APPENDIX D
CULTURAL RESOURCES ASSESSMENT

CULTURAL RESOURCES ASSESSMENT
ELYSIAN PARK/DOWNTOWN WATER RECYCLING PROJECT
CITY OF LOS ANGELES, CALIFORNIA

Prepared for:
Los Angeles Department of Water and Power
Environmental Services
111 North Hope Street, Room 1044
Los Angeles, California 90012

Prepared by:
AECOM
515 South Flower Street, 9th Floor
Los Angeles, California 90071

Authors:
Heather Gibson, Ph.D., RPA
Sara Dietler, B.A.

With Contributions by:
Christy Dolan, M.A., RPA
Jill Gibson, M.A.
James Wallace, M.A., RPA
Linda Kry, B.A.

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TABLE OF CONTENTS

APPENDICES

LIST OF FIGURES

LIST OF FIGURES
(Continued)

LIST OF FIGURES
(Continued)

LIST OF TABLES

EXECUTIVE SUMMARY

The City of Los Angeles Department of Water and Power proposes to extend the existing recycled water pipeline network, which currently terminates near Taylor Yard and the Cornfields Park, to serve Elysian Park and customers in central Los Angeles. The Elysian Park/Downtown Water Recycling Project (WRP) encompasses two phases: the Elysian Park WRP, which includes installation of a recycled water pipeline, potable water pipeline, storage tanks, and a new recycled water pumping station within Elysian Park; and the Downtown WRP, which would be located within the public roadways of central Los Angeles and includes installation of approximately 10 miles of recycled water pipeline.

The records search revealed that six cultural resource investigations were previously conducted within 0.25-mile radius of the Elysian Park WRP project area and 61 cultural resource investigations were previously conducted overlapping with the Downtown WRP project area. No archaeological resources were previously recorded within the Elysian Park WRP study area. Thirty archaeological resources were previously recorded within the study area for the Downtown WRP. In addition, one California Historical Land mark (19-166921/NR-79000484) and five Los Angeles Historic-Cultural Monuments (LAHCM No. 48, 110, 211, 902, and 2306) are located within the study area for the Elysian and Downtown WRP project areas.

A letter requesting a Sacred Lands File check was conducted by the Native American Heritage Commission (NAHC). The response from the NAHC indicated the presence of Native American cultural resources in the vicinity of the project area.

A cultural resources field survey was conducted on May 8, 2012 and April 2, 2013. Areas surveyed were those determined to be potentially impacted by the project. Elysian Park itself was determined to be a resource and recorded during the survey; in addition, three archaeological resources were observed or recorded during the survey.

All resources identified were evaluated for their eligibility to the California Register of Historical Resources (CRHR) and for listing as a City of Los Angeles Historic-Cultural Monument (LAHCM). Elysian Park was found to be eligible under CRHR and LAHCM criteria.

Because the project would be constructed in an area with known prehistoric and historic archaeological sensitivity, prehistoric and/or historic archaeological resources may be present within the project area. Such resources may lie beneath the surface obscured by pavement or vegetation. Because of the potential to encounter buried cultural resources, archaeological and paleontological monitoring is recommended during ground-disturbing activities in areas of archaeological and paleontological sensitivity. In addition, controlled grading is recommended for the excavation of launching and receiving pits for microtunneling, and in areas where there is potential to encounter historic water conveyance features.

INTRODUCTION

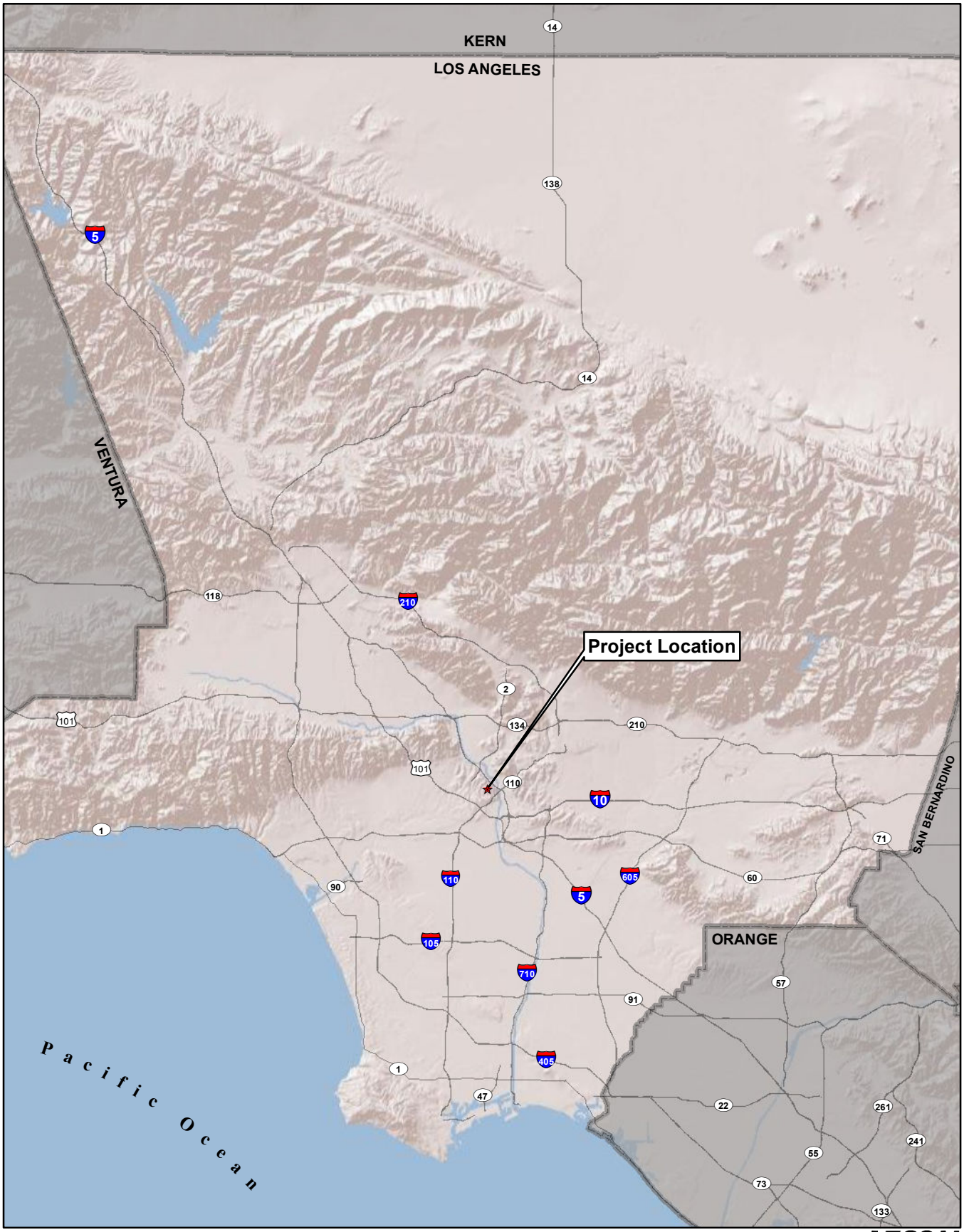
This document reports a Phase I cultural resources assessment in connection with the Elysian Park - Downtown Water Recycling Project (WRP) (project). The City of Los Angeles Department of Water and Power (LADWP) proposes to extend the existing recycled water pipeline network, which currently terminates near Taylor Yard and the Cornfields Park, to serve Elysian Park and customers in central Los Angeles. The project includes two phases: the Elysian Park WRP includes installation of recycled water pipeline, backup potable water pipeline, storage tanks, and new recycled water and non-potable water pumping stations within Elysian Park and residential streets just north of Interstate 5 (I-5); the Downtown WRP would be located within the public roadways of central Los Angeles and includes installation of approximately 10 miles of recycled water pipeline (Figure 1). The project is being undertaken by the LADWP in accordance with the 2010 Urban Water Management Plan and the Recycled Water Master Plan. This cultural resources study was conducted in compliance with the California Environmental Quality Act (CEQA).

PROJECT PERSONNEL

AECOM personnel involved in the cultural resources assessment are as follows: Heather Gibson, Ph.D., RPA, served as principal investigator and primary report author, and conducted archaeological survey; Sara Dietler, B.A., served as report author and conducted archaeological survey; Christy Dolan, M.A., RPA, contributed to the report and provided senior review; James Wallace, M.A., RPA, provided geographic information system (GIS) support, conducted archival research and archaeological survey, and contributed to the report; Tim Harris, B.A., conducted archival research and provided graphics and GIS support; Linda Kry, B.A., contributed to the report, conducted archival research and archaeological survey; and Jill Gibson, M.A., conducted historical background research and contributed to the report. Resumes of key personnel are included in Appendix A.

REPORT ORGANIZATION

This report is organized following the *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format* guidelines, (California Office of Historic Preservation 1990). These guidelines provide a standardized format and suggested report content, scaled to the size of the project. First, a project description, including project location, proposed undertaking, and construction schedule, are provided. Next, the environmental and cultural settings are presented along with a detailed history of the project area. The research methods are then presented, followed by the results of the archival research, Native American contact program, and field survey. The final section summarizes the research and provides management recommendations.



Source: ESRI 2012 Imagery

0 5 10 15 20 Miles

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Figure 1
Project Location Map

Elysian Park/Downtown WRP

PROJECT DESCRIPTION

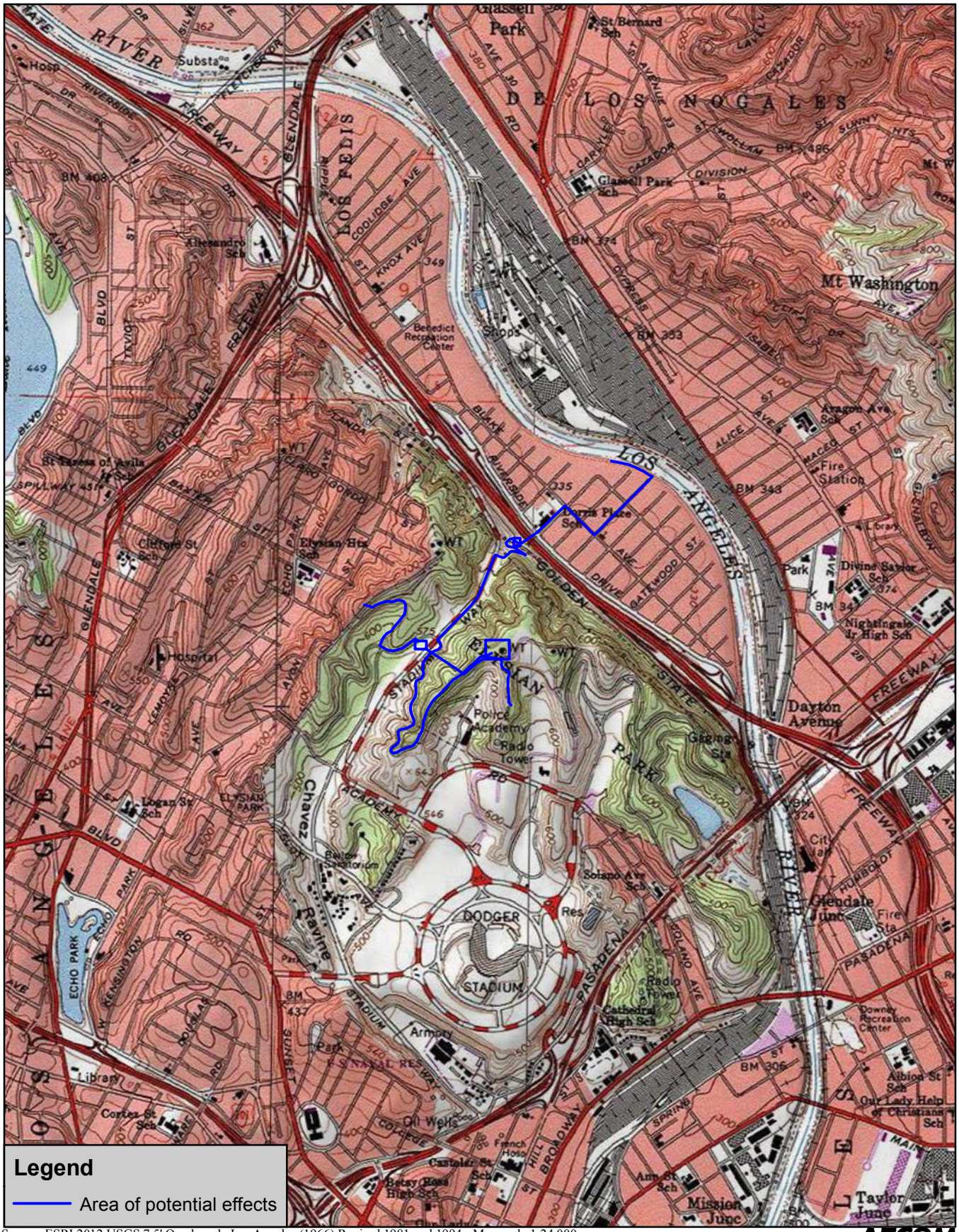
PROJECT LOCATION

The Elysian Park - Downtown WRP consists of two parts: the Elysian Park WRP (Phase I) and the Downtown WRP (Phase II). The Elysian Park WRP would be primarily located within Elysian Park, which is located approximately 1.5 miles north of downtown Los Angeles (Figure 2a). The proposed Phase I recycled water pipeline would connect to the termination point of the Taylor Yard WRP on the west side of the Los Angeles River, along the Los Angeles River Bike Path, near the northern terminus of Dorris Place in the Elysian Valley neighborhood. The Phase I pipeline within the Elysian Valley neighborhood would abut residential and public facilities uses. The pipeline would extend approximately 700 feet southeast along the bike path to Riverdale Avenue, approximately 1,200 feet southwest on Riverdale Avenue to Blake Avenue, approximately 550 feet northwest on Blake Avenue to Dorris Place, and approximately 550 feet southwest on Dorris Place and 360 feet continuing under I-5 before extending into Elysian Park. Dedicated in 1886 and consisting of 575 acres, Elysian Park is the oldest and second largest park in Los Angeles. The park is owned by the City of Los Angeles and maintained by the Los Angeles Department of Recreation and Parks. Lying within the Santa Monica Mountains Zone, Elysian Park is designated as Open Space. Land uses in the vicinity of the park are primarily devoted to single- and multi-family residential uses, with some small-scale commercial uses. Dodger Stadium, Elysian Reservoir, the Los Angeles Police Academy, and a U.S. Naval reserve armory are located adjacent to the park, and two radio towers are located within the park.

The Downtown WRP would be located within public streets in the urbanized and fully developed communities of Chinatown, downtown Los Angeles, Exposition Park, and Boyle Heights (Figures 2b and 2c). The proposed alignment would begin at the termination point of the Cornfield recycled water pipeline, which is located on Spring Street approximately 300 feet south of Wilhardt Street. The mainline segment would extend approximately 3,000 feet southward from the termination point of the Cornfield recycled water pipeline on Spring Street to Alpine Street, approximately 650 feet westward on Alpine Street to Broadway, approximately 20,750 feet southward on Broadway to 37th Street, approximately 2,150 feet westward on 37th Street to Exposition Street, and approximately 1,650 feet westward on Exposition Street to Exposition Park. The mainline segment would terminate at the University of Southern California (USC) main campus, located approximately 2 miles south of downtown Los Angeles.

In addition to the mainline segment, Phase II includes several additional segments:

- The Atlas Carpet segment would extend from the mainline segment approximately 800 feet southward on Avenue 18 from Spring Street to Albion Street, and approximately 400 feet westward on Albion Street to Avenue 17. It would terminate at the Atlas Carpet Mills, Inc., located at 340 South Avenue 17, east of the Los Angeles River and west of I-5.
- The Twin Towers Correctional Facilities segment would extend approximately 1,650 feet eastward on Vignes Street from Spring Street to Avila Street terminating at the Los Angeles County Sheriff's Department Twin Towers Correctional Facility, located at 450 Bauchet Street.



Source: ESRI 2012 USGS 7.5' Quadrangle Los Angeles (1966) Revised 1981 and 1994 - Map scale 1:24,000

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Figure 2a
Project Location Elysian WRP (Phase I)

Legend

Proposed Pipeline

Match Line

Source: National Geographic USA TOPO Quad: Los Angeles; Hollywood

0 0.5 1 1.5 2 Miles

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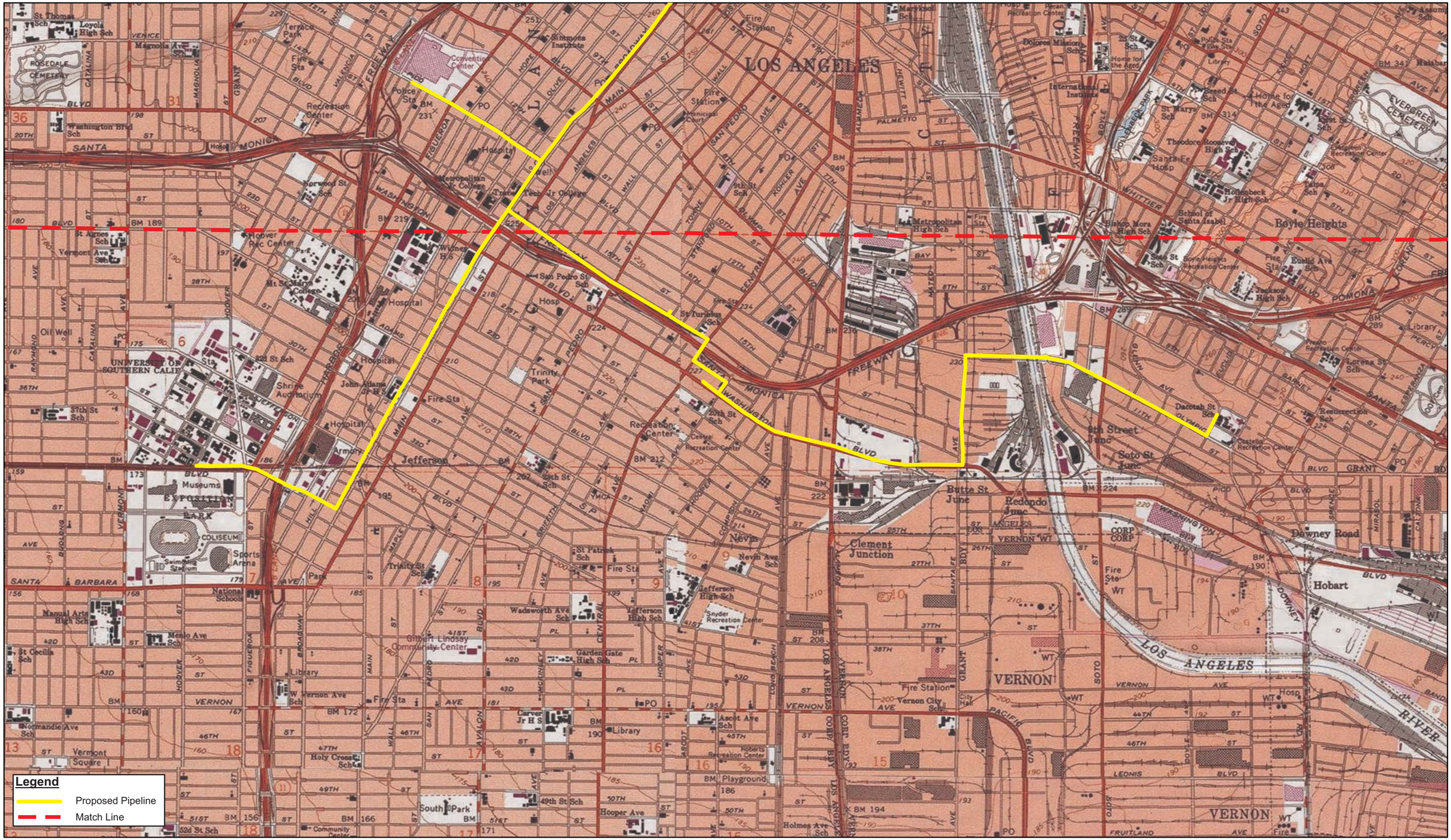
Figure 2b

Project Location, Downtown WRP (Phase II)

Elysian Park /Downtown WRP



Source: National Geographic USA TOPO Quad: Los Angeles; Hollywood

0 0.5 1 1.5 2 Miles

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Figure 2c

Project Location, Downtown WRP (Phase II)

Elysian Park/Downtown WRP

- The Trigen-LA Bunker Hill segment would extend from the mainline segment approximately 1,700 feet westward on 3rd Street from Broadway to Hope Street. It would terminate at Veolia Energy facility (formerly Trigen-LA), located at 555 West 5th Street.

- The Los Angeles Convention Center segment would extend from the mainline segment approximately 3,800 feet westward on Pico Boulevard from Broadway to LA Live Way. It would terminate at the Los Angeles Convention Center, located at 1201 South Figueroa Street adjacent to the State Route (SR) 110 and Interstate 10 (I-10) interchange.

- The Dye House segment would from the mainline segment approximately 5,400 feet eastward on Venice Boulevard/16th Street from Broadway to Central Avenue, approximately 560 feet southward on Central Avenue to 18th Street, and approximately 700 feet eastward on 18th Street. It would terminate at Dye House, Inc., located at 1510 Griffith Avenue just north of I-10 (Santa Monica Freeway).

- The Boyle Heights Mixed Use Project segment would extend approximately 350 feet eastward on 18th Street from the Dye House, Inc. to Naomi Avenue, approximately 300 feet southward on Naomi Avenue to Washington Boulevard, approximately 5,800 feet eastward on Washington Boulevard to Santa Fe Avenue, approximately 2,450 feet northward on Santa Fe Avenue to Olympic Boulevard, and approximately 5,200 feet eastward on Olympic Boulevard to Evergreen Avenue, including a 1,750-foot bridge crossing on Olympic Boulevard. It would terminate at a 68.8-acre site proposed to be redeveloped as a mixed-use community approximately 2 miles southeast of downtown Los Angeles. The site is generally bound by East 8th Street to the north, Grande Vista Avenue to the east, Olympic Boulevard to the south, and South Soto Street to the west.

The project area for the purposes of this cultural resources assessment includes the Elysian Park WRP (encompassing the location of the proposed recycled water pipeline within Elysian Park and extending north of I-5 along Dorris Place, Blake Avenue, Riverdale Avenue and the Los Angeles River Bike Path; the backup potable water pipeline; the recycled water storage tank; the forebay tank, the booster pump, and the recycled and non-potable water pumping stations) and the Downtown WRP (encompassing approximately 10 miles of recycled water pipeline extending through downtown Los Angeles to USC) (Figures 3 and 4).

Proposed Undertaking

The project is part of a broader effort by the City of Los Angeles to create reliable and sustainable sources of water for the future of the city. A key component of this effort is to maximize the use of recycled water. With imported water supplies becoming increasingly restricted and unreliable, the LADWP 2010 Urban Water Management Plan sets a goal for 59,000 acre-feet per year of potable supplies to be replaced by recycled water by 2035. The following specific objectives relate to the goal of creating reliable and sustainable sources of water:

- Improve the reliability of the City of Los Angeles water supply through increased recycled water use.

Source: ESRI 2012 Basemap Imagery

0 500 1,000 1,500 Feet

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Figure 3
Proposed Project Components

Elysian Park/Downtown WRP

Atlas Carpet

Twin Towers Correctional Facility

LA County Central Heating and Refrigeration Plant

Veolia Energy (Formerly Trigent-LA)

Convention Center & Event Center

Dye House, Inc

Washington Garment

USC Main Campus

Matchmaster

Boyle Heights Mixed Use Project

Legend

- Cornfields WRP (Not a part of this project)
- Proposed Pipeline
- Customers
- Channel Crossing
- Railroad Crossing
- 3rd Street Tunnel
- Bridge

Source: ESRI 2012 Imagery

0 0.25 0.5 0.75 1 Miles

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Figure 4

Proposed Project Components, Downtown WRP (Phase II)

Elysian Park-Downtown WRP

- Comply with the City of Los Angeles and the LADWP action plan titled "Securing L.A.'s Water Supply," outlining the steps to sustain a reliable water supply to meet current and future demand.
- Construct the necessary infrastructure to convey recycled water to the various industrial and irrigation customers in the central Los Angeles Area.
- Provide recycled water to some of the City of Los Angeles' largest water customers, and, where feasible, switch their potable water use into recycled water use.

To achieve these objectives, the LADWP proposes to expand the existing recycled water pipeline network from its current termini near Taylor Yard (Rio de Los Angeles) and the Cornfields Park to serve Elysian Park and customers in central Los Angeles. The proposed project would be implemented in two phases.

Phase I: Elysian Park WRP

The first phase of the project (Elysian Park WRP) involves the delivery of recycled water to Elysian Park. The Los Angeles Department of Recreation and Parks has committed to using the recycled water supply that would become available via these new facilities to irrigate Elysian Park. A new 16-inch recycled water pipeline would be constructed beginning just southwest of the Los Angeles River along the Los Angeles River Bike Path, near the northern terminus of Dorris Place in the Elysian Valley neighborhood. The beginning of the pipeline would connect to the termination point of the Taylor Yard WRP on the west side of the Los Angeles River. A total of approximately 10,800 linear feet of pipe would be installed connecting the Taylor Yard WRP with a proposed new 2-million-gallon (MG) recycled water storage tank located near Elysian Fields via a proposed new 3,000 gallons per minute (gpm) recycled water pump station located on the west side of I-5 just inside Elysian Park.

Installation of the recycled water pipeline within the Los Angeles River Bike Path, Riverdale Avenue, Blake Avenue, Dorris Place, Stadium Way, and Academy Road would use trench construction known as "cut and cover." An approximately 3-foot-wide by 4.5-foot-deep trench would be excavated within the roadway that could be covered with metal plates during periods of the day when construction is not ongoing. Once the pipeline has been installed within a segment, the trench would be backfilled with imported material and repaved.

Installation of the recycled water pipeline from Dorris Place across I-5 would require a trenchless form of construction called "microtunneling" to avoid affecting traffic on the freeway. Launching and receiving pits would be located on either end of the tunnel. Hydraulic jacks would drive pipes through the ground.

A new recycled water pumping station, a 3,000-gpm non-potable water pumping station, and a 30,000-gallon forebay tank would be constructed at the park's boundary near I-5. For both pumping stations, a flat pad approximately 65 feet long by 30 feet wide would be cleared and graded on which to place a slab foundation and the pump stations. The pumping stations would be exposed facilities secured by chain-link fencing and would stand less than 5 feet high. Clearing of vegetation in the area would be necessary prior to construction of the concrete pad.

An existing road would be used to access the proposed site. The non-potable water pumping station would be installed to provide backup supply to the proposed new recycled water system within the park.

From the recycled water pumping station, the recycled water pipeline would be installed along Stadium Way to Angels Point Road past the Police Academy to a hilltop adjacent to Elysian Fields. The pipeline would supply a proposed new 2-MG recycled water storage tank located in a flat area of Elysian Fields north of Angels Point Road. A flat pad would be cleared and graded on which to place the 85-foot-diameter recycled water storage tank. The tank would be a steel structure approximately 48 feet tall. The area currently contains a 0.5-MG water tank, which would be demolished.

In addition, a new 30,000-gallon potable water forebay tank would be constructed to serve as a forebay, or source supply, for the non-potable water pumping station. The proposed forebay tank would connect to an existing potable water pipeline, which would supply the water to fill the tank. The forebay tank is needed to maintain a constant supply of water for the non-potable pumping station, and the proposed recycled water system within the park. A flat pad would be cleared and graded on which to place the approximately 24-foot-diameter forebay tank. The tank would be approximately 12 feet tall. There is an existing road that would be used to access the proposed recycled water pumping station, non-potable water pumping station, and forebay tank at this location. These facilities would be located next to an existing pumping station, which would be removed as part of the project, in a portion of the park that is not used for active recreation, picnic facilities, or passive hiking.

To provide for the potable water needs of Elysian Park, such as for restroom facilities and drinking fountains, a proposed new potable water booster pump would be installed near Stadium Way and Elysian Park Drive. A proposed new potable water booster pump would be installed at the southwest corner of Stadium Way and Elysian Park Drive and housed within an existing pumping station. The booster pump would be installed to increase the pressure in the potable water pipeline in the event that potable water demand exceeds supply and water pressure drops below the required level. The area of the park in which the booster pump would be installed is currently used for passive recreation. From the potable water booster pump, a 2-inch potable water pipeline would be trenched directly up the hillside, partially following Angels Point Road to Park Road, and terminating at Elysian Fields.

Approximately 1,000 linear feet of 8-inch potable water pipeline would be installed to connect the proposed new 2-inch potable water pipeline serving Elysian Fields to an existing potable water service pipeline located outside of Elysian Park within Park Drive in the Echo Park neighborhood. Trenching would occur within an existing fire road from Park Drive to Grace E. Simons Lodge where it would connect to Elysian Park Drive and directly up the hillside to Elysian Fields. An approximately 1.5-foot-wide by 4-foot-deep trench would be excavated for the 8-inch potable water pipeline. Once the 8-inch potable water pipeline has been installed within a segment, the trench would be backfilled with imported slurry and returned to its existing condition. For the 2-inch potable water pipeline, an approximately 4-inch-wide by 1-foot-deep trench would be excavated in the hillside, within the confines of Angels Point Road and Park Road and connect to the restrooms at Elysian Fields. Following installation of each segment of

the 2-inch potable water pipeline, the hillside, Angels Point Road and Park Road, would be backfilled with native soil material and returned to its existing condition.

Phase II: Downtown WRP

The second phase of the project involves the delivery of recycled water to customers located in downtown Los Angeles, USC, and the Boyle Heights Mixed Use Project. These customers have committed to using recycled water for non-potable uses. A new 16-inch recycled water pipeline would be constructed from the existing recycled water pipeline serving Cornfields Park, which currently terminates on Spring Street approximately 300 feet south of Wilhardt Street near Mesnagers Street. Approximately 10 miles of new pipeline would ultimately be installed.

The mainline segment would total approximately 28,200 linear feet and roughly follow Broadway south through downtown Los Angeles to Exposition Park. It would generally travel south along Spring Street to Alpine Street, westward along Alpine Street to Broadway, south on Broadway to 37th Street, westward along 37th Street to Exposition Street, and westward on Exposition Street, terminating at USC's main campus in Exposition Park. To cross SR 101 (Hollywood Freeway) on Broadway, it would be necessary to install the pipeline along the side of the roadway bridging the freeway instead of trenching (approximately 150 linear feet). In addition, there are two railroad crossings on the mainline segment. The pipeline would cross the Metro Blue Line light rail tracks located at Broadway and Washington Boulevard, and the Metro Expo Line light rail tracks at Exposition Boulevard and Figueroa Street, requiring trenchless construction.

From the mainline segment, extensions would serve specific known customers.

- The Atlas Carpet segment would extend approximately 1,200 linear feet from the mainline segment along Avenue 18, Albion Street, and Avenue 17, terminating at the Atlas Carpet Mills, Inc.
- The Twin Towers Correctional Facilities segment would extend approximately 1,650 feet along Vignes Street and Avila Street, terminating at the Los Angeles County Sheriff's Department Twin Towers Correctional Facility.
- The Trigen-LA Bunker Hill segment would extend approximately 1,700 feet along 3rd Street and Hope Street, terminating at Veolia Energy facility (formerly Trigen-LA). This route includes trenching within the 3rd Street Tunnel.
- The Los Angeles Convention Center segment would extend approximately 3,800 feet along Pico Boulevard to LA Live Way, terminating at the Los Angeles Convention Center. The pipeline would cross the Metro Blue Line light rail tracks located at Pico Boulevard and Flower Street, requiring trenchless construction.
- The Dye House segment would extend approximately 6,660 linear feet along Venice Boulevard/16th Street to Central Avenue, Central Avenue, and 18th Street, terminating at Dye House, Inc.

- The Boyle Heights Mixed Use Project segment would extend approximately 14,100 linear feet from the Dye House, Inc. along 18th Street, Naomi Avenue, Washington Boulevard, Santa Fe Avenue, Olympic Boulevard, and Evergreen Avenue. The pipeline would cross the Metro Blue Line light rail tracks located at Washington Boulevard and Long Beach Avenue, and railroad tracks located approximately 900 feet west of Santa Fe Avenue serving an industrial complex. Trenchless construction would be required for rail crossings. In addition, the Boyle Heights Mixed Use Project segment would require a bridge crossing on Olympic Boulevard totaling 1,750 linear feet over the Los Angeles River. As discussed above, the pipeline would be hung below or along the side of the bridge.

Installation of the recycled water pipeline would occur within public roads and would use cut-and-cover trenching. An approximately 2.5-foot-wide by 5-foot-deep trench would be excavated within the roadway; the trench would be covered with metal plates during periods of the day when construction is not ongoing. Once the pipeline has been installed within a segment, the trench would be backfilled with the excavated material and repaved. In general, approximately 90 linear feet of pipeline would be installed at one time. Construction would occur sequentially along the alignment to minimize long-term disruption within an area. Materials and equipment staging and construction worker parking would use City facilities and public parking lots located along or near the proposed alignments.

Railroad crossings would require tunneling instead of trenching (except for the tracks located under the Olympic Boulevard viaduct where the pipeline will cross alongside or under the bridge). As described above, launching and receiving pits would be located on either end of the tunnel. Hydraulic jacks would drive pipes through the ground. Excess soil that cannot be reused as backfill material would be disposed of at an appropriate regional landfill.

Construction Schedule

Construction of the Elysian Park WRP (Phase I) is anticipated to begin in December 2014 and take approximately 42 months or 3.5 years to complete, concluding in June 2018. However, construction of Phase I is anticipated to be completed in two stages, the first of which would involve the pipeline installation, and the second stage would involve installation of the tanks and pumping stations. Thus, construction activities for Phase I may be intermittent, not occurring continuously over the estimated construction period. Construction of the Downtown WRP (Phase II) is anticipated to begin following the completion of Phase I. Construction activities for Phase II would begin in approximately fall 2018 and would take approximately 2.5 years to complete, concluding in spring 2021.

SETTING

ENVIRONMENTAL SETTING

The project is located in the western Los Angeles Basin, which is formed by the Santa Monica Mountains to the northwest, the San Gabriel Mountains to the north, and the San Bernardino and San Jacinto Mountains to the east. The basin was formed by alluvial and fluvial deposits derived from these surrounding mountains. The floodplain forest of the Los Angeles Basin formed one of the most biologically rich habitats in Southern California. Willow, cottonwood and sycamore, and a dense underbrush of alder, hackberry, and shrubs once lined the Los Angeles River as it passed near present-day downtown Los Angeles. Although historically most of the Los Angeles River was dry for at least part of the year, shallow bedrock in the Elysian Park area forced much of the river's underground water to the surface. This allowed for a steady year-round flow of water through the area that later became known as downtown Los Angeles (Gumprecht 1999).

Elysian Park is located among a series of low hills reaching a maximum elevation of approximately 650 feet above sea level. The Los Angeles River is located to the east of Elysian Park and flows in a southerly direction along the east side of the hills. Vegetation within Elysian Park is largely composed of nonnative ornamental plant species, although stands of native vegetation still exist in some areas.

CULTURAL SETTING

As a framework for discussing the potential cultural resources that may exist in the study area, the following discussion summarizes the current understanding of major prehistoric and historic developments in and around Los Angeles. This is followed by a more focused discussion of the history of the project area itself.

Prehistoric Overview

The earliest evidence of occupation in the Los Angeles area dates to at least 9,000 years before present (B.P.) and is associated with a period known as the Millingstone Cultural Horizon (Wallace 1955; Warren 1968). Departing from the subsistence strategies of their nomadic big-game hunting predecessors, Millingstone populations established more permanent settlements. These settlements were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources including seeds, fish, shellfish, small mammals, and birds were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5,000 years B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

Although many aspects of Millingstone culture persisted, by 3,500 years B.P. a number of socioeconomic changes occurred (Erlandson 1994; Wallace 1955; Warren 1968). These changes are associated with the period known as the Intermediate Horizon (Wallace 1955). Increased

populations in the region necessitated the intensification of existing terrestrial and marine resources (Erlandson 1994). This was accomplished in part through the use of the circular shell fishhook on the coast, and more abundant and diverse hunting equipment. Evidence for shifts in settlement patterns has been noted at a variety of locations at this time and is seen by many researchers as reflecting increasingly territorial and sedentary populations. The Intermediate Horizon marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and nonutilitarian materials were acquired, and travel routes were extended. Archaeological evidence suggests that the margins of numerous rivers, marshes, and swamps within the Los Angeles River Drainage served as ideal locations for prehistoric settlement during this period. These well-watered areas contained a rich collection of resources and are likely to have been among the more heavily traveled routes.

The Late Prehistoric period, from approximately 1,500 years B.P. to the mission era, is the period associated with the florescence of the contemporary Native American group known as the *Gabrielino* (Wallace 1955). Coming ashore near Malibu Lagoon or Mugu Lagoon in October of 1542, Juan Rodriguez Cabrillo was the first European to make contact with the *Gabrielino* Indians. Occupying the southern Channel Islands and adjacent mainland areas of Los Angeles and Orange Counties, the *Gabrielino* are reported to have been second only to their *Chumash* neighbors in terms of population size, regional influence, and degree of sedentism (Bean and Smith 1978). The *Gabrielino* are estimated to have numbered around 5,000 in the pre-contact period (Kroeber 1925) and maps produced by early explorers indicate that at least 26 *Gabrielino* villages were within proximity to known Los Angeles River courses, while an additional 18 villages were reasonably close to the river (Gumprecht 1999). Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game were hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith 1978; Reid 1939 [1852]). The primary plant resources were acorns, gathered in the fall and processed with mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly leafed-cherry (Reid 1939 [1852]).

Historic Overview

The *Gabrielino* were virtually ignored between the time of Cabrillo's visit and the Spanish Period, which began in 1769 when Gaspar de Portola and a small Spanish contingent began their exploratory journey along the California coast from San Diego to Monterey. Passing through the Los Angeles area, they reached the San Gabriel Valley on August 2 and traveled west through a pass between two hills where they encountered the Los Angeles River and camped on its east bank near the present-day North Broadway Bridge and the entrance to Elysian Park. This location has been designated California Historic Landmark Number 655, the Portola Trail Campsite. Father Crespi (a member of Portola's party) indicated in his diaries that on that day they "entered a spacious valley, well grown with cottonwoods and alders, among which ran a beautiful river. This plain where the river runs is very extensive and…is the most suitable site for a large settlement" (The River Project 2001). He goes on to describe this "green, lush valley"; its "very full flowing, wide river"; the "riot of color" in the hills; and the abundance of native grapevines, wild roses, grizzly, antelope, quail and steelhead trout. Crespi observed that the soil

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

Gabrielino villages are reported by early explorers to have been most abundant near the Los Angeles River, in the area north of downtown, known as the Glendale Narrows, and those areas along the river's various outlets into the sea. Among those villages north of downtown are *Maawnga* in the Glendale Narrows; *Totongna* and *Kawengna,* in the San Fernando Valley; *Hahamongna*, northeast of Glendale; and the village of *Yaangna,* in the vicinity of present-day downtown Los Angeles.

The exact location of *Yaangna*, within downtown Los Angeles continues to be debated, although some believe it to have been located at the present-day location of the Civic Center (McCawley 1996). Other proposed locations are near the present day Union Station (Chartkoff and Chartkoff 1972:64), to the south of the old Spanish Plaza, and near the original site of the Bella Union Hotel located on the 300 Block of North Main Street (Robinson 1963:83, as cited in Dillon 1994:30). Dillon (1994:30) hypothesizes that the Union Station location is an unlikely spot for a large village or habitation, as it lies within the annual Los Angeles River flood zone. Local sources such as the Echo Park Historical Society, report that when Gaspar de Portola and Father Juan Crespi camped on the river bank opposite the North Broadway Bridge entrance to Elysian Park, they were served refreshments by *Yaangna* Indian villagers from the current location of the Los Angeles Police Academy (Echo Park Historical Society 2008). The Los Angeles Police Academy is located in the northern portion of Elysian Park, which does not seem like a possible location for the Native American village of *Yaangna*. It is possible however, that the local histories are actually referring to the village of *Maawnga*, which was reported to have been originally located within the *Rancho de los Felis*. This rancho originally encompassed Griffith Park and extended south to the northern portion of Elysian Park. The village of *Maawnga*, also recorded as *Maungna*, is believed to have been located "high on a bluff overlooking Glendale Narrows in the hills now occupied by Elysian Park" (Gumprecht 1999:31).

A third community or village, named *Geveronga*, may have been located in the vicinity of the current downtown Los Angeles' city center, reported in the San Gabriel baptismal records as located "in the racheria adjoining the Pueblo of Los Angeles" (McCawley 1996:57).

Missions were established in the years that followed the Portola expedition, the fourth being the Mission San Gabriel Archangel founded in 1771 near the present-day city of Montebello, approximately 7.5 miles east of the project area. By the early 1800s, the majority of the surviving *Gabrielino* population had entered the mission system. The Gabrielino inhabiting Los Angeles County were under the jurisdiction of either Mission San Gabriel or Mission San Fernando. Mission life offered the Indians security in a time when their traditional trade and political alliances were failing and epidemics and subsistence instabilities were increasing (Jackson 1999).

On September 4, 1781, which was 12 years after Crespi's initial visit, the *Pueblo de la Reina de los Angeles* was established not far from the site where Portola and his men camped. Watered by the river's ample flow and the area's rich soils, the original pueblo occupied 28 square miles and consisted of a central square, surrounded by 12 houses, and a series of 36 agricultural fields occupying 250 acres, plotted to the east between the town and the river (Gumprecht 1999).

An irrigation system that would carry water from the river to the fields and the pueblo was the communities' first priority and was constructed almost immediately. The main irrigation ditch, or *Zanja Madre*, was completed by the end of October 1781. It was constructed in the area of present-day Elysian Park, and carried water south (roughly parallel to what is currently Spring Street) to the agricultural lands situated just east of the pueblo (Gumprecht 1999).

By 1786, the flourishing pueblo attained self-sufficiency and funding by the Spanish government ceased (Gumprecht 1999). Fed by a steady supply of water and an expanding irrigation system, agriculture and ranching grew, and by the early 1800s the pueblo produced 47 cultigens. Among the most popular were grapes used for the production of wine (Gumprecht 1999). Vineyards blanketed the landscape between present-day San Pedro Street and the Los Angeles River. By 1830 an estimated 100,000 vines were being cultivated at 26 Los Angeles vineyards. Over 8,300 acres of land were being irrigated by the *zanjas* during the 1880s (Gumprecht 1999).

The authority of the California missions gradually declined, culminating with their secularization in 1834. Although the Mexican government directed that each mission's lands, livestock, and equipment be divided among its converts, the majority of these holdings quickly fell into non-Indigenous hands. Mission buildings were abandoned and quickly fell into decay. If mission life was difficult for Native Americans, secularization was typically worse. After two generations of dependence on the missions, they were suddenly disenfranchised. After secularization, "nearly all of the Gabrielinos went north while those of San Diego, San Luis, and San Juan overran this county, filling the Angeles and surrounding ranchos with more servants than were required" (Reid 1977 [1851]:104). Upon his 1852 visit to Los Angeles, John Russel Barlett wrote,

> I saw more Indians about this place than in any part of California I had yet visited. They were chiefly mission Indians, i.e., those who had been connected with the missions and had derived their support from them until the suppression of those establishments. They are a miserable, squalid-looking set, squatting or lying about the corners of the streets with no occupation. They have no means of obtaining a living, as their lands are taken from them, and the missions for which they labored and which provided after a sort for many thousands of them, are abolished (as cited in Sugranes 1909:77).

The first party of U.S. immigrants arrived in Los Angeles in 1841, although surreptitious commerce had previously been conducted between Mexican California and residents of the United States and its territories. Included in this first wave of immigrants were William Workman and John Rowland, who soon became influential landowners. As the possibility of a takeover of California by the United States loomed large, the Mexican government increased the number of land grants in an effort to keep the land in the hands of upper-class *Californios* like the Domínguez, Lugo, and Sepúlveda families (Wilkman and Wilkman 2006:14–17). Governor Pío Pico and his predecessors made more than 600 rancho grants between 1833 and 1846, putting most of the state's lands into private ownership for the first time (Gumprecht 1999). Having been established as a pueblo, property within Los Angeles could not be dispersed by the governor, and this task instead fell under the city council's jurisdiction (Robinson 1979).

The United States took control of California after the Mexican–American War of 1846, and seized Monterey, San Francisco, San Diego, and Los Angeles (then the state capital) with little resistance. Local unrest soon bubbled to the surface, and Los Angeles slipped from U.S. control in 1847. Hostilities officially ended with the signing of the Treaty of Guadalupe Hidalgo in 1848, in which the United States agreed to pay Mexico $15 million for the conquered territory, which included California, Nevada, and Utah, and parts of Colorado, Arizona, New Mexico, and Wyoming. The conquered territory represented nearly half of Mexico's pre-1846 holdings. California joined the United States in 1850 as the 31st state (Wilkman and Wilkman 2006:15).

While the discovery of gold in Northern California in 1849 gave rise to the California gold rush, Los Angeles was where the first California gold was found. Francisco López had found several gold nuggets clinging to wild onion roots near the San Fernando Mission in 1842 (Guinn 1915; Workman 1935). The discovery of gold at Sutter's Mill in 1849 led to an enormous influx of people from others parts of the United States in the 1850s and 1860s; these "forty-niners" rapidly displaced the old rancho families. Southern California's prosperity in the 1850s was largely a result of the increased demand for cattle for meat and hides, which was created by the gold rush. Southern California was able to meet this need, and the local ranching community profited handsomely (Bell 1881: 26).

Surrounded by miles of ranchos, Los Angeles was the center of a vibrant cattle industry throughout the 19th century (Figure 5). The city served as a trading hub for Southern California's "cow counties," and, at mid-century, the plaza was lined with the shops and town homes of ranch owners (Robinson 1979:243). In 1860, Los Angeles County had approximately 75,000 head of cattle, 14,000 horses, and 95,000 sheep. More than 55,000 bushels of wheat, 85,000 bushels of corn, and 209,000 pounds of wool were produced annually. The county accounted for approximately two-thirds of the state's wine output, producing almost 163,000 gallons in 1860. These agricultural pursuits were essential to the local economy.

When the Southern Pacific Railroad (SPRR) extended its line from San Francisco to Los Angeles in 1876, newcomers poured into Los Angeles and the population nearly doubled between 1870 and 1880. The completion of the second transcontinental line, the Santa Fe, took place in 1886 causing a fare war that drove fares to an unprecedented low. More settlers continued to head west and the demand for real estate skyrocketed. As real estate prices soared, land that had been farmed for decades outlived its agricultural value and was sold to become residential communities. The subdivision of the large ranchos took place during this time. The city's population rose from 11,000 in 1880 to 50,000 by 1890 (Meyer 1981:45).

The tremendous influx of people necessitated an increase in public transportation options, and, in the final years of the 19th century, passenger rail lines proliferated. Beginning with the Spring and Sixth Street Railway Company in 1873, dozens of rail lines appeared throughout the Los Angeles area. The Los Angeles Pacific Company began improving and extending interurban rail lines in earnest in 1906, creating impressive new switching stations and tunnels designed to shorten travel time and increase efficiency (Electric Railway Historical Association 2008). The majority of these lines were subsequently incorporated into the Pacific Electric Company. As a result of growing population and the increasing diversion of water, the once plentiful water supply provided by the Los Angeles River began to dwindle. The extensive floodplain dried up;

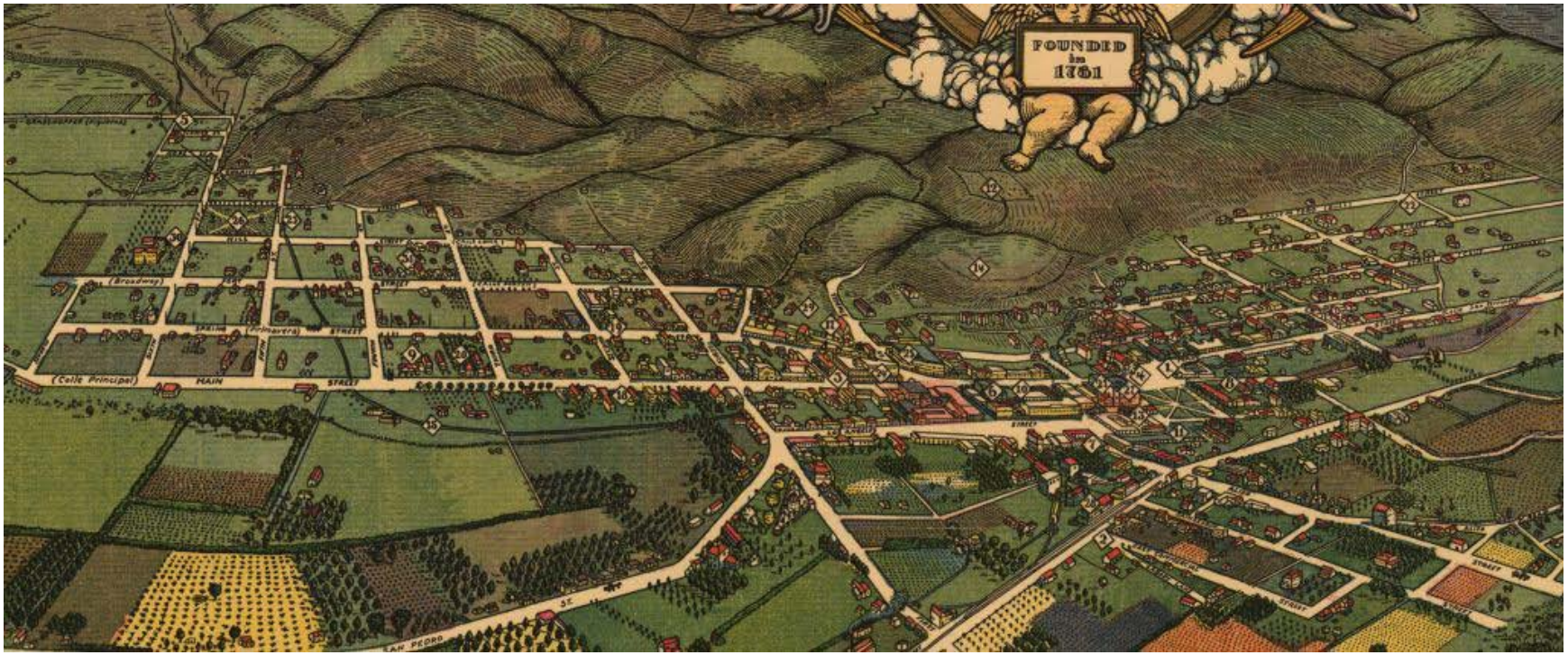


Figure 5. Bird's Eye View in 1871 by Gores, View West (Library of Congress American Memory Collection)

the richly vegetated landscape had been cleared for construction materials and fuel; and the tens of thousands of head of cattle, horses, and sheep had decimated the local grasses. A number of waterworks projects were underway during the second half of the 19th century in an effort to increase water flow and water retention. These projects included the construction of Echo Park Reservoir, the Silver Lake Reservoir, and the further expansion of the *zanja* irrigation ditches. When these measures proved insufficient, a more permanent solution to Los Angeles' water shortage was sought. Under the direction of city engineer William Mulholland, the Los Angeles Bureau of Water Works and Supply constructed the 238-mile-long Los Angeles Aqueduct. This 5-year project, completed in 1913, employed the labor of more than 5,000 men and brought millions of gallons of water into the San Fernando (now Van Norman) Reservoir (Gumprecht 1999). Now able to offer water and sewer service at a grand scale, many smaller cities were voluntarily incorporated by Los Angeles (Robinson 1979:244).

The beginning of the 20th century saw the florescence of a uniquely suburban metropolis, where a vast network of residential communities overshadowed city centers, where the single-family home was valued over the high-rise, and where private space took precedence over public space (Hawthorne 2006). This landscape demanded an innovative transportation solution, and Los Angeles embraced automobiles and freeways like no other city had. The first homemade car puttered down city streets in 1897. Seven years later, the first grand theft auto was reported by Los Angeles Police (Wilkman and Wilkman 2006:50). Inexpensive automobiles gained popularity in the 1920s, soon creating tremendous congestion in the centers of cities and necessitating alternate transportation routes. The Arroyo Seco Parkway, connecting Los Angeles to Pasadena, was among the earliest "express auto highways" in the United States, opening in December 1940 (Balzar 2006). Dozens of freeways were constructed in the post-World War II years, radically altering the character of Los Angeles by simultaneously dividing local neighborhoods and connecting outlying communities.

During the first three decades of the 20th century, more than two million people moved to Los Angeles County, transforming it from a largely agricultural region into a major metropolitan area. By 1945, Los Angeles had undertaken 95 annexations, expanding from a 28-square-mile agrarian pueblo into a densely populated city covering more than 450 square miles (Robinson 1979:245).

History of the Project Area

The following section provides a brief history of the project area. It is organized according to neighborhood and meaningful geographic divisions. A portion of this context has been summarized from *Water Conveyance Systems in California* (JRP Historical Consulting 2000).

Elysian Park

In 1781, the Pueblo of Los Angeles was officially established along the Los Angeles River. The original Pueblo consisted of a public land grant that included four square leagues, or 28 square miles (Gumprecht 1999). In 1883, city officials decided to create Elysian Park on a 746-acre piece of land west of the river (Gumprecht 1999) within a hill area known as the Rock Quarry Hills (Echo Park Historical Society 2008). The Rock Quarry Hills area was beyond the reach of

the *zanjas* and the city's domestic water supply system, and as such, the land was considered worthless. At the time, land was valued based on the available water supply, not on the land itself (Gumprecht 1999:78). The Elysian Hills encompassed a series of rugged ravines: Chavez Ravine, Sulphur Ravine, Cemetery Ravine, Solano Ravine, and Reservoir Ravine (Figure 6). Reduced from its original size, Elysian Park currently covers approximately 575 acres, second only in size to Griffith Park. Elysian Park is the last remaining large piece of the original Pueblo of Los Angeles public land grant (Echo Park Historical Society 2008). Historically, Elysian Park has had an assortment of uses and currently still accommodates diverse needs.

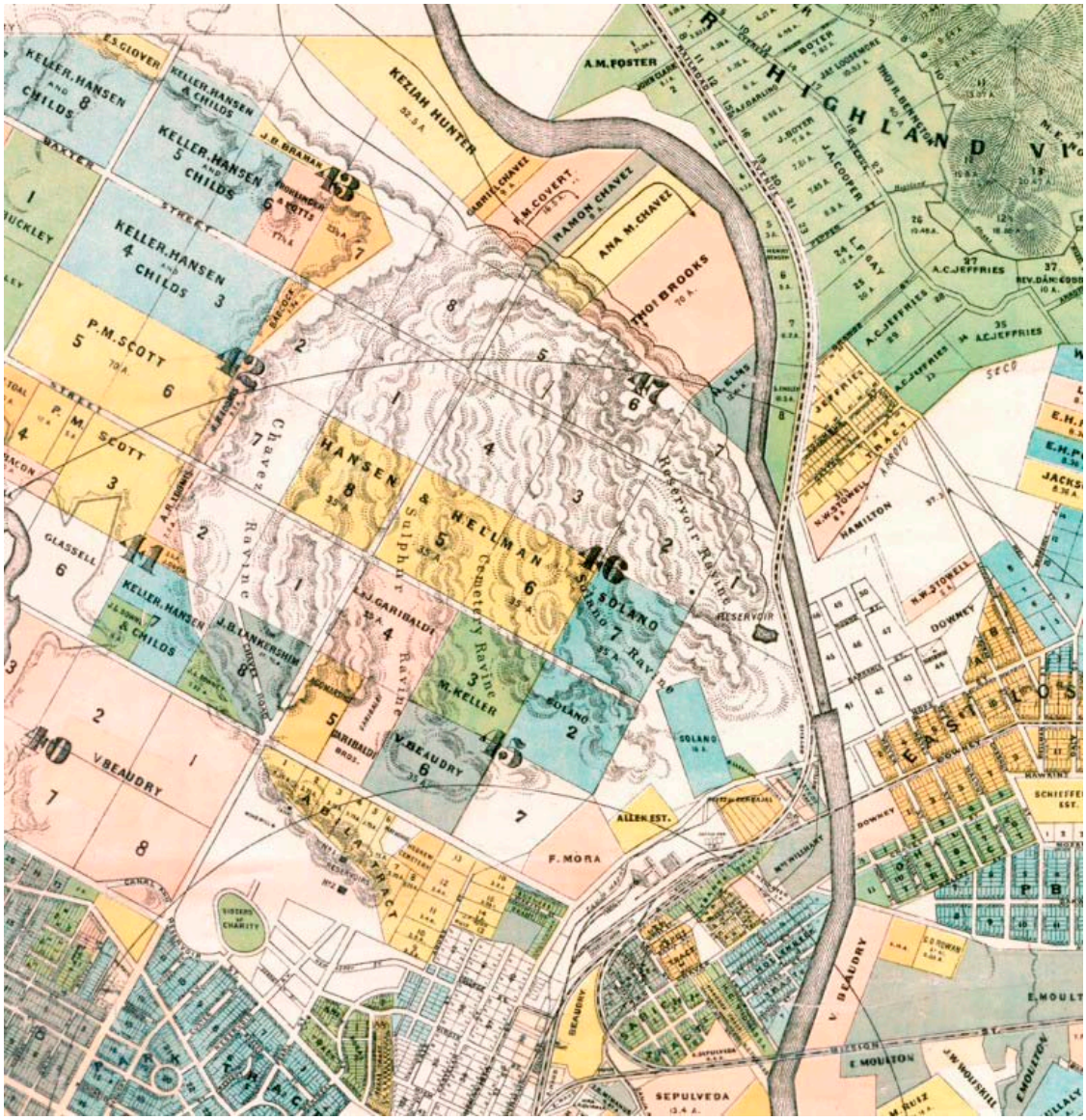


Figure 6. City of Los Angeles in 1894 by Stevenson, Detail of Elysian Park Vicinity (Library of Congress American Memory Collection)

The close of the 19th century served as a turning point for Los Angeles; the physical landscape was dramatically altered as the urban population increased (Figures 7 and 8). The completion of the Southern Pacific Railroad link from San Francisco to the transcontinental railroad increased trade and transportation and contributed to the city's prosperity and growth. Los Angeles' population had grown from 11,000 in 1880 to 319,000 in 1910. The middle and upper class became concerned with increased density and focused on improving the city and citizens through creating a beautiful city. The City Beautiful movement was concerned with more than aesthetics; it was a political movement that created parks and beatification groups that in turn promoted urban planning and secured the voter approval for public financing of projects (Wilson 1989).

Parks were central to the City Beautiful movement and the definition of Elysian Park fits the social reformers' cultural ideal of parks, "a place of delightful retreat." Mayor Henry Hazard was an enthusiastic supporter of Elysian Park. In the 1890s, he secured funding for over 100,000 planted trees as well as a road to access the park. The Mayor advocated that the park was crucial to the economic vitality of the city and compared the park to San Francisco's Golden Gate Park (Los Angeles Times [LAT] 1893).

In 1893, the Los Angeles Horticultural Society established the arboretum, as well as botanical gardens within the park. In 1967, the Chavez Ravine Arboretum was declared Los Angeles City Historic-Cultural Monument (LAHCM) No. 48. The Avenue of the Palms was planted on what is now Stadium Way, with a rare specimen of wild date palms in 1895 (Echo Park Historical Society 2008).

In proximity to the Arboretum, the Barlow Respiratory Hospital was founded on 25 acres next to Elysian Park on Chavez Ravine Road. In 1902, it opened as a sanatorium to care for patients with tuberculosis. Its natural open space setting was a key element of treatment for tuberculosis, which was thought to be a disease contracted from filthy urban living. The buildings mostly date from 1902 to the mid 1950s and are Craftsman and Spanish Colonial Revival style. The site was recognized as LAHCM No. 504 and eligible for listing as a National Register of Historic Places (NRHP or National Register) historic district in 1992 (Finegan 1992).

In 1925, the Los Angeles Police Revolver and Athletic Club was founded on 20 acres of the park land for a pistol range. The Elysian Park shooting range served as the venue site for the 1932 Olympics revolver and pistol matches. In 1936, the Los Angeles Police Department took over the range and hired landscape artist Francois Scotti to design a rock garden, which included four pools, stone seats, waterfalls, an amphitheater, and an outdoor dining area. The rock garden was dedicated by the City of Los Angeles in 1973 as Cultural Heritage Monument No. 110. From 1935 until 1995, all members of the Police Department received training at the Police Academy at Elysian Park (Hays 2005).

The most controversial transition for Elysian Park was the land acquisition and construction for Dodger Stadium. In the first half of the 20th century, Chavez Ravine was a thriving Mexican American barrio that included small numbers of Chinese Americans and African Americans. This neighborhood was named after Julian Chavez, who developed the neighborhood in the 1830s with the influx of migrant families during the Mexican Revolution. By the mid-20th

century, most of the houses were dilapidated and overcrowded (Figure 9). However, the inexpensive housing allowed multi-generational families to live in the same area thereby maintaining a strong sense of community (Wilkman and Wilkman 2006).

In 1949, the Los Angeles City Council endorsed a public housing plan that would use $110 million of federal money to construct 10,000 new housing units in 11 sites around Los Angeles, including Chavez Ravine. The families of the neighborhood were informed that their homes would be demolished but would be replaced with better public housing. Families in Chavez Ravine sold their homes to the government under eminent domain under the agreement that the land would be for public use. The plans to build public housing were thwarted and the City Council and Los Angeles voters approved the purchase of the land for Dodger Stadium (Ruiz 2006). Figure 10 shows the Elysian Park vicinity before the construction of Dodger Stadium.

The Citizens Committee to Save Elysian Park (CCSEP) was formed in 1965 in an attempt to thwart plans to develop the park. Prior to CCSEP's founding, the Pasadena Freeway split the park, Dodger Stadium had been constructed within portions of the park, and several other developments including the reservoir system were constructed. The CCSEP is still active and has continued to stop development and preserve the Elysian Park lands as open space (Jamison 2008).

The Los Angeles Water System

Water has shaped much of California's history. Rain falls unevenly and seasonally over the length of the state, and all too often California faces prolonged drought or flood cycles. The state has a generally Mediterranean climate, with little rain falling through the summer months. Although the amount of available water varies enormously from northern redwood regions of heavy rainfall to dry southern deserts, California as a whole is considered semiarid, and much of the state relies on winter snow in the mountains to provide spring and summer runoff to water the valleys below.

The effects of the erratic water distribution are magnified by the eccentric placement of population centers. Traditionally, cities and towns are developed from agricultural beginnings located adjacent to water sources. California, however, developed abruptly during the Gold Rush. Instead of following a gradual growth pattern along waterways based on traditional practices of agriculture, California became suddenly urban, with cities preceding farms.

During the Gold Rush and the years that followed, California rarely let planning for long-term water needs interfere with current enterprises, and many decisions were made without regard for an adequate supply of water. People set up businesses in locations that suited them in other ways. Cities were built along the coast, where shipping and commercial advantages outweighed the shortages of municipal water supplies; extracted gold from dry diggings using water carried in miles of mining ditches; planted crops requiring irrigation in fertile, but arid valleys; and brought in the water to make desert housing developments bloom, at least until the lots were sold.

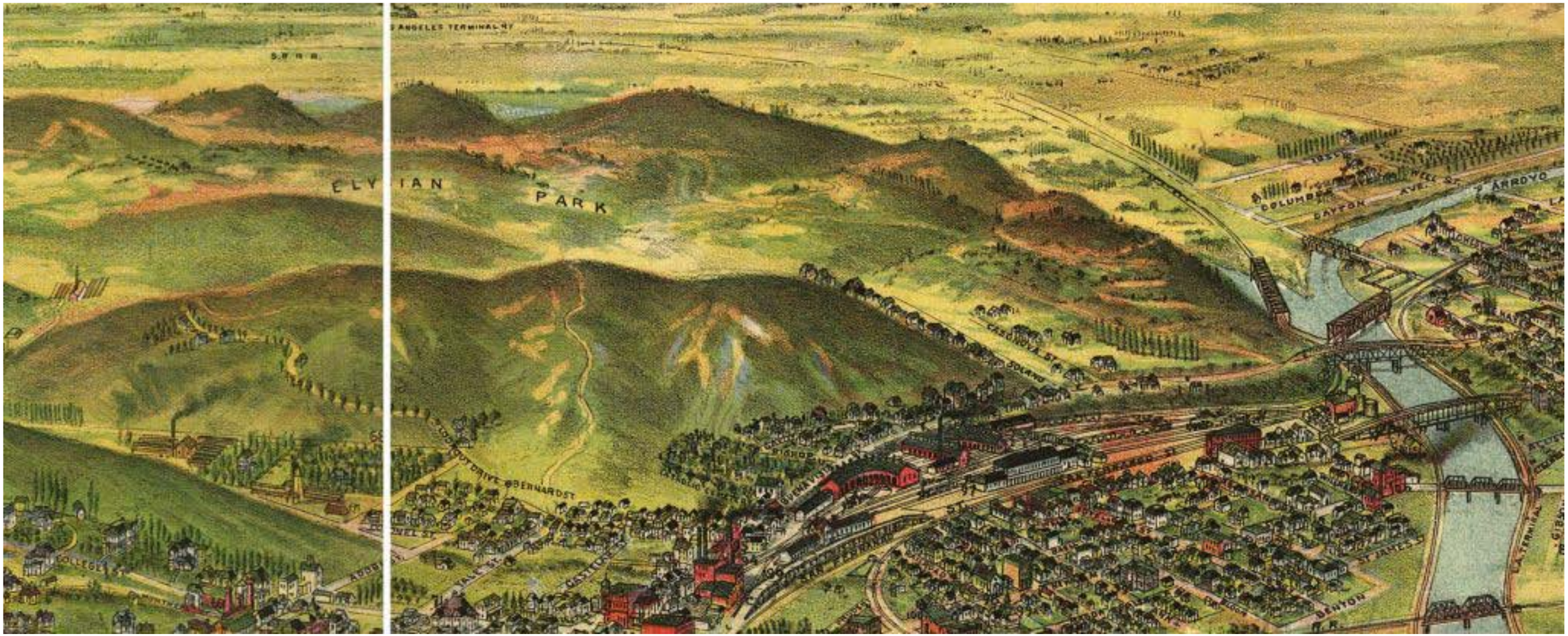


Figure 7. Bird's Eye View of Los Angeles by B.W. Pierce, 1894, Showing Elysian Park and Los Angeles River, View North (Library of Congress American Memory Collection)

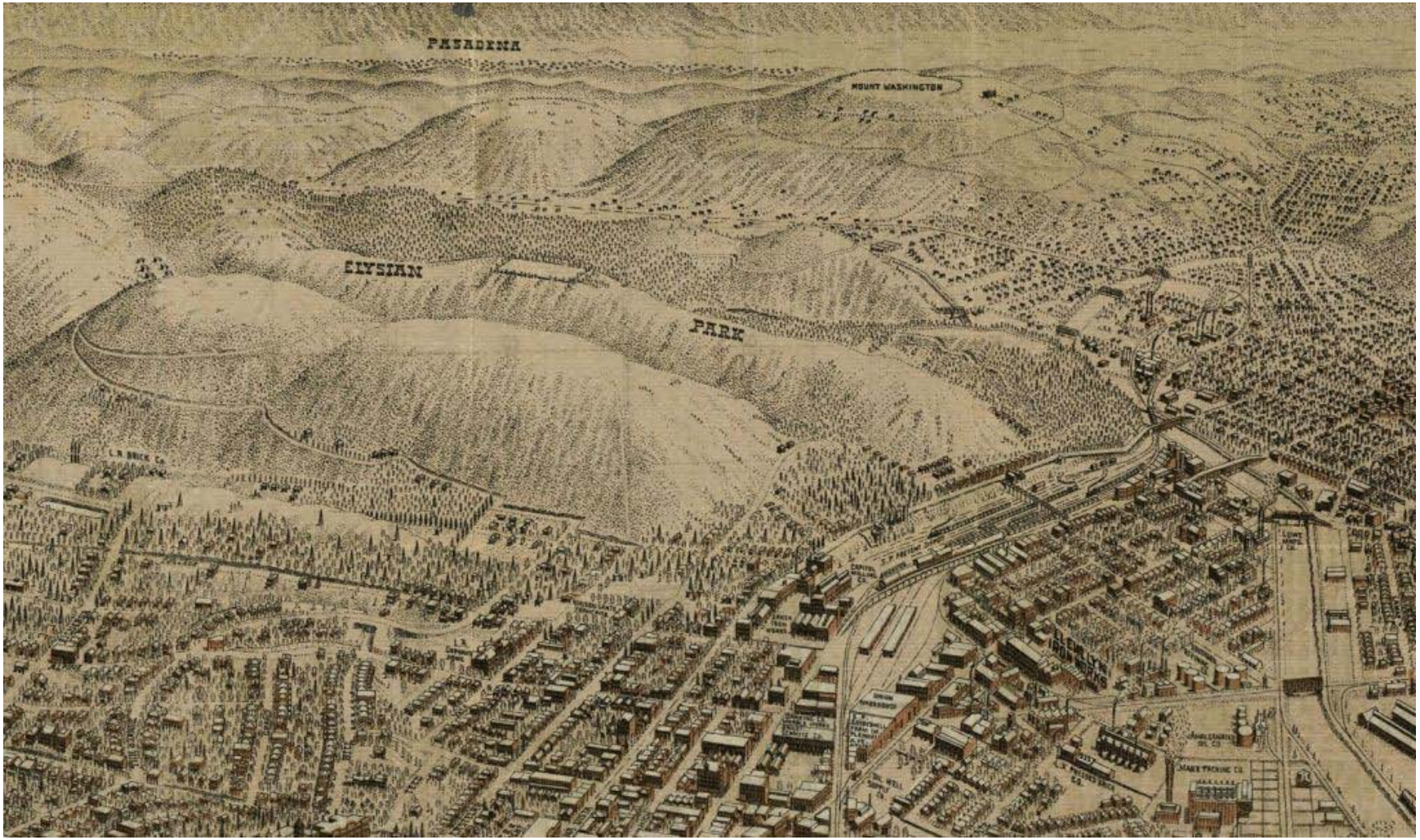


Figure 8. Los Angeles in 1909 by W. Gates Showing Elysian Park and Los Angeles River, View North (Library of Congress American Memory Collection)

Figure 9. Chavez Ravine Housing, 1950 (Los Angeles Public Library)

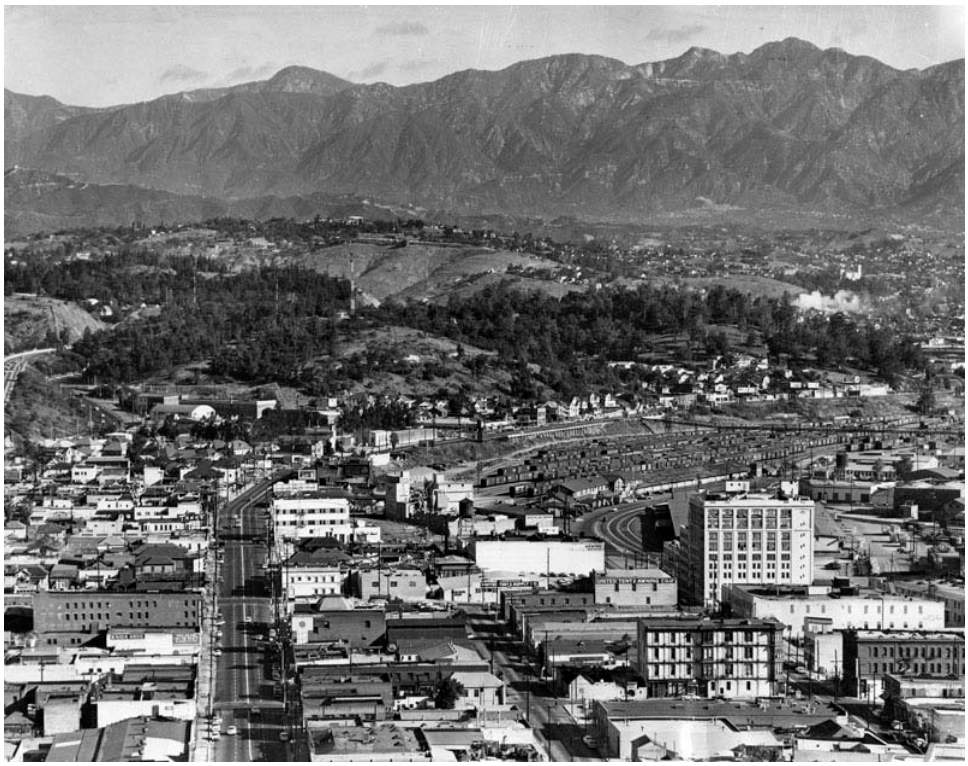


Figure 10. Los Angeles North of Downtown, 1958, Elysian Park at Center, View North-Northeast (Los Angeles Public Library)

For the Pueblo of Los Angeles, the *zanjas*, or publicly owned irrigation ditches, sustained the area for many years and enabled ranching and cultivation of the fertile floodplains. The *zanjas* were established by the residents' Mexican predecessors, and consisted of gravity systems, which resulted in the irrigation of lands that lay to the south of the source. Lands at a higher elevation could not be irrigated by the *zanjas*. The *Zanja Madre* (Mother Ditch) had been constructed, branching off of the river and carrying the water south to the agricultural lands surrounding the pueblo. As the pueblo grew and more water was diverted from the river, the supply began to dwindle. Initially, however, there was little worry about the future water needs of the city, and no regulation of the water distribution itself. Typically, farmers would dig their own ditches from the main ditches or from the river. Private water carriers hauled and sold water to households for domestic use (Gumprecht 1999).

By the mid-19th century, city officials established a system of water use fees and rules to govern the *zanjas*. They created the official city position of *zanjero*, the highest paid of any public official in Los Angeles. The duties of the *zanjero* varied including issuance of permits for water usages, maintenance of the ditches, maintenance of the city dam, and even the early coordination of flood control work on the Los Angeles River (Gumprecht 1999). A map compiled by Gumprecht (1999) shows the extent of the *zanja* system in 1880 (Figure 11).

While the *zanjas* worked well for irrigation, the water was frequently unsuitable for domestic purposes. The city had no sewer system or other outlet for its liquid waste, and the *zanjas* were being used for laundry and bathing, as well as trash and sewage disposal. Several efforts to pipe domestic water directly to homes were tried as early as 1864. To keep up with demand, the city allowed several private companies to be formed in order to provide domestic supplies of water. The city continued to oversee the irrigation system, eventually enclosing several of the *zanjas* or creating ornamental *zanjas* in several areas (Gumprecht 1999).

As Southern California grew, the Los Angeles River became an inadequate supply of water for the residential and industrial development that gradually displaced agricultural uses. With the arrival of the Southern Pacific Railroad, the demand became so great that the Los Angeles City Water Company began tapping the river's water supply before it even reached the surface. Water supply reservoirs began to be used and the *zanja* system was gradually abandoned and, in some cases, dismantled (Gumprecht 1999). By 1902, the Los Angeles municipal government took back jurisdiction of its own water needs and purchased the existing water system, which consisted of seven reservoirs and 337 miles of pipe.

Elysian Valley/Frogtown Neighborhood

The neighborhood known as Elysian Valley is located on a narrow pocket of land between the Golden State Freeway (I-5) and the Los Angeles River, north of Elysian Park (McMillan 1987). In the 19th and early 20th centuries, this area was devoted to farming in the low-lying floodplain of the river (Figure 12).

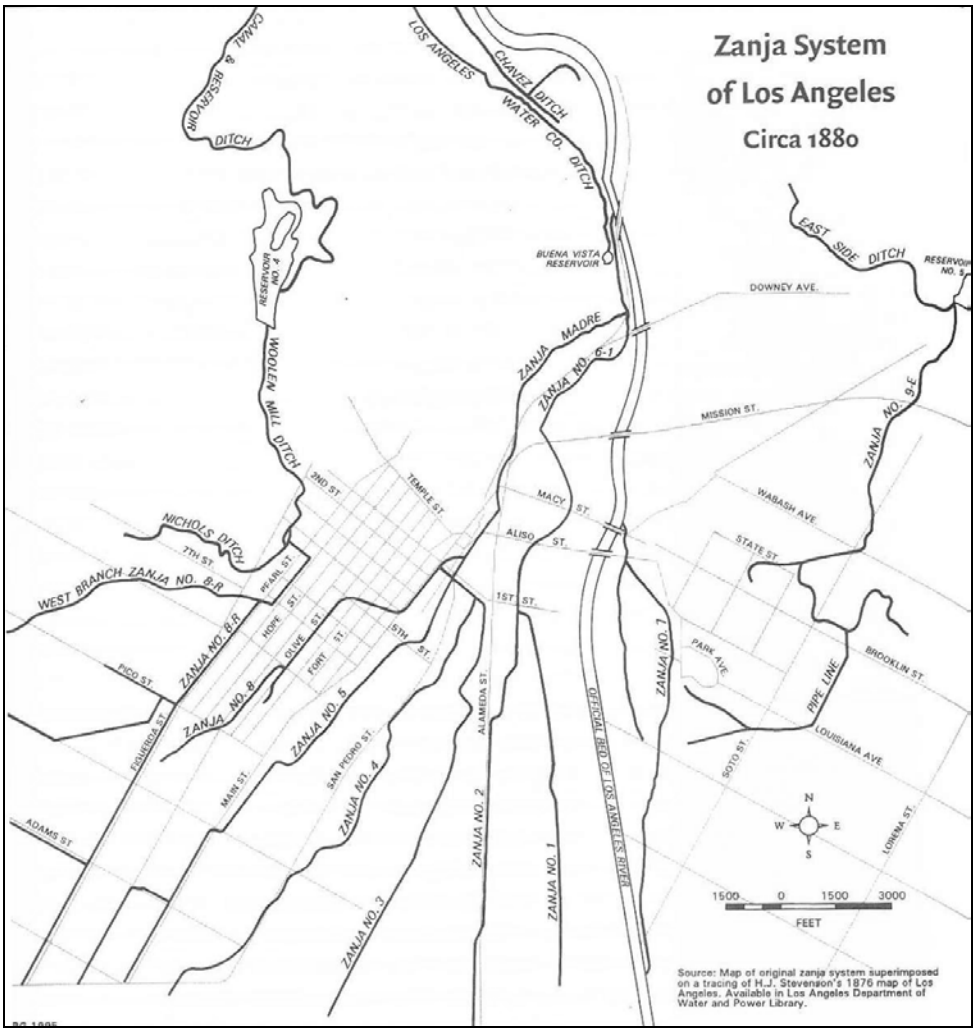


Figure 11. Los Angeles *Zanja* System in 1880 (Gumprecht 1999)

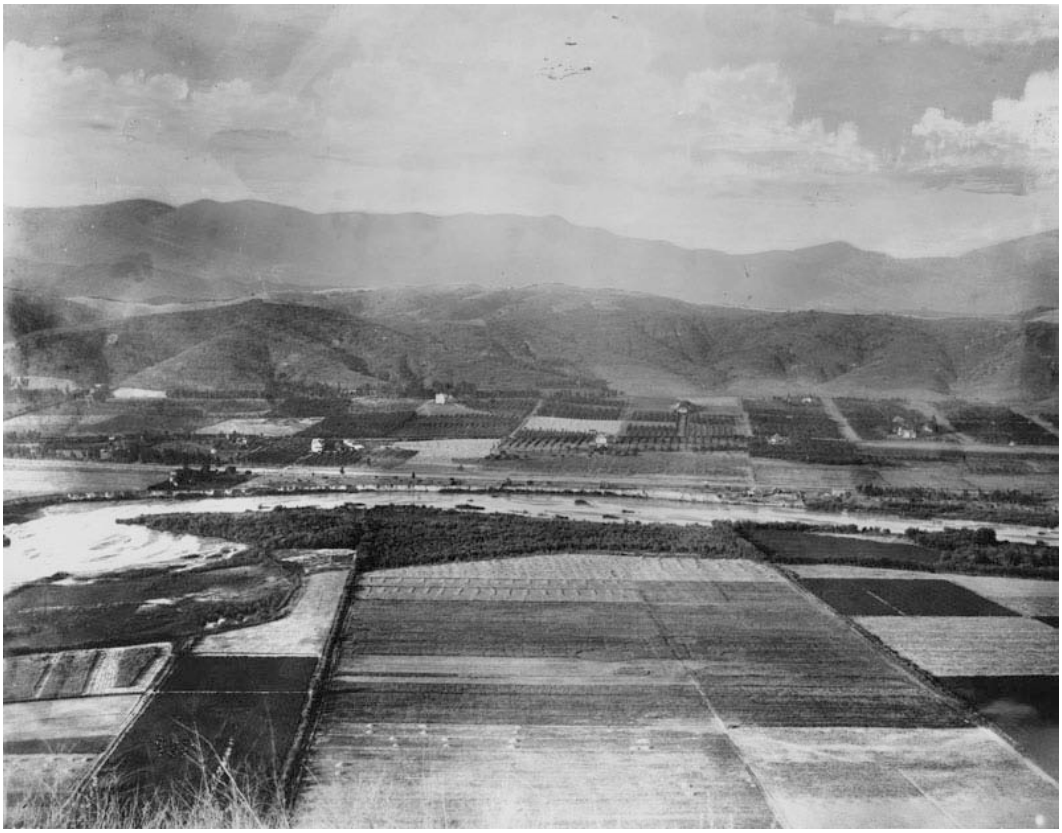


Figure 12. Los Angeles River and Farming Area North of Elysian Park, 1900 (Los Angeles Public Library)

As the city's population grew following the arrival of the railroad and the local economy transitioned from agriculture to industry, this area was more densely developed for industrial, commercial, and residential uses. In the first half of the 20th century, Elysian Valley was a working class neighborhood, with many residents employed at the nearby Southern Pacific Railroad yard, located just across the river. Typical homes in Elysian Valley were small cottages and bungalows (McMillan 1987).

In 1926, Dorris Place Elementary School was opened at 2225 Dorris Place. A 1930 Sanborn map (Figure 13) shows that the school complex included the main school building and supplemental classroom buildings along the block between Riverside Drive and Blake Avenue. Farther northeast on Dorris Place were facilities for the Los Angeles Playground and Recreation Department. Most other buildings in the neighborhood were residential, with some businesses located along Riverside Drive.

By 1951, the neighborhood was more densely occupied (Figures 14 and 15). St. Ann's Church had been built at 2300 Dorris Place (at the corner of Blake Avenue). The Los Angeles Playground and Recreation Department had expanded their facilities by this time to include lumber storage, a paint shop, and an auto repair shop. At 2347 Dorris Place, the City of Los Angeles Department of Public Works had a sewer maintenance facility. Residential buildings

made up most of the new development in the neighborhood, with new businesses sprouting up along Riverside Drive.

The I-5 freeway was constructed in the 1950s along the base of the Elysian Hills in the former location of Riverside Drive. When the freeway was constructed, Riverside Drive was moved to the northeast and many of the neighborhood's businesses were demolished. In addition, access to the neighborhood became increasingly difficult as it was cut off from Elysian Park by the freeway and associated barrier walls (Figures 16 and 17). Elysian Valley, popularly known as "Frogtown," has since remained largely a residential neighborhood.

Southern Pacific Railroad

The SPRR has its origins in the creation of the Central Pacific Railroad. While major cities in Northern California, such as San Francisco, Sacramento, and San Jose, were connected via railway in the 1850s and 1860s, the west as a whole remained detached from railways in the east. While working for the Sacramento Valley Railroad, Theodore D. Judah spotted a route to the east through the Sierra Nevada Mountains. Judah and a few other men formed the Central Pacific Railroad to build the western segment of the transcontinental railroad themselves. Judah had a difficult time securing financial backing, until he met Collis P. Huntington in 1861. Huntington, along with Mark Hopkins, Charles Crocker, and Leland Stanford, purchased enough stock in the company so that it could incorporate under California law (Orsi 2005: 3–7). These four men later became known as "the Big Four."

Over the next few years, the Big Four and Judah worked furiously at raising the necessary capital by selling company stock and lobbying for federal subsidies (Orsi 2005: 9–14). In 1863, they began to lay track in Sacramento and, on May 10, 1869, the Central Pacific met the Union Pacific at Promontory, Utah, thereby creating the first transcontinental railroad (Orsi 2005: 17).

Unfortunately, the transcontinental railway failed to provide the anticipated profit margin. In an effort to expand their holdings and boost profits, the Big Four set about acquiring smaller railroads, while continuing to build new lines themselves. The Central Pacific purchased several smaller lines in Northern California and the Pacific Northwest, and the yet-to-be-constructed SPRR (Orsi 2005: 17–19).

One of the smaller railroads that the Big Four acquired was the Los Angeles & San Pedro Railroad. The SPRR had agreed in 1872 to build its line through Los Angeles in exchange for a subsidy from the city and title to the Los Angeles & San Pedro Railroad (Mullaly and Petty 2002: 13; Orsi 2005: 19–20). It was this arrangement that gave the SPRR its monopoly on goods entering Los Angeles via the wharf at Wilmington, until the construction of the Los Angeles & Independence Railroad in 1875.

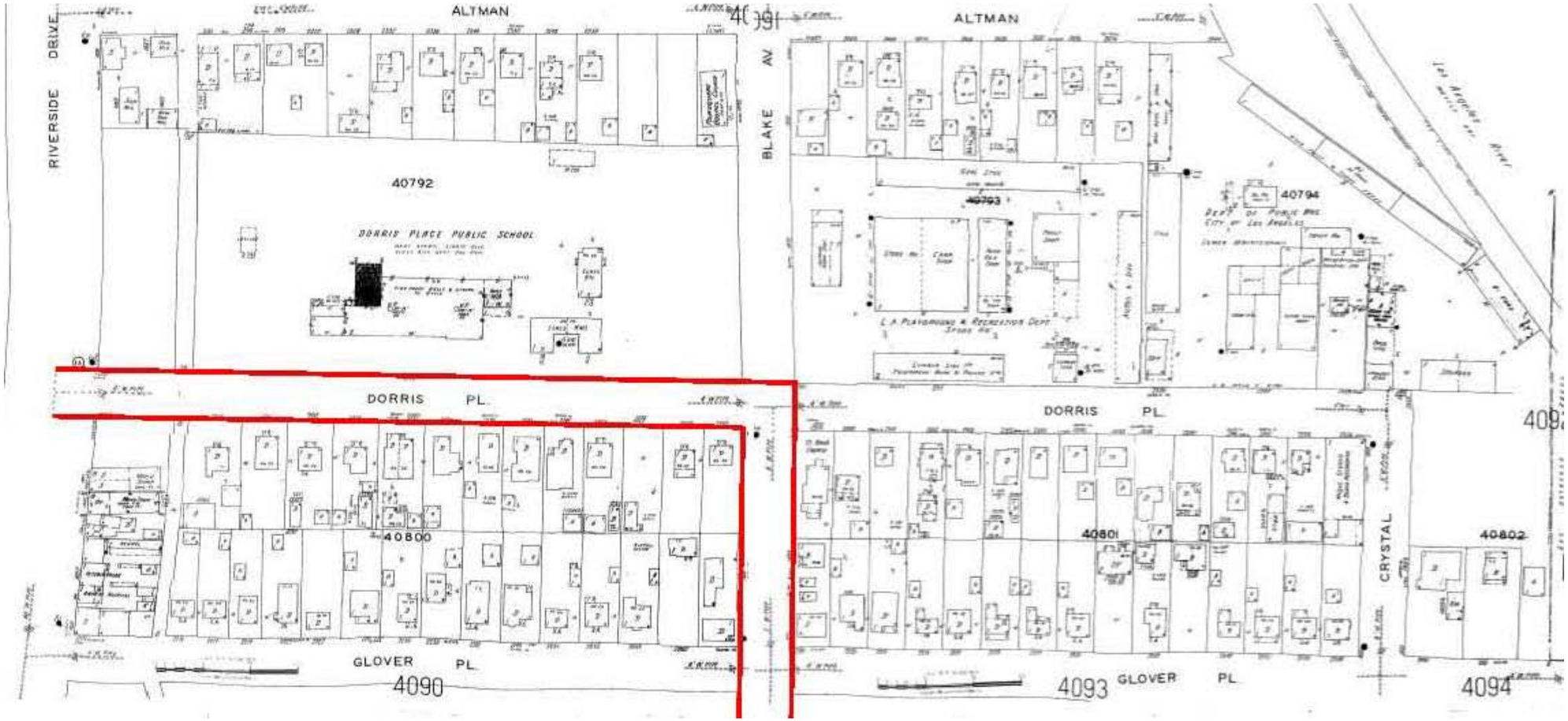


Figure 13. Sanborn Fire Insurance Map, 1930, Volume 40, Sheets 4091 and 4092, project area indicated in red (Los Angeles Public Library)

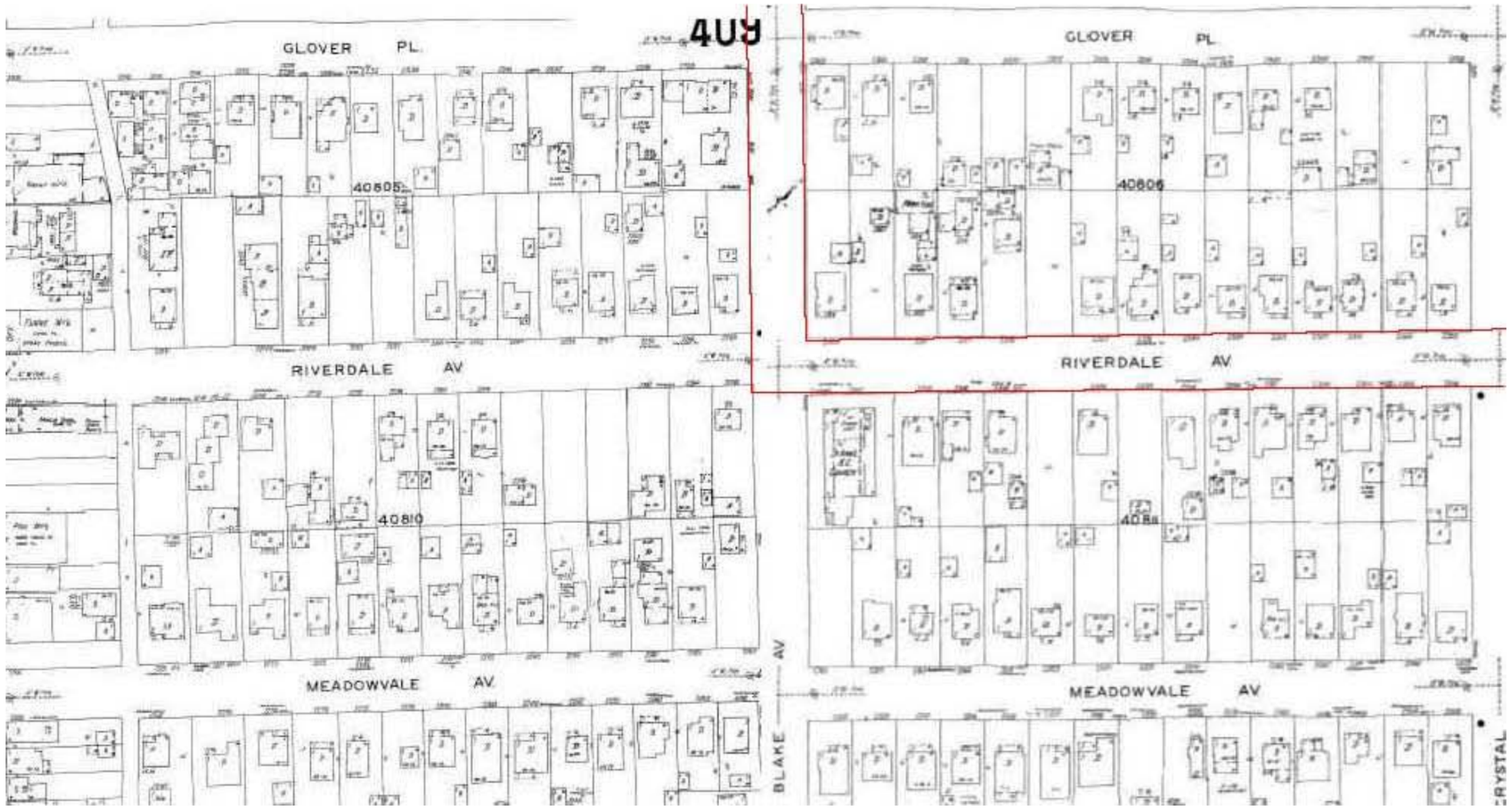


Figure 14. Sanborn Fire Insurance Map, 1930–1951, Volume 40, Sheets 4090 and 4093, project area indicated in red (Los Angeles Public Library)

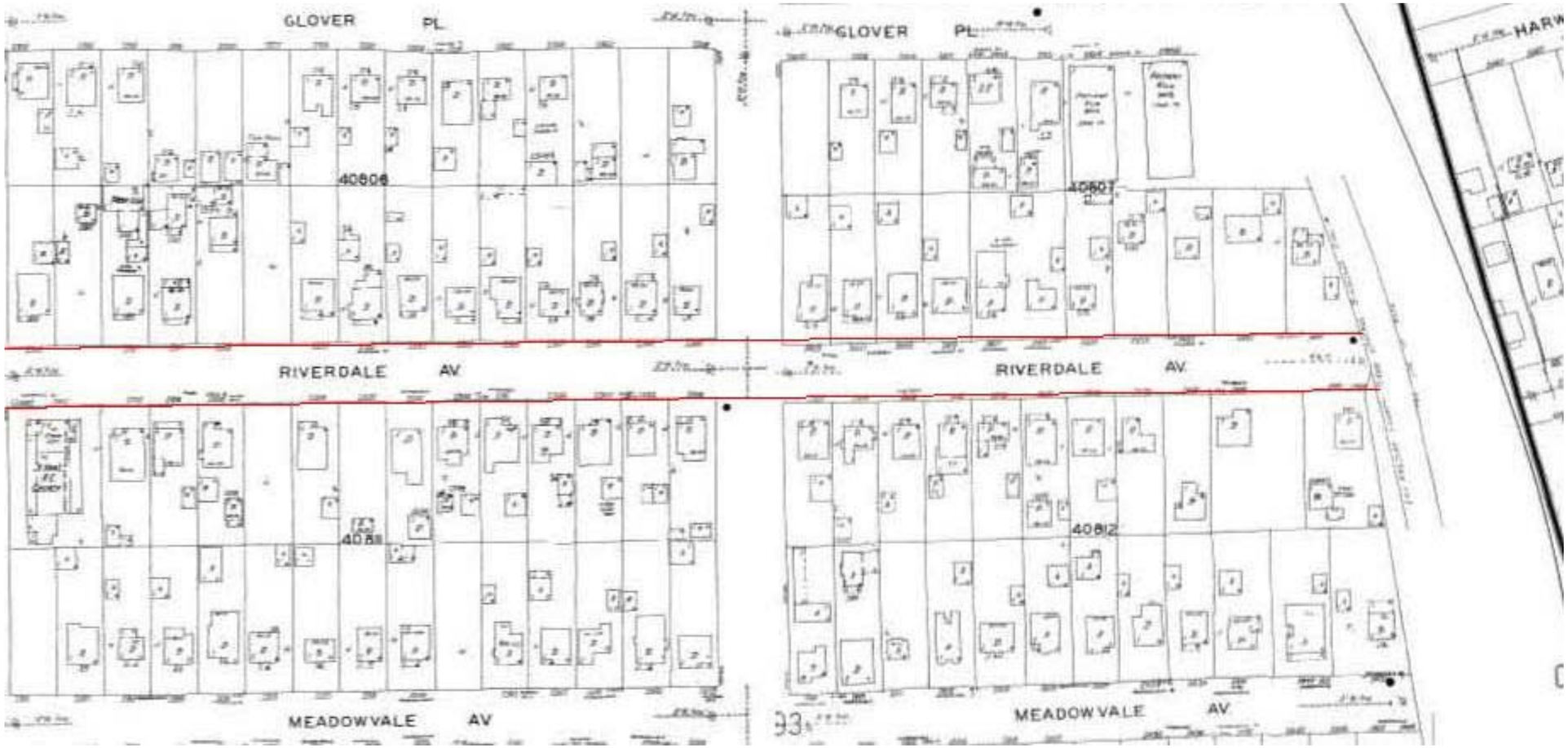


Figure 15. Sanborn Fire Insurance Map, 1930–1951, Volume 40, Sheets 4092 and 4093, project area indicated in red (Los Angeles Public Library)

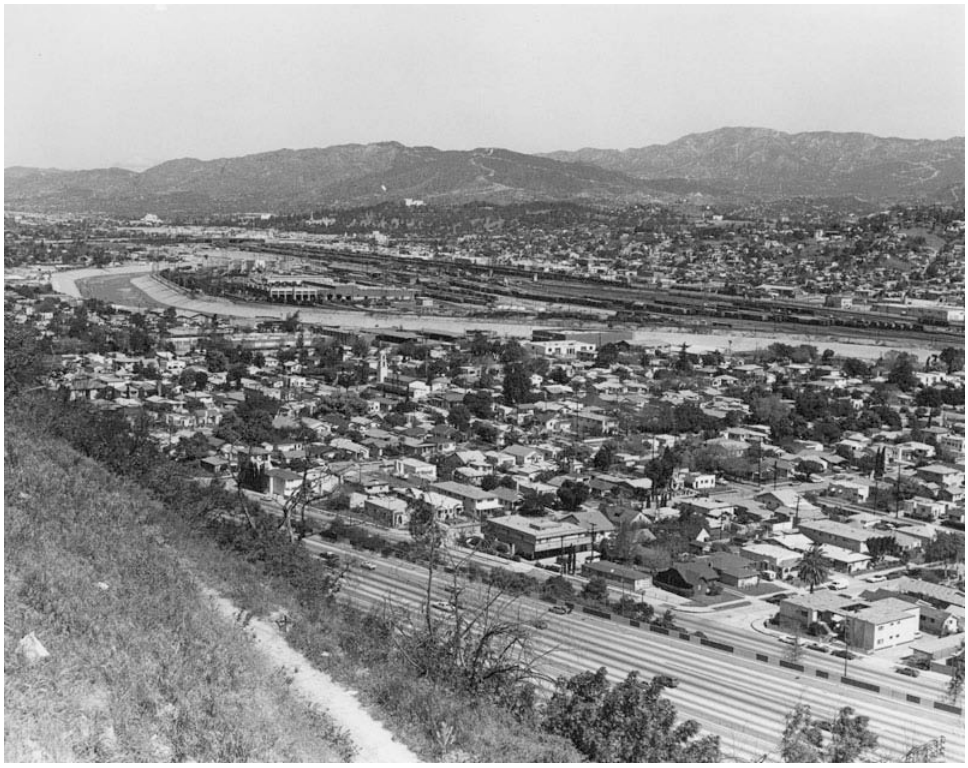


Figure 16. Los Angeles River Valley, "Frogtown" in the Foreground, 1983, Plate 1. (Los Angeles Public Library)

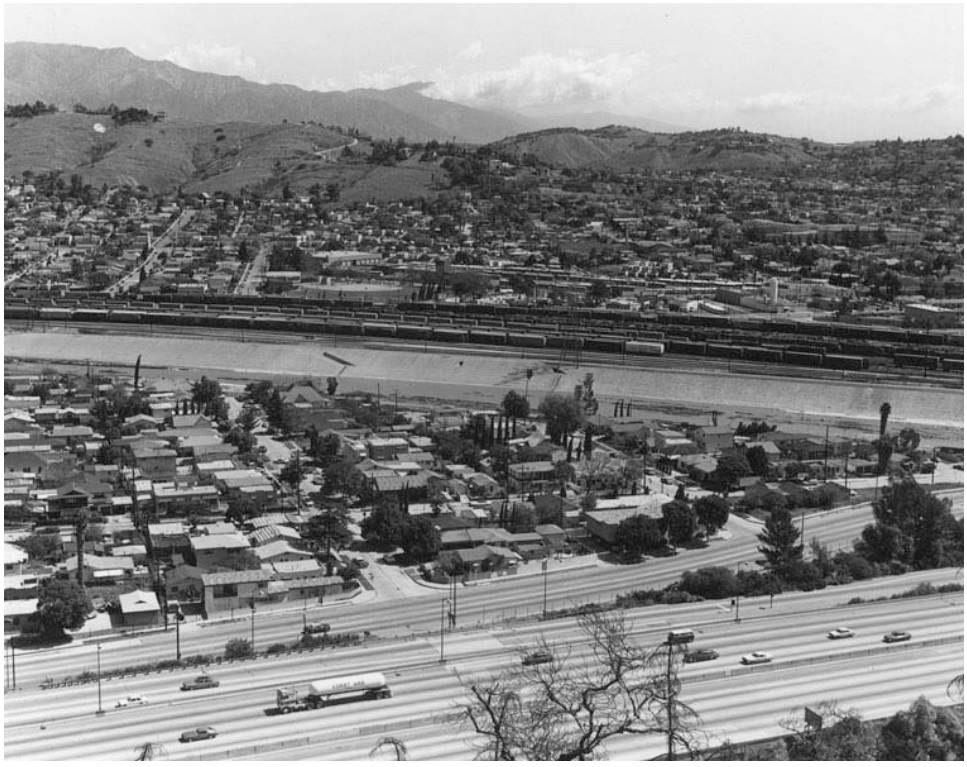


Figure 17. Panoramic View of Los Angeles River Valley, "Frogtown" in the Foreground, 1983, Plate 2 (Los Angeles Public Library)

The Big Four then began to construct lines to the south and southeast (Figure 18). Los Angeles was connected to northern rail lines on September 5, 1878, via a 7,000-foot-long tunnel at Newhall Pass in San Fernando. In 1883, the SPRR completed its second transcontinental railway, the Sunset Route from Los Angeles to New Orleans (Orsi 2005: 137). In 1885, the Santa Fe Railroad completed a competing transcontinental railway to Los Angeles (Scott 2004: 42). These new connections resulted in a population explosion. The growing population of Los Angeles required a new, deeper port.

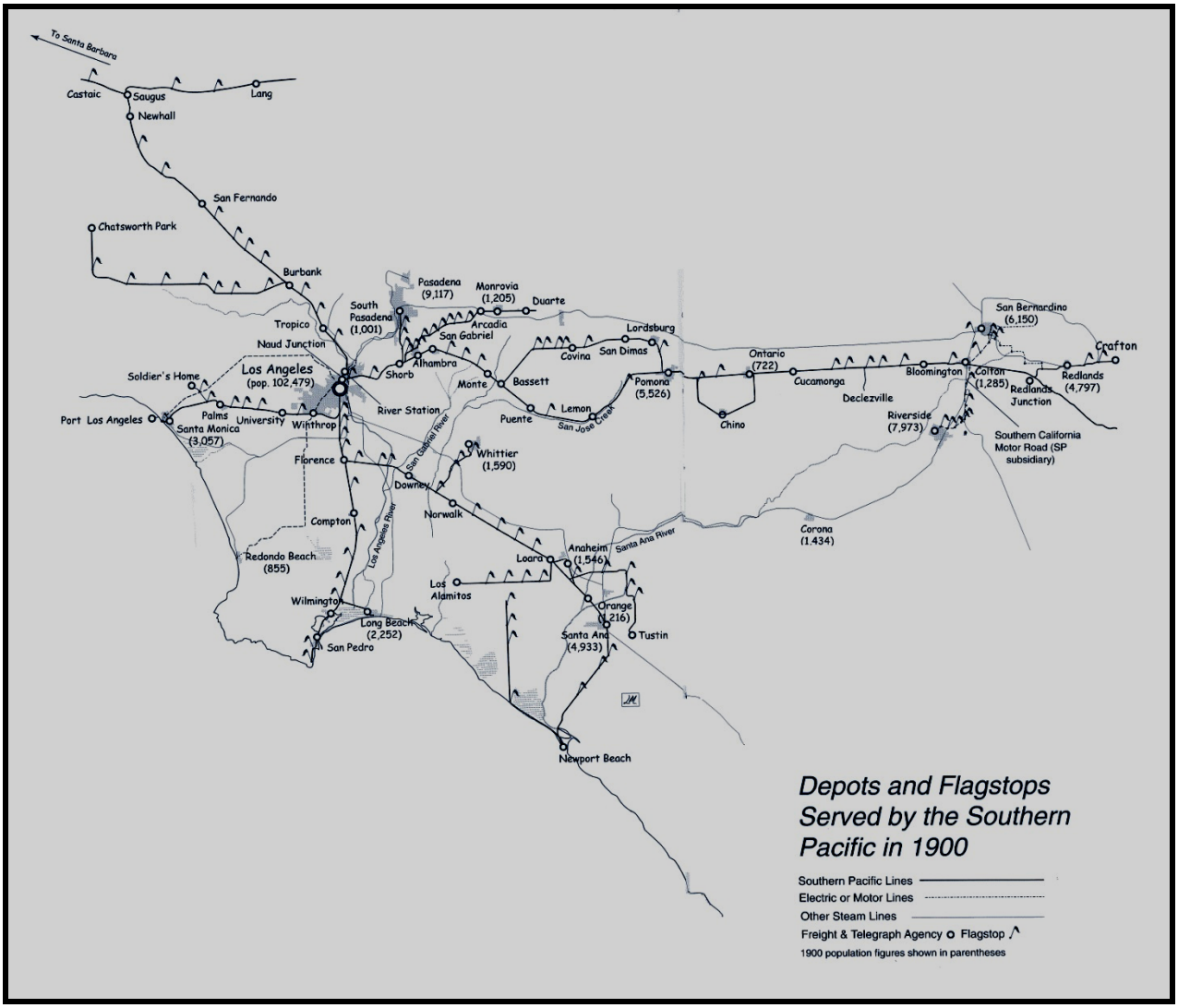


Figure 18. Southern Pacific and Competing Routes in 1900 (modified after Mullaly and Petty 2002)

Huntington decided to move the SPRR's port services to Santa Monica for two reasons. First, the Los Angeles Terminal Railway built a competing line from Los Angeles to San Pedro in 1891 (Greenwood and Associates 1999: 8). Second, the federal government was thinking about

subsidizing the construction of a deep-water port at San Pedro. Huntington, who feared the loss of his monopoly, set out to construct a new port in an area where he could physically restrict and control rail travel. Santa Monica, with its steep ocean-side cliffs, provided just such a place. The rail line and new wharf, dubbed Port Los Angeles, were completed in 1893, and the SPRR transferred its operations from San Pedro to Santa Monica. For the next few years, Huntington lobbied for the federal subsidy to build the deep-water port at Santa Monica, while those in favor of a "free harbor" worked to get that money for San Pedro. In 1897, the government decided that San Pedro was the better choice (Scott 2004).

Collis P. Huntington died suddenly 3 years later, in 1900. Control of the SPRR passed not to his nephew Henry E. Huntington, but to Edward H. Harriman. Harriman, who controlled the Union Pacific and Illinois Central, managed to purchase 50 percent of SPRR stock (Orsi 2005: 33). Harriman made significant improvements to the railroad's lines, but in 1913, anti-trust laws forced him to sever his relationship with the SPRR (Orsi 2005).

In 1918, America entered into World War I and the United States Railroad Administration controlled the railroad until 1922, when it was returned to corporate management (Mullaly and Petty 2002:76–77). Between the 1920s and 1930s, the population more than doubled in Los Angeles, making it the fifth largest metropolis in the United States. Despite this, competition with local passenger lines and highways, and the rising popularity of the automobile, caused a loss of intra-California and interstate passenger service revenues (Livingstone et al. 2006).

To adapt to the new business environments, the railroad companies constantly reconfigured their operations in the 1930s and 1940s. In the 1950s, the SPRR merged with the Southern Pacific Company, and then in the 1960s it became the Southern Pacific Transportation Company. Finally, in 1996, it merged with Union Pacific Railroad, and the great Southern Pacific Railroad, as an entity, was no more (Livingstone et al. 2006).

Los Angeles Streetcar Systems

Alameda Street was the first street in the City of Los Angeles to receive the streetcar system (Livingstone et al. 2006). The first authorization for a street railway was granted by City Council on July 3, 1873, to D. V. Waldron, who was granted a 5-year franchise that allowed him to lay and maintain two railroad tracks to run passenger rail cars powered by mules or horses (ERHA 2011; Post 1989: 17). This endeavor never materialized, but a second franchise was granted to Robert M. Widney on December 8, 1873. Widney constructed the Spring & Sixth Street Horse Railroad Co. from the Plaza to Sixth and Pearl (now Figueroa), a distance of 1.5 miles. The fare was 10 cents (Post 1989: 18–19).

Over time, the passenger lines were expanded and underwent numerous modifications as a result of changing franchises and owners. The lines were horse- or mule-powered in the beginning, but were gradually supplanted by cable cars in the early 1880s, and by competing electric cars in the latter part of the 1880s and the early 1890s. Competing lines were consolidated first under Los Angeles Consolidated Electric Railway, which owned all but two lines comprising 68 miles of tracks. In 1894, a new corporation called Los Angeles Railway was formed. In 1898, Henry E. Huntington acquired the Los Angeles Railway Company (LARY) and re-constructed and expanded the entire system. Eventually the LARY, also known as the "Yellow Cars," became the

main streetcar system for central Los Angeles (ERHA 2011). When Huntington died in 1927, his estate continued to operate the company until 1944, when it sold to National City Lines, which renamed the system Los Angeles Transit Lines (Wetzel 2003). The system operated until 1963, when it was gradually abandoned in favor of buses (Walker 2007).

Los Angeles State Historic Park/Cornfield

The vicinity of the Los Angeles State Historic Park was developed for agricultural use in the Spanish and Mexican periods. Beginning in 1804, Francisco Avila established vineyards in this location (Sampson 2011). The area was served by the *Zanja Madre*, and a waterwheel was built just west of the current park land to divert water from the *zanja*.

In the latter portion of the 19th century, River Station (Figure 19), a Southern Pacific Railroad facility also known as Los Angeles Junction, was opened in this location (Mullaly and Petty 2002). This facility opened in 1875 and served as an important transportation hub, with Southern Pacific opening a freight house and depot in this location. River Station expanded as the volume of railroad traffic grew, and a turntable, freight house, blacksmith shop, machine shop, car shop, and other facilities were added (Mullaly and Petty 2002; Sampson 2011). In 1889, Southern Pacific built Arcade Depot a few miles to the south on Alameda Street, and passenger service was moved to this location (Mullaly and Petty 2002: 33). River Station continued to grow and served as the headquarters for Southern Pacific operations in Southern California. By the 1880s, Southern Pacific was the largest employer in Los Angeles (Sampson 2011).

Between 1902 and 1904, Southern Pacific built a new, more modern facility in the Lincoln Heights area of Los Angeles. Southern Pacific continued to use the land within the present day Los Angeles State Historic Park as a freight operations facility after 1904 (Figure 20). Southern Pacific use of the facility continued until 1992. In 2001, California State Parks took possession of the 32-acre parcel where the Southern Pacific facility had stood. In 2005, the former site of River Station was designated a State Historic Park.

The River Station area was colloquially known as “the Cornfield” because of the crops that grew there before the railroads arrival (Rasmussen 2003). In 2005 a public art installation on the property entitled “Not a Cornfield,” involved the planting of 32 acres of corn for one agricultural cycle, a commentary on the city’s early agricultural roots and the need to reclaim abandoned industrial-era complexes (Not a Cornfield 2012)

Downtown/Civic Core

By the 1880s and 1890s, downtown Los Angeles was densely built with commercial, residential, and civic uses (Figure 21). The commercial center of the city was in the vicinity of the intersection of Spring Street and 1st Street, just south of the present project area. Between Temple and 3rd Street, Broadway was lined with offices, hotels, and civic buildings. In the 1880s, a new City Hall was built between 2nd and 3rd on Broadway. In 1888, the Los Angeles County Courthouse and Hall of Records was built at Temple and Broadway (Figure 22). By 1906 (Figure 23), nearby buildings included the Newmark Building, Merchants Trust Company Building, Crocker Building, Gordon Building, and W.F. Bacon Building.

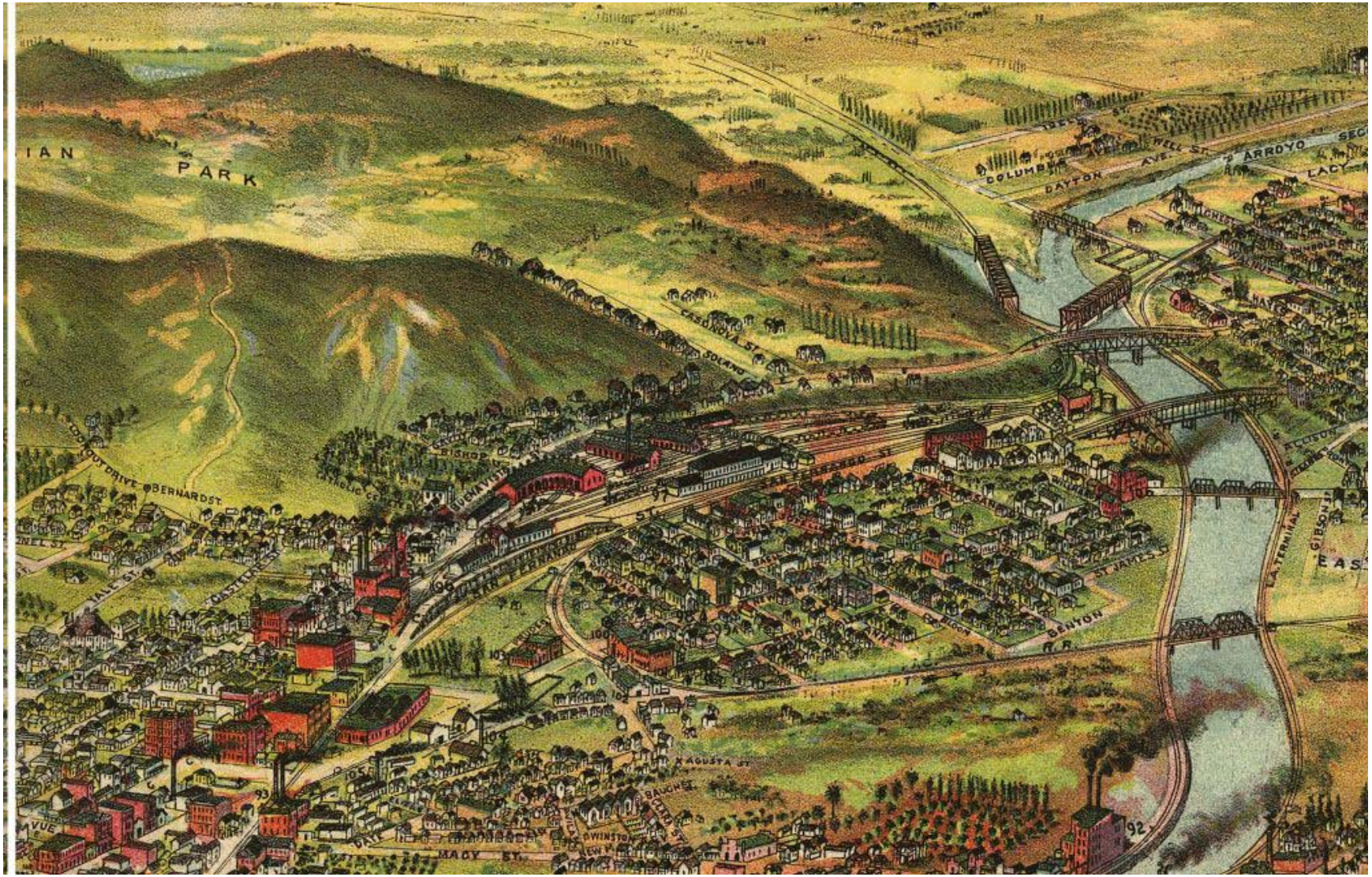


Figure 19. Bird's Eye View of Los Angeles by B.W. Pierce, 1894, Showing River Station, View North (Library of Congress American Memory Collection)

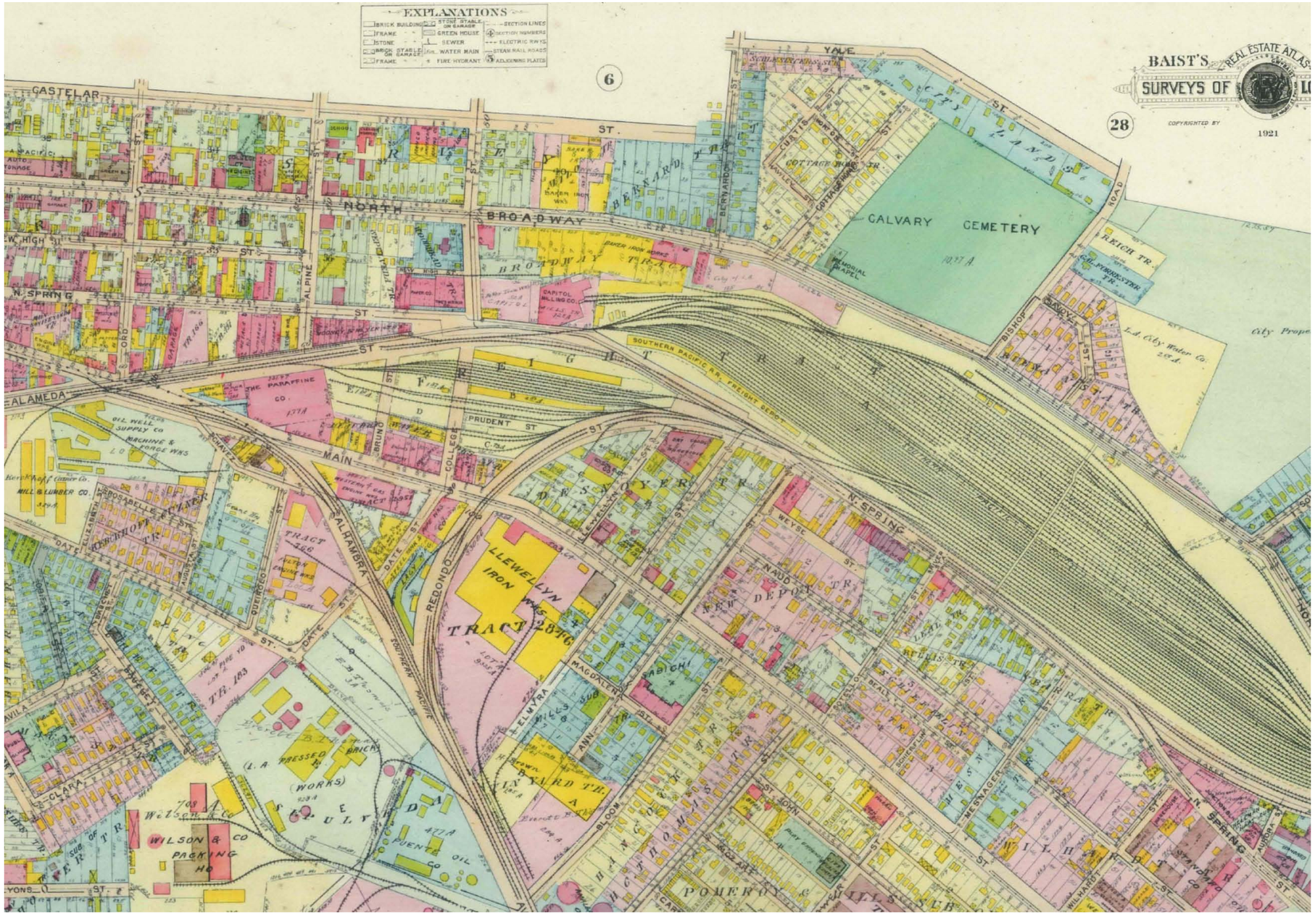


Figure 20. 1921 Baist Real Estate Survey, Los Angeles

Figure 21. Bird's Eye View of Los Angeles by B.W. Pierce, 1894, Showing Broadway and Third Street, View Northwest (Library of Congress American Memory Collection)

Figure 22. Los Angeles County Courthouse and Hall of Records, Broadway and Temple, 1926 (USC Digital Library)

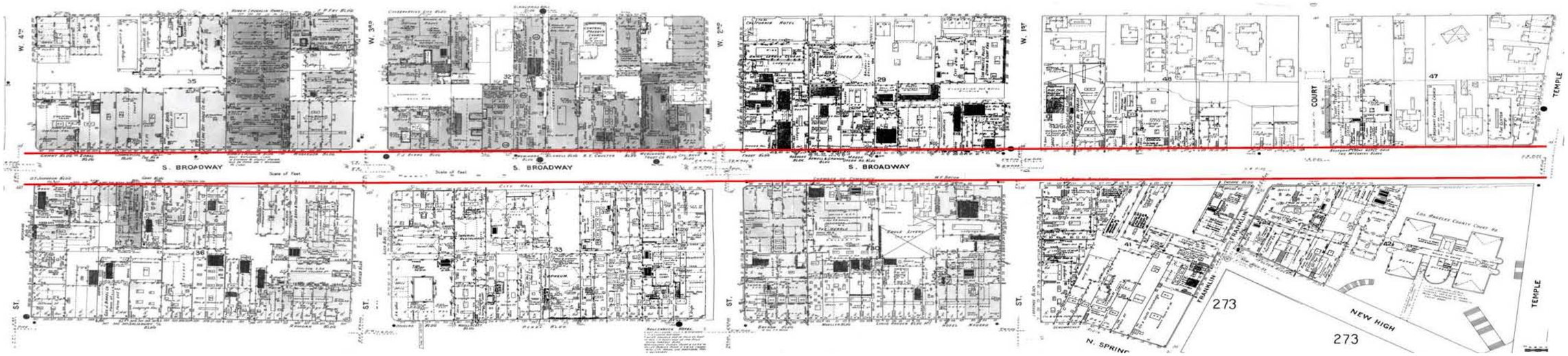


Figure 23. Sanborn Fire Insurance Map Showing Broadway between Temple and 3rd Street, 1906, Volume 3, Sheets 36-38, 130-132, 271-273; project area shown in red (Los Angeles Public Library)

Sanborn Fire Insurance maps from 1906 show that just east of central downtown, between California Street and Sunset Boulevard, Broadway traversed a tunnel through Fort Moore Hill (Figure 24). In this period, the area surrounding Broadway and Temple, to the west of the tunnel, was largely developed with residences, including houses, flats, and boarding houses. In addition, several businesses are indicated along the Temple, including hotels, a restaurant, and a laundry (see Figures 24 and 25). East of the tunnel, Broadway was known as Buena Vista.

Broadway Theater and Commercial District

Originally named Fort Street, prior to the 1880s, the street now known as Broadway was a tree-lined avenue of medium to large sized Victorian homes owned by some of the city's most distinguished citizens (Figure 26). However the construction of a new city hall built between 2nd and 3rd Streets in the late 1880s changed the character of the neighborhood and the street began to attract major businesses. The city changed the name to Broadway and it became an important commercial thoroughfare (Grimes 1998:3). Over the next two decades, several large blocks or business structures were built along Broadway including the Bradbury Building, the Grand Central Market, and the Nelson Building. Hamberger's (later the May Company) began construction on a large department store at Broadway and 8th Street in 1905. These developments pulled commercial activity south from the core of downtown and resulted in the growth of a vibrant commercial thoroughfare along Broadway by 1910 (Figure 27).

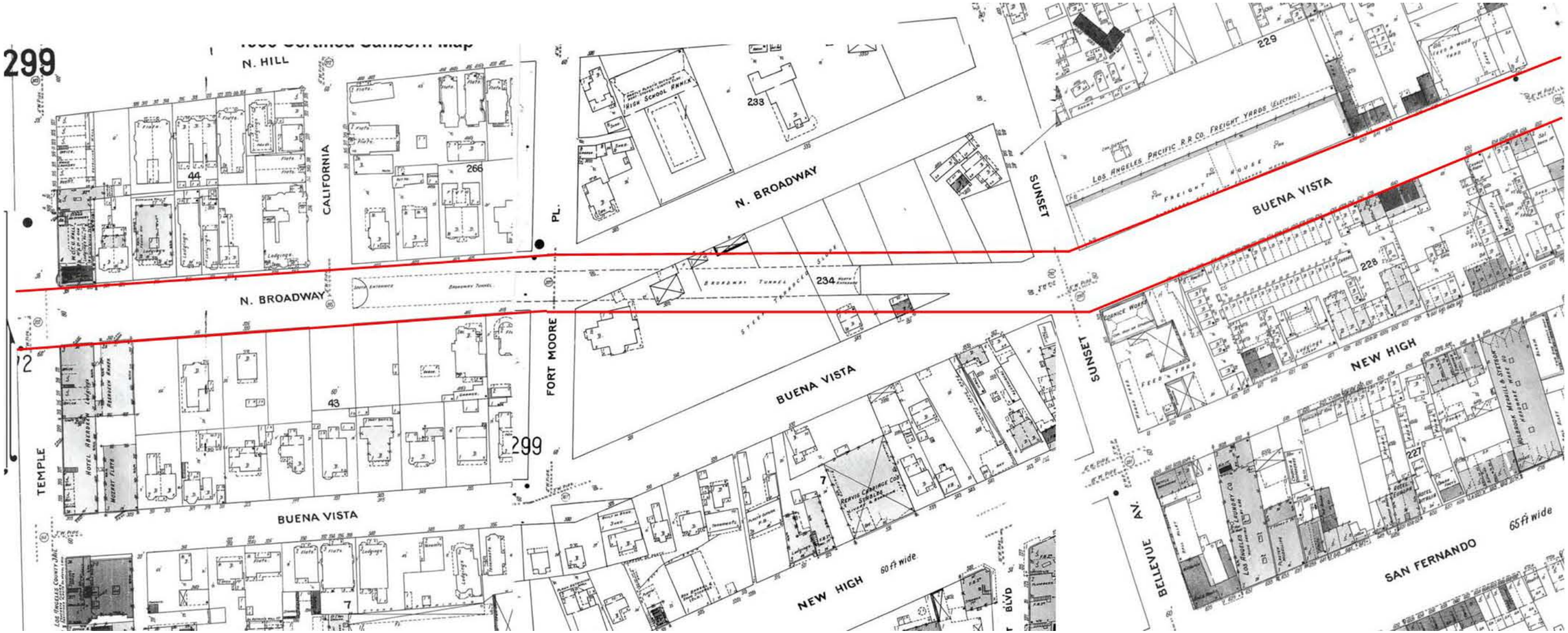


Figure 24. Sanborn Fire Insurance Map Showing Broadway between Ord and Temple, 1906, Volume 3, Sheets 299, 300, 337; project area shown in red (Los Angeles Public Library(LAPL).

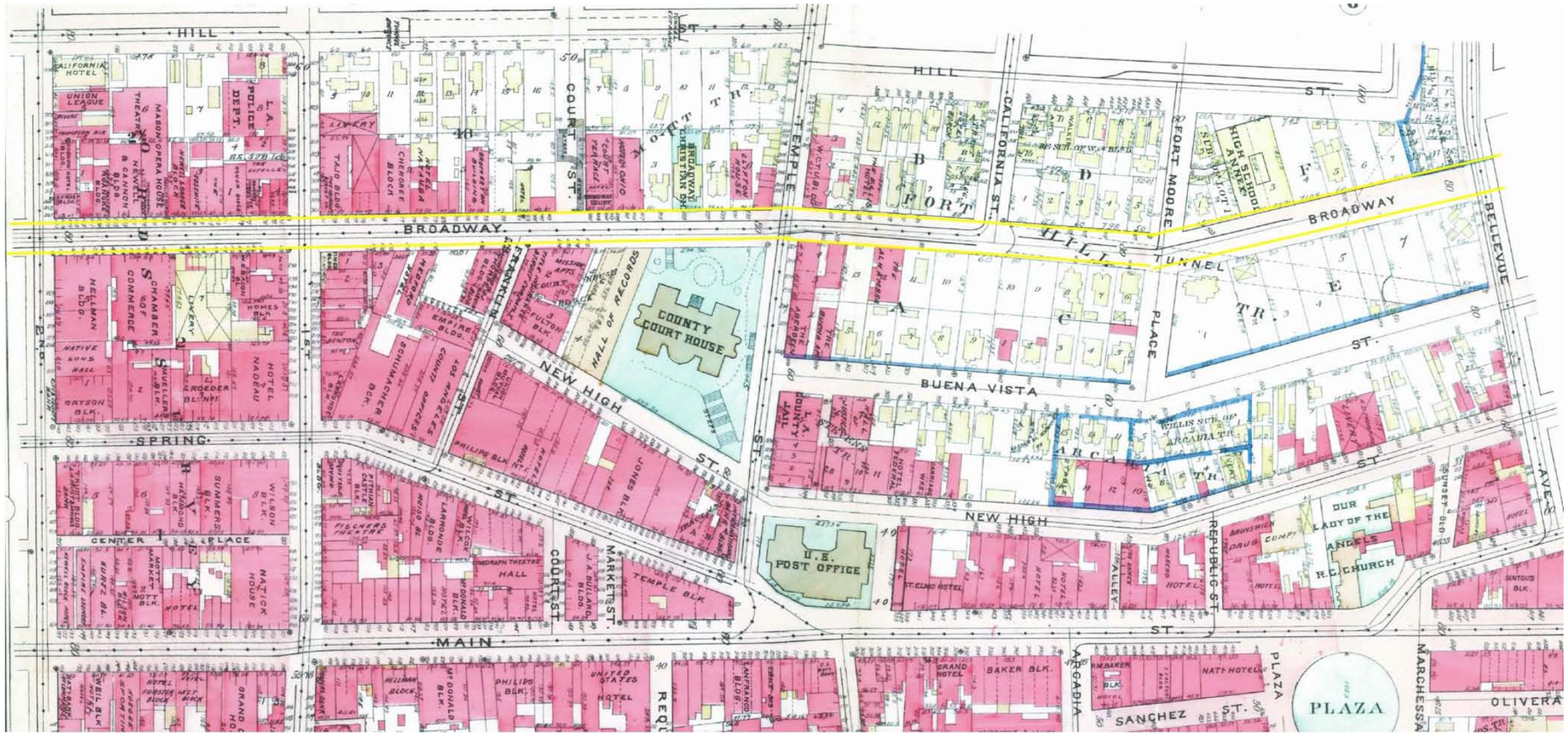


Figure 25. 1910 Baist Real Estate Survey, Los Angeles (Plate 3), project area shown in yellow

Figure 26. 5th and Broadway, 1890 (Los Angeles Public Library)

Figure 27. 5th and Broadway, 1905 (Los Angeles Public Library)

In the 1910s, a number of theaters opened along Broadway, including the Orpheum (now the Palace), Clune's (now the Cameo), and the Pantages (now the Arcade). In the early days, these theaters featured drama, comedy, and vaudeville presentations, but these were soon replaced by full-length motion pictures. The theaters brought flamboyant architecture to the district and transformed the Broadway streetscape. The Broadway theater district was the site of many premieres for the movie industry, and drew crowds and revenue to the neighboring businesses. By the 1920s, a gradual move toward Hollywood as the central location of movie theaters was evident with the opening of the Egyptian Theater in 1922 and of Grauman's Chinese Theater in 1927 (Sitton 1977). Broadway nonetheless remained a key shopping and movie-going destination for Southern Californians (Figure 28). The Broadway Theater and Commercial District runs from 3rd Street to Olympic Boulevard, and was listed on the National Register of Historic Places in 1979.

Beginning after World War II Broadway was transformed into a shopping district by the local community. Although the buildings have undergone transformations related to their current use,

the streetscape has retained its historic character, more so than other parts of downtown Los Angeles (Grimes 1998:5).

Figure 28. 8th and Broadway, 1930. (Los Angeles Public Library)

Broadway South of 10th Street/Olympic Boulevard

The commercial and theater district along Broadway extended south as far as 10th Street (Grimes 2001). South of 10th Street, the neighborhood remained largely residential through the early part of the 20th century (Figure 29).

As late as 1914, Broadway terminated just south of 10th Street (Figure 30). In 1919, Broadway was extended south to Pico Boulevard (LAT October 8, 1919; Figures 31 and 32). In 1931, Broadway was extended south past Jefferson Boulevard (LAT April 25, 1931; Figure 33).

Figure 29. Los Angeles in 1909 by W. Gate Showing Vicinity of Broadway and 10th, View Northwest (Library of Congress American Memory Collection)

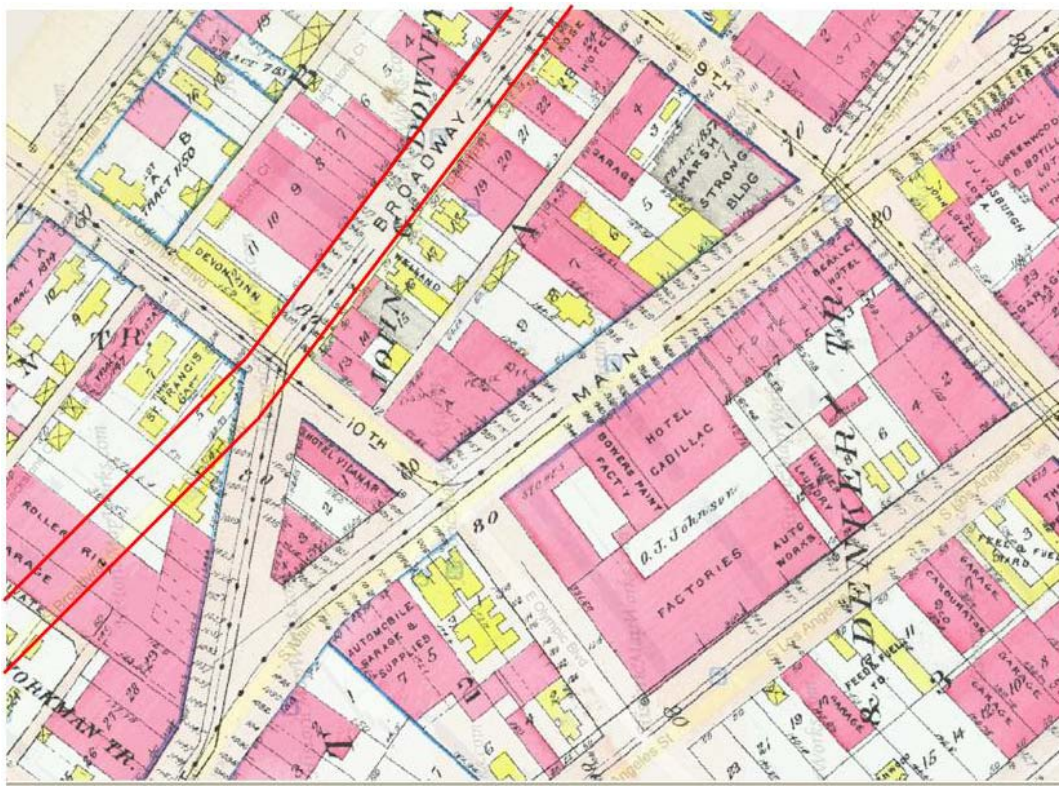


Figure 30. Los Angeles 1914 Baist Real Estate Survey, Plate 1; project area indicated in red

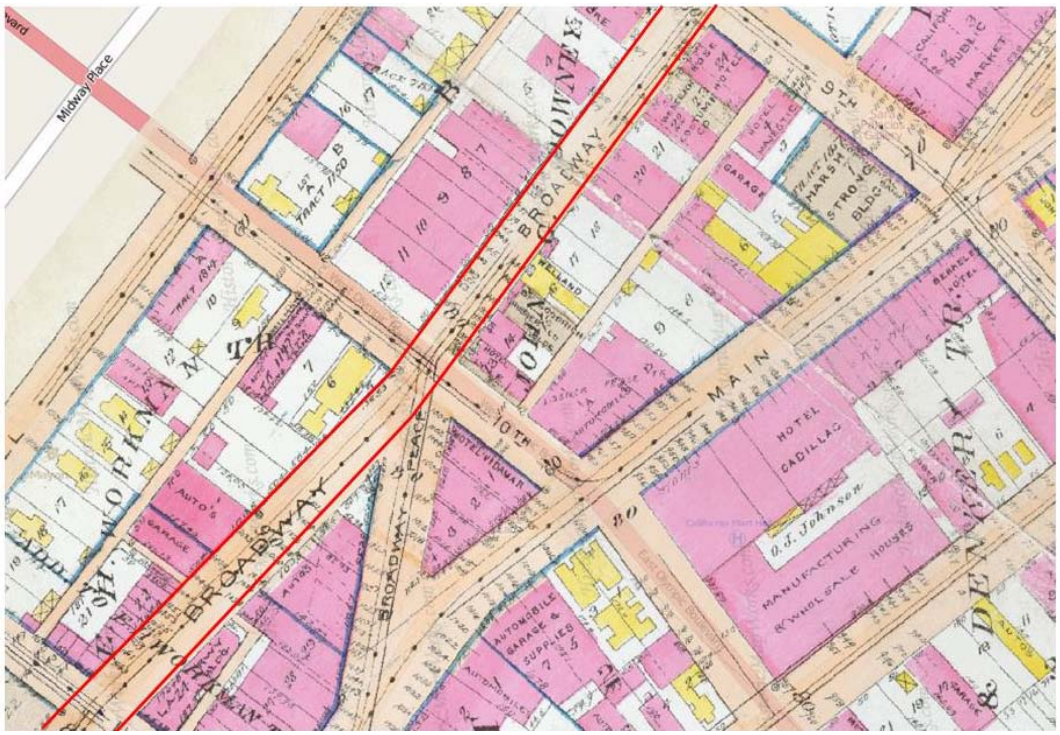


Figure 31. Los Angeles 1921 Baist Real Estate Survey, Plate 1; project area indicated in red

Figure 32. Los Angeles 1921 Baist Real Estate Survey, Plate 10; project area indicated in red.

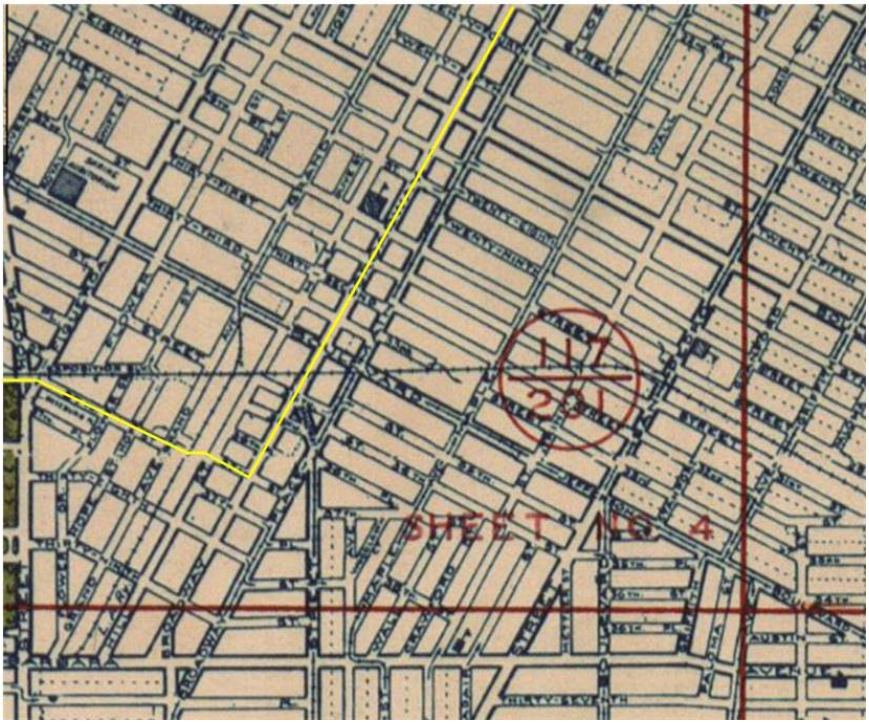


Figure 33. 1939 WPA Land Use Survey Map for the City of Los Angeles, Book 8, Sheet 5; project area indicated in yellow (USC Digital Library)

Pico and Figueroa

The land surrounding the present-day Los Angeles Convention Center was historically home to the California Hospital. Built in 1887, the California Hospital was located at South Hope Street and 15th Street. It was the first physician-owned and operated hospital in Los Angeles (McGroarty 1921). The area was also home to the former Herald-Express building and a Southern California Rapid Transit District bus yard. In the early part of the 20th century, the area was dominated by the automotive businesses and apartment buildings.

In the 1950s, business and civic leaders began to discuss potential locations for a convention center in Los Angeles. Other sites under consideration were in the vicinity of Union Station, Exposition Park, and Elysian Park. In March 1965, the City Council approved the Elysian Park site but it was abandoned after opposition formed against commercial uses for the park. In 1966, the Pico-Figueroa site was selected and the complex was designed by Charles Luckman and Associates with Samuel Moody as project architect. The convention center opened in 1971 and cost a total of $90 million.

Since 1998, this neighborhood has been home to the Staples Center, and in the early 2000s the entertainment complex L.A. Live was constructed here. L.A. Live includes the Nokia Theater and a range of commercial and residential properties such as hotels, restaurants, and entertainment venues.

Exposition Park

The land now known as Exposition Park was purchased by a private entity, the Southern District Agricultural Society, in 1872. This 160 acres of land was established as a privately owned showground equipped with stables, paddocks, and a racetrack for agricultural and horticultural fairs, livestock and farm equipment shows, and horse races (Figure 34). In 1885, the park passed into public ownership and the plans to build a permanent exposition with museums soon followed. In 1913, on the same day Mulholland brought Owens Valley water to Los Angeles, Exposition Park was officially dedicated with the completion of the Beaux-Arts “City Beautiful” quad surrounding the Rose Garden (Figure 35). The opening ceremonies, in which the Museum of History, Science, and Art was formally opened, were attended by 35,000 people (Van Aken 1914).

Figure 34. Sanborn Fire Insurance Map Showing Agricultural Park, 1906, Sheet 0b; project area indicated in red (Los Angeles Public Library)

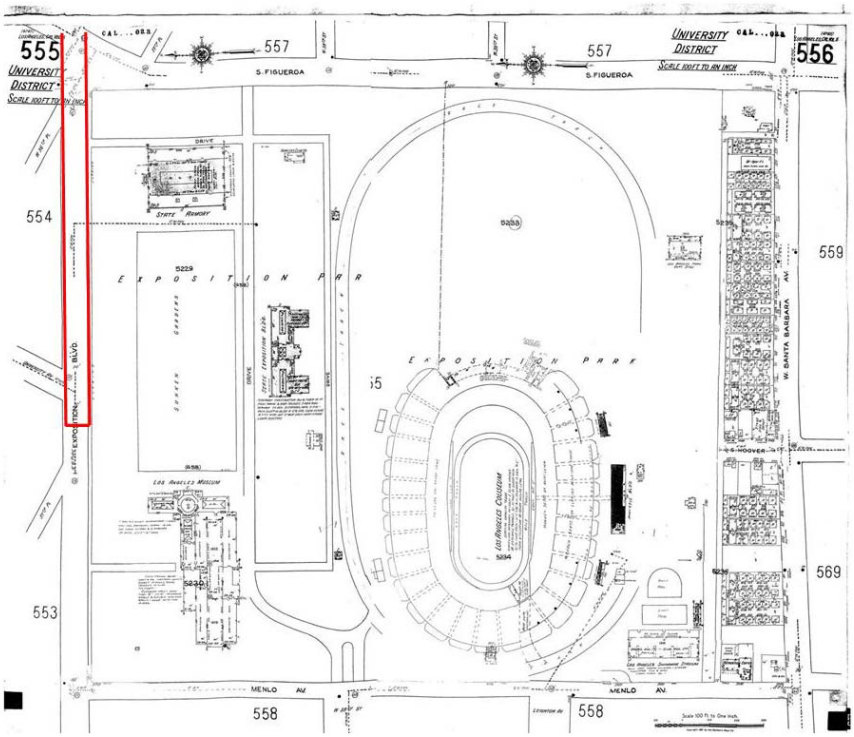


Figure 35. Sanborn Fire Insurance Map Showing Exposition Park, 1922–1950, Volume 5, Sheet 555 and 556; red line indicates project area (Los Angeles Public Library)

University of Southern California

The University of Southern California (USC) was established on September 4, 1880, by members of the Methodist Episcopal Conference of Southern California. Judge Robert Widney secured 308 lots of land donated by Ozro Childs, John Downey, and Isaias Hellman. The early university was centered on a one-block area and the university's first building was named after the Judge. The Widney House was designated a California landmark No. 536 in 1955. In the late nineteenth century, USC began to establish schools outside of the University Park campus, with the College of Fine Arts and the College of Medicine located on land adjacent to downtown.

USC was primarily developed by two master plans in 1920 and 1961. Local architect John Parkinson was hired to draft the new campus plan in 1920. The campus building boom of the 1920s took root along the east and west sides of University Avenue, including the Bovard Administration Building built in 1921. Parkinson's plan for USC drew heavily on from the Beaux-Arts tradition, arranged the automobile-oriented campus in 45 degree angles along University Ave (now Trousdale Parkway), and constructed grand buildings in the Romanesque Revival Style. The Doheny Library was built in 1930 and became a focal point of the University (Figure 36) (Summerfield 1998).

Figure 36. Doheny Library, 1932 (Los Angeles Public Library)

After World War II, USC's enrollment soared and new master planning efforts recognized the need for new buildings that fit in with the campus' red brick and concrete Romanesque Revival style buildings. Trousdale Parkway was closed to automobile traffic in 1953, encouraging the shift to a pedestrian-oriented campus. The 1960 Perira Plan was concerned with the relationship of the campus with the surrounding neighborhoods and called for an expansion of the western edge of campus. Concurrently, the Hoover Redevelopment Project facilitated the acquisition by USC of parcels along the western boundary through targeting areas of "blight" for urban renewal. Under Pereira's vision, access to the interior of the campus was limited to four

entrances, and large parking structures were built at each entrance. Twenty buildings were built on campus in the 1960s that were constructed in popular postwar Modern styles such as International Style, Brutalism, and New Formalism.

Boyle Heights

The Los Angeles neighborhood located east of downtown between the Los Angeles River and the city boundary is named after an Irish immigrant, Andrew Boyle. In 1875, Boyle's son-in-law subdivided the land and announced the creation of one of the first city's neighborhoods. At the close of the 19th century, the necessary infrastructure such as water lines, bridges, and public transportation connected the neighborhood to the city center, which attracted middle- and upper-class residents to Boyle Heights.

In the 1920s, the demographics of the neighborhood changed as the surrounding area became more industrialized due to its proximity to the rail yards and the Los Angeles River. Another catalyst of the demographic change were racially restrictive covenants put in place in Los Angeles neighborhoods, except parts of south Los Angeles and Boyle Heights. As a result, Boyle Heights soon became a one of the most diverse neighborhoods in the United States and the center of Jewish, Mexican, and Japanese immigrant life for Los Angeles. During World War II, all residents of Japanese ancestry were removed from Boyle Heights and placed in Japanese internment camps (Japanese American National Museum 2005).

Boyle Heights was profoundly impacted by the freeways built in the mid-20th century. Over 10,000 residents were uprooted and 10 percent of the neighborhood's land was taken to construct four freeways (I-5, I-10, US Highway 101, and SR 60). In the early 1940s, homes were demolished as new urban renewal policies were implemented, and two affordable housing complexes, Pico Gardens and Aliso Village, were constructed. The mid-century public housing in Boyle Heights was torn down in 1997(Sanchez 2004).

The Wyvernwood Garden Apartments, located at Olympic Boulevard and Soto Street in Boyle Heights, was the first large-scale, privately funded multiple housing development on the West Coast (Figure 37). It was also the first project of its kind that was backed by the Federal Housing Authority. Built in 1939, the apartments are listed in the California Register of Historical Resources (CRHR or California Register) and deemed eligible for listing in the National Register. Los Angeles architects David J. Witmer and Loyall F. Watson designed the apartments to reflect the Garden City Movement. This movement was based on the planning principles of Ebenezer Howard, which advocated self-contained communities with large greenbelts, located on the edges of cities but near industry to support employment needs. The "superblock" development contained 1,102 units in 143 buildings spread over 70 acres. More than 75 percent of the property was open space (Kipen 2011).

Sanborn maps dating 1928 to 1950 depict a variety of commercial and industrial developments along East Olympic Boulevard, within the Boyle Heights portion of the project area. These include machine shops, warehouses, a restaurant, a used auto lot, Sears and Roebuck Company building (Figure 38), a movie theater, and a church (LAPL 1928–1950). Griffith Company's contractor yard, specializing in gravel and asphalt (who paved East Olympic Boulevard in 1930 and South Broadway in 1931; see discussion below) is depicted on the east side of the river just north of Olympic Boulevard (LAPL 1928–1940, Sheet 3417).

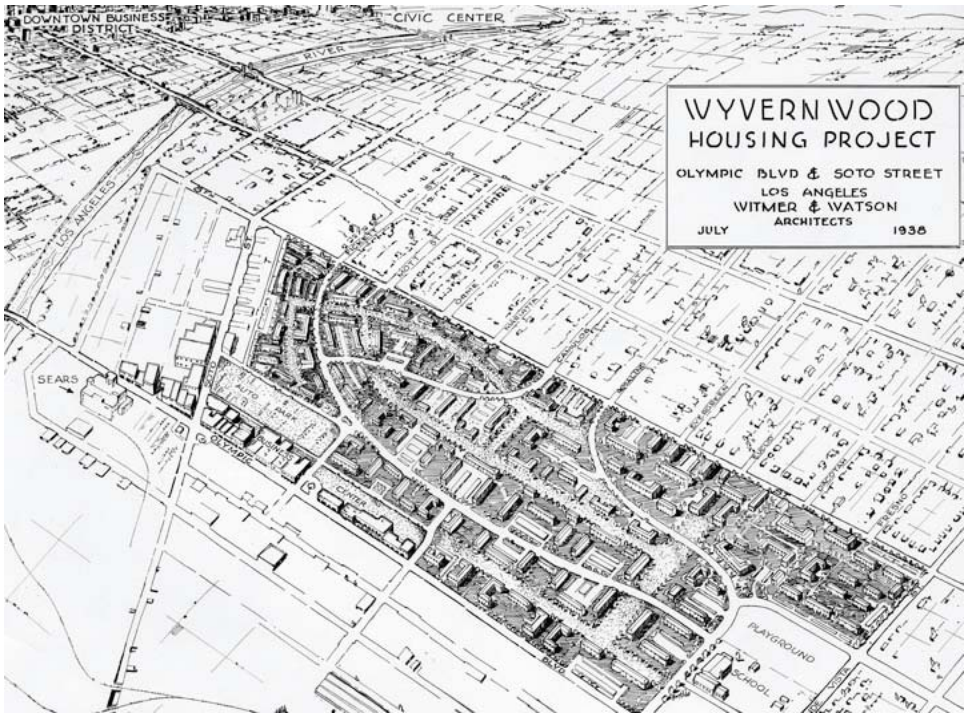


Figure 37. Wyvernwood Site Plan Illustration, 1938 (Los Angeles Public Library Collection)

Figure 38. Sanborn Fire Insurance Map Showing Sears Roebuck & Company, 1928–1950, Volume 34, Sheet 3432; project area indicated in red (Los Angeles Public Library

ARCHIVAL RESEARCH AND CONTACT PROGRAM

The cultural resources investigation for this project involved archival research, including a cultural resources records search, a paleontological records check, a search of Sacred Lands File, and other background research.

ARCHIVAL RESEARCH

Additional historic research to develop a historical context for the project area was conducted at a number of archival repositories and local agency archives. Archives searched include the Los Angeles Public Library (LAPL), the USC digital archives, the Library of Congress electronic resources, and Navigate LA. Documents searched during the course of the research include book publications, historic newspaper articles, historic photographs, historic maps, and engineering plans.

Records Search

A search of previously recorded cultural resource files and related historic maps for this project was conducted on April 18 to 19 and 25 to 26, 2012, at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The results are described below for each phase of the project.

Elysian Park WRP

The project area and a study area encompassing a 0.25-mile radius around the project area were searched for cultural resource investigations and previously recorded cultural resource sites. The archival research involved review of archaeological site records, historic maps, and historic site and building inventories.

The records search revealed that six cultural resource investigations were previously conducted within a 0.25-mile radius of the Elysian Park WRP portion of the project area (Table 1), and no archaeological sites are recorded within the project area or study area. Although LA-2517 is directly adjacent to the project area, none of the Elysian Park WRP portion of the project area has been previously surveyed, and the previous investigations included less than 10 percent of the study area.

With the exception of the two LAHCMs, as described below, all of the studies (see Table 1) were negative for previously recorded or newly discovered archaeological or historic resources.

No previously recorded archaeological sites were located within the Elysian Park WRP project footprint or the study area. However, two landscape and built features are located within the study area that have been designated as LAHCMs and are described below.

Table 1. Previous Surveys Conducted within 0.25 Mile of the Elysian Park WRP Project Area*

Author	Report # (LA-)	Description	Date
Bonner, Wayne H.	4212	Cultural Resources Monitoring Report for Cellular Facility	1998
Bonner, Wayne H.	9604	Cultural Resource Assessment for Cellular Facility	2008
Bonner, Wayne H.	10699	Cultural Resource Assessment for Cellular Facility	2010
Duke, Curt	4309	Cultural Resource Assessment for Cellular Facility	1999
Duke, Curt	4310	Cultural Resource Assessment for Cellular Facility	1999
Wlodarski, Robert J.	2517	Phase I Archaeological Study of Eight Areas	1991

*No surveys were found to overlap with the project area.

California State Historic Resources Inventory

The California Office of Historic Preservation's Historic Resources Inventory does not list any historic resources within the Elysian Park WRP portion of the project area or the 0.25-mile study area. However, two resources are listed on the inventory that are outside of the study area but within or adjacent to Elysian Park. These resources are Dodger Stadium, located at 1000 Elysian Park Avenue (P-19-173073), and the Barlow Respiratory Hospital (19-175626) District, which consists of 40 buildings located at 2000 Stadium Way on the southwest side of Elysian Park. Both resources have been evaluated as possibly having local, state, or national significance.

California Historical Landmarks

A listing of California Historical Landmarks (CHLs) identified no historic landmarks within 0.25 mile of the Elysian Park WRP portion of the project area. However, two historic resources are listed on the register within or adjacent to Elysian Park, neither of which overlaps with the project area nor occurs within the study area. The first of these resources is the First Jewish Site in Los Angeles (CHL 822), which is located to the south of Dodger Stadium in the area of Chavez Ravine. This site is the former location of the first Jewish cemetery in the City of Los Angeles. The cemetery was moved in approximately 1890 to Home of Peace Cemetery in East Los Angeles. The second resource, located to the east of project area on the northwest corner of North Broadway and Elysian Park Drive, is the Portola Trail Camp Site (CHL 655), where the Gaspar de Portola expedition camped in 1769.

Los Angeles Historic-Cultural Monument Register

A search of the LAHCM register identified two historic monuments previously recorded within 0.25 mile of the Elysian Park WRP portion of the project area, both located within Elysian Park (Table 2). In addition, a third historic monument, the Barlow Sanatorium, was listed outside of the study area but adjacent to Elysian Park.

Table 2. Historical Monuments Designated by the City of Los Angeles, Elysian Park WRP

Resource Name	Number	Address	Year Built	Significance
Chavez Ravine Arboretum	48	Elysian Park	1893	LAHCM
Los Angeles Police Academy Rock Garden	110	1880 N. Academy Drive	1937	LAHCM

The first monument (LAHCM No. 48) is the Chavez Ravine Arboretum, which was founded in 1893 in Elysian Park, with tree planting continuing through the 1920s. The arboretum is the first and oldest arboretum existing in Southern California and many of the original trees planted are still standing today. The arboretum was inducted into the LAHCM register in 1967 (Los Angeles Department of Recreation and Parks 2012). A portion of the Elysian WRP project area, including a segment of the potable water pipeline and the non-potable water pumping station (see Figure 3), is located within the arboretum.

The second monument (LAHCM No. 110) is located adjacent to the project alignment within the study area; however, this resource does not overlap with any portion of the project footprint itself. This resource is the Los Angeles Police Academy Rock Garden, which is located within the Los Angeles Police Academy. The rock garden was designed and built by landscape artist Francois Scotti in 1937. The monument was inducted into the LAHCM register in 1973.

Downtown WRP

Due to the high volume of recorded cultural resources and previously conducted investigations within or near the Downtown WRP project area, a study area encompassing a 0.25-mile radius around the project area was searched for previously recorded archaeological sites only. For built resources, the record search was limited to the project area and properties immediately adjacent to the project area. For previously conducted cultural resource investigations, the record search was limited to investigations overlapping the project area. The archival research involved review of archaeological site records, historic maps, and historic site and building inventories.

The records search revealed 61 cultural resource investigations overlapping with the Downtown WRP portion of the project area (Table 3). Of the 61 cultural resource investigations; 38 consisted of Phase I background studies, seven archaeological monitoring reports, six architectural and historic reviews or historic property reports, three determinations of eligibility reports, three historic treatment and monitoring plans, one seismic retrofit study of Olympic Boulevard Bridge (P-19-180827), one State Historic Preservation Office cover letter, one grant application, and one bridge inventory.

Approximately 75 percent of the Downtown WRP portion of the project area has been previously assessed for cultural resources. The entire northern portion of the mainline extension of the project area from Spring Street to the intersection of Broadway and 1st Street has been previously surveyed. The entire southern portion of the mainline on Broadway from 16th Street to the southern terminus at Exposition Park has been previously surveyed. The Atlas Carpet segment from the mainline has never been subject to a cultural resources investigation, and approximately 80 percent of the Twin Towers Correctional Facilities segment has never been surveyed. Approximately 40 percent of the Trigen-LA Bunker Hill segment and less than 5

percent of the Los Angeles Convention Center segment have been previously surveyed. The Dye House segment and the Boyle Heights Mixed Use Project segments have survey coverage of approximately 35 percent.

Table 3. Cultural Resource Investigations Overlapping the Downtown WRP Portion of Project Area

Author	Report # (LA-)	Description	Date
Unknown	1578	Technical Report Archaeological Resources Los Angeles Rapid Rail Transit Project Draft Environmental Impact Statement and Environmental Impact Report	1983
Unknown	2950	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	1992
Unknown	3496	Draft Environmental Impact Report Transit Corridor Specific Plan Park Mile Specific Plan Amendments	-
Unknown	3813	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California	1992
Unknown	4097	Council District Nine Revitalization /Recovery Program Final Environmental Impact Report	1995
Unknown	4836	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	2000
Unknown	6841	Plaza De Cultural Y Arte Environmental Impact Report Volume I, Draft EIR Sch No. 2001 101 167	2003
Unknown	7178	Report on Cultural Resources Mitigation and Monitoring Activities Fluor/level (3) Los Angeles Local Loops	2001
Arrington, Cindy and Nancy Sikes	8255	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II	2006
Ashkar, Shahira	4834	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	1999
Bilet, Lorna	9369	SHPO Cover Letter FCC Form 620 (Section 106) Submittal EarthTouch Inc. (Consultants on Behalf of Nextel of California) Greenwich/Nx-CA-6366C Los Angeles City and County, California	2005
Carnevale, Mike	11165	Draft - Environmental Impact Statement, United States General Services Administration, GSA Document Number ZCA81642/1999 Los Angeles U.S. Courthouse, Los Angeles, California	2001
Costello, Julia G.	1642	Los Angeles Downtown People Mover Program Archaeological Resources Survey: Phase II Evaluation of Significance and Recommendations for Future Actions	1980

Author	Report # (LA-)	Description	Date
Costello, Julia G.	1643	Los Angeles Downtown People Mover Program Archaeological Resources Survey Phase 3	1981
Costello, Julia G. and Larry R. Wilcoxon	850	An Archaeological Assessment of Cultural Resources in Urban Los Angeles, California--La Placita De Dolores--LAN-887	1978
Dewitt, John	6360	City of Los Angeles/Cornfields Site Eda Gant Application	2000
Dillon, Brian D.	3151	Alameda District Plan, Los Angeles California: Prehistoric and Early Historic Archaeological Research	1994
Duke, Curt	4764	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 666-01, County of Los Angeles, California	1999
Duke, Curt	6413	Cultural Resource Assessment Cingular Wireless Facility No. SM 104-01, Los Angeles County, California	2001
Duke, Curt	6453	Cultural Resource Assessment Cingular Wireless Facility No. SM 139-02 Los Angeles County, California	2002
Eggmeyer, Emile	11333	W. 23rd, 2600 South Broadway, Los Angeles, California 90007	2011
Feldman, Jessica B., David Lemon, and Andrew Hope	7527	Caltrans Statewide Historic Bridge Inventory Update Tunnels	2006
Foster, John M.	6336	Archaeological Inventory for Soil Remediation Cornfield Rail Yard Project City of Los Angeles, California	2002
Frierman, Jay D.	4383	Cultural Resources Study, Chinatown Senior Citizens Housing Site	1980
Greenwood, Roberta S.	3103	Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1	1993
Greenwood, Roberta S.	6837	Cultural Resources Monitoring: Northeast Interceptor Sewer Project	2003
Greenwood, Roberta S., Scott Savastio, and Peter Messick	10506	Cultural Resources Monitoring: North outfall Sewer - East Central Interceptor Sewer Project	2004
Grimes, Teresa	10542	Historical Architectural Survey and Evaluation Report and Finding of No Adverse Effect	1998
Gust, Sherri and Mari Pritchard Parker	8512	Relationship of the *Zanja Madre* to MTA's Gold Line Property in River Station Yard, City of Los Angeles	2004
Hale, Alice E. and Scott Savastic	8531	Archaeological Monitor Report: Emergency Sewer Repair, North Spring Street Between Elmyra and Mesnager Streets, Los Angeles, California	2004
Hatheway, Roger G.	4452	Determination of Eligibility Report Chinatown	1982
Hatheway, Roger G. and Richard Starzak	4467	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	1983
Horne, Melinda C.	11409	Construction Phase Cultural Resources Monitoring and Treatment Plan for the City of Los Angeles North Outfall - East Central Interceptor Sewer Project	2000

Author	Report # (LA-)	Description	Date
Horne, Melinda C., M. Colleen Hamilton, and Susan K. Goldberg	10524	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)	2000
Keck, David	10773	Los Angeles State Historic Park General Plan and Final Environmental Impact Report	2005
Leaver, Ryan C.	9154	Direct APE Historic Architectural Assessment for T-mobile Candidate SV11002F (Pico/Flower). 1315 South Flower Street, Los Angeles, Los Angeles County, California	2007
Lee, Portia	4220	Seismic Retrofit of Olympic Boulevard Bridge Over the Los Angeles River	-
Livingstone, David M., Dennis McDougall, Susan K. Goldberg, and Wendy M. Nettles	7952	Trails to Rails: Transformation of a Landscape: History and Historical Archaeology of the Alameda Corridor	2006
Loftus, Shannon	11495	Cultural Resource Records Search and Site Survey, AT&T Site LA0465A, White Building Billboard, 1625 South Broadway Los Angeles, Los Angeles County, California 90015. CASPR#3551017349	2011
McKenna, Jeanette	9429	An Architectural Evaluation of the Three Buildings Located at 217-221 West 4th St., 350-354 S. Broadway, and 356-364 S. Broadway, in the City of Los Angeles County, California	2008
Messick, Peter	7945	Archaeological Inventory Report: East Downtown Truck Access Improvements Project, Los Angeles, California	2006
Messick, Peter, Roberta S. Greenwood, and Alice Hale	6335	Archaeological Monitor Report Historic Cornfield Railroad Yard	2003
Robinson, Mark	10860	Exposition Corridor Light Rail Transit Project Construction Phase Cultural Resources Monitoring and Treatment Plan	2007
Romani, Gwendolyn R.	4042	Results of Phase I Archaeological Survey Located at 219-223 South Avenue 18, Los Angeles, California	1998
Slawson, Dana N.	8709	South Los Angeles Wetlands Park, Historical Resources Evaluation Report	2007
Slawson, Dana N.	11166	Archaeological Monitoring Report - Asphalt Plant No. 1 Project 2484 East Olympic Boulevard, Los Angeles, California	2011
Snyder, John W., and Stephen Mikesell	8252	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	1986
Starzak, Richard	4625	Historic Property Survey Report for the Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	1994

Author	Report # (LA-)	Description	Date
Starzak, Richard, Alma Carlisle, Gail Miller, Catherine Barner, and Jessica Feldman	10887	Historic Property Survey Report for the North Outfall Sewer-East Central Interceptor Sewer, City of Los Angeles, County of Los Angeles, California	2001
Stewart, Noah M.	10149	Finding of No Adverse Effect: US 101 from Alameda Street Underpass to Barham Boulevard Overcrossing	2009
Stone, David and Robert Sheets	2892	Phase I Archaeological Survey Report Pacific Pipeline Project Santa Barbara Coastal Reroutes Ethnohistoric Village Placement Locations	1993
Strauss, Monica, Candace Ehringer, and Angel Tomes	9271	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	2007
Tang Bai "Tom"	10638	Preliminary Historical Archaeological Resources Study, Southern California Regional Rail Authority (SCRRA) River Subdivision Positive Train Control Project, City of Los Angeles, Los Angeles County, California	2010
Tang Bai "Tom"	10641	Preliminary Historical Archaeological Resources Study, San Bernardino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernardino	2010
Whitley, David S.	7547	Phase I Archaeological Survey/Class III Inventory for the Hall of Justice Study Area, Los Angeles, Los Angeles County, California	2003
Wlodarski, Robert J.	2577	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	1992
Wlodarski, Robert J.	2644	The Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	1992
Wlodarski, Robert J.	2838	Results of a Phase 1 Archaeological Study for the Proposed East Ventral Interceptor Sewer [ecis] Project, East-west Alignment, Los Angeles County, California	1993
Wlodarski, Robert J.	3019	Results of a Phase I Archaeological Study for the Proposed East Central Interceptor Sewer [ecis] Project, East-west Alignment, Los Angeles County, California	1994
Wlodarski, Robert J.	3646	Alameda Transportation Corridor North and Improvements Project City of Los Angeles, Los Angeles County, California	1996

The records search indicated that 30 archaeological sites were previously recorded within the 0.25-mile radius of the Downtown WRP project area (Table 4). These resources include 15 historic refuse deposits (including privies, refuse scatters, and refuse pits), six railroads or railroad segments, three historic building foundations, two historic cemeteries (abandoned cemeteries that are archaeological sites), two historic paved street surfaces, one City of Los Angeles Historical Cultural Monument (LAHCM No. 82, Cornfield/River Station), and one

recorded portion of the *Zanja Madre*. Four archaeological resources (P-19-002786, 002793, 186110, and 186112) have been previously recorded within the proposed footprint of the Downtown WRP.

Table 4. Previously Recorded Archaeological Sites within 0.25-mile of the Downtown WRP Portion of the Project Area

Permanent Trinomial (CA-LAN-)	P-Number (P-19-)	Other Number	Description	Date Recorded
1575H	001575		Refuse deposit; foundation; wells/cisterns; water conveyance system	1/30/2004
2121H	002121		Historic trash deposit; two chert core fragments	6/12/1993
2786	002786**	AE-AC-101H	Trolley/Railroad Tracks extending between E. 16th St. and Modoc St. on Santa Fe. Avenue	08/1999
2793	002793**	AE-AC-105H	Rails, ties, anchor plates, joints, spikes, ballast, hand-hewn granite paving stones	12/10/1999
2853	002853	AE-AC-2041H	Two historic refuse deposits containing cans, ceramics, bricks, glass bottles	12/11/2000
2858	002858	AE-AC-2037H	Domestic refuse deposit including patent medicine bottles, ceramics, beer and whiskey bottles, etc.	11/14/2000
2862	002862	AE-AC-2024H	Building foundation	7/19/2000
2879	002879	AE-AC-2050H	Five redwood-lined privy pits; possible Native American pottery sherd; domestic refuse	2/8/2001
2959	002959		Historic trash scatter	2/25/2002
3071	003071	AE-AC-2060H	Historic trash scatter	7/12/2001
3100	003100	NS1	Historic artifact scatter	6/24/2002
3102	003102	NS3	Brick foundation/wall, glass and ceramic artifacts	6/24/2002
3103	003103	NS4	Convex upper portion of brick water conveyance feature - *Zanja Madre*	6/24/2002
3120	003120		City of LA Historical Cult. Monument #82: Cornfield/River Station	3/4/2003
3129H	003129		4 loci including brick conduit, trash scatter, and trash pits	9/10/2003
3147	003147	AE-AC-2013H	Concrete pad, tank/vault, wood-lined pit	10/1/2003
3566	003566		Los Angeles City Cemetery, Fort Moore Hill, Former location of Hill Street Tunnel No. 2	5/17/2006

Permanent Trinomial (CA-LAN-)	P-Number (P-19-)	Other Number	Description	Date Recorded
3650	003650		Trash scatter comprised of bovine skulls; suspected secondary deposit	10/4/2005
3685	003685		Richmond Junction: Historic refuse	7/23/2003
3777	003777		Asphalt Plant No. 1	2/26/2008
4182H	004182		Single alignment of railroad ties	2/21/2011
4183H	004183		College Street historic paving stones	2/14/2011
4191	004191		Historic trash scatter	11/13/2009
4200H		ALA-H-002	Alameda Street Brick Pavement	08/27/2007
4201H		ALA-H-001	Naud's Junction	05/2007
4202H		ALA-H-003	N. Alameda Street railroad tracks	04/25/2007
4218H	004218	19-167106	Los Angeles Plaza Cemetery	9/20/2011
	100881		1800 Baker Street Yard: Metal fastener, building materials	1/19/2009
	186110**		Union Pacific Railroad	06/22/1999
	186112**		Union Pacific and Southern Pacific Railroad Segments	06/22/1999

**Indicates site overlapping with project area

Site P-19-002786 consists of a segment of narrow-gauge trolley or railroad track extending between East 16th Street and Modoc Street on Santa Fe Avenue. These tracks were recorded during a construction project that exposed the tracks, immediately beneath the asphalt surface of Santa Fe Avenue (Livingstone et al. 2006). A portion of the set of rails was removed at the northern and southern ends of the recorded segment, and the north rail was removed from the entire segment. The tracks continued along Santa Fe Avenue to the north and south for an unknown distance. Eligibility of the segment was not evaluated.

P-19-002793 is an alignment of standard gauge tracks running east to west along East 15th Street and the 1900 block of Santa Clara Street. The portions of the tracks occurring within the project area were recorded and demolished as part of the Alameda Corridor project (Livingstone et al. 2006). Eligibility of the alignment was not evaluated.

P-19-186110 is a portion of the Union Pacific Railroad Line and was recorded throughout the Los Angeles area. The portion intersecting with the Downtown WRP project area was recorded on the eastern edge of the Olympic Boulevard Bridge running north to south along the eastern edge of the Los Angeles River. The historic railroad was evaluated as eligible for the NRHP under Criteria A and B (Ashkar 1999a).

P-19-186112 is an active segment of the Union Pacific Railroad and Southern Pacific Railroad, which intersects the project area on an overpass that crosses Vignes Street just to the north of Avila Street. The project area runs underneath the overpass and will not physically intersect with

the railroad segment. The historic railroad was evaluated as eligible for the NRHP under Criteria A and B (Ashkar 1999b).

The records search indicated that 85 historic building structures, or districts, were previously recorded adjacent to the project area (first row of properties lining the project alignment) (Table 5). Of the 85 recorded built resources, 71 are buildings, four are theaters, four are districts (the Broadway Theater District, The Spring Street Financial District, and two districts associated with Chinatown), one is a structure, one is a rose garden, one is an apartment complex, one is a bridge, one is the Portola Trail Camp Site (LAHCM No. 1), and one is a school.

Of the 85 resources, only two were recorded within the Downtown WRP portion of the project area: the Olympic Boulevard Bridge (P-19-180827) and the Broadway Theater and Commercial District (P-19-166921). The Olympic Boulevard Bridge, located at the 2400 to 2600 Block of East Olympic Boulevard, spans the Los Angeles River between Santa Fe and Rio Vista Avenues. Historically known as the 9th Street Viaduct, the bridge is designed in Classical Revival style. The Broadway Theater and Commercial District is listed on the NRHP and the CRHR.

Table 5. Previously Recorded Buildings or Structures Adjacent to the Downtown WRP Portion of the Project Area

P-Number (P-19-)	Resource Name	Description	Date
150244	1709 North Spring Street	Industrial building	1895
150245	1701 North Spring Street	Industrial building	1894
150246	1635-1639 North Spring Street	Industrial building	1890
166825	St. Vincent's Place/St. Vincent's College site; between 6th and 7th, Hill and Broadway	Former location of educational building	Historic; 1868=1887
166858	Pan American Building; 249-259 South Broadway	Commercial building	1894
166859	Grand Central Market/Homer Laughlin Building; 315 South Broadway	Social/educational building	1897/1905
166860	Trustee Building; 340 South Broadway	Commercial building	1906
166861	O.T. Johnson Block; 350 South Broadway	Commercial building	1895
166862	Nelson Building/Grant Building; 355 South Broadway	Commercial building	1897
166863	O.T. Johnson Block; 356 South Broadway	Commercial building	1902
166864	Broadway Department Store; 401 South Broadway	Commercial building	1913

P-Number (P-19-)	Resource Name	Description	Date
166865	Broadway Central Block/Judson Rives Building; 424 South Broadway	Commercial building	1906
166866	Bumiller Building; 430 South Broadway	Commercial building	1906
166867	O.T. Johnson Building; # 2 510 South Broadway	Commercial building	1905
166868	Roxie Theater 518; South Broadway	Theater	1931
166870	Cameo Theater; 528 South Broadway	Theater	1910
166871	Hubert-Thom McCann Building; 546 South Broadway	Commercial building	1900
166872	Silverwood's Building; 558 South Broadway	Commercial building	1920
166874	Walter P. Story Building; 600-10 South Broadway	Commercial building	1908
166875	Desmond's Building; 614 South Broadway	Commercial building	1924
166877	Broadway Cafeteria; 618 South Broadway	Restaurant	1928
166878	Palace Theater; 630 South Broadway	Theater	1910
166880	Forrester Building; 638-642 South Broadway	Commercial building	1907-08
166881	J E Carr Building; 644 S. Broadway	Commercial building	1909
166883	United Building; 703 South Broadway	Commercial building	1920
166885	F.W. Woolworth; Building 719 South Broadway	Commercial building	1920
166886	Isaacs Building; 737-747 South Broadway	Commercial building	1913
166894	Eastern-Columbia Building; 849 South Broadway	Commercial building	1930
166896	Fifth Street Store; 501 South Broadway	Commercial building	1927
166897	Arcade/Pantages Theater; 534 South Broadway	Theater	1910
166899	Sun Drug Co. Building/Swelldom Department Store; 555 South Broadway	Commercial building	1908
166900	Metropolitan Building; 315 West Fifth Street	Commercial building.	1913

P-Number (P-19-)	Resource Name	Description	Date
166901	Chester Williams Building; 215 West Fifth Street	Commercial building	1926
166902	Jewelry Trades Building; 220 West Fifth Street	Commercial building	1912
166903	Finney's Cafeteria; 217 West Sixth Street	Restaurant	1904
166904	Bullock's-Hollenbeck; 639 South Broadway	Commercial building	1912
166905	Bradbury Building; 300-10 South Broadway	Commercial building	1892
166906	Karl's Shoes; 341-345 South Broadway	Commercial building	1903
166908	Million Dollar Theater; 307 South Broadway	Theater	1916
166921	Broadway Theater and Commercial District; 300-849 South Broadway	Commercial district	1895-1930
166967	Title Insurance building; 433 S. Spring Street	Commercial building	1928
166968	Citizens National Bank, Crocker Bank; 453 S. Spring Street	Commercial building	1914
166981	Spring Street Financial District	Commercial district	1902-1931
166982	Boston Store; 237-241 South Broadway	Commercial building	1895
166999	Examiner Building; 12th and Broadway	Commercial building	1930
167041	Reeves Building; 525 South Broadway	Commercial building	1903
170901	Chinatown District; 925-957 N. Broadway; Gin Ling Way; 930-064 N. Hill Street; Jung Jing Road; Lei Min Way; Mei Ling Way; Sun Mun Way	Commercial district	1937-1940s
170949	Chinatown District; 931-977 Hill Street; Chung King Court; Chung King Road	Commercial district	1940s
170957	Capitol Milling Company; 1231 North Spring	Commercial building	1855-1884
170974	Court of Flags, Civic Center Mall; 100 Block Hill Street	Commercial building	1960s
173087	Clark Hotel and Beauty School; 426 South Hill Street	Commercial building	1912
173174	Hall of Justice; 300 North Broadway	Government building	1926

P-Number (P-19-)	Resource Name	Description	Date
173175	United States Post Office, Metropolitan Station (Blackstone's Dept. Store); 901-911 South Broadway	Commercial building	1916-1918
173560	Sudduth Tire Company Building (Southern California Gas Co. Administrative Building); 1700-1722 South Santa Fe Avenue	Industrial building/public utility building	1923
173746	Universal Service Auto Repair; 3742 S. Flower Street	Commercial building	1938
173747	3744-3760 S. Flower St.	Commercial building	1937
173748	3762-3770 S. Flower St.	Multiple family property	1937
173749	3742-3744 S. Flower St.	Multiple family property	1939
173750	459-461 W. 38th Street	Multiple family property	1949
174079	Exposition Park Rose Garden	Landscape architecture/urban open space	1914
174774	330 South Broadway	Commercial building	1981
174775	400-02 South Broadway	Commercial building	1911
174776	425 South Broadway	Commercial building	ca. 1905
174777	440 South Broadway	Commercial building	1984
174779	543 South Broadway	Commercial building	1910
174919	Portola Trail Camp Site (No. 1) Entrance to Elysian Park	Historic marker	(1769)
174929 & 186621	Criminal Courts Building (original site of Los Angeles High School); 210 W. Temple St.	Government building	1972
175081	Title Insurance Building Annex; 419 South Spring Street	Commercial building	1913-1930
175247	Albion Street Elementary School; 322 South 18th Street	Educational building	1922
175319	Colonel Seeley Mudd Memorial Hall of Philosophy; 801 Exposition Boulevard	Educational building	1929
176368	Department of Water and Power General Services Headquarters; 1630 North Main St.	Public utility building	1923-1937
180823	E.M. Smith Store and Bank Building; 2357-2365 E. Olympic Blvd.	Commercial building	1937
180824	Kenneth Larsen Warehouse; 2441 E. Olympic Boulevard	Industrial building	1928
180825	Harbor Refining Company Office	Industrial building	1911

P-Number (P-19-)	Resource Name	Description	Date
180826	Atchison, Topeka & Santa Fe Railway Co.; 2481 & 2483 E. Olympic Boulevard	Multiple family property	1930
180827**	Olympic Boulevard Bridge; 2400-2600 Block of East Olympic Boulevard	Bridge	1925
180828	Atchison, Topeka and Santa Fe Railroad Switching Station; 2498 E. Olympic Boulevard	Industrial building	1924
180829	Municipal Asphalt Plant #1; 2484 E. Olympic Boulevard	Industrial building	1946
180830	Truckers Food Mart; 2414 E. Olympic Boulevard	Commercial building	1905
186616	State Office Building; 107 South Broadway	Commercial building	1963
186617	L.A. Law Center/Immigration Service; 205 South Broadway	Commercial building	ca. 1930
186618	L. A. Law Center/Legal Bookstore; 316 West 2nd Street	Commercial building	unknown
186735	1601-1613 South Los Angeles Street	Commercial building	1914
187042	Wyvernwood Garden Apartments	Multiple family property (district)	1938-1939
189050	Offices for the J.N. Clazan Company;3435 South Broadway	Commercial building	1953

**Structure within the project Area.

California Historical Landmarks

Due to the volume of listed resources located adjacent to the Downtown WRP, this study focused solely on listed national, state and local historic resources which could be directly affected by the project or were located within or intersecting with the project area.

A search of the California Historic Resources Inventory (HRI) found one listed historic district overlapping with the project area (Table 6). The table below contains information from the records search, including identifying numbers and codes based on NRHP and CRHR Historical Resource Status Codes.

Table 6. NRHP and CRHR Listings within the Downtown WRP Portion of Project Area

Primary Number	Historic Resource/Address	Status Code	Date
19-166921	Broadway Theatre and Commercial District*	1S	1892

*Project area extends through resource along Broadway, district includes streetscape.

The Broadway Theater and Commercial District (19-166921, NR-79000484) includes addresses located at 242, 248-260, 249-259, 300-849, 900-911, and 921-947 South Broadway. The district is eligible for listing on both LAHCM register and NRHP list. The resource is a district of one to twelve story commercial building and motion picture theaters lining Broadway from Second Street to Olympic in a variety of styles including Beaux-Arts, period revival styles, Art Deco or Zig-Zag Moderne, Gothic Revival, and Streamline Moderne dating from 1892 through to the 1940s. In addition to the buildings in the district, features of the current streetscape include; streetlights, sidewalks, granite curbs, basement hatches and doors, public utility hardware, glass blocks (embedded in sidewalks for lighting in subterranean basements which extend from the buildings through to the street), street trees, brass property line markers, Romero tile, terrazzo sidewalks, and vents (Grimes 1998).

California State Historic Resources Inventory

The California Office of Historic Preservation's Historic Resources Inventory does not list any historic resources within the Phase II portion of the project area.

Los Angeles Historic-Cultural Monument Register

A search of the LAHCM register identified three historic monuments previously recorded within the Phase II portion of the project area (Table 7), or in the case of the Granite Block Paving (LAHCM No. 211) possibly extending into the project area.

Table 7. City of Los Angeles Historic-Cultural Monuments within the Downtown WRP Portion of Project Area

Number	Historic Resource/Address	Date
211	Granite Block Paving (Between Alameda and N. Main St.)/Bruno Street*	1913
902	Olympic Boulevard Bridge No. 53C0163 located at the 2400 to 2600 Block of East Olympic Boulevard (P-19-180827)	1925
2306	Broadway Theatre and Commercial District (P-19-166921)	1892

*Resource location outside of project area but may extend into Alameda Street, or connect with a similarly paved portion of Alameda Street.

The first monument (LAHCM 211) is a segment of granite-block street paving. The paving has been partially preserved along Bruno Street between Alameda and North Main Street (and running perpendicular from Alameda). The paving was installed in 1913 and is considered to be the best surviving example of this paving within downtown Los Angeles.

The second monument (LAHCM No. 902) is located within the project area and is the Olympic Boulevard Bridge located at the 2400 to 2600 block of East Olympic Boulevard (Caltrans Bridge No. 53C0163, See Appendix D). Built in 1925, this Beaux-Arts bridge was originally the Ninth Street Viaduct. It is a reinforced concrete open spandrel structure with three spans across the Los

Angeles River and tracks of the Atchison, Topeka and Santa Fe Railroad. The bridge was designed by the City of Los Angeles Bureau of Engineering. It was renamed when Ninth Street was renamed Olympic Boulevard in honor of the 1932 Olympic Games in held Los Angeles (Lee n.d.). The bridge has undergone substantial changes over the years including a seismic retrofit.

The third monument is the Broadway Theater and Commercial District (LAHCM No. 2306) which was discussed previously above as it is listed on the National Register (See section entitled, "California Historical Landmarks" above).

Additional Previously Recorded Cultural Resources

Third Street Tunnel (Caltrans Tunnel No. 53C1339)
The initial segment of the Third Street Tunnel was constructed between 1899 and 1901, and has undergone several episodes of modifications, including extensions that transformed the façades in 1922 and 1967. The Third Street Tunnel has previously been found not eligible for the CRHR or the NRHP due to alterations, including major changes to the façade of the tunnel, which compromised the integrity of the design, materials, and workmanship of the tunnel as a built resource (Feldman 2003). As such, Feldman (2003) found that the tunnel no longer conveys its historic character. The funicular railway known as "Angels Flight" originally operated from the corner of Third and Hill up Bunker Hill to Olive; it has since been moved to a new location approximately half a block to the south, between Third and Fourth Streets. It now connects Hill Street and California Plaza. Such alterations detract from the integrity of setting of the Third Street Tunnel.

Broadway Bridge
The Broadway Street overpass bridge crosses U.S. Route 101 one block south of West Cesar E Chavez Avenue. The bridge is listed on the Caltrans Historic Bridge Inventory (Caltrans Bridge No. 53 0626, See Appendix D). Constructed in 1950, this is a four-lane continuous concrete box beam or girder bridge with sidewalks on both sides, carrying Broadway over U.S. Route 101. The Caltrans bridge inventory indicates that the bridge is not eligible for the NRHP (Category 5).

Paleontological Record Search

A paleontological records search was conducted by Dr. Samuel McLeod, Vertebrate Paleontology Division of the Natural History Museum of Los Angeles County on May 29, 2012 (Appendix E). The records check indicated that there is one known vertebrate fossil locality that possibly lies within the Elysian Park WRP project area, a general Elysian Park Locality. The locality (LACM 4967) is important as it is a holotype specimen of an extinct fossil fish, *Clupea tiejei*, which is likely associated with the late Miocene Upper Monterey Formation. In addition, other localities are known nearby and within the same sedimentary deposits that occur in the proposed project area for the Elysian Park WRP.

The Downtown WRP portion of the project area indicated that fossil localities have been recorded adjacent to or within the nearby vicinity of the project area (see Appendix E) but none have been recorded within the project area itself.

Formations
Surficial deposits in most of the project site consist of younger Quaternary Alluvium resulting from the Los Angeles River that flows to the east of the project area. These sediments do not typically contain significant vertebrate fossils, but are underlain at relatively shallow depth by older Quaternary deposits, the Fernando Formation, the Unnamed Shale, or the Monterey Formation. All of which may contain significant vertebrate fossil remains should substantial excavations within the proposed project area extend below approximately 10 feet in depth.

Results
Surface or shallow excavations within the younger Quaternary Alluvium will likely not uncover significant vertebrate fossils. However, relatively shallow excavations, which extend down into older Quaternary deposits, the Fernando Formation, The Unnamed Shale, or the Monterey Formation could encounter significant vertebrate fossils.

INTERESTED PARTIES CONSULTATION PROGRAM

Sacred Lands File Search

As part of this investigation, AECOM conducted a Native American contact program on behalf of the LADWP, to inform interested parties of the proposed project and to address any concerns regarding Traditional Cultural Properties or other resources that might be affected by the project. The program involved contacting Native American representatives provided by the Native American Heritage Commission (NAHC) to solicit comments and concerns regarding the project. Documents pertaining to the Native American contact program are attached as Appendix C.

Letters were prepared and mailed to the NAHC on April 18, 2012 and on April 9, 2013. The letters requested that a Sacred Lands File check be conducted for the project and that contact information be provided for Native American groups or individuals that may have concerns about cultural resources in the project area. The NAHC responded to the first request in a letter dated April 25, 2012. The letter indicated that "Native American cultural resources were not identified in the project area of potential effect…also, please note; the NAHC Sacred Lands Inventory is not exhaustive and does not preclude the discovery of cultural resources during any groundbreaking activity." The letter also included an attached list of Native American contacts.

The NAHC responded to the second request regarding revisions to the proposed project in a letter dated April 17, 2013. The letter indicated that "A record search of the NAHC Sacred Lands File did indicate the presence of Native American traditional cultural place(s) in the Township 1 South but not in Township 2 South…also, the absence of archaeological or Native American sacred places/sites does not preclude their existence. Other data sources for Native American sacred places/sites should also be contacted. A Native American tribe of [*sic*] individual may be the only sources of presence of traditional cultural places or sites." The letter also included an attached list of Native American contacts.

Letters were mailed on April 27, 2012, to each group or individual provided on the contact list. Nine parties were indicated on the contact list: Bernie Acuna of the Gabrielino-Tongva Tribe, Cindy Alvitre of the Ti'At Society/Inter-Tribal Council of Pimu, Ron Andrade of the Los Angeles City/County Native American Indian Commission, Linda Candelaria of the Gabrielino-Tongva Tribe, Robert Dorame of the Gabrielino Tongva Indians of California Tribal Council, Sam Dunlap of the Gabrielino Tongva Nation, Anthony Morales of the Gabrielino /Tongva San Gabriel Band of Mission Indians, Johntommy Rosas of the Tongva Ancestral Territorial Tribal Nation, and Andrew Salas of the Gabrielino Band of Mission Indians. Maps depicting the project area and response forms were attached to each letter. Follow-up phone calls were made to each party on June 8, 2012. Six responses were received from five parties as described below.

Mr. Johntommy Rosas responded to the letter via email on April 28, 2012. Mr. Rosas indicated in his email, "I OBJECT and OPPOSE the ref[erenced] proposed project…I also object to the illegal process/timelines you have self imposed which are in complete violation to the NHPA and SB18 tribal consultations which are both required and we demand and invoke now. We also will consult directly with DWP the government entity not your firm as is our right. That way our rights can be fully implemented and adhered to versus what you or your have already attempted illegally, so you need to [forward] this em[ail] to DWP and they will provide us the direct contact." Per Mr. Rosas' request, AECOM notified the DWP that he would prefer to consult with them directly. AECOM received confirmation that the DWP would take over the consultation and no further contact with Mr. Rosas was attempted by AECOM.

Mr. Anthony Morales responded via phone on April 30, 2012. Mr. Morales indicated that there are "many culturally sensitive areas near the 110 and 5 freeways and that Dodger Stadium was constructed in Chavez Ravine prior to CEQA and important cultural resources were likely destroyed during that construction". He stated that, "proximity of the Los Angeles River to the project area is also an indicator of the presence of Native American villages and today's freeways follow prehistoric travel routes and due to the lack of development in Elysian Park, there is a high potential for unrecorded sites." Mr. Morales requested that consultation with him be continued as the project develops and he also recommended monitoring during construction.

Mr. Andrew Salas replied via email on May 7, 2012, and via letter on May 20, 2012. Mr. Salas and the Gabrieleno Band of Mission Indians (who he represents) consider the project area to be a portion of their traditional tribal territory. He specifically states in his letter of May 20, "We the Gabrieleno Indians, once occupied the now greater Los Angeles area with many villages located in and around downtown Los Angeles. One of our most prominent villages, Yangna, was located just west of this site. We consider this area to be potentially full of cultural resources that have yet to be found. We are requesting to protect our potential resources by having one of our experienced and certified Native American monitors to be on site during all ground disturbances. We would like to request participating in the consultation process." (See Appendix C for the complete letter dated May 20, 2012.)

Mr. Robert Dorame responded via phone on June 20, 2012, and indicated that the "entire project area is sensitive and will need archaeological and Native American monitoring conducted for all ground disturbing excavations.

Mr. Sam Dunlap replied via email on June 21, 2012. Mr. Dunlap indicates in his letter that, "after a review of the information provided by your office it would appear that the proposed project has a possibility to impact historic and prehistoric archaeological material." Mr. Dunlap recommends "archaeological monitoring for subsurface construction activity and also a Native American monitoring component to assist in the identification and assessment of any cultural material that may be encountered. Since the proposed project is within the traditional tribal territory of the Gabrielino Tongva Nation, I also request that the Native American monitor be selected from our tribal group."

A second round of Native American contact letters were mailed on April 23, 2013, to each group or individual provided on the updated contact list provided by the NAHC on April 17, 2013. These included the nine original contacts, as well as Conrad Acuna of the Gabrielino-Tongva Tribe. This second round of letters described the proposed project, including revisions to the original project description for the Elysian WRP. Follow-up phone calls were made to each party on May 17, 2013. One response was received, as described below.

Mr. Andy Salas replied via email on April 27, 2013. Mr. Salas indicates in his email that, "the proposed project is within a highly culturally sensitive area known villages of our Kizh Nation and in order to project our resources we're requesting one of our experienced [and] certified Native American monitors to be on site during all ground disturbances." Mr. Salas goes on to state that "the NAHC is only aware of general information on each California N[ative] A[merican] Tribe they are NOT the 'experts' on our Tribe. Our Elder Committee [and] Tribal Historians are the experts and is the reason why the NAHC will always refer contractors to the local tribes." In addition, Mr. Salas requests that his office be contacted regarding the project to coordinate the use of a Native American monitor.

Friends of Elysian Park

The Friends of Elysian Park group is also involved in the consultation process; however, their input is being solicited directly by the LADWP and the U.S. Environmental Protection Agency. It is understood that Friends of Elysian Park will be participating and making recommendations regarding the design of the planned non-potable water pumping station, the recycled water pumping station, and the forebay and recycled water tanks.

METHODS

SURVEY METHODOLOGY

Cultural Resources Pedestrian Survey

Large portions of the project area were surveyed as part of previous cultural resources investigations. Though several studies have previously been conducted in the vicinity of the Elysian Park WRP portion of the project area (Phase I), the footprint of the present project area was not included in any of these surveys. Approximately 75 percent of the Downtown WRP portion of the project area (Phase II) had been previously subject to survey.

A cultural resources field survey of the project area was conducted by James Wallace, Linda Kry, Tim Harris, Heather Gibson, and Sara Dietler on May 8, 2012, and April 2, 2013. Pedestrian survey was conducted within all accessible portions of the project area, including the locations of the proposed potable and recycled water pipelines, recycled and non-potable water pumping stations, and the forebay tank and recycled water storage tank within the Elysian Park WRP, and the entire alignment of the recycled water pipeline within the Downtown WRP (see Figures 3 and 4). In areas with greater than 30 percent grade, heavy road traffic, and/or dense vegetation, windshield survey was conducted in lieu of pedestrian survey. Areas with a grade of 30 percent or greater were considered inaccessible for purposes of pedestrian survey. In addition, a segment of the potable water pipeline that goes through the Los Angeles Police Academy was not surveyed as access was not possible because the area was being utilized for officer training at the time of the assessment.

The cultural resources survey included identification of archaeological and built environment resources. Within the Elysian Park WRP portion of the project area, the proposed undertaking includes installation of water pipelines below the ground surface and built elements such as water tanks and pumping stations. As such, archaeological survey was conducted for the entire Elysian Park WRP project area, where access was possible. The built environment was only addressed in areas where the project proposes to construct above ground structures. Within the Downtown WRP portion of the project area, the proposed undertaking includes installation of water pipelines below ground surface. There are two above-ground portions of the proposed undertaking: the recycled water pipeline will be hung below the bridge along Broadway crossing US-101 (Caltrans Bridge # 53 0626), and along the Olympic Boulevard Bridge/Aqueduct (Caltrans Bridge # 53C0163) crossing the Los Angeles River. As such, archaeological survey was conducted for the entire Downtown WRP project area. Built environment was recorded only in areas where the project extends above ground: at the Broadway overpass and the Olympic Boulevard Bridge.

Documentation

Cultural resources identified during the surveys were documented on appropriate Department of Parks and Recreation (DPR) 523 forms. These included a Primary Form (Form 523A) and Location Map (Form 523J), at a minimum. Some resources required an Archaeological Site Record (Form 523C), Linear Feature Record (523E), Sketch Map (Form 523K), and/or

Continuation Sheets (Form 523L). Sketch maps included a site datum and features, artifact concentrations, and other cultural elements. Resource locations were determined using a Global Positioning System unit. All completed DPR site forms will be sent to the SCCIC for the assignment of permanent numbers in the state inventory system prior to finalizing this report. DPR forms are included in this report in Appendix B (confidential).

RESULTS

Project cultural resource specialists performed pedestrian and windshield surveys of the project area on May 8, 2012, and April 2, 2013. The survey area included all portions of the Elysian Park WRP and the Downtown WRP (see Figure 3). Windshield survey was conducted in areas that had a grade greater than 30 percent, heavy road traffic, and/or dense vegetation as these areas could not be accessed for pedestrian survey. Pedestrian survey was conducted in all other areas within 40 feet on each side of the proposed pipelines and the proposed location of the forebay tank, recycled water tank, the booster pump, the recycled water pumping station, and the non-potable water pumping station. Areas that could not be surveyed with the Elysian Park WRP include areas of steep grade and a segment of the potable water pipeline that falls within the police academy, which was actively being used for officer training during the assessment. The goals of the survey were to identify any previously recorded or previously unknown cultural resources within the survey area and to evaluate potential for any buried resources. Outside of Elysian Park, most surfaces within the project area were paved or built. Within Elysian Park, portions of the project area had visible ground surface. All observed ground soil was medium compacted, brown coarse-grained sand with silt and poorly sorted.

ELYSIAN PARK WRP

Survey Observations

The proposed recycled water pipeline would begin northeast of Elysian Park on Dorris Place, on the west side of the Los Angeles River in the Elysian Valley Neighborhood. Pedestrian survey was conducted along Dorris Place (Figure 39), Blake Avenue (Figure 40), Riverdale Avenue (Figure 41), and the LAGT. This portion of the project area is developed with paved street surfaces. Dorris Place is a residential street; located adjacent to the project area are a number of historic-era homes and a large elementary school (Figure 42) that is also historic in age. Previous research by Gumprecht (1999:72; see Figure 11) suggests that the course of Chavez Ditch, which was part of the historic Los Angeles *zanja* system, crossed Dorris Place just north of the present-day intersection with Riverside Drive. No evidence of this water conveyance feature was observed during pedestrian survey. No archaeological sites or built resources historic in age were observed within this portion of the project area.

The project area crosses I-5 to the southwest of the Elysian Valley neighborhood and continues along Stadium Way within Elysian Park. Just south of I-5, the project area follows a utility road to reach Stadium Way approximately 700 feet to the southwest of the proposed recycled water pumping station. Pedestrian survey was conducted along the access road and at the proposed location of the forebay tank, and the recycled water and non-potable water pumping stations. The area is densely vegetated with much mechanical disturbance from road construction as well as erosion processes. A wooden retaining wall has been installed for erosion control and to prevent runoff onto the access road (Figure 43). The proposed recycled water pumping station would be located at the end of the utility road. An existing utility structure (Figure 44) is located within the proposed location for the recycled water pumping station. The age of the structure is unknown but is likely from the modern era, and no identification of the structure was present.

Figure 39. Dorris Place, View toward Northeast

Figure 40. Blake Avenue, View toward South

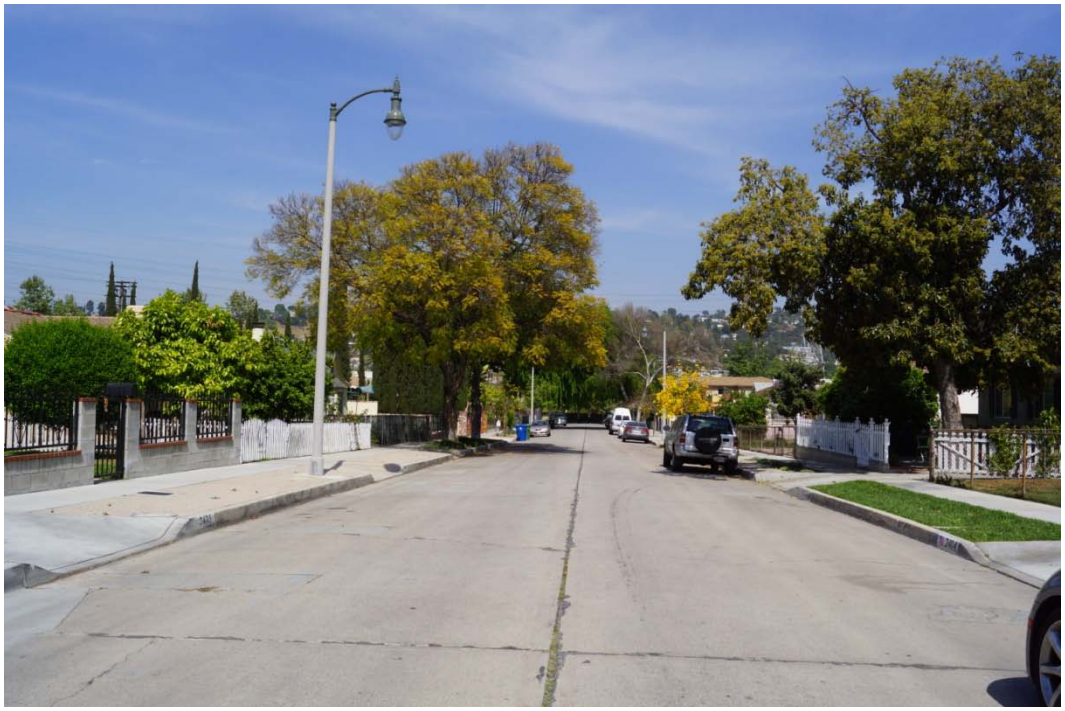


Figure 41. Riverdale Avenue, View toward East

Figure 42. Dorris Place Elementary School, View toward Northwest

Figure 43. Wooden Retaining Wall, View toward Southwest

Figure 44. Existing Pumping Station at Proposed Location of New Recycled Water and Non-Potable Water Pumping Stations and Forebay Tank, View Northeast

Previous research by Gumprecht (1999:72) has suggested that the course of a Los Angeles Water Company ditch, which was a part of the historic Los Angeles *zanja* system, may have crossed the proposed location of the recycled water pipeline east of Stadium Way, intersecting the access road. No evidence of an east-west-trending historic water conveyance feature was observed during the survey.

The proposed location of the recycled water pipeline was surveyed by vehicle along Stadium Way south from the utility road leading to the recycled water pumping station to the intersection of Elysian Park Drive. From the intersection of Stadium Way and Elysian Park Drive, the recycled and potable water pipelines would follow Angels Point Road south to the area known as Angels Point. Along this road heading south from Stadium Way, much of the area east and west of the road is densely covered in vegetation with a grade greater than 30 percent. These areas have been heavily altered by mechanical excavation and slope cutting for the road and various pipelines. At the southwest end of Angels Point Road, as the road changes to a north-south-trending direction near the picnic area, a concrete wall (Figures 45 and 46) is located 30 feet northeast of the road. The wall is 20 feet long, 3.5 feet high and 1 foot wide. It is constructed of coarse-grained cement mortar and cement blocks. It appears to be constructed for erosion control to prevent runoff onto the road. The wall does not appear to be historic and does not have any indicators of age. The surrounding area is densely vegetated with heavy disturbance from underground pipes and erosion control.

Figure 45. North Façade of Concrete Wall, View Southeast

Figure 46. Close-up of Concrete Wall North Façade

South and east of the proposed recycled water pipeline, approximately 10 to 20 feet from Angels Point Road (Figure 47) toward the base of the hill, is a southeast-facing slope greater than a 30 percent grade. This downward slope leads to the Los Angeles Police Academy complex to the southeast and the Elysian Park picnic recreational area to the south. To the north and west of the proposed recycled water pipeline, the park is densely vegetated and undeveloped, but heavily altered by mechanical disturbance and erosive processes. Ground soil visibility is less than 10 percent due to dense vegetation including grasses, weeds, conifers, and various vines. No archaeological sites or historic built resources were observed within the Angels Point Road portion of the project area.

Figure 47. Angels Point Road View toward Northeast

The proposed 2-MG recycled water tank would be located on the hilltop northwest of Angels Point Road near the intersection with Park Road. This area was inspected by pedestrian survey. The hill slope appears to be heavily disturbed by mechanical excavation. Approximately 6 to 12 feet of the slope has been vertically cut to create the sidewalk and paved road. Approximately 100 feet north of Elysian Park Drive is an existing 500,000-gallon water tank (Figure 48) and water pipe features that would be demolished as part of this proposed project. This steel water tank, measuring 65 feet in diameter and 21 feet high, was designed in 1968. It replaced an earlier 52-foot concrete tank in the same location (Los Angeles Board of Public Works 1968). While this structure is now 45 years old, it is a modern utility structure built using standard construction methods. Because of this, it was not recorded on a DPR 523 form. Ground visibility in the vicinity of the existing water tank and water pipe features was less than 30 percent because of dense vegetation, including intrusive weeds and grasses. Modern trash littered the ground. Areas that had soil ground visibility demonstrated heavy rodent and mechanical disturbance as well as erosive processes.

Figure 48. Existing 0.5-MG Steel Water Tank, View Southwest

West of Stadium Way, a proposed booster pump would be constructed at the location of an existing pump station (Figure 49) that is approximately 200 feet southwest of the intersection of Elysian Park Drive and Stadium Way, within the Chavez Ravine Arboretum (LAHCM No. 48). From this booster pump, the proposed potable water pipeline would follow Elysian Park Drive to the entrance of the Japanese gardens and Grace E. Simons Lodge parking lot (Figure 50). The proposed potable water pipeline would continue along a small paved utility road located at the eastern extent of the Japanese gardens (Figure 51). The pipeline would continue north from the Japanese gardens along a fire road (Figure 52) located between Elysian Park Drive and Park Drive. This area north of the gardens is heavily impacted by pedestrian traffic. Much of the trail has been cut from the hill slope. On the side of the hill, existing water pipes can be seen eroding from the slope (Figure 53). There also appears to be heavy rodent disturbance along the trail. The

fire road north of Grace E. Simons Lodge is lightly vegetated and undeveloped. The existing pump station at the location of the proposed booster pump does not appear to be of historic age and has no known marker of identification. No cultural resources were observed within this portion of the project area.

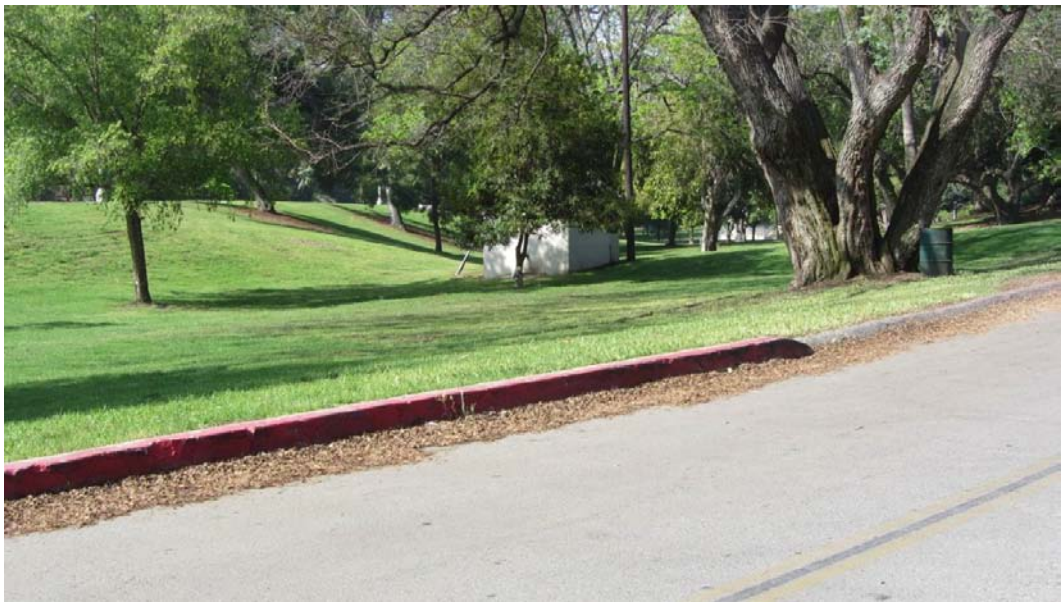


Figure 49. Location of Proposed Booster Pump, View Southwest

Figure 50. Parking Area for Grace E. Simons Lodge and Japanese Gardens, View Northwest

Figure 51. Utility Road Adjacent to Japanese Gardens, View Northeast

Figure 52. Fire Road North of Japanese Gardens, View Northeast

Figure 53. Exposed Water Pipes Adjacent to Fire Road, View North

The potable water pipeline would also extend eastward on Elysian Park Drive from the booster pump across Stadium Way, through a vegetated slope, partially following Angels Point Road to Park Road, towards Elysian Fields. At the eastern terminus of the potable water pipeline is a public restroom facility (Figure 54) that the pipeline would feed to. Access on the vegetated slope was not possible due to the steep grade; regardless, the slope appeared to provide less than 10 percent ground visibility due to dense vegetation composed of tall grasses, trees, and shrubs. In all other areas along the pipeline route, ground visibility was less than 10 percent due to short grasses and development.

Figure 54. Public Restroom Facilities, View East

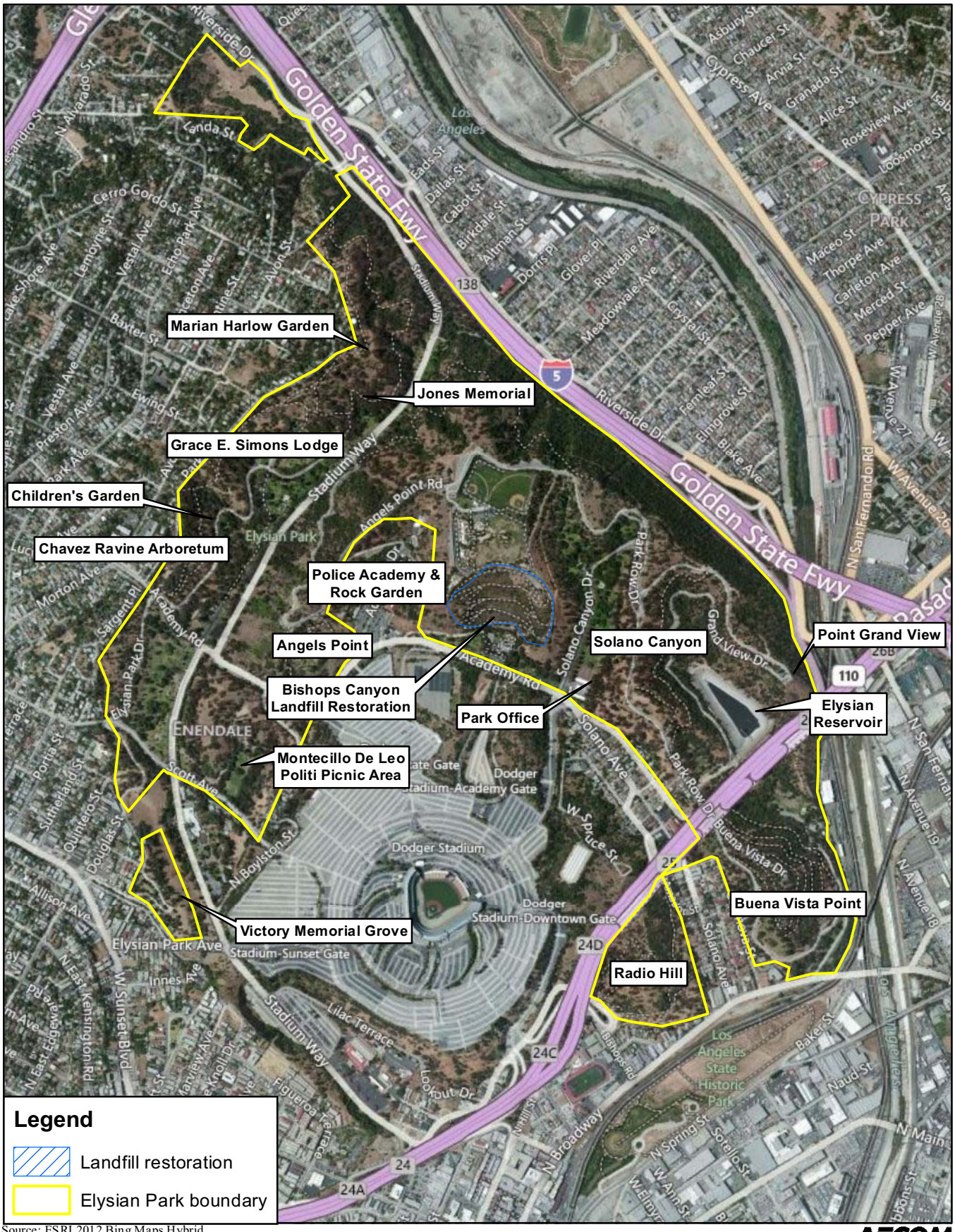
Within the project area, the cultural resources survey identified two built resources that are historic in age: one park (Elysian Park assigned Temporary Site Number EWRP-H-001) and one cultural landscape (Chavez Ravine Arboretum, LAHCM No. 48, a feature of Elysian Park). No archaeological sites were identified.

Resources Identified

Elysian Park (EWRP-H-001)

Elysian Park was proposed in 1883 and dedicated in 1886 on a 746-acre piece of land west of the Los Angeles River (Gumprecht 1999). Reduced from its original size, Elysian Park currently covers approximately 604-acres, second only in size to Griffith Park. Elysian Park is the last remaining large piece of the original Pueblo of Los Angeles public land grant (Echo Park Historical Society 2008). The park includes numerous components, some of which have been designated LAHCMs (Table 8 and Figure 55), and others have been noted as points of interest associated with the park (Los Angeles Department of Recreation and Parks 2006). Chavez Ravine Arboretum was given further description below as it the only park feature or resource that overlaps with the project area.

The Chavez Ravine Arboretum was established in 1893 by the Los Angeles Horticultural Society with the planting of rare trees in the upper part of the ravine (LAT 1967). This arboretum was Southern California's first botanical garden and was designated a LAHCM by the city's Cultural Heritage Board in 1967. Original plantings included a cape chestnut, several Tipu trees, and a grove of rubber trees. The double row of Canary Island palms (*Phoenix canariensis*), now known as the Avenue of the Palms, was planted between 1895 and 1900. Numerous trees from the original arboretum plantings still survive, and the arboretum and Avenue of the Palms are considered "the most prominent and valuable historic vegetation resources in the Park" (Los Angeles Department of Recreation and Parks 2006:38). The grounds of the arboretum currently include two play structures, a restroom facility, a horseshoe pit, and individual and group picnic areas (Los Angeles Department of Recreation and Parks 2006:4).



Source: ESRI 2012 Bing Maps Hybrid

0 500 1,000 1,500 2,000 Feet

AECOM

Figure 55

Elysian Park Points of Interest

Table 8. Elysian Park Components

Monument or Point of Interest Name	Description and/or Designation Number	Date
Elysian Park	City Ordinance Number 218 dedicated Rock Quarry Hills as a public park, Freeholders Charter, Section 170, reaffirms protection of parklands in perpetuity	1886
Angels Point	Picnic area south of Police Academy	Unknown
Avenue of the Palms	Rare Specimen of wild dates planted on what is now Stadium Way north of Scott Avenue	1895
Barlow Sanatorium	Respiratory hospital. 2000 Stadium Way and 1300 Scott Avenue, LAHCM No. 504 1990	1902
Bishop Canyon	Picnic area/baseball fields	Unknown
Buena Vista Meadow	Picnic area	Unknown
Buena Vista Point	Portion of the park located south of Buena Vista Meadow	Unknown
Carob Tree Grove	Picnic area	Unknown
Chavez Ravine Arboretum	LAHCM No. 48 dedicated in 1967	1893
Elysian Fields	Picnic area/baseball fields	Unknown
Elysian Maintenance Office	Park office	Unknown
Elysian Reservoir	LADWP reservoir located within park boundaries.	1903
Elysian Therapeutic Center	Recreation center	Unknown
Ficus Tree Grove	Picnic area	Unknown
Grace E. Simons Lodge	Facility created in honor of Grace E. Simons, the founder of the Citizens Committee to Save Elysian Park	1983
Grace E. Simons Memorial Sculpture	Memorial to Grace E. Simons the founder of the Citizens Committee to Save Elysian Park located at Angel's Point in Elysian Park	1994
Jones Memorial	Memorial wall	Unknown
Monticello De Leo Politti	Picnic area	Unknown
Palm Hill	Picnic area	Unknown
Point Grand View	Picnic area	Unknown
Police Academy	Los Angeles Police Department Training Facility	1925
Police Academy Rock Garden	LAHCM No. 110 dedicated in 1973	1937
Portola Trail Historical Monument	Portola Trail Camp Site, CHL 655	1769, designated: 1958
Radio Hill	Garden area	Unknown
Solano Canyon	Picnic area/community garden	Unknown
Victory Memorial Grove	WWI memorial	Unknown

DOWNTOWN WRP

Survey Observations

The Downtown WRP would be located within public streets in the urbanized and fully developed communities of downtown Los Angeles, Chinatown, East Los Angeles, Boyle Heights, and Exposition Park. It consists of a mainline and several additional segments. In this section, survey observations are organized according to portion of the project area. The mainline is described first, beginning with the area where it would connect to the Cornfield WRP and continuing southward. Next, the additional segments are described, again beginning in the north and heading south, then east.

Mainline Portion of Project Area

The proposed recycled water pipeline would begin at the terminus of the Cornfield recycled water pipeline, which is located on North Spring Street, near the intersection with Mesnagers Street. Pedestrian and windshield survey was conducted along Spring Street between Mesnagers Street and Alpine Street. This portion of the project area is developed with paved street surfaces. Development along Spring Street is commercial and industrial (Figure 56). To the northwest, Spring Street is bordered by the Los Angeles State Historic Park, also known as the Cornfield. This area was historically occupied by Southern Pacific Railroad facilities, in particular, River Station, which served as Southern Pacific's headquarters in Southern California until 1902.

One resource (ELY2-H-003) was observed within this portion of the project area. This site consisted of five sets of railroad tracks that lie within the paved road surface along North Spring Street and extend to the east near the intersection of West Elmyra Street (Figure 57, see description below). Three of these sets of tracks crossed Spring Street and extended south into a vacant, fenced lot. Two sets of tracks turned toward the southwest and followed Spring Street for approximately 50 feet. The tracks are truncated at the north edge of the Spring Street roadway.

Previous research by Gumprecht (1999:72; see Figure 11) suggests that the *Zanja Madre* crossed Alpine just west of Spring and Alameda Streets. The *Zanja Madre* was recorded nearby during construction monitoring for improvements to Alameda Street (Gibson and Dietler 2011), and was recorded as CA-LAN-3103. In this area, the *Zanja Madre* was observed to be a brick-lined conduit that lay beneath the sidewalk (at a depth of 3.5 to 24 inches) along the west side of Alameda between Alpine Street and Ord Street. It was only partially exposed by excavations, so full measurements of its diameter were not possible. Four segments totaling 14 feet in length were observed. No evidence of this water conveyance feature was observed near the intersection of Alpine and Alameda during the present pedestrian survey.

South of the Los Angeles State Historic Park, the mainline portion of the project area follows North Spring Street to Alpine, continues along Alpine to North Broadway and then follows Broadway south approximately 3.9 miles to 37th Street near USC and Exposition Park. Alpine Street and Broadway were surveyed through a combination of windshield and pedestrian survey. This portion of the project area passes through the center of downtown Los Angeles. The entirety of the project area in this zone is located within public paved streets.

Heading south on Broadway from Alpine Street to West Cesar Chavez Avenue, the project area passes through the present-day Chinatown neighborhood. In this area, Broadway is lined with commercial buildings that are generally one to three stories tall. No cultural resources were observed within this portion of the project area.

Figure 56. North Spring Street, ELY2-H-003 Visible in Foreground, View Northeast

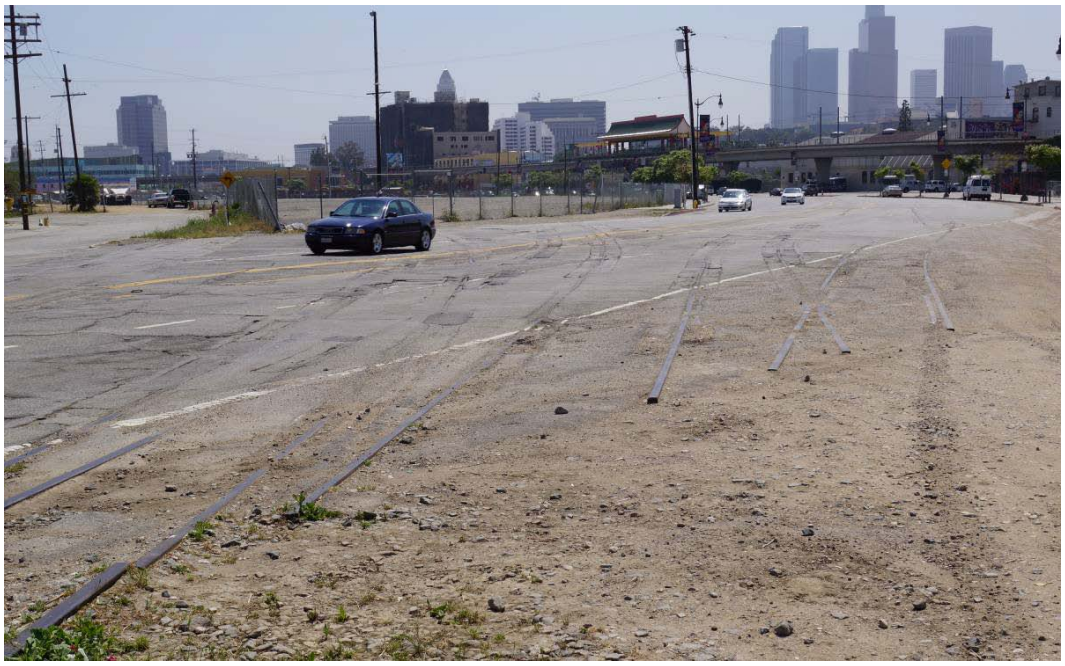


Figure 57. ELY2-H-003, Railroad Tracks at Spring Street and Elmyra Street, View Southwest

Between West Cesar Chavez Avenue (formerly Sunset Boulevard) and the Hollywood Freeway (US-101), Broadway previously traversed a tunnel through Fort Moore Hill (see Figure 24). The Broadway tunnel (Figure 58) was constructed between 1899 and 1901, and was closed and then demolished in 1949 when a portion of Fort Moore Hill was razed for construction of the Hollywood Freeway (LAT October 26, 1949). No surface evidence of the Broadway tunnel remains within the project area. Modifications to the topography in the former location of the Broadway tunnel and to the southern section of Fort Moore Hill are evident on the landscape. To cross the Hollywood Freeway on Broadway, the project proposes to install the pipeline along the side of the roadway, bridging the freeway instead of installing trenching (approximately 150 linear feet). This bridge over US-101 was constructed in 1950. It has previously been assessed by Caltrans and is a Category 5 bridge not eligible for the NRHP (Caltrans 2012a).

Figure 58. North Broadway and Sunset, Showing Broadway Tunnel, 1929 (Los Angeles Public Library)

Southwest of the Hollywood Freeway, Broadway passes through the core of downtown Los Angeles. Within the area surrounding Broadway and Temple are located City Hall, various courts, the justice center, and other municipal buildings. Historically, streetcars ran down the center of Broadway (Figure 59), but no evidence of their tracks is visible on the current street surface (Figure 60). No cultural resources were identified within this portion of the project area.

Figure 59. Broadway Streetcars, Early 20th Century (Los Angeles Public Library)

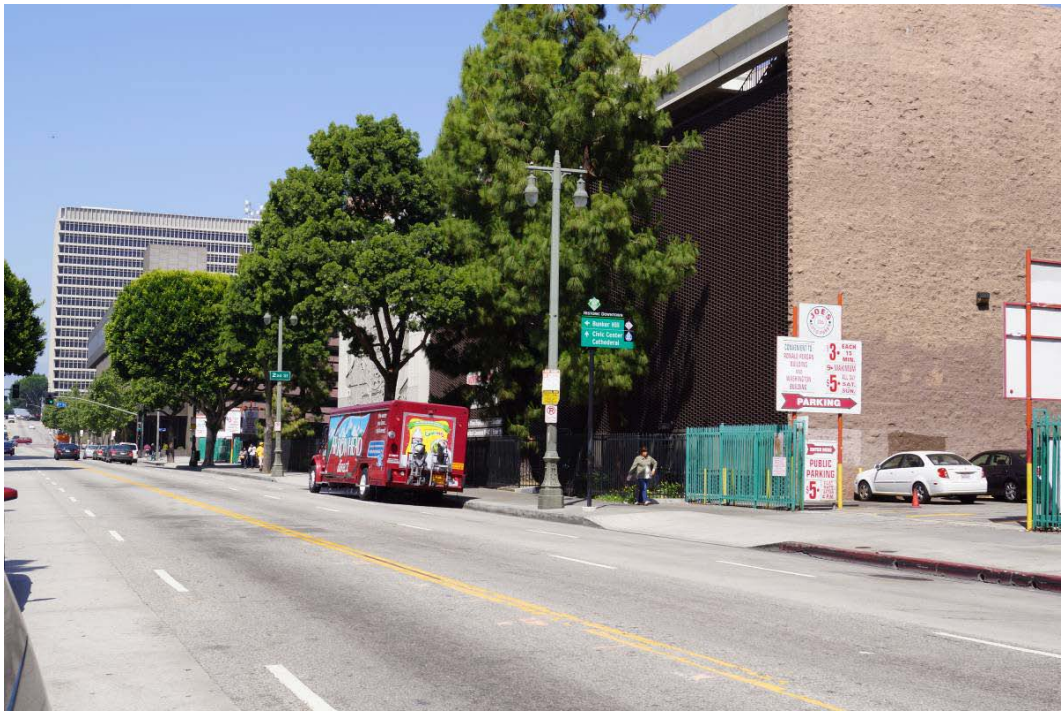


Figure 60. Broadway between 2nd and 3rd Streets, View Northeast

From 3rd Street to Olympic Boulevard, Broadway passes through the Broadway Theater and Commercial District, listed on the NRHP in 1979. With a period of significance of 1894 to 1931, the district is composed of a number of late 19th- and early 20th-century theater and commercial buildings from the neighborhood's heyday. These buildings border Broadway between 3rd Street and Olympic Boulevard (previously 10th Street) and feature ornate architecture (Figures 61 and 62). Elements of the Broadway streetscape including the wide sidewalks, vault glass, streetlamps, and trees, have all been considered contributing elements to the district (Figures 63 and 64) (Grimes 1998).

One resource was recorded in this portion of the project area: South Broadway historic street surface (ELY2-H-001). This street surface consists of an 8-foot-wide skirt of cement concrete paving that borders portions of the roadway in the outermost lanes on both the northbound and southbound sides of Broadway (Figure 65). No marks of the year of construction were observed between 3rd Street and Olympic Boulevard, but the street surface is of the same material and style as the stamped section near the intersection of Broadway and Washington, which bears the mark "Griffith Co. 1931" (see Figure 88 and discussion below). The street surface, likely historic in age, is overlaid with modern paving in the middle section of the street. Evidence of disturbance to the street surface includes trenching, repairs, additions of crosswalks, and addition of modern paving in the center portion of the street.

Figure 61. Tower Theater, South Broadway and West 8th Street, View East

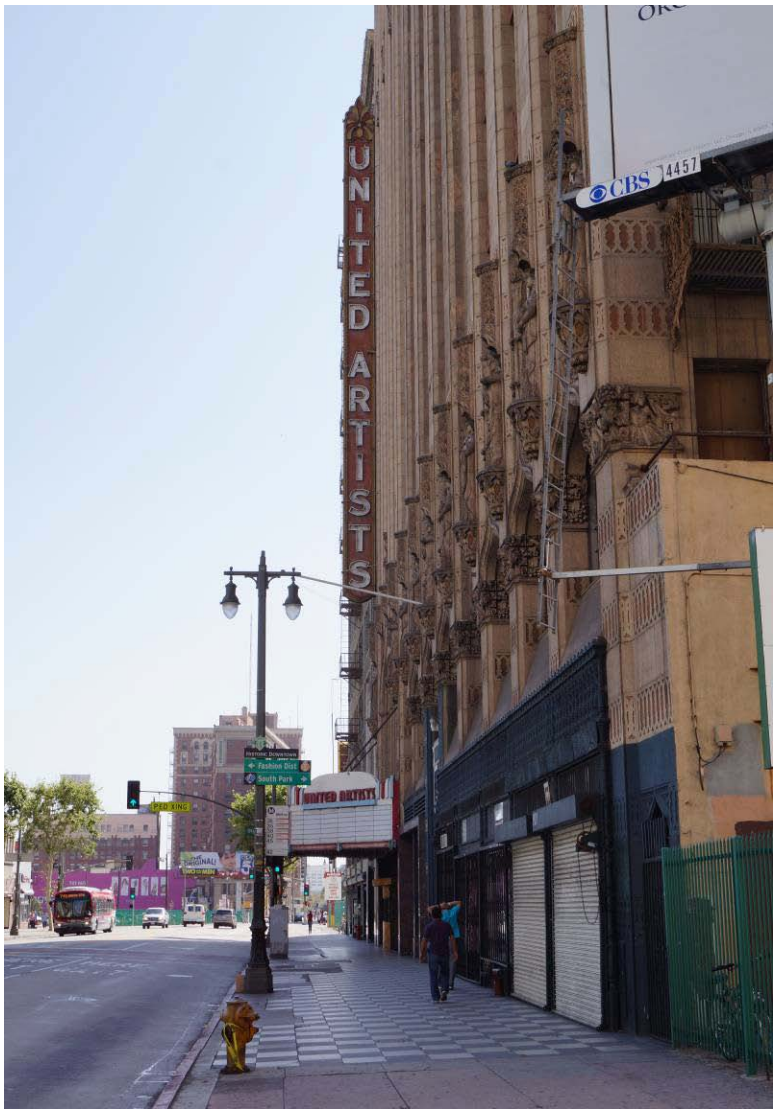


Figure 62. Broadway Theater District between 9th Street and Olympic Boulevard, United Artists Building, View Southwest

Figure 63. Broadway Streetscape, View Northeast

Figure 64. Vault Glass along Broadway between 8th and 9th Streets, View Southeast

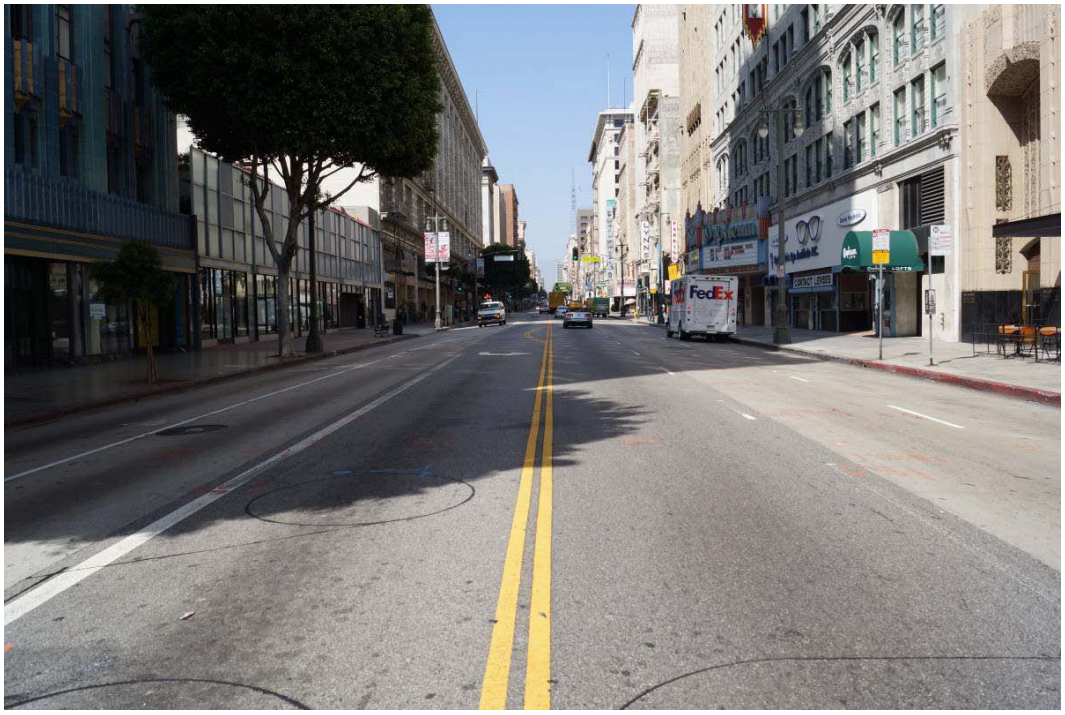


Figure 65. Broadway Street Surface (ELY2-H-001), between 8th and 9th Streets, View Northeast

Previous research by Gumprecht (1999:72) has suggested that the path of *Zanja* No. 8, which was part of the historic Los Angeles water conveyance system, crossed Broadway between 4th Street and 5th Street (see Figure 11). No evidence of a water conveyance feature was observed during the survey in this location. No other cultural resources were identified within this portion of the project area.

South of Olympic Boulevard, the proposed pipeline would continue along Broadway to 37th Street. The pipeline would cross the Metro Blue Line light rail tracks located at Broadway and Washington Boulevard, requiring tunneling instead of trenching. Launching and receiving pits would be located at either end of the tunnel and hydraulic jacks would drive pipes through the ground.

This portion of Broadway is characterized by mixed commercial, residential, and light industrial development (Figure 66). Most buildings are one to two stories. Historic lampposts line the street (Figure 67). Only one resource, which is historic in age, was identified within this portion of the project area, ELY2-H-001, described above.

This portion of Broadway was more recently constructed than areas farther north in the theater district. Broadway was extended south from 10th Street (now Olympic Boulevard) to Pico Boulevard in 1919 to relieve traffic congestion along Broadway, Spring Street, and Main Street at 10th Street (LAT October 8, 1919). To accomplish this extension, "frame and brick buildings were razed from the path of Broadway" along 10th Street and 11th Street (LAT October 8, 1919). Paving for this project was completed by the Los Angeles Paving Company and is described as "bitulithic," which is noted to be the same material with which existing portions of Broadway were already paved.

Broadway was extended farther south from Pico Boulevard to 41st Street in 1931 (LAT April 26, 1931). Again, buildings located within the new right-of-way were condemned and razed along this 28-block stretch to make way for the new road. Griffith Company completed the road construction for the 1931 project, which also included installation of sewers, storm drains, water mains, and sidewalks.

The buildings and structures that were located within the path of Broadway between Olympic Boulevard and Pico Boulevard prior to 1919, and those that were located within its path between Pico Boulevard and 41st Street prior to 1931, were demolished and their remains or the remains of associated features may be capped beneath the road surface. No evidence of such structures or features was observed during the present field survey.

From the intersection of South Broadway and West 37th Street, the proposed pipeline would continue 2,150 feet west on 37th Street, crossing beneath the Harbor Freeway (I-110) overpass. It would then continue 1,650 feet west on Exposition Boulevard to Exposition Park, terminating at the USC campus. The proposed pipeline would cross the Metro Expo Line light rail tracks at Exposition Boulevard and Figueroa Street, requiring trenchless construction. Launching and receiving pits would be located at either end of the tunnel, and hydraulic jacks would drive pipes through the ground.

Figure 66. Broadway at 27th Street, View North

Figure 67. Broadway Lamppost, View North

Windshield survey was conducted in this portion of the project area. This area is characterized by some residential development east of the I-110. On the west side of the freeway, the neighborhood is dominated by the USC campus and by Exposition Park. The Metro Expo line ascends to street level through a tunnel at Figueroa and follows Exposition Boulevard west of Figueroa. Tracks for the train are located in the center of the road between the eastbound and westbound lanes. Historically, Exposition Boulevard was known as Santa Monica Avenue (LAPL 1906) and the Southern Pacific mainline followed the right-of-way. No evidence of these historic tracks was observed during the field survey.

Previous research by Gumprecht (1999:72) has suggested that *Zanja* No. 8-R, which was part of the historic Los Angeles water conveyance system, terminated west of Figueroa at Exposition (see Figure 11). No evidence of a water conveyance feature was observed at street surface during the survey in this location. No cultural resources were identified within this portion of the project area.

Additional Segments

Atlas Carpet Segment
On the east side of the Los Angeles River, the Atlas Carpet segment would extend south from the Cornfields WRP mainline along Avenue 18 from Spring Street to Albion Street and west on Albion Street to Avenue 17. It would then follow Avenue 17 and terminate at the Atlas Carpet Mills (Figure 68) at 340 South Avenue 17. The neighborhood through which the Atlas Carpet segment passes is developed for industrial and residential uses. Warehouses line portions of Avenue 17 (Figure 69), while Albion Street and Avenue 18 are predominantly residential (Figure 70). No cultural resources were identified within the Atlas Carpet segment of the project area.

Twin Towers Correctional Facilities Segment
The Twin Towers Correctional Facilities segment would extend south along Vignes Street from Spring Street to Avila Street and would terminate at the Los Angeles County Twin Towers Correctional Facility at 450 Bauchet Street. This portion of the project area is paved and bordered by parking lots, and by commercial and industrial buildings. Windshield survey was conducted due to heavy congestion. No cultural resources were identified within this segment of the project area.

Trigen-LA Bunker Hill Segment
The Trigen-LA Bunker Hill segment of the proposed pipeline would extend from the mainline segment northwest on 3rd Street from Broadway to Hope Street, terminating at Veolia Energy facility. Windshield survey was conducted in this portion of the project area due to heavy traffic. Third Street passes beneath Bunker Hill, traversing a tunnel which is between South Hill Street and South Flower Street (Figures 71 and 72). The initial segment of the Third Street Tunnel was constructed between 1899 and 1901, and has undergone several episodes of modifications, including extensions that transformed the façades in 1922 and 1967.

Figure 68. Atlas Carpet Mills, Avenue 17, View Northwest

Figure 69. Avenue 17, View North

Figure 70. Avenue 18, View North

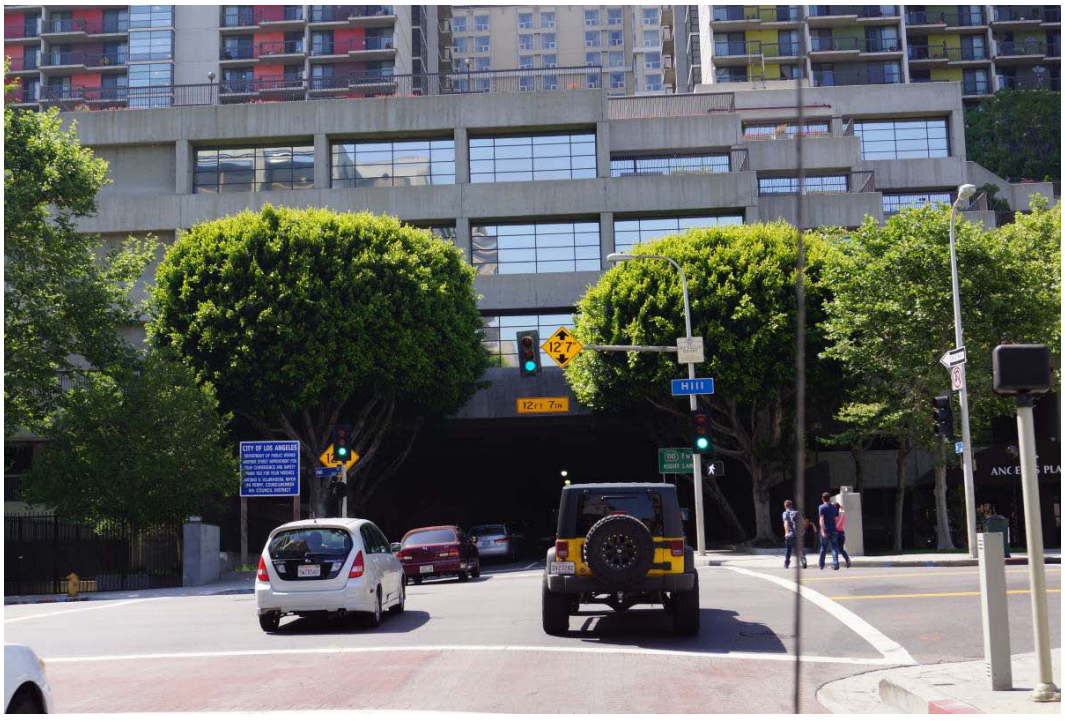


Figure 71. Third Street Tunnel, Exterior, View Northwest

Figure 72. Third Street Tunnel, Interior, View Northwest

Los Angeles Convention Center Segment
The Los Angeles Convention Center segment would extend from the mainline segment west on Pico Boulevard from Broadway to LA Live Way. It would terminate at the Los Angeles Convention Center, located at 1201 South Figueroa Street. The pipeline would cross the Metro Blue Line light rail tracks located at Pico Boulevard and Flower Street, requiring trenchless construction. This portion of the project area is mostly developed with businesses and parking lots along Pico. The convention center, located at Pico and Figueroa, dominates the westernmost portion of the segment.

Previous research by Gumprecht (1999:72) has suggested that *Zanja* No. 8, which was part of the historic Los Angeles water conveyance system, crossed Pico between Grand and Margo, and that *Zanja* No. 9-R crossed Pico at Figueroa (see Figure 11). No evidence of water conveyance features was observed at street surface during the survey in these locations. No cultural resources were identified within this segment of the project area.

Dye House Segment
The Dye House segment would extend from the mainline segment east on Venice Boulevard/ 16th Street from Broadway to Central Avenue, south on Central Avenue to 18th Street, and east on 18th Street, terminating at Dye House, Inc., located at 1510 Griffith Avenue. This portion of the proposed alignment passes through areas of commercial and light industrial development. Windshield survey was conducted due to heavy traffic.

Previous research by Gumprecht (1999:72) has suggested that *Zanja* No. 5, which was part of the historic Los Angeles water conveyance system, crossed East 16th Street just west of South Los Angeles Street, that *Zanja* No. 4 crossed East 16th Street between South San Pedro Street and Griffith Avenue, and that *Zanja* No. 3 crossed East 18th Street between Central and Naomi (see Figure 11). No evidence of water conveyance features was observed at street surface during the survey in these locations. No cultural resources were identified within this segment of the project area.

Boyle Heights Mixed Use Project Segment

The Boyle Heights Mixed Use Project segment would extend east along 18th Street from the Dye House to Naomi Avenue, south on Naomi Avenue to Washington Boulevard, and east on Washington Boulevard to Santa Fe Avenue, north on Santa Fe Avenue to Olympic Boulevard, and east on Olympic Boulevard to Evergreen Avenue, including a 1,750-foot bridge crossing on Olympic Boulevard. The proposed pipeline would cross the Metro Blue Line light rail tracks located at Washington Boulevard and Long Beach Avenue, and railroad tracks located approximately 900 feet west of Santa Fe Avenue that serve an industrial complex. Trenchless construction would be required for rail crossings. Launching and receiving pits would be located on either end of the tunnel and hydraulic jacks would drive pipes through the ground.

A combination of pedestrian and windshield survey was conducted within this segment of the project area. This portion of the proposed alignment passes through areas dominated by industrial and commercial development. Small warehouses and repair shops are located along 18th Street, and Naomi is developed with businesses and parking lots. Washington Boulevard is a wide thoroughfare with larger warehouses and commercial properties (Figures 73 and 74).

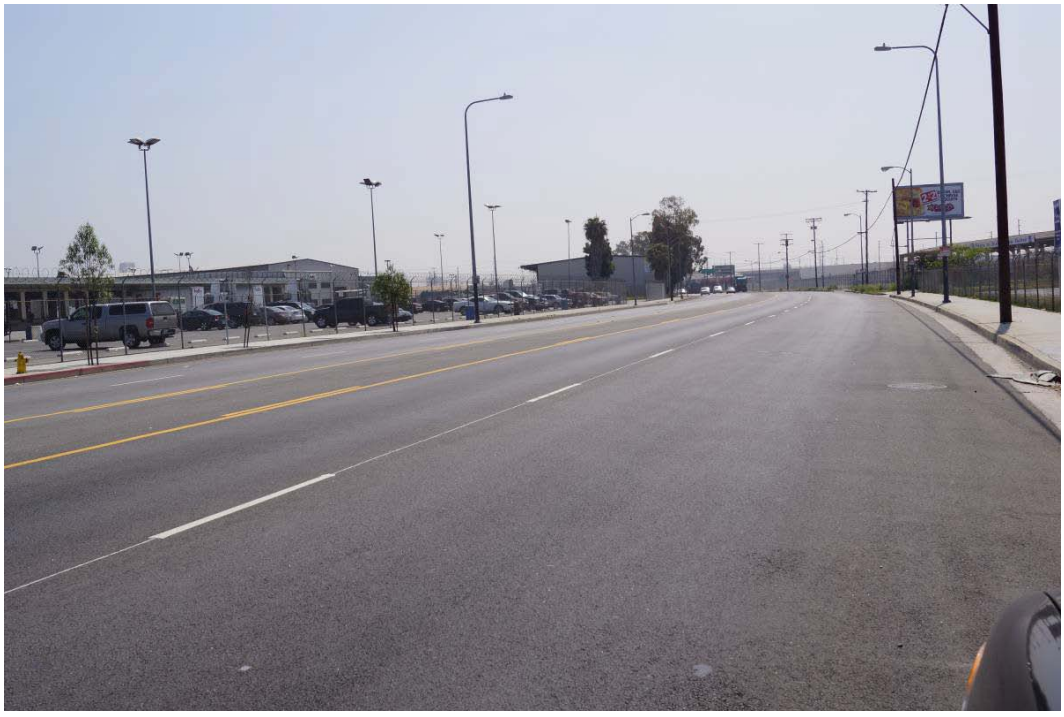


Figure 73. Washington Boulevard East of Alameda, View Northeast

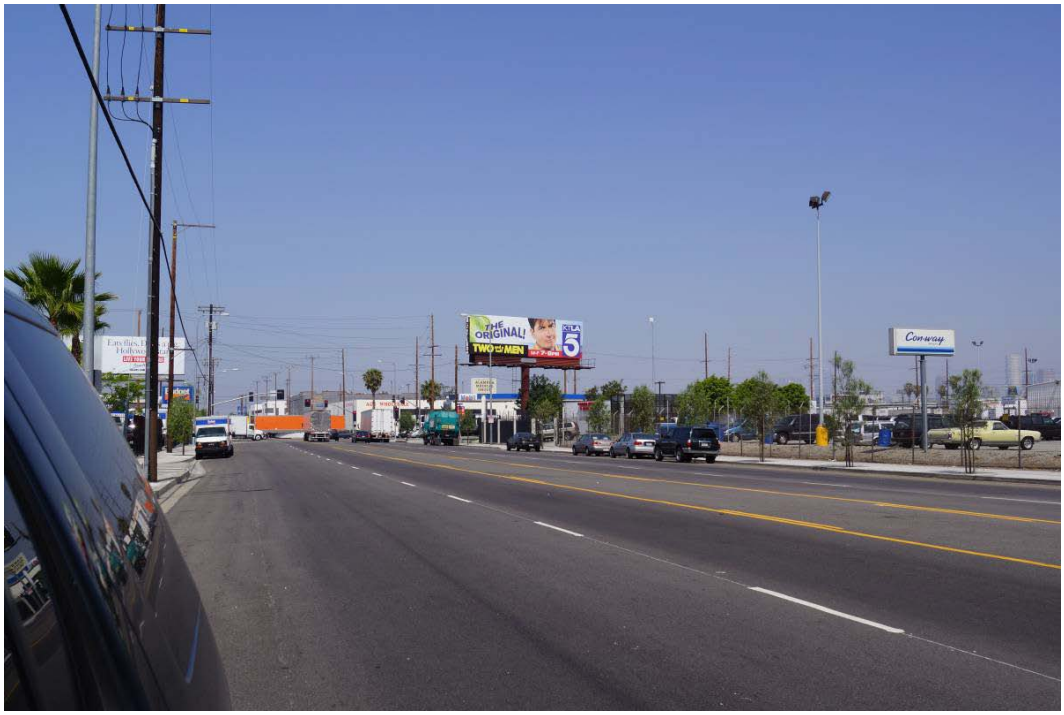


Figure 74. Washington Boulevard at Alameda, View Northwest

Within the project area, the Metro Blue Line follows the alignment of Washington Boulevard from Naomi Avenue to Long Beach Avenue, with tracks located in the center of the roadway. Historically, several lines of the Southern Pacific Railroad followed South Alameda in the vicinity of the Washington Boulevard intersection. These tracks are no longer visible at the street surface, but there is some suggestion that they may have been paved over and could remain just below or within the pavement (i.e. buckled pavement, linear patterns visible in aerials, etc.). There was insufficient evidence to record this possible resource within the area crossed by the project alignment.

Historically, Washington Boulevard came to a dead-end in the east at Alameda (LAPL 1906, Volume 2, Sheet 184). The present-day alignment of Washington Boulevard between Alameda and Santa Fe Avenue crosses through what was previously the Blinn-Robinson Company Lumber Yard. This portion of Washington Boulevard is characterized by new paving and a wide thoroughfare, with modern railroad tracks running parallel to Washington to the south.

From the intersection of Washington Boulevard and Santa Fe Avenue, the proposed pipeline would continue north on Santa Fe Avenue to Olympic Boulevard. This portion of the Boyle Heights segment passes through industrial and commercial development along Santa Fe Avenue. Some nearby buildings are historic in age, such as the Sudduth Tire Building (Figure 75), also known as the Old Southern California Gas Building (P-173560). Evidence of railroad tracks was observed within the Santa Fe Avenue roadway; this was recorded as an update to CA-LAN-2786, a 250-foot segment of which had been identified between 16th Street and Modoc Street as part of the Alameda Corridor project (Figure 76, see further discussion below).

Figure 75. Sudduth Tire Building/Old So. Cal. Gas Building (P-173560), View Northeast

Figure 76. CA-LAN-2786, Santa Fe Avenue Railroad Tracks, View Southwest

Another previously identified resource that the record search suggested lay within the present project area was CA-LAN-2793, the terminus of the Atchison Topeka and Santa Fe Railroad (AT&SF). This resource was recorded as part of the Alameda Corridor project and was described as extending across Santa Fe Avenue to the east. During the present pedestrian survey, the abandoned railroad tracks were observed within the westbound lane of East 15th Street west of Santa Fe Avenue (Figure 77). The tracks had been truncated just west of Santa Fe Avenue (Figure 78). The original CA-LAN-2793 site form (Livingstone 2000) indicates that the tracks were recorded and removed in this location.

From the intersection of Santa Fe Avenue and Olympic Boulevard, the Boyle Heights segment would continue to the east along Olympic Boulevard. At the crossing of the Los Angeles River, the proposed pipeline would be hung below or along the side of the Olympic Boulevard Bridge/Viaduct (P-19-180827; LAHCM No. 904; Figure 79); this bridge crossing would span 1,750 feet. The Olympic Boulevard Bridge, constructed in 1925, has previously been recorded and a Historic American Engineering Record (HAER) was prepared in 1996, prior to the seismic retrofit of the bridge (Figure 80; see Logan 1996).

Figure 77. CA-LAN-2793, End of Railroad Tracks East of Santa Fe Avenue, View West

Figure 78. CA-LAN-2793, End of Railroad Tracks West of Santa Fe Avenue, View East

Figure 79. Olympic Boulevard Bridge/Viaduct, View West

Figure 80. Olympic Boulevard Bridge/Ninth Street Viaduct, HAER Photo (Logan 1996; Library of Congress)

No updates to the recordation of the bridge were necessary for the present project, but the structure was examined during the pedestrian survey to assess the impact of the addition of the proposed pipeline. Visual inspection of the underside of the bridge showed that several existing pipes already hang beneath the bridge (Figures 81 and 82).

Figure 81. Olympic Boulevard Bridge, Existing Pipes, View East

Figure 82. Olympic Boulevard Bridge, Existing Pipes, View Northwest

East of the Los Angeles River, the proposed pipeline would follow Olympic Boulevard east to Evergreen Avenue, terminating at a site that is planned to be redeveloped as a mixed-use community. Passing through the Boyle Heights neighborhood, this section of Olympic Boulevard is characterized by commercial and residential uses. Historic buildings in the neighborhood include the Sears Roebuck & Company Mail Order Building (P-19-187638), built in 1927 and listed in the National Register (Figure 83), and the Wyvernwood Gardens Apartments (P-19-187042), built 1938–1939 and recommended eligible for the National Register under Criterion A (Figure 84).

One resource was recorded in this portion of the project area: East Olympic Boulevard historic street surface (ELY2-H-002). This street surface consists of an approximate 8-foot-wide skirt of cement concrete paving that borders portions of the roadway in the outermost lanes on both the eastbound and westbound sides of Olympic Boulevard (Figure 85). Just east of Soto on the north side of the street, a stamp reading "GRIFFITH COMPANY 1930" is present in the cement concrete surface within the right westbound lane on Olympic Boulevard (Figure 86). The street surface, which is historic in age, is overlaid with modern paving in the middle section of the street. Evidence of disturbance to the street surface includes trenching, repairs, additions of crosswalks, and addition of modern paving in the center portion of the street.

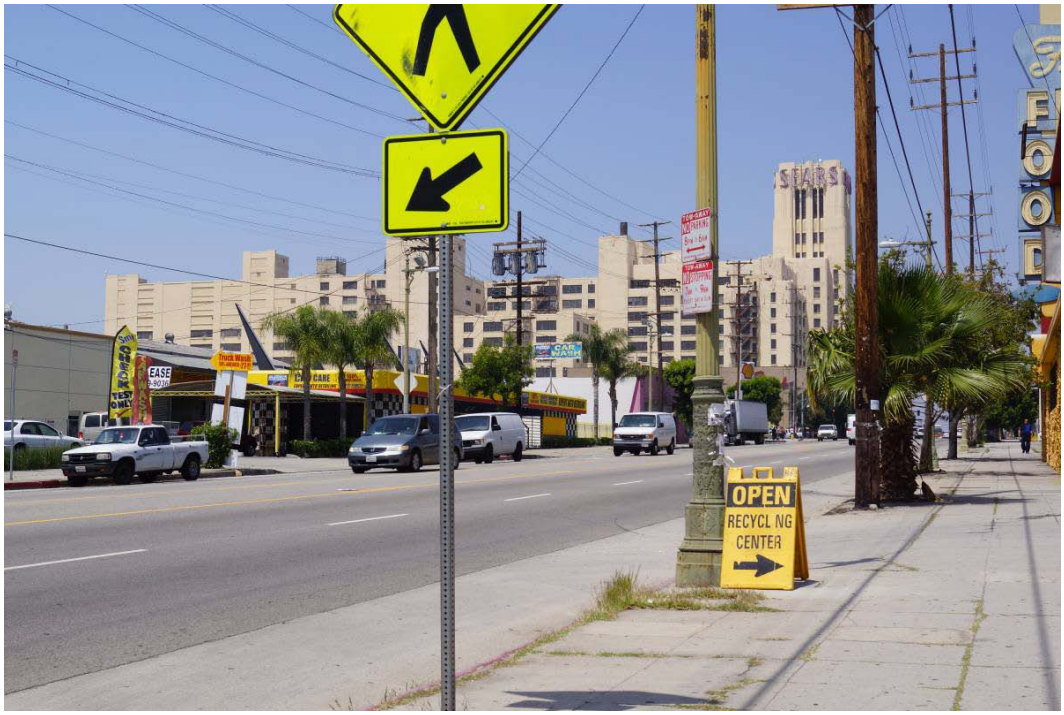


Figure 83. View of Olympic Boulevard, Sears Roebuck and Company Mail Order Building in Background, View West-Southwest

Figure 84. Wyvernwood Garden Apartments, View East

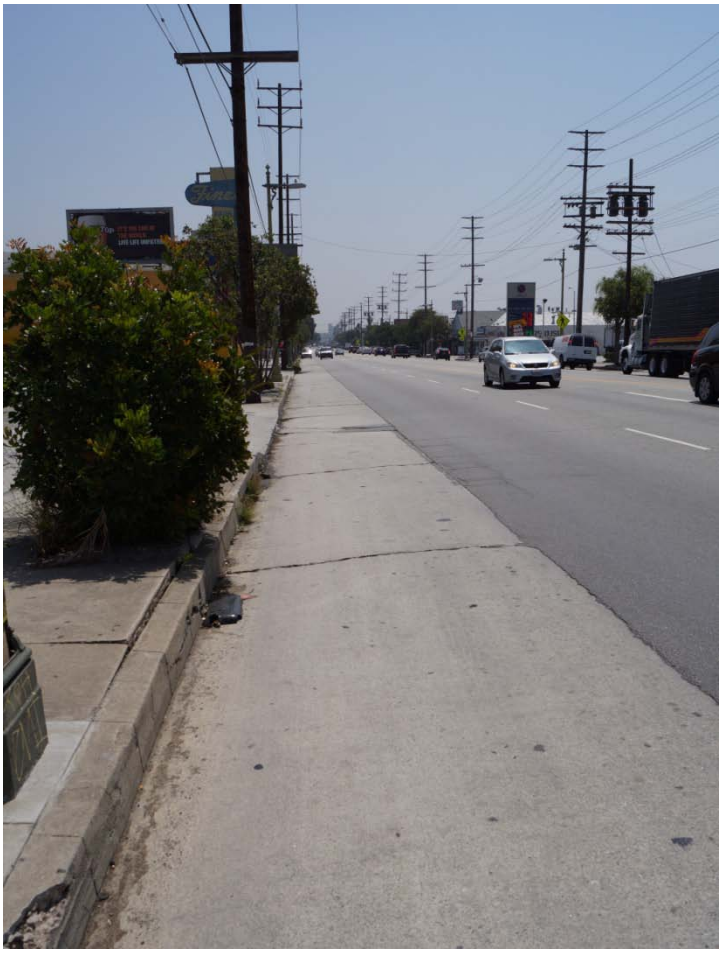


Figure 85. ELY2-H-002, Olympic Boulevard Historic Street Surface, View West

Figure 86. ELY2-H-002, Olympic Boulevard, "GRIFFITH COMPANY 1930," View South

Previous research by Gumprecht (1999:72) has suggested several locations where historic elements of the Los Angeles *zanja* system crossed the alignment of the Boyle Heights segment of the current project (see Figure 11):

- *Zanja* No. 2 crossed what is now Washington Boulevard just east of Alameda.
- *Zanja* No. 1 terminated just west of Santa Fe Avenue at the present location of Washington Boulevard.
- *Zanja* No. 1 crossed Olympic Boulevard between Rio Vista and the Los Angeles River.

No evidence of water conveyance features was observed during the survey in these locations.

Resources Identified, Downtown WRP

South Broadway Historic Street Surface (ELY2-H-001)

South Broadway historic street surface consists of cement concrete paving located on the northbound and southbound sides of Broadway between 3rd Street and 37th Street (Figure 87). The historic road surface is visible in segments 8 to 17 feet wide along the outer edges of the roadway. South of Pico Boulevard, the segments of concrete are consistently sized 8 feet by 32 feet. Elsewhere, the dimensions of the visible sections of historic pavement are variable. Just north of the intersection with West Washington Boulevard, a stamp reading "GRIFFITH COMPANY 1931" is present in the cement concrete surface within the right northbound lane on Broadway (Figure 88). Other elements associated with the historic-in-age street surface in this area include the curb gutter and the sidewalk which includes a stamp "SO. CALIF. GAS CO. 1929" (Figure 89). Across the street on the southbound side, a stamp reading "R. D. CALEY CONTRACTOR" is present in the sidewalk (Figure 90). The paving is generally in poor condition and substantial evidence of disturbance is present, including trenching, repairs, additions of cross walks, and addition of modern paving in the center portion of the street (Figure 91).

Broadway was extended south from 10th Street (now Olympic Boulevard) to Pico Boulevard in 1919 in order to relieve traffic congestion along Broadway, Spring and Main Streets at 10th Street (LAT October 8, 1919) (see Figure 29). Paving for this project was completed by the Los Angeles Paving Company and is described as "bitulithic," which is noted to be the same material with which existing portions of Broadway were already paved.

Historic *Los Angeles Times* articles describe the construction of Broadway between Pico Boulevard and 41st Street as part of a broader program of road improvements undertaken in the late 1920s and early 1930s (LAT August 5, 1928). The extension of Broadway 28 blocks south from Pico to 41st Street was a $500,000 project, condemnation and acquisitions within the right-of-way notwithstanding (LAT April 26, 1931). A 1931 article explains that Griffith Company was hired to construct the project, which also included installation of sewers, storm drains, water mains and sidewalks. The article describes a "two-inch patented surface that will cover the 8-inch base from Pico to Twenty-first street [*sic*]" (LAT April 26, 1931).

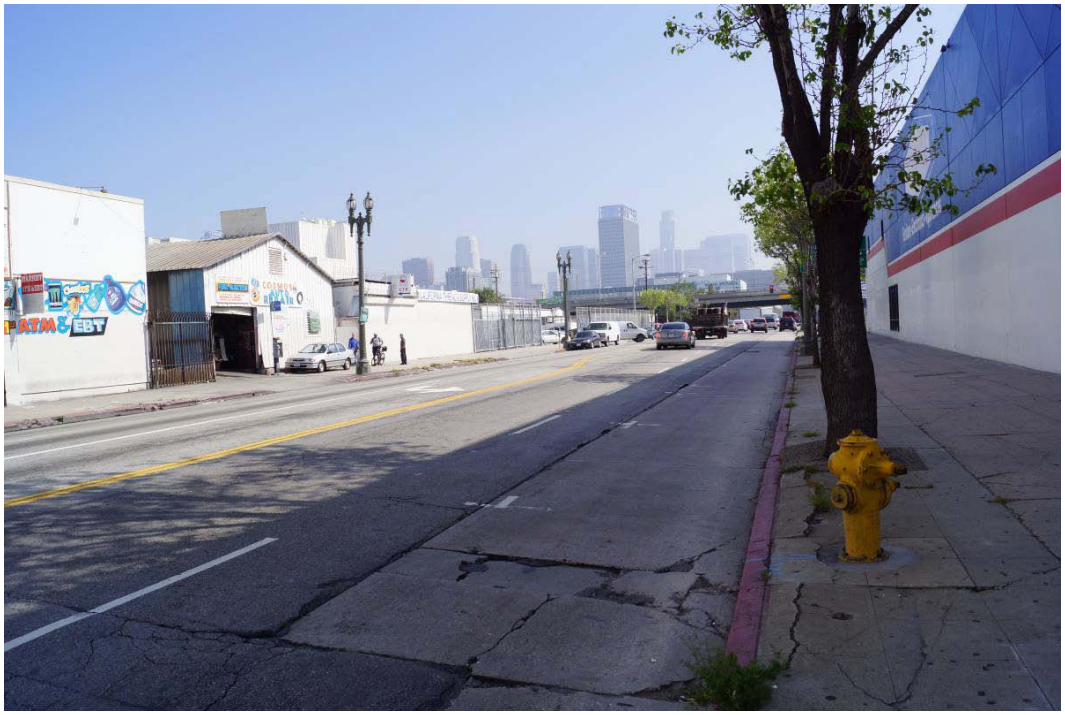


Figure 87. South Broadway at Washington, Historic Street Paving, View North

Figure 88. Broadway at Washington, Northbound Lane, "GRIFFITH COMPANY 1931," View North

Figure 89. Sidewalk along Northbound Broadway, "SO. CALIF. GAS CO. 1929," View South

Figure 90. Sidewalk along Southbound Broadway between 18th and Washington, "R.D. CALEY CONTRACTOR," View West

Figure 91. ELY2-H-001, Historic Street Surface, Evidence of Repair, View Southwest

East Olympic Boulevard Historic Street Surface (ELY2-H-002)

East Olympic Boulevard historic street surface consists of cement concrete paving located on the eastbound and westbound sides of Olympic Boulevard (Figure 92). The historic road surface is visible in segments approximately 8 feet wide along the outer edges of the roadway, and occurs intermittently between Rio Vista Avenue and South Dacotah Street. In many cases, the historic surface is paved over at intersections. The historic street paving does not seem to continue west of Rio Vista Avenue, but it does continue beyond the eastern limits of the present project area, east of South Dacotah Street.

Just east of Soto on the north side of the street, a stamp reading "GRIFFITH COMPANY 1930" is present in the cement concrete surface within the right westbound lane on Olympic Boulevard (see Figure 86). Other elements associated with the historic-in-age street surface in this area include sidewalks, lampposts (Figure 93), and other elements of the streetscape. Nearby resources include the Wyvernwood Garden Apartments (established 1939), the Sears Roebuck and Company Mail Order Building (built 1927), and the Olympic Boulevard Bridge/Viaduct (built 1925).

The street surface, which is historic in age, is overlaid with modern paving in the middle section of the street. Evidence of disturbance to the street surface includes trenching, repairs, additions of cross walks, and addition of modern paving in the center portion of the street (Figure 94).

A major proposal was debated in the late 1920s and 1930 regarding improvements to Tenth Street to turn it into a 100-foot wide east west thoroughfare (LAT June 29, 1930; LAT July 18, 1930). It is possible that the paved street surface observed within the project area relates to this period of improvements.

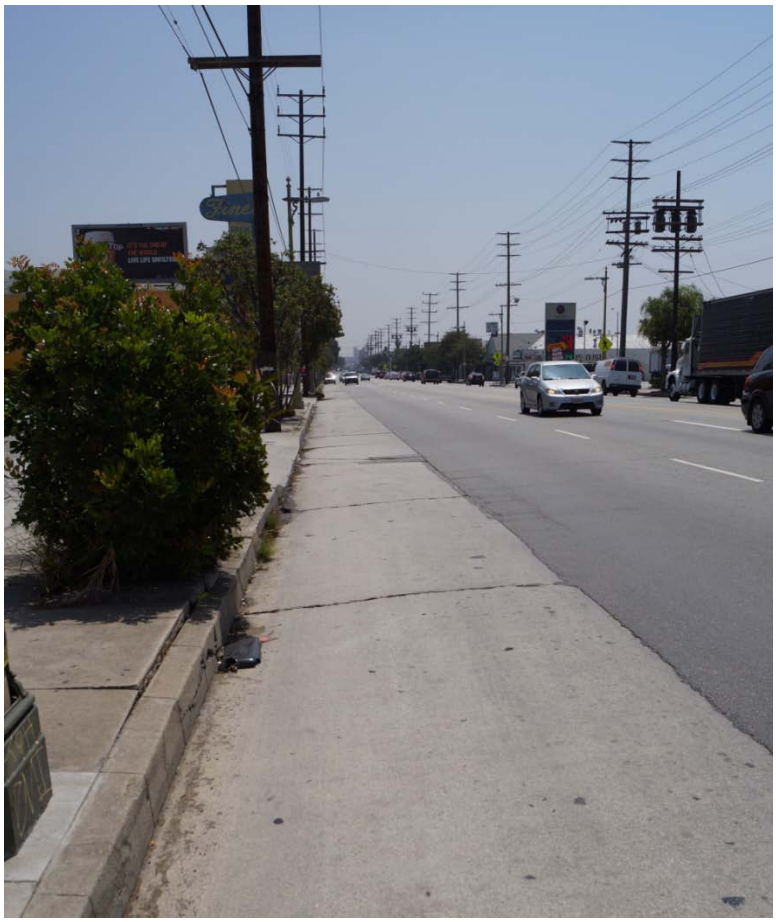


Figure 92. ELY2-H-002, Olympic Boulevard Historic Street Paving, View West

Figure 93. Olympic Boulevard Lamppost Detail, View West

Figure 94. Disturbance to 1930 Olympic Boulevard Street Surface, View West

Spring Street/Cornfield Railroad Tracks (ELY2-H-003)

ELY2-H-03 is comprised of five sets of railroad tracks that lie within the North Spring Street right-of-way between West Elmyra Street and West College Street. Present are iron rails and wooden ties. These track segments are approximately 5.5 feet wide and are truncated at their northern extent on the north side of Spring Street at Los Angeles State Historic Park/Cornfields. Three tracks (Tracks C, D, and E) head south from the Cornfields, cross Spring Street, and appear to terminate at a vacant lot bordered by Spring Street, West College Street, and West Rondout Street (APN 5409-007-003). The remaining two sets of track (A and B) continue approximately 50 feet south along North Spring Street, after which they are no longer visible at street surface. All five sets of track are obscured by asphalt pavement and truncated on at least one end.

Historic map research shows that the Southern Pacific Company freight house and switch yards were located southeast of San Fernando (now Spring Street) between Elmyra Street and Bruno Street, encompassing the vacant lot at APN 5409-007-003 (Figure 95). In addition, the Southern Pacific mainline extended south from Spring Street along West Redondo (now West Rondout Street). Based on the available evidence, it is difficult to determine which sets of historic tracks are represented by ELY2-H-03, however they are likely related to either the Southern Pacific mainline or the Southern Pacific switch yard and freight house.

CA-LAN-2786 (Update) – Santa Fe Avenue Railroad Grade

Evidence of railroad tracks was observed within the Santa Fe Avenue roadway; this was recorded as an update to CA-LAN-2786, a 250-foot segment of which had previously been identified between 16th Street and Modoc Street as part of the Alameda Corridor project (Livingstone et al. 2006). CA-LAN-2786 appears to continue north from the previously recorded segment, following South Santa Fe Avenue to Olympic Boulevard (and possibly further north outside of the present project area). The evidence is located between the yellow center lines and the right northbound lane. The abandoned railroad tracks are paved over with asphalt road surface. Surface evidence includes visible rail alignment in the left-hand lane on the northbound side of the road (Figure 96) and buckling street pavement (Figure 97). The evidence for the continuation of CA-LAN-2786 extends at least 2100 feet (0.4 miles) to the north, crossing the intersection with Olympic Boulevard. Areas north of Olympic were not examined in the pedestrian survey as they lie outside of the present project area.

Archival research conducted for the Alameda Corridor project (Livingstone et al. 2006) suggested that these narrow gauge tracks relate to an electric streetcar or interurban which served this neighborhood. Impressed construction marks were noted indicating that the current surface of Santa Fe Avenue was laid in 1926 (Livingstone et al. 2006: 87). Based on this evidence the tracks were thought to date earlier than 1926. Further archival research suggested that the narrow gauge tracks likely correspond to either the "Santa Fe Avenue Line" or the "J" Line of the LARY system, an urban electric trolley line established by H. E. Huntington in 1895 which operated under different ownership as late as 1959. Between 1888 and 1896, the Mateo Street and Santa Fe Avenue Street Car Company operated one-horse trolleys along Santa Fe Avenue between 2nd Street and 25th Street. In 1896, the company was acquired by Abbot Keany and the horse-drawn trolleys were replaced with steam powered trolleys (Livingstone et al. 2006: 87). Then, in 1898, LARY purchased the Mateo Street line and replaced the steam engines with electric cars. Original tracks were removed and replaced with new rails, and the line became

known as the Santa Fe Avenue Line. In 1910, Huntington gained ownership of the LARY and the Santa Fe Avenue Line became known as the "J" Line, which operated until 1938 in some areas (Livingstone et al. 2006).

Livingstone et al. (2006: 88) suggest that these tracks likely represent either a segment of the Santa Fe Avenue Line, dating from circa 1900 to circa 1910, or the "J" Line, dating after 1910. The segment would appear to have been in use until around 1926 when the current street surface of Santa Fe Avenue was laid.

SUMMARY

The survey of the study area resulted in the identification of three previously unknown archaeological resources (Table 9). In addition, one built resource, Elysian Park, is historic in age and was recorded. Research indicated that a portion of the park, the Chavez Ravine Arboretum, would be impacted by the project, was historic in age, and is an LAHCM-listed resource. DPR 523 forms were completed for the three archaeological sites and one built resource recorded (Appendix B). In addition, DPR 523 updates were prepared for previously identified resources for which new information was available as a result of the survey. Previously identified resources for which updates were not recorded are not described in this section; they are described above in the archival research and survey observations sections.

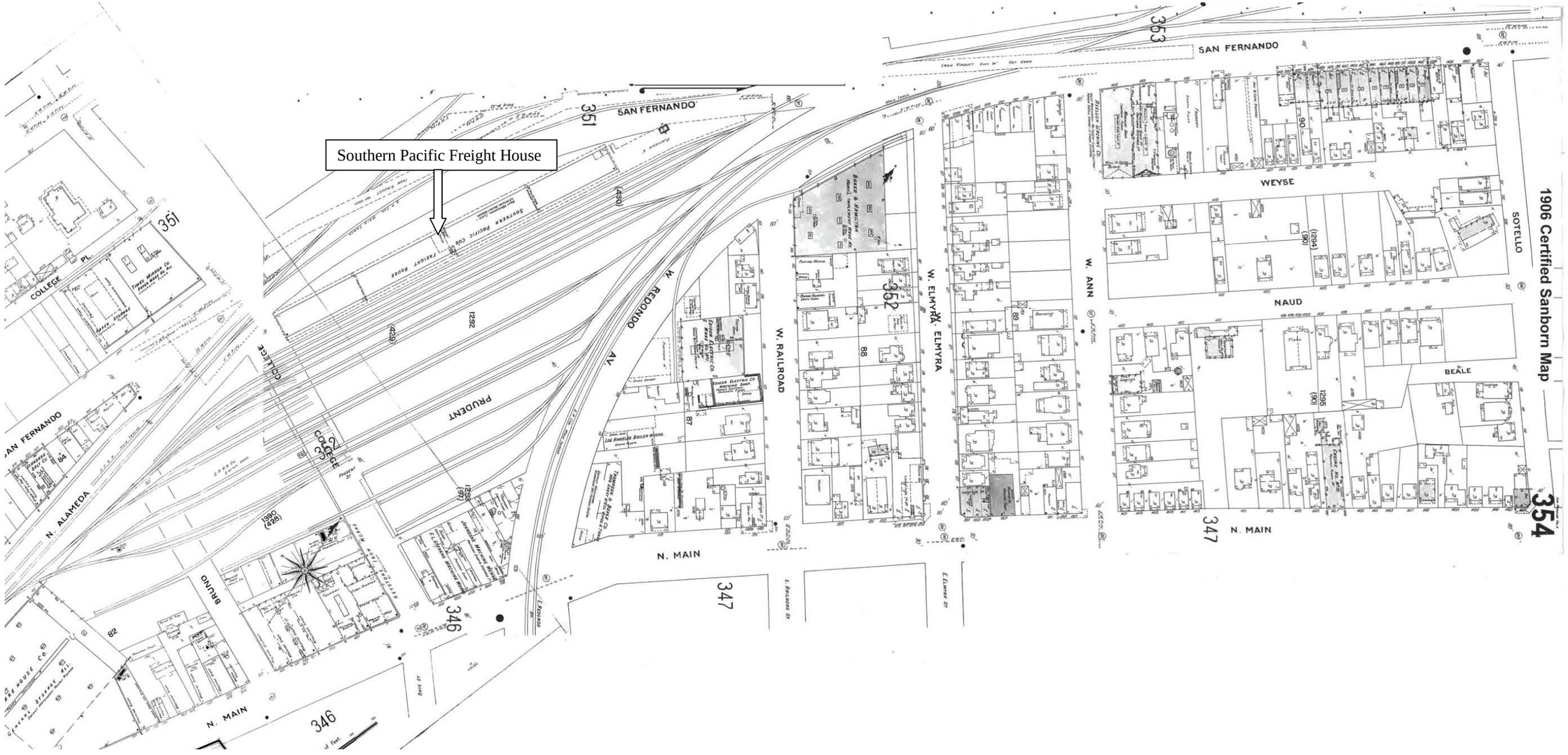


Figure 95. Sanborn Fire Insurance Map, Southern Pacific Freight House, 1906, Volume 3, Sheets 345, 352, 354 (LAPL)

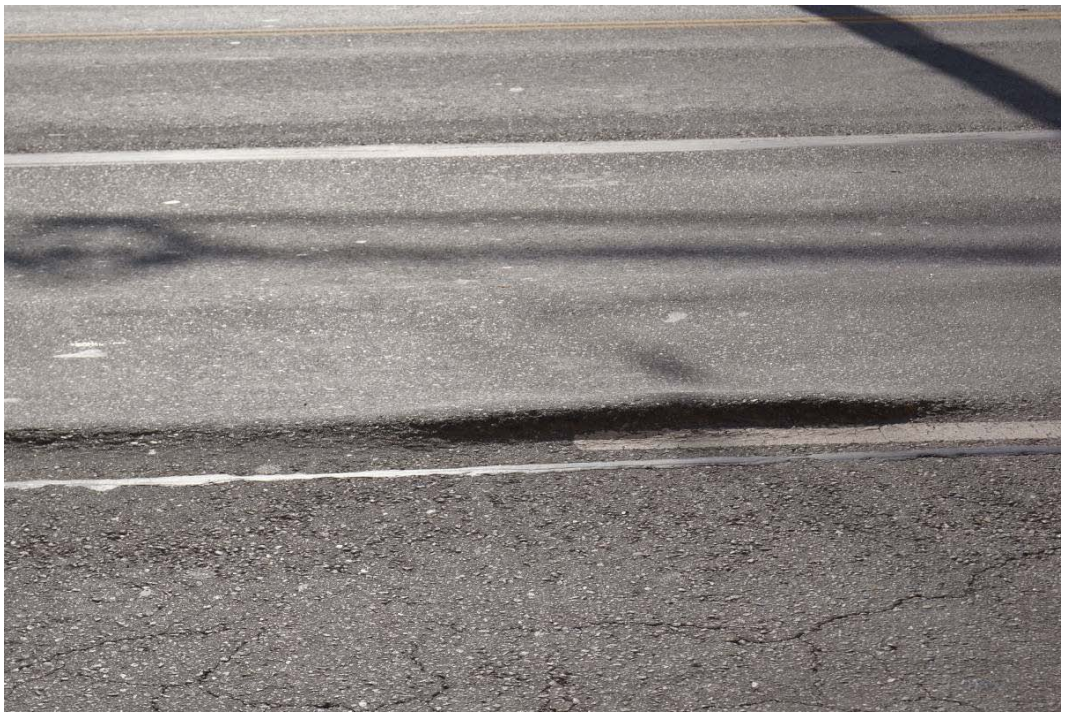


Figure 96. CA-LAN-2786, Santa Fe Avenue Railroad Tracks, View West

Figure 97. CA-LAN-2786, Street Evidence of Tracks, View West

Table 9. Resources Identified

Reference Number	Name/Description	Reference	Eligibility Status
EWRP-H-001	Elysian Park	n/a	n/a
ELY2-H-001	South Broadway Historic Street Surface	n/a	n/a
ELY2-H-002	East Olympic Boulevard Historic Street Surface	n/a	n/a
ELY2-H-003	Spring Street/Cornfields Railroad Tracks	n/a	n/a
CA-LAN-2786 (Update)	Railroad Grade on Santa Fe Avenue	Livingstone et al. 2006	Not evaluated
CA-LAN-2793	Atchison Topeka and Santa Fe Railroad	Livingstone et al. 2006	Not evaluated
P-19-180827, LAHCM No. 904; Bridge # 53C0163	Olympic Boulevard Bridge	Logan 1996; Caltrans 2012a	NRNRHP eligible
	Third Street Tunnel	Feldman 2003	Not eligible (NRHP or CRHR) as built resource
Bridge # 530626	Broadway Overpass, US-101	Caltrans 2012b	Not eligible (NRHP)
NR-79000484	Broadway Theater and Commercial District	Sitton 1977; Grimes 2001	NRHP listed

Potential for Archaeological Resources

Prehistoric Site Potential

Review of previous investigations in the vicinity of the project and of the prehistoric context for the area provides an understanding of the potential for encountering prehistoric sites in the project area. The important factors to consider in constructing such a model include elevation, soil conditions, proximity to water sources, and proximity to raw materials. In addition, subsequent land use is an essential factor in whether archaeological remains have been preserved.

As described in the context section of this report, the location of the prehistoric villages of *Yaangna*, and *Maawnga* have long been rumored or documented as being located within or near portions of the project area. Ethnographic evidence seems to indicate that the village of *Maawnga* was more than likely the village actually located within Elysian Park. The Los Angeles Police Academy is located in the northern portion of Elysian Park, which is not a possible location for the Native American village of *Yaangna*. It is possible, however, that the local histories are actually referring to the village of *Maawnga*, which was reported to have been originally located within the *Rancho de los Felis*. This rancho originally encompassed Griffith Park and extended south to the northern portion of Elysian Park. The village of *Maawnga*, also recorded as *Maungna*, is believed to have been located "high on a bluff overlooking Glendale Narrows in the hills now occupied by Elysian Park" (Gumprecht 1999:31). McCawley (1996:57) also mentions that the community or village of *Geveronga* may have been located in the vicinity of the current downtown Los Angeles' city center. He reports that the San Gabriel baptismal records indicate it as being located "in the rancheria adjoining the Pueblo of Los Angeles."

The location of parts of the Phase I project area relative to the Los Angeles River would have provided access to important resources during all periods of prehistory. Subsequent land use has included some urban development in portions of the Phase I project area, but much of the study area for the Phase I portion of the project lies within land that was set aside as Elysian Park in 1883. Park lands have subsequently been developed as a cultural landscape and—within the footprint of the project area—land use has been primarily recreational and related to utilities. It is possible that prehistoric resources could be buried beneath the ground surface within the park, especially in areas where development has included only minimal ground disturbance, or in areas where features such as such as roads or pathways may have effectively capped buried prehistoric resources.

Within the Phase II portion of the project area, there is also potential for encountering prehistoric archaeological resources; however, the likelihood of preservation of such resources is decidedly lower in areas that have been subject to two centuries or more of urban development. The Downtown WRP portion of the project area is located almost entirely within paved public roadways in densely built portions of downtown Los Angeles and surrounding neighborhoods. However, it is also possible that prehistoric archaeological sites could be preserved beneath this development in areas where the depth of disturbance has been shallow or has not extended far below ground surface. The likelihood of encountering intact prehistoric deposits is highest in portions of the project area that are in proximity to the Los Angeles River, within and just outside of the prehistoric flood zone. In addition, areas of older historic development may have been less likely to disturb prehistoric sites at relatively shallow depths in this area. The likelihood of encountering intact prehistoric archaeological deposits is also highest in less developed portions of Elysian Park that have been set aside as park land since 1883.

Historic Period Site Potential

In addition to the archaeological resources known from previous investigations and identified in the field survey, there is potential to encounter other types of historic period archaeological resources within the project area.

Since the late 19th century, most of the Phase I portion of the project area has been located within Elysian Park. Park lands were set aside in an area formerly used for quarrying, and the location of the project area has been used primarily as a park since 1883. It is possible that historic archaeological sites related to the early use of this land for quarrying or related to park activities could exist buried beneath the ground surface, especially in areas where development has included only minimal ground disturbance, or in areas where features such as roads or pathways may have capped historic archaeological resources.

The Phase II portion of the project area lies largely within paved roadways in a densely built urban area. Historic archaeological resources that may occur within such roadways include historic street surfaces, railroad tracks and other railroad-related features, and water conveyance features. Some portions of the project area are located within present-day roadways that were realigned or extended through previously developed areas. Examples of this include Broadway, which was extended south from Olympic Boulevard (formerly 10th Street) to Pico Boulevard in 1919. Later, in 1931, Broadway was extended once again, this time from Pico Boulevard to 41st

Street. With both of these street extensions, lands were acquired by the City of Los Angeles, buildings were condemned and razed, and the roadway was built through an area that had previously been a residential neighborhood. Similarly, 37th Street previously terminated at Hill Street and was later extended west to reach Exposition Boulevard. In addition, Washington Boulevard previously terminated at Alameda Street and was extended through to the east to join with the Washington Boulevard Bridge in 1931 (LAT March 22, 1931). There is potential to encounter building foundations and associated remains of domestic sites within the Broadway roadway south of Olympic Boulevard. Historic maps of the neighborhood show domestic structures on most lots, and sheds and other outbuildings located in yard spaces. It is possible that some of these structures could be wells or privies, which may have potential for deep, stratified archaeological deposits. These deposits can be significant for the information they offer about particular individuals, households, or communities, particularly when the identify of such occupants can be determined through archival research. Sanborn maps, newspaper articles, city directories, deeds, and census data all have the potential to contribute to such research. Similarly, there is also potential to encounter domestic foundations and associated features beneath the surface of 37th Street from Hill Street to Exposition Boulevard. Along Washington Boulevard from Alameda to Santa Fe Avenue, there is potential to encounter remains associated with a historic lumber yard previously located there.

Within the Phase II portion of the project area, there is potential to encounter continuations of resources which have previously been recorded nearby. This is particularly relevant given the numerous linear resources throughout downtown Los Angeles and surrounding neighborhoods. For example, CA-LAN-2786 was previously recorded south of the present project area on South Santa Fe Avenue and appears to continue north as far as Olympic Boulevard (see discussion above). Near the intersection of Alpine and Alameda, there is potential for continuation of the historic brick street surface of Alameda (CA-LAN-4200H; see Gibson and Dietler 2011). At the intersection of Spring Street and College, there is potential to encounter the historic street surface of College Street (CA-LAN-4183H). Further east on Spring Street, there is potential for continuation of CA-LAN-4182H, Los Angeles Railway railroad ties. Near the intersection of North Main Street and Vignes, there is potential for continuation of SPRR railroad tracks (CA-LAN-4202H; see Gibson and Dietler 2011). Asphalt Plant No. 1 (CA-LAN-3777) was recorded north and south of the present project area along Olympic Boulevard. Railroad-related components of this resource could be encountered beneath Olympic Boulevard in the present project area.

Within both the Phase I and Phase II portions of the project area, there is potential for encountering historic water conveyance features related to the Los Angeles *zanja* system. There are at least 14 potential locations where *zanja* features may cross portions of the present project area (Table 10). These are discussed in further detail in the survey observations. Building materials for the *zanja* system included earthen ditches, wooden troughs, and brick or cement conduits. Some portions of the *zanja* system that have been identified archaeologically have revealed a complex sequence of construction and modification related to maintenance over a long period of use.

Table 10. Water Conveyance Features with Potential to Occur in Project Area

Potential Water Conveyance Feature	Segment of Project Area	Location Description	Source
Zanja Madre (CA-LAN-3103)	Downtown WRP, mainline	North side of Alameda at intersection of Alpine	Gumprecht 1999:72; Gibson and Dietler 2011
Zanja No. 6-1	Downtown WRP, Twin Towers Correctional Facilities segment	Intersection of Vignes and Bauchet	Gumprecht 1999:72
Zanja No. 8	Downtown WRP, mainline	Broadway between 4th and 5th Streets	Gumprecht 1999:72
Zanja No. 8	Downtown WRP, Los Angeles Convention Center segment	Pico Boulevard between South Grand Avenue and Margo Street	Gumprecht 1999:72
Zanja No. 8-R	Downtown WRP, Los Angeles Convention Center segment	Pico Boulevard and Figueroa Street	Gumprecht 1999:72
Zanja No. 8-R	Downtown WRP, mainline	West of Figueroa Street at Exposition Boulevard	Gumprecht 1999:72
Zanja No. 5	Downtown WRP, Dye House segment	16th Street between Main Street and Los Angeles Street	Gumprecht 1999:72
Zanja No. 4	Downtown WRP, Dye House segment	16th Street between San Pedro Street and Griffith Avenue	Gumprecht 1999:72
Zanja No. 3	Downtown WRP, Dye House segment	18th Street between Central Avenue and Naomi Avenue	Gumprecht 1999:72
Zanja No. 2	Downtown WRP, Boyle Heights Mixed Use segment	Washington Boulevard just east of Alameda	Gumprecht 1999:72
Zanja No. 1	Downtown WRP, Boyle Heights Mixed Use segment	Washington Boulevard, approximately 350 feet west of Santa Fe Avenue	Gumprecht 1999:72
Zanja No. 1	Downtown WRP, Boyle Heights Mixed Use segment	East Olympic Boulevard between Rio Vista and the Los Angeles River	Gumprecht 1999:72
Chavez Ditch	Elysian Park WRP	Dorris Place, just northeast of Riverside Drive	Gumprecht 1999:72
Los Angeles Water Company Ditch	Elysian Park WRP	Northern section of Elysian Park, parallel to I-5; alignment crosses project area ~175 feet east of Stadium Way	Gumprecht 1999:72

EVALUATION AND MANAGEMENT RECOMMENDATIONS

REGULATORY SETTING

Cultural resources in California are protected by a number of federal, state, and local regulations, statutes, and ordinances. Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance. State and federal laws use different terms for cultural resources. California state law discusses significant cultural resources as "historical resources," whereas federal law uses the terms "historic properties" and "historic resources." In all instances where the term "resource" or "resources" is used, it is intended to convey the sense of both state and federal law.

California Register of Historical Resources

The California Register was created to identify resources deemed worthy of preservation on a state level and was modeled closely after the National Register. The criteria are nearly identical to those of the National Register but focus on resources of statewide, rather than national, significance. The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process.

The criteria for eligibility of listing in the California Register are based on National Register criteria but are identified as 1 through 4 instead of A through D. To be eligible for listing in the California Register, a property must be at least 50 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, historic resources eligible for listing in the CRHR must retain enough of their historic character or appearance to be able to convey the reasons for their significance. Such integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

City of Los Angeles Historic-Cultural Monument

On the local level, a historical or cultural monument is eligible for listing as an LAHCM under Article 4, Section 22.130 of the City of Los Angeles Administrative Code if the resource meets a number of criteria. Section 22.130 indicates that a monument is

> any site … building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State, or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State, or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age.

RESOURCES EVALUATION

Elysian Park (EWRP-H-001)

Elysian Park derives its local and regional historical significance from its role as the first park in the city of Los Angeles. Since its establishment in 1886, Elysian Park has formed an important part of the downtown landscape and has played a significant role in the social life of the city. It has provided open space and served the recreational needs of the population within a rapidly changing urban setting. The vicinity of Elysian Park has also been the locus of hard-fought battles over development and land exchanges. Most notably, the eviction of Chavez Ravine residents in the 1950s and the construction of Dodger Stadium in 1962 were contentious moments in local history.

The significance of Elysian Park is at the local and state level. It is recommended eligible for the CRHR under Criterion 1 for its association with events that have made a contribution to the broad patterns of California's history and cultural heritage. Elysian Park is the oldest park in the city of Los Angeles and the only remaining portion of the Pueblo of Los Angeles Public Land Grant. The establishment of the park at the end of the 19th century reflects changing views of urban life and a desire to create open spaces within rapidly growing cities. Over the course of the past 125 years, Elysian Park has played an important role in the community, providing space in proximity to downtown for leisure and recreation activities. Elysian Park does not seem to be associated with the lives of persons important to the past (Criterion 2), nor does it embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master (Criterion 3). At present, there is no evidence that the park as a whole is likely to qualify for the CRHR under Criterion 4 for its information potential. The park may be eligible under Criterion 1 as a district, but the evaluation of individual resources as potential contributing elements to such a district is not possible as part of the present effort, as most of these resources lie outside the present project area. The portions of the park that are encompassed in the present project area still retain their integrity and contribute to the overall significance of the park.

In addition, Elysian Park is also recommended eligible as an LAHCM for its significance to local history. Within the park, the Chavez Ravine Arboretum is considered to have local level significance and, as such, is listed as LAHCM No. 48.

Integrity

Elysian Park has been subject to numerous alterations over the past 125 years, including land exchanges and development projects resulting in a reduction in the amount of open space within the park (Anderson et al. 1990). Areas that were originally incorporated into the park as open space have been developed for diverse uses. Barlow Hospital was built to the southwest of the park in 1902. The Los Angeles Police Revolver and Athletic Club Pistol Range (now the Los Angeles Police Academy) was built in 1925. The city built Figueroa Street through Elysian Park in 1930 and in 1940 the state built a second road (the Pasadena Freeway) that transects the park. In 1959, the Los Angeles Dodgers acquired 315 acres of land within Chavez Ravine, and Dodger Stadium was built in this location in 1962. The United States Naval and Marine Corps Reserve was built in 1940 by the Works Progress Administration. It is located south of Barlow Hospital on Stadium Way.

Several city facilities are also located within the park. LADWP facilities include a water tank and the Elysian Park Reservoir. The City radio tower was constructed in 1940 in an area known as "Radio Hill." This tower serves city agencies including the police and fire services. From 1966 to 1969, the Department of Sanitation operated a landfill in Bishop Canyon. In the 1960s, Chavez Ravine Road was converted to Stadium Way, and improvements to the road were made to increase the road's capacity and facilitate better access to Dodger Stadium.

Developments that have occurred within and adjacent to Elysian Park detract somewhat from its integrity in that the park does not appear exactly as it did when it was initially established. However, many of the developments that have occurred on park land have served important municipal functions, and as such the history of the park reflects the changing needs of a growing metropolis. While the size of the park has decreased by approximately 142 acres, many portions of the park have remained intact. Furthermore, the feel of the park remains largely the same. It is composed mostly of natural landscape with native vegetation, interspersed with some formally landscaped areas such as the Avenue of the Palms and the Chavez Ravine Arboretum. It continues to serve the recreational needs of the city, and several historically significant components of the park hold local importance, such as the first botanical gardens in Southern California, the Chavez Ravine Arboretum. The park retains overall integrity despite some changes over the years. Most changes that have been made are in keeping with the intent and use of the park.

South Broadway Historic Street Surface (ELY2-H-001)

The historic street surface of South Broadway does not seem to meet the criteria for inclusion in the CRHR. It is not associated with events that have made broad contributions to local or regional history or to the cultural heritage of California (Criterion 1). It does not qualify under Criterion 2 as it is not associated with the lives of persons important to local, California, or national history. Nor does it embody the distinctive characteristics of a type, period, or method of

construction or the work of a master (Criterion 3). Finally, the cement concrete paving is not likely to yield information important in history (Criterion 4). As such, ELY2-H-001 is assessed as not eligible for the CRHR.

A portion of ELY2-H-001 is located within the boundary of the Broadway Theater and Commercial historic district, which is listed on the National Register of Historic Places (NR-79000484). The period of significance for the district is from 1894 to 1931. The date for the portion of the historic street pavement located between 3rd Street and Olympic Boulevard (i.e., within the district) cannot be determined with certainty, but nine blocks south of this district, the pavement is stamped with a date of 1931. Pavement within the district is of similar material and appearance to the pavement laid in 1931. As an individual resource, the Broadway street pavement would not appear to be eligible for the NRHP, but it must also be considered as a potential contributor to the Broadway Theater and Commercial historic district.

While many of the buildings within the district have undergone transformations related to their current use for retail businesses, the streetscape has retained its historic character, more so than other parts of downtown Los Angeles (Grimes 1998: 5). Elements of the streetscape which have previously been found to be character defining features of the district include the streetlights, basement hatches and doors, public utility hardware, glass blocks or vault lights, and terrazzo sidewalks (Grimes 1998). Other elements of the streetscape were not found to be character defining features of the district either because they did not date to the period of significance of the district or because they did not have sufficient integrity. These include the street trees, granite curbs, brass property line markers, and Romero tile (Grimes 1998).

While the historic street surface may date to the period of significance, it exhibits extensive modifications and disturbance which impair its integrity. The historic paving has been paved over through the center of the road with modern asphalt, and shows evidence of trenching and repairs. As such, the historic street surface does not display significant integrity to be considered a character defining feature of the district and it is not considered a contributor.

East Olympic Boulevard Historic Street Surface (ELY2-H-002)

The historic street surface of East Olympic Boulevard (ELY2-H-002) does not seem to meet the criteria for inclusion in the CRHR. It is not associated with events that have made broad contributions to local or regional history or to the cultural heritage of California (Criterion 1). It does not qualify under Criterion 2 as it is not associated with the lives of persons important to local, California, or national history. Nor does it embody the distinctive characteristics of a type, period, or method of construction or the work of a master (Criterion 3). Finally, the cement concrete paving is not likely to yield information important in history (Criterion 4).

Spring Street/Cornfield Railroad Tracks (ELY2-H-003)

The Spring Street/Cornfield railroad tracks (ELY2-H-003) do not seem to meet the criteria for inclusion in the CRHR. They may be associated with events that have made broad contributions to local or regional history or to the cultural heritage of California (Criterion 1) in that archival research suggests they relate to the SPRR River Station which served as a late 19th century

railroad hub. They do not qualify under Criterion 2 as they are not associated with the lives of persons important to local, California, or national history. Nor do they embody the distinctive characteristics of a type, period, or method of construction or the work of a master (Criterion 3). Finally, the standard gauge railroad track is not likely to yield information important in history (Criterion 4).

The railroad tracks identified exhibit extensive modifications and disturbance which impair their integrity. The tracks have been paved over with modern asphalt. In addition, all five sets of track are truncated at one or both ends. As such, ELY2-H-003 does not display significant integrity and is assessed as not eligible for the CRHR.

Third Street Tunnel

The Third Street Tunnel has previously been found not eligible for the CRHR or the NRHP due to alterations, including major changes to the façade of the tunnel, which compromised the integrity of the design, materials, and workmanship of the tunnel as a built resource (Feldman 2003). As such, Feldman (2003) found that the tunnel no longer conveys its historic character.

Because the previous assessment of the Third Street Tunnel did not consider subsurface information potential (Criterion 4), possibly preserved prehistoric sites, or historic evidence of the original construction methods and style of the tunnel, monitoring by a qualified archaeologist is recommended for all excavation within the tunnel (see recommendations below).

CA-LAN-2786 (Santa Fe Avenue Railroad Track)

The narrow-gauge electric trolley track along Santa Fe Avenue (CA-LAN-2786) was recorded during a previous project between Modoc Street and Washington Boulevard (Livingstone et al. 2006). As part of the Alameda Corridor project, a 250-foot segment of the narrow-gauge track was recorded and removed south of Modoc to allow for the installation of a new sewer. In the present field survey, a continuation of this resource extending north to Olympic Boulevard was observed and recorded as an update to CA-LAN-2786. The previously excavated segment of the resource was described as having “excellent integrity” (McDougall 1999). McDougall notes that the track segment was capped by the asphalt surface of Santa Fe Avenue and that spikes, plates, ties, ballast, and adjacent street surface were intact.

CA-LAN-2786 does not appear to be eligible for inclusion in the CRHR. It is not associated with events that have made broad contributions to local or regional history or to the cultural heritage of California (Criterion 1) and is not associated with the lives of persons important to local, California, or national history (Criterion 2). Furthermore, the resource does not embody the distinctive characteristics of the method of construction or the work of a master (Criterion 3), and it is not likely to have the potential to yield information important in history (Criterion 4). The information potential of the resource was at least partially documented in the previous study (Livingstone et al. 2006) for one nearby segment.