggin to record all GPS data for all transects. GPR is non-invasive and uses electromagnetic fields to probe subsurface contexts for structures and changes in soil or material properties. Generally summarized, an antenna sends a finite frequency non-dispersive wave through the ground. This wave is then scattered and/or reflected back as "anomalies" with interpretable characteristics. While the location of anomalies can be identified in the field and GPR survey strategies are adjusted to focus on these areas in real-time, results are post-processed through a proprietary software program for analysis and the production of final results. By walking continuous linear transects and grids, this software allows for the generation of two and three dimensional horizontal and visual mapping of subsurface features. This method is most effective with historical or modern built environment features constructed of materials such as asphalt, brick, concrete, metal, wood, and other materials that would stand out against the surrounding soil matrix.

GPR data collection was performed on March 5, 2021 by Linda Kry, Adam Giacinto, and Brad Comeau. The GPR study was conducted primarily in asphalt and concrete paved parking lots and driveways where construction and ground disturbance work for the Project would occur. Two landscaped strips of land at the northern and southern ends of the parking lots were also surveyed where only grass was present. Landscaped medians and planters in the parking lots, as well as locations of parked cars, were not directly surveyed. The GPR survey was focused on the western end of the Project site, as this is where the unconfirmed Zanja No. 2 alignment was identified by Hall, as stated above. Figure 3 in Attachment A provides a map illustrating where all transects within the proposed Project Site were placed.

The majority of transects were oriented east-west as these were expected to be near-perpendicular to the expected orientation of Zanja No. 2. A series of north-south transects were also surveyed, primarily in the far western end of the Project Site. All transect alignments, lengths, and interval spacing were subjectively determined in the field based on locations of landscaping features, cars, fences, and buildings.

Results

No responses indicating the presence of intact zanja segments were observed as a result of GPR investigations. Raw GPR data was analyzed using GPR Slice (v7) software to create 2-dimensional vertical radargram images and 2-dimensional horizontal time-slice images for the proposed study area. Two-dimensional radargrams display subsurface features as hyperbolae, with the slope and size of the hyperbola related to the size and shape of the object. Round, linear features, such as enclosed Zanja segments and pipes, can be identified as hyperbolae when crossed perpendicularly and as a single line when the GPR runs parallel to the direction of the feature. If Zanja No. 2 had been upgraded to a brick or concrete-encased pipe, similar to other previously exposed brick-lined Zanja segments (see Attachment A: Figures 4 and 5), the anticipated GPR signature would likely be a hyperbola of consistent size (up to 3 feet wide near the top before sharply curving downward). We note, however, that there are no records indicating that Zanja No. 2, which was described by Hall as a wooden flume in the late nineteenth century, was ever replaced with a concrete, cement, or brick pipe, but the data was still analyzed for this possibility out of an abundance of caution. If the wooden flume was buried in place, the anticipated GPR signature would likely be represented as a short line which may have peaks at the beginning and end when crossed perpendicularly and a single line when parallel. This would represent a linear void, trench, or feature with more angular edges. The zanja, if still present and intact below the surface, would show up regardless of type of construction as a continuous or near-continuous anomaly extending in a linear pattern at a relatively consistent depth running north-south or northeast-southwest. Other historic-era buried features, such as foundations, tracks, or other such features associated with the EJ Stanton Lumber Yard or Union Pacific Railway. The best evidence for such features would be spatial patterning of GPR responses that correspond with buildings and features shown on historical maps.

There were many subsurface anomalies observed in the radargrams, many of which correspond to utility lines that are either marked in paint on the ground surface (gas, water, etc.) or can be inferred from adjacent

signs and other infrastructure (e.g., storm drains, utility boxes). Figure 5 shows a confirmed brick lined zanja segment using the 2-dimensional horizontal slices and regular depth intervals of 0.3 m (1 foot), using a red-blue scale, where red indicates the strongest GPR response, and blue the weakest or absence of a response. The zanja was linier, discrete, and consistent with depth. In our present effort, as documented in Figure 6, no such readings were identified. Most of the red responses in our findings are indicative of the aforementioned utility lines, such as water, gas, and electric lines.

Three areas with strong GPR responses are discernable in the slice imagery that were not clearly associated with observable utilities at the time of the GPR investigation. These strong alerts are noted as Area 1, 2, and 3 in Figure 6. Area 1 stands out the most as a potential discrete feature. It shows multiple small red areas starting around 0.4-0.8 meters below the ground surface (mbgs) and continue to be present to a depth of 1.1-1.4 mbgs. Area 2 also shows red areas at similar depths. Area 1 was not clearly evident it its related radargram, and has not been included in the figures. Radargrams are provided for Area 2 in Figures 7, 8 and 9. Area 3 is deeper, starting at 1 mbgs, and covers a larger area than others. Dudek reviewed all locations against the Existing Utility Composite Exhibit for the Project (Appendix A). Area 1 does not directly correspond with any known single utilities. Though it is quite possible that older utilities are present which remain undocumented. Further, its discrete and non-linear nature does not suggest it is likely associated with a zanja segment. Area 2 aligns with a known east-west oriented storm drain and clearly corresponds with this.

Alert 3 in not clearly associated with any single known utilities, although there are a number of utilities in the area. There is an odd clustering of GPR responses in this westernmost Project Site area. These are not consistent with zanja segments, although they could reflect the presence of buried historic-era refuse and debris related to more recent use. As discussed above, this area located in the westernmost portion of the Project Site is confirmed by maps to have been occupied in 1906 by buildings and a side track associated with the EJ Stanton Lumber Yard. The area was later used, as shown in maps from 1950, as a Union Pacific Railway freight station, with a series of tracks, loading dock, and associated structures. It is quite possible that demolition of these facilities resulted in deposition of rubble, debris, and features beneath this parking area. Review of the geotechnical report (Group Delta 2021) findings for the Project, including summary of 7 bore locations in the westernmost portion of the Project Site, did not indicate the presence of buried historic-era features or refuse.

SUMMARY AND MANAGEMENT RECOMMENDATIONS

No archaeological resources were identified within the Project site or immediate vicinity as a result the CHRIS records search or through the NAHC SLF search. In accordance with the historical information reviewed for this report, a segment of the zanja system, Zanja No. 2, has been mapped as intersecting the western portion of the proposed Project Site in at least one historic map from 1888. That same source indicates that this zanja was made of wooden flume box and a tunnel (Hall, 1888). No documentation was found to support the potential that this feature had been later converted to pipe or that it was incorporated

into the city's water infrastructure in the early twentieth century, which could have made preservation of the feature more likely despite redevelopment of the Site over time.

Based on review of historical aerial imagery and maps, the entirety of the Project Site has been substantially developed over time. These previous uses would have had resulted in a great deal of subsurface disturbance. The areas intersecting the location indicated in 1888 as containing potential zanja system feature would have been used for major industrial purposes since at least the early twentieth century, first by the EJ Stanton Lumber Yard and, later, as a Union Pacific Railway freight station. In addition, it is evident from review of information provided by the Applicant that there is a complex network of subsurface utilities, including sewer, gas, and electrical features, throughout the entire Project Site.

While GPR investigations identified two responses that did not appear to directly correspond with the locations of known utilities, these did not provide sufficient evidence to indicate whether such anomalies could represent zanja segments. Given the substantial nature of development by existing utilities, the EJ Stanton Lumber Yard, Union Pacific Railway, and other historic and current development indicated above, the potential for a nineteenth century zanja feature to persist is considered exceedingly low.

Based on these results, and in consideration of the severity of past impacts to subsurface soils, it appears there is little potential that any extant zanja segments or other intact archaeological resources are present that could be impacted as a result of Project implementation. While unlikely, unanticipated archaeological deposits or features, including remnants of zanja segments or those associated with previous historical uses such as the EJ Stanton Lumber Yard and Union Pacific Railway, could be present at subsurface levels. The following management recommendations are provided to ensure that impacts to unanticipated archaeological resources and human remains during Project construction activities would be less than significant.

RECOMMENDATIONS

Archaeological Resources

While no archaeological resources are anticipated to be affected by the Project, the possibility exists that unknown and unanticipated intact archaeological resources may be present subsurface. Therefore, the following mitigation measure would be implemented:

MM-CUL-1: Impacts to cultural resources shall be minimized through implementation of pre- and post-construction tasks. Tasks pertaining to cultural resources include implementation of a cultural resource monitoring program.

The monitoring program shall include a requirement for the construction contractor and construction personnel to complete a Workers Environmental Awareness Program (WEAP) training conducted by a

qualified archaeologist prior to commencement of construction activities for the proposed Project. The WEAP training shall provide: (1) the types and characteristics of archaeological materials that may be identified during construction and explain the importance of and legal basis for the protection of cultural resources; (2) proper procedures to follow in the event that cultural resources are uncovered during ground-disturbing activities, including procedures for work curtailment or redirection; and (3) protocols for contacting of the site supervisor and archaeological monitor upon discovery of a resource and the (principal archaeologist if a monitor is not present).

The monitoring program shall include periodic archaeological monitoring. The frequency and duration of the periodic monitoring shall be determined by a qualified archaeological principal investigator based on inspection of exposed subsurface soils and their observed potential to contain intact cultural deposits or material. The archaeological monitor shall have the authority to temporarily halt work to inspect areas as needed for potential cultural material or deposits. If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities of any components of the proposed Project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. This work exclusion buffer may be adjusted based on the recommendation of the archaeological principal investigator. Should it be required, temporary flagging may be installed around this resource in order to avoid any disturbances from construction equipment. Depending upon the nature of the find, a qualified archaeologist may simply record the find to appropriate standards (thereby addressing any data potential) and allow work to continue. The qualified archaeologist will consider revisions to the strategy for required archaeological monitoring during earth-disturbing activities based on review of this unanticipated find and the potential to encounter additional archaeological resources. If the qualified archaeological principal investigator determines the discovery to be potentially significant under CEQA, additional efforts such as preparation of an archaeological treatment plan, testing, and/or data recovery may be warranted prior to allowing construction to proceed in this area. Given site constraints, perseveration in place of any unanticipated resources would likely be infeasible; therefore, data recovery would be the preferred approach, whenever possible. The feasibility of avoidance should be discussed with the City prior to moving forward with excavation or other potentially destructive evaluation efforts. All measures must be approved by the Planning Department. The Applicant shall then comply with measures approved by the Planning Department. Ground-disturbing activities may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist.

Human Remains

In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined, within 2 working days of notification of the discovery, if the remains are human.

If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall provide recommendations within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. With the implementation of these regulatory requirements, impacts to human remains as a result of the proposed Project would be less than significant.

Should you have any questions relating to this report and its findings, please do not hesitate to contact me directly at lkry@dudek.com or Adam Giacinto at agiacinto@dudek.com.

Sincerely,

Linda Kry, B.A., RA
Archaeologist

Adam Giacinto, M.A., RPA
Archaeologist

cc: Brad Comeau, Kira Archipov, William Burns, Nicholas Hanten, Micah Hale, Dudek

Att: A: Figures and Maps
B: Confidential SCCIC Record Search Results
C: Confidential Report LA-13239
D: Previously Recorded Cultural Resources Bibliography
E: NAHC SLF Search Results

REFERENCES

Aerial Map Industries. 1981. Imagery Report: Flight AMI-LA-81, Frame 10899A. Copyright UC Regents. Accessed at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Eaton, Fred. 1887. Map of the Proposed Sewer System for the City of Los Angeles. Courtesy of Huntington Map Library. Call Number 384443.

Gust, Sherri. 2017. Extent of the Zanja Madre. Prepared by Cogstone Environmental. On file with the SCCIC.

Fairchild Aerial Surveys. 1928. Imagery Report: Flight C-300, Frame K-190. Copyright UC Regents. Accessed at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Fairchild Aerial Surveys. 1947. Imagery Report: Flight C-11351, Frame 9-30. Copyright UC Regents. Accessed at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Fairchild Aerial Surveys. 1956. Imagery Report: Flight C-22555, Frame 15-31. Copyright UC Regents. Accessed at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Gumprecht, Black. 2001. *The Los Angeles River: Its Life, Death, and Possible Rebirth.* The Johns Hopkins University Press. Baltimore, Maryland.

Hall, William Hamilton. 1888. *Irrigation in California (Southern)*.Office of State Engineer: Sacramento, California.

Meares, Hadley. Life and Death on LA's First Water System. Electronic resource, https://la.curbed.com/2016/4/28/11490196/zanjas-los-angeles-history-water, accessed December 5, 2018.

NETR (Nationwide Environmental Title Research LLC). 2019a. Historic Topographic Maps: 1894, 1896, 1898, 1900, 1904, 1907, 1908, 1910, 1913, 1915, 1920 1927, 1928, 1931, 1940, 1956, 1968, 1975, 1982, 1994and 2012 (NETR 2019a). Finally, historic aerials were available for the years 1928, 1948, 1952, 1956, 1964, 1972, 1980, 1994, 2003, 2004, 2005, 2009, 2010, 2012, and 2014 (NETR 2019a). Aerial images were available from the following years: Accessed May, 2019. https://www.historicaerials.com/viewer.

NETR. 2019b. Historic Aerial Photographs: 1948, 1952, 1964, 1972, 1980, 1994, 2003, 2004, 2005, 2009, 2010, 2012, and 2014. Accessed May, 2019. https://www.historicaerials.com/viewer.

Sanborn Map Company. 1900a. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 268. Sanborn Map & Publishing Co. New York, New York. Accessed April 29, 2019. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1900a. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 269. Sanborn Map & Publishing Co. New York, New York. Accessed April 29, 2019. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1906a. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 213. Sanborn Map & Publishing Co. New York, New York. Accessed December 7, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1906b. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 214. Sanborn Map & Publishing Co. New York, New York. Accessed December 7, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1906c. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 215. Sanborn Map & Publishing Co. New York, New York. Accessed December 7, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1906d. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 216. Sanborn Map & Publishing Co. New York, New York. Accessed December 7, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1950a. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 210. Sanborn Map & Publishing Co. New York, New York. Accessed December 7, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1950b. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 213. Sanborn Map & Publishing Co. New York, New York. Accessed December 7, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1950c. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 214. Sanborn Map & Publishing Co. New York, New York. Accessed December 7, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1950d. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 216. Sanborn Map & Publishing Co. New York, New York. Accessed December 7, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1953. Insurance Maps of Los Angeles, CA. Volume 2. Sanborn Map & Publishing Co. New York, New York. Accessed December 7, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sklar, Anna. 2008. Brown Acres: An Intimate History of the Los Angles Sewers. Angel City Press. Los Angeles, California.

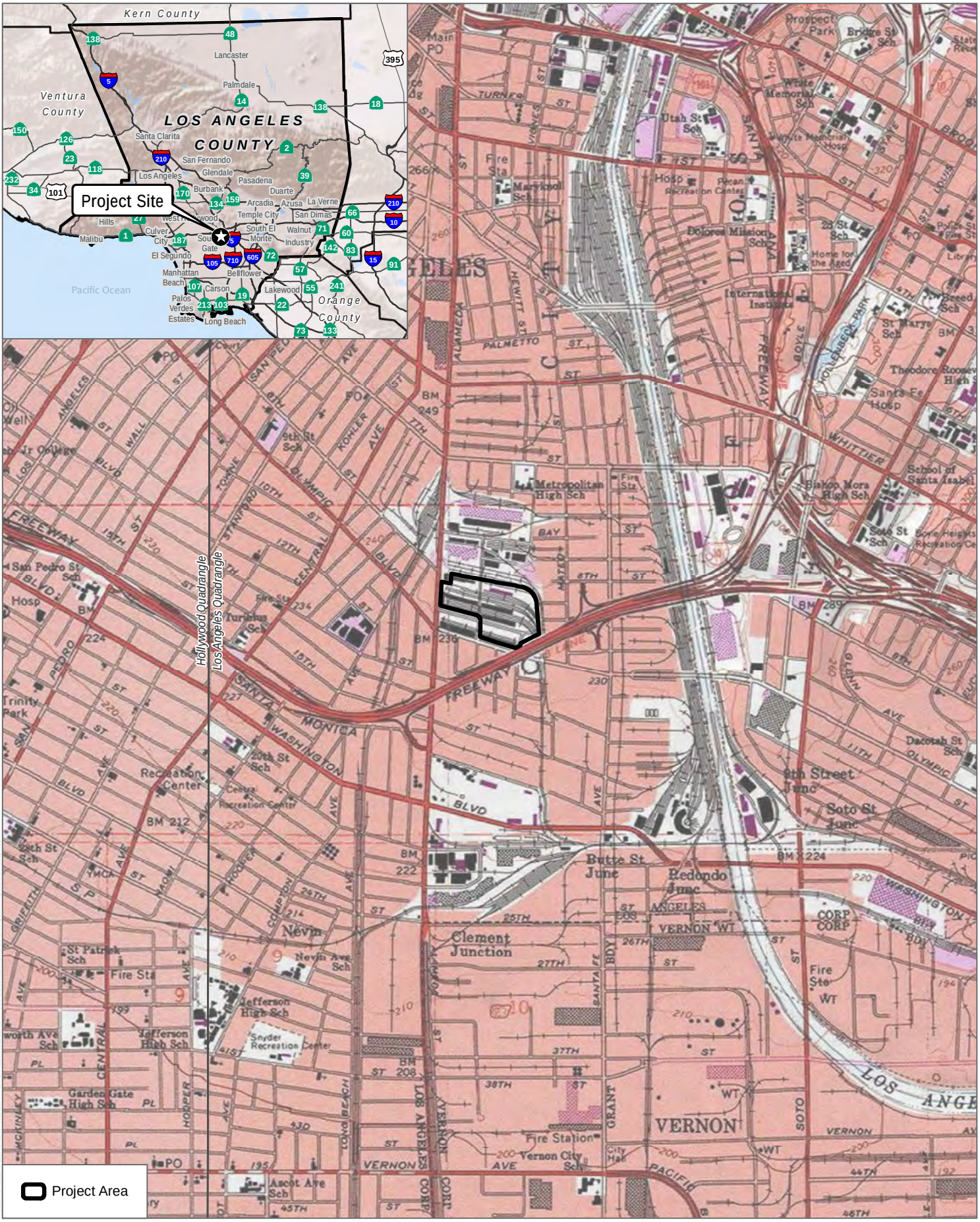
Stevenson, H.J. 1884. Map of the City of Los Angeles, California. Courtesy of Los Angeles Public Library, Collection ID 2.

Teledyne Geotronics. 1971. Imagery Report: Flight TG-2755, Frame 17-38. Copyright UC Regents. Accessed at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

UC Santa Barbara Library. 2018. Map & Imagery Laboratory (MIL). Electronic Resource, https://www.library.ucsb.edu/mil. Accessed 5/21/2018. All images copyright UC Regents.

ATTACHMENT A

Maps and Figures



SOURCE: USGS 7.5-Minute Series Los Angeles Quadrangle
Township 2S / Range 13W / Section 03

DUDEK

0 305 610 Meters
0 1,000 2,000 Feet
1:24,000

FIGURE 1

Regional and Vicinity Map

East 8th Street Project - Tribal Cultural Resources Report

SOURCE: Bing Maps 2021; Open Street Map 2019

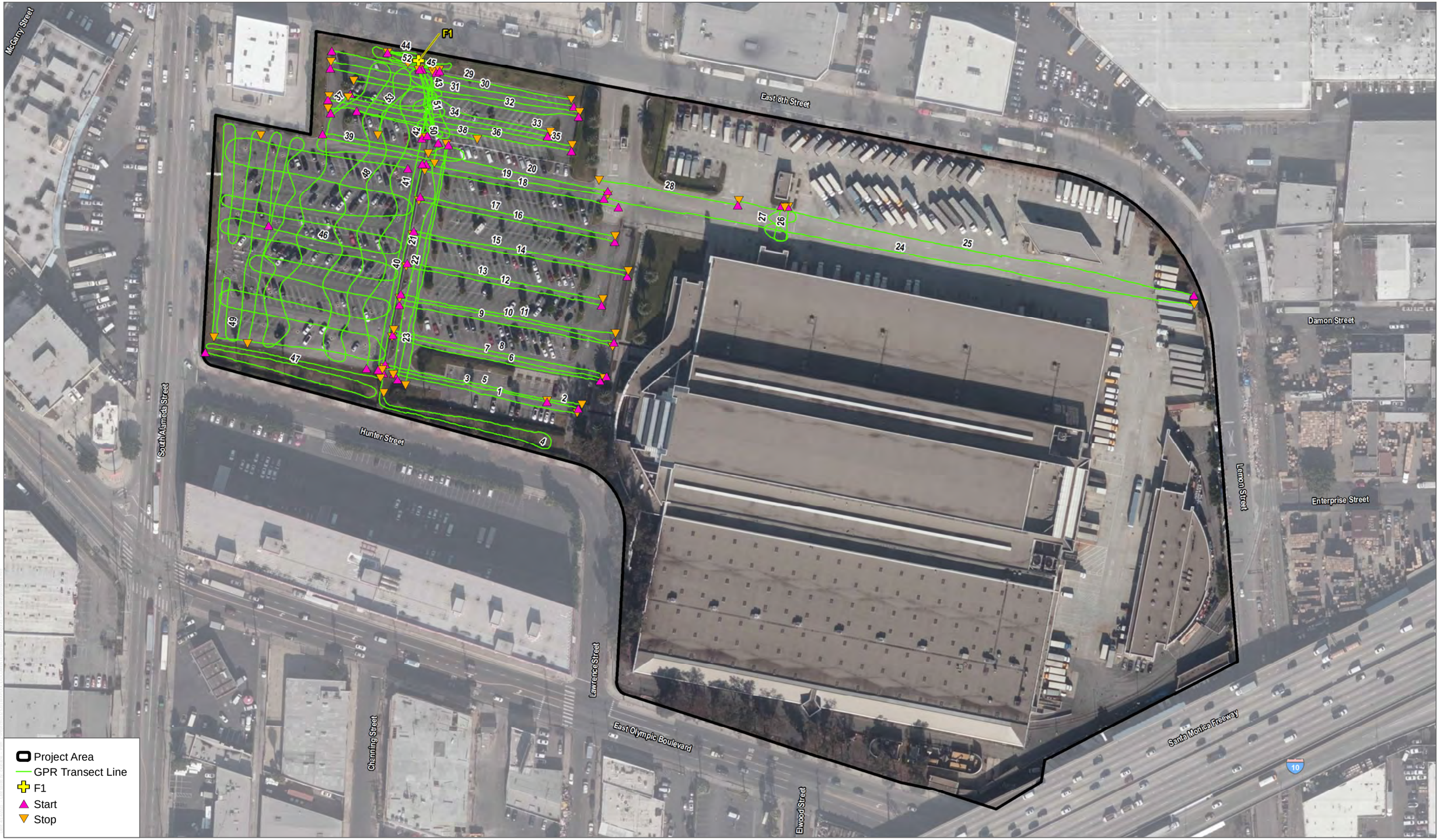
DUDEK

0 40 80 Meters
0 150 300 Feet
1:3,600

FIGURE 2

Project Area Map

East 8th Street Project - Tribal Cultural Resources Report



SOURCE: Bing Maps 2021; Open Street Map 2019

0 20 40 Meters
0 65 130 Feet

DUDEK

FIGURE 3

GPR Investication Area

East 8th Street Project - Tribal Cultural Resources Report

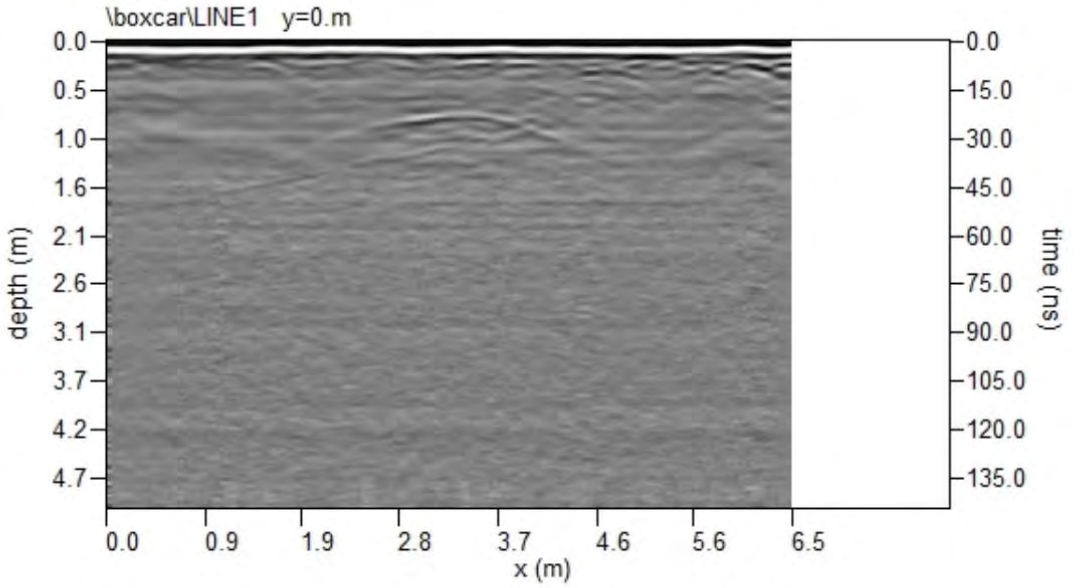


Figure 4. GPR Imagery: Previously Exposed Brick-lined Zanja Segment

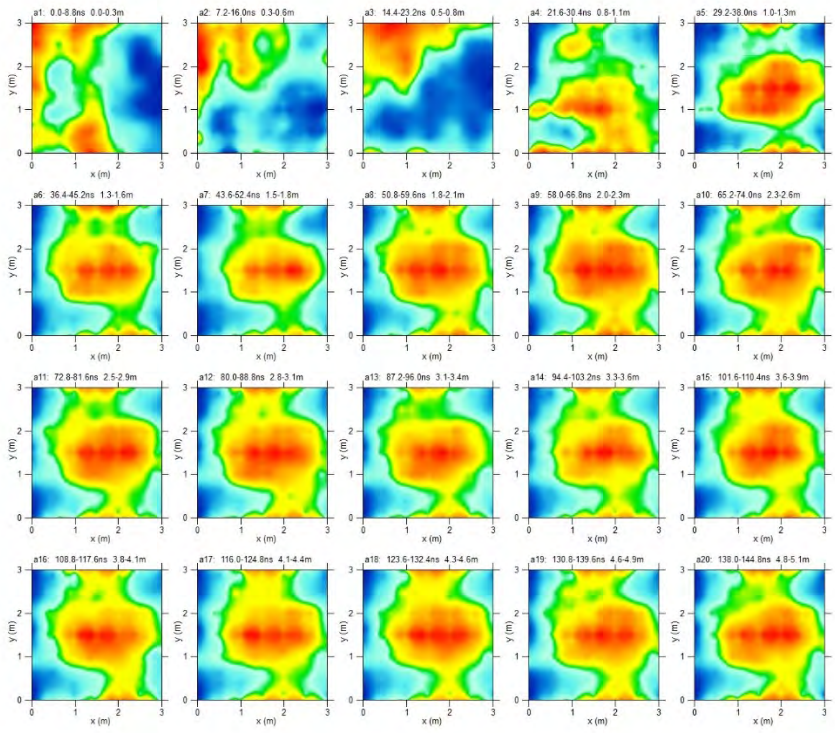


Figure 5. GPR Slice Imagery: Previously Exposed Brick-lined Zanja Segment

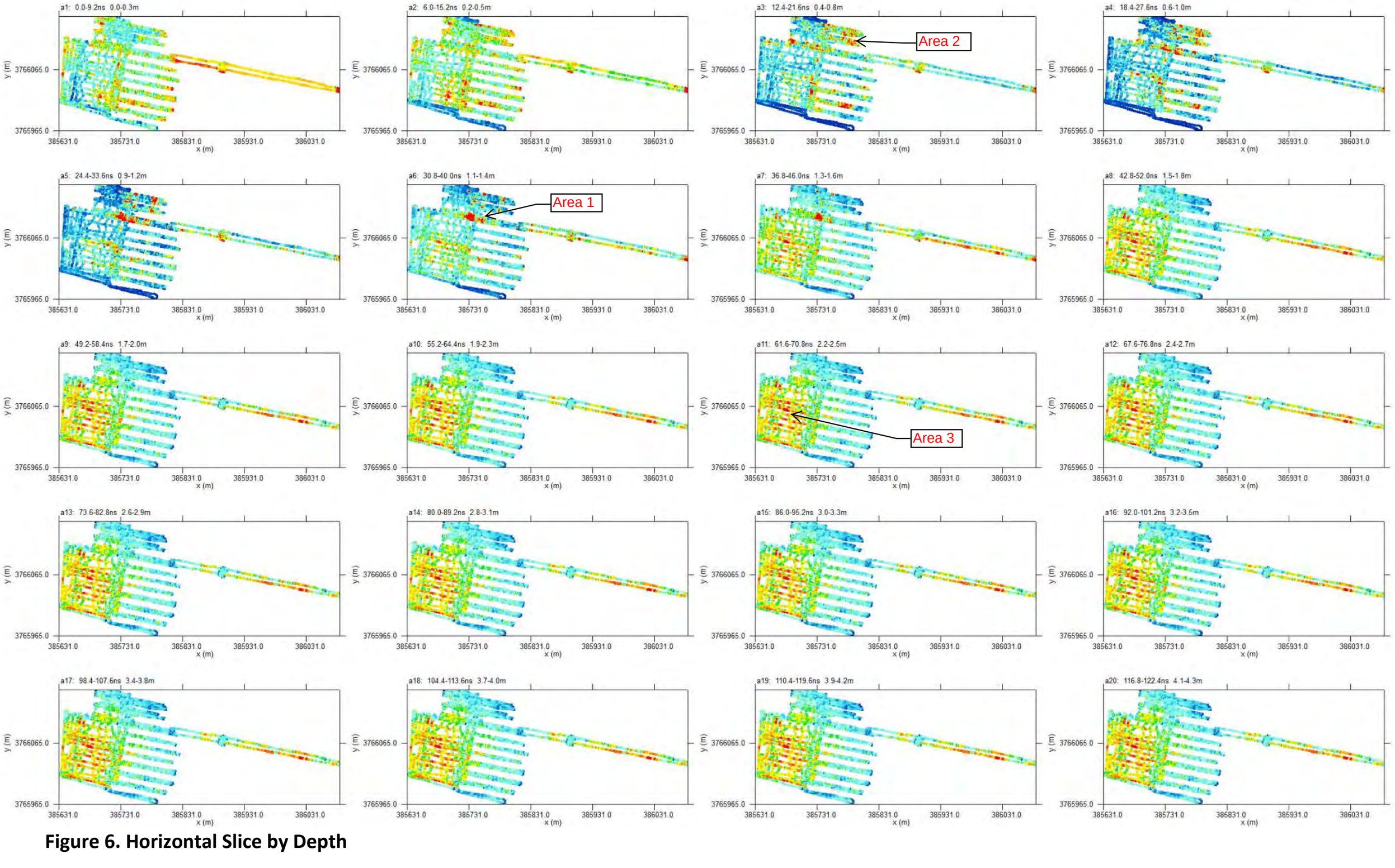


Figure 6. Horizontal Slice by Depth

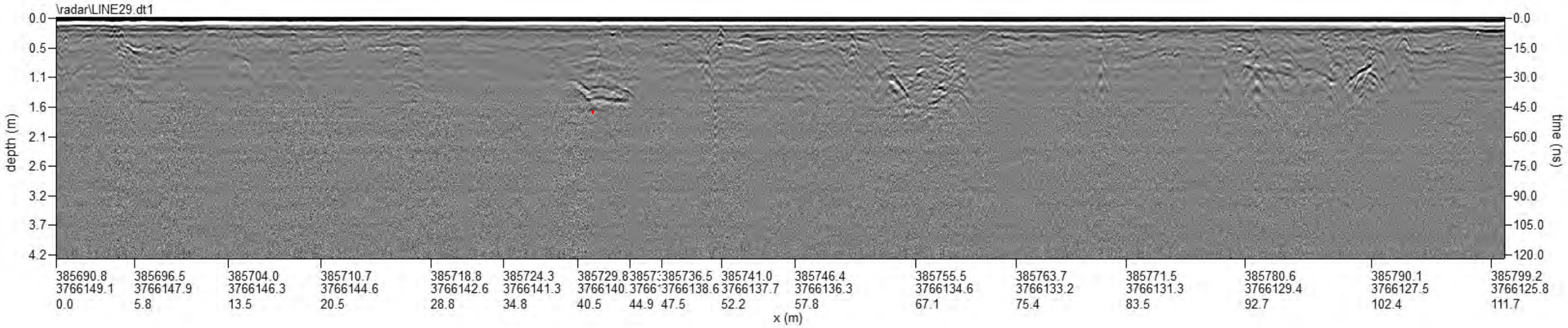


Figure 7. Line 29 Radargram – Vertical Slice, Direction West-to-East

Figure 8. Line 31 Radargram – Vertical Slice, Direction West-to-East

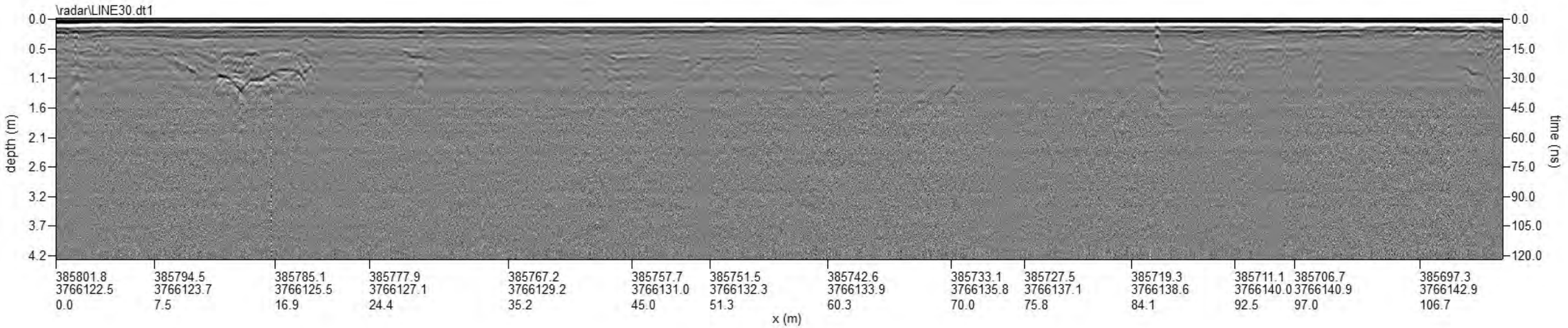


Figure 9. Line 30 Radargram – Vertical Slice, Direction East-to-West

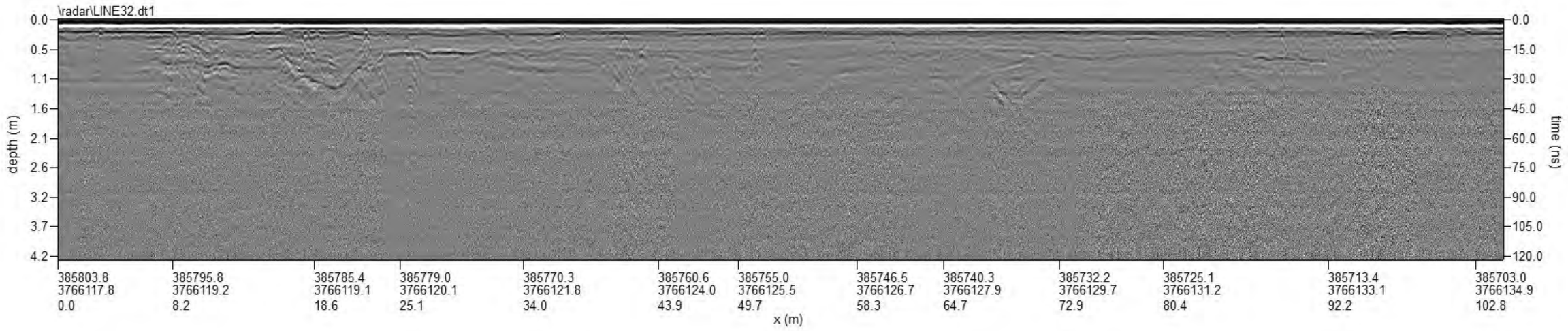


Figure 10. Line 32 Radargram – Vertical Slice, Direction East-to-West

NOTE TO CONTRACTOR:
5/6/21-THE UTILITIES SHOWN ON "CBELOW" LAYERS WERE DRAWN BASED ON POTHOLE MARKINGS DONE BY C-BELOW. C-BELOW SURVEYED AND IMPORTED OUTER WALL LOCATIONS INTO DEA'S COMPILED UTILITY FILE AND USED THE SAME WORLD COORDINATE SYSTEM.
ALL OTHER UTILITIES NOT ON "GPRS" OR "C-BELOW" LAYERING IS DEPICTED PER AVAILABLE AS-BUILT INFORMATION PRPOVIDED BY ATLAS AND CITY OF LA, AND BASED ON SURFACE FEATURES (CB, MH, ETC.) CAPTURED BY FIELD/AERIAL TOPO PERFORMED BY PSOMAS.
THERE MAY BE ADDITIONAL EXISTING UTILITIES NOT CAPTURED HEREIN AND CONTRACTOR SHALL PROCEED WITH CAUTION TO AVOID CONFLICTS/DAMAGE TO ANY EXISTING UTILITIES.

LEGEND

- COMMUNICATION
- ELECTRIC
- GAS
- SEWER
- STORM DRAIN
- STORM DRAIN 12-FT CHANNEL MAIN (ASSUMED)
- STORM DRAIN (C-BELOW LOCATING)
- WATER
- FIRE WATER
- IRRIGATION

NOT-A-PART

ASSUMED SD LOCATION
SEE NOTE TO CONTRACTOR HEREIN

15" EX. SD EASEMENT (APPROX)

SD LOCATION PER C-BELOW
SEE NOTE TO CONTRACTOR HEREIN

LAWRENCE STREET

8TH STREET

WILSON STREET

LEMON STREET

DAMON STREET

ALAMEDA STREET

HUNTER STREET

OLYMPIC BOULEVARD

ALLEY

CHANNING STREET

INTERSTATE 10

ENTERPRISE STREET

DAVID EVANS AND ASSOCIATES INC.
201 S. Figueroa St., STE 240
Los Angeles, CA 90012
Phone: 213.337.3680

8TH & ALAMEDA

EXISTING UTILITY COMPOSITE EXHIBIT
GPRS AND C-BELOW UTILITY LOCATING AND AS-BUILT INFORMATION

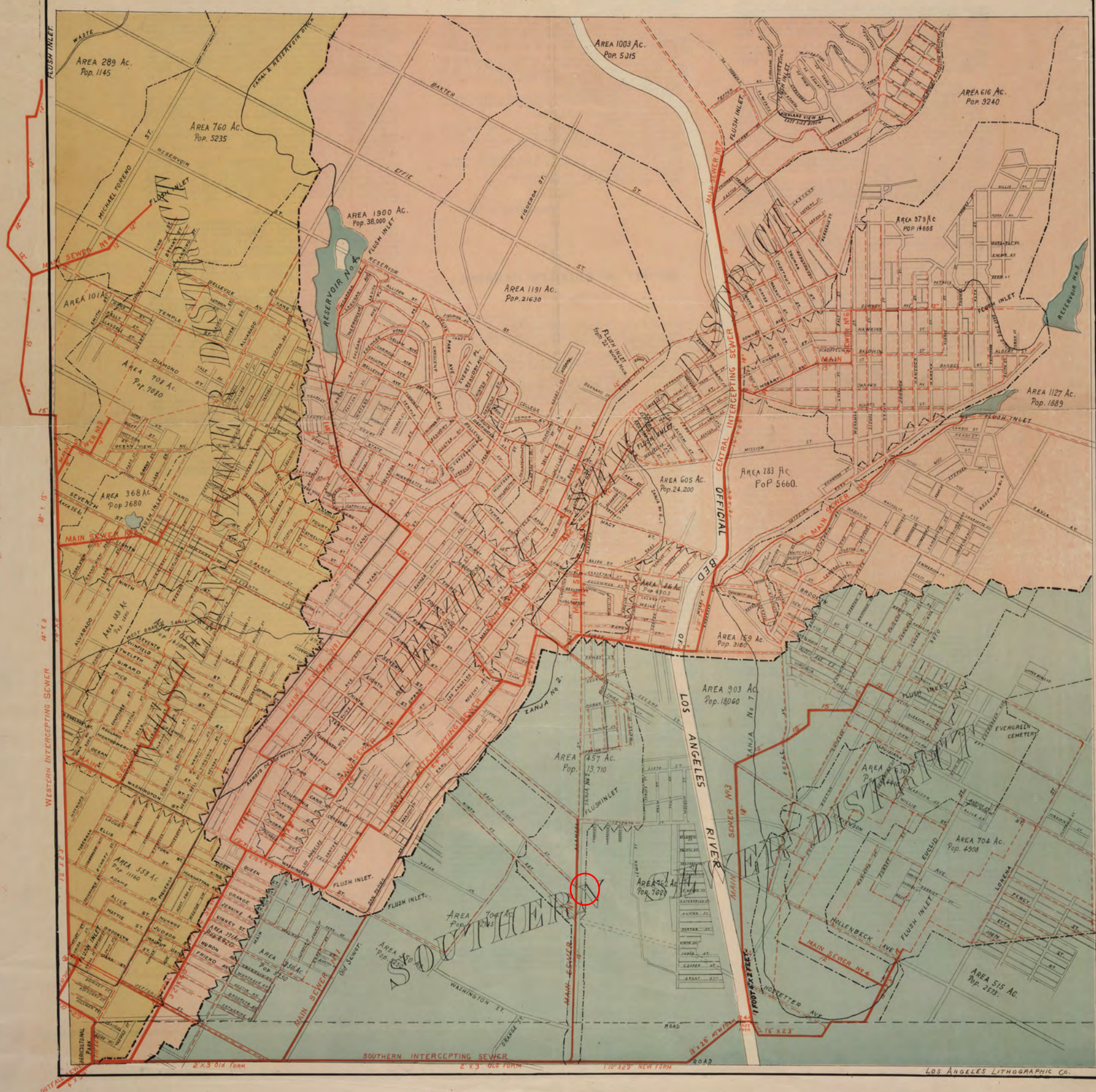
DATE: 5/6/2021
PROJECT NO. ATLSALA80001
SHEET NO. 1 of 1

Plot Date: 5/6/2021 4:21 PM
Save Date: 5/6/2021 4:09 PM
By: Adriana Bloch
By: Adj
File: P:\ATLSALA80001\MXD\CAD\EXCEXHIBIT\8TH_C-Below Composite Utility Exhibit\EXISTING UTILITIES COMPOSITE EXHIBIT_215505.dwg

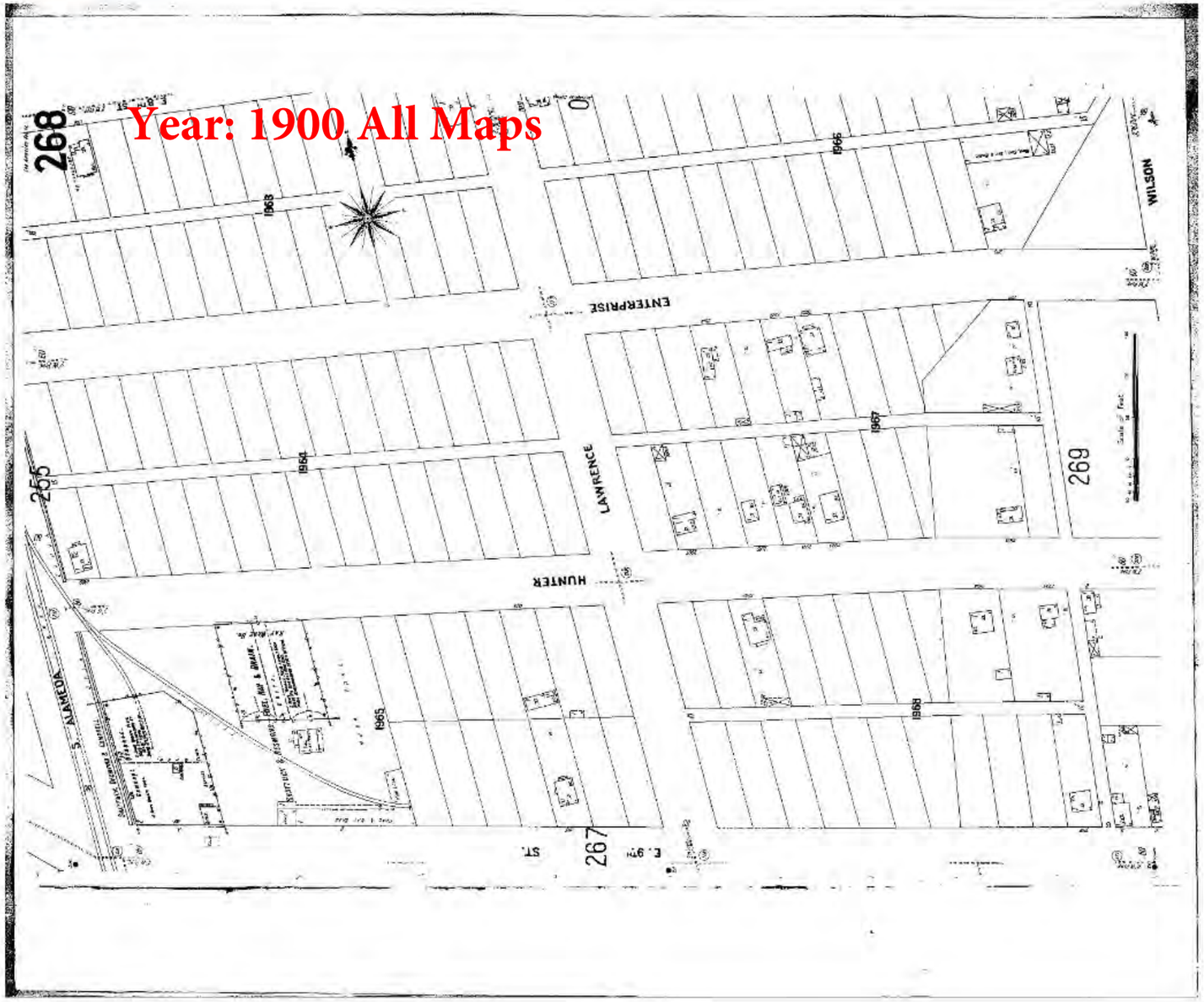
ENTERED ACCORDING TO ACT OF CONGRESS IN THE YEAR 1884 BY H. J. STEVENSON, IN THE OFFICE OF THE LIBRARIAN OF CONGRESS AT WASHINGTON

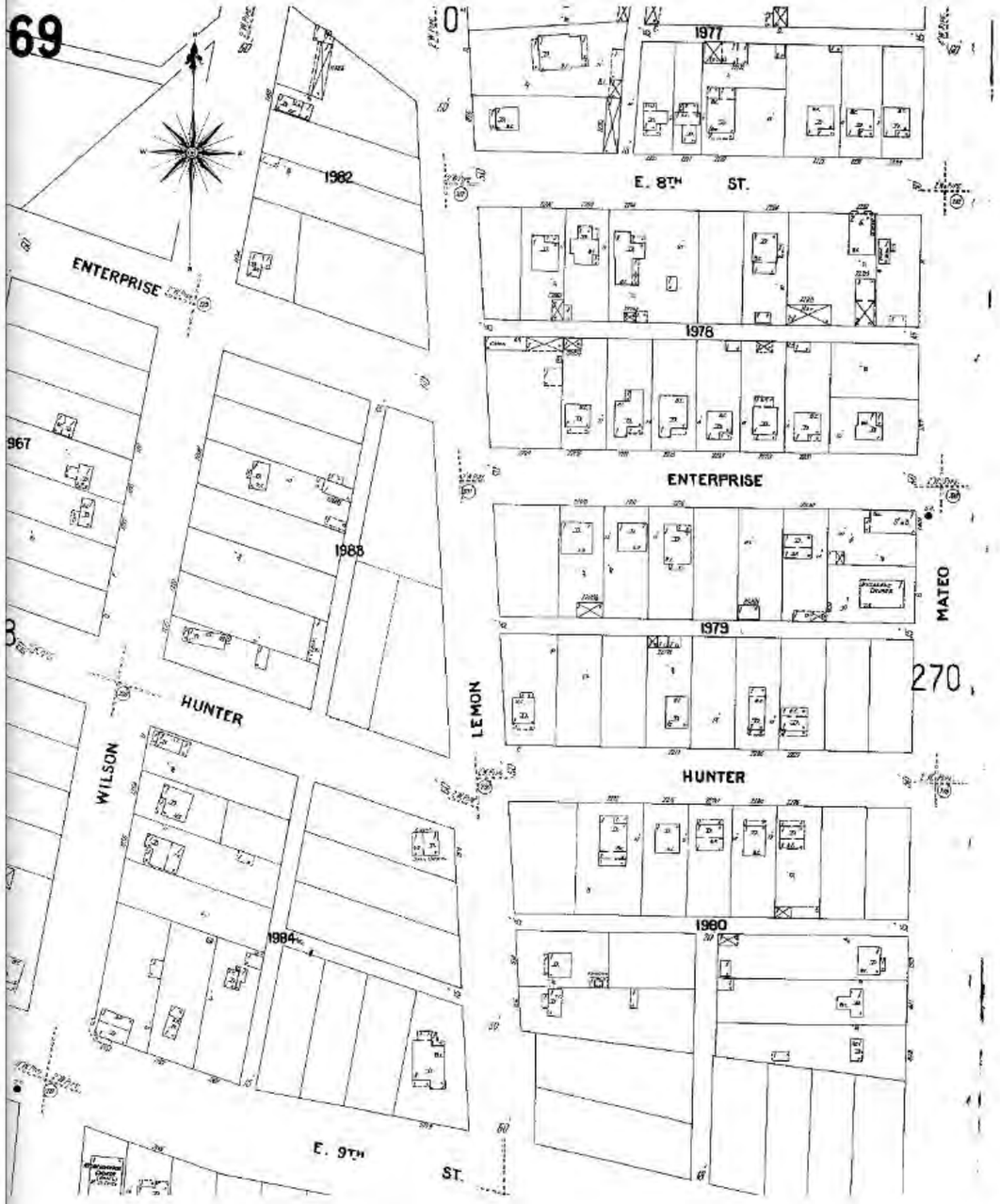
MAP OF THE PROPOSED SEWER SYSTEM FOR THE CITY OF LOS ANGELES.

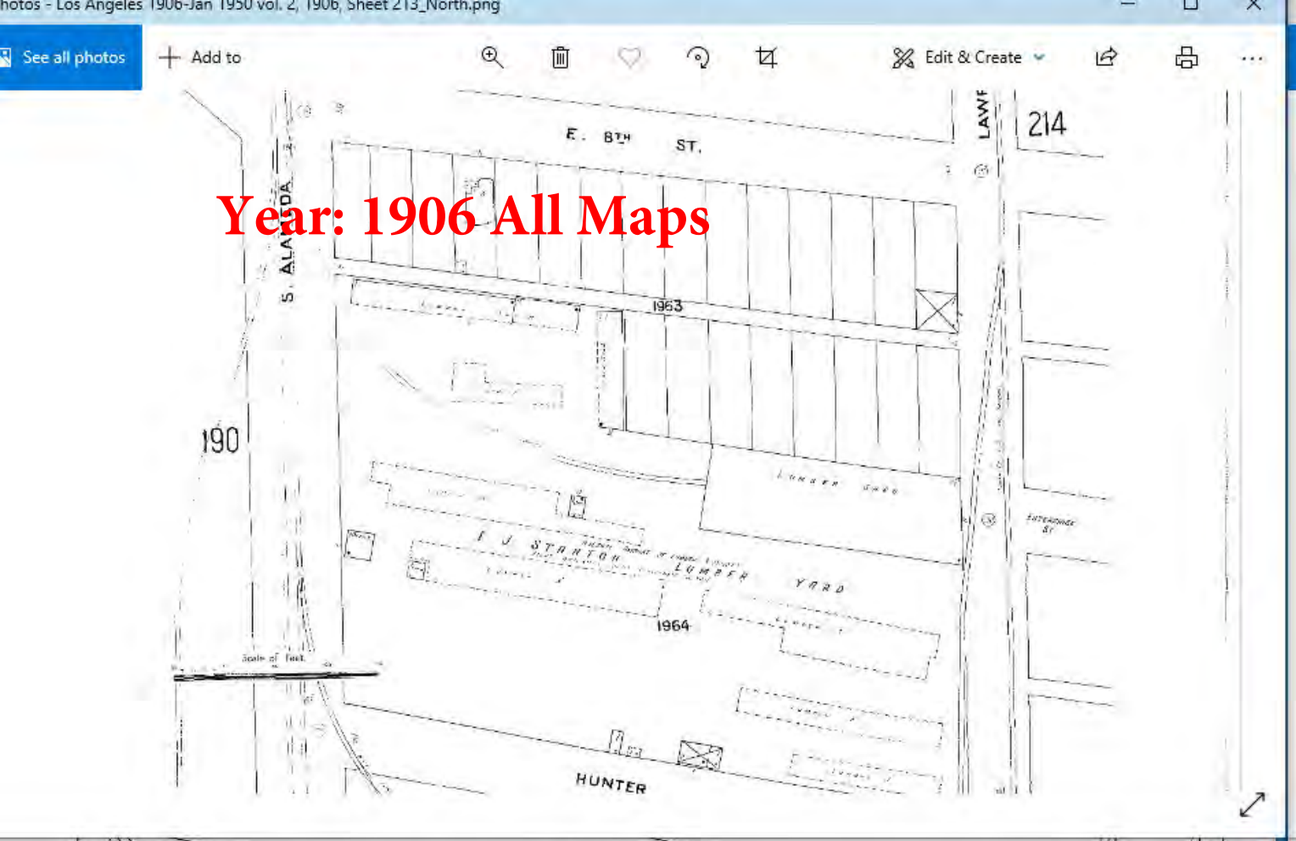
DESIGNED 1887 BY:
FRED EATON, CITY SURVEYOR,
REVISED AND ENDORSED BY:
RUDOLPH HERING CONSULTING ENGINEER.
SCALE 1" to 1200 Ft

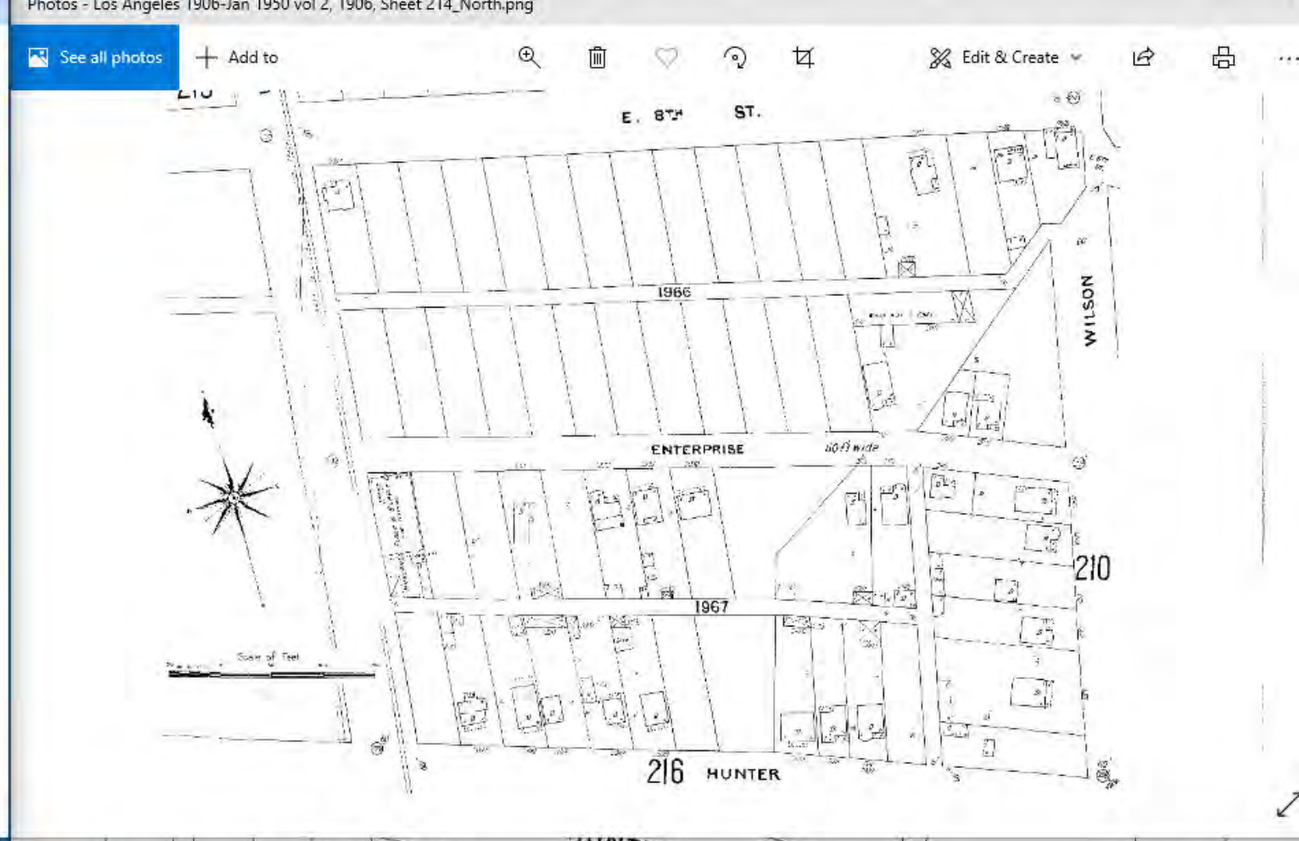


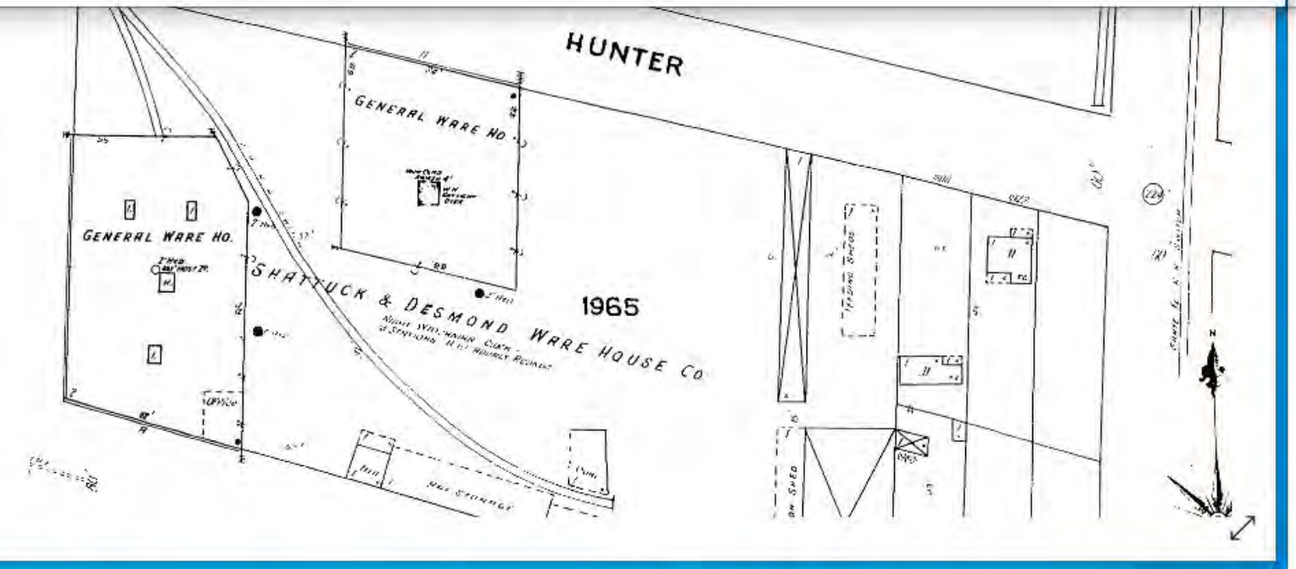
Year: 1900 All Maps

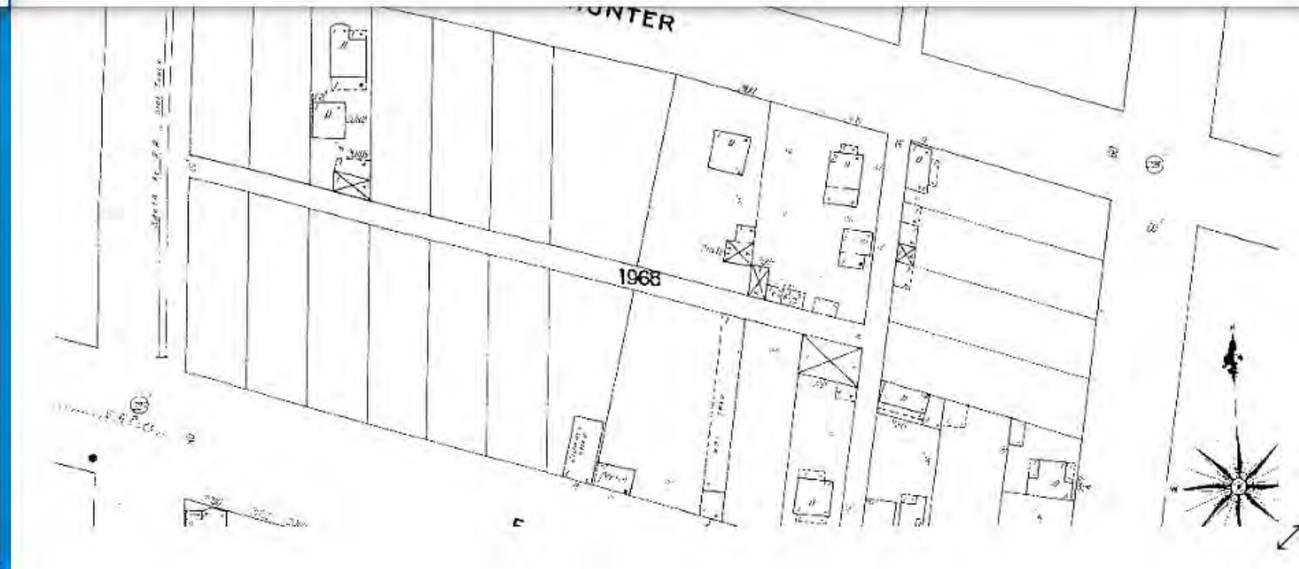












Year: 1906 All Maps

Year: 1900

E. 8TH ST.
268
1963
1964
255
1965
1966
1967
1968
267
269
ENTERPRISE
HUNTER
LAWRENCE
WILSON
S. ALAMEDA
E. 9TH ST.
SHATTUCK, DESMOND & CAMPBELL.
FUEL, HAY & GRAIN.
HAY WARE HO.
Scale of Feet.

Year: 1900

Los Angeles Vol. IV.

269

268

267

270

ENTERPRISE

HUNTER

WILSON

LEMON

MATEO

E. 8TH ST.

E. 9TH ST.

E. 10TH ST.

1962

1967

1968

1977

1978

1979

1980

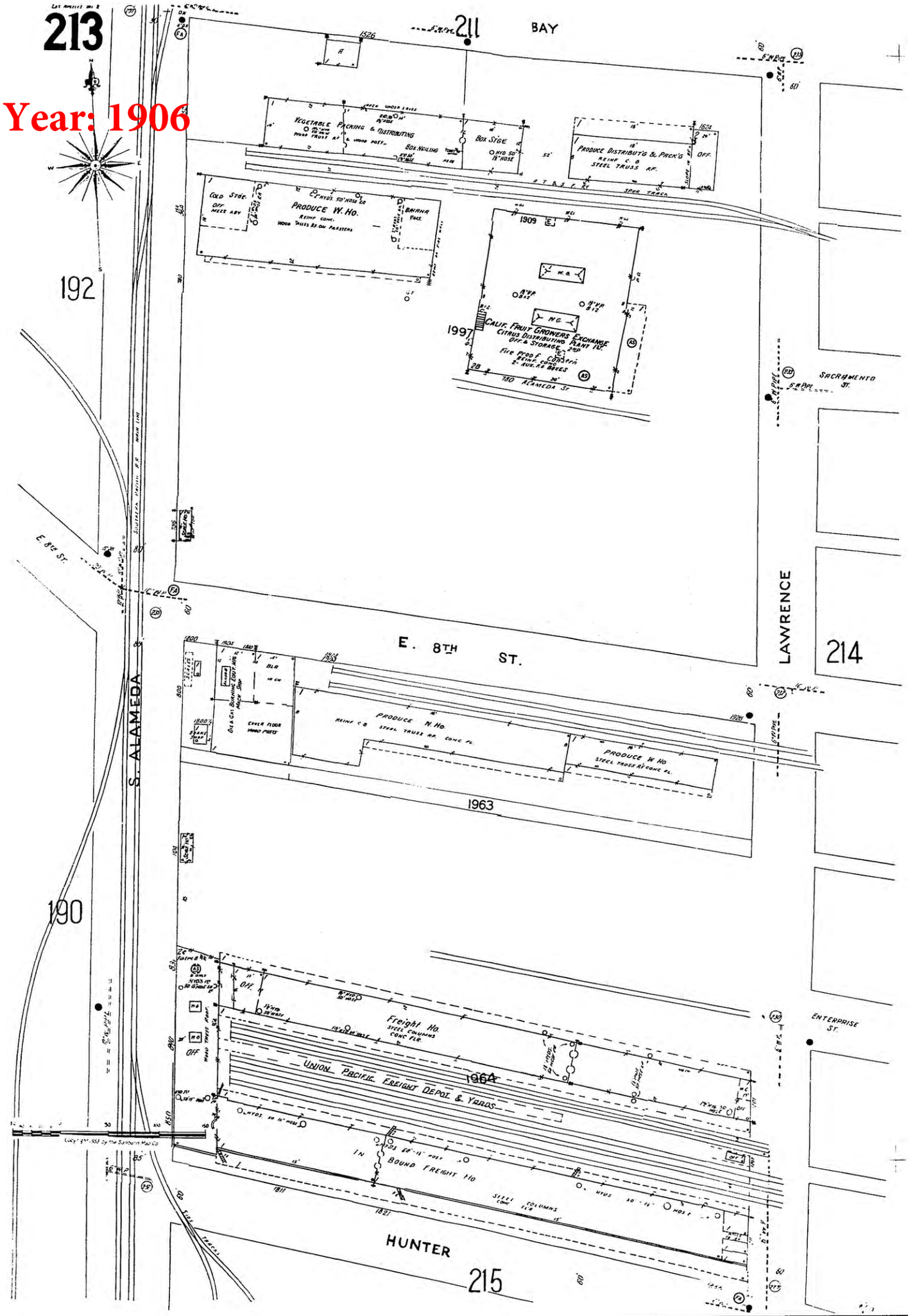
1981

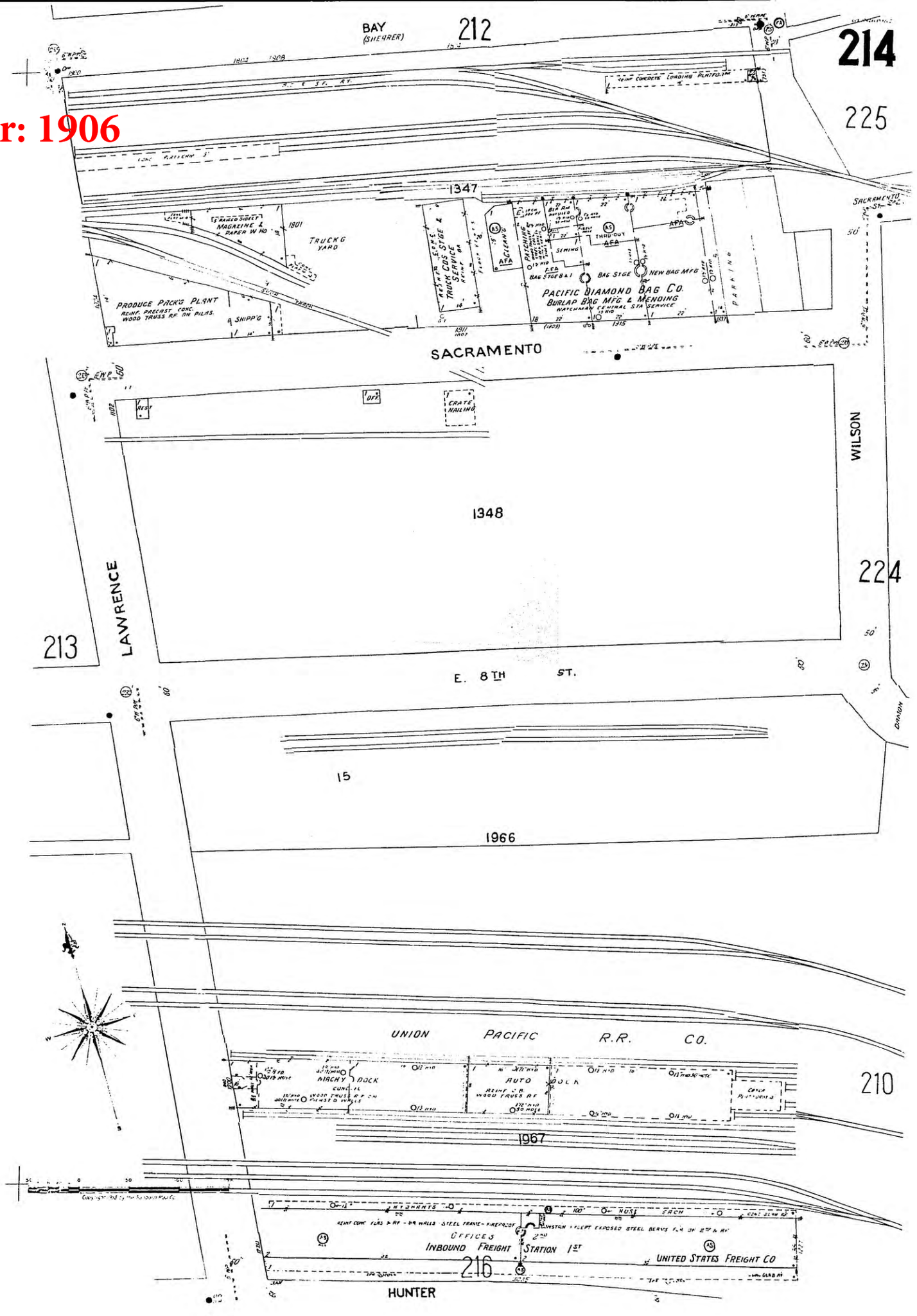
1983

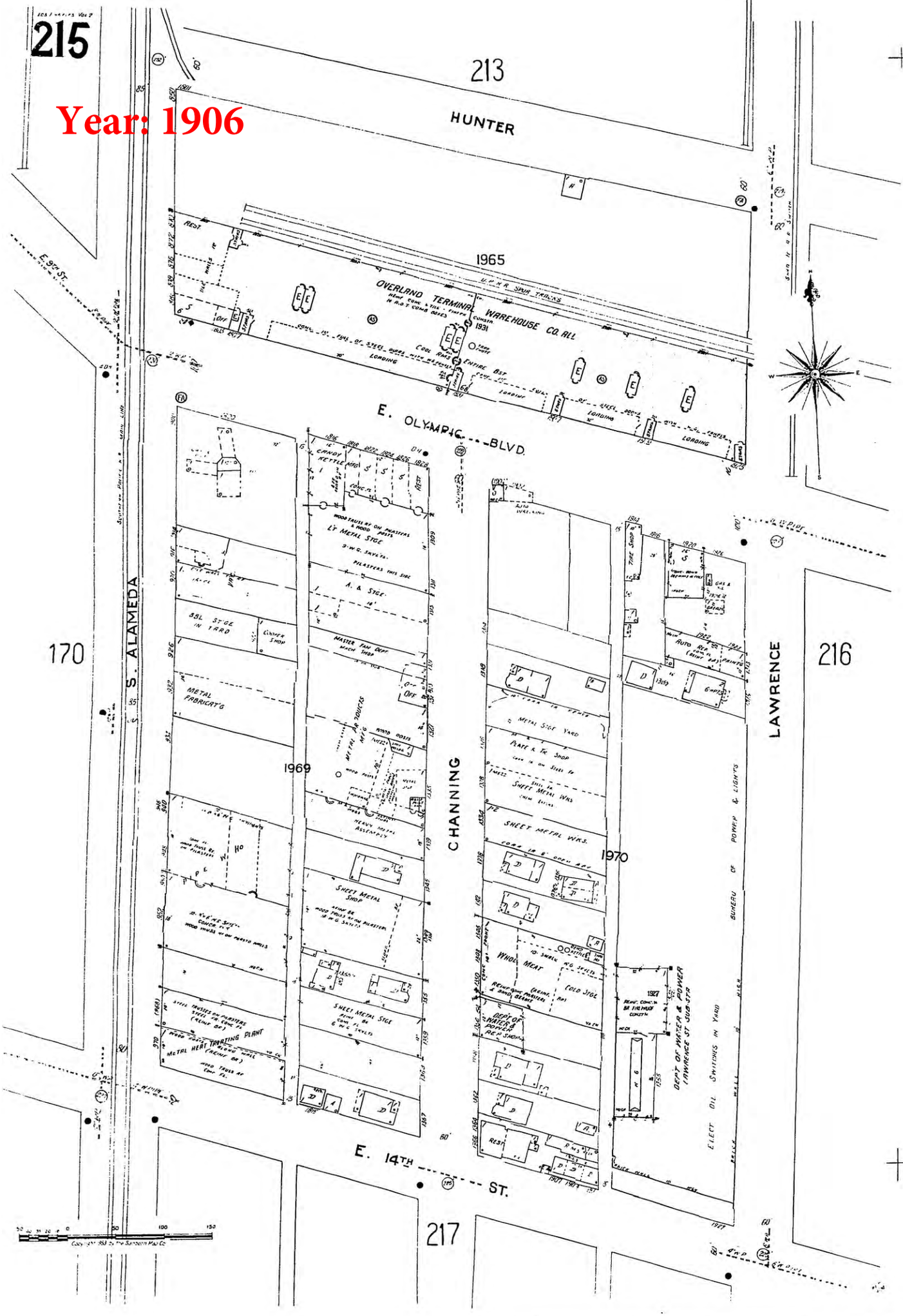
1984

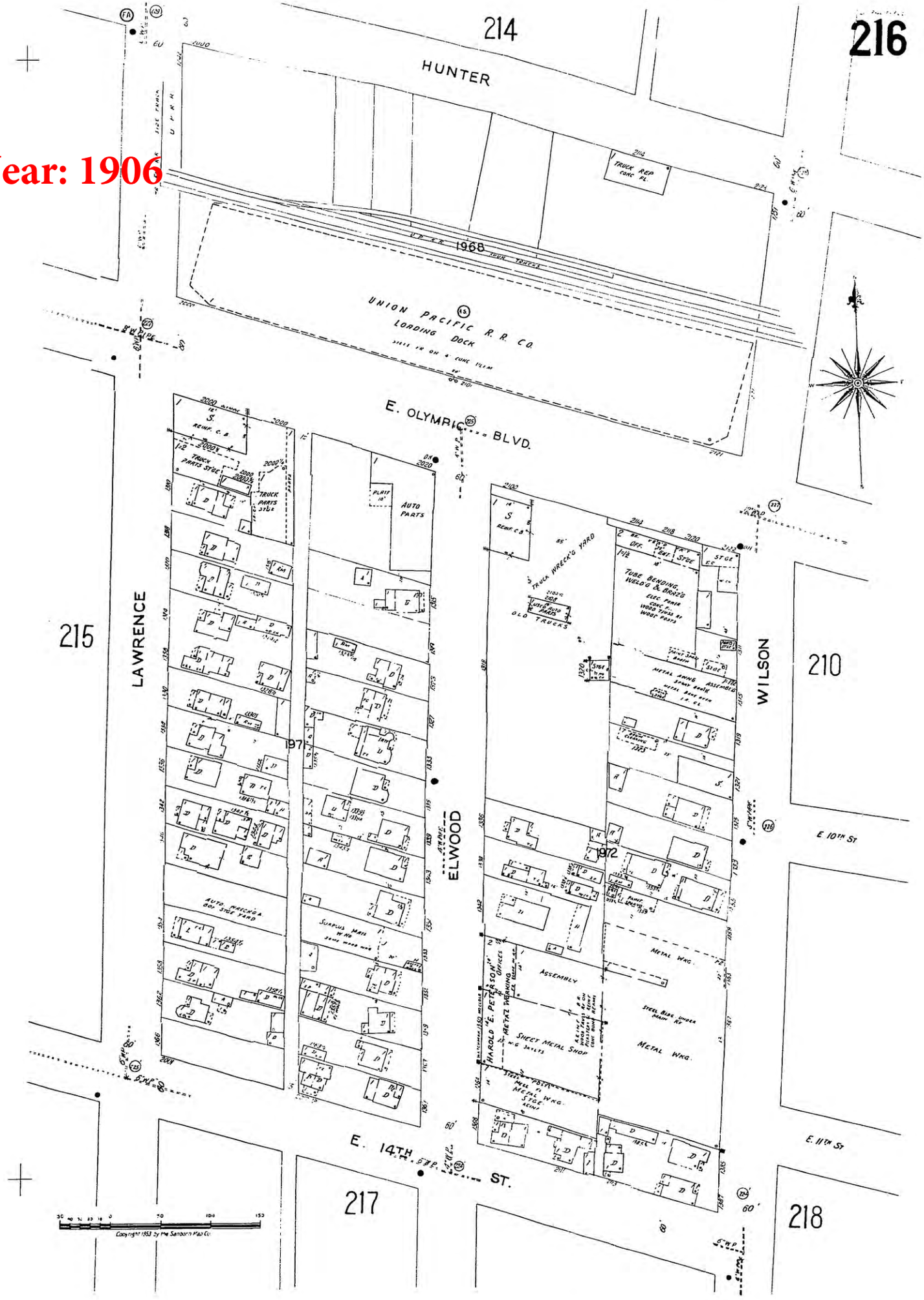
1985

Scale of Feet.


213
Year: 1906
211
BAY
1526
A
VEGETABLE PACKING & DISTRIBUTING
BOX NAILING
BOX STGE
PRODUCE DISTRIBUT'G & PACK'G
REINF. C. & STEEL TRUSS RF.
OFF.
SPUR TRACK
COLD STGE.
PRODUCE W. HO.
REINF. CONC.
1909
W. G.
1997
CALIF. FRUIT GROWERS EXCHANGE
CITRUS DISTRIBUTING PLANT NO.
OFF. & STORAGE
FIRE PROOF CONSTR'N
REINF. CONC.
& AUT. FIRE DOORS
ALAMEDA ST.
SACRAMENTO ST.
192
E. 8TH ST.
LAWRENCE
214
S. ALAMEDA
PRODUCE N. HO.
REINF. C. & STEEL TRUSS RF. CONC. FL.
PRODUCE W. HO.
STEEL TRUSS RF. CONC. FL.
1963
190
Freight HO.
STEEL COLUMNS
CONC. FLR.
1964
UNION PACIFIC FREIGHT DEPOT & YARDS
IN BOUND FREIGHT HO
ENTERPRISE ST.
HUNTER
215


Year: 1906
BAY (SHEARER)
212
214
225
1347
1801
TRUCK'G YARD
PRODUCE PACK'G PLANT
REINF. PRECAST CONC. WOOD TRUSS RF ON PILAS.
SHIPP'G
MAGAZINE & PAPER WHSE
TRUCK COS STGE & SERVICE
PACIFIC DIAMOND BAG CO.
BURLAP BAG MFG & MENDING
BAG STGE
NEW BAG MFG
SEWING
THRU-OUT
APA
PARKING
SACRAMENTO ST.
SACRAMENTO
WILSON
1348
224
213
LAWRENCE
E. 8TH ST.
15
1966
UNION PACIFIC R.R. CO.
210
1967
HYDRANTS
OFFICES
INBOUND FREIGHT STATION
UNITED STATES FREIGHT CO
216
HUNTER


215
Year: 1906
213
HUNTER
1965
OVERLAND TERMINAL WAREHOUSE CO. ALL
E. OLYMPIC BLVD.
S. ALAMEDA
CHANNING
LAWRENCE
170
216
217
1969
1970
E. 14TH ST.
METAL FABRICAT'G
SHEET METAL SHOP
SHEET METAL WKS.
WHOL. MEAT
DEPT OF WATER & POWER (LAWRENCE ST SUB STA)
BUREAU OF POWER & LIGHTS
ELECT. OIL SWITCHES IN YARD


Year: 1906
214
216
HUNTER
1968
UNION PACIFIC R. R. CO.
LOADING DOCK
E. OLYMPIC BLVD.
215
LAWRENCE
ELWOOD
WILSON
210
1971
1972
E. 10TH ST
E. 11TH ST
E. 14TH ST.
217
218
AUTO PARTS
TRUCK PARTS STGE.
TRUCK WRECK'G YARD
OLD TRUCKS
TUBE BENDING, WELDG & BRAZG
METAL AWNG ASSEMBLG
METAL WKG.
ASSEMBLY
SHEET METAL SHOP
HAROLD "E. PETERSON" OFFICES
METAL MARKING
AUTO WRECK'G
SURPLUS MDSE
Copyright 1953 by the Sanborn Map Co.

Year: 1906

SHEARER 212

214

225

1347

SACRAMENTO ST

SACRAMENTO

1348

224

213

LAWRENCE

E. 8TH ST.

1966

WILSON

ENTERPRISE 60 ft wide

1967

210

216 HUNTER

Scale of Feet.

213

HUNTER

GENERAL WARE HO.

GENERAL WARE HO.

SHATTUCK & DESMOND WARE HOUSE CO

1965

NIGHT WATCHMAN CLOCK STATIONS H.T.C. HOURLY REPORTS

E. 9TH ST.

MAY STORAGE

WAGON SHED

FEEDING SHEDS

E. 9TH ST.

170

S. ALAMEDA

FEED YARD & BOARDING STABLES

WINE CELLAR

1969

CHANNING

1970

LAWRENCE

216

WHITLOCK FILE & BINDER CO

CHURCH (OWNER) 9 TENEMENTS

E. 14TH ST.

Scale of Feet.

50 40 30 20 10 0 50 100 150

217

Year: 1906

Los Angeles Vol. 2

214

216

HUNTER

1968

E. 9TH ST.

215

LAWRENCE

1971

ELWOOD

1972

WILSON

210

E. 10TH ST

E. 14TH ST.

E. 11TH ST.

217

218

Scale of Feet.

50 40 30 20 10 0 50 100 150

Year: 1906

213

192

190

211 SHEARER

1997

1963

1964

E. 8TH ST.

S. ALAMEDA

LAWRENCE

SACRAMENTO ST

ENTERPRISE ST

214

215

HUNTER

LUMBER SHED

E. J. STANTON LUMBER YARD

AVERAGE AMOUNT OF LUMBER 3,000,000 FT

NIGHT WATCHMAN SEVEN 1 HYDRANTS 100 HOSE

OFFICE

LUMBER 10

LUMBER 9

LUMBER 7

LUMBER 8

LUMBER 7

SIDE TRACK

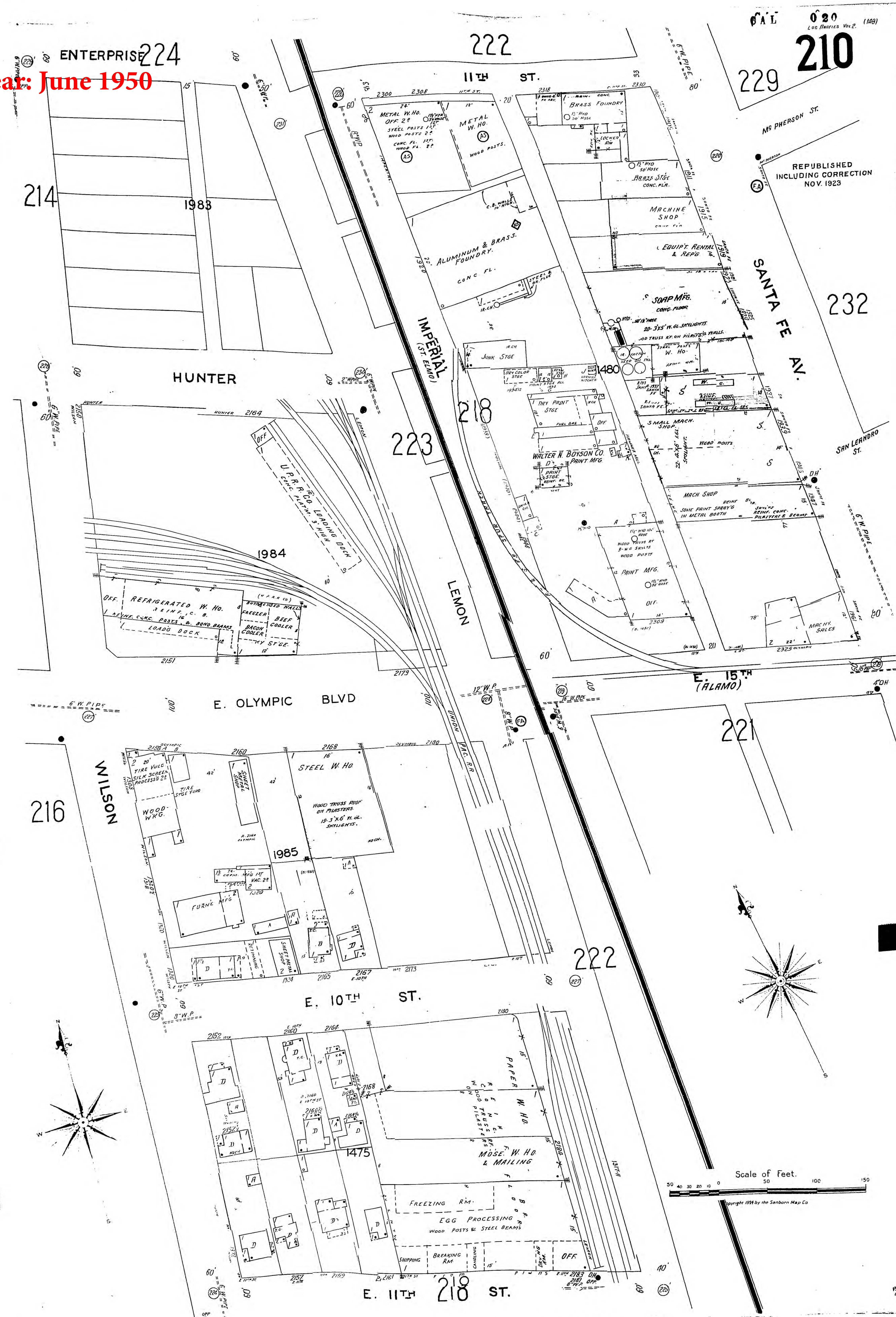
SOUTHERN PACIFIC R.R. MAIN LINE

SANTA FE C.R. SIDE TRACKS

E. 8TH ST

Scale of Feet.

50 40 30 20 10 0 50 100 150


Year: June 1950
CAL 020
Los Angeles Vol 2.
(149)
210
REPUBLISHED
INCLUDING CORRECTION
NOV. 1923
ENTERPRISE
224
222
229
214
1983
11TH ST.
MC PHERSON ST.
232
SANTA FE AV.
METAL W. HO.
OFF. 2D
STEEL POSTS 1ST
WOOD POSTS 2D
CONC. FL. 1ST
WOOD FL. 2D
METAL W. HO.
WOOD POSTS
BRASS FOUNDRY
LOCKER RM
BRASS STGE
CONC. FLR.
MACHINE SHOP
EQUIP'T. RENTAL & REP'G
ALUMINUM & BRASS FOUNDRY.
CONC FL.
STEEL & BR. FLUE
SOAP MFG.
CONC. FLOOR
20-3'X5' W. GL. SKYLIGHTS
WOOD TRUSS RF. ON PILASTD. WALLS.
SEED OIL TKS
W. HO.
JUNK STGE
DRY COLOR STGE
VARNISH KITCHEN
1480
IMPERIAL (ST. ELMO)
HUNTER
218
223
DRY PAINT STGE
FUEL GAS
OFF
WALTER N. BOYSON CO. PAINT MFG.
PAINT STGE.
HAMMER MILL
SMALL MACH. SHOP.
WOOD POSTS
SAN LEANDRO ST.
MACH. SHOP
SOME PAINT SPRAY'G IN METAL BOOTH
REINF. CONC. PILASTERS & BEAMS
SPUR TRACK
PAINT MFG.
WOOD TRUSS RF
9-W.G. SKYLTS
WOOD POSTS
MACHY. SALES
2325 OLYMPIC
2309
U.P.R.R. CO. LOADING DOCK
CONC. PLATM. 3' HIGH
1984
LEMON
REFRIGERATED W. HO.
REINF. CONC. POSTS & BOND BEAMS
LOADG DOCK
FREEZER
BEEF COOLER
BACON COOLER
2151
2179
E. 15TH (ALAMO)
221
E. OLYMPIC BLVD
UNION PAC. R.R.
216
WILSON
TIRE VULC.
SILK SCREEN PROCESSG 2D
TIRE STGE YARD
WOOD-WK'G.
SHEET METAL SHOP
STEEL W. HO.
WOOD TRUSS ROOF ON PILASTERS.
19-3'X6' W. GL. SKYLIGHTS.
1985
CHEM. MFG 1ST
VAC. 2D
FURN. MFG
RETINNING
E. 10TH ST.
222
PAPER W. HO.
REINF. CONC.
WOOD TRUSS RF. ON PILASTERS
MOSE. W. HO. & MAILING
FREEZING RM.
EGG PROCESSING
WOOD POSTS & STEEL BEAMS
SHIPPING
BREAKING RM.
CANDLING
OFF.
1475
E. 11TH 218 ST.
Scale of Feet.
Copyright 1924 by the Sanborn Map Co
P.W. 4124

Year: June 1950

213

192

211

BAY
(SHERRER)

1526

A

VEGETABLE PACKING & DISTRIBUTING

BOX NAILING

BOX STGE.

A T & S F RY SPUR TRACK

SMART & FINAL CO. LTD
PRODUCE W. HO.

COLD STGE.

BANANA RMS.

1909

CALIF. FRUIT GROWERS EXCHANGE
CITRUS DISTRIBUTING PLANT 1
OFF. & STORAGE

1997

780 ALAMEDA ST.

SACRAMENTO ST.

E. 8TH ST.

LAWRENCE

214

S. ALAMEDA

1963

1964

UNION PACIFIC FREIGHT DEPOT & YARDS

Freight Ho
STEEL COLUMNS
CONC FLR

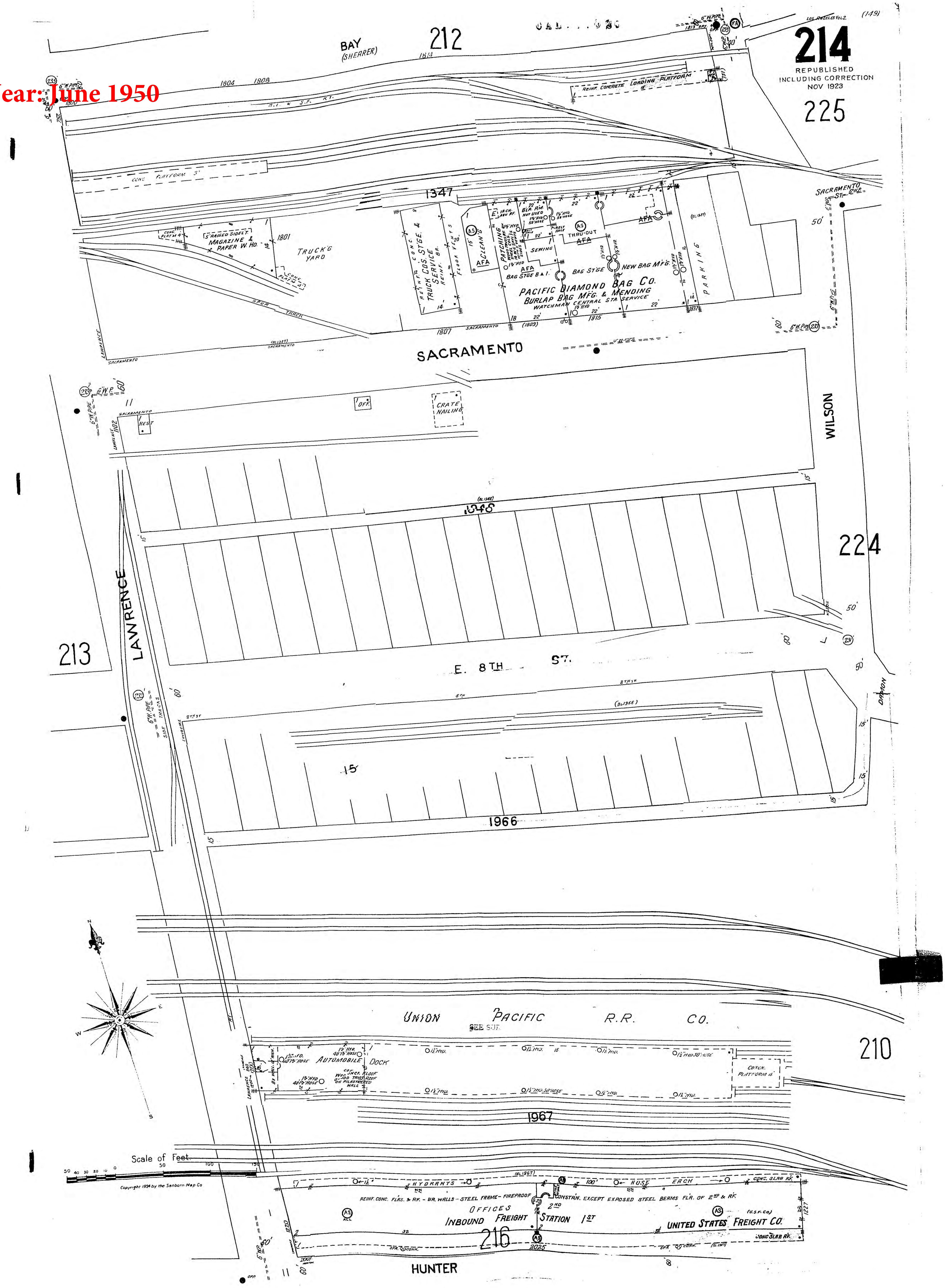
IN BOUND FREIGHT HO

STEEL COLUMNS
CONC FLR

HUNTER

215

ENTERPRISE ST.


Year: June 1950
214
REPUBLISHED
INCLUDING CORRECTION
NOV 1923
LOS ANGELES VOL. 2.
(149)
225
212
224
213
210
216
BAY
(SHEARER)
A.T. & S.F. RY.
REINF. CONCRETE LOADING PLATFORM
CONC. PLATFORM 3'
1347
5' RAISED SIDEL'T. MAGAZINE & PAPER W. HO.
1801
TRUCK'G YARD
SPUR TRACK
REINF. CONC. TRUCK CO'S. ST'GE. & SERVICE REINF. BR.
FLOOR VENTS
CLEAN'G
AFA
PATCHING
BLR. RM. NOT USED
SEWING
THRU-OUT AFA
BAG ST'GE
NEW BAG MF'G.
BAG ST'GE B. & I.
PACIFIC DIAMOND BAG CO.
BURLAP BAG MF'G. & MENDING
WATCHMAN CENTRAL STA. SERVICE
PARKING
1807
(1809)
1815
1837
SACRAMENTO
SACRAMENTO ST.
WILSON
OFF.
CRATE NAILING
REST
1102
LAWRENCE
1348
E. 8TH ST.
(BL1966)
1966
DAMON
SIDE TRACKS
UNION PACIFIC R.R. CO.
AUTOMOBILE DOCK
CONCR. PLATFORM 4'
1967
Scale of Feet
Copyright 1924 by the Sanborn Map Co
HYDRANTS
HOSE EACH
REINF. CONC. FLRS. & RF. - BR. WALLS - STEEL FRAME - FIREPROOF CONSTR'N. EXCEPT EXPOSED STEEL BEAMS FLR. OF 2ND & RF.
OFFICES
INBOUND FREIGHT STATION 1ST 2ND
UNITED STATES FREIGHT CO.
CONC. SLAB RF.
2025
2001
1220
1227
HUNTER

Year: June 1950

LOS ANGELES VOL. 2 (449)

216

REPUBLISHED
INCLUDING CORRECTION
NOV 1923

214

HUNTER

215

LAWRENCE

ELWOOD

WILSON

210

217

218

E. OLYMPIC BLVD. (E. 9TH ST.)

E. 10TH ST.

E. 11TH ST.

E. 14TH ST.

UNION PACIFIC R. R. CO.
LOADING DOCK
STEEL FR ON 4" CONC. PLFM.

U. P. R. R. SIDE TRACK

U P R R 1968 SPUR TRACKS

UNCLAIMED FREIGHT STGE

TRUCK PARTS STGE YARD

PARTS STGE

AUTO PARTS

AUTO WRECKING

USED AUTO TRUCKS.

TUBE BENDING WELDG & BRAZG
ELEC. POWER
CONC. FL.
WOOD TRUSS RF.
WOOD POSTS

METAL AWNG ASSEMBLG
SPRAY BOOTH
METAL BAKE OVEN
I.R. CL.

METAL WKG.

ASSEMBLY

SHEET METAL SHOP

HAROLD "E. PETERSON" OFFICES

METAL WKG.

AUTO WRECKG & BOX STGE YARD

SURPLUS MATL. W. HO.

1971

1972

Scale of Feet.
50 40 30 25 10 0 50 100 150

CONFIDENTIAL ATTACHMENT B

SCCIC Record Search Results

Archaeological Resources confidential information:

On file with City.

ATTACHMENT C

NAHC SLF Search

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

March 1, 2021

Linda Kry
DUDEK

Via Email to: lkry@dudek.com

Re: 13252 2000 East 8th Street Project, Los Angeles County

Dear Ms. Kry:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
3/1/2021

Fernandeno Tataviam Band of Mission Indians
Jairo Avila, Tribal Historic and Cultural Preservation Officer
1019 Second Street, Suite 1 — Tataviam
San Fernando, CA, 91340
Phone: (818) 837 - 0794
Fax: (818) 837-0796
jairo.avila@tataviam-nsn.us

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 — Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820 — Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
lsaul@santarosa-nsn.gov

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 — Cahuilla
San Jacinto, CA, 92581 — Luiseno
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Soboba Band of Luiseno Indians
Scott Cozart, Chairperson
P. O. Box 487 — Cahuilla
San Jacinto, CA, 92583 — Luiseno
Phone: (951) 654 - 2765
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 13252 2000 East 8th Street Project, Los Angeles County.

CONFIDENTIAL ATTACHMENT D

Report LA-13239

Archaeological Resources confidential information:

On file with City.

CONFIDENTIAL ATTACHMENT E

Site Records

Archaeological Resources confidential information:

On file with City.