Appendix C

Cultural Resources

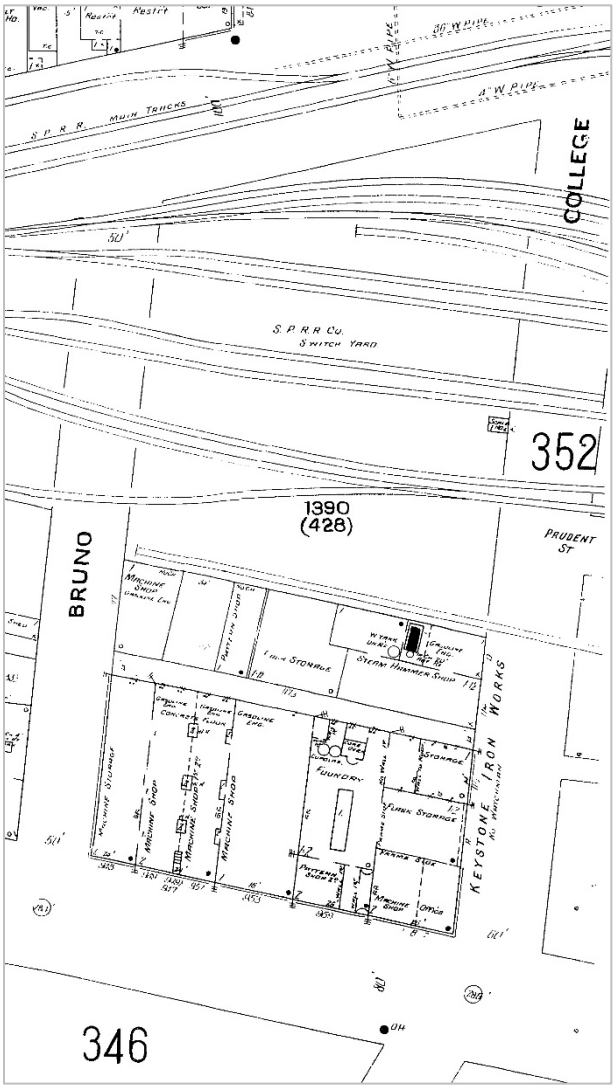
Appendix C.1

Historic Report

HISTORIC RESOURCES GROUP

HISTORIC RESOURCES TECHNICAL REPORT
130 WEST COLLEGE STREET, LOS ANGELES

JULY, 2024



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1.0 EXECUTIVE SUMMARY

The purpose of this technical report is to determine if historical resources as defined by the California Environmental Quality Act (CEQA)[1] are present within the boundaries of the Project Site at 130 West College Street, and, if so, to identify potential impacts to historical resources caused by the proposed Project. The CEQA statute provides that a historical resource is a resource that is:

- Listed in the California Register of Historical Resources (California Register);
- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historic resources.

As proposed, the Project would construct a new, mixed-use commercial building with one level of subterranean parking. The new building will be six stories, or 75 feet, in height above grade.

This investigation included a review of primary and secondary literature regarding the history of development in the Central City North Community Plan Area and the associated development of the Project Site over time, a field investigation of the Project Site, and analysis and evaluation of the Project Site in consideration of criteria for listing in the National Register of Historic Places (National Register) and/or California Register, and for designation as a City of Los Angeles Historic-Cultural Monument (HCM).

Based on visual observation of the Project Site, a review of primary and secondary sources, and an analysis of the eligibility criteria for listing in the National Register and the California Register as well the criteria for local designation as a Los Angeles HCM, HRG has evaluated the Project Site and made the following determinations:

- The Project Site at 130 West College Street does not appear eligible for listing as an individual historic resource in the National Register or the California Register, or for local designation as a Los Angeles HCM. Therefore, the property does not meet the requirements for consideration as an individually eligible historical resource for the purposes of CEQA.
- One historical resource is present within the vicinity of the Project Site:
    1. **Granite Block Paving, West Bruno Street, between North Alameda Street and North Main Street:** Designated as Los Angeles HCM No. 211 in 1979.
- While new construction associated with the proposed Project has the potential

[1] California PRC, Section 21084.1.

to materially alter the integrity of *setting* for HCM No. 211 through the disruption of existing spatial relationships, it is the only aspect of integrity that may be impacted by adjacent new construction. As a result, all remaining aspects of integrity currently associated with HCM No. 211 will continue to be retained; thus, HCM No. 211 will continue to retain a majority of the aspects of integrity and therefore continue to convey its historic character and identity, and consequently, its eligibility as a Los Angeles HCM.

- However, the proposed new construction would require substantial foundation work along with excavation to allow for the construction of subterranean parking. Without mitigation to ensure the protection of adjacent historical resources from vibration damage due to underground excavation and general construction procedures and to reduce the possibility of settlement due to the removal of adjacent soil, new construction associated with the Project has the potential to de-stabilize nearby historic paving, resulting in significant impacts. Mitigation to minimize potential impacts to HCM No. 211 is provided in Section 13 of this report. With implementation of this migration measure, potential impacts will be reduced to a less-than-significant level.

2.0 INTRODUCTION

2.1 Purpose

The purpose of this technical report is to determine if historical resources as defined by the California Environmental Quality Act (CEQA)[2] are present within the Project Site at 130 West College Street, and, if so, to identify potential impacts to historical resources caused by the proposed Project.

Under CEQA the potential impacts of a project on historical resources must be considered. The purpose of CEQA is to evaluate whether a proposed project may have a significant adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation measures.

The impacts of a project on a historical resource may be considered an environmental impact. CEQA states that:

> *A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.*[3]

Thus, an evaluation of project impacts under CEQA requires a two-part inquiry: (1) a determination of whether the project site contains or is adjacent to a historically significant resource or resources and if so, (2) a determination of whether the proposed project will result in a "substantial adverse change" in the significance of the resource or resources. This report investigates the Project Site to determine if historic resources exist within its boundaries and analyzes project impacts for any adverse change in the significance of such resources.

This report contains:

- A review of the existing parcels comprising the Project Site;
- A review of previous evaluations of the site through historic survey, environmental review, or other official actions;
- Evaluation of any potential historic resources; and
- Analysis of impacts to historical resources under CEQA.

2.2 Project Team

Research, field inspection, and analysis were performed by Paul Travis, AICP, Principal, and Heather Goers, Senior Architectural Historian. Both are qualified professionals who

[2] California PRC, Section 21084.1.
[3] California PRC, Section 21084.1.

meet or exceed the Secretary of the Interior's Professional Qualifications Standards.

2.3 Project Site and Vicinity

As part of this analysis, Historic Resources Group (HRG) examined the parcels that comprise the Project Site and would be directly impacted by the proposed Project. These include:

- APN #5409-008-015 – 130 West College Street
- APN #5409-008-001 – 117-119 West Bruno Street
- APN #5409-008-002 – 110-114 West College Street
- APN #5409-008-003 – 959-963-971-973 North Main Street
- APN #5409-008-004 – 953-955 North Main Street
- APN #5409-008-005 – 945-949 North Main Street
- APN #5409-008-006 – 943 North Main Street

The land comprising these parcels is improved as a surface parking lot that will be developed as part of the Project. The extent comprising the Project Site – and therefore evaluated as part of this exercise – is shown in the following Figure 1.

PROJECT SITE VICINITY

Because the Project would add introduce additional height and density to the Project Site, in an area largely improved with low-scale commercial and industrial buildings, HRG also examined historical resources in the vicinity of the Project Site area to be developed. Historical resources in the vicinity of the Project Site may be subject to adverse impacts as a result of work associated with the proposed Project, such as potential damage arising from adjacent underground excavation and general construction procedures that could undermine the stability of a historical resource.

The analysis in this report focuses on those properties reasonably foreseen to be potentially impacted by the proposed Project due to their proximity to the Project Site. In order to identify historical resources present in the vicinity that may be impacted by the proposed Project, HRG conducted a review of properties immediately adjacent to the Project Site, as well as those properties immediately across the street from the Project Site, and noted existing historical resources present in this vicinity. These resources are noted throughout the report, and potential impacts associated with these resources are discussed as part of the analysis. The vicinity area is also noted in the following Figure 1.

TABLE 1: PARCELS COMPRISING THE PROJECT SITE AND VICINITY

LOCATION	ASSESSOR PARCEL NUMBER (APN)	TRACT	LOT	PARCEL ADDRESS(ES)	CURRENT DEVELOPMENT STATUS
Project Site Parcel 1	5409-008-015	Freight Depot Tract	FR Lot D	130 West College Street	Surface Parking Lot
Project Site Parcel 2	5409-008-001	Beaudry Water Works Tract	Lot 16	119 West Bruno Street	Surface Parking Lot
			Lot 17	117 West Bruno Street	
			VAC ORD 9460	None	
	5409-008-002	Beaudry Water Works Tract	Lot 25	114 West College Street	
			Lot 26	110 West College Street	
			VAC ORD 9460	None	
	5409-008-003	Beaudry Water Works Tract	Lot 27	973 North Main Street	
			Lot 28	971 North Main Street	
			Lot 29	963 North Main Street	
			Lot 30	959 North Main Street	
			VAC ORD 9460	None	
	5409-008-004	Beaudry Water Works Tract	Lot 31	955 North Main Street	
			Lot 32	953 North Main Street	
			VAC ORD 9460	None	
	5409-008-005	Beaudry Water Works Tract	Lot 33	949 North Main Street	
			Lot 34	945 North Main Street	
			VAC ORD 9460	None	
	5409-008-006	Beaudry Water Works Tract	Lot 35	943 North Main Street	
			VAC ORD 9460	None	
Vicinity	5409-007-003	Tract No. 19617	FR Lot 1	129-135 West College Street; 924 North Spring Street	Vacant Lot
Vicinity	5409-007-001	Beaudry Water Works Tract	Lot 125	1007 North Main Street	Industrial Building
			Lot 124	1005 North Main Street	
			Lot 123	1001 North Main Street; 109 West College Street	

LOCATION	ASSESSOR PARCEL NUMBER (APN)	TRACT	LOT	PARCEL ADDRESS(ES)	CURRENT DEVELOPMENT STATUS
Vicinity	5409-009-014	Beaudry Water Works Tract	FR Lot 74	None	Industrial Building
		City Lands of Los Angeles	VAC ORD 7546	1000 North Main Street	
		Garden of Frank Sabichi Esq.	FR Lot 2	1131 North Alhambra Avenue	
Vicinity	5409-009-013	Tract No. 2951	FR Lot 4	None	Industrial Building
		Tract No. 2951	FR Lot 2	114-126 East College Street	
Vicinity	5409-009-011	Tract No. 2951	FR Lot 4	950 North Main Street; 1011 North Alhambra Avenue	Industrial Building
Vicinity	5409-008-026	Beaudry Water Works Tract	Lot 49	None	Surface Parking Lot
			Lot 50	935-937 North Main Street	Industrial Building
			Lot 51	933 North Main Street	Surface Parking Lot
			Lot 52	931 North Main Street	
			Lot 53	929 North Main Street	
			Lot 54	925 North Main Street	
			Lot 55	923 North Main Street	
			Lot 56	921 North Main Street	
			Lot 57	917-919 North Main Street	
Vicinity	5409-008-016	Freight Depot Tract	Lot E	130 West Bruno Street	Commercial Building
Vicinity	5408-029-001	Property of Mooney and Meyer	Lot 1	1137 North Alameda Street	Surface Parking Lot
		Property of Mooney and Meyer	Lot 2	1135 North Alameda Street	Surface Parking Lot
		Property of Mooney and Meyer	Lot 3	830 North Spring Street	Commercial Building
		Property of Mooney and Meyer	Lot 4	None	

LOCATION	ASSESSOR PARCEL NUMBER (APN)	TRACT	LOT	PARCEL ADDRESS(ES)	CURRENT DEVELOPMENT STATUS
Vicinity	None	Capitol Mills Tract	FR Unnum-bered Lot	**Chinatown Station** 901 North Spring Street	Light Rail Station

FIGURE 1: PROJECT SITE LOCATION



3.0 PROJECT DESCRIPTION[4]

The Project would redevelop the existing surface parking lot with a five-story mixed-use commercial building with approximately 224,597 square feet of office uses, 4,095 square feet of ground floor restaurant uses, and 4,110 square feet of ground floor retail uses with parking provided within one subterranean level, one at-grade level, and one above-grade level. The Project would include approximately 1,799 square feet of outdoor uncovered dining area adjacent to the ground floor restaurant, which is not considered "Floor Area" as defined in the LAMC but is nevertheless counted towards the Project's restaurant area for purposes of this environmental analysis. As such, for the purpose of this analysis, the Project would include 5,894 square feet of ground floor restaurant space.

The Project's ground floor treatment with retail and restaurant spaces oriented towards the sidewalks, along with the proposed trees and landscaping in the right-of-way adjacent to the Project Site, would activate the street level and enhance the pedestrian experience, especially as compared to the existing conditions. The Project would also preserve and pay homage to the Granite Block Paving (Los Angeles HCM No. 211), which is located on Bruno Street adjacent to the Project Site, by incorporating the same treatment throughout the Project's street level design. The Project would also provide significant private and publicly accessible open space, including a street plaza and garden plaza on the ground floor and various open space landscaped balconies and terraces on the upper levels. These open space terraces would support a health and wellness-oriented workplace environment, especially in a post-COVID 19 world.

Copies of the Project plans reviewed for this study are included in the appendices.

[4] Project Description has been provided by the Applicant.

4.0 CURRENT SETTING

4.1 Site Location

The Project Site is located in Chinatown neighborhood of Los Angeles, which is situated in the central northern portion of the Central City North Community Plan Area (CPA), to the north of downtown Los Angeles. The Project Site comprises the block bounded by West College Street to the north, North Main Street to the east, West Bruno Street to the south, and North Alameda Street to the west. A map showing the location of the Project Site is included in the preceding Figure 1.

The Project Site is situated in the central portion of the community of Chinatown, approximately one block south of the Los Angeles Metro Chinatown Station, two blocks south of Los Angeles State Historic Park, and three blocks southeast of Chinatown Central Plaza. The Los Angeles River runs generally north-south in this area, approximately one mile to the east of the Project Site.

4.2 Setting

The Central City North CPA is highly urbanized and generally built out. The area surrounding the Project Site is characterized by a mix of regional commercial and hybrid industrial land uses. Buildings vary in type and density and house a range of commercial and light industrial operations.

The parcels immediately to the north of the Project Site, across West College Street, are improved with a surface parking lot and a modest two-story industrial building. Parcels immediately to the east, across North Main Street, are developed with contemporary commercial storage facilities. Parcels immediately to the south, across West Bruno Street, are improved with a mix of period and contemporary commercial and industrial buildings as well as a surface parking lot; the site serves as the headquarters for Homeboy Industries. The Los Angele Metro L (Gold) Line tracks run along North Alameda Street/North Spring Street to the west and separates the Project Site and surrounding area – which is largely characterized by industrial development – from the neighborhood's more densely-developed commercial corridors along North Broadway and North Hill Street to the west.

To the northwest of the Project site lies the commercial center of Chinatown, which consists primarily of one- and two-story commercial buildings, mostly retail shops and restaurants, as well as a number of institutional properties, including several Chinese benevolent associations. Some of these Chinatown buildings date to the establishment of New Chinatown in this area in the late 1930s.

The area is accessed by multiple freeways, including the Pasadena Freeway/Arroyo Seco Parkway (SR-110), which is located approximately 0.6 miles northwest of the Project

Site; the Golden State Freeway (I-5), which is located approximately 1.2 miles northeast of the Project Site; and the Hollywood Freeway (US-101), which is located approximately 0.7 miles southwest of the Project Site.

5.0 METHODOLOGY

Sources consulted as part of this investigation included primary and secondary literature regarding the history and development of the Central City North CPA and the associated development of the Project Site over time. Archival sources consulted included but were not limited to historical building permits, historical newspapers, historical aerial photographs, and historical maps including tract, assessor, topographical, and Sanborn Insurance Co. fire insurance maps. A site visit was also conducted by HRG staff on December 21, 2022.

Contemporary planning documents were also consulted, which included but were not limited to previous environmental and survey evaluations related to the Project Site as well as contemporary survey efforts, including the 2016 SurveyLA survey of the Central City North CPA.

Topographical maps available at HistoricAerials.com were reviewed for the subject properties from the following years: 1894, 1896, 1898, 1900, 1904, 1907, 1908, 1910, 1913, 1915, 1920, 1927, 1928, 1931, 1940, 1956, 1968, 1975, 1982, 1987, 1994, 2012, 2015, and 2018.

Tract maps associated with the Project Site, available online through the Los Angeles Department of Public Works, were reviewed and included the following: Plat of the Beaudry Water Works (MR014-060, 1887); and Freight Depot Tract (MB072-075, 1899). Digital Sanborn Insurance Company fire insurance maps, available through the Los Angeles Public Library, were also reviewed for the subject properties from the following years: 1888, 1894, 1906, 1950, and 1953.

Historical aerial photographs available at HistoricAerials.com were reviewed for the subject properties from the following years: 1948, 1952, 1964, 1972, 1980, 1987, 1988, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2003, 2004, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020. Additional aerials from the University of California, Santa Barbara Library Geospatial Collection were also reviewed and are included in the appendices.

6.0 REGULATORY FRAMEWORK

6.1 Historical Resources Under CEQA

When the California Register of Historical Resources (California Register) was established in 1992, the Legislature amended CEQA to clarify which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. A "substantial adverse change" means "demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[5]

CEQA defines a historical resource as a resource listed in, or determined eligible for listing, in the California Register. All properties on the California Register are to be considered under CEQA. However, because a property does not appear on the California Register does not mean it is not a historical resource and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.[6]

The courts have interpreted CEQA to create three categories of historical resources:

- *Mandatory historical resources* are resources "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."
- *Presumptive historical resources* are resources "included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1" of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register.[7]

To simplify the first three definitions provided in the CEQA statute, a historical resource is a resource that is:

- Listed in the California Register;
- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historic resources.

[5] *CEQA Guidelines*, section 15064.5(b).
[6] California PRC, section 21084.1.
[7] *League for the Protection of Oakland's Architectural and Historic Resources v. City of Oakland*, 52 Cal. App. 4th 896, 906-7 (1997).

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. A historical resource is a resource that is:

- Identified as significant in a historical resource survey meeting the requirements of Public Resources Code 5024.1 (g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historic resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be a "historical resource" for the purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places (National Register) are automatically listed in the California Register. Properties designated by local municipalities can also be considered historic resources. A review of properties whose historic eligibility could potentially be affected by a project is also required under CEQA.

6.2 Historic Designations

A property may be designated as historic by National, State, and local authorities. In order for a building to qualify for listing in the National Register or the California Register, it must meet one or more identified criteria of significance. The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register is an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.[8] The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects;

[8] 36CFR60, Section 60.2.

eligibility for federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.[9]

In addition to meeting any or all of the criteria listed above, properties nominated must also possess sufficient historic integrity, which is discussed in the following Section 6.4.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.[10]

The criteria for eligibility for listing in the California Register are based upon National Register criteria. These criteria are:

[9] 36CFR60, Section 60.3.
[10] California PRC, Section 5023.1(a).

1. 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.
2. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register includes the following:

- California properties formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register of Historic Places.
- State Historical Landmark No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation (OHP) shall review their eligibility for the California Register in accordance with procedures to be adopted by the State Historical Resources Commission (commission).
- Points of historical interest which have been reviewed by the OHP and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission.[11]

Other resources which may be nominated for listing in the California Register include:

- Individual historic resources.
- Historic resources contributing to the significance of a historic district.
- Historic resources identified as significant in historic resources surveys, if the survey meets the criteria listed in subdivision (g).
- Historic resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria.

[11] California PRC, Section 5023.1(d).

- Local landmarks or historic properties designated under any municipal or county ordinance.[12]

CITY OF LOS ANGELES HISTORIC-CULTURAL MONUMENTS (HCMS)

The City of Los Angeles Cultural Heritage Ordinance, enacted in 1962, allows for the designation of buildings and sites as individual local landmarks in the City of Los Angeles. These landmarks are known as "Historic-Cultural Monuments."

Section 22.171.7 of Article 1, Chapter 9, Division 22 of the City of Los Angeles Administrative Code defines an HCM as "any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles." A proposed HCM may be designated by the City Council upon the recommendation of the Cultural Heritage Commission if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Designation recognizes the unique architectural value of certain structures and helps to protect their distinctive qualities. Any interested individual or group may submit nominations for HCM status. Buildings may be eligible for HCM status if they retain their historic design and materials. Those that are intact examples of past architectural styles or that have historical associations may meet the criteria listed in the Cultural Heritage Ordinance.

6.3 SurveyLA

The Project Site is located within the City of Los Angeles, which has been subject to a citywide historic resources survey known as SurveyLA. SurveyLA, the Los Angeles Historic Resources Survey, is the City's comprehensive program to identify and document potential historic resources throughout the City of Los Angeles. SurveyLA is intended to provide baseline information on historic resources to inform planning

[12] California PRC, Section 5023.1(e).

decisions and support City policy goals and processes.[13]

As part of SurveyLA, the Office of Historic Resources has developed a Historic Context Statement (HCS) to provide a framework for identifying and evaluating potential historic resources within the City of Los Angeles. The HCS utilizes the Multiple Property Documentation (MPD) format developed by the National Park Service for the National Register of Historic Places and complies with the standards and guidelines set forth by the National Park Service and the California Office of Historic Resources.[14] This approach organizes the themes, trends, and patterns of history shared by properties into historic contexts; identifies and describes historic resources or property types that represent the contexts; and provides specific standards to guide the evaluation of significance. The SurveyLA HCS is organized into nine broad historical contexts, which are specific to Los Angeles and focus on the development of the City during the period dating from 1780 to 1980, and further subdivided into themes and sub-themes that reflect the various historical trends and patterns of events associated with each context.[15]

The Project Site falls within the boundaries of the Central City North CPA, which was surveyed most recently in 2016 as part of SurveyLA.[16]

6.4 Historic Significance and Integrity

HISTORIC SIGNIFICANCE AND PERIOD OF SIGNIFICANCE

The definition of *historic significance* used by the California OHP in its administration of the California Register is based upon the following definition used by the National Park Service for the National Register.[17]

> *Historic significance is [defined as] the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, State, or the nation. It is achieved in several ways:*

[13] SurveyLA Los Angeles Historic Resources Survey, "Field Survey Results Master Report," August 2016, https://planning.lacity.org/odocument/c118f301-cc39-4ede-af5a-3e5ec901e7be/SurveyLA_Master_Report.pdf (accessed April 2024). Resources identified through SurveyLA are not designated resources; designation is a separate process that requires public hearings and property owner notification.
[14] SurveyLA Los Angeles Historic Resources Survey, "Los Angeles Citywide Historic Context Statement: Context Outline, Revised January 2020," https://planning.lacity.org/odocument/fbb3582b-b6b0-4fb7-b27a-dbabacd760aa/SurveyLA_HistoricContextStatementOutline_July2018.pdf (accessed April 2024).
[15] SurveyLA Los Angeles Historic Resources Survey, "Los Angeles Citywide Historic Context Statement: Context Outline, Revised January 2020."
[16] SurveyLA Los Angeles Historic Resources Survey, "Historic Resources Survey Report: Central City North Community Plan Area," prepared for the City of Los Angeles Department of City Planning Office of Historic Resources by Historic Resources Group, Pasadena, CA, September 2016, https://planning.lacity.org/odocument/4004f839-e03a-43a2-a759-7ad60d40f19b/SurveyLACentralCityNorth_SurveyReport_RevMay18.pdf (accessed April 2024).
[17] U. S. Department of the Interior, National Park Service, *National Register Bulletin 16A: How to Complete the National Register Nomination Form* (Washington, DC: 1997), https://www.nps.gov/subjects/nationalregister/upload/NRB16A-Complete.pdf (accessed April 2024).

- *Association with important events, activities or patterns*
- *Association with important persons*
- *Distinctive physical characteristics of design, construction, or form*
- *Potential to yield important information*

A property may be significant individually or as part of a grouping of properties.

In addition to the above criteria, significance is defined by the area of history in which the property made important contributions and by the period of time when these contributions were made.[18] The National Park Service defines this period of time as the *period of significance*.

The *period of significance* is the length of time when a property was associated with important events, activities or persons, or attained the characteristics which qualify it for listing. The period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction.[19]

The period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction.[20] The period of significance can be as brief as a single year; many, however, span many years and consist of beginning and closing dates.[21] Identification and definition of the period is based on "specific events directly related to the significance of the property," for example, the date of construction, years of ownership, or length of operation as a particular entity.[22]

INTEGRITY

Historic integrity is the ability of a property to convey its significance and is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[23] The National Park Service defines seven aspects of integrity: *location*, *design*, *setting*, *materials*, *workmanship*, *feeling*, and *association*. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.

[18] *National Register Bulletin 16A: How to Complete the National Register Nomination Form.*
[19] *National Register Bulletin 16A: How to Complete the National Register Nomination Form.*
[20] *National Register Bulletin 16A: How to Complete the National Register Nomination Form.*
[21] *National Register Bulletin 16A: How to Complete the National Register Nomination Form.*
[22] *National Register Bulletin 16A: How to Complete the National Register Nomination Form.*
[23] *National Register Bulletin 16A: How to Complete the National Register Nomination Form.*

- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[24]

While it is not necessary for a property to retain all seven aspects of integrity, or indeed, "all its historic physical features or characteristics,"[25] the National Park Service notes that the property must retain "the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define both *why* a property is significant and *when* it was significant."[26]

CHARACTER-DEFINING FEATURES

Every historic building is unique, with its own identity and its own distinctive character. *Character-defining features* are those visual aspects and physical features or elements, constructed during the property's period of significance, that give the building its historic character and contribute to the integrity of the property. Character-defining features should be considered in the planning and design of a project to preserve them to the maximum extent possible. Character-defining features can identify the building as an example of a specific building type, usually related to the building's function; they can exemplify the use of specific materials or methods of construction, or embody a historical period or architectural style; and they can convey the sense of time and place in buildings associated with significant events or people.

[24] U. S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, by the staff of the National Register of Historic Places, finalized by Patrick W. Andrus, edited by Rebecca H. Shrimpton (Washington, DC: 1990; revised for Internet, 2002), https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf (accessed April 2024).
[25] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*
[26] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

7.0 SUMMARY OF PREVIOUS EVALUATIONS

In order to determine whether the properties located within or adjacent to the Project Site have been subject to previous historic resource evaluation and/or designation, HRG consulted several sources related to the status of historic resources in Los Angeles. These sources included both online and physical repositories such as ZIMAS, HistoricPlacesLA (HPLA), and the State of California's Built Environment Resources Directory (BERD). These repositories, the scope of their data, and resultant findings are discussed in greater detail below.

7.1 Zone Information and Map Access System

The Zone Information and Map Access System, more commonly known as ZIMAS, is an online portal developed by the City of Los Angeles Department of City Planning to provide digital access to zoning-related information for specific properties.[27] While ZIMAS does not include records of previous historic resource *evaluations* for specific properties, such as those evaluations undertaken as part of citywide historic resources surveys, it does identify prior historic *designations* associated with a specific property that have been awarded at the local, state, or federal level.

A review of ZIMAS identified the following designated resources.

- One resource in the vicinity of the Project Site is currently included in ZIMAS.

    1. The granite block paving on West Bruno Street, between North Alameda Street and North Main Street, is listed in ZIMAS as Los Angeles HCM No. 211. It was designated in 1979.

7.2 HistoricPlacesLA

HistoricPlacesLA is the City of Los Angeles's online historic resource inventory and management system. The website includes information collected for SurveyLA and other historic resources surveys. Also included are Los Angeles HCMs, Historic Preservation Overlay Zones, and properties listed in the National Register and California Register.[28] Most significantly, HistoricPlacesLA includes information on properties identified as eligible for designation through SurveyLA, the Los Angeles Historic Resources Survey, and equivalent surveys utilizing SurveyLA methodology.[29]

[27] ZIMAS can be accessed at http://zimas.lacity.org/. Designation information, if applicable, may be found by searching for a specific property and then clicking on the dropdown menu for "Planning & Zoning." Designation status will be noted under "Historic Preservation Review."
[28] "Historic Resources Surveys: HistoricPlacesLA," https://planning.lacity.org/preservation-design/historic-resources-survey (accessed April 2024).
[29] HistoricPlacesLA, "About the Data," http://historicplacesla.org/about_data (accessed November 2020). Please note that as of this writing, a "significant percentage," but not all, designated Los Angeles Historic-Cultural Monuments are listed in

A review of HistoricPlacesLA identified the following resources:

- One resource in the vicinity of the Project Site is currently included in HistoricPlacesLA.

    1. The granite block paving on West Bruno Street, between North Alameda Street and North Main Street, is listed in HistoricPlacesLA as an individual resource and has been designated as Los Angeles HCM No. 211.[30]

7.3 Built Environment Resource Directory

The BERD files provide information, organized by county, regarding non-archaeological resources included in the inventory of the California OHP.[31] The BERD inventory contains information only for cultural resources that have been processed through the OHP. This includes resources reviewed for eligibility to the National Register and the California Historical Landmarks programs through federal and state environmental compliance law, and resources nominated under federal and state registration programs. The BERD replaces the previous Historic Resources Inventory (HRI).

A review of the Built Environment Resources Directory identified the following resources. Please note that while ZIMAS addresses have been utilized for consistency elsewhere in this report, in this instance addresses are noted as they appear in the BERD. Addresses are listed in the BERD as they were documented at the time of survey or evaluation and may reflect historical street addresses that are inconsistent with contemporary numbering. As assessor parcel numbers are not included in the BERD, it is not possible to confirm which address(es) correspond to a particular parcel.

A review of the BERD did not identify any eligible resources within the boundaries of the Project Site or within the vicinity of the Project Site.

7.4 Summary of Findings

Based on a review of the above sources, the following previous evaluations and/or designations have been identified for parcels comprising the Project Site as well as those properties in the vicinity of the Project Site. These properties are also documented in the following Figure 3.

PROPERTIES COMPRISING THE PROJECT SITE

HPLA. Until such time as the data for all designated resources has been updated, refer to ZIMAS for confirmation of prior historic designation.

[30] "Granite Block Paving (Between Alameda Street and North Main Street)," HistoricPlacesLA, http://historicplacesla.org/reports/b80ceb5a-58fc-47b4-8e86-b8ddf8a3d567 (accessed April 2024).

[31] Description of the scope of the California BERD has been excerpted from the Built Environment Resource Directory (BERD), California Office of Historic Preservation, https://ohp.parks.ca.gov/?page_id=30338 (accessed April 2024).

1. **117-119 West Bruno Street; 110-114-130 West College Street; 943-945-949-953-955-959-963-971-973 West Main Street (APNs #5409-008-015, 5409-008-001, 5409-008-002, 5409-008-003, 5409-008-004, 5409-008-005, and 5409-008-006):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

PROPERTIES IN THE VICINITY OF THE PROJECT SITE

2. **129-135 West College Street; 924 North Spring Street (APN #5409-007-003):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

3. **109 West College Street; 1001-1005-1007 North Main Street (APN #5409-007-001):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

4. **1131 North Alhambra Avenue; 1000 North Main Street (APN #5409-009-014):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

5. **114-126 East College Street (APN #5409-009-013):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

6. **1011 North Alhambra Avenue; 950 North Main Street (APN #5409-009-011):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

7. **917-919-921-923-925-929-931-933-935-937 North Main Street (APN #5409-008-026):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

8. **130 West Bruno Street (APN #5409-008-016):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

9. **1135-1137 North Alameda Street; 830 North Spring Street (APN #5408-029-001):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

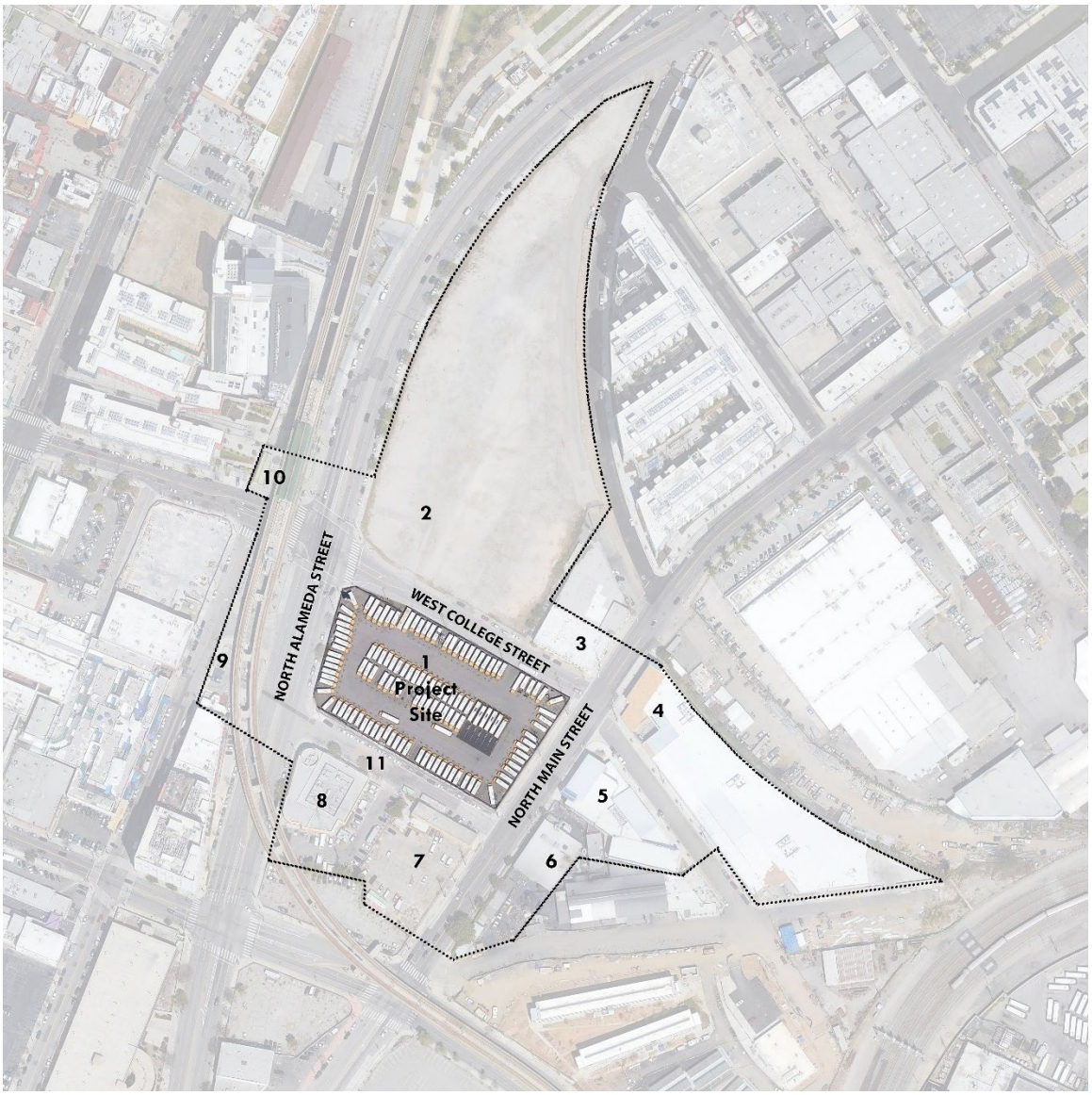
10. **Chinatown Station (901 North Spring Street):** Not listed in the National Register or the California Register and is not designated as a Los Angeles HCM. The property as presently improved has also not been identified as an eligible historical resource in any previous survey evaluations.

11. **West Bruno Street, between North Alameda Street and North Main Street:** The granite block paving has been designated as Los Angeles HCM No. 211.

TABLE 2: SUMMARY OF PREVIOUS EVALUATIONS

MAP KEY NO.	LOCATION	ASSESSOR PARCEL NUMBER (APN)	PROPERTY NAME AND/OR ADDRESS	PREVIOUS EVALUATION OR DESIGNATION
1	Project Site	5409-008-015 5409-008-001 5409-008-002 5409-008-003 5409-008-004 5409-008-005 5409-008-006	117-119 West Bruno Street; 110-114-130 West College Street; 943-945-949-953-955-959-963-971-973 West Main Street	None
2	Vicinity	5409-007-003	129-135 West College Street; 924 North Spring Street	None
3	Vicinity	5409-007-001	109 West College Street; 1001-1005-1007 North Main Street	None
4	Vicinity	5409-009-014	1131 North Alhambra Avenue; 1000 North Main Street	None
5	Vicinity	5409-009-013	114-126 East College Street	None
6	Vicinity	5409-009-011	1011 North Alhambra Avenue; 950 North Main Street	None
7	Vicinity	5409-008-026	917-919-921-923-925-929-931-933-935-937 North Main Street	None
8	Vicinity	5409-008-016	130 West Bruno Street	None
9	Vicinity	5408-029-001	1135-1137 North Alameda Street; 830 North Spring Street	None
10	Vicinity	N/A	**Chinatown Station** 901 North Spring Street	None
11	Vicinity	N/A	**Granite Block Paving** West Bruno Street, between North Alameda Street and North Main Street	Los Angeles Historic-Cultural Monument No. 211

FIGURE 2: HISTORICAL RESOURCES IN THE VICINITY OF THE PROJECT SITE



8.0 HISTORY AND DESCRIPTION OF THE SURROUNDING AREA

8.1 Description of the Surrounding Area[32]

Located immediately to the north and east of downtown Los Angeles, the Central City North CPA is bounded generally by Stadium Way, Lilac Terrace, and North Broadway to the north; the Los Angeles River to the east; 25th Street to the south; and Alameda Street, Cesar E. Chavez Avenue, Sunset Boulevard, and Marview Avenue to the west. The CPA is surrounded by the CPAs of Silver Lake-Echo Park-Elysian Valley and Northeast Los Angeles to the north, Boyle Heights to the east, and Central City to the west, as well as the City of Vernon to the south.

The topography of the CPA is generally flat – a characteristic reflected in the area's largely orthogonal street patterns – with some hilly areas in the northwestern part of the CPA. The CPA is traversed by several major thoroughfares, including the north/south corridors of Alameda Street, North Broadway, North Spring Street, and North Main Street, and the east/west corridors of Cesar E. Chavez Boulevard, 1st Street, 4th Street, Olympic Boulevard, and Washington Boulevard. The CPA is also served by three major freeways: the Pasadena (SR-110) Freeway to the north; the Hollywood (US-101) Freeway, which runs east/west through the central portion of the CPA; and the Santa Monica (I-10) Freeway, which runs east/west through the southern portion of the CPA. The Los Angeles River defines the eastern border of the CPA.

The CPA is composed of low- to medium-density urban land uses, including residential, commercial, industrial, and institutional properties. South of Cesar E. Chavez Boulevard, the vast majority of the CPA is composed of industrial development. Residential development is contained almost exclusively in the northwestern portion of the CPA. Commercial development is primarily concentrated in the northern portion of the CPA along Alameda Street, which serves as a major commercial and traffic corridor, and in the Chinatown commercial district. Open space, including the Los Angeles State Historic Park, and public facilities comprise the remainder of the land within the CPA.[33]

[32] The description of the surrounding area has been excerpted and adapted from SurveyLA Los Angeles Historic Resources Survey, "Historic Resources Survey Report: Central City North Community Plan Area," prepared for the City of Los Angeles Department of City Planning Office of Historic Resources by Historic Resources Group, Pasadena, CA, September 2016, https://planning.lacity.org/odocument/4004f839-e03a-43a2-a759-7ad60d40f19b/SurveyLACentralCityNorth_SurveyReport_RevMay18.pdf (accessed April 2024).
[33] SurveyLA Los Angeles Historic Resources Survey, "Historic Resources Survey Report: Central City North Community Plan Area."

8.2 History of the Surrounding Area[34]

As part of the land which comprised the original settlement of Los Angeles, the Central City North CPA contains some of the earliest development in Los Angeles and reflects the city's transformation from a modest settlement of eleven families into a thriving modern metropolis. The original pueblo was developed to the south and west of the present-day CPA; the first residences, commercial establishments, and civic and religious institutions were developed here, and the area functioned as the nexus of political, economic, and cultural life in early Los Angeles.

As the land comprising the present-day CPA was originally situated immediately adjacent to the pueblo, the area has historically fulfilled a variety of needs for the nearby community, and has remained in continuous use since its initial organization in 1781. Today, the CPA is an amalgamation of three areas with vastly different character, reflecting the evolving use of each neighborhood. The area north of the pueblo – the northern portion of the present-day CPA – includes Chinatown as well as remnant examples of early residential development in Los Angeles; it embodies the historical pattern of immigrant settlement in Los Angeles and the subsequent development of ethnic communities within the city. The northern portion of the CPA encompasses Los Angeles State Historic Park. The southern portion of the present-day CPA – between Alameda Street and the Los Angeles River – was first utilized for agricultural purposes by inhabitants of the nearby pueblo and later evolved in the city's first industrial district.

The Los Angeles State Historic Park is known to most Angelenos by its distinguishing feature, "The Cornfield." Southern Pacific Railroad purchased The Cornfield in the late 1800s and used the land as a freight depot and switch yard until the late 1990s. In 2001, the land was put up for sale. Eager to bring jobs and tax revenue to this area of the city, then-Mayor Richard Riordan solicited one of the nation's largest real estate developers, Majestic Realty Co., to purchase the land. However, the Chinatown Yards Alliance, a multi-ethnic coalition of over thirty neighborhood, civil rights, and environmental organizations, sued Majestic and raised $30 million from the State of California to purchase the land for a state park. Most recently, the area has become the focal point of a redevelopment plan called the Cornfield Arroyo Seco Specific Plan. This area is also home to a notable remnant example of the area's early history of agricultural activities. In 1831, Don Abel Stearns obtained land to construct a flour mill at 1231 N. Spring Street, which would become Eagle Mills (1855) and later Capitol Mills (1883). Today known as Capitol Milling, this is the only extant property in the CPA that reflects the area's agricultural past and is the oldest industrial building in Los Angeles.

[34] Discussion of the history of the surrounding area has been excerpted and adapted from SurveyLA Los Angeles Historic Resources Survey, "Historic Resources Survey Report: Central City North Community Plan Area," prepared for the City of Los Angeles Department of City Planning Office of Historic Resources by Historic Resources Group, Pasadena, CA, September 2016, https://planning.lacity.org/odocument/4004f839-e03a-43a2-a759-7ad60d40f19b/SurveyLACentralCityNorth_SurveyReport_RevMay18.pdf (accessed April 2024).

Much of the northern portion of the CPA was historically the home of arriving immigrants. Central City North was the symbolic cultural center for a number of the region's most prominent ethnic groups, encompassing Chinatown, parts of Little Tokyo, parts of the original Mexican pueblo, and Little Italy. Among the area's first immigrant residents were new arrivals from northern Mexico. From the 1850s until the early 20th century, the area now known as Chinatown was home to L.A.'s first barrio called Sonoratown. The neighborhood acquired its name during the years of California's Gold Rush, when a wave of miners and other migrants from the Mexican province of Sonora settled there. By 1870, approximately 230 Chinese immigrants lived near where Union Station stands today, and by the 1890s Croatian, Dalmatian, French, and Italian immigrants had also settled in the area. Early residential and commercial tracts in the present-day Chinatown area included the Bernard Tract (1882), Rosas Tract (1882), West Rosas Tract (1883), Park Tract (1885), Buena Vista Tract (1886), and Victor Heights Tract (1886). Later subdividers included Victor and Prudent Beaudry and C. E. Day. Residential construction typically consisted of modest, one-story vernacular cottages, though some were designed in the then popular Victorian-era styles, examples of which remain today.

While the downtown area remained the major focus of commercial and institutional activity, ethnic enclaves in the surrounding area developed stores, offices, and localized service industries to support their growing populations. The first permanent settlement of Chinese in Los Angeles, commonly referred to as "Old Chinatown," prospered around the Plaza at El Pueblo, south of the CPA. This first Chinatown was a block-long enclave concentrated along "Calle de los Negros," a short alley between the Plaza and Arcadia Street to the south. Old Chinatown was the center of community for Chinese in Los Angeles and included both living quarters and places of employment, in addition to religious institutions and meeting halls for community organizations. By 1880, the Chinese were the largest minority group in the city, with a population totaling more than 500. As early as 1913, the area encompassing Old Chinatown was proposed for conversion into a warehouse and industrial district with a new railroad terminal. Sentiment for clearance of Old Chinatown buildings to enable construction of the new station was strong, reflecting anti-Chinese sentiment and the perception of Chinatown as dangerous and undesirable. From the mid-1910s until the early 1930s, Chinese civic leaders and investors struggled to acquire property in Old Chinatown to protect the community. Although the proposal for the new rail terminal was embroiled in legal disputes for many years, the California Supreme Court upheld the approval of land condemnations for Old Chinatown in 1931. Within two years, much of Old Chinatown was demolished and construction of Union Station began in 1934.

In response to the displacement of the occupants of "Old Chinatown," businessman and community leader Peter Soo Hoo Sr. joined with other Chinese business owners to create the Los Angeles Chinatown Project Association (later renamed the Los Angeles Chinatown Corporation) in 1937. The association gathered their own personal finances

to purchase a plot of land to the north, between Broadway and Hill Street, from the Atchison, Topeka & Santa Fe Railway for the establishment of a new Chinatown. The "New Chinatown" development was conceptualized by Chinese American civic leaders who sought to counter common perceptions of Chinatowns as dangerous neighborhoods of unpaved, crime-filled alleyways. By incorporating romantic stereotypes associated with China, the development was unique in that Chinese Americans controlled and distributed these images to visitors with the goal of establishing New Chinatown as an important tourist destination and integral economic force in Los Angeles.

To this end, the association engaged architects Erle Webster and Adrian Wilson to create a master plan for a pedestrian village and to design a number of individual buildings and features. Webster & Wilson drafted a plan for a low-scale commercial center oriented around a system of interior pedestrian streets and a central plaza. Asian Eclectic in style, buildings display complex rooflines with colorful tiles, flared eaves with decoratively carved roof beams, geometric window screens, representations of various animals, and colored neon. Two "pailou," or gateways at Hill Street and Broadway were erected in 1938 and 1939, respectively, not only to anchor the entrances to the development, but also to establish its overall aesthetic. Other features of the development included a wishing well near West Gate designed to resemble the Sacred Seven Star Cavern in China, and a landscaped fish pool near East Gate, both designed by Liu Hong Kay.

The new development opened to the public on June 25, 1938, as "Los Angeles Chinatown." Unlike the previous centers of Chinese residency in Los Angeles, this development would be owned by Chinese businessmen, making it the first Chinese enclave to be owned and developed by Chinese Americans. A number of business and organizations that had been displaced from Old Chinatown made the move to the new development. Notable among these were the Hop Sing Tong, one of the oldest Chinese fraternal organizations in Los Angeles; and the Los Angeles branch of the Kong Chow Benevolent Association, founded in Old Chinatown in 1891. K.G. Louie Company, an art and gift store, moved to New Chinatown in 1938 from downtown Los Angeles. Other long-time establishments in New Chinatown include The Golden Pagoda (later Hop Louie's Jade Pagoda), and the Grand Star Jazz Club. New Chinatown was also the site of Madame Wong's, a renowned live music venue that played a pivotal role in Los Angeles' punk rock and new wave scenes of the 1970s and '80s. New Chinatown continues to serve as the cultural heart and primary gathering place for Los Angeles' Chinese American community as well as a popular tourist destination.

Hoping to recreate the success of New Chinatown, in the late 1940s the Los Angeles Chinatown Corporation sought to expand across Hill Street with a new pedestrian-oriented mixed-use development called "Greater Chinatown." The design included nine buildings containing a total of fifty-five two-story units – each with a commercial

storefront on the ground story and residential above – to be leased to Chinese American business owners. The development is oriented around a paved central plaza, known as Chungking Plaza or West Plaza, anchored by a landscaped water feature. The Greater Chinatown development was completed in 1950. As with New Chinatown, Greater Chinatown was owned and developed by Chinese Americans, with a number of businesses and organizations relocating here from Old Chinatown, including the F. See On Company and the Hoy Sun Ning Yung Benevolent Association.

The portion of the CPA south of Cesar E. Chavez Boulevard, between Alameda Street and the Los Angeles River, served as the city's primary industrial district for decades, and continues to be characterized by industrial building types throughout. This area was first utilized as agricultural land by inhabitants of the Pueblo, and later for cattle ranching until the 1830s, when it became part of a vineyard operated by Frenchman Jean-Louis Vignes. Attracted by the area's Mediterranean climate, Vignes began planting grapes in 1833, and by 1847 his vineyard, "El Aliso," was the largest producer of wine in California and one of the centers of cultural life in Los Angeles. Other vintners soon followed, and the flourishing wine industry proved to be the saving grace of the fledgling regional economy, when a drought in 1862 decimated the cattle industry.

The 1849 Gold Rush brought a large demand for citrus fruit which was used to protect against scurvy, a common malady of miners. Thus, oranges and grapefruit quickly overtook grapes as the area's primary crops. Los Angeles' citrus industry flourished during this period and, as a result, the area remained predominantly agricultural until 1871, when the northern portion was subdivided as the Johnston Tract and subsequently developed with single-family residences. Other tracts subdivided during this period included the Thomas Tract (1875) and the Bigelow Tract (1887). However, the landscape of the area evolved again during the last decades of the 19th century, as rail lines and manufacturing plants emerged to serve the citrus industry's shipping needs. Soon the character of the area would be redefined by the presence of the railroad.

Until the 1870s, only local rail lines ran through Los Angeles. But in 1876, the opening of the Southern Pacific Railroad line from San Francisco linked the city with the transcontinental railroad. A depot for the Southern Pacific line was constructed at the southwest corner of Alameda and 5th streets, just outside the CPA. The Atchison, Topeka & Santa Fe Railroad (AT&SF) constructed a depot and freight yards south of 1st Street in 1885; in 1893, the company also constructed the distinctive Moorish Revival style La Grande Station at 2nd and Santa Fe streets. The Atchison, Topeka & Santa Fe Railway Outbound Freight House (known as the Santa Fe Freight Depot) was constructed in 1906 to accommodate the majority of goods shipped out of Los Angeles on rail by the AT&SF. It was originally paired with the AT&SF Railway Inbound Freight House directly across Santa Fe Avenue. Today, the AT&SF Outbound Freight House stands as the last remaining historic reference to the Atchison, Topeka & Santa Fe

Railroad along Santa Fe Avenue in Los Angeles.

While most of these early railroad buildings have been lost, their locations and relative proximity to one another motivated the development of the surrounding area as an industrial district. By the turn of the 20th century, businesses had begun to capitalize on the convenience of locating their operations near these rail lines. However, industrial development in the area did not begin in earnest until the subdivision of two substantial tracts specifically dedicated for industrial use: the Industrial Tract, recorded in 1903 by the Industrial Realty Company; and the Industrial Center Tract, recorded in 1904. The development of these two tracts came to define the southernmost edge of concentrated industrial development in the CPA, terminating at present-day 7th Street. While industrial development did occur further south, in the southernmost portion of the CPA, extant examples of early industrial development in that area do not reflect as cohesive a pattern of development as they do above 7th Street. A 1909 map of the area notes the large number of warehouses and storage facilities which had been constructed in just a few years, as well as a wide variety of processing and manufacturing operations – including lumber yards, freight yards, ice and cold storage, slaughterhouses and meatpackers, produce companies and canneries, and blacksmiths, among others.

As the railroads increased mobility, Los Angeles ceased to be simply a market for manufactured goods produced in San Francisco and the East, but began to support local industries as well. Similarly, as agricultural activities in other areas of the city supplanted those near the city center, the area evolved from simply a shipping hub to a processing and manufacturing center in its own right. In particular, businesses related to the building trades had expanded rapidly beginning in the 1880s when the first regional real estate boom spurred residential and commercial construction. As a result, a number of lumber, construction, and even furniture trades established operations in the area.

In the early decades of the 20th century, many of the area's industrial buildings were one of two types: manufacturing or processing facilities and warehouses. Many of the area's industrial buildings were constructed directly on a rail spur; these buildings often display curved facades that follow the tracks, with docks and large bay doors set several feet above the ground (to the height of a boxcar), to facilitate the loading and unloading of goods. Warehouses were built either as general storage facilities – with space that could be rented by a variety of companies or operators – or were purpose-built facilities associated with a particular company. Examples of general warehouses include the Pacific Commercial Warehouse (1910), the Bekins Van & Storage Co. warehouse (1923), and the Metropolitan Warehouse Company (1924). Purpose-built warehouses constructed during this period include those built for J.R. Newberry & Co. (1900), Barker Bros. Furniture (1920 and 1923), Cheek-Neal Coffee Co. (1924), and Hills Bros. Coffee Co. (1929).

As new local industries established themselves, processing and manufacturing operations in the area continued to expand. Two industries in particular flourished during this period: ice and cold storage, and food processing and packaging. Cold storage emerged in response to the demand for fresh products in urban areas, and provided a critical link between agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and food processors. Construction of cold storage warehouses was initially integrally linked with that of ice-making plants, with both frequently located within the same facility. Several cold storage operations opened, including the Los Angeles Ice & Cold Storage Co. (now Rancho Cold Storage, 1905), the Union Ice Co. (now Union Central Cold Storage, 1907), and the Merchants' Ice Co. (1910).

Food processing industries represented some of the earliest industrial development in Los Angeles, and exploded in operation during the 1910s and 1920s as companies began to more fully embrace mechanization in order to meet the demands of new chain stores. Food processing eventually became one of the dominant industries in the area. Among the most prominent were Globe Mills (trade name of Pillsbury Flour Mills Co., 1902), California Walnut Growers Association (later Diamond Walnut Co., 1921), Poultry Producers of Southern California (now Commercial Meat Co., 1923), Cheek-Neal Coffee Co. (later Maxwell House Coffee Co., 1924), the National Biscuit Company (now the Nabisco Lofts, 1925), Sperry Flour Co. (1926), Challenge Cream & Butter (1926), and Hills Bros. Coffee Co. (1929).

In addition to processing operations, manufacturing facilities expanded as well, with many companies constructing daylight factories to increase productivity. At a time when electricity was expensive and not always reliable, daylight factories were designed to maximize the amount of light reaching the interior of the building, featuring bays of large industrial sash windows, skylights, or other roof forms that bring in additional light. While many factories were essentially utilitarian in their outward appearance, several established companies engaged prominent architects to design their facilities, including Parkinson & Bergstrom (Pacific Commercial Warehouse, 1910), Hudson & Munsell (John A. Roebling's Sons Co., now Angel City Brewery, 1913), John M. Copper (Globe Mills, 1916), and John Parkinson (Joannes Bros. Building, 1917). In a few cases, businesses engaged a company architect from their home city. For example, the Coca-Cola Syrup Manufacturing Plant, originally constructed in 1915, was substantially expanded and redesigned in the Late Moderne style in 1939 by Atlanta-based architect Jesse M. Shelton. Shelton designed a number of factories for the Coca-Cola Company during the 1930s and the 1940s, including those in Baltimore, New Orleans, and Boston, all of which strongly resemble the design of the Los Angeles building. Similarly, the Hills Bros. Coffee Co. retained San Francisco-based architect George W. Kelham to design their Los Angeles office building in 1929. Best known in Los Angeles for the original buildings on the campus of UCLA, Kelham had previously designed Hills Bros.' flagship building situated along the Embarcadero in San Francisco.

A small number of non-industrial uses were also developed in the CPA in the early- to mid-20th century, many notable for their associations with the Japanese and African American populations in the area (more may be identified with additional intensive-level research). Small hotels that housed workers in the area include the Canadian Hotel (now the American Hotel). Constructed in 1906 and designed by Morgan & Walls, this four-story brick building was built as a first-class hotel for African-Americans, many of whom worked as Pullman car porters. Mixed-use commercial buildings include 606 E. 1st Street (1913) designed by Morgan & Walls. It had a series of European American owners who leased space to Japanese American residential and commercial tenants (people born in Japan were legally prohibited from owning property at that time). The building housed the Nankaiya Hotel on its second story for at least 20 years, providing furnished rooms to Japanese American single male lodgers as well as family households. The buildings' first floor storefronts contained retail operations predominantly run by Japanese Americans, and its occupants between 1913 and 1940 included barbershops, restaurants, a secondhand goods store, a plumbing business, a grocery store, and a liquor store. Another notable example is 620 E 1st Street (1911) designed by architect J.E. Lacey. Originally constructed as a one-story store building, in 1913, owner Charles German had a residential second story (designed by E.B. Hogan Jr.) added. The building's second story provided furnished rooms to Japanese Americans and its first story had Japanese-run businesses including a noodle manufacturer, barbershops, a tailor, a beverage shop, and a restaurant. Several utility outposts were also established, including an Edison electrical substation (1911) and a Department of Water & Power distributing station (1923).

By the 1920s, the area was fully established as an industrial hub. This was aided in part by the pattern of development occurring outside the central city. As the City of Los Angeles continued to annex existing communities as well as available land in the San Fernando Valley, zoning was amended to eliminate residential development in the downtown area. By 1922, the City had officially re-zoned the downtown area to accommodate the construction of more offices, retail, and manufacturing facilities. By the 1950s the area was home to automotive manufacturing, trucking and transport, furniture manufacturing and storage, paint and chemical manufacturing, and paper and plastic production – as well as historically dominant industries such as food processing and lumber and woodworking operations. While industries evolved over time, the area maintained its character as an industrial center, with one processing or manufacturing operations simply replacing another. Over the course of the 20th century a single manufacturing facility might house the production of everything from dog food to pie.

By the 1960s, however, the character of the area was evolving away from that of an industrial center. Industry on the whole struggled to adapt to the postwar challenges of containerization and other new technologies. Railroads had given way to the trucking industry, and businesses in the area were constrained by the physical demands such methods placed on their operations. Furthermore, outlying fledgling industrial centers

such as Vernon and the City of Commerce were comparatively undeveloped and offered plentiful land at lower prices, presenting many companies with an opportunity to relocate and construct newer and more efficient facilities. As a result, by the 1970s many buildings in the industrial district were vacant.

However, the area found new life as artists and other creative types began to congregate amidst the vacant buildings and empty lots. Priced out of established artists' colonies in neighborhoods such as Venice and Hollywood, Los Angeles' industrial district provided many with an opportunity to live and work inexpensively in vast warehouse buildings. Soon, the area was home to a number of avant-garde art galleries, giving rise to the group of early artists now called the "Young Turks." Many of the area's most prominent industrial buildings found new life as gallery space and underground hangouts for a burgeoning art and music scene. In 1981, the City of Los Angeles implemented the Artist-in-Residence Program, which legalized the residential use of formerly industrial buildings for artists, legitimizing their efforts. In the mid-1990s, the area was officially designated as the Arts District by the City. A subsequent wave of development began in 1999 with the passage of the Adaptive Reuse Ordinance which relaxed zoning codes and allowed for the conversion of pre-1974 commercial and industrial buildings into residences for artists and non-artists alike. Today, the area continues to attract new commercial and residential development, as existing facilities are adapted to meet the needs of the growing community.[35]

DEVELOPMENT OF THE SOUTHERN PACIFIC RAILROAD'S RIVER STATION

As early as the 1850s, Federal railroad surveys had considered Los Angeles as a potential terminus or hub for a southern transcontinental railroad. In 1872, the Southern Pacific Railroad Company offered to build a rail connection in Los Angeles that would extend north to San Francisco and Sacramento, and east to Yuma, Arizona and beyond. In return, Southern Pacific requested payment in the value of five percent of the county's total land value in cash, control over the existing Los Angeles & San Pedro railroad (built in 1869 from Los Angeles to Wilmington), and land for use as a station and yard.

Later that year, the citizens of Los Angeles approved a bond issue for $600,000 and agreed to the railroad's other demands. The property selected for the new depot and yard was the land that now coincides with the middle portion of Los Angeles State Historic Park.[36] Arcadia Bandini de Stearns, daughter of a prominent Mexican Californio family and widow to Abel Stearns, was owner of the property at the time. Abel Stearns had acquired the property in support of his flour mill, located just south of the present-day Park. The new rail yard site was considered to be "far from the center of town," yet

[35] SurveyLA Los Angeles Historic Resources Survey, "Historic Resources Survey Report: Central City North Community Plan Area."
[36] *Los Angeles State Historic Park Cultural History and Archaeology Report*, prepared by the California Department of Parks and Recreation, August 2011, 19. Southern Pacific actually received a total of 600 acres, including the rail yard site and extensive rights-of-way.

made what had been relatively low value agricultural land into much more valuable real estate. Bandini de Stearns donated the first parcel of the property to Southern Pacific in 1873.[37] By the end of the year, Southern Pacific had starting laying tracks from the new Los Angeles Junction, or "River Station" (the present-day Los Angeles State Historic Park) northbound toward San Francisco.[38] With this facility, Los Angeles would join the national rail network and undercut San Diego's bid as the main Southern California rail port.[39]

By 1875, Southern Pacific's River Station was under construction. Initial development included a depot, a small freight house, and several shop buildings, built to complement the newly-constructed rail line that connected Los Angeles to points north.[40] Upon its opening later that year, "Los Angeles Junction" (as it was then known) was already a regionally significant railroad transportation hub. By 1876, rail lines connected Los Angeles to the East Coast via the transcontinental railroad.[41] In 1879, the two-story Pacific Hotel opened for business next to the existing depot, with its featured "parlor sitting room" and 25-minute meal service for through passengers.[42]

River Station continued to expand after its initial opening, eventually consisting of a roundhouse with turntable, freight house, blacksmith shop, machine shop, transfer table, car shop, paint shop, coal dock, and other facilities.[43] Also at this time, the Zanja Madre, running along the base of the slope at the northern edge of the rail yard property, was encased in brick and concrete. With the completion of the southern transcontinental route between Los Angeles and New Orleans in 1881, River Station would soon need to accommodate substantial increases in passenger and freight traffic. Over the next decade, Southern Pacific would purchase what is now the northern portion of the Los Angeles State Historic Park, referred to on some maps as the "Bull Ring," and continue to expand its facilities.[44]

By 1883, the volume of passenger traffic was such that a new depot and hotel with restaurant were constructed to replace the original depot. Southern Pacific then moved the original depot building to the south end of the property and incorporated it into a new expanded freight house. By the mid-1880s, River Station included a 26-stall roundhouse with turntable, coaling and wood house, full set of maintenance shops, and a large icing facility (most importantly for the citrus industry) on the expanded property. For the next decade, the River Station served as the main headquarters for Southern

[37] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, prepared by California State Parks, June 10, 2005, 19.
[38] *Los Angeles State Historic Park Master Development Plan, Final Environmental Impact Report*, prepared by AECOM, April 2012, 5.
[39] *Los Angeles State Historic Park Cultural History and Archaeology Report*, 19.
[40] *Los Angeles State Historic Park Master Development Plan*, 5; *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 20.
[41] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 19-20.
[42] *Los Angeles State Historic Park Master Development Plan*, 6.
[43] *Los Angeles State Historic Park Master Development Plan*, 3.
[44] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 20.

Pacific operations, passenger service, and freight service. By this time, Southern Pacific had become Los Angeles' largest employer, with more than 300 workers, many of whom occupied new residential neighborhoods surrounding the station property.[45]

In its first years, River Station served as the key transportation center for Southern Pacific in Southern California, both for freight and passengers. Many carloads of equipment and supplies passed through the station each day as the line advanced eastward toward El Paso. The arrival of the Southern Pacific railroad also helped sell Southern California and Los Angeles to the rest of the country, leading to a short boom in the 1870s.[46] Los Angeles' population more than doubled during the decade, expanding from 5,728 to 11,170.[47] River Station served as the arrival point for many of these travelers and immigrants who flocked to the Southland in the late-19th century.[48]

However, it was the arrival of Los Angeles' second national railroad line, the Santa Fe Railway in 1885, that triggered a rate war and led to the massive Boom of the 1880s. A year later, the Southern Pacific made an agreement to allow the Santa Fe Railway to use River Station for passenger service, and for a short while River Station noted on timetables as "Union Depot."[49] Within two years, the population of Los Angeles grew to over 50,000 and suburban neighborhoods soon spread out to the east across the river, and to the south and west of the old plaza. In 1887 alone, Southern Pacific brought 120,000 boomers to Los Angeles, the first electric streetcars began running on the city's streets, and $100 million in former rancho lands were sold.[50]

The intensive railroad activity had its effect on the development of the area surrounding River Station. Former agricultural lands near the station quickly became surrounded with railroad and other industrial activity. In 1883, Herman Levi and Jacob Loew purchased the Stearns flour mill and expanded it into a five-story structure with its own railroad siding, establishing the Capitol Milling Company. After oil is discovered near downtown in 1892, the Standard Oil Company of California built one of its first refinery facilities on Aurora (now Baker) Street adjacent to the river and the rail yard, with additional buildings later on San Fernando (now North Spring) Street.[51] Baker Iron Works, an influential industrial pioneer in Los Angeles, was established on Buena Vista Street (now North Broadway), just across the zanja from the rail yard.[52] Various other

[45] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 20.
[46] *Los Angeles State Historic Park Cultural History and Archaeology Report*, 17.
[47] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 20.
[48] *Los Angeles State Historic Park Cultural History and Archaeology Report*, 17.
[49] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 21.
[50] *Los Angeles State Historic Park Cultural History and Archaeology Report*, 20.
[51] *Historic Resources Survey, Cornfield Arroyo Seco Specific Plan Area, City of Los Angeles, Los Angeles County, California,* prepared by LSA Associates, Inc., June 3, 2011, 11-12. Standard Oil Company of California was one of the "seven sisters," referring to the seven companies that dominated the world oil industry in the mid-20th century. It would later become the Chevron Corporation, one of the most powerful corporations in the world.
[52] *Historic Resources Survey, Cornfield Arroyo Seco Specific Plan Area*, 11-12. Baker Iron Works played a major role in stimulating growth in California, particularly through the production of streetcars, water distribution systems, and oil drilling products. In the following years, the area surrounding Baker became the premier steel and iron manufacturing center in California. In addition, Baker was a major supplier to the United States military during World Wars I and II.

foundries, manufacturers, and other shops were soon established in proximity to the rail yards, filling the area east of the station with a mixture of industrial plants and warehouses alongside the small bungalows and boarding houses for railroad workers.[53] In 1889, the Los Angeles Electric Railway Company extended trolley lines northward from downtown to River Station, crossing over the rail lines on an elevated iron viaduct spanning San Fernando Street (present-day North Spring Street), and also out from downtown on the Downey Street Bridge into Boyle Heights.[54]

With such an expansion in traffic, the new depot at River Station proved inadequate to handle all the volume. In May 1887, only a year after completing new additions to the 1883 depot, Southern Pacific announced plans to build a new passenger depot two miles south on Alameda Street near 4th Street. In 1889, the ornate Arcade Depot was opened and served as Southern Pacific's main passenger terminal until 1915. The River Station Depot/Pacific Hotel continued operations until 1902 when it was removed from the original site and incorporated into a new, larger freight house at the south end of the property.[55] In 1894, Semi-Tropic Homestead Company developed a housing tract near River Station, and negotiated with Southern Pacific to build a pedestrian bridge to span the rail yard, providing access from Buena Vista Street (present-day Broadway).[56]

With the Arcade Station handling the majority of passenger service, River Station was expanded to handle the massive volume of freight, mostly from Southern California's burgeoning citrus industry. In 1897, the River Station freight yards were extended another 1,500 feet down Alameda Street where several large shipping houses were constructed.[57] By 1904, all shop activities had been moved from River Station to the newly-completed "General Shops Yard" across the river in what is now Lincoln Heights.[58] At this time, the turntable, roundhouse, and maintenance shops were dismantled and reconstructed at the new site. The old foundations were then buried and graded flat for new rail.[59] With that, all of the original buildings dating to the time of Southern Pacific's River Station facility had been demolished or dismantled.[60] However, River Station remained very busy, continuing to serve as Southern Pacific's main freight facility into the early-20th century.[61]

By the turn of the 20th century, the rapid growth of the facilities and activities at River Station were but a small microcosm of what was happening in Los Angeles generally. By 1900, Los Angeles had doubled its population from the previous decade, and was now a city of over 100,000 residents. Starting with the Great Boom of the 1880s, thousands of

[53] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 22.
[54] *Los Angeles State Historic Park Master Development Plan*, 6.
[55] *Los Angeles State Historic Park Master Development Plan* 2, 7.
[56] *Los Angeles State Historic Park Master Development Plan*, 6.
[57] In October of 1899, the "Freight Depot Tract" was recorded with the County of Los Angeles, and includes the River Station and Capitol Milling Co. sites.
[58] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 21.
[59] *Los Angeles State Historic Park Master Development Plan*, 6-7.
[60] *Los Angeles State Historic Park Cultural History and Archaeology Report*, 36.
[61] *Los Angeles State Historic Park Master Development Plan*, 3.

new residents, most from the Midwest and Eastern United States, transformed the overall demographics of the city to that of an Anglo-American majority. However, in the older, more industrial areas of the city such as River Station and its surrounding neighborhoods (Sonoratown, Solano Canyon, El Pueblo, Old Chinatown, Lincoln Heights), the population became more ethnically diverse. Ethnic Mexican, Italian, German, Irish, and Chinese residents often provided the workforce for the railroads and other rapidly growing industries along the riverfront.[62]

Also during this period, areas surrounding River Station became almost entirely industrial, as the few remaining shops and bungalows gave way to new and expanded manufacturing facilities. In 1908, the City zoned the area around River Station, east of North Broadway to the river's edge, as Industrial District No. 1, despite the fact that the area was still home to thousands of poor and working-class residents.[63] For the next two decades, River Station was the nerve center of Southern Pacific's multimillion-dollar freighting operations in Los Angeles. The facility employed 400 to 500 workers on around-the-clock shifts, moving an estimated 85,000 freight cars through the yard per month, often blocking city streets surrounding the yard all day long.[64]

The Decline of "River Station"

As Los Angeles continued to spread out and decentralize, so did the Southern Pacific Railroad. In 1925, Southern Pacific transferred supervision of its freight operations from River Station to its newer, much larger facilities at Taylor Yard, approximately two miles north on the east side of the river. From this point onward, River Station served as an adjunct facility to Taylor Yard. In 1931, Southern Pacific completed a new double-track line along the east bank of the river that limited the amount of freight routed through downtown.[65] Although reduced in status, River Station continued to be an important facility. In 1935, it became the key station for Southern Pacific's daily "Overnight" *Coast Merchandise Express* freight trains to San Francisco and Portland.[66]

The area around River Station saw dramatic changes during the 1930s and 1940s. In the early 1930s, the city began to discuss plans for a new passenger rail terminal. Ultimately, the site selected for the new rail facility was the "Old Chinatown" neighborhood, just east of the pueblo. Beginning in 1933, existing residents and businesses were forcibly removed to make way for the new Union Station. Gradually, Chinese residents re-establish their homes and businesses just north of downtown and south of River Station, transforming the area then known as "Sonoratown" into "New Chinatown." The Union Station rail terminal, which replaced "Old Chinatown," opened on May 3rd, 1939.

The initial development of "New Chinatown" was a complex undertaking as explained in

[62] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 22-23.
[63] *Los Angeles State Historic Park Master Development Plan*, 7.
[64] *Los Angeles State Historic Park Master Development Plan*, 7.
[65] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 23.
[66] *Los Angeles State Historic Park Master Development Plan*, 8.

the Chinese American context developed by the City for SurveyLA:

> New Chinatown was initially anchored by two master-planned developments, both of which opened in 1938: the New Chinatown development (also known as Chinatown Central Plaza) to the north, and China City to the south.
>
> In response to the displacement of the occupants of Old Chinatown, businessman and community leader Peter Soo Hoo, Sr. joined with other Chinese business owners to create the Los Angeles Chinatown Project Association (later renamed the Los Angeles Chinatown Corporation) in 1937. The association gathered their own personal finances to purchase land for a new Chinatown. Acting on behalf of the association, Soo Hoo worked with Santa Fe Railway land agent Hebert Lapham to purchase a plot of land north of Old Chinatown, between Buena Vista Avenue (later North Broadway) and Hill Street, from the Atchison, Topeka & Santa Fe Railway.
>
> The New Chinatown development was conceptualized by Chinese American civic leaders who sought to counter common perceptions of Chinatowns as dangerous neighborhoods of unpaved, crime-filled alleyways by incorporating romantic stereotypes associated with China. The development was unique in that Chinese Americans controlled and distributed these images to visitors with the goal of establishing New Chinatown as a mixed-use development that would also be an important tourist destination and integral economic force in the City of Los Angeles. To this end, the association engaged noted architects Erle Webster and Adrian Wilson to create a master plan for a pedestrian village that would serve as a central hub for commerce and tourism. Webster & Wilson drafted a plan for a low-scale commercial center aligned to a system of interior pedestrian streets and a central plaza.
>
> Webster & Wilson designed some of the most elaborate buildings on the plaza, enthusiastically embracing many of the architectural details of Asian architecture. Building designs incorporated complex, sweeping rooflines with flared eaves and upturned rafter tails, decoratively carved brackets, and roof beams. Buildings were painted in bright colors and topped with clay tile roofs. Within a year of construction, neon accents were added to highlight these features. Two pailou (gateways) at Hill Street (West Gate) and Broadway (East Gate) were erected in 1938 and 1939, respectively, to anchor the entrances to the development and establish its overall aesthetic (West Gate and East Gate are City of Los Angeles Historic-Cultural Monuments No. 825 and 826, respectively.) Other features of the development included ornamental streetlights, hanging lanterns, decorative metal balustrades, a wishing well near West Gate designed by Prof. Henry K. Liu to resemble the sacred Seven Star Cavern in Guangdong Province, a landscaped fish pool near East Gate designed by Louie Hong Kay, and two smaller gates at either

end of Lei Min Way.[67]

In 1940, the six-mile Arroyo Seco Parkway (today's Pasadena Freeway), was completed west of River Station, making it the first modern "freeway." While the parkway was a landmark achievement in automobile transportation, locally the freeway severed neighborhoods like Solano Canyon and Elysian Park from their neighbors to the east. Also at this time, the U.S. Army Corps of Engineers began a massive project to channelize the Los Angeles River, finally addressing the constant yet unpredictable flooding that plagued the areas adjacent to the river. By the time the project was completed in the 1950s, the concrete-encased Los Angeles River was the world's most extensive flood control basin, carrying storm water and other runoff some 60 miles south to San Pedro and the harbor.[68]

Southern Pacific continued its heavy utilization of the River Station facility for active freight operations during and after World War II. In particular, River Station served as an important early "intermodal" facility, where freight could be transferred directly from rail to truck in containers.[69] In 1953, Southern Pacific initiated some of the first "trailer-on-flat car" (TOFC) container service at River Station, where truck trailers are loaded directly onto flatbed rail cars. By the 1960s, River Station still served a few remaining industrial clients, although year by year more businesses and factories relocated their operations out of River Station to newer and larger industrial complexes away from the city center.[70]

By the 1970s, the railroad and industrial landscape that had dominated River Station and surrounding neighborhoods was deteriorating. Old industrial properties were abandoned and closed up, and the once frantic pace of activity slowed. The opening of newer large yards and facilities throughout the five-county metropolitan area signaled the imminent demise of the "downtown" rail facilities of Taylor Yard and River Station.[71] In the face of this reality, in 1971 the Los Angeles Cultural Heritage Board declared the River Station area as HCM No. 82.[72] In 1978, a fire destroyed the 1902 freight house, a portion of which had been the original Pacific Hotel. In 1983, Southern Pacific constructed a new rail car-to-truck loading area. While River Station had been at the forefront of intermodal freight service the since the early 1950s, it was not until 1984 that Southern Pacific formally renamed the facility the "Spring Street Intermodal

[67] SurveyLA Los Angeles Historic Resources Survey, "Los Angeles Citywide Historic Context Statement: Context: Chinese Americans in Los Angeles, 1850-1980," prepared for the City of Los Angeles Department of City Planning Office of Historic Resources by Architectural Resources Group and Historic Resources Group, October 2018, https://planning.lacity.org/odocument/8481e27d-2d93-431e-a201-7cb6bedc3029/SurveyLA_ChineseAmerican_Oct2018.pdf (accessed April 2024), 34-35.
[68] *Los Angeles State Historic Park Cultural History and Archaeology Report*, 21.
[69] *Los Angeles State Historic Park Master Development Plan*, 8.
[70] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 24.
[71] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 24.
[72] Letter from Kenneth Ross, General Manager, Cultural Heritage Board 7.22.1971. The "River Station Area/Southern Pacific Railroad" was officially designated by the City's Cultural Heritage Board in a letter dated July 22nd, 1971. The HCM boundary, as described, extends from North Broadway on the west to North Spring Street on the east, and includes what is now the Project Site and the Park Site. The letter does not describe the site's extant features at the time of designation.

Center."[73] Despite the new name, operations were slowly being reduced.[74] Although, perhaps more indicative of River Station's coming fate was the formal closure of Taylor Yard the following year.[75]

On October 1st, 1992, Southern Pacific ceased all rail activities at the River Station facility, including the adjacent Bull Ring Yard at the northern part of the site.[76] Soon, any remaining structures were dismantled and the property was closed. So ended the 117-year run of River Station, which had once been the epicenter of industrial Los Angeles and served as the catalyst for so much of the city's early growth and development.[77] Four years later, in 1996, the Southern Pacific Railroad Company sold its assets to Union Pacific, thereby ending its existence as a corporate entity.[78]

[73] *Los Angeles State Historic Park Master Development Plan*, 9.
[74] *Los Angeles State Historic Park Master Development Plan*, 3.
[75] *Los Angeles State Historic Park Master Development Plan*, 9.
[76] *Los Angeles State Historic Park Master Development Plan*, 9.
[77] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 25.
[78] *Los Angeles State Historic Park General Plan and Final Environmental Impact Report*, 27; Los Angeles State Historic Park Cultural History and Archaeology Report, 17-18.

9.0 DESCRIPTION OF THE PROJECT SITE

The Project Site at 130 West College Street is composed of seven parcels that comprise the block bounded by West College Street to the north, North Main Street to the east, West Bruno Street to the south, and North Alameda Street to the west.

The site is generally rectangular in plan and consists of flat terrain paved in asphalt. A metal security fence surrounds the property at the sidewalk. Vehicular and pedestrian access is provided from West College Street via rolling metal gates.

The property is currently utilized as a bus depot and consequently includes no built resources. A pole-mounted sign is situated at the northwest corner of the site, near the intersection of North Alameda Street and West College Street.

10.0 DEVELOPMENT HISTORY OF THE PROJECT SITE

The land comprising the present-day Project Site was first recorded as part of the Beaudry Water Works Tract (MR014-060) by brothers Prudent and Victor Beaudry in February 1887. The Project Site comprises Lots 1 through 27 of this tract.[79]

A Sanborn Insurance Company fire insurance map drawn in 1888 – a year after the tract was initially recorded – notes little development activity having occurred in the interim, with only a few modest dwellings and storefronts fronting North Alameda Street to the north; all but one of the structures depicted consisted of tents. Both West College Street and West Bruno Street (then called San Francisco Street) were still noted as "proposed" streets, Main Street to the south was noted as a "proposed extension" of the existing Main Street, and the entire block comprising the Project Site was noted as part of "Beard's Proposed Subdivision."

Although a subsequent Sanborn map drawn in 1894 indicates that the block remained unimproved, newspapers and city directory records indicate that facilities for the Keystone Iron Works may have been erected on the property that same year, and were certainly in operation as early as 1895, with a foundry situated in the southern portion of the site at present-day 114-116 West College Street.[80]

In October 1899, the northern portion of the present-day Project Site (corresponding to Lots 1-24 of the Beaudry Water Works Tract) was replatted as part of Lot D of the Freight Depot Tract (MR072-075) by the Southern Pacific Railroad Company. The southern portion of the site – already occupied by the Keystone Iron Works by this time – remained outside the scope of railroad development.

The replatting of the northern portion of the block marked the turning point at which development efforts within the present-day Project Site would diverge for the next eight decades. Once acquired by Southern Pacific, the land comprising the northern portion of the block functioned as a railroad switch yard, serving multiple spur lines arriving at the Southern Pacific's River Station to the northeast. The railroad lines that crossed the property were eventually removed following the reduction of operations – and subsequent closure – of the nearby River Station.

The southern portion of the block was improved with a growing collection of industrial buildings that served a variety of tenants. Over time, tenant operations included the manufacture of hardware, gas engines, paint, irrigation supplies, refrigeration equipment, water meters, electric motors, paper towel rolls, and caskets. The Keystone Iron Works remained the primary tenant until the company's relocation to another site

[79] Copies of tract maps and Sanborn maps referenced in this discussion are included in the appendices.
[80] "The Fire Commission," *Los Angeles Herald*, May 3, 1894; and "Moore Is the Fire Chief," *Los Angeles Herald*, January 17, 1895.

around 1920.[81] Following their departure, the Lacy Oil Tool Company became the primary tenant at the site around 1932 and remained in operation there until the company filed for bankruptcy in 1967. In 1970, the County of Los Angeles leased the property at 943-957 North Main Street; at the same time, the School Days Equipment Company leased the adjoining property at 951-973 North Main Street.[82] Manufacturing concerns continued to occupy the site until at least the 1980s, although the number of tenants dwindled over time. In 1992, the existing buildings on the site were demolished under permit #1992LA95464.

Following the removal of the spur lines in the northern portion of the block and the demolition of the existing manufacturing and warehouse facilities in the southern portion of the block, the entire site was redeveloped as a surface parking lot. Today, the property serves as a school bus depot for a transportation company.

[81] "Factory Contract Let," *Los Angeles Times*, July 6, 1919; and "Making Progress: First Building for Keystone Company Nears Completion," *Los Angeles Times*, October 26, 1919.
[82] "Commercial Leases: $3.7 Million Signed in B of A Building," *Los Angeles Times*, September 27, 1970.

11.0 IDENTIFICATION OF HISTORIC CONTEXTS

SurveyLA, the Los Angeles Historic Resources Survey has developed a HCS that provides a framework for evaluating potential historic resources in the City of Los Angeles. The SurveyLA HCS is organized into nine broad historical contexts, which are specific to Los Angeles and focus on the development of the City during the period dating from 1780 to 1980, and further subdivided into themes and sub-themes that reflect the various historical trends and patterns of events associated with each context.[83]

The identification of historic contexts is typically associated with the historic identity and potential historic significance conveyed by the built environment. Consequently, there are comparatively few historic contexts under which a property with no built resources may be deemed eligible as a historical resource. In some cases, properties with few or no built resources – such as a prominent garden, or an important agricultural field – may be evaluated as cultural landscapes. However, in order for a property to be eligible for historic designation as a cultural landscape, the landscape itself must possess sufficient historic significance.

While the land comprising the Project Site was originally developed as an early industrial operation and rail yard that dated from the turn of the 20th century, these facilities were demolished in the 1990s and the site was redeveloped as a surface parking lot. Today, no physical evidence remains of the site's original functions and use. As a result, no relevant historic context relating to the built environment can be identified for the Project Site. Further, as the surface parking lot which currently comprises the Project Site is of relatively recent construction, evidence does not suggest that its existing condition would warrant examination of the property for potential historic significance as a historic cultural landscape.

[83] SurveyLA Los Angeles Historic Resources Survey, "Los Angeles Citywide Historic Context Statement: Context Outline, Revised January 2020."

12.0 EVALUATION OF ELIGIBILITY

As previously outlined in Section 7.0, as presently improved the Project Site has not been previously identified as an eligible resource in any previous survey evaluations. The Project Site falls within the boundaries of the Central City North CPA, which was surveyed most recently in 2016 as part of SurveyLA. At that time, the property was not identified for evaluation as a potential individual historic resource as part of the survey effort.

As the Project Site was not specifically identified as a potential historic resource during the most recent survey effort, and because the property would be redeveloped as part of the proposed Project, as part of this study HRG assessed the Project Site to determine if the property was eligible as an individual historical resource for the purposes of CEQA. This evaluation is discussed below.

12.1 Evaluation of Eligibility

The Project Site at 130 West College Street is improved with a surface parking lot developed in the mid-1990s following the demolition of existing facilities on the site.

Research did not identify any important historical associations with events, trends, or individuals associated with the Project Site. The Project Site does not contain any buildings or structures and therefore does not warrant examination under historic contexts related to architectural qualities or merit in architectural design and/or craftsmanship. Given the property's relatively recent development as well as its existing function and use as a surface parking lot, as presently improved the Project Site does not possess important historical associations and falls well outside the scope of evaluation for its potential historical association with any relevant historic context and theme.

For these reasons, the Project Site at 130 West College Street does not appear to be associated with a particular historic context and does not warrant evaluation as a potential individual historic resource. Therefore, the property does not meet the requirements for consideration as an individually eligible historical resource for the purposes of CEQA.

12.2 Summary of Evaluations

Based on visual observation of the subject property, a review of primary and secondary sources, and an analysis of the eligibility criteria for listing in the National Register and the California Register as well the criteria for local designation as a Los Angeles HCM, HRG has evaluated the subject property at 130 West College Street and made the following conclusion:

- Due to its comparatively recent development as a surface parking lot, the subject property at 130 West College Street does not appear eligible for listing as an individual historic resource in the National Register or the California Register, or for local designation as a Los Angeles HCM. Therefore, the property does not meet the requirements for consideration as an individually eligible historical resource for the purposes of CEQA.

TABLE 3: SUMMARY OF HISTORICAL RESOURCE STATUSES

HRG did not re-evaluate properties in the vicinity of the Project Site as part of this study; however, previous findings associated with properties in the vicinity – as detailed earlier in Section 7.0 – are carried forward and included for reference below.

MAP KEY NO.	LOCATION	ASSESSOR PARCEL NUMBER (APN)	PROPERTY NAME AND/OR ADDRESS	YEAR BUILT[84]	HISTORICAL RESOURCE STATUS
1	Project Site	5409-008-015 5409-008-001 5409-008-002 5409-008-003 5409-008-004 5409-008-005 5409-008-006	117-119 West Bruno Street; 110-114-130 West College Street; 943-945-949-953-955-959-963-971-973 West Main Street	c. 1992	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.
2	Vicinity	5409-007-003	129-135 West College Street; 924 North Spring Street	N/A	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.
3	Vicinity	5409-007-001	109 West College Street; 1001-1005-1007 North Main Street	1907	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.
4	Vicinity	5409-009-014	1131 North Alhambra Avenue; 1000 North Main Street	2021	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.
5	Vicinity	5409-009-013	114-126 East College Street	2020	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.

[84] Construction dates for properties in the vicinity of the Project Site have been derived from ZIMAS.

MAP KEY NO.	LOCATION	ASSESSOR PARCEL NUMBER (APN)	PROPERTY NAME AND/OR ADDRESS	YEAR BUILT[84]	HISTORICAL RESOURCE STATUS
6	Vicinity	5409-009-011	1011 North Alhambra Avenue; 950 North Main Street	1978	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.
7	Vicinity	5409-008-026	917-919-921-923-925-929-931-933-935-937 North Main Street	1905	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.
8	Vicinity	5409-008-016	130 West Bruno Street	2007	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.
9	Vicinity	5408-029-001	1135-1137 North Alameda Street; 830 North Spring Street	1939	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.
10	Vicinity	N/A	**Chinatown Station** 901 North Spring Street	2003	Appears ineligible for designation as a historic resource. Not considered a historical resource under CEQA.
11	Vicinity	N/A	**Granite Block Paving** West Bruno Street, between North Alameda Street and North Main Street	c. 1912	Los Angeles Historic-Cultural Monument No. 211. Considered a historical resource under CEQA.

13.0 ANALYSIS OF POTENTIAL IMPACTS

13.1 Significance Thresholds

The analyses discussed in the sections below are informed by National, State, and local guidelines.

THRESHOLDS OF SIGNIFICANCE

According to Appendix G, Environmental Checklist Form of the *2024 CEQA Statute & Guidelines*, cultural resource impacts resulting from the implementation of the proposed project would be considered significant if a project would:

- Cause a substantial adverse change in the significance of a historical resource defined in the *2024 CEQA Statute & Guidelines*, section 15064.5.[85]

CEQA THRESHOLDS

The *2024 CEQA Statute & Guidelines* indicate that a project would normally have a significant impact on historical resources if it would result in a substantial adverse change in the significance of a historical resource. A substantial adverse change in significance occurs if the project involves "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[86]

The Guidelines go on to state that "[t]he significance of an historic resource is materially impaired when a project… [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources… local register of historic resources… or its identification in a historic resources survey."[87]

13.2 Potential Impacts to the Project Site

As noted in Section 7.0, the Project Site does not include any resources listed in the National Register or the California Register and is not designated as a Los Angeles HCM. Further, as noted above in Section 12.1, the Project Site at 130 West College Street is not eligible for listing as an individual historic resource in the National Register or the California Register, or for local designation as a Los Angeles HCM. Therefore, the property does not meet the requirements for consideration as an individually eligible historical resource for the purposes of CEQA.

[85] *CEQA Guidelines*, Appendix G.
[86] *CEQA Guidelines*, section 15064.5(b).
[87] *CEQA Guidelines*, section 15064.5(b)(2).

As no historical resources exist within the boundaries of the Project Site, the proposed Project does not have the potential to result in significant impacts to historical resources for the purposes of CEQA.

13.3 Potential Impacts to Historical Resources In the Vicinity of the Project Site

Historical resources in the vicinity of the Project Site are those historical resources located either immediately adjacent to the Project Site or immediately across the street from the Project Site. While it is understood that historical resources in the vicinity of the Project Site will remain intact following implementation of the Project and will therefore continue to convey their historic character and identity, the Project would nonetheless alter the immediate surroundings of any adjacent historical resources through development of the Project footprint. In addition, historical resources in the vicinity of the Project Site may be impacted by construction activity associated with the proposed Project.

As previously noted in Section 7.0, this investigation identified one resource in the vicinity of the Project Site that is currently considered to be a historical resource under CEQA: The granite block paving along West Bruno Street, between North Alameda Street and North Main Street, has been designated as Los Angeles HCM No. 211.

Potential impacts to this historical resource in the vicinity of the Project Site that could arise from development activity associated with the proposed Project are discussed in detail below.

POTENTIAL IMPACTS TO LOS ANGELES HISTORIC-CULTURAL MONUMENT NO. 211

The granite block paving which comprises Los Angeles HCM No. 211 is located along West Bruno Street, between North Alameda Street and North Main Street, to the south of the Project Site. HCM No. 211 was previously designated as a Los Angeles HCM in 1979 for its significance as a rare example of hand-hewn granite block paving dating from the early 1900s in Los Angeles.

The Project does not propose the removal of the pavers, which will remain unchanged in their original location following implementation of the Project. However, while the Project will not alter, relocate, or demolish the paving comprising HCM No. 211, Project construction does have the potential to result in impacts to this adjacent historical resource. As proposed, new Project construction would include substantial foundation work and the construction of subterranean parking along the Project Site's West Bruno Street frontage, as such, there is potential for these activities to cause damage to the paving comprising HCM No. 211 due to vibration or settlement, given the monument's close proximity to construction activity at the Project Site.

As is common in similar urban development sites, vibration and settlement would be controlled through adherence to design values prescribed by the shoring engineer and geotechnical engineer with the intent to prevent damage to adjacent structures, and through monitoring of associated construction activities. Although steps would be taken during construction to help ensure design values are not exceeded, if exceedance were to occur and to result in structural damage, based on industry practice and knowledge of construction activities in similar settings, such damage would likely be surficial and repairable. Nonetheless, the potential for damage to this historical resource due to construction related vibration and settlement is considered a significant impact; however, with the mitigation measure provided in Section 14.0, below, impacts to HCM No. 211 would be less than significant.

As a result, following implementation of the Project, the granite paving comprising HCM No. 211 will remain intact and will continue to retain its historic character and identity – and, consequently, its eligibility for designation as a Los Angeles HCM. As such, with mitigation, the Project will not result in adverse impacts to HCM No. 211 such that the resource would no longer convey its historic significance, and impacts would be reduced to a less-than-significant level as defined by CEQA.

13.4 Impacts Analysis Using CEQA Thresholds

As noted above, a substantial adverse change occurs if the project involves "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[88] The significance of a historical resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historic significance and that justify its inclusion in, or eligibility for," designation as a historic resource at the state or local levels.[89]

The following analysis considers potential impacts in relation to CEQA guidelines established to define the threshold for substantial adverse change and the associated material impairment of a historical resource.

1. Would the Project involve the demolition of a historical resource?

No. The Project does not involve the demolition of a significant resource.

2. Would the Project involve relocation that does not maintain the integrity of a historical resource?

[88] *CEQA Guidelines*, section 15064.5(b).
[89] *CEQA Guidelines*, section 15064.5(b).

No. Following implementation of the Project, the granite block pavers comprising HCM No. 211 would remain and not be relocated, and HCM No. 211 will continue to convey its historic character and identity, and consequently, its eligibility as a Los Angeles HCM.

3. Would the Project involve conversion, rehabilitation or alteration of a historical resource such that its significance would be materially impaired?

No. The Project does not involve the conversion, rehabilitation, or alteration of a significant resource.

4. Would the Project involve construction that has the potential to materially impair the integrity and/or significance of historical resources on the site or in the vicinity?

Yes. The proposed new construction would require substantial foundation work along with excavation to allow for the construction of subterranean parking. Without mitigation to ensure the protection of historical resources from vibration damage due to underground excavation, new construction associated with the Project has the potential to damage nearby historic paving, resulting in significant impacts.

13.5 Summary of Potential Impacts to Historical Resources

Analysis of potential impacts associated with the proposed Project using the Los Angeles CEQA thresholds, the Secretary of the Interior's Standards, and National Park Service guidelines reveals the following:

- Construction activity associated with the Project would require substantial foundation work and the construction of subterranean parking. Without mitigation to ensure the protection of nearby historical resources from vibration damage and settlement due to soil removal, underground excavation, and general construction procedures, new construction has the potential to destabilize nearby historic paving, resulting in significant impacts to a historical resource.

TABLE 4: SUMMARY OF POTENTIAL IMPACTS TO HISTORICAL RESOURCES

MAP KEY NO.	LOCATION	ASSESSOR PARCEL NUMBER (APN)	PROPERTY NAME AND/OR ADDRESS	POTENTIAL IMPACT(S)	DEGREE OF IMPACT
11	Vicinity	N/A	**Granite Block Paving** West Bruno Street, between North Alameda Street and North Main Street	Potential settlement and/or structural vibration resulting from underground excavation and general construction procedures	LESS THAN SIGNIFICANT WITH MITIGATION

14.0 RECOMMENDATIONS

The following mitigation measure will minimize the loss of any character-defining features and/or historic fabric as a result of potential damage during Project construction and would reduce potential impacts associated with the Project to a less-than-significant level.

MITIGATION MEASURE 1: MITIGATION OF POTENTIAL IMPACTS ASSOCIATED WITH EXCAVATION AND SHORING

Excavation and shoring associated with the Project have the potential to damage the granite block pavers adjacent to the Project Site. Therefore, the following procedures are proposed for the design of shoring systems and the monitoring of excavation, grading, and shoring activities.

Excavation and shoring plans and calculations for temporary shoring walls shall be prepared by a California Registered Civil Engineer experienced in the design and construction of shoring systems and hired under the excavation subcontractor. The shoring systems shall be selected and designed in accordance with all current code requirements, industry best practices, and the recommendations of the Project Geotechnical Engineer. The final excavation and shoring plans shall include all appropriate details, material specifications, testing and special inspection requirements and shall be reviewed by the Project Geotechnical Engineer for conformance with the design intent and submitted to the City's Department of Building and Safety (LADBS) for review and approval during the Grading Permit submission.

The general contractor shall hire a California Registered Professional Engineer or California Professional Land Surveyor to prepare a Construction Monitoring Plan, subject to review and approval by LADBS, prior to initiation of any excavation, grading, or shoring activities to ensure the protection of adjacent historic resources from damage due to settlement during construction and excavation.

Prior to the issuance of a Grading Permit, the Project Applicant shall submit to the Los City's Office of Historic Resources (OHR) for review and approval a Construction Monitoring Plan and excavation and shoring plans and calculations, to finalize the design-level procedures to be implemented during construction to avoid potential impacts to the granite block pavers adjacent to the Project Site. OHR shall determine whether any of the following procedures must be implemented during construction based on a review of the Construction Monitoring Plan and excavation and shoring plans and calculations:

- The Project Geotechnical Engineer shall provide on-site observation during the excavation and shoring work.

- Construction Monitoring Plan shall be carried out by a California Professional Land Surveyor and establish survey monuments and document and record through any necessary means, including video, photography, survey, etc. the initial positions of the adjacent historic resource to form a baseline for determining settlement or deformation. The shored excavation and adjacent historic resource should be visually inspected each day. Survey monuments should be measured at critical stages of dewatering, excavation, shoring, and construction but shall not occur less frequently than once every 30 days. Reports shall be prepared by the California Professional Land Surveyor documenting the movement monitoring results.

- In the event that settlement due to excavation or construction activity causes damage requiring touch-ups or repairs to the finishes of the adjacent historic pavers, that work shall be performed in consultation with a qualified preservation consultant and in accordance with the Secretary of the Interiors' Standards, as appropriate. In the event that excavation, grading, or shoring activities may result in any potential damage to the adjacent historic pavers beyond only requiring touch-ups or repairs to the pavers, then the Project Applicant shall implement the following procedures for the temporary removal and reinstallation of the portion of the granite block pavers that may be damaged:

    - All granite block pavers to be temporarily removed will be tagged by a qualified preservation consultant and their existing condition and location will be documented.

    - Granite block pavers will be removed and reinstalled in a manner that avoids any damage to the individual pavers in accordance with The Secretary of the Interiors' Standards, as appropriate.

    - All removed granite block pavers will be safely stored during Project construction and reinstalled after major construction associated with the Project is completed.

    - Documentation of the tagging, removal, storage, and reinstallation of the granite block pavers will be provided to OHR in a memorandum.

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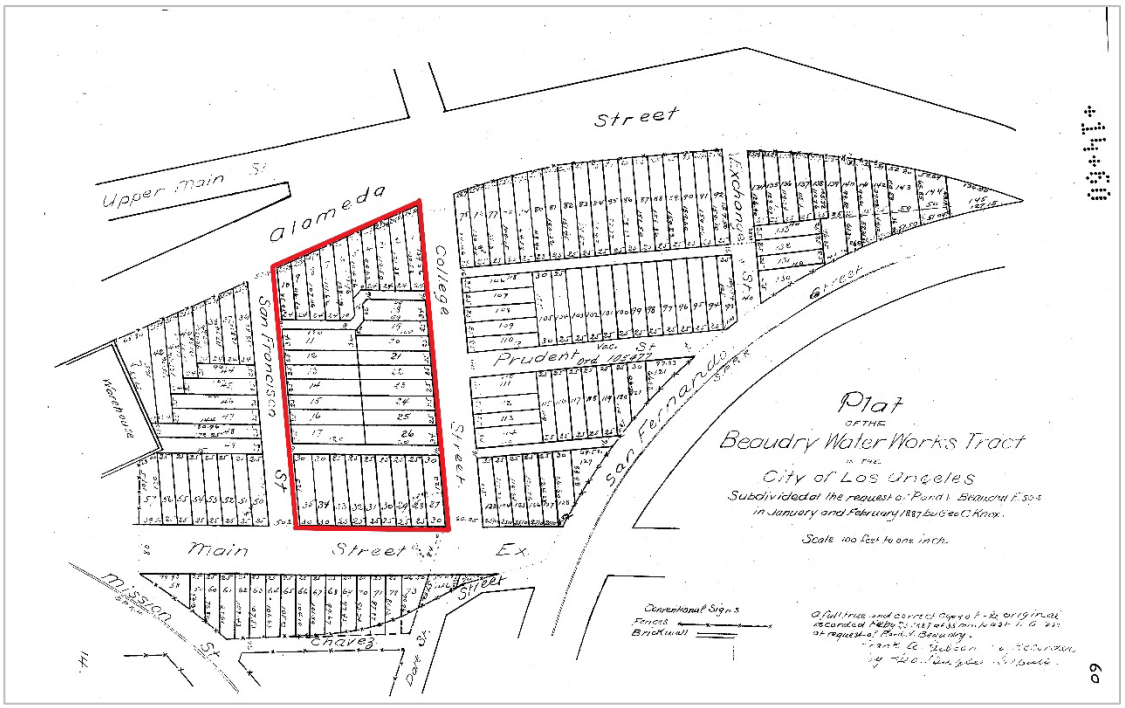
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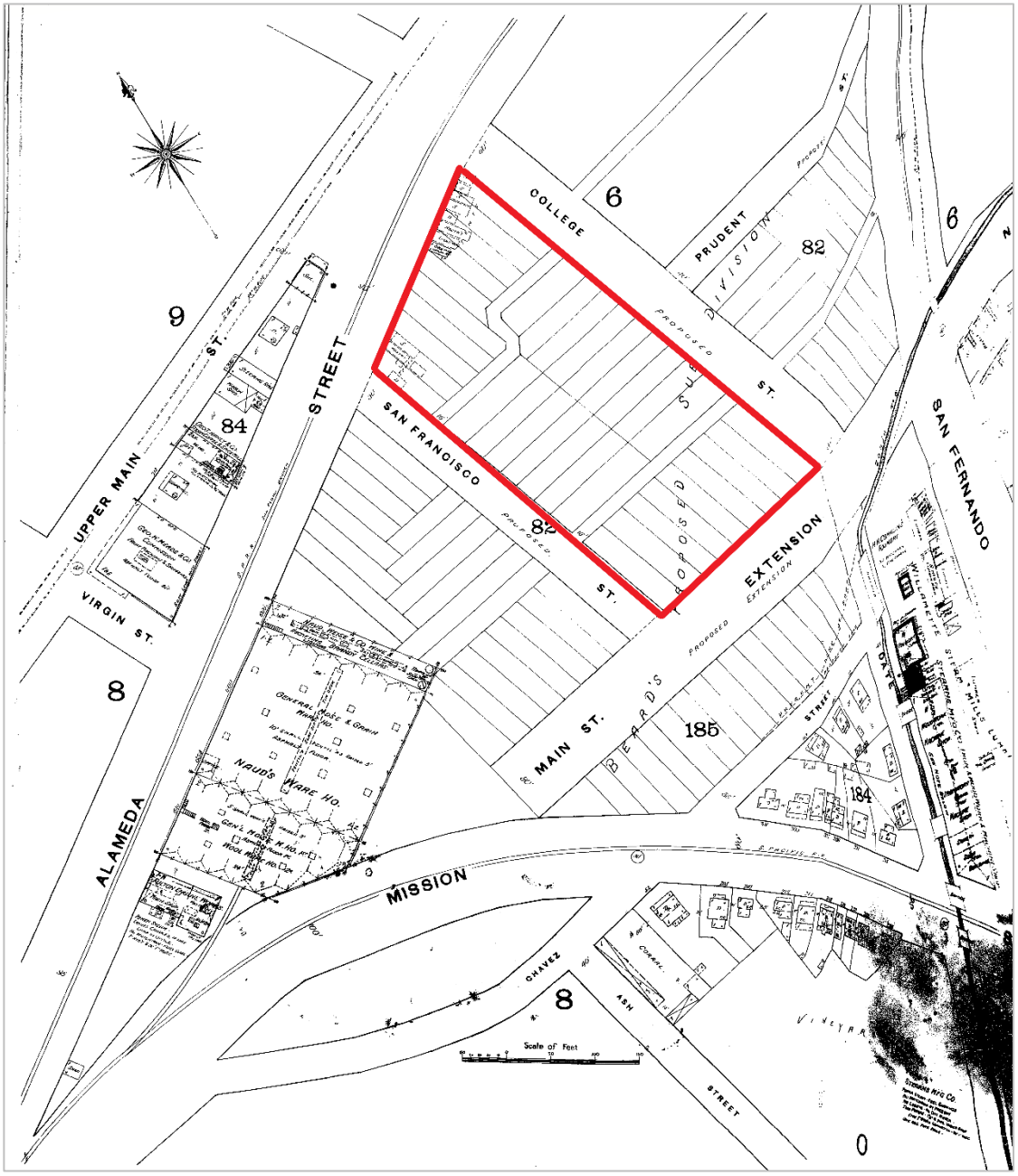
U. S. Department of the Interior. National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, by the staff of the National Register of Historic Places, finalized by Patrick W. Andrus, and edited by Rebecca H. Shrimpton. Washington, DC: 1990; revised for Internet, 2002. https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf (accessed April 2024).

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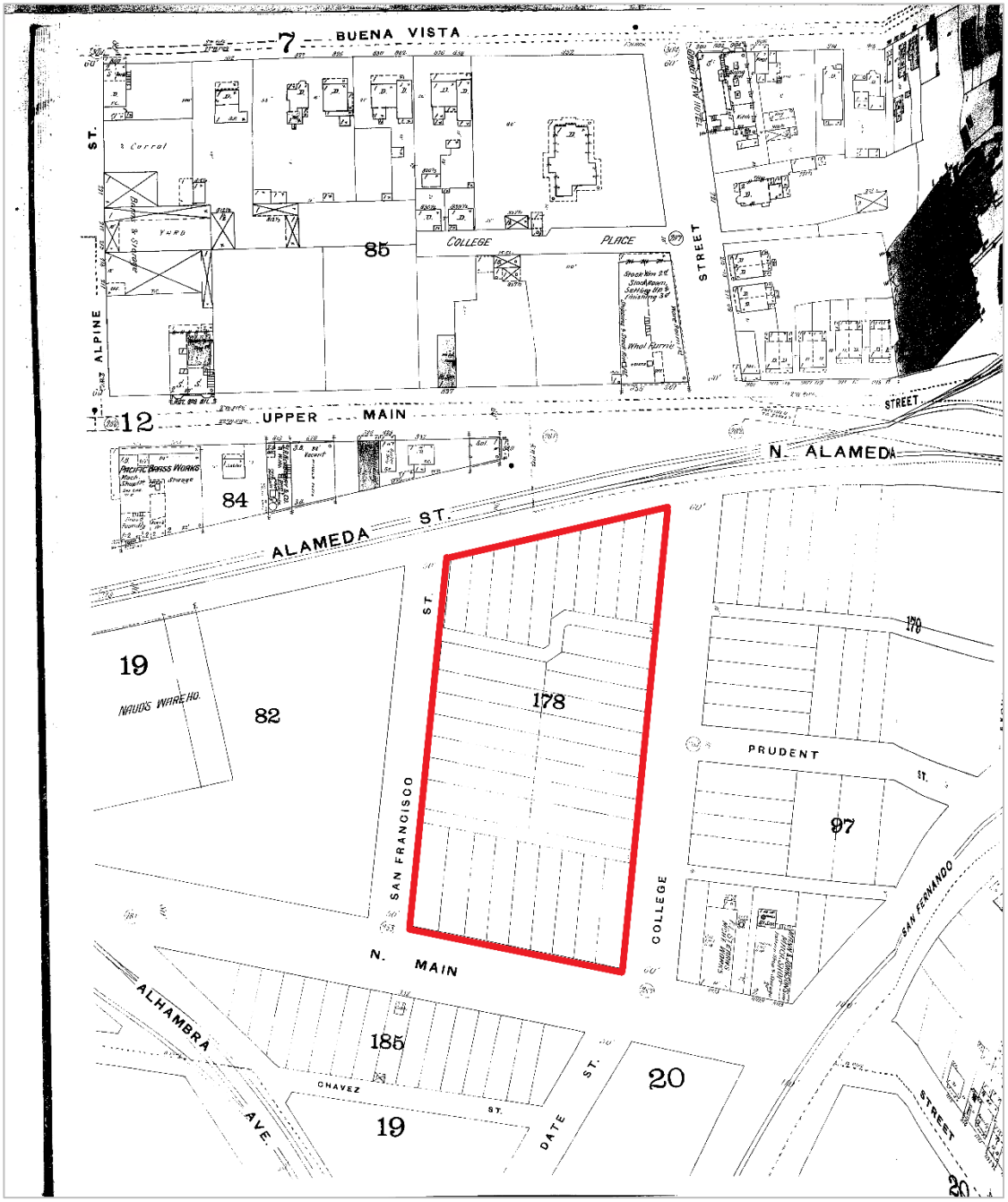
APPENDIX A: ARCHIVAL MAPS



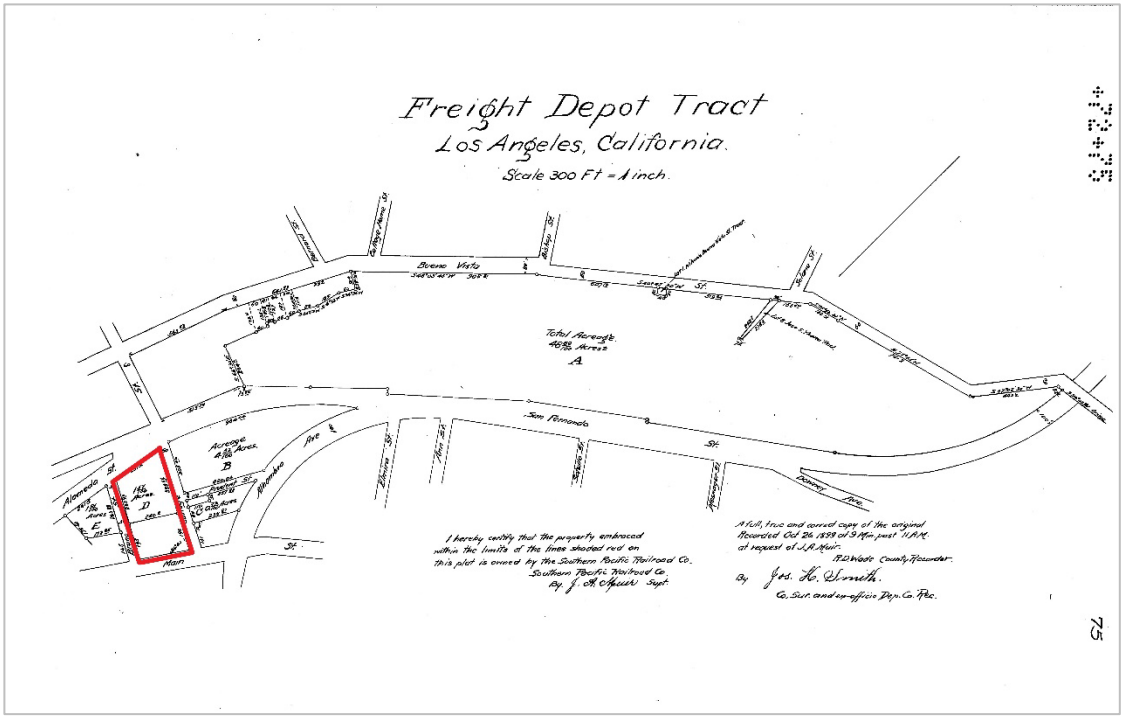
Plat of the Beaudry Water Works Tract (MR014-060), 1887. County of Los Angeles Department of Public Works.



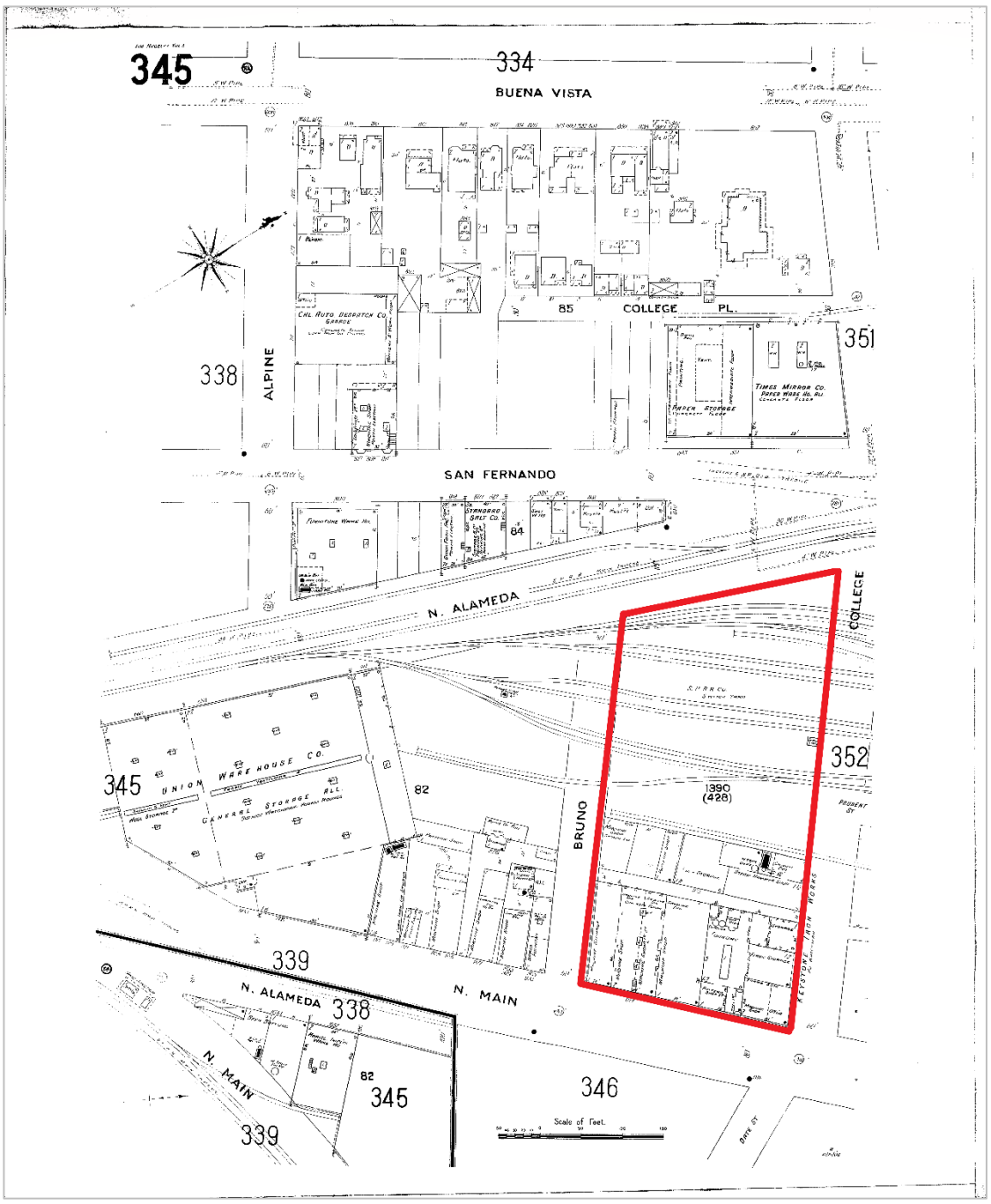
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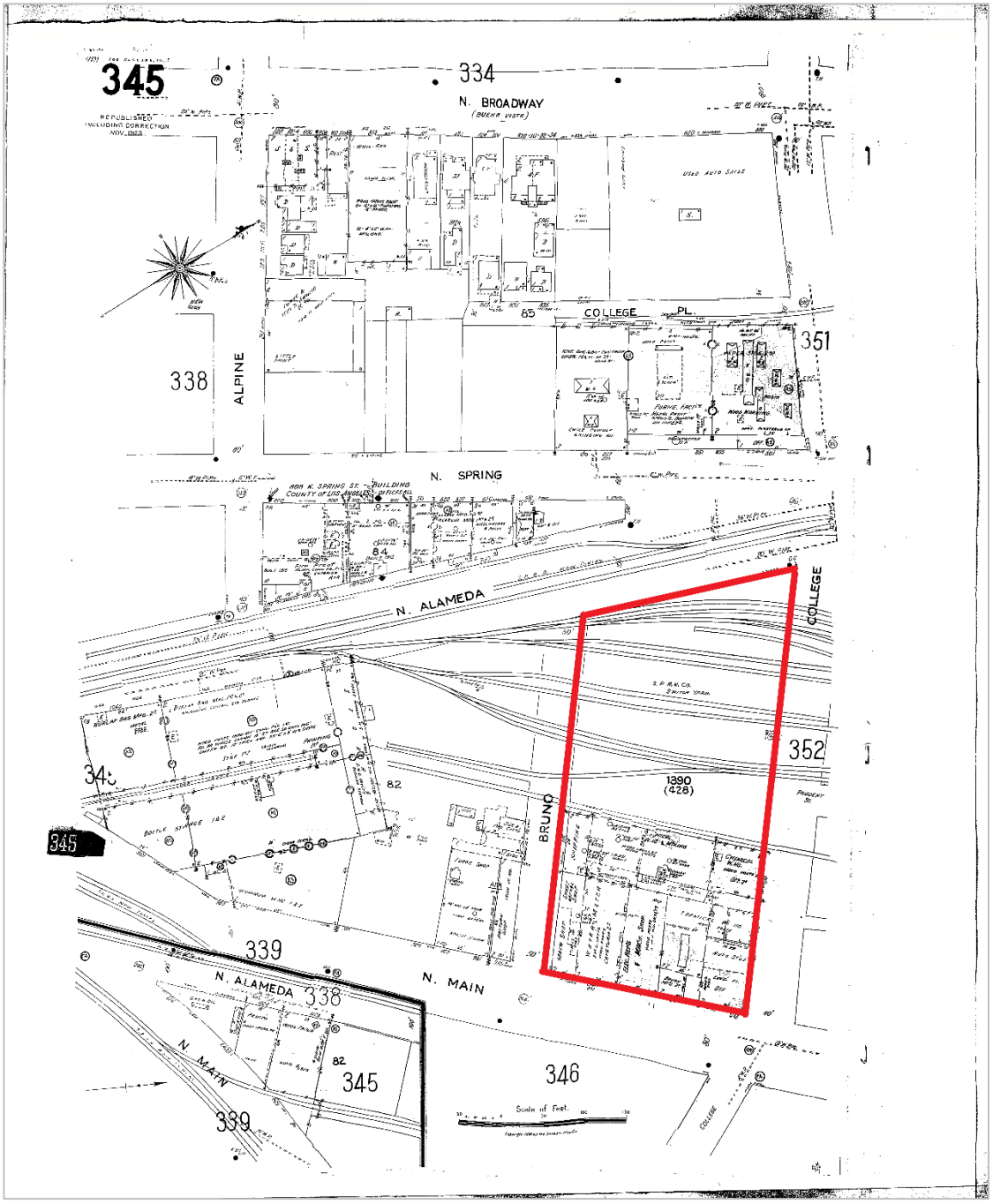
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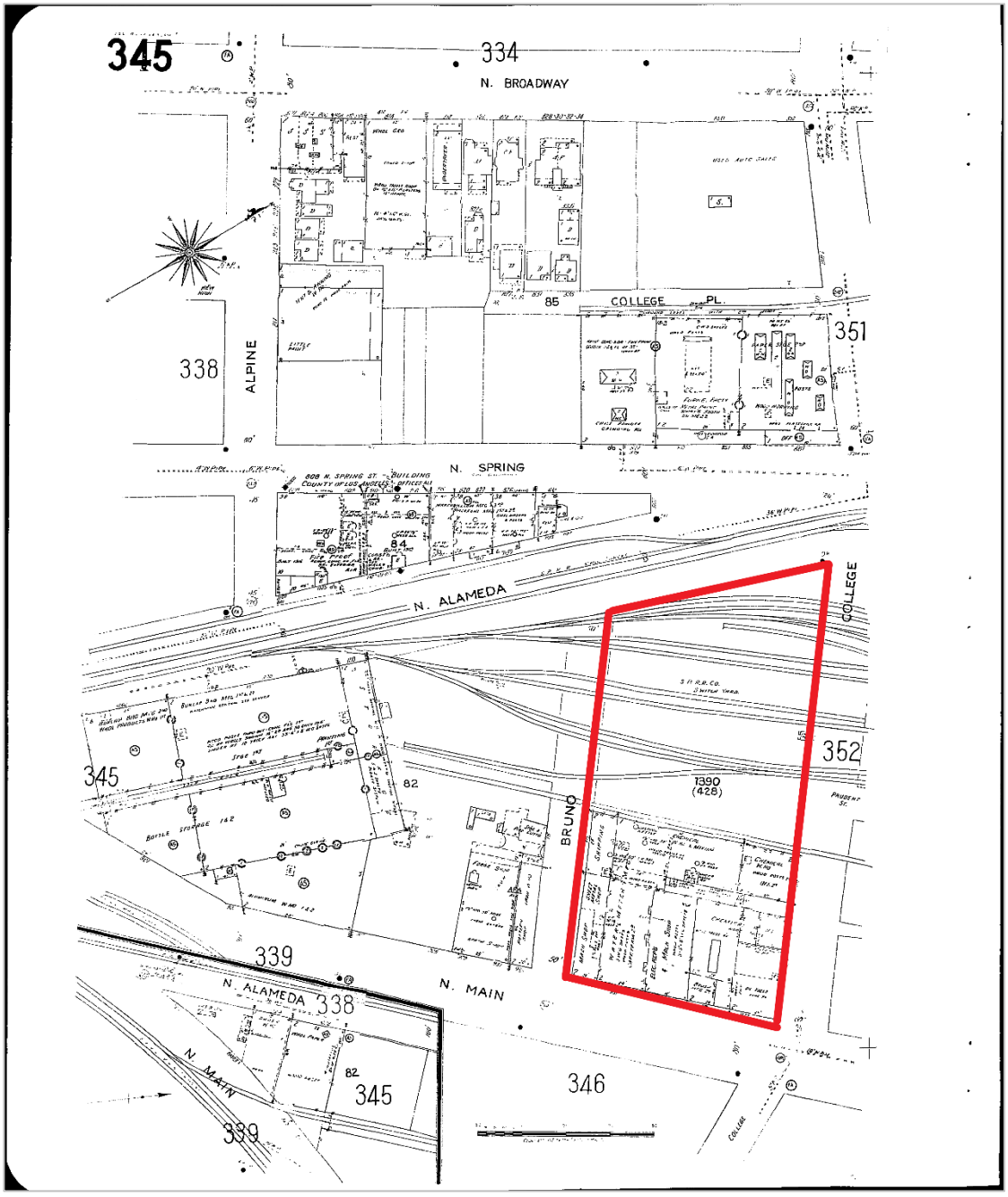
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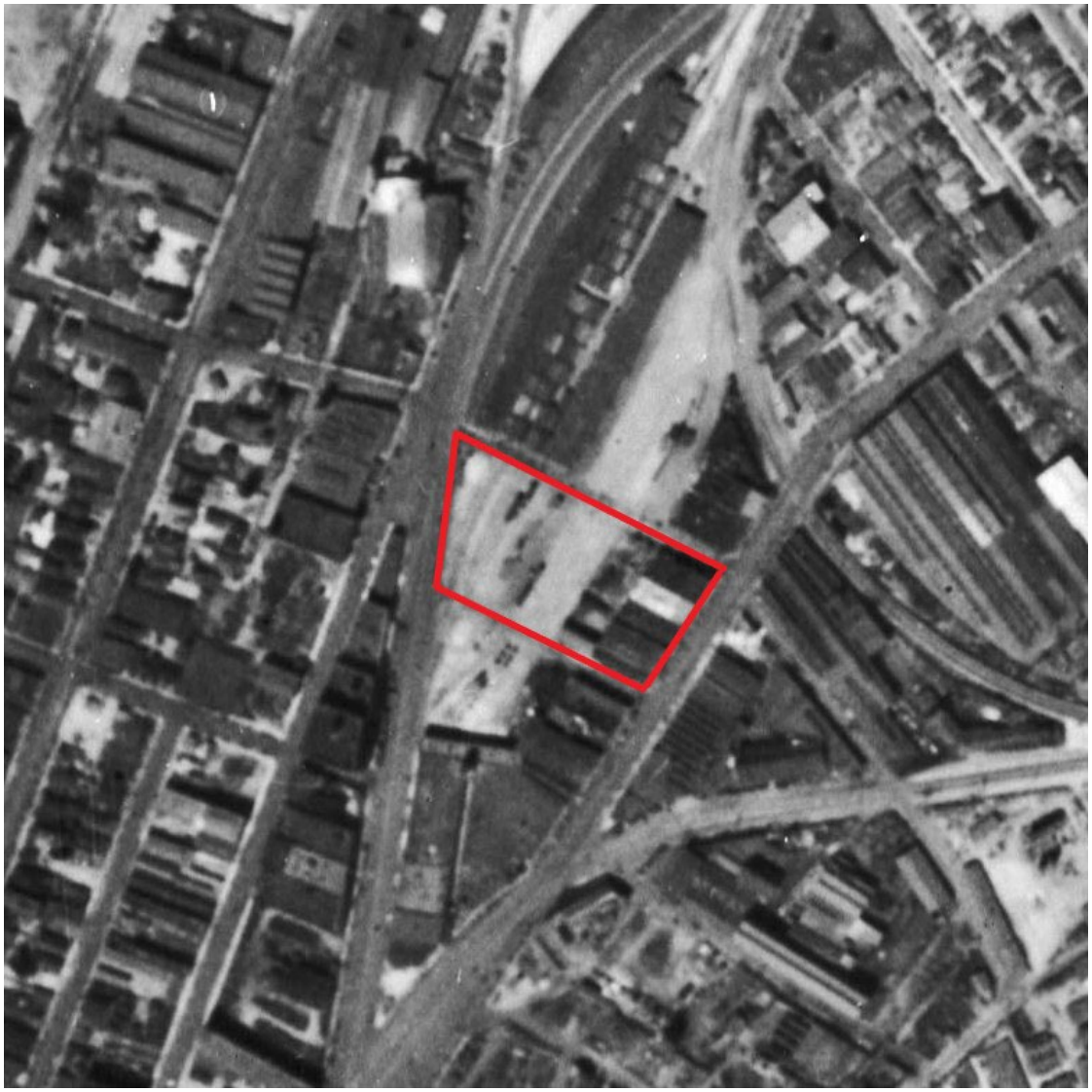


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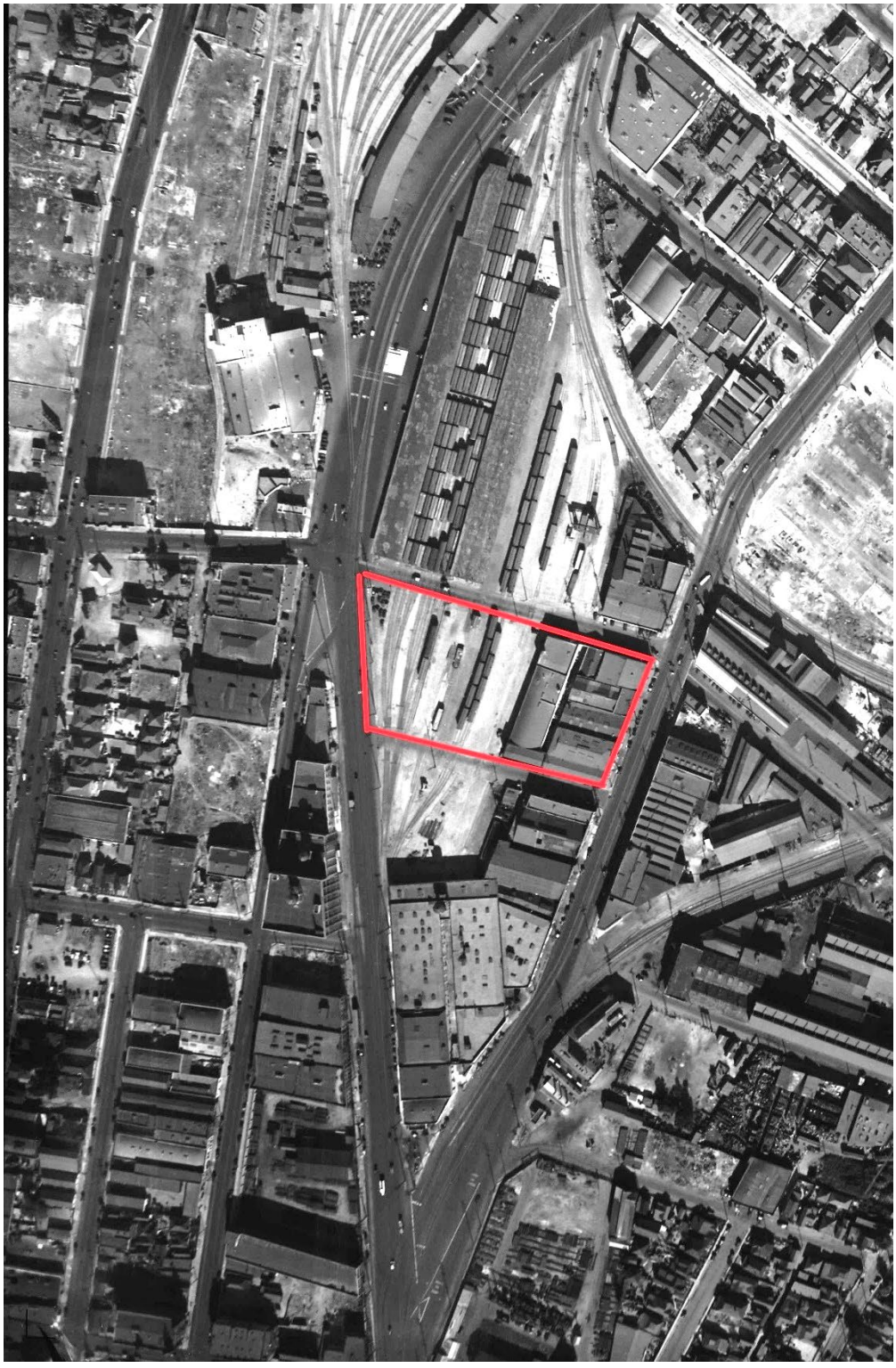
APPENDIX B: ARCHIVAL AERIAL PHOTOGRAPHS



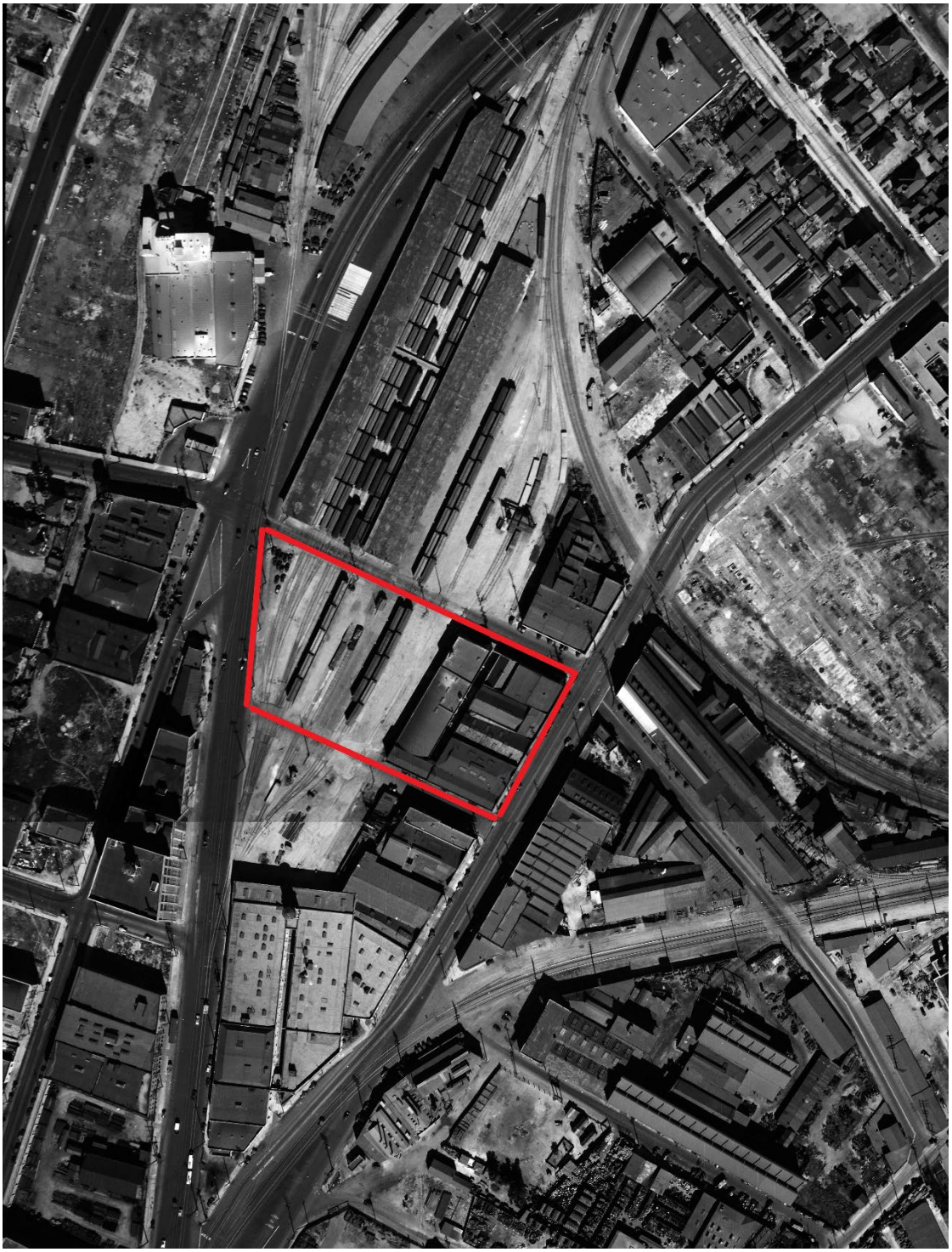
Flight C-113, Frame 305, August 1, 1927. Courtesy of UCSB Library Geospatial Collection.



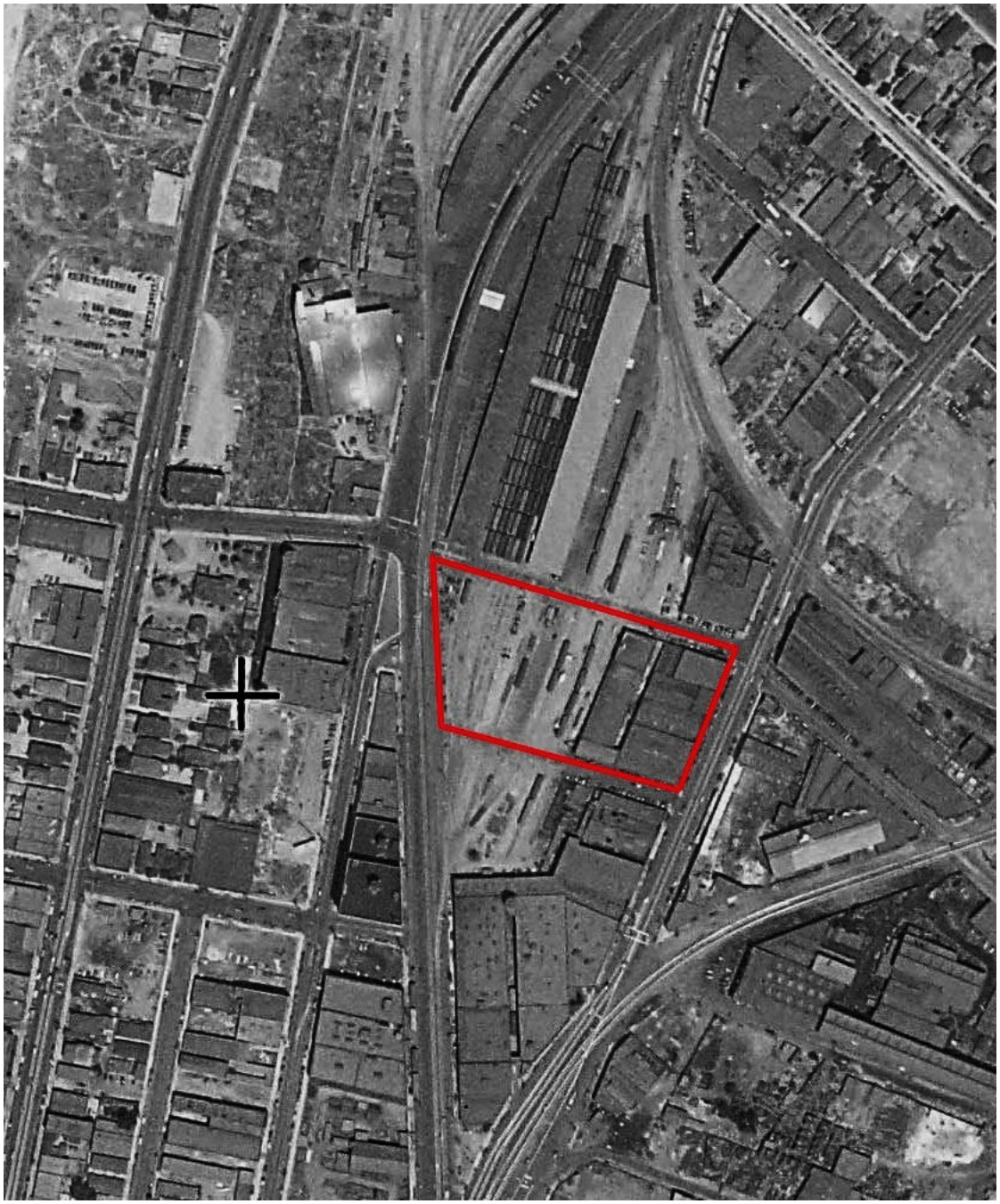
Flight C-300, Frame k-207, January 1, 1928. Courtesy of UCSB Library Geospatial Collection.



Flight C-2830, Frame 9, November 29, 1933. Courtesy of UCSB Library Geospatial Collection.



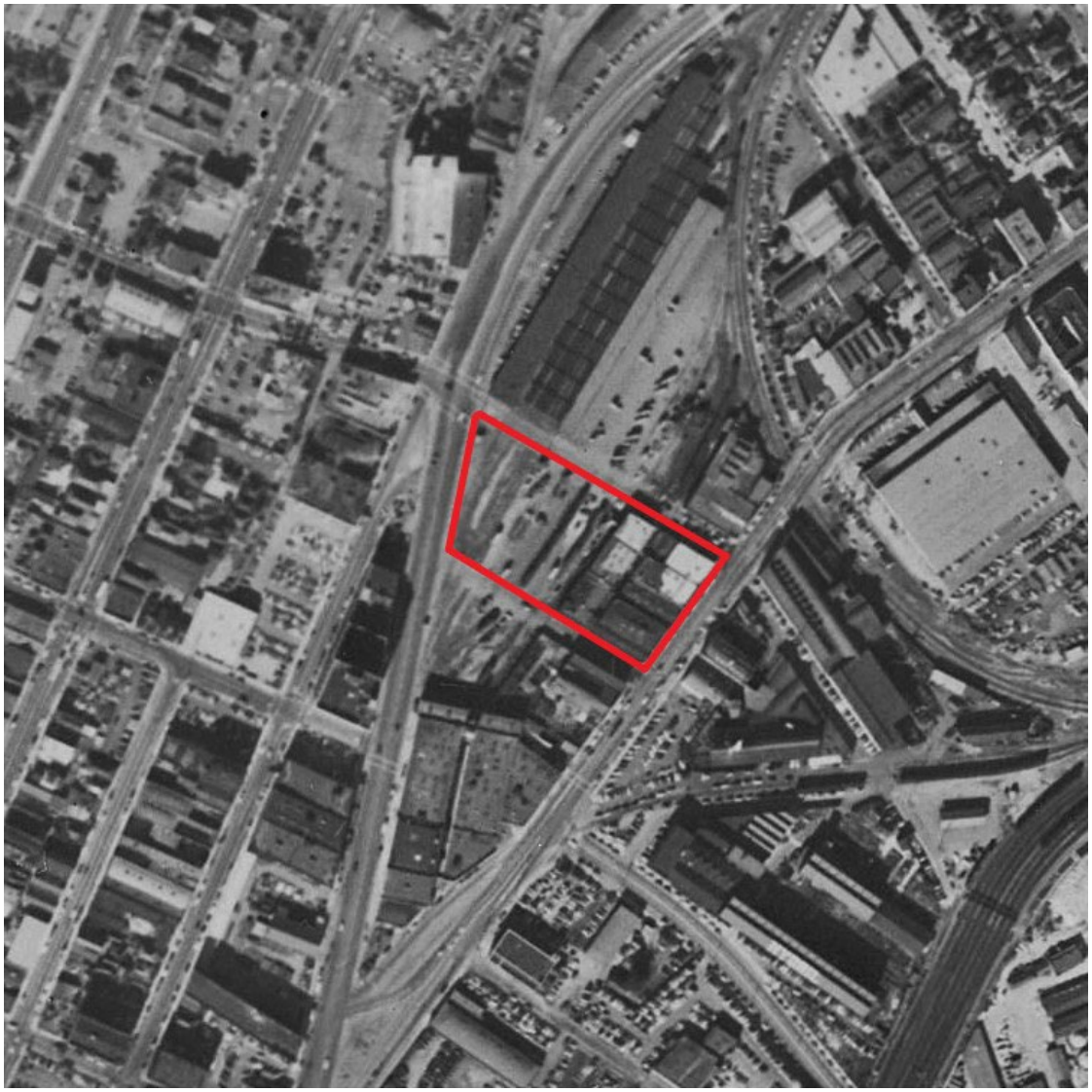
Flight C-2917, Composite of Frames 7 and z-53, January 29, 1934. Courtesy of UCSB Library Geospatial Collection.



Flight C-4707, Frame 7, January 1, 1937. Courtesy of UCSB Library Geospatial Collection.



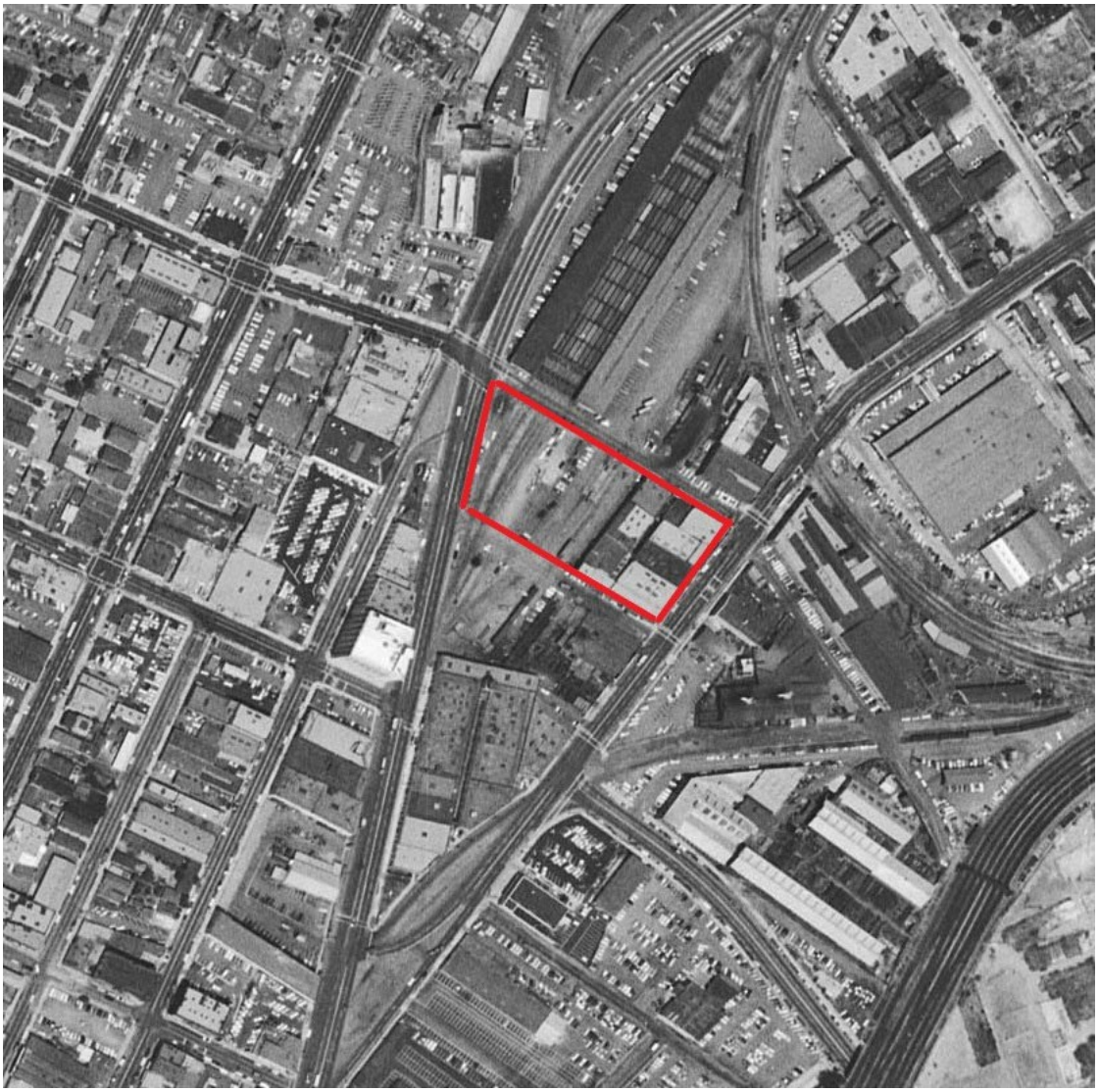
Flight AXJ-1938, Frame 26-33, January 1, 1938. Courtesy of UCSB Library Geospatial Collection.



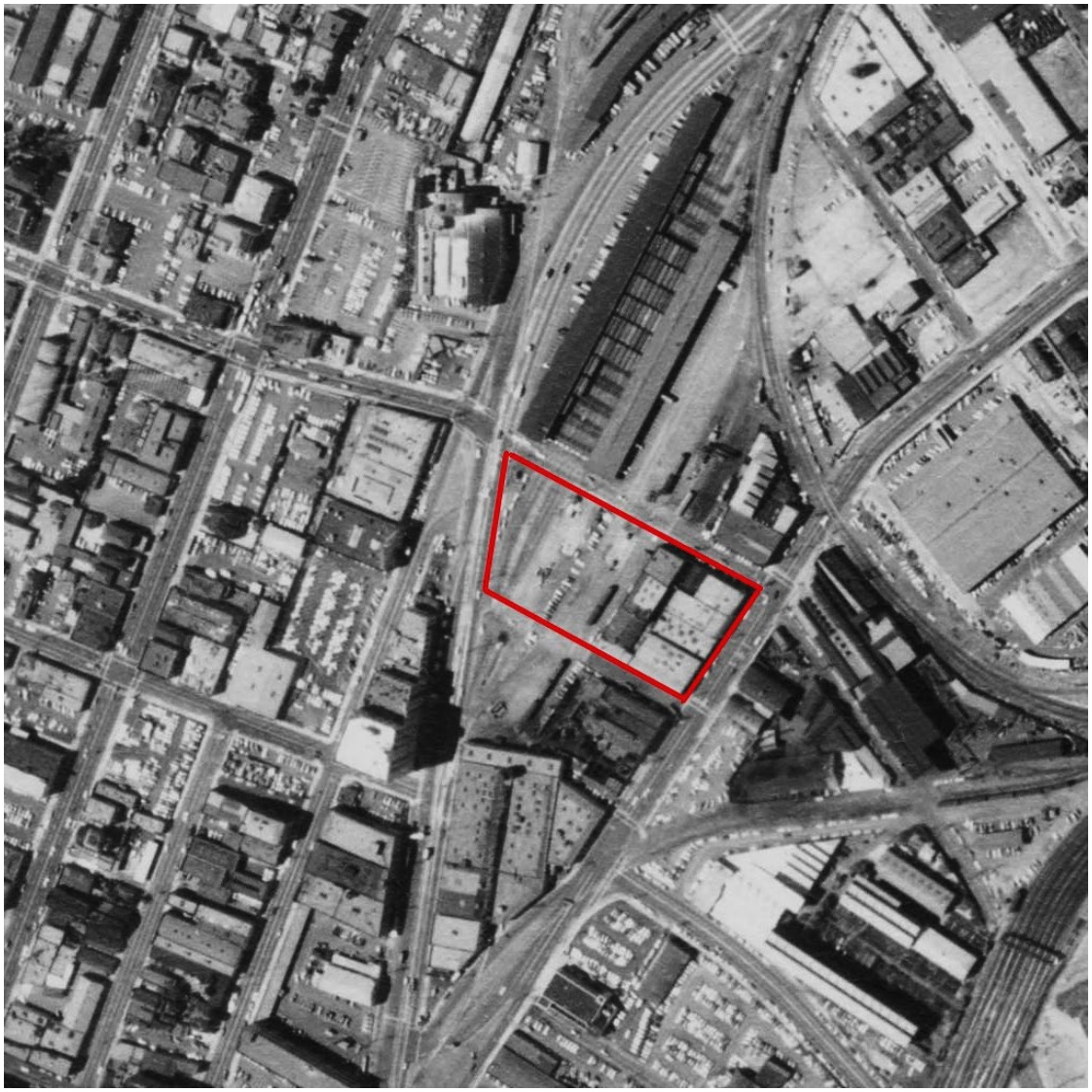
Flight AXJ-1952, Frame 7k-88, November 3, 1952. Courtesy of UCSB Library Geospatial Collection.



Flight C-22555, Frame 14-34, July 1, 1956. Courtesy of UCSB Library Geospatial Collection.



Flight C-23578, Frame 4-615, April 1, 1959. Courtesy of UCSB Library Geospatial Collection.



Flight C-23870, Frame 1607, May 1, 1960. Courtesy of UCSB Library Geospatial Collection.



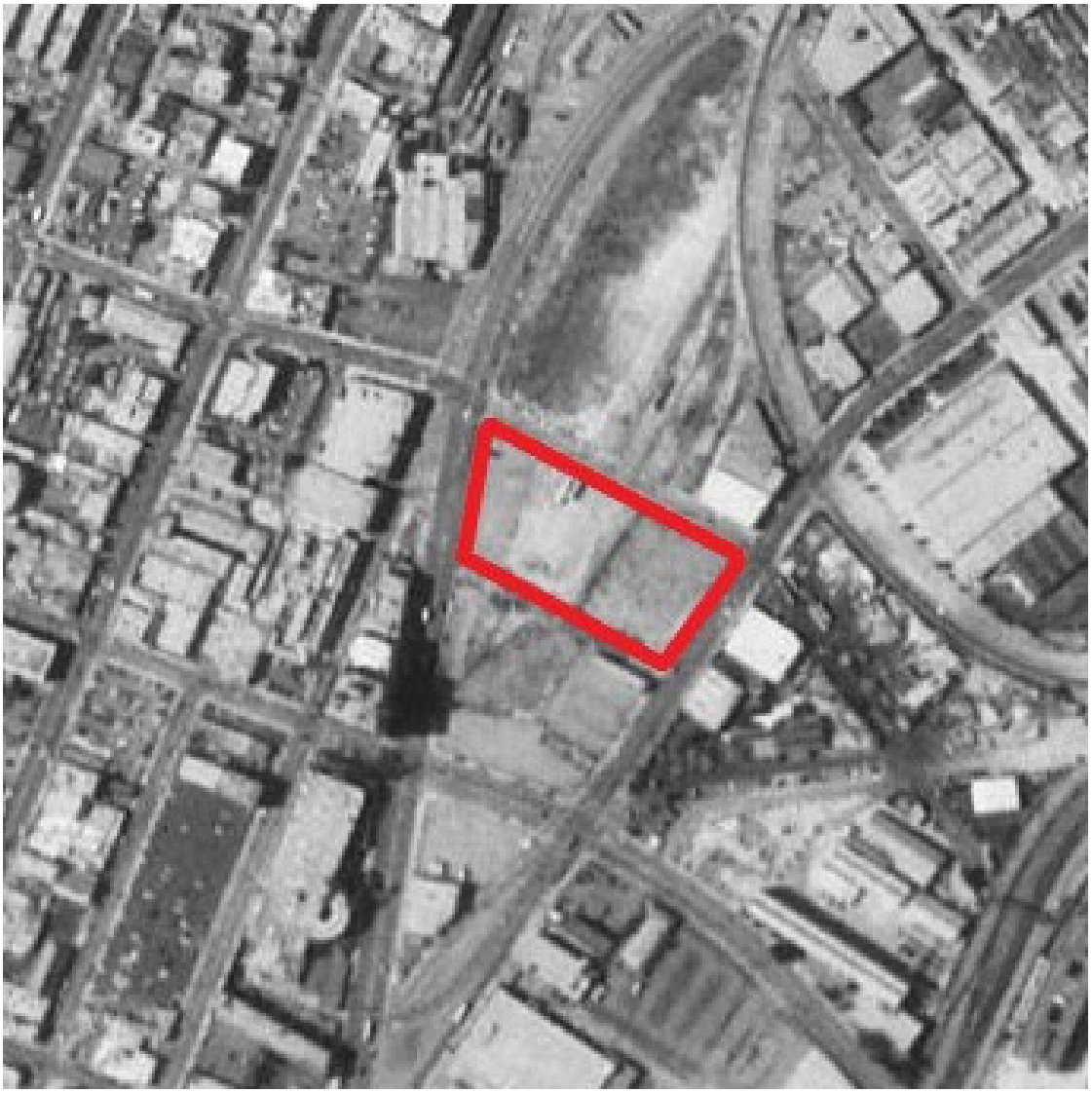
Flight C-24801, Frame 395, June 29, 1964. Courtesy of UCSB Library Geospatial Collection.



Flight TG-2400, Frame 5-31, March 1, 1968. Courtesy of UCSB Library Geospatial Collection.



Flight TG-2755, Frame 19-35, March 1, 1971. Courtesy of UCSB Library Geospatial Collection.



Flight NAPP-2C, Frame 6858-64, May 31, 1994. Courtesy of UCSB Library Geospatial Collection.

APPENDIX C: EXISTING CONDITIONS PHOTOGRAPHS (DECEMBER 21, 2022)

Subject Property – 130 West College Street



View looking southeast across North Alameda Street toward the northwest corner of the Project Site at North Alameda Street and West College Street.



View looking southeast along West College Street; the Project Site is to the right in the photo.



Mid-block view of primary entrance at 130 West College Street, view looking southwest.



View looking northwest along West College Street toward the property's primary entrance.



View looking southwest toward the northeast corner of the property at West College Street and North Main Street.



Mid-block view along North Main Street, view looking northwest.



View looking north toward southeast corner of the property at North Main Street and West Bruno Street.



View looking northeast toward southwest corner of the property at West Bruno Street and North Alameda Street.



Mid-block view along North Alameda Street, view looking southeast.

Los Angeles Historic-Cultural Monument No. 211 (Granite Block Paving)



West Bruno Street, view looking northwest toward North Alameda Street.



Detail, granite block paving, West Bruno Street.



Detail, granite block paving, West Bruno Street.



Detail, granite block paving, West Bruno Street.



Detail, granite block paving, West Bruno Street.

APPENDIX D: HISTORIC-CULTURAL MONUMENT NO. 211 (GRANITE BLOCK PAVING, WEST BRUNO STREET, BETWEEN NORTH ALAMEDA STREET AND NORTH MAIN STREET)

The following materials were provided to HRG upon request by the Office of Historic Resources and represent the information on file at OHR related to the designation of the granite block paving comprising Los Angeles Historic-Cultural Monument No. 211.

FORM GEN. 160 (REV. 2-75)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date: March 22, 1978

To: Cultural Heritage Board
Attention: Ileana Welch, Coordinator

From: Forrest Scott, Staff Architect, Municipal Arts Department

Subject: RECOMMEND DECLARATION OF COBBLESTONE STREET IN AND ADJACENT TO BRUNO STREET EAST OF ALAMEDA STREET

We have obtained information indicating that the above subject area is one of the few remaining cobblestone streets in the City of Los Angeles. It appears, on field investigation, that there are three varieties of cobblestones in and adjacent to the street making it an interesting area for consideration.

We have enclosed a site plan and photographs for review. If the Board wishes to consider this as a declaration, we will request the City Engineer's personnel be present at a Cultural Heritage Board meeting since they may be able to answer questions regarding the matter.

FNS/rb

cc: Art Dennis, Div. Engr.
Street Opening & Widening

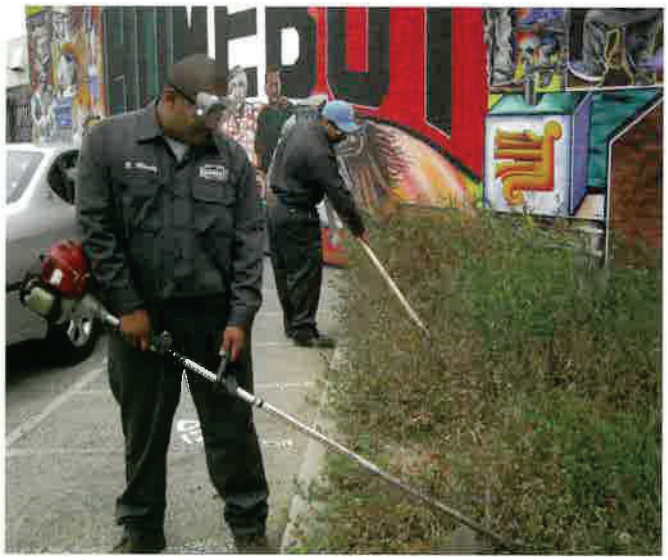
Encls.

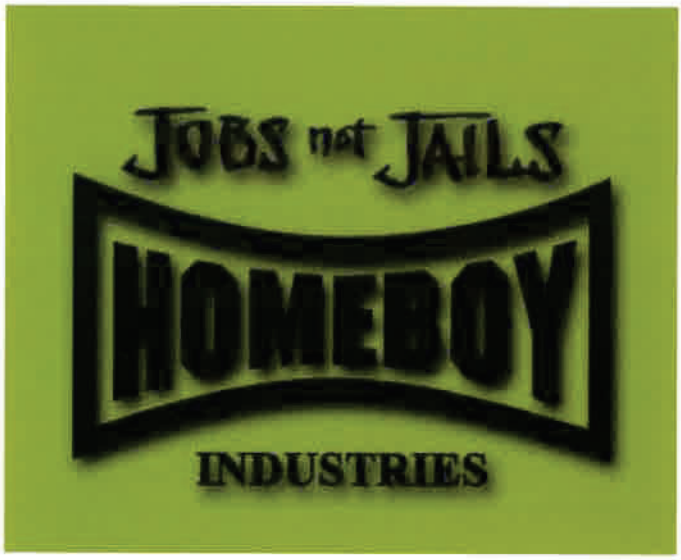






211. **GRANITE-BLOCK PAVING**, Bruno Street between Alameda and North Main streets. This short, local industrial street, just north of Civic Center and southwest of Chinatown is unique and historical. The street is the last surviving









Homeboy Businesses

In addition to providing job training and placement assistance and other free programs, a distinctive feature of Homeboy Industries is its small businesses, where the most difficult to place individuals are hired in transitional jobs, thus giving them a safe, supportive environment in which to learn both concrete and soft job skills, while simultaneously building their resume and work experience. Our first venture was *Homeboy Bakery*, which trained many former gang members to become scratch bakers. Homeboy Industries subsequently launched several additional income-producing ventures which are still thriving. We are delighted to announce that construction is under way for our new Homeboy Headquarters and Bakery Complex – a building which will allow for a much-needed expansion of our services, along with a re-opening of our Bakery business. Completion is estimated in spring 2007.
Homeboy Businesses:

Homeboy Bakery In anticipation of the re-opening of the founding business, we currently have a team of bakers enrolled in classes at LA Trade Tech. When classes are not in session, these bakers work at Mi Vida/My Life Bakery, applying and improving their skills. The Bakery will re-open this summer in our NEW headquarters. The Bakery is now accepting contracts. Call (323) 526-1254 for more information.

Homeboy Silkscreen & Embroidery We print custom logos on apparel, provide embroidery services, and promotional products. We have offered transitional employment to 500 former gang members, and serve over 1,800 local businesses and organizations. Call (213) 623-7955 or visit us for quotes, 1320 S. Santa Fe Ave., Los Angeles, CA 90021

Homegirl Café Our first business to operate under the Homegirl banner provides a training ground dedicated to female clients in all aspects of the restaurant and service industry. The Café has received rave reviews from Oprah Magazine and the Los Angeles Times for its Latino flavors with a contemporary twist. We also cater small parties.
Call (323) 268-9353 or visit us at 1818 E. First St., Los Angeles, CA 90033

Homeboy Maintenance Provides landscaping and maintenance services. For contracts call (323)526-1254

Homeboy/Homegirl Merchandise Sells t-shirts, mugs, tote bags, and mouse pads with the Homeboy logo. Merchandise can be purchased online, and will have a Retail Store once we are in the new building. Visit us at www.homeboy-industries.org

HOMEBOY INDUSTRIES

1916 E. First St., Los Angeles, CA 90033
Office: 323.526.1254 Fax: 323.526.1257
www.homeboy-industries.org



Jobs not Jails

Homeboy Industries assists at risk and former gang-involved youth to become contributing members of our community through a variety of services in response to their multiple needs. Free programs – including counseling, education, tattoo removal, job training and job placement – enable young people to redirect their lives and provide them with hope for their futures.

Our free support services focus on education, training, financial responsibility and personal accounting to enable them to successfully retain employment. Services include:

Ya'stuvo Tattoo Removal Many gang members have visible tattoos that inhibit their ability to secure employment. Free tattoo removal is provided by a supervising physician, P.A., and volunteer physicians. Over 1500 gang members from 300 different gangs have been served. This continues to be a critical entry point for many clients, who come in for tattoo removal, and then learn of the additional services we offer.

Mental Health Counseling Homeboy Industries makes available the services of two professional therapists on site, free of charge. We have both a male and female counselor on staff, enabling us to address gender specific issues as needed. We have an extensive referral network, so we can assist clients in need of shelter or self-help classes to get the assistance they need.

Employment Services We work with local employers, searching out available jobs, and talking with employers about the unique challenges and rewards of hiring our clients. Additionally, they work one-on-one with clients developing their resumes, honing their interview skills, and finding good employment matches.

Legal Services Program With a full-time lawyer on site, we provide assistance for civil legal barriers to employment. We emphasize our expertise in helping with requests for dismissals of past criminal records, assistance with demystifying the child support system and court orders, and consulting on options for legal status under immigration law.

Curriculum/Education Because many of our clients struggle with literacy issues and come from home environments where they did not learn effective life skills, our program provides both educational classes and life skills classes, such as parenting, personal finances and budgeting, and household management.

Release is an intensive aftercare program which targets men and women who have recently been released from prison or detention camps to help them navigate their particular challenges to make a successful transition from detention to a productive life.

Twelve Step Meetings Narcotics Anonymous (NA) and Criminal & Gang Members Anonymous (CGA) groups hold their weekly meetings on site.

Volunteer Navigators Coordinate with Case Managers, Employment Services, Counselors, and other staff to assist clients to enroll in school, obtain driving licenses, bus tokens, obtain and retain gainful employment, fulfill their court-ordered community service requirements, receive referrals to substance abuse programs and/or domestic violence/anger management classes, as needed.

DEPARTMENT OF
CITY PLANNING
OFFICE OF HISTORIC RESOURCES
200 N. SPRING STREET, ROOM 620
LOS ANGELES, CA 90012-4801
(213) 978-1200

CULTURAL HERITAGE COMMISSION

MARY KLAUS-MARTIN
PRESIDENT
RICHARD BARRON
VICE PRESIDENT
ALMA M. CARLISLE
GLEN C. DAKE
MIA LEHRER

COMMISSION OFFICE
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
DIRECTOR
(213) 978-1271

EVA YUAN-McDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
(213) 978-1270
www.lacity.org/PLN

August 14, 2007

Moe Pegues, Construction Inspector
City of Los Angeles Department of Public Works
111 N. Hope St., 6th Floor
Los Angeles, CA 90012

Mr. Pegues:

This letter is to inform you that Bruno Street, located between Alameda and Main Street in the vicinity of Chinatown, is Historic-Cultural Monument (HCM) #211: "Granite-Block Paving." This street was designated in 1979 for its hand-hewn granite paving, typical of many late 19th century streets in Los Angeles. This designated landmark is particularly unique of all the City of Los Angeles' HCMs and is a wonderful reminder of the area's history.

The street's current condition, with patches of granite paving as well as asphalt, can not be altered without proper review by the Office of Historic Resources. Under no circumstances is the granite paving to be removed or covered in asphalt.

After several inspections by myself and our office, we have determined that the most recent work on Bruno Street by the Homeboy Industries construction project team to be satisfactory. In the future we will seek to better coordinate with the Department of Public Works and property owners regarding work on Bruno Street. It is the hope of our office that Bruno Street's granite paving will be one day be fully restored from Main St. to Alameda and serve to better and beautify the area.

One remaining issue is the need to store excess granite pavers that were removed but unable to be reincorporated. Currently, Homeboys Industries is kindly storing them. We are seeking the help of other city agencies to locate a safe and appropriate storage area and welcome any help or suggestions from your office.

You can contact me with any questions or concerns.

Thank you,

Edgar Garcia

Edgar Garcia, Preservation Planner
Office of Historic Resources
Los Angeles Department of City Planning
200 N. Spring Street, #620
Los Angeles, CA 90012

Tel: 213-978-1189
Fax: 213-978-0017
E-mail: edgar.garcia@lacity.org

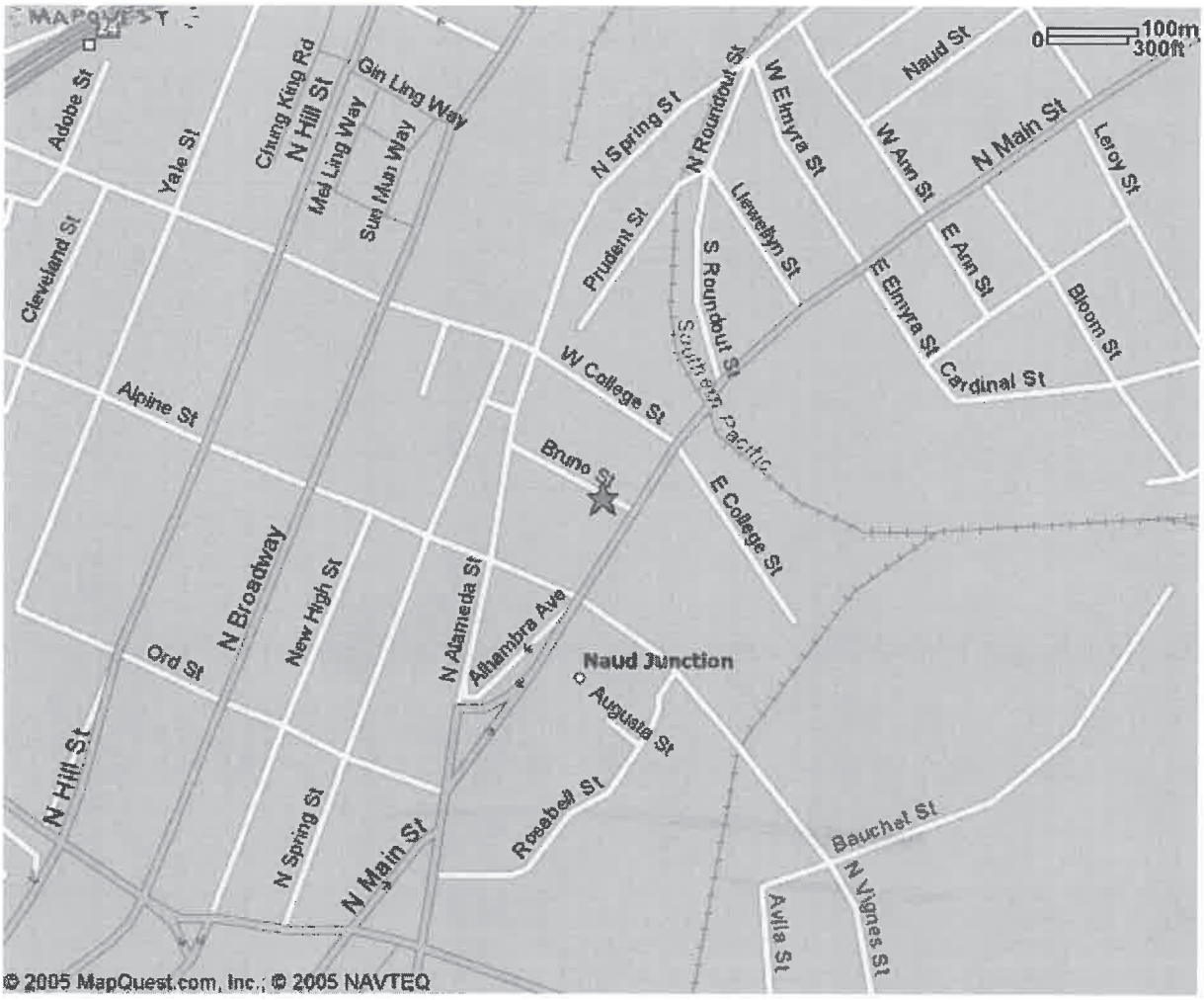
MAPQUEST.

Send To Printer Back to Map

130 Bruno St
Los Angeles CA
90012-1815 US

Notes:



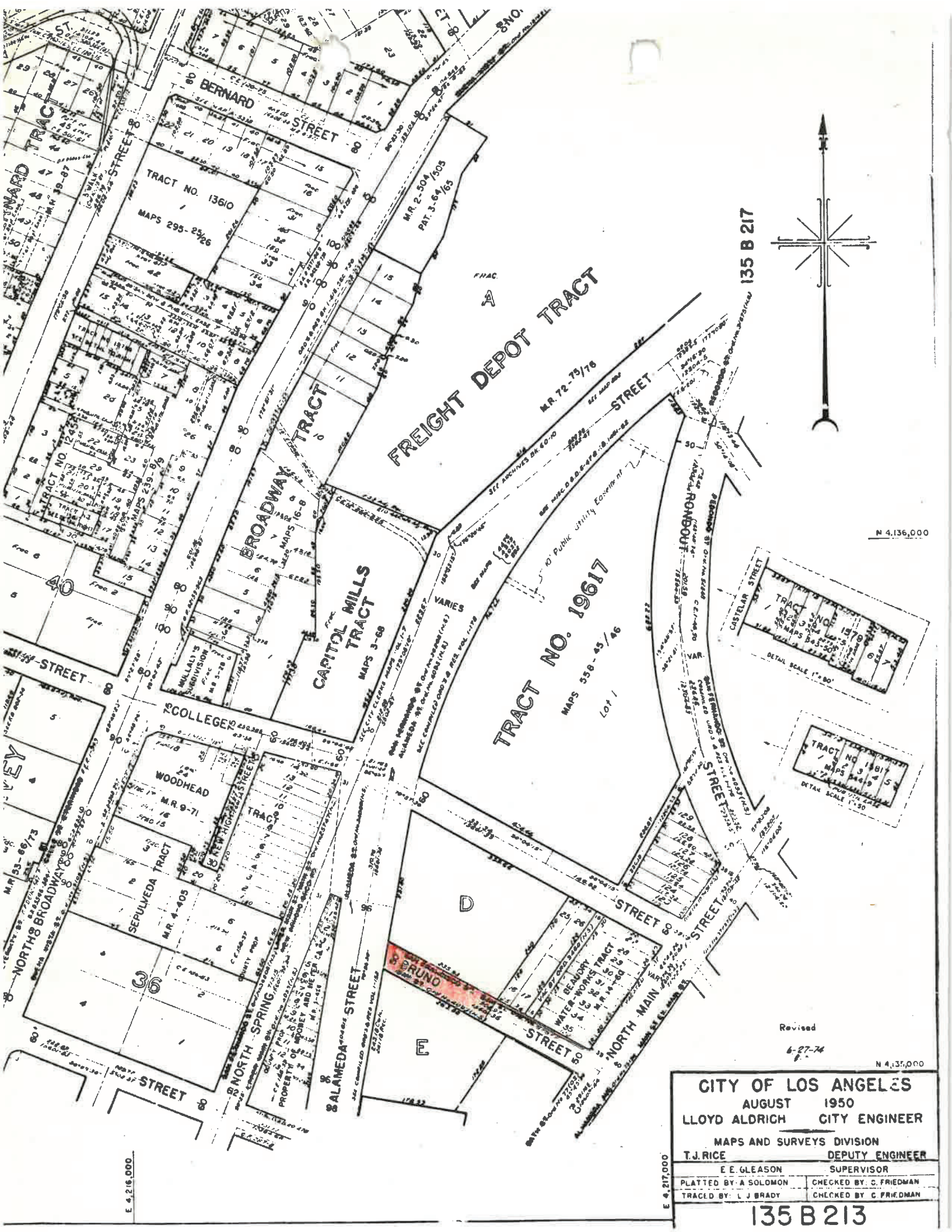


NAVTEQ ON BOARD All rights reserved. Use Subject to License/Copyright | Map Legend

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135 B 217
FREIGHT DEPOT TRACT
TRACT NO. 13610
MAPS 295-25/26
TRACT NO 1245
MAPS 239-8/9
BROADWAY TRACT
CAPITOL MILLS TRACT
MAPS 3-60
TRACT NO. 19617
MAPS 358-45/46
LOT 1
WOODHEAD TRACT
M.R. 9-71
SEPULVEDA TRACT
M.R. 4-405
BEAUDRY WATER-WORKS TRACT
M.R. 14-60
BERNARD STREET
COLLEGE STREET
BROADWAY
NORTH SPRING STREET
ALAMEDA STREET
NORTH MAIN STREET
CASTELAR STREET
BRUNO STREET
N 4,136,000
E 4,216,000
E 4,217,000
Revised
6-27-74
CITY OF LOS ANGELES
AUGUST 1950
LLOYD ALDRICH CITY ENGINEER
MAPS AND SURVEYS DIVISION
T. J. RICE DEPUTY ENGINEER
E. E. GLEASON SUPERVISOR
PLATTED BY: A SOLOMON
CHECKED BY: S. FRIEDMAN
TRACED BY: L. J. BRADY
CHECKED BY: S. FRIEDMAN
135 B 213

See HSR Files.

DRAFT

ARCHAEOLOGICAL AND NATIVE AMERICAN MONITORING

INFORMATION PACKET

PACIFIC PIPELINE SYSTEM

EMIDIO — LOS ANGELES PIPELINE

SEGMENTS 3 AND 4

EMP 73.89 TO 108.86

July 28, 1997

Prepared for

Pacific Pipeline Systems, Inc.
and
L.W. Reed Consultants

Prepared by

Science Applications International Corporation
816 State Street, Suite 500
Santa Barbara, California 93101

See HSR files

FINAL IMPLEMENTATION PLAN

PACIFIC PIPELINE PROJECT

MITIGATION MONITORING, COMPLIANCE, AND REPORTING PROGRAM

Prepared For:

California Public Utilities Commission

Angeles National Forest

Prepared By:

Aspen Environmental Group

CPUC Contract Number:
PS-1706

Date:
April 1997

see HSR files

CULTURAL RESOURCES MANAGEMENT (TREATMENT) PLAN

Pacific Pipeline
Kern and Los Angeles Counties
California

Prepared for:

L.W. REED CONSULTANTS, INC.
516 Spring Canyon Court
Fort Collins, Colorado 80526

Prepared by:

SAIC
816 State Street, Suite 500
Santa Barbara, California 93101

April 1, 1997

Science Applications International Corporation
An Employee-Owned Company

Confidential – Not for Public Distribution

See HS. Files

SETTLEMENT AGREEMENT

BY AND BETWEEN

THE CITY OF LOS ANGELES, CALIFORNIA

AND

PACIFIC PIPELINE SYSTEM, INC.

DATED AS OF

APRIL 23, 1997



home (805) 295 - 0582

Aspen
Environmental Group

cell (818) 576 - 1584

Kirstine (Kris) Thorne
CPUC/ANF
Lead Environmental Monitor

30423 Canwood Street, Suite 218
Agoura Hills, CA 91301
Phone: (818) 597-3407 Fax: (818) 597-8001
Project Hotline: (888) 776-8444
http://www.AspenEG.com

(213) 473-5749
FAX: (213) 620-9869
bgarrett@cla.ci.la.ca.us

BARB GARRETT
LEGISLATIVE ANALYST

OFFICE OF
CHIEF LEGISLATIVE ANALYST
CITY COUNCIL

512 CITY HALL
200 N. MAIN STREET
LOS ANGELES, CALIFORNIA 90012

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: August 7, 1998

TO: File

FROM: Jay Oren

SUBJECT: **PACIFIC PIPELINE CONTACT LIST**

California Public Utilities Commission:
Andrew Barnsdall at 415-703-3221

CLA:
Barb Garrett at 473-5749

Pacific Pipeline:
Ken Lord at 949-448-0306

Joan Milke Flores Group:
Bernie Evans at 892-6334

ALAMEDA STREET FILE

CITY OF LOS ANGELES
OFFICE OF THE CHIEF LEGISLATIVE ANALYST

RONALD F. DEATON
CHIEF LEGISLATIVE ANALYST

ROOM 512 • CITY HALL
200 N. MAIN STREET
LOS ANGELES, CA 90012-4866
(213) 485-6622
FAX (213) 485-8983

FILE #211

November 25, 1998

William Decker
Construction Manager
Pacific Pipeline Systems, Inc.
111 North First Street, Suite 100
Burbank, CA 91502

Dear Mr. Decker:

As agreed to in the "Alternative Site Treatment Plan - Re-Installation of the Alameda Street Paving Stones in an Alternate Location," the City has identified a storage site for the historic Alameda Street paving stones. The storage site is located at a Los Angeles Department of Water and Power maintenance facility located at 1630 North Main, near the intersection of North Main and Leroy downtown. Please contact Jim Kirkland at (213) 367-7711, manager of the 1630 North Main facility, to arrange delivery of the historic paving stones.

Jean Bruce Poole, Historic Museum Director, El Pueblo De Los Angeles Historic Monument, is currently researching the history of the paving stones and potential areas for re-installation of the stones. The block location documentation and information recorded upon removal of the paving blocks from Alameda Street would greatly assist her efforts. Therefore, we request that those documents be provided to the El Pueblo De Los Angeles Historic Monument as soon as possible. In addition, please directly coordinate with Jean Bruce Poole regarding the requirement to provide $30,000 to the El Pueblo De Los Angeles Historic Monument to partially cover re-installation costs of the paving stones. Jean Bruce Poole's phone number is (213) 680-2525 and her fax number is (213) 485-8238.

The City appreciates Pacific Pipeline Systems, Inc. (PPSI) cooperation and efforts in preserving the historic Alameda Street paving stones. If you have any questions, please contact Barb Garrett at (213) 473-5749.

Very truly yours,

Ronald F. Deaton
Chief Legislative Analyst

cc: Doug Polson, Anschutz Corporation
Bernie Evan, Joan Milke Flores Group
Jim Kirkland, DWP
Marcus Bedford, DWP
Jean Bruce Poole, El Pueblo De Los Angeles Historic Monument
Robert Chattel, Cultural Affairs Department

1400 K STREET, ROOM 208 • SACRAMENTO, CA 95814
(916) 441-2533
FAX (916) 448-7162

1301 PENNSYLVANIA AVE., N.W. • SUITE 400
WASHINGTON, D.C. 20004
(202) 347-0915
FAX (202) 347-0919

2611 WISCONSIN AVENUE PHONE: 213-564-9387
SOUTH GATE, CA 90280 FAX: 213-564-2035

PACIFIC PIPELINE SYSTEM, INC.

Fax

To: ROBERT CHATTER From: BILL DECKER

Fax: 213·485·6835 Pages (Including Cover Sheet): 2

Phone: Date:

Re: CC:

☐ Urgent ☑ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

REMARKS:

Robert - Mix design for 0.0 sack sand slurry.

STANDARD CONCRETE PRODUCTS, INC.
VERNON PLANT
Mix No. 1973

Date: 09/09/98

Project Name:		**Mix No.:**	1973
Project Address:	11700 S. La Cienega Los Angeles	**Spec:**	N/S
General Contractor:		**Agg Size:**	Sand
Sub Contractor:	Pipeline Contruction	**Slump:**	Flowing
		Penetration:	
Description:	0.0 Control Sand Slurry		

			Weight per Cubic Yard (S.S.D.)			Absolute Volume	
		Cement	0	lbs		0.00	C.F.
Aggregate Ratios:		Fly Ash	0	lbs		0.00	C.F.
0 %		1.5" Rock	0	lbs		0.00	C.F.
0 %		1 Rock	0	lbs		0.00	C.F.
0 %		3/8" Rock	0	lbs	16.04	0.00	C.F.
100 %		#1 Sand	2622	lbs		16.04	C.F.
0 %		#2 Sand	0	lbs		0.00	C.F.
Admixtures:							
	1.	Pozz 220-N	0.0	fl.oz.			
6 % Air	2.	Micro Air	0.0	fl.oz.		1.62	C.F.
		Slump:	Flowing				
Allowable Water:	70	Gallons	583.10	lbs		9.34	C.F.
Total:			3205	lbs		27.00	C.F.
Unit Weight:			118.7	pcf			

Material	Source	Sp.Gr.	Sp.Wt.
Cement	Portland Type II	3.14	195.94
Fly Ash	Type F	2.22	138.53
1.5"	Livingston-Graham, Irwindale	2.66	165.98
1"	Livingston-Graham, Irwindale	2.65	165.36
3/8"	Livingston-Graham, Irwindale	2.64	164.74
Sand	Livingston-Graham, Irwindale	2.62	163.49
Sand	Peck Road Sand & Gravel	2.62	163.49
Pozz 220-N	Master Builders, Inc.	0 oz./100 wt.	
Micro Air	Master Builders, Inc.	5 oz./100 wt.	

Approved By:

Katha Redmon
Technical Services

2611 WISCONSIN AVENUE PHONE: 213-564-9387
SOUTH GATE, CA 90280 FAX: 213-564-2035

PACIFIC PIPELINE SYSTEM, INC.

Fax

To: Jay Oren From: Bill Decker

Fax: 213-485-6835 Pages (Including Cover Sheet): 2

Phone: Date: Sept. 9, 1998

Re: CC:

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

REMARKS:

PACIFIC PIPELINE SYSTEM, INC.

September 8, 1998

Mr. Ronald F. Deaton
Chief Legislative Analyst
City of Los Angeles
200 N. Main St. Room 512
Los Angeles, CA 90012-4866

Dear Mr. Deaton:

In response to your request for information regarding the method that will be used to reinstall the granite paving stones, PPSI plans to use the following technique in the areas where the stones were removed.

1. The pipeline trench will be back filled and compacted to a depth sixteen inches below the existing paved surface of Alameda St.
2. The stones will be placed in the center of the trench leaving space between the end of the stone and the edge of the trench on both sides. The stones will be placed in the same orientation, by lot number, in approximately the same location as they were removed.
3. The stones will be covered with approximately 2 inches of sand slurry. The slurry will fill the voids on the sides of the stones as well.
4. Eight inches of asphalt will be placed over the slurry to a level flush with the existing pavement.

This method will provide protection for the stones as well create a sound repair for the street.

Please feel free to contact my office if you require additional information.

Sincerely,

William A. Decker
Construction Manager

cc: ADS, DLP
Bernie Evans, Joan Milke Flores Group
Ken Lord, LWReed Consultants, Inc.
Kris Thorne, Aspen Environmental
Andrew Barnsdale, CPUC
Mike McIntyre, ANF
Jay Oren, Cultural Affairs
Russell Webb, Contract Administration
Glen Ogura, DOT
Ramzy Sawaya, Bureau of Engineering

111 NORTH FIRST STREET, SUITE 100, BURBANK, CALIFORNIA 91502 (818) 556-2744 FAX (818) 556-2749

CITY OF LOS ANGELES
OFFICE OF THE CHIEF LEGISLATIVE ANALYST

FACSIMILE TRANSMITTAL

(213) 564 9387
Bill Dacker.

DATE: 9/8/98

TO: Robert Chattel

FROM: D. Cornett

SENDER'S TELEPHONE NO.: 473-5749

NUMBER OF PAGES TRANSMITTING (INCLUDING THIS ONE): 2

MESSAGE:
Attached is PPSI's response. Please let me know what you think we need to respond in writing.

FACSIMILE TELEPHONE NO.: (Check One)
☐ (213) 620-9869
☐ (213) 473-5943

PACIFIC PIPELINE SYSTEM, INC.

September 8, 1998

Mr. Ronald F. Deaton
Chief Legislative Analyst
City of Los Angeles
200 N. Main St. Room 512
Los Angeles, CA 90012-4866

Dear Mr. Deaton:

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Please feel free to contact my office if you require additional information.

Sincerely,

William A. Decker
Construction Manager

cc: ADS, DLP
Bernie Evans, Joan Milke Flores Group
Ken Lord, LWReed Consultants, Inc.
Kris Thome, Aspen Environmental
Andrew Barnsdale, CPUC
Mike McIntyre, ANF
Jay Oren, Cultural Affairs
Russell Webb, Contract Administration
Glen Ogura, DOT
Ramzy Saweya, Bureau of Engineering

111 NORTH FIRST STREET, SUITE 100, BURBANK, CALIFORNIA 91502 (818) 556-2744 FAX (818) 556-2749

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: September 8, 1998

TO: Barb Garrett

FROM: Jay Oren

SUBJECT: **PACIFIC PIPELINE AGREEMENT REGARDING GRANITE BLOCKS**

Cultural Affairs Department has been happy to give technical assistance for excavation of Alameda Street's historic granite block pavers. However, alternate placement of the blocks is clearly beyond the scope of our responsibilities.

Tomorrow is the day Pacific Pipeline has said they need to fill the trench to stay on schedule. Since no alternate agreement is in place, it appears the blocks will go back into the street per the original treatment plan agreement.

cc: Michael McIntyre, Angeles National Forest
Kris Thorne, Lead Field Monitor

not sent to Thorne
(for not accept)

TRANSMISSION RESULT REPORT (SEP 08 '98 03:48PM)

CUL AL AFFAIRS

(AUTO)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
SEP 08	03:48PM	6265745233	00'26"	OK	ES	01		020

E)ECM >)REDUCTION S)STANDARD D)DETAIL F)FINE

M)MEMORY C)CONFIDENTIAL $)TRANSFER P)POLLING #)BATCH

CITY OF LOS ANGELES
OFFICE OF THE CHIEF LEGISLATIVE ANALYST

RONALD F. DEATON
CHIEF LEGISLATIVE ANALYST

ROOM 512 • CITY HALL
200 N. MAIN STREET
LOS ANGELES, CA 90012-4886
(213) 485-6622
FAX (213) 485-8983

September 8, 1998

Douglas Polson
Vice President
The Anschutz Corporation
555 Seventh Street
Suite 2400
Denver, Colorado 80202

Dear Mr. Polson:

The City requests the opportunity to review and approve the procedures and materials to be employed by Pacific Pipeline Systems Inc. (PPSI) for the re-installation of the historic Alameda Street paving stones in Alameda Street. We understand that PPSI intends to re-install the paving stones per the requirements of the "Final Treatment Plan for the Alameda Paving Stones" approved by the Cultural Affairs Department on August 11, 1998, beginning Wednesday, September 9, 1998. The re-installation techniques and construction materials used must not damage the stones or preclude their safe removal in the future. Please submit re-installation plans to the City for review and approval prior to initiating re-installation procedures.

Attached for your information is a communication from the Cultural Affairs Department regarding the protection of the historical resource for future retrieval. If you have any questions, please contact Barb Garrett at (213) 473-5749 or Jay Oren at (213) 485-8690.

Very truly yours,

Ronald F. Deaton

Ronald F. Deaton
Chief Legislative Analyst

Attachment

cc: Dean Shauers, PPSI
Bill Decker, PPSI
Bernie Evans, Joan Milke Flores Group
Kenneth Lord, L W Reed
Kris Thorne, CPUC/ANF Lead Field Monitor
Andrew Barnsdale, CPUC
Michael McIntyre, Angeles National Forest
Jay Oren, Cultural Affairs Department
Russell Webb, Contract Administration
Glen Ogura, Dept. of Transportation
Ramzy Sawaya, Bureau of Engineering

1400 K STREET, ROOM 208 • SACRAMENTO, CA 95814
(916) 441-2593
FAX (916) 448-7162

1301 PENNSYLVANIA AVE., N.W. • SUITE 400
WASHINGTON, D.C. 20004
(202) 347-0915
FAX (202) 347-0919

FAX TRANSMITTAL

DATE: September 8, 1998

TO:

Jay Oren, Cultural Affairs Dept.	485-6835
Robert Chattel, Cultural Affairs Dept.	847-5565
Russell Web, Inspector Contract Admin.	580-5580
Glenn Ogura, DOT	580-3749
Jesus Serrano, DOT	977-6050
Ramzy Sawaya, Bureau of Engineering	

FROM: Barb Garrett
473-5749

SUBJECT: PPSI Correspondence

The attached letter is provided for your information.

Preliminary Draft

Re-Installation of the Alameda Street Paving Stones

The "Final Treatment Plan for the Alameda Street Paving Stones" submitted by Pacific Pipeline Systems, Inc. (PPSI) on August 11, 1998, and approved by the City of Los Angeles Cultural Affairs Department on August 11, 1998, provides for the identification of alternate areas to re-install the recovered paving stones, acceptable to the Cultural Affairs Department. Currently three specific areas have been identified as potential re-installation locations for the paving stones: 1) Pico House located in the El Pueblo De Los Angeles Historic Monument area; 2) Sanchez Street located in the El Pueblo De Los Angeles Historic Monument area, and: 3) Bruno Street, Historic Monument #211. Other areas within the El Pueblo De Los Angeles Historic Monument area may be appropriate for re-installation of the paving stones, and could be identified through the location evaluation process for te El Pueblo De Los Angeles Historic Monument discussed below. PPSI will contribute $ for the re-installation effort.

Alameda Street Paving Block Information

An estimated 8,000 paving stones were removed from Alameda Street during PPSI oil pipeline construction/installation activities. The blocks are 4 x 8 x 6 inches and weigh approximately 15 pounds each. It is estimated that the blocks would pave an area of approximately 17,000 square feet (i.e. an approximately 40 ft. by 40 ft. area). The stones are currently stored on 98, 4 x 3 foot pallets, with an estimated 80-90 blocks per pallet, at PPSI's Paxton yard facility near the 118 and 210 freeways. Paving stone location and other information, including photo documentation, was collected per the requirements of the "Final Treatment Plan for the Alameda Street Paving Stones" during block removal activities.

It is estimated that re-installation of the stones would cost . Re-installation activities would include cleaning the 8,000 blocks, excavation of the area where they are to be re-installed to an estimated depth of 7-8 inches, hand-placement of the 8,000 blocks, and potentially some type of pavement leveling activity upon completion of installation.

Potential Areas for Re-Installation

<u>El Pueblo De Los Angeles Historic Monument</u>

The El Pueblo De Los Angeles Historic Monument Commission would be responsible for accepting the paving stones for incorporation into the El Pueblo De Los Angeles Historic Monument area, the designation of the final location within the Historic Monument Area of where the paving stones would be re-installed, accepting PPSI's $ contribution to re-installation activities, and the funding of the estimated cost of re-installation administration not donated by PPSI (*will try to get a comprehensive amount from PPSI*). Preliminary review of the opportunities for incorporation of the paving stones into the El Pueblo De Los Angeles Historic Monument area by the Historic Museum Director for the Monument resulted in the identification of two areas for preliminary consideration, the Pico House and Sanchez Street. The Historic Museum Director would throughly investigate these areas, as well as any other potentially appropriate areas for re-installation of the paving stones identified during the location evaluation process, and make a recommendation to the Commission.

To: Robert Chattel

From: B Genett
473-5749

It is anticipated that the earliest any recommendation could be submitted to the Commission would be September 24, 1998. In the event that the El Pueblo De Los Angeles Historic Monument Commission decides not to accept the stones for re-installation an alternative location to the preferred El Pueblo De Los Angeles Historic Monument area would need to be identified.

Bruno Street

A potential alternative area for re-installation of the Alameda Street paving blocks is Bruno Street (Historic Monument #211). The Cultural Affairs Department could work with the Bureau of Street Maintenance to incorporate the stones into Bruno Street (Historic Monument #211). The City would be liable for the administration cost of re-installation estimated at $, .

PPSI Re-Installation Proposal

1) PPSI will not re-install the blocks in Alameda Street, by lots in original orientation and general location.

2) The City will accept the blocks for re-installation at an alternative site within the City. The final site for re-installation will be identified by the City at a future date.

3) PPSI blocks will store the paving stones at the PPSI Paxton Yard site until the City has selected an alternative site or identified a City storage facility for the blocks. In no case shall PPSI be required to store the blocks past December 15, 1998.

4) PPSI will transport the blocks from the PPSI Paxton Yard site to the re-installation site or a City storage area identified by the City, upon the request of the City but no later than December 15, 1998. The City will be responsible for providing a fork-lift and personnel to un-load the blocks and an appropriate storage area for the blocks beyond December 15, 1998, as necessary.

5) PPSI will provide $ to the City to cover re-installation costs.

6) The City will be responsible for re-installation of the blocks at an appropriate area within the City. The City will be responsible for all administrative costs of re-installation over and beyond the $ contributed to the City by PPSI.

7) PPSI will provide the Cultural Affairs Department with the block location documentation and information recorded upon removal of the paving blocks from Alameda Street, pursuant to the requirements of the "Final Treatment Plan for the Alameda Street Paving Stones." In addition, if the blocks are accepted for re-installation by the El Pueblo De Los Angeles Historic Monument Commission before December 30, 1998, PPSI will provide a complete duplicate set of the information discussed above to the El Pueblo De Los Angeles Historic Monument.

(213) 620 9869.

9/4/98 Barb Barrett.
putting bricks back. Wed 9/9.
Pacific Pipeline. $6,000.
Street Maintenance. $30,000.
Bernie Evans. -
take blocks. - install at alternate location
Pico tower - Sorensen. St. 40' across.
walkway. - very exciter.
9/24. El Pueblo Park Commission.
Bruno St.
Runkle. buying them not lent
for - city.
98 pallettes 4'x3'
carnat stack.
8,000 blocks.
pave. 17,000 sq.
40'x40' area.
stones need to be cleaning.
wire brush. by hand
will have to be cleaned.

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MAYOR

CULTURAL AFFAIRS DEPARTMENT
433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 485-2433
(213) 485-6835 FAX

ADOLFO V. NODAL
GENERAL MANAGER

FACSIMILE TRANSMITTAL

DATE: September 4, 1998 (Revised)

TO: Barb Garrett, Legislative Analyst
CLA
(213) 620-9869

FROM: Robert Jay Chattel, AIA
Historical Property Contracts Manager

RE: Pacific Pipeline
Historic-Cultural Monument No. 211 and environs

PAGES: There are six pages being transmitted.

COMMENTS:

Please find attached an abbreviated version of the Secretary of the Interior's Standards for Treatment of Historic Properties 1995 (36 CFR Part 68) which incorporates the Secretary of the Interior's Standards for Rehabilitation (36 CFR Part 67, Section 67.7 in particular). (We have the entire publication, which is also available at the U.S. Government Bookstore at ARCO Plaza).

We are concerned, at this point, about the process by which pavers would be reinstalled in Alameda Street. They should be reinstalled in-kind, that is using the same methods and materials as when they were originally installed (the as-found state). The Standards for Reconstruction specify the following treatment:

> "4. Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color and texture."

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We interpret this to mean materials and methods of construction should be consistent with original construction techniques. So, for example, if concrete was not used when pavers were originally installed, we should not use concrete in the reinstallation.

Further, the Standards for Rehabilitation include the following:

> "10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired."

The above-referenced standard deals with reversibility, which applies here as regards treatment of reinstallation of pavers. Reinstallation of pavers should not cause further damage to pavers and should be easily reversible. Please advise us immediately of proposed reinstallation techniques so that we might comment specifically on the proposed treatment.

Please feel free to call Jay Oren at (213) 485-8690 or Robert Chattel at (213) 485-9575 if you have any questions.

TRANSMISSION RESULT REPORT (SEP 04 '98 10:50AM)

CUL AL AFFAIRS

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DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
SEP 04	10:48AM	CLA CITY OFL。A。	01'18"	OK	ES	02		012

E)ECM >)REDUCTION S)STANDARD D)DETAIL F)FINE M)MEMORY C)CONFIDENTIAL $)TRANSFER P)POLLING #)BATCH

SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION
(36 CFR 67.7)

The following *Standards* are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

(1) A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

(2) The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

(3) Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such a adding conjectural features or architectural elements from other buildings, shall not be undertaken.

(4) Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

(5) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

(6) Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

(7) Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

(8) Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

(9) New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.

(10) New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

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CALIFORNIA

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(213) 485-2433
(213) 485-6835 FAX

ADOLFO V. NODAL
GENERAL MANAGER

August 17, 1998

William A. Decker
Construction Manager
Pacific Pipeline System, Inc.
111 N. First Street, Suite 100
Burbank, CA 91502

Re: Alameda Street Granite Block Paving

Dear Bill:

Thank you for your letter this date regarding the granite block paving on Alameda Street. As I recall from our meeting last week, we discussed some parameters for retention of granite block pavers. First, we estimated that no more than 20% of the pavers would be damaged in the removal and salvage process, however such loss should be minimized by using adequate supervision and reasonable care. Please notify us immediately if damaged block is expected to exceed this 20% threshold.

As regards broken, damaged or saw cut blocks, we have the following recommendations for retention.

- Retain all whole block, including all block with incidental nicks and chips, and/or saw cuts which do not exceed one-half depth of the block.
- Retain partial block where undamaged by removal and salvage operations.
- Reinstall all of these blocks in the street. Assume nicks/chips and saw cuts are placed on the bottom if top and bottom are interchangeable.

We suggest you provide us with examples of block described above to ensure this recommendation is sound. One sample each of a full block, a block with nicks/chips, and a block with a saw cut would facilitate any future questions you might have with respect to removal and salvage operations.

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We are not familiar with the individual serving as construction inspector for the City of Los Angeles or his duties. Thank you for this opportunity to comment. Should you have any questions, please feel free to call me at (213) 485-8690 or Robert Chattel at (213) 485-9575.

Very truly yours,

Jay M. Oren, AIA Architect
Historic Preservation Officer

TRANSMISSION RESULT REPORT (AUG 17 '98 12:21PM)

CUL AL AFFAIRS

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DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
AUG 17	12:20PM	213-564-2035	00'51"	OK	ES	02		006

E)ECM >)REDUCTION S)STANDARD D)DETAIL F)FINE M)MEMORY C)CONFIDENTIAL $)TRANSFER P)POLLING #)BATCH

TRANSMISSION RESULT REPORT (AUG 17 '98 01:53PM)

CUL AL AFFAIRS

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DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
AUG 17	01:52PM	CLA CITY OFL. A.	01'14"	OK	ES	03		019

E)ECM >)REDUCTION S)STANDARD D)DETAIL F)FINE

M)MEMORY C)CONFIDENTIAL $)TRANSFER P)POLLING #)BATCH

PACIFIC PIPELINE SYSTEM, INC.

August 17, 1998

Mr. Jay M. Oren, A.I.A.
Cultural Affairs Department
City of Los Angeles
433 S. Spring St.
Los Angeles, CA 90013

Subject: Granite Cobblestone Paving

Dear Jay:

As a follow up to our meeting of August 11, some additional clarification is needed for the PPSI archeologist and the stone removal crew. I have the following notes and recollections (*italics*) on these two particular issues.

1. *Broken and damaged stones shall be discarded.* Our archeologist has inquired whether there is a minimum amount of damage to a stone that would make it acceptable for replacement? If so please help define.
2. *All stones containing saw cuts shall be discarded.* My notes say to discard them, however we have some internal confusion on that point. Does Cultural Affairs want any of the saw cut stones reinstalled into the street? If so, we would need to know the maximum depth of saw cut permitted. I would assume that all cuts would be placed on the bottom if the top and bottom is interchangeable.
3. The City has assigned a construction inspector, Mr. Russell Webb, to our Project through the Bureau of Contract Administration. What role does Cultural Affairs envision for this inspector with regard to the paving stones?

We will be removing the first of the paving stones this evening. I would appreciate it if we can answer these questions prior to that time.

Sincerely,

William A. Decker
Construction Manager

111 NORTH FIRST STREET, SUITE 100, BURBANK, CALIFORNIA 91502 (818) 556-2744 FAX (818) 556-2749

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ADOLFO V. NODAL
GENERAL MANAGER

FACSIMILE TRANSMITTAL

DATE: August 13, 1998

TO: Barb Garrett, Legislative Analyst
CLA
(213) 620-9869

FROM: Robert Jay Chattel, AIA
Historical Property Contracts Manager

RE: Pacific Pipeline
Historic-Cultural Monument No. 211 and environs

PAGES: There are nine pages being transmitted.

COMMENTS:

Please find attached the full transmittal we received from ANF. Jay and I just completed a telephone conference with Hans Kreutzberg representing the SHPO. He expressed his willingness to process approval of the treatment plan this afternoon.

Please feel free to call Jay Oren at (213) 485-8690 or Robert Chattel at (213) 485-9575 if you have any questions.

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TRANSMISSION RESULT REPORT (AUG 13 '98 02:08PM)

CUL AL AFFAIRS

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AUG 13	02:05PM	CLA CITY OFL. A.	03'12"	OK	ES	09		004

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USDA - Forest Service

r5-6200-42 (9/92)

FAX COVER SHEET
Region 5 -- Pacific Southwest Region
(Ref: FSH 6209.14)

Date: 8/13/98 URGENT? Yes [ ] No [ ]

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This FAX is directed to:

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Unit:

Telephone Number:

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL # of pages ▶ 8

To: Jay Over	From: Mike McIntyre
Dept./Agency:	Phone #: 626 574-5274
Fax #: (213) 485-6835	Fax #: 626 574-5233

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

Total Number of Pages Including this Cover Sheet: 2

This FAX Was Sent By:

Full Name: Mike McIntyre

Unit: ANGELES NATIONAL FOREST Staff:

Telephone Number: (626)574-5274 FAX Number: (626)574-5233

Special Instructions:

FYI

Mike

United States Department of Agriculture | Forest Service | Angeles National Forest | 701 N. Santa Anita Avenue
Arcadia, CA 91006-2725
818-574-5209 Text (TTY)
818-574-1613 Voice

File Code: 2360

Date: August 12, 1998

Ms. Cherilyn Widell
State Historic Preservation Officer
Office of Historic Preservation
Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-001

REF: USFS951219A
Unanticpated Discovery

Dear Ms. Widell:

In accordance with Stipulation III(H) of the Programmatic Agreement for the above project, and the associated Cultural Resource Management (Treatment) Plan (SAIC 1997:Table 9), Pacific Pipeline has notified the Angeles National Forest about an unanticipated discovery.

This discovery occurred during construction activities on Alameda Avenue in downtown Los Angeles. The find is historic granite blocks which have been identified as being associated with early road surfaces in the immediate area. The blocks are similar to the Historic Monument #211 which is a granite block road located nearby at Bruno Street (which "T"s into Alameda). The monument is a designation by the City of Los Angeles.

It is our opinion that the discovery is associated with the road that is designated as Historical Monument #211. It will be considered an historic property with local significance for the purpose of this process and to expedite any and all approvals. As such, the installation of the Pacific Pipeline in the area of the blocks has the potential to adversely affect any characteristics or qualities from which the resource can derive significance.

The City of Los Angeles and Pacific Pipeline have met and developed a treatment plan which all parties feel would minimize the affect to the resource, enhancing its preservation, and allowing for the project to proceed. The Angeles National Forest proposes to defer to the local agency the determination of what would be appropriate treatment for the historic resource. As such, upon our review of the proposed treatment plan as required, we feel that it is adequate, and responsive to the current situation.

We therefore request your concurrence that the Treatment Plan is acceptable as any potential adverse effect will be mitigated to an acceptable level through the adherence to this Plan. As can be expected, any discovery during the course of project construction results in delays which equate to potential money loss. Pacific Pipeline is requesting the review of this Treatment Plan be expedited. To facilitate the process identified in the Programmatic Agreement, if you concur with our assessment of significance, effect, and that the Treatment Plan is adequate to mitigate the effect, please sign below and fax this letter back to us at (626) 574-5274.

If you have any questions, please contact Mike McIntyre at (818) 574-5274. Thank you for your attention to this request.

Sincerely,

MICHAEL J. ROGERS
Forest Supervisor

enclosures

cc: Rich Borden, ANF
Jay Oren, LA City Cultural Affairs Dept.
Andrew Barnsdale, CPUC
Kris Thorne, ASPEN
Ken Lord, LW Reed Consultants
Rod McLean, US Army Corps of Engineers

The State Historic Preservation Office concurs with the above:

_____

Ms. Cherilyn Widell
California State Historic Preservation Officer



Science Applications International Corporation
An Employee-Owned Company

Mr. Mike Rogers
Forest Supervisor
Angeles National Forest
701 North Santa Anita Avenue
Arcadia, California 91006-2799

August, 11, 1998

RE: Pacific Pipeline
Treatment Plan for the Alameda Street Paving Stones

Dear Mr. Rogers:

As a result of a meeting with the City of Los Angeles Cultural Affairs Office and representatives from PUC, SAIC, and PPSI, the following treatment plant has been developed following the procedures in the approved PPSI CRMP (April 1997) in order to adequately document the paving stone features associated with the Alameda section of the Pacific Pipeline Project.

We have attached a copy of the treatment plan outlining the steps for removal, documentation, and temporary curation of the paving stone. Under the agreement, the stone will be reburied in the excavation trench if no alternative is found for the final deposition.

If you have any questions regarding the treatment plan or the proposed actions association with this program, please do not hesitate to contact us at (805) 966-0811 or (760) 630-4334.

Sincerely,

Judy A. Barryman

Judy A. Barryman, Ph.D.

cc:
Jay Oren, Cultural Affairs Department (FAX) 213-485-8835
Mike Macintyre, Angeles National Forest (FAX) 626-574-5233
Kris Thome, ASPEN (FAX) (805) 295-0582
Hamid Rastegar, ASPEN (FAX) 818 597-8001
Rich Borden, Angeles National Forest (FAX) 626-574-5233
Andrew Barnsdale, CPUC (FAX) 415 703-1184
Lanny Read, LW Reed Consultants (FAX) 970 229-0949
Dean Shauers, PPSI (FAX) 818 556-2749
William Decker, PPSI (FAX) 213 584-2035
Bernie Evans, Joan Milke Flores Group (FAX) 310-547-0550
Barb Garrett, Office of CLA (FAX) 213 620-9969

Final Treatment Plan for the Alameda Street Paving Stones

Pacific Pipeline has identified several areas where paving stones are located outside of the Bruno Street Monument -Cultural Monument #211 - (defined as east of the Alameda Street property line). This treatment plan addresses the granite paving stones found outside of Bruno Street.

The following treatment plan for these areas includes:

1. PPSI's contractor will saw cut the pavement on the roadway based on anticipated paving depth. Because there is no way to determine the existence or non-existence of paving stones, the contractor will make a best estimate of the depth and set the cutter accordingly. Saw cutting will be limited to the upper level of asphalt and/or concrete. Backhoe removal of asphalt, rails, and other items will be limited to materials covering granite blocks. Granite blocks will salvaged for reinstallation using hand tools, labeled by lot, placed on pallets, and carefully moved to secured storage.

2. Location of paving stones will be marked on project map by location and orientation in consecutively numbered lots. Photo documentation of the paving stones will be completed following guidelines established in the CRMP. Field notes, mapping and photographic prints will be presented in a clear and concise manner sufficient to document the work effort. Unusual configuration of paving stones or block construction will be documented.

3. PPSI's contractor will hand excavate and place on pallets by lots the paving stones found within the Alameda Street alignment. PPSI's contractor would transport the paving stones to a secured storage site.

4. PPSI may propose alternate areas, if available, to re-install the recovered paving stones. The LA Cultural Affairs Department will review any proposed locations.

5. If there is no alternative is available or acceptable to the LA Cultural Affairs Department, PPSI will re-install the paving stones, by lots in original orientation and general location.

AUG 11 '98 03:27PM CULTURAL AFFAIRS

CITY OF LOS ANGELES
CALIFORNIA

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CATHERINE M. SCHICK

CULTURAL AFFAIRS DEPARTMENT
433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 485-2433
(213) 485-8838 FAX

ADOLFO V. NODAL
GENERAL MANAGER

RICHARD J. RIORDAN
MAYOR

FACSIMILE TRANSMITTAL

DATE: August 11, 1998

TO: Dean Shauers, PE, Project Manager
Pacific Pipeline System, Inc.
(818) 556-2749

FROM: Robert Jay Chattel, AIA
Historical Property Contracts Manager

RE: Pacific Pipeline
Historic-Cultural Monument No. 211 and environs

PAGES: There are three pages being transmitted.

COMMENTS:

Please find attached a letter this date to Pacific Pipeline System, Inc. providing our comments on the transmittal this date from LW Reed Consultants, Inc.

Please feel free to call Jay Oren at (213) 485-8690 or Robert Chattel at (213) 485-9575 if you have any questions.

Mike Rogers, ANF (626) 574-5233
Michael McIntyre, ANF (626) 574-5233
Kris Thorne, Aspen (805) 295-0582
Hamid Rastegar, Aspen (818) 597-8001
Rich Borden, ANF (626) 574-5233
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Lanny Reed, LW Reed (970) 229-0949
William Decker, PPSI (213) 564-2035
Bernie Evans, Joan Milke Flores Group (310) 547-0550
Barb Garrett, CLA (213) 620-9869
Ken Lord, LW Reed (949) 448-0306

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CITY OF LOS ANGELES
CALIFORNIA

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LOS ANGELES, CA 90013
(213) 485-2433
(213) 485-8995 FAX

ADOLFO V. NODAL
GENERAL MANAGER

August 11, 1998

Dean Shauers, PE, Project Manager
Pacific Pipeline System, Inc.
12201 E. Arapahoe Rd., Suite C10
Englewood CO, 80112

Dear Mr. Shauers:

Please find attached the Final Treatment Plan for the Alameda Street Paving Stones which has been reviewed and is recommended to the State Historic Preservation Officer and Angeles National Forest representatives for approval.

Notwithstanding this recommendation, Cultural Affairs Department shall be informed as soon as possible if alternative areas for stone reinstallation are identified, allowing sufficient time for informed review and comment. Further, we understand if no alternative is available or acceptable to Cultural Affairs Department, stones will be reinstalled as described prior to repaving Alameda Street.

Cultural Affairs Department staff stands ready to expeditiously review alternates proposed by Pacific Pipeline. Please contact me at 213-485-8690 or Robert Chattel at 213-485-9575 if you have any questions.

Very truly yours,

Jay M. Oren

Jay M. Oren, AIA Architect
Historic Preservation Officer

Final Treatment Plan for the Alameda Street Paving Stones

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(213) 485-2433
(213) 485-6835 FAX

ADOLFO V. NODAL
GENERAL MANAGER

FACSIMILE TRANSMITTAL

DATE: August 12, 1998

TO: Barb Garrett, Legislative Analyst
CLA
(213) 620-9869

FROM: Robert Jay Chattel, AIA
Historical Property Contracts Manager

RE: Pacific Pipeline
Historic-Cultural Monument No. 211 and environs

PAGES: There are two pages being transmitted.

COMMENTS:

Please find attached a copy of the cover sheet of a draft report entitled "Archaeological and Native American Monitoring Information Packet" regarding the above-referenced project. If you would be so kind, please request a full copy of the final report for our file. Thank you.

Please feel free to call Jay Oren at (213) 485-8690 or Robert Chattel at (213) 485-9575 if you have any questions.

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THORNE

DRAFT

ARCHAEOLOGICAL AND NATIVE AMERICAN MONITORING INFORMATION PACKET

PACIFIC PIPELINE SYSTEM

EMIDIO — LOS ANGELES PIPELINE

SEGMENTS 3 AND 4

EMP 73.89 TO 108.86

July 28, 1997

Prepared for

Pacific Pipeline Systems, Inc.
and
L.W. Reed Consultants

Prepared by

Science Applications International Corporation
816 State Street, Suite 500
Santa Barbara, California 93101

TRANSMISSION RESULT REPORT (AUG 12 '98 09:39AM)

CUL AL AFFAIRS

(AUTO)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
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FAX TRANSMISSION

LW REED CONSULTANTS, INC.
93 Woodcrest Lane
Aliso Viejo, CA 92656
(949) 448-0306 Voice and Fax

To:	Mike Rogers ANF	**Date:**	August 11, 1998
Fax #:	(626) 574-5233	**Pages:**	3, including this sheet
From:	Ken Lord		
Subject:	Final Treatment Plan for the Alameda Street Paving Stones		

COMMENTS:
Please review this information. PPSI has reviewed this treatment plan with the City of Los Angeles Cultural Affairs Department.

Please call if you need any further information at (949) 448-0306 or Judy Berryman at (760) 630-4334

CC:
Jay Oren, Cultural Affairs Department (FAX) 213-485-6835
Mike MacIntyre, Angeles National Forest (FAX) 626-574-5233
Kris Thome, ASPEN (FAX) (805) 295-0582
Hamid Rastegar, ASPEN (FAX) 818 597-8001
Rich Borden, Angeles National Forest (FAX) 626-574-5233
Andrew Barnsdale, CPUC (FAX) 415 703-1184
Lanny Reed, LW Reed Consultants (FAX) 970 229-0949
Dean Shauers, PPSI (FAX) 818 556-2749
William Decker, PPSI (FAX) 213 564-2035
Bernie Evans, Joan Milke Flores Group (FAX) 310-547-0550
Barb Garrett, Office of CLA (FAX) 213 620-9869

Science Applications International Corporation
An Employee-Owned Company

Mr. Mike Rogers
Forest Supervisor
Angeles National Forest
701 North Santa Anita Avenue
Arcadia, California 91006-2799

August, 11, 1998

RE: Pacific Pipeline
Treatment Plan for the Alameda Street Paving Stones

Dear Mr. Rogers:

As a result of a meeting with the City of Los Angeles Cultural Affairs Office and representatives from PUC, SAIC, and PPSI, the following treatment plant has been developed following the procedures in the approved PPSI CRMP (April 1997) in order to adequately document the paving stone features associated with the Alameda section of the Pacific Pipeline Project.

We have attached a copy of the treatment plan outlining the steps for removal, documentation, and temporary curation of the paving stone. Under the agreement, the stone will be reburied in the excavation trench if no alternative is found for the final deposition.

If you have any questions regarding the treatment plan or the proposed actions association with this program, please do not hesitate to contact us at (805) 966-0811 or (760) 630-4334.

Sincerely,

Judy A. Berryman

Judy A. Berryman, Ph.D.

cc:
Jay Oren, Cultural Affairs Department (FAX) 213-485-6835
Mike MacIntyre, Angeles National Forest (FAX) 626-574-5233
Kris Thorne, ASPEN (FAX) (805) 295-0582
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Final Treatment Plan for the Alameda Street Paving Stones

Pacific Pipeline has identified several areas where paving stones are located outside of the Bruno Street Monument -Cultural Monument #211 - (defined as east of the Alameda Street property line). This treatment plan addresses the granite paving stones found outside of Bruno Street.

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(213) 485-2433
(213) 485-6835 FAX

ADOLFO V. NODAL
GENERAL MANAGER

FACSIMILE TRANSMITTAL

DATE: August 11, 1998

TO: Michael J. McIntyre (626) 574-5274
Angeles National Forest
(626) 574-5233

FROM: Robert Jay Chattel, AIA
Historical Property Contracts Manager

RE: Pacific Pipeline
Historic-Cultural Monument No. 211 and environs

PAGES: There are 10 pages being transmitted.

COMMENTS: Please find attached the following:

- LW Reed letter dated July 29, 1998
- City of Los Angeles Cultural Affairs Department letter dated July 30, 1998
- Pacific Pipeline letter dated August 6, 1998
- ~~SCIA~~ SAIC letter dated August 6, 1998
- City of Los Angeles Chief Legislative Analyst letter dated August 7, 1998

Please feel free to call me at (213) 485-9575 if you have any questions.

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TRANSMISSION RESULT REPORT (AUG 11 '98 08:55AM)

CUL AL AFFAIRS

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M)MEMORY C)CONFIDENTIAL $)TRANSFER P)POLLING #)BATCH

8-11-98 Mike McIntyre. (626) 574-5274
(626) 574-5233 fax

defer to local jurisdiction.
trenton cal proper management options.

assume eligible for NR.

OHP. turn around.
need docs. prepared.

Barry Rinell. (916) 653-5099.
spoke w/ Mike.

reasonable.

$50,000.

CITY OF LOS ANGELES
CALIFORNIA

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Pacific Pipeline System, Inc.
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August 11, 1998

Dean Shauers, PE, Project Manager
Pacific Pipeline System, Inc.
12201 E. Arapahoe Rd., Suite C10
Englewood CO, 80112

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Notwithstanding this recommendation, Cultural Affairs Department shall be informed as soon as possible if alternative areas for stone reinstallation are identified, allowing sufficient time for informed review and comment. Further, we understand if no alternative is available or acceptable to Cultural Affairs Department, stones will be reinstalled as described prior to repaving Alameda Street.

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Very truly yours,

Jay M. Oren

Jay M. Oren, AIA Architect
Historic Preservation Officer

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8-11-98 Meeting

Name	Organization	Phone
JAY OREN	CULTURAL AFFAIRS	213-485-8690
ROBERT CHATTEL	"	213-485-9575
KRIS THORNE	ASPEN FOR CALLC/ANF	818-576-1584
Judy Berryman	SAIC - CULTURAL RESOURCES	805-966-0811
Ken LORD	CW REEP/PPSI	949-448-0306
BILL DECKER	PPSI	323-564-9387
Bob Corbett	CLA	213 473-5749
A Shamas	PPSI	303 705-9341
Doug Polson	Anschutz	303 299-1708
Bernie Evans	JMEG	213-892-6334

Pacific Pipeline.

8/11/98 recommendation. eligible.

Main/ord./alameda.
143 feet. continuous.
37"-39" wide.
intersection. ~~[illegible]~~ 117' no stones. + 51' no stones.
pot holes. Tunnel. & Main.
no maps. available today.

no way of avoiding bdk.

may lack integrity.

remove & replace by bdt.



Aspen Environmental Group

August 10, 1998

Dear Mr. Chattel,

Enclosed please find a copy of the Programmatic Agreement, Cultural Resources Management Plan, and the Mitigation Monitoring Reporting Program.

Please return the Cultural Resource & Mitigation Report back to Kris Thorne, as these are original office documents.

Thank You,
Aspen Environmental

415 N. Higgins Avenue, Missoula, MT 59802 • Phone (406) 721-3000 Ext. 1100 • Fax (406) 721-5912
30423 Canwood Street, Suite 218, Agoura Hills, CA 91301 • Phone (818) 597-3407 • Fax (818) 597-8001
E-mail: AspenEG@aol.com • http://www.AspenEG.com

FACSIMILE

To: Jay Oren, Cultural Affairs Department,
City of Los Angeles ~~213-485-9575~~

From: Kris Thorne, Aspen Environmental Group
805-295-0582 (phone/fax)

Re: Programmatic Agreement for Pacific Pipeline Project

Date: August 10, 1998

Pages: 14, including this cover sheet.

Attached is the Programmatic Agreement. I will hand deliver the Mitigation Monitoring, Compliance and Reporting Plan tomorrow. If you have any questions, please call.

Thank you for inviting me to the meeting with PPSI tomorrow. I look forward to meeting you and Mr.Chattel.

Please hold for Mr. Chattel.
K.

PROGRAMMATIC AGREEMENT AMONG

U.S. DEPARTMENT OF AGRICULTURE, FOREST SERVICE, ANGELES NATIONAL FOREST;
U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT;
ADVISORY COUNCIL ON HISTORIC PRESERVATION;
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER;
CALIFORNIA PUBLIC UTILITIES COMMISSION;
AND PACIFIC PIPELINE SYSTEM, INC.

REGARDING THE

PACIFIC PIPELINE EMIDIO ROUTE

WHEREAS, the Pacific Pipeline System, Inc. (PPSI) has proposed an undertaking, the Pacific Pipeline Project, hereafter known as the Pipeline, which is to carry a capacity of 130,000 barrels of crude oil per day from the Emidio Pumping Station in Kern County to the Los Angeles Refinery Complex in Los Angeles County; and

WHEREAS, the undertaking's Area of Potential Effect (APE) is defined as the Right-of-Way (ROW) for the Pipeline from Emidio Pumping Station to the Los Angeles Refinery Complex plus ancillary areas including but not limited to storage yards, borrow areas and disposal areas; and

WHEREAS, the Pipeline will be partially located on National Forest lands managed by the USDA, US Forest Service, Angeles National Forest (ANF); and

WHEREAS, the ANF proposes to issue a Special Use Permit (SUP) as authorized by Mineral Leasing Act of 1927; and

WHEREAS, the U.S. Army Corps of Engineers, Los Angeles District (COE) is a cooperating Federal Agency which under the authority of Section 404 of the Clean Water Act (33 U.S.C. 1344), may issue permits for the proposed undertaking; and

WHEREAS, the ANF and COE have consulted and agreed that the ANF will assume lead responsibility for compliance under Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) for the project, as authorized by 43 CFR 2800; and

WHEREAS, the ANF and COE have determined that the proposed undertaking may have an effect on properties included in or eligible for inclusion in the National Register of Historic Places and have consulted with the Advisory Council on Historic Preservation (the Council), and the California State Historic Preservation Officer (SHPO) pursuant to Section 800.13 of the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f, as amended); and

WHEREAS, the ANF and California Public Utilities Commission (CPUC), as lead agency for the California Environmental Quality Act (CEQA) requirements, shall serve as coordinating agencies for purposes of this agreement; and

WHEREAS, PPSI and CPUC have participated in this consultation and have been invited to concur in this Programmatic Agreement; and

WHEREAS, Owl Clan Consultants (OCC), as the designated representative for the Chumash and Tataviam Native American peoples, has been invited to participate in the review of this Agreement; and

WHEREAS, unless otherwise defined differently in this Agreement, all terms are used in accordance with 36 CFR 800.2; and

NOW, THEREFORE, the parties to this Agreement agree that the proposed undertaking shall be implemented in accordance with the following stipulations to take into account the effects of the undertaking on historic properties and to satisfy all Section 106 responsibilities for all aspects of the project. This Programmatic Agreement (PA) will govern all Section 106 related activities for the undertaking.

STIPULATIONS

The ANF shall ensure that the undertaking will be carried out in accordance with the following stipulations:

I. Inventory

A. The ANF has ensured that an intensive inventory has been completed (*Cultural Resources Investigation Pacific Pipeline Emidio Route including West Liebre Gulch Ridge Alignment and Mojave Alternatives Los Angeles and Kern Counties, California*), dated July 1995) of the area of potential effect (APE). The ANF has commented on the report. A revised report based on the comments of the ANF has been submitted (dated December 1995). The revised report has been accepted as the basis of ANF's Section 106 compliance requirements.

B. The ANF will further ensure that any additional areas not presently associated with the Pipeline (including but not limited to additional pumping station areas, lateral areas, borrow areas, haul roads, staging areas, extra work space, and other ancillary areas [such as wetland mitigation areas] related to the undertaking) will be inventoried in a manner consistent with the prior inventory and the Secretary of the Interior's Standards and Guidelines for Identification (48 FR 44720-23), and SHPO publications *Archaeological Resources Management Reports (ARMR): Recommended Contents and Format (December 1989)* and *Guidelines for Archaeological Research Designs (February 1991)* and that the results of such efforts are provided to SHPO and the Information Center of the California Historical Resources File System for integration into the Statewide Comprehensive Inventory, except where an Indian Tribe specifically requests, and the SHPO agrees, that information on a particular class of historic properties not be integrated into the inventory.

II. Evaluation

A. The ANF and COE, in consultation with the other signatories to this Agreement, shall ensure that determinations of eligibility are made for all cultural resources identified in all areas of potential effect pursuant to 36 CFR 60.4 and 36 CFR 800.4(c), and that the effects of the undertaking on all historic properties are assessed according to 36 CFR 800.5 and 800.9. Preliminary determinations of eligibility shall be made by an archaeological consulting firm (whose staff meets the Secretary of the Interior's Professional Qualification Standards[48 FR 44738-39]) for the discipline in which expertise is required (e.g., Archaeology, History, etc.) representing PPSI, and submitted to the ANF and CPUC for review and final determination. The ANF will, in turn, submit the determinations of eligibility to the SHPO for their review and comment. If the ANF and SHPO cannot agree on eligibility, or if the Council so requests, the ANF shall obtain a determination of eligibility from the Keeper of the National Register. The Keeper's determination shall be final.

B. The ANF shall coordinate overall actions required under this agreement. The ANF shall coordinate consultation with the other consulting parties to this agreement, and provide the SHPO with their opinion on the adequacy of cultural resource work and recommendations for eligibility and effect.

C. The ANF shall ensure that PPSI shall provide all reports documenting the inventory efforts, evaluation of historic and other related cultural properties and investigations to the concurring parties to this agreement for review. PPSI shall provide four copies to the ANF for distribution to the consulting parties to this agreement for review.

D. The ANF will facilitate notification and discussion or consultation with Native American Groups, as well as other interested parties, in compliance with 43 CFR 7.7 under the Archeological Resources Protection Act (16 U.S.C. 470aa-470ll), National Historic Preservation Act (16 U.S.C. 470), and in accordance with the American Indian Religious Freedom Act (P.L. 95-341) and Native American Graves Protection and Repatriation Act (25 U.S.C. 3001-3013). The signatories to this Agreement shall provide copies of all previous communications with Native American groups or individuals regarding the APE lands to the ANF within 30 days of the execution of this document.

E. The signatories to this agreement, when consulted, shall have 30 days after receipt to review and comment on draft copies of inventory and evaluations reports and to provide their comments as to eligibility and effect to the ANF. Based on the comments received, the ANF may require revision of the report(s). Any revised report shall be submitted to the ANF for a 20 day review. The ANF will submit reviewed material to the SHPO for their review and comment.

F. If any party to this agreement fails to submit comments within the specified review period, the ANF shall assume that party's concurrence.

G. If any party has an objection to a revised Report or its supplement, they shall notify the ANF within the final 20 day review period. The objection must be specifically identified and the reasons for objection documented. The ANF shall consult with the objecting party to resolve the objection. If the objection cannot be resolved to the satisfaction of the objecting party, the ANF shall consult with the Council in accordance with Stipulation IX.

H. If, after review of final report(s), the ANF and consulting parties agree that a portion of the undertaking will have no effect on any historic properties, the ANF may authorize PPSI with approval to proceed with project implementation in that area, subject to a Management Plan (see Stipulation III).

I. The Council shall be provided a copy of the Report for informational and dispute purposes, as provided in Stipulation IX.

III. Management Plan

A. The ANF, in cooperation with the consulting parties to this agreement, shall ensure that PPSI develops and implements a Cultural Resource Management Plan (Treatment Plan) to address the undertaking's effect on historic properties and the overall management of said historic properties.

B. The Treatment Plan shall be consistent with the Secretary of the Interior's Standards and Guidelines (48 FR 47716-42), the Council's handbook *Treatment of Archaeological Properties*, and any applicable regulations and guidance of the SHPO and the ANF, and pertinent laws and

guidelines governing Native American consultation. The Treatment Plan will include but is not limited to the Cultural Resource Mitigation Measures in the EIS/EIR (see Stipulation XIII) as adopted by the ANF and CPUC.

C. The ANF shall ensure that the Treatment Plan is prepared in consultation with the SHPO for the undertaking and implemented whenever the undertaking will affect historic properties. The Treatment Plan may include but is not limited to: Data Recovery Plans, Monitoring Plans, Site Protection Plans, and Consultation Procedures.

D. The Draft Treatment Plan shall be submitted by PPSI to the ANF for distribution to all parties to this agreement and interested Native American groups for review. The Council shall be provided a copy of the Draft Treatment Plan for information and dispute purposes, as provided for in Stipulation IX. The other reviewing parties shall have 30 calendar days on receipt to comment on the Draft Treatment Plan to the ANF. Based on the comments received, the ANF may require PPSI to revise the Draft Treatment Plan. The revised Treatment Plan shall be subject to a final 20 calendar day concurrent review.

E. Once a Treatment Plan has been judged adequate by all consulting parties, or all objections have been resolved in accordance with Stipulation IX, the ANF may provide authorization to proceed with implementation of the Treatment Plan. Such authorization will occur subsequent to the PPSI having been issued a SUP by the ANF.

F. If the ANF, in consultation with the SHPO, determines that a historic property eligible for the data it contains cannot be avoided or preserved, and the SHPO concurs, a Data Recovery Plan shall be required. The Draft Data Recovery Plan for that property shall be submitted to the parties to this agreement and interested Native American groups for review. If any party to this agreement fails to submit comments within the specified review periods, the ANF shall assume that party's concurrence. If any party has an objection to the revised Draft Treatment Plans, they shall notify the ANF and SHPO within the 20 day review period. The objection must be specifically identified and the reasons for objecting documented. The ANF shall consult with the objecting party to resolve the objection. If the objection cannot be resolved, the ANF shall consult with the Council in accordance with Stipulation IX of this Agreement.

G. The Data Recovery Plan shall be developed by persons meeting the Professional Qualifications (Stipulation VI) and take into account the Council's publication, *Treatment of Archaeological Properties* (Advisory Council on Historic Preservation, 1980), subject to any pertinent revisions the Council may make in the publication prior to the completion of the Data Recovery Plan and research design, and relevant SHPO guidance. At a minimum, a Data Recovery Plan shall specify:

a. the historic properties or portions of historic properties where data recovery will be implemented;

b. any historic properties or portions of historic properties that will be destroyed or altered with out data recovery;

c. the research questions to be addressed through data recovery, with an explanation of their relevance and importance;

d. the field and analysis methods to be used, with an explanation of their relevance to the research questions;

e. the methods to be used in data management and dissemination of data, including a schedule;

f. the disposition of recovered materials and records;

g. the methods for involving the interested public in data recovery;

h. the methods for dissemination of results of the work to the interested public;

i. the methods by which appropriate Native American groups and individuals, local governments, and other interested persons will be kept informed about implementation of the Data Recovery Plan and afforded an opportunity to participate;

j. the schedule for submission of progress repons to the ANF, SHPO and the Council;

k. specific procedures to be used if any Native American remains are encountered at any time during the construction.

H. PPSI, in consultation with the ANF, CPUC, SHPO and interested Native American groups, shall prepare Monitoring and Site Protection Plans for construction and operation-related activities as part of the Treatment plan. This plan will specify the location of historic properties and the means by which they will be protected (such as barricading, flagging, and monitoring) and avoided if construction or operation activities occur nearby, and shall include the methods and procedures to be implemented for archaeological monitoring of construction.

The Treatment Plan will also address measures including trench inspection and construction monitoring to identify unanticipated sites and procedures (including appropriate notification, consultation, research design development, and treatment guidelines) to be followed when unanticipated sites are discovered. Once the Monitoring and Site Protection Plan has been judged acceptable by the consulting parties, it shall be incorporated by PPSI into their Construction, Operations and Maintenance Plans (Implementation Plans).

I. PPSI will maintain weekly contact with ANF regarding implementation of the Monitoring and Site Protection Plan, and provide monthly progress reports regarding monitoring activities to ANF, CPUC, and the SHPO.

IV. Changes in Construction ROW/Ancillary Areas

A. If a reroute of a portion of the proposed ROW is determined necessary, or there are proposed activities in ancillary areas (such as borrow or disposal areas), the ANF shall ensure that the APE of the proposed reroute or unsurveyed ancillary areas is inventoried by PPSI's archaeological consultants consistent with the intensive pedestrian inventory strategy of the prior ROW survey and the standards identified in Stipulation I. A report of the inventory results for the new areas shall be submitted to the ANF, COE, CPUC, and the SHPO for review and comment.

B. Where historic properties may be affected within a reroute or ancillary area, and where expedited review is desirable, PPSI, after notifying the ANF, shall submit the inventory report and a specific Treatment Plan for historic properties to the ANF, COE and CPUC, for inventory results, recommendations of determinations of eligibility and effect, and treatment measures. The ANF shall provide said report, with its determinations of eligibility and effect, to the SHPO for review and comment. The Treatment Plan for historic properties within the reroute or ancillary area shall

be consistent with the project-wide Treatment Plan and, once, accepted, will be considered a supplement to the project-wide Treatment Plan.

C. The ANF, COE, CPUC, and the SHPO, shall comment on the inventory results, the determinations of eligibility and effect, and the supplemental portion of the Treatment Plan within 20 days of receipt of the documents. If the documentation is judged adequate by the reviewing parties, the ANF may authorize PPSI to proceed with the supplemental Treatment Plan. If any reviewing party to this agreement objects to any element of the documentation within the review period, the ANF, the SHPO and the objecting party shall consult to resolve the objection. The objection must be specifically documented. If the objection can not be resolved, the ANF shall consult with the Council in accordance with Stipulation IX. The ANF may assume concurrence for all parties which fail to comment within the 20-day review period.

D. Where no historic properties are identified within a reroute or ancillary area, PPSI, upon approval by the ANF, shall submit the inventory report to the ANF, COE, CPUC and SHPO for concurrent review. The reviewing parties shall have 15 days, after which the ANF may assume concurrence. If the ANF and the other appropriate parties to this agreement agree to the adequacy of the documentation, the ANF may authorize PPSI to proceed with project implementation or use of the route or ancillary area. If any reviewing party to this agreement objects to any element of the documentation within the review period, the ANF, the SHPO, and the objecting party shall consult to resolve the objection. The objection must be specifically identified and the reasons for objection must be documented. If the objection can not be resolved, the ANF shall consult with the Council in accordance with Stipulation IX.

E The ANF shall notify Native American groups and other interested parties if additional areas require inventory and/or the development of treatment plans for historic properties.

V. Reporting

A. PPSI shall bear the expense of identification, evaluation, and treatment of all historic properties directly or indirectly affected by Pipeline-related activity to the extent that such properties are affected by the project. Such costs shall include, but not be limited to, pre-field planning, field work, post-field analysis, research, and interim, summary, and final report preparation (including draft and final versions), and costs associated with the curation of project documentation and artifact collection. The number of copies of the final professional report shall be determined by the ANF.

B. PPSI will submit a draft data recovery report for review and comment to the ANF, COE, CPUC, and the SHPO (and any other appropriate parties as determined by the ANF) within six months of completion of data recovery field work. Any extensions to acquire special analytical reports must be approved by the ANF and SHPO. The number of copies to be submitted will be determined the ANF. Comments on the draft will be provided to the ANF with copies concurrently provided to PPSI within 30 days. PPSI will revise the report and submit a final report within 60 days.

C. PPSI shall prepare a separate report, excluding confidential information, for the general public summarizing the results of the archaeological work in non-technical language. The number of copies shall be determined by the ANF. Copies shall be made available to the SHPO, the Council and CPUC, and additional copies as directed by the ANF. The ANF will ensure that copies of the final documentation are distributed to the appropriate State Information Centers and selected libraries where the final Environmental Document for this project has been available to the public for review.

VI. Professional Qualifications

The ANF, in consultation with PPSI, shall ensure that all work carried out pursuant to this PA is conducted by or under the direct supervision of a person or persons meeting, at a minimum, the Secretary of the Interior' Professional Qualifications Standards (48 FR 44738-39) for the discipline in which expertise is required (e.g., Archaeology, History, etc.).

VII. Curation

A. The ANF and CPUC shall consult with the Most Likely Descendants or interested Indian tribes to establish the appropriate disposition of any Native American cultural items or human remains recovered from Federal or state lands, and shall repatriate all such items in compliance with Federal or state laws as appropriate.

B. All other publicly owned items, records, and materials resulting from implementation of this PA shall be maintained at a local curatorial facility in accordance with the standards specified in 36 CFR Part 79. A curatorial agreement shall be executed between the ANF, CPUC and the curatorial facility prior to the implementation of any archaeological data recovery that may be required under the terms of this PA. The ANF will consult with PPSI to determine the curatorial arrangements it has entered into for this undertaking. If no suitable facility can be identified to house the material recovered during implementation of this PA, the ANF shall consult with the SHPO to identify and finalize alternative arrangements.

C. The ANF shall return all archaeological items, records, and materials recovered from privately held lands to the owner as established under state law. If these items, records, or materials are refused by their owner or donated to an appropriate federal agency, the ANF shall ensure that the receiving agency acquires title to these items, records, or materials and makes binding arrangements to curate such property according to Stipulation VII, (B).

D. The ANF shall ensure that materials to be returned to their owners, or those items subject to repatriation under the Native American Graves Protection and Repatriation Act (NAGPRA) shall be maintained in accordance with 36 CFR 79 until any specific analyses, as determined following consultation with the appropriate Indian tribes and individuals for NAGPRA items, are complete and the items are repatriated.

VIII. Human Remains/Native American Concerns

A. The ANF, CPUC and PPSI shall ensure that any human remains encountered during the course of this undertaking are treated in a respectful manner. No construction activities will be allowed in the vicinity of the discovery until a Notice To Proceed is provided by the ANF. The ANF will consult in accordance with 36 CFR 800.11. A reasonable and good-faith effort shall be made to identify the appropriate Native American group(s) and individuals, or other ethnic group(s), related to the burial, and consult with them concerning the treatment of the remains. Native American human remains, associated grave goods, or objects of cultural patrimony discovered on federal lands will be treated in accordance with the requirements of NAGPRA.

B. If human remains are discovered on non-federal lands, the ANF in consultation with the SHPO, shall ensure that the human remains will be treated in accordance with applicable state laws and regulations. If Native American remains are encountered, the appropriate policy of affected Native American group(s) will be taken into account. If objections are raised by any party to this

Agreement regarding the treatment of human remains, the ANF shall consult to resolve the objections in accordance with Stipulation IX..

IX. Dispute Resolution

A. Unless otherwise specified in this agreement, should any party to this agreement object within 30 days to any actions pursuant to this agreement, the ANF shall consult with the objecting party to resolve the objection. If the ANF determines that the objection cannot be resolved, the ANF shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council shall either:

1. provide the ANF with recommendations, which the ANF shall take into account in reaching a final decision regarding the dispute; or

2. notify the ANF that it will comment within an additional 30 days in accordance with 36 CFR 800.6(b). Any Council comment provided in response to such a request will be taken into account by the ANF in accordance with 36 CFR 800.5(c)(2) with reference to the subject of the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; the ANF's responsibility to carry out all actions under this agreement that are not subject of the dispute will remain unchanged.

B. At any time during implementation of the measures stipulated in this agreement, should an objection to any such measure or its manner of implementation be raised by a member of the public, the ANF shall take the objection into account and consult, as needed with the objecting party, the SHPO or the Council to resolve the objection.

X. Amendment

Any party to this agreement may request that it be amended, whereupon the parties to this agreement will consult to consider such amendment in accordance with 36 CFR 800.13.

XI. Failure to Carry Out the Terms of the Agreement

In the event that the terms of this agreement are not carried out, the ANF shall consult to consider amending this PA and comply with 36 CFR 800.4 through 800.6 with regard to individual actions covered by this PA.

XII. Termination

Any consulting party to this agreement may terminate the agreement by providing 30 days written notice to the other parties, provided that the parties shall consult during the period prior to the proposed termination to seek agreement on amendments or other actions that would avoid termination. The Council will be afforded an opportunity to comment during this period as well. In the event of termination, the ANF shall comply with 36 CFR 800.4 through 800.6.

XIII. Scope of Agreement

The Programmatic Agreement is limited in scope to the PPSI Pacific Pipeline Project and related facilities (see *Final Impact Statement/Subsequent Environmental Impact Report* dated January 1996) and is entered solely for that purpose.

Execution of this agreement and implementation of its terms evidences that the ANF and COE have afforded the Council an opportunity to comment on the Pacific Pipeline Emidio Route, and that the ANF and COE have taken into account the effect of this project on historic properties.

PACIFIC SOUTHWEST REGION, U.S.D.A. FOREST SERVICE

By: _____ Date: 1/14/92

Lynn Sprague, Regional Forester

ANGELES NATIONAL FOREST, U.S.D.A. FOREST SERVICE

By: _____ Date: 1/29/97
Michael J. Rogers, Forest Supervisor

U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT

By: _____ Date: JUN 8 1996
Michal R. Robinson, Colonel, District Engineer

CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: 11/27/96
Cherilyn Widell, State Historic Preservation Officer

ACCEPTED for the Advisory Council on Historic Preservation

By: _____ Date: 3/3/97
Executive Director

Concur:

PACIFIC PIPELINE SYSTEM, INC.

By: _____ Date: 8-23-96
Norman L. Rooney, President

CALIFORNIA PUBLIC UTILITIES COMMISSION

By: Wesley M. Franklin Date: 8/7/96
Wesley M. Franklin, Executive Director

Pacific Pipeline System, Inc.

Alameda Street Paving Stones

Draft Proposal

This proposal is intended to address granite paving stones found outside of Bruno Street. Pacific Pipeline has indemnified several areas where paving stones are located outside of the Bruno Street Monument (#211). Pacific proposes the following action plan for these areas relative to the granite paving stones:

1. PPSI's contractor would saw cut the pavement on the roadway based on anticipated paving depth. Because there is no way to determine the existence or non-existance of paving stones, the contractor would make a best estimate of the depth and set the cutter accordingly.

2. Location of paving stones will be marked on project map in terms of location and orientating. Photo documentation of the paving stones will be completed. Unusual configuration of paving stones or block construction will be documented.

3. PPSI's contractor would hand excavate and place on pallets the paving stones found within the Alameda Street alignment.

4. PPSI's contractor would transport the paving stones to PPSI's Paxton Material yard at 12000 Paxton in Lakeview Terrace (San Fernando Valley). This yard is manned during normal business hours, and locked after hours. The same security provided for PPSI's expensive materials (pumps, motors, meter skids, electrical enclosure, fiber, etc.) would be utilized for the blocks.

5. The City of LA Cultural Affairs Department would determine if alternate areas were available to re-install the paving stones where they may be available for viewing by the public, rather than placing asphalt over the top after re-installation.

6. If an alternative area were available, PPSI would provide funding in the amount of $5,000 to the City of LA Cultural Affairs Department to assist in the replacement of the paving stones in the alternative area.

7. If there is no alternative is immediately available, PPSI would at the direction of the City of LA Cultural Affairs Department:

    A. Re-install the paving stones to the ditch line in Alameda Street.
    B. Store the paving stones for up to 6 months at PPSI expense, and deliver the stones to the City of LA Cultural Affairs Department, or their contractor.



CITY HALL
LOS ANGELES, CALIFORNIA 90012

August 7, 1998

Douglas Polson
Vice President
The Anschutz Corporation
555 Seventh Street
Suite 2400
Denver, Colorado 80202

Dear Mr. Polson:

It is our understanding that PPSI has encountered historic granite blocks during Pacific Pipeline construction activities in the area of Alameda and Main Streets in the City of Los Angeles. The City of Los Angeles requires that a Cultural Resource Mitigation Plan for removing and handling the granite blocks encountered be approved by the City prior to PPSI moving forward with work in area of Alameda Street between Main and College Streets. The City will allow saw cutting of asphalt and/or concrete pavement along Alameda Street as it approaches Bruno Street, unless additional granite blocks are encountered. In the event that additional granite blocks or other historical/cultural resources are encountered, work must be stopped until the above mentioned Cultural Resource Mitigation Plan addressing the handling of such blocks and/or other historical/cultural artifacts has been approved by the City. Saw cutting of asphalt and/or concrete pavement along Alameda Street at Bruno Street will not be allowed, unless otherwise approved by the Cultural Affairs Department in the Cultural Resource Mitigation Plan. These requirements are consistent with the Settlement Agreement and the California Public Utilities Commission (CPUC) required mitigation measures.

Specifically, the Settlement Agreement (Attachment B – Exhibit 1) dated April 23, 1997, between the City of Los Angeles and the Pacific Pipeline System, Inc. (PPSI) requires the development of a contingency plan to address historic granite block paving in the area of Alameda and Bruno Street. The contingency plan was to be developed in cooperation of the Cultural Affairs Department and the Cultural Resources Commission prior to construction occurring in that area. The contingency plan was to define how blocks were to be removed and handled, and address the ultimate disposition of any blocks (e.g., replaced, preserved, and delivered to a museum or the Cultural Resources Commission). In addition, the Settlement Agreement and the CPUC mitigation measures require that PPSI prepare plans to address historic/cultural resources encountered unexpectedly during the coarse of construction for review and approval by the City. PPSI would be in default of its commitments if it proceeds with construction activities along Alameda Street where historic resources have been encountered, additional resources are anticipated to be encountered, or resources

are known to exist, such as Historic Cultural Monument #211, without an approved contingency plan to address those historical/cultural resources.

The Cultural Affairs Department informed Mr. David Livingston on June 8, 1998, that the required Cultural Resource Mitigation Plan had not been submitted to the City for review and approval. On July 29, 1998, PPSI submitted a Plan to the Cultural Affairs Department for review. The Cultural Affairs Department responded with written comments on that Plan on July 30, 1998. City representatives made themselves available for a 1:00 p.m. meeting yesterday, August 6, 1998, first requested by Mr. Kenneth Lord at 10:30 a.m. Kenneth Lord was subsequently unable to attend that meeting. The City received a revised Plan along with a Plan regarding "unanticipated granite blocks encountered" for review yesterday afternoon, August 6, 1998. The Cultural Affairs Department will respond as quickly as possible to the revised contingency plan and the plan for the unanticipated historical resources submitted for its consideration.

In order to protect the historic/cultural resources of the City of Los Angeles, PPSI construction activities in the area of Alameda Street between Main and College Streets, where granite blocks have been or are likely to be encountered, must be delayed until the Plan regarding Historic Monument #211 and its sphere of influence and context (including the area of between Main and College Streets) has been approved by the Cultural Affairs Department. As discussed earlier, PPSI may proceed with saw cutting of asphalt/concrete pavement along Alameda Street as it approaches Bruno Street, unless additional granite blocks are encountered. Under no circumstances will saw cutting be allowed at/in Bruno Street or if additional granite blocks are encountered until a Cultural Resource Mitigation Plan has been approved by the City of Los Angeles Cultural Affairs Department.

If you have any questions, please contact Barb Garrett at (213) 473-5749 or Jay Oren at (213) 485-8690. We look forward to meeting with PPSI representatives on Tuesday at 9:00 a.m to further discuss the Cultural Resource Mitigation Plan and resolve any outstanding issues.

Very truly yours,

Ronald F. Deaton

Ronald F. Deaton
Chief Legislative Analyst

cc: Jay Oren, Cultural Affairs Department
Russell Webb, Contract Administration
Glen Ogura, Dept. of Transportation
Ramzy Sawaya, Bureau of Engineering
Dean Shauers, PPSI
Bill Decker, PPSI
Kenneth Lord, PPSI Consultant
Kris Thorne, CPUC/ANF Lead Field Monitor

Cultural Resources Management (Treatment) Plan
Pacific Pipeline

Atten: Ken Lord
Lanny Reed
Craig Woodman

Re: Mitigation and Recovery Measures for Unanticipated Granite Blocks Encountered During Construction along Alameda

As the Project Archaeologists, the following steps will be followed within the Alameda Corridor:

1. Location of individual blocks will be marked on project map in terms of location and orientation;
2. Photodocumentation of blocks will be conducted;
3. Blocks can be pulled and removed during construction activity;
4. Representative sample of blocks will be removed from job site and curated off-site. Remaining blocks can be removed off-site;
5. Unusual configurations, block construction, etc will be documented during trenching.
6.

Areas within the Bruno St area will follow the accepted Mitigation Plan already outlined in the CRMP.

As outlined these measures would mitigate impacts to the cultural resources encountered in this area.

Judy A. Berryman, Ph.D.
8/6/98

PACIFIC PIPELINE SYSTEM, INC.

August 6, 1998

Mr. Jay Oren
Cultural Affairs Department
City of Los Angeles
433 South Spring Street - 10th Floor
Los Angeles, CA 90013
Via Fax: 213/485-6835

Subject: Contingency Plan for Historic Monument #211

Dear Mr. Oren:

Pacific Pipeline Systems, Inc. (PPSI) has received your response to the PPSI Contingency Plan for Historic Monument #211 and agrees to incorporate your additional points. We do suggest some minor revisions concerning the cutting and removal of the block in order deal with the conditions in the field.

PPSI has developed the following plan for granite blocks discovered at the Bruno Street crossing.

1. Current procedures for construction in Alameda Street consist of pavement cutting to reach soils below the streets. Since the granite blocks are currently paved over with multiple layers of asphalt (and the depths are not always consistent), pavement cutting will continue on a straight line to a depth at the granite blocks. It is possible that some granite block may be scored during the cutting process but efforts will be made to stop cutting at the block level. Cutting the asphalt to the level of the block allows for easier removal of the asphalt.

2. Following the initial pavement cut, backhoes will come in and remove the asphalt, rails, and other items found within the cut along the trench line. Based on current information, the granite blocks appear to be relatively intact. PPSI will salvage the block for reinstallation using hand tools and hand labor. The blocks will be labeled (top/bottom, compass orientation, and location), placed on pallets (based on relative location), and moved to storage areas until needed after completion of pipeline installation and soil compaction.

3. The granite blocks will be reinstalled in the street approximating the conditions prior to removal. The top up in the same compass orientation as when removed at a relatively similar location. Breakage of blocks should be limited due to the hand removal process. Blocks unintentionally scored by cutting will be placed back along the edge. Any gaps in block installation due to breakage will be located at the furthest point from the area in which the granite block was salvaged.

12201 E. Arapahoe Road, Suite C10 • Englewood, CO 80112 • 303-792-5911 • Fax:303-792-0227

4. A qualified PPSI Environmental Inspector with a background in archeology will be present during the removal and replacement of the granite blocks at Bruno Street. Photo documentation and mapping will be provided to the City of Los Angeles, Cultural Affairs Department which describes location of granite blocks to be salvaged, pre-salvage condition, salvage operations, storage conditions, reinstallation operations prior to final roadway repaving, and final locations of reinstalled blocks.

   Field notes, mapping, and photographic prints from standard inspection activities will be provided to document the work effort. Any oversized maps will be folded for insertion in a legal size file folder (PPSI proposes to use our alignment sheets for documentation of the block location). Photographic prints will be at the 3.5 by 5-inch type with appropriate labels and documentation on photo documentation forms.

5. All documentation materials will be submitted to the Cultural Affairs Department within 30 days of completion of all phases of the work. You and your staff are welcome to examine salvage and reinstallation procedures during the project work hours. Currently due to City of Los Angeles permit conditions, construction hours are from 7:00 p.m. to 6:00 a.m. Efforts can be made to allow inspection during your business hours to inspect the progress and reinstallation efforts.

If you have any questions or concerns regarding this draft plan for the monument, please feel free to contact our Lead Environmental Monitor, Mr,. Ken Lord at 714-448-0306.

Sincerely,

Dean Shauers

Dean Shauers, P.E.
Project Manager

Enclosure – City of LA letter.

Cc: Bill Decker
Ken Lord
Lanny Reed
Tom Rooney
Craig Woodman
Kris Thorne

CULTURAL AFFAIRS COMMISSION
ARTHUR S. PFEFFERMAN
PRESIDENT
LEE RAMER
VICE-PRESIDENT
KATHLEEN H. SALAZAR
VICE-PRESIDENT
ALYCIA D. ENCISO
AUDREY GREENBERG
JAYNE LEVANT
CARMEN ZAPATA

CULTURAL HERITAGE COMMISSION
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RICHARD J. RIORDAN
MAYOR

CULTURAL AFFAIRS DEPARTMENT
433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 485-2433
(213) 485-6835 FAX

ADOLFO V. NODAL
GENERAL MANAGER

July 30, 1998

VIA U.S. MAIL & FACSIMILE (949) 448-0306

Kenneth J. Lord, Ph.D.
Field Environmental Supervisor
Pacific Pipeline Project
L.W. Reed Consultants, Inc.
93 Woodcrest Lane
Aliso Viejo, CA 92656

RE: Pacific Pipeline
Historic Cultural Monument #211 and environs

Dear Dr. Lord:

Thank you for providing us with your Draft Contingency Plan for Historic [Cultural] Monument #211. We suggest the following additional provisions be added to the draft plan (paragraph numbers correspond to your proposal).

1. Saw cutting shall be limited to upper level asphalt and/or concrete pavement.
2. Backhoe removal of asphalt, rails and other items shall be limited to materials covering granite blocks. Granite blocks shall not be sawcut and shall be salvaged for reinstallation using hand tools, labeled (top/bottom, compass orientation, relative location), placed on pallets (based on relative location), and carefully moved to storage.
3. Granite blocks shall be reinstalled in a manner approximating as found conditions (prior to salvage) top up in their original compass orientation at the relative location of their removal. Breakage and loss of blocks shall be limited by use of hand tools during salvage. If a small gap in block reinstallation occurs, it shall be located at the farthest point(s) from the area in which granite block was salvaged.
4. In addition to continuous inspection during salvage, photodocumentation and mapping shall be provided to the City of Los Angeles, Cultural Affairs Department which describes location(s) of granite block to be salvaged, pre-salvage condition, salvage operations,

Recyclable and made from recycled waste.

storage conditions, reinstallation operations prior to final roadway repaving, and final location(s) of reinstalled block. Field notes, mapping and photographic prints from standard inspection activities may be sufficient to document the work so long as the materials are presented in a clear and consise manner. Any large maps shall be neatly folded for insertion in a legal size file folder; photographic prints shall be minimum 3 1/2" x 5", labeled to show date, location, view, location of negative and placed in archival sleeves. These materials shall be transmitted to this office within 30 days of completion of the work. In addition, staff of the Cultural Affairs Department shall be afforded an opportunity to review salvage and reinstallation operations during regular business hours, comment on the work in progress and sufficiency of documentation materials.

Please contact me at (213) 485-8690 or Robert Chattel at (213) 485-9575 to schedule an inspection tour of the work area. In order to expedite approval of the proposed mitigation plan, if the above-described additional provisions are acceptable, please incorporate this letter as an attachment to your July 29, 1998 correspondence and consider the contingency plan reviewed and approved by this office. On the other hand, if these additional conditions are not acceptable, please return written comments to me.

With respect to Bureau of Engineering requirements, please contact that office directly.

Very truly yours,

Jay M. Oren, AIA
Historic Preservation Officer

cc: David Livingston (562) 424-3888 fax

LW Reed Consultants, Inc.

Environmental Consulting
Project Management

July 29, 1998

Mr. Jay Oren
Cultural Affairs Department
City of Los Angeles
433 South Spring Street - 10th Floor
Los Angeles, CA 90013

Subject: Draft Contingency Plan for Historic Monument #211

Dear Mr. Oren:

Pacific Pipeline Systems, Inc. (PPSI) has recently reached the area of Alameda and Bruno Street. Based on a letter to you from Mr. Thomas Rooney of PPSI dated August 23, 1996 (see attached) PPSI must develop a plan for the protection of granite blocks associated with Historic Monument #221 found during construction at Alameda and Bruno Street.

Current exploratory activities by PPSI and it's contractor in preparation for construction in the vicinity of Bruno Street. At this point in time we do not know the full extent or integrity of the granite block streets in the area.

After discussions this morning with you, PPSI has developed the following plan for granite blocks discovered at the Bruno Street crossing.

1. Current procedures for construction in Alameda Street consist of pavement cutting to reach soils below the streets. Since the granite blocks are currently paved over with multiple layers of asphalt, pavement cutting will continue on a straight line to a depth below the granite blocks. This will result in a straight edged cut along the street. This saw cut is necessary to protect the integrity of the finished paving cap.

2. Following the initial pavement cut, backhoes will come in and remove the asphalt, rails, and other items found within the cut along the trench line. Based on current information, the granite blocks appear to be relatively intact. PPSI will separate all intact granite blocks and set them aside for placement after pipeline construction is completed. The blocks will be stored at a secured construction storage yard until needed after completion of pipeline installation and soil compaction.

3. The granite blocks will be reinstalled in the street. Due to the breakage and the loss of blocks cut during pavement cutting, a small gap in the block placement may occur.

4. A qualified PPSI Environmental Inspector with a background in historic archeology will be present during the removal and replacement of the granite blocks at Bruno Street.

93 Woodcrest Lane • Aliso Viejo, California 92656 • (949) 448-0306 Office & Fax
516 Spring Canyon Court • Fort Collins, Colorado 80525 • (970) 229-0949 Office & Fax • (970) 226-4333 Residence

If you have any questions or concerns regarding this draft plan for the monument, please feel free to contact me at (949) 448-0306.

Sincerely,

L.W. Reed Consultants, Inc.
Kenneth J. Lord, Ph.D.
Field Environmental Supervisor
Pacific Pipeline Project

Enclosure

cc: L. Reed, LWR
D. Shauers, PPSI
W. Decker, PPSI
T. Rooney, PPSI

reedltr.175

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(213) 485-2433
(213) 485-6835 FAX

ADOLFO V. NODAL
GENERAL MANAGER

July 29 RC
~~June~~ 8, 1998

TO: David Livingston
(562) 424-3888 fax
(562) 427-2158 tel

FROM: Robert Jay Chattel, AIA, Historical Property Contracts Manager
City of Los Angeles Cultural Affairs Department
(213) 485-6835 fax
(213) 485-9575 tel

RE: **Pacific Pipeline**
Historic Cultural Monument #211 and environs

Thank you for your telephone call today. We are concerned about discovery of granite roadway blocks within the sphere of influence and context of Bruno and Alameda Streets in Los Angeles. As you may know, Bruno Street in this area is a designated City of Los Angeles Historic Cultural Monument and as such has certain project review requirements in place. It appears from a brief check of our file, we did not receive a copy of the Cultural Resource Mitigation Plan proposed in the correspondence dated August 23, 1996 we received from Pacific Pipeline System, Inc. To assist you in preparing a site-specific mitigation plan, please find attached the few materials we have in our file regarding your project. We would be pleased to expedite review of a mitigation plan in order for work on the pipeline to proceed with limited interruption. If you would be so kind, please forward a proposal for mitigation, and we will respond as quickly as possible.

Please give me a call at (213) 485-9575 or Jay Oren at (213) 485-8690 if we can be of assistance. We would also like to schedule an inspection of the affected area at a mutually convenient date and time. I look forward to speaking with you soon.

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER
Recyclable and made from recycled waste.

4:00 p.m.

7/29/98 Pacific Pipeline - crude oil.
Bakersfield. - Wilmington to El Segundo.
archaeologist. - doing monitoring.
found - granite block was pried over.

Larry Ahrens - ?

David Livingston
Pacific Pipeline. - Co.
State. Reg. > consultant. to
env. rep
(562) 427-2158. (562) 424-3888. f.
(916) & 712-9797 cell.

We know they were there
photographs.
map.
salvage & restore.
#211.

Lead. - Kenlord, Ph. D.
(949) 448-0306. (or f)

Judy Bariman.

United States Department of Agriculture
Forest Service
Angeles National Forest
701 N. Santa Anita Avenue
Arcadia, CA 91006-2725
818-574-5209 Text (TTY)
818-574-1613 Voice

File Code: 2360

Date: March 31, 1997

Permit File PPSI
Copy to:
Bill Dostar
Lenny Reed
Tom Rooney
PPSI File
93117-
USFS

Mr. Norman L. Rooney
President
Pacific Pipeline System, Inc.
1695 Mesa Verde Avenue, Suite 260
Ventura, CA 93003

RE: Pacific Pipeline Emidio Route Undertaking -
Finalized Programmatic Agreement

Dear Mr. Rooney:

Please find enclosed one fully executed copy of the Programmatic Agreement for the above project for your files. If you or your staff have any questions regarding this document, please contact the Forest Archaeologist, Michael McIntyre, at (818) 574-5274.

Sincerely,

Paul Johnson
MICHAEL J. ROGERS
Forest Supervisor

enclosure

PROGRAMMATIC AGREEMENT AMONG

U.S. DEPARTMENT OF AGRICULTURE, FOREST SERVICE, ANGELES NATIONAL FOREST;
U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT;
ADVISORY COUNCIL ON HISTORIC PRESERVATION;
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER;
CALIFORNIA PUBLIC UTILITIES COMMISSION;
AND PACIFIC PIPELINE SYSTEM, INC.

REGARDING THE

PACIFIC PIPELINE EMIDIO ROUTE

WHEREAS, the Pacific Pipeline System, Inc. (PPSI) has proposed an undertaking, the Pacific Pipeline Project, hereafter known as the Pipeline, which is to carry a capacity of 130,000 barrels of crude oil per day from the Emidio Pumping Station in Kern County to the Los Angeles Refinery Complex in Los Angeles County; and

WHEREAS, the undertaking's Area of Potential Effect (APE) is defined as the Right-of-Way (ROW) for the Pipeline from Emidio Pumping Station to the Los Angeles Refinery Complex plus ancillary areas including but not limited to storage yards, borrow areas and disposal areas; and

WHEREAS, the Pipeline will be partially located on National Forest lands managed by the USDA, US Forest Service, Angeles National Forest (ANF); and

WHEREAS, the ANF proposes to issue a Special Use Permit (SUP) as authorized by Mineral Leasing Act of 1927; and

WHEREAS, the U.S. Army Corps of Engineers, Los Angeles District (COE) is a cooperating Federal Agency which under the authority of Section 404 of the Clean Water Act (33 U.S.C. 1344), may issue permits for the proposed undertaking; and

WHEREAS, the ANF and COE have consulted and agreed that the ANF will assume lead responsibility for compliance under Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) for the project, as authorized by 43 CFR 2800; and

WHEREAS, the ANF and COE have determined that the proposed undertaking may have an effect on properties included in or eligible for inclusion in the National Register of Historic Places and have consulted with the Advisory Council on Historic Preservation (the Council), and the California State Historic Preservation Officer (SHPO) pursuant to Section 800.13 of the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f, as amended); and

WHEREAS, the ANF and California Public Utilities Commission (CPUC), as lead agency for the California Environmental Quality Act (CEQA) requirements, shall serve as coordinating agencies for purposes of this agreement; and

WHEREAS, PPSI and CPUC have participated in this consultation and have been invited to concur in this Programmatic Agreement; and

WHEREAS, Owl Clan Consultants (OCC), as the designated representative for the Chumash and Tataviam Native American peoples, has been invited to participate in the review of this Agreement; and

WHEREAS, unless otherwise defined differently in this Agreement, all terms are used in accordance with 36 CFR 800.2; and

NOW, THEREFORE, the parties to this Agreement agree that the proposed undertaking shall be implemented in accordance with the following stipulations to take into account the effects of the undertaking on historic properties and to satisfy all Section 106 responsibilities for all aspects of the project. This Programmatic Agreement (PA) will govern all Section 106 related activities for the undertaking.

STIPULATIONS

The ANF shall ensure that the undertaking will be carried out in accordance with the following stipulations:

I. Inventory

A. The ANF has ensured that an intensive inventory has been completed (*Cultural Resources Investigation Pacific Pipeline Emidio Route including West Liebre Gulch Ridge Alignment and Mojave Alternatives Los Angeles and Kern Counties, California*), dated July 1995) of the area of potential effect (APE). The ANF has commented on the report. A revised report based on the comments of the ANF has been submitted (dated December 1995). The revised report has been accepted as the basis of ANF's Section 106 compliance requirements.

B. The ANF will further ensure that any additional areas not presently associated with the Pipeline (including but not limited to additional pumping station areas, lateral areas, borrow areas, haul roads, staging areas, extra work space, and other ancillary areas [such as wetland mitigation areas] related to the undertaking) will be inventoried in a manner consistent with the prior inventory and the Secretary of the Interior's Standards and Guidelines for Identification (48 FR 44720-23), and SHPO publications *Archaeological Resources Management Reports (ARMR): Recommended Contents and Format (December 1989)* and *Guidelines for Archaeological Research Designs (February 1991)* and that the results of such efforts are provided to SHPO and the Information Center of the California Historical Resources File System for integration into the Statewide Comprehensive Inventory, except where an Indian Tribe specifically requests, and the SHPO agrees, that information on a particular class of historic properties not be integrated into the inventory.

II. Evaluation

A. The ANF and COE, in consultation with the other signatories to this Agreement, shall ensure that determinations of eligibility are made for all cultural resources identified in all areas of potential effect pursuant to 36 CFR 60.4 and 36 CFR 800.4(c), and that the effects of the undertaking on all historic properties are assessed according to 36 CFR 800.5 and 800.9. Preliminary determinations of eligibility shall be made by an archaeological consulting firm (whose staff meets the Secretary of the Interior's Professional Qualification Standards[48 FR 44738-39]) for the discipline in which expertise is required (e.g., Archaeology, History, etc.) representing PPSI, and submitted to the ANF and CPUC for review and final determination. The ANF will, in turn, submit the determinations of eligibility to the SHPO for their review and comment. If the ANF and SHPO cannot agree on eligibility, or if the Council so requests, the ANF shall obtain a determination of eligibility from the Keeper of the National Register. The Keeper's determination shall be final.

B. The ANF shall coordinate overall actions required under this agreement. The ANF shall coordinate consultation with the other consulting parties to this agreement, and provide the SHPO with their opinion on the adequacy of cultural resource work and recommendations for eligibility and effect.

C. The ANF shall ensure that PPSI shall provide all reports documenting the inventory efforts, evaluation of historic and other related cultural properties and investigations to the concurring parties to this agreement for review. PPSI shall provide four copies to the ANF for distribution to the consulting parties to this agreement for review.

D. The ANF will facilitate notification and discussion or consultation with Native American Groups, as well as other interested parties, in compliance with 43 CFR 7.7 under the Archeological Resources Protection Act (16 U.S.C. 470aa-470ll), National Historic Preservation Act (16 U.S.C. 470), and in accordance with the American Indian Religious Freedom Act (P.L. 95-341) and Native American Graves Protection and Repatriation Act (25 U.S.C. 3001-3013). The signatories to this Agreement shall provide copies of all previous communications with Native American groups or individuals regarding the APE lands to the ANF within 30 days of the execution of this document.

E. The signatories to this agreement, when consulted, shall have 30 days after receipt to review and comment on draft copies of inventory and evaluations reports and to provide their comments as to eligibility and effect to the ANF. Based on the comments received, the ANF may require revision of the report(s). Any revised report shall be submitted to the ANF for a 20 day review. The ANF will submit reviewed material to the SHPO for their review and comment.

F. If any party to this agreement fails to submit comments within the specified review period, the ANF shall assume that party's concurrence.

G. If any party has an objection to a revised Report or its supplement, they shall notify the ANF within the final 20 day review period. The objection must be specifically identified and the reasons for objection documented. The ANF shall consult with the objecting party to resolve the objection. If the objection cannot be resolved to the satisfaction of the objecting party, the ANF shall consult with the Council in accordance with Stipulation IX.

H. If, after review of final report(s), the ANF and consulting parties agree that a portion of the undertaking will have no effect on any historic properties, the ANF may authorize PPSI with approval to proceed with project implementation in that area, subject to a Management Plan (see Stipulation III).

I. The Council shall be provided a copy of the Report for informational and dispute purposes, as provided in Stipulation IX.

III. Management Plan

A. The ANF, in cooperation with the consulting parties to this agreement, shall ensure that PPSI develops and implements a Cultural Resource Management Plan (Treatment Plan) to address the undertaking's effect on historic properties and the overall management of said historic properties.

B. The Treatment Plan shall be consistent with the Secretary of the Interior's Standards and Guidelines (48 FR 47716-42), the Council's handbook *Treatment of Archaeological Properties*, and any applicable regulations and guidance of the SHPO and the ANF, and pertinent laws and

guidelines governing Native American consultation. The Treatment Plan will include but is not limited to the Cultural Resource Mitigation Measures in the EIS/EIR (see Stipulation XIII) as adopted by the ANF and CPUC.

C. The ANF shall ensure that the Treatment Plan is prepared in consultation with the SHPO for the undertaking and implemented whenever the undertaking will affect historic properties. The Treatment Plan may include but is not limited to: Data Recovery Plans, Monitoring Plans, Site Protection Plans, and Consultation Procedures.

D. The Draft Treatment Plan shall be submitted by PPSI to the ANF for distribution to all parties to this agreement and interested Native American groups for review. The Council shall be provided a copy of the Draft Treatment Plan for information and dispute purposes, as provided for in Stipulation IX. The other reviewing parties shall have 30 calendar days on receipt to comment on the Draft Treatment Plan to the ANF. Based on the comments received, the ANF may require PPSI to revise the Draft Treatment Plan. The revised Treatment Plan shall be subject to a final 20 calendar day concurrent review.

E. Once a Treatment Plan has been judged adequate by all consulting parties, or all objections have been resolved in accordance with Stipulation IX, the ANF may provide authorization to proceed with implementation of the Treatment Plan. Such authorization will occur subsequent to the PPSI having been issued a SUP by the ANF.

F. If the ANF, in consultation with the SHPO, determines that a historic property eligible for the data it contains cannot be avoided or preserved, and the SHPO concurs, a Data Recovery Plan shall be required. The Draft Data Recovery Plan for that property shall be submitted to the parties to this agreement and interested Native American groups for review. If any party to this agreement fails to submit comments within the specified review periods, the ANF shall assume that party's concurrence. If any party has an objection to the revised Draft Treatment Plans, they shall notify the ANF and SHPO within the 20 day review period. The objection must be specifically identified and the reasons for objecting documented. The ANF shall consult with the objecting party to resolve the objection. If the objection cannot be resolved, the ANF shall consult with the Council in accordance with Stipulation IX of this Agreement.

G. The Data Recovery Plan shall be developed by persons meeting the Professional Qualifications (Stipulation VI) and take into account the Council's publication, *Treatment of Archaeological Properties* (Advisory Council on Historic Preservation, 1980), subject to any pertinent revisions the Council may make in the publication prior to the completion of the Data Recovery Plan and research design, and relevant SHPO guidance. At a minimum, a Data Recovery Plan shall specify:

   a. the historic properties or portions of historic properties where data recovery will be implemented;

   b. any historic properties or portions of historic properties that will be destroyed or altered with out data recovery;

   c. the research questions to be addressed through data recovery, with an explanation of their relevance and importance;

   d. the field and analysis methods to be used, with an explanation of their relevance to the research questions;

e. the methods to be used in data management and dissemination of data, including a schedule;

f. the disposition of recovered materials and records;

g. the methods for involving the interested public in data recovery;

h. the methods for dissemination of results of the work to the interested public;

i. the methods by which appropriate Native American groups and individuals, local governments, and other interested persons will be kept informed about implementation of the Data Recovery Plan and afforded an opportunity to participate;

j. the schedule for submission of progress reports to the ANF, SHPO and the Council;

k. specific procedures to be used if any Native American remains are encountered at any time during the construction.

H. PPSI, in consultation with the ANF, CPUC, SHPO and interested Native American groups, shall prepare Monitoring and Site Protection Plans for construction and operation-related activities as part of the Treatment plan. This plan will specify the location of historic properties and the means by which they will be protected (such as barricading, flagging, and monitoring) and avoided if construction or operation activities occur nearby, and shall include the methods and procedures to be implemented for archaeological monitoring of construction.

The Treatment Plan will also address measures including trench inspection and construction monitoring to identify unanticipated sites and procedures (including appropriate notification, consultation, research design development, and treatment guidelines) to be followed when unanticipated sites are discovered. Once the Monitoring and Site Protection Plan has been judged acceptable by the consulting parties, it shall be incorporated by PPSI into their Construction, Operations and Maintenance Plans (Implementation Plans).

I. PPSI will maintain weekly contact with ANF regarding implementation of the Monitoring and Site Protection Plan, and provide monthly progress reports regarding monitoring activities to ANF, CPUC, and the SHPO.

IV. Changes in Construction ROW/Ancillary Areas

A. If a reroute of a portion of the proposed ROW is determined necessary, or there are proposed activities in ancillary areas (such as borrow or disposal areas), the ANF shall ensure that the APE of the proposed reroute or unsurveyed ancillary areas is inventoried by PPSI's archaeological consultants consistent with the intensive pedestrian inventory strategy of the prior ROW survey and the standards identified in Stipulation I. A report of the inventory results for the new areas shall be submitted to the ANF, COE, CPUC, and the SHPO for review and comment.

B. Where historic properties may be affected within a reroute or ancillary area, and where expedited review is desirable, PPSI, after notifying the ANF, shall submit the inventory report and a specific Treatment Plan for historic properties to the ANF, COE and CPUC, for inventory results, recommendations of determinations of eligibility and effect, and treatment measures. The ANF shall provide said report, with its determinations of eligibility and effect, to the SHPO for review and comment. The Treatment Plan for historic properties within the reroute or ancillary area shall

be consistent with the project-wide Treatment Plan and, once, accepted, will be considered a supplement to the project-wide Treatment Plan.

C. The ANF, COE, CPUC, and the SHPO, shall comment on the inventory results, the determinations of eligibility and effect, and the supplemental portion of the Treatment Plan within 20 days of receipt of the documents. If the documentation is judged adequate by the reviewing parties, the ANF may authorize PPSI to proceed with the supplemental Treatment Plan. If any reviewing party to this agreement objects to any element of the documentation within the review period, the ANF, the SHPO and the objecting party shall consult to resolve the objection. The objection must be specifically documented. If the objection can not be resolved, the ANF shall consult with the Council in accordance with Stipulation IX. The ANF may assume concurrence for all parties which fail to comment within the 20-day review period.

D. Where no historic properties are identified within a reroute or ancillary area, PPSI, upon approval by the ANF, shall submit the inventory report to the ANF, COE, CPUC and SHPO for concurrent review. The reviewing parties shall have 15 days, after which the ANF may assume concurrence. If the ANF and the other appropriate parties to this agreement agree to the adequacy of the documentation, the ANF may authorize PPSI to proceed with project implementation or use of the route or ancillary area. If any reviewing party to this agreement objects to any element of the documentation within the review period, the ANF, the SHPO, and the objecting party shall consult to resolve the objection. The objection must be specifically identified and the reasons for objection must be documented. If the objection can not be resolved, the ANF shall consult with the Council in accordance with Stipulation IX.

E. The ANF shall notify Native American groups and other interested parties if additional areas require inventory and/or the development of treatment plans for historic properties.

V. Reporting

A. PPSI shall bear the expense of identification, evaluation, and treatment of all historic properties directly or indirectly affected by Pipeline-related activity to the extent that such properties are affected by the project. Such costs shall include, but not be limited to, pre-field planning, field work, post-field analysis, research, and interim, summary, and final report preparation (including draft and final versions), and costs associated with the curation of project documentation and artifact collection. The number of copies of the final professional report shall be determined by the ANF.

B. PPSI will submit a draft data recovery report for review and comment to the ANF, COE, CPUC, and the SHPO (and any other appropriate parties as determined by the ANF) within six months of completion of data recovery field work. Any extensions to acquire special analytical reports must be approved by the ANF and SHPO. The number of copies to be submitted will be determined the ANF. Comments on the draft will be provided to the ANF with copies concurrently provided to PPSI within 30 days. PPSI will revise the report and submit a final report within 60 days.

C. PPSI shall prepare a separate report, excluding confidential information, for the general public summarizing the results of the archaeological work in non-technical language. The number of copies shall be determined by the ANF. Copies shall be made available to the SHPO, the Council and CPUC, and additional copies as directed by the ANF. The ANF will ensure that copies of the final documentation are distributed to the appropriate State Information Centers and selected libraries where the final Environmental Document for this project has been available to the public for review.

VI. Professional Qualifications

The ANF, in consultation with PPSI, shall ensure that all work carried out pursuant to this PA is conducted by or under the direct supervision of a person or persons meeting, at a minimum, the Secretary of the Interior' Professional Qualifications Standards (48 FR 44738-39) for the discipline in which expertise is required (e.g., Archaeology, History, etc.).

VII. Curation

A. The ANF and CPUC shall consult with the Most Likely Descendants or interested Indian tribes to establish the appropriate disposition of any Native American cultural items or human remains recovered from Federal or state lands, and shall repatriate all such items in compliance with Federal or state laws as appropriate.

B. All other publicly owned items, records, and materials resulting from implementation of this PA shall be maintained at a local curatorial facility in accordance with the standards specified in 36 CFR Part 79. A curatorial agreement shall be executed between the ANF, CPUC and the curatorial facility prior to the implementation of any archaeological data recovery that may be required under the terms of this PA. The ANF will consult with PPSI to determine the curatorial arrangements it has entered into for this undertaking. If no suitable facility can be identified to house the material recovered during implementation of this PA, the ANF shall consult with the SHPO to identify and finalize alternative arrangements.

C. The ANF shall return all archaeological items, records, and materials recovered from privately held lands to the owner as established under state law. If these items, records, or materials are refused by their owner or donated to an appropriate federal agency, the ANF shall ensure that the receiving agency acquires title to these items, records, or materials and makes binding arrangements to curate such property according to Stipulation VII. (B).

D. The ANF shall ensure that materials to be returned to their owners, or those items subject to repatriation under the Native American Graves Protection and Repatriation Act (NAGPRA) shall be maintained in accordance with 36 CFR 79 until any specific analyses, as determined following consultation with the appropriate Indian tribes and individuals for NAGPRA items, are complete and the items are repatriated.

VIII. Human Remains/Native American Concerns

A. The ANF, CPUC and PPSI shall ensure that any human remains encountered during the course of this undertaking are treated in a respectful manner. No construction activities will be allowed in the vicinity of the discovery until a Notice To Proceed is provided by the ANF. The ANF will consult in accordance with 36 CFR 800.11. A reasonable and good-faith effort shall be made to identify the appropriate Native American group(s) and individuals, or other ethnic group(s), related to the burial, and consult with them concerning the treatment of the remains. Native American human remains, associated grave goods, or objects of cultural patrimony discovered on federal lands will be treated in accordance with the requirements of NAGPRA.

B. If human remains are discovered on non-federal lands, the ANF in consultation with the SHPO, shall ensure that the human remains will be treated in accordance with applicable state laws and regulations. If Native American remains are encountered, the appropriate policy of affected Native American group(s) will be taken into account. If objections are raised by any party to this

Agreement regarding the treatment of human remains, the ANF shall consult to resolve the objections in accordance with Stipulation IX..

IX. Dispute Resolution

A. Unless otherwise specified in this agreement, should any party to this agreement object within 30 days to any actions pursuant to this agreement, the ANF shall consult with the objecting party to resolve the objection. If the ANF determines that the objection cannot be resolved, the ANF shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council shall either:

1. provide the ANF with recommendations, which the ANF shall take into account in reaching a final decision regarding the dispute; or

2. notify the ANF that it will comment within an additional 30 days in accordance with 36 CFR 800.6(b). Any Council comment provided in response to such a request will be taken into account by the ANF in accordance with 36 CFR 800.6(c)(2) with reference to the subject of the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; the ANF's responsibility to carry out all actions under this agreement that are not subject of the dispute will remain unchanged.

B. At any time during implementation of the measures stipulated in this agreement, should an objection to any such measure or its manner of implementation be raised by a member of the public, the ANF shall take the objection into account and consult, as needed with the objecting party, the SHPO or the Council to resolve the objection.

X. Amendment

Any party to this agreement may request that it be amended, whereupon the parties to this agreement will consult to consider such amendment in accordance with 36 CFR 800.13.

XI. Failure to Carry Out the Terms of the Agreement

In the event that the terms of this agreement are not carried out, the ANF shall consult to consider amending this PA and comply with 36 CFR 800.4 through 800.6 with regard to individual actions covered by this PA.

XII. Termination

Any consulting party to this agreement may terminate the agreement by providing 30 days written notice to the other parties, provided that the parties shall consult during the period prior to the proposed termination to seek agreement on amendments or other actions that would avoid termination. The Council will be afforded an opportunity to comment during this period as well. In the event of termination, the ANF shall comply with 36 CFR 800.4 through 800.6.

XIII. Scope of Agreement

The Programmatic Agreement is limited in scope to the PPSI Pacific Pipeline Project and related facilities (see *Final Impact Statement/Subsequent Environmental Impact Report* dated January 1996) and is entered solely for that purpose.

Execution of this agreement and implementation of its terms evidences that the ANF and COE have afforded the Council an opportunity to comment on the Pacific Pipeline Emidio Route, and that the ANF and COE have taken into account the effect of this project on historic properties.

PACIFIC SOUTHWEST REGION, U.S.D.A. FOREST SERVICE

By: _____ Date: 1/14/97

Lynn Sprague, Regional Forester

ANGELES NATIONAL FOREST, U.S.D.A. FOREST SERVICE

By: _____ Date: 12/18/96
Michael J. Rogers, Forest Supervisor

U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT

By: _____ Date: JUN 18 1996
Michal R. Robinson, Colonel, District Engineer

CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: 11/27/96
Cherilyn Widell, State Historic Preservation Officer

ACCEPTED for the Advisory Council on Historic Preservation

By: _____ Date: 3/3/97
acting Executive Director

Concur:

PACIFIC PIPELINE SYSTEM, INC.

By: _____ Date: 8/2/96
Norman L. Rooney, President

CALIFORNIA PUBLIC UTILITIES COMMISSION

By: _____ Date: 8/7/96
Wesley M. Franklin, Executive Director

PACIFIC PIPELINE SYSTEM, INC.

August 23, 1996

Jay M. Oren, A.I.A.
Architect
Cultural Affairs Department
City of Los Angeles
433 S. Spring Street, 10th Floor
Los Angeles, CA 90013

Dear Jay:

Thanks so much for meeting with Chuck McLean and me this afternoon. We appreciate your willingness to fit us into what we know was a busy afternoon for you.

As promised, I have attached the following items:

- A matrix identifying all the cultural resources within 1,000 feet of the Pacific Pipeline route. The matrix include a summary of our discussions of yesterday; and,

- Current maps showing the route of the pipeline in the areas where the route passes within 1,000 feet of a cultural resource. We have used the maps from our Final Environmental Impact Statement/Supplemental Environmental Impact Report because they are the most recent and represent the officially required route.

Regarding Historic Monument #211, the granite block paving at Alameda and Bruno Street, Pacific Pipeline commits to develop a contingency plan covering procedures for protecting any blocks found during construction. Our plan will define how we remove any blocks, how we handle any blocks, and the ultimate disposition of any blocks (e.g., replaced, preserved and delivered to a museum or the Cultural Resources Commission). Our consultant will work with you and the Commission to complete this contingency plan before any construction occurs in the area.

Thanks again for your interest and your courtesy. We enjoyed meeting with you.

Sincerely,

Thomas M. Rooney
Vice President
TMR/nc

cc: Alan Willis, Department of Transportation

F:\WPWIN\MSWORD\82396LTR

City of Los Angeles
Historic and Cultural Monuments
within 1000' of PPSI

North to South #	Monument No.	Distance from PPSI	Monument Name and Location	Comments	Monument Description
1.	50	800'	Mission Wells & The Settling Basin. Havana & Bleeker streets, Sylmar	Monument is sited across San Fernando Road from the railroad right-of-way. Pipeline poses no threat to monument No. 800	The presence of cienegas, or swamp lands, from which water bubbled up, was one of the vital factors in the decision of the Franciscan Padres in 1797 to erect the Mission San Fernando Rey de Espana at a site two to three miles west of these cienegas. Declared: 5/10/67
2.	569	50'	Van De Kamp's Holland Dutch Bakery. 3020 San Fernando Rd.	Monument is sited across the railroad tracks from the pipeline. Pipeline poses no threat to monument No. 569.	Was designed by Architect J. Edwin Hopkins and constructed in 1930. This structure is the only example of a Dutch Renaissance Revival industrial plant in Los Angeles and was part of the most successful effort in the City's history to establish a corporate image through thematic architecture. Declared: 5/12/92
3.	82	0'-750'	River Station Area/Southern Pacific Railroad (Cornfield Yard)	Alignment traverses Cornfield Yard on the south side in the dedicated street right-of-way of Baker Street & North Spring Street. Pipeline poses no threat to monument No. 82.	Between North Broadway on the west, North Spring Street on the east, northward to the Los Angeles River and southeasterly corner of Elysian Park, southward to the Capital Milling Company Building. It contained many vestiges of 19th Century railroading: freight yards, warehouses, tracks, switch houses, docks and cobblestone pavement. Cornfield yard has recently been cleared. Declared: 6/16/71
4.	211	0'-500'	Granite-Block Paving Bruno St. between Alameda and North Main Streets.	Alignment is in centerline of Alamada Street, a former railroad right-of-way, and Bruno Street is easterly of Alameda. Mitigation Measure C-O requires PPSI to develop a Cultural Resources Management Plan (CRMP) and monument 211 will be specifically addressed in that plan, even though construction is expected to avoid the monument.	This short, local industrial street, just north of Civic Center and southwest of Chinatown, is unique and historical. The street is the last surviving one in Los Angeles with the original paving of hand-hewn granite blocks. Declared: 3/7/79

City of Los Angeles
Historic and Cultural Monuments
within 1000' of PPSI

North to South #	Monument No.	Distance from PPSI	Monument Name and Location	Comments	Monument Description
5.	64	500'	Plaza Park Bordered by Cesar E. Chavez Avenue and Plaza, Main & Los Angeles Streets.	Alignment is across Alameda Street and down grade from monument. Pipeline poses no threat to monument No. 64.	Part of the original Pueblo Land Grant, it was in the Plaza that on September 4, 1781 the orders of Governor Felipe de Neve were carried out and what was to become the City of Los Angeles was founded by eleven families. However, the present site of the plaza is not the original one. Declared: 4/1/70
6.	26	500'	Site of the First Cemetery of the City of Los Angeles 521 N. Main Street	Alignment is separated by Alameda & Main Streets. Pipeline poses no threat to monument No. 26.	First graveyard from 1823 to 1844 adjacent to the Plaza Church. May still contain buried remains of the Christian aboriginal inhabitants of Yang-Na, the Gabrielino Village and the early Spanish and Mexican settlers. Declared: 3/20/64
7.	3	750'	Plaza Church 535 N. Main Street	Alignment is separated by Alameda & Main Streets. Pipeline poses no threat to monument No. 3.	Built in 1822 and designed by Jose Antonio Ramirez, it is recognized as the oldest established church in continuing use in the city. Declared: 8/6/62
8.	101	170'	Union Station Terminal & Landscaped Grounds. 800 N. Alameda St., Los Angeles	Alignment is separated by Alameda Street & Union Station parking lot.. Pipeline poses no threat to monument No. 101.	Three of the nation's major railroads, Southern Pacific Santa Fe and Union Pacific, pooled their resources in 1933 and proceeded with the construction of the Station. For even the most sophisticated traveler, the Los Angeles Union Station Terminal, typically Californian in aspect, is likely to evoke some of the excitement and nostalgia of days gone by. The architects were John and Donald B. Parkinson, with landscape architect Tommy Tomson. (Streamline Modern & Spanish Style). Declared: 8/2/72

City of Los Angeles
Historic and Cultural Monuments
within 1000' of PPSI

North to South #	Monument No.	Distance from PPSI	Monument Name and Location	Comments	Monument Description
9.	313	250'	L.A. Hompa Hongwanji Buddhist Temple (exterior and sanctuary) 335-369 East First Street/109-119 North Central Avenue	Alignment is separated by Alameda Street & Central Avenue. Pipeline poses no threat to monument No. 313	The Buddhist Temple was constructed in 1924-1925 and was designed by Edgar Cline; it was one of the original religious structures serving the Asian American community in Los Angeles. The building has three sections, each architecturally and historically distinct from one another. In 1992, it was rehabilitated and became the Japanese-American National Museum. Declared: 10/24/86
10.	15	280'	Towers of Simon Rodia (Watts Towers) 1765 E. 107 Street, Watts	Alignment is separated by a city block & 107th Street. Pipeline poses no threat to monument No. 15.	Internationally acclaimed, the Towers were constructed by Italian immigrant Simon Rodia between 1921 and 1954. Open to the public, for information call (213) 569-8181 Declared: 3/1/63

North of ROW Within ROW South of ROW	SENSITIVE SPECIES
North of ROW Within ROW South of ROW	SENSITIVE HABITAT
North of ROW Within ROW South of ROW	VEGETATION
Upstream of ROW ROW or Unknown Downstream of ROW	HYDROLOGY
North of ROW South of ROW	LAND USE
Geologic Formation Soil Association	GEOLOGY / SOILS
	GEOLOGIC HAZARDS
	JURISDICTION

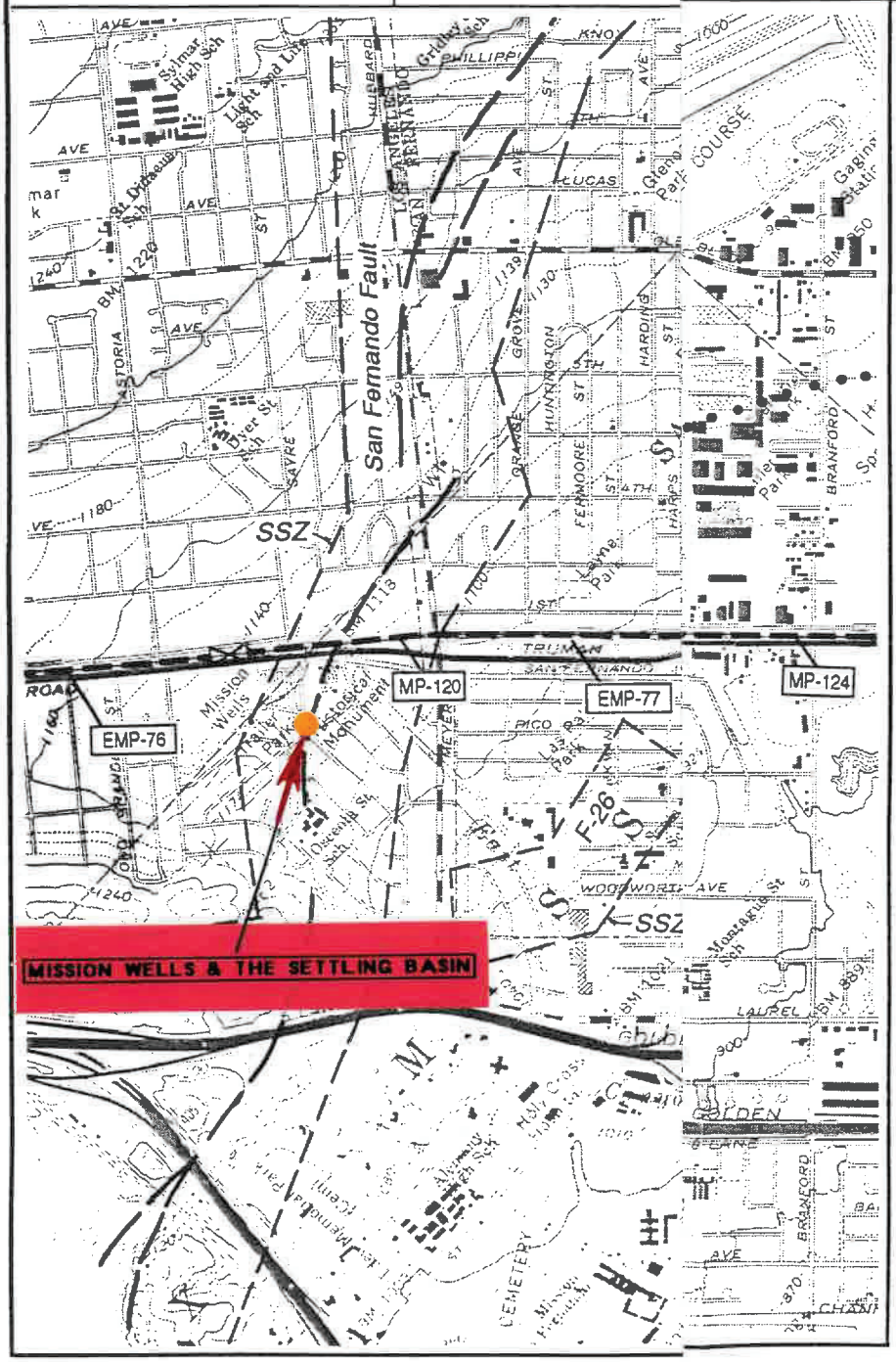
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139 2

RES
COM+RES
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Qa
HANFORD (14)
FAULT RUPTURE (A)

CITY OF LOS ANGELES
CITY OF SAN ES



KEY

- Proposed Pipeline Route
- Alternative Pipeline Route
- Block Valve
- Check Valve
- EMP-25 Emidio Milepost
- MP-100 Milepost from Previous FEIR

N
W E
S

0 2000 4000
Scale in Feet

0 1/2 1
Scale in Miles

BASEMAP: USGS 7.5 Minute Quadrangles: *San Fernando, CA* 1988; *Van Nuys, CA* 1972.

NOTE: See Index Map for Legend to Abbreviations and Map Symbols.

Pacific Pipeline Project

[CASTAIC TO WILMINGTON]

Map 3 of 11

Proposed Route

[Milepost 119.3 - 124.1]

Prepared by

Aspen Environmental Group

File HCM 211 & 82

CITY OF LOS ANGELES
CALIFORNIA

CULTURAL AFFAIRS COMMISSION
DAVID H. SIMON
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CULTURAL AFFAIRS DEPARTMENT
433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 485-2433
ADOLFO V. NODAL
GENERAL MANAGER
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ASSISTANT GENERAL MANAGER
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THE TRIFORIUM
WATTS TOWERS
WATTS TOWERS ARTS CENTER
WEST LOS ANGELES CITY HALL GALLERY
WILLIAM GRANT STILL ARTS CENTER

AUGUST 9, 1991

Mrs. Nancy Michali
L.A.C.T.C.
818 W. 7th St., Suite 1100
Los Angeles, CA 90017

SUBJECT: Draft Negative Declaration for Relocation of Approved Chinatown Station and alignment for Pasadena — Los Angeles Rail Transit project.

Dear Mrs. Michali,

Thank you for the opportunity to comment on the above referenced environmental document.

The report fails to recognize Los Angeles Historic-Cultural Monument 82 (River Station Area/Southern Pacific Railroad) or Historic-Cultural Monument 211 (Granite-Block Paving), both of which are adjacent to the site and may be negatively impacted by the project. The inadequate description of the granite block pavers to be removed leaves in question Monument 211.

Very Truly Yours,

Jay M. Oren /SH

Jay M. Oren
Cultural Heritage Commission
Staff Architect

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

CULTURAL HERITAGE BOARD

Granite Paving Block Chan...

ADOPTED BY THE BOARD OF
PUBLIC WORKS OF THE CITY
of Los Angeles, California

SEP 27 1978

SECRETARY

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING
BUREAU OF STREET MAINTENANCE
JOINT REPORT NO. 1, Section 1

E1900042

September 27, 1978
CD #9

BRUNO STREET BETWEEN ALAMEDA STREET AND NORTH MAIN STREET

RECOMMENDATION

That the Cultural Heritage Board be informed that your Board has no objection to the declaration of the granite-block paving on Bruno Street as an Historic-Cultural Monument worthy of preservation.

TRANSMITTAL

Letter dated June 8, 1978, from the Cultural Heritage Board. Referred for report on June 12, 1978.

DISCUSSION

The Cultural Heritage Board is considering a proposal to declare the granite-block paving on Bruno Street an Historic-Cultural Monument (Transmittal).

Bruno Street is a short (200 feet long) local industrial street just north of the Civic Center Area and southeast of Chinatown. It is crossed by nine railroad spur tracks belonging to the Southern Pacific Company. The granite-block paving appears from records to have been installed under an assessment proceeding about 1912 based on City Engineer plans (P-4546) dated 1908. Copies of the plans and applicable ordinances (16476 and 24639) were furnished to the Cultural Heritage Board staff at their request.

The granite-block paving remains in reasonably good condition, much as it was when constructed 66 years ago. However, some minor repairs appear to have been made over the years, and some of the original blocks appear to have been replaced.

Granite-block paving in this country has, of course, been long ago discontinued. Its construction is obviously labor-intensive and costly in comparison to modern mechanized methods.

(over)

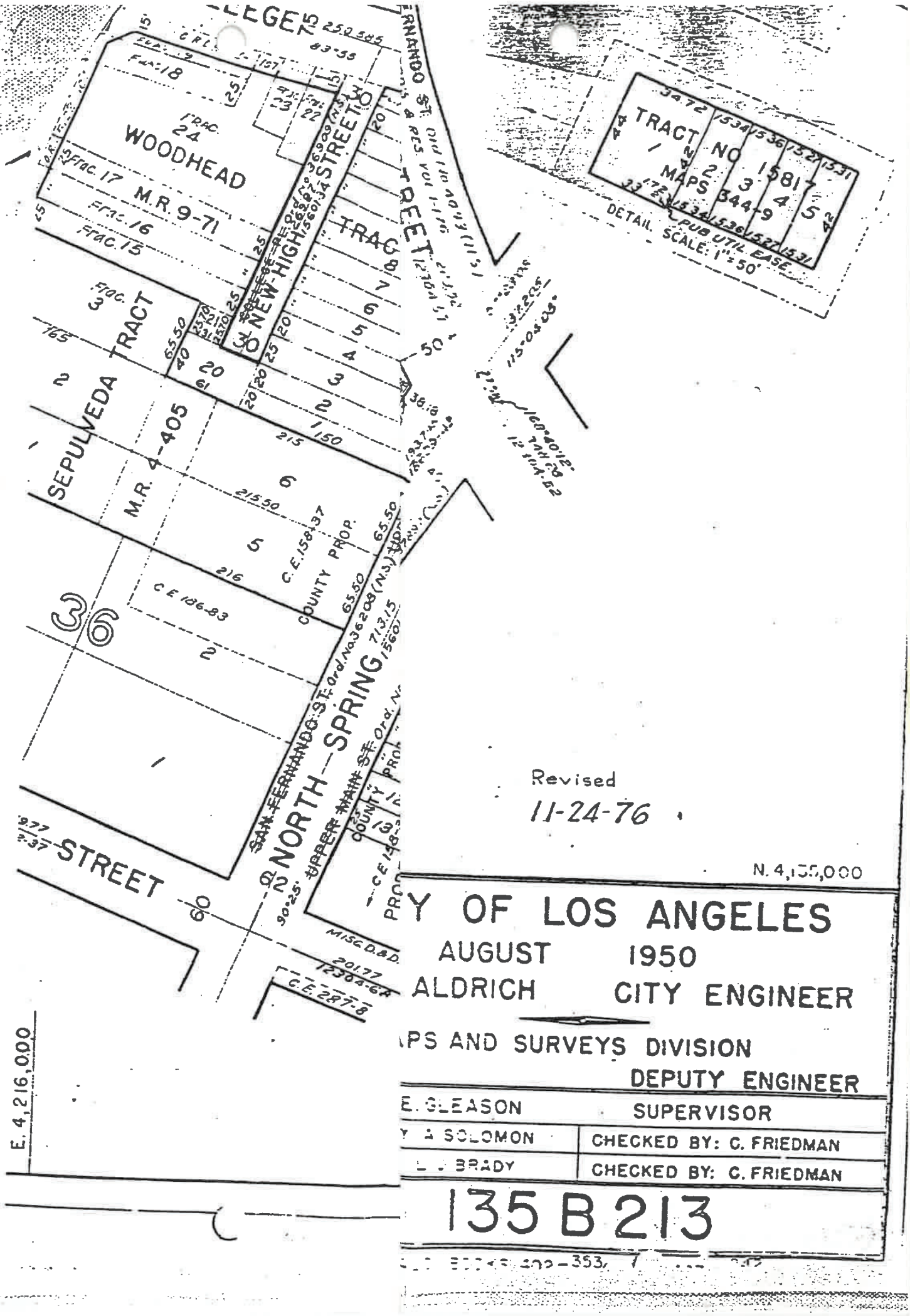
The Bureau of Street Maintenance has neither funds nor personnel with the necessary experience to maintain the block paving. It is recommended that the Cultural Heritage Board establish a private fund (Section 2, Part 4 of Ordinance No. 121,971) to provide for not only the restoration of the paving blocks in the street but also the maintenance of the block. Such maintenance could best be accomplished under contract through the Bureau of Engineering.

If such a fund is established, the Bureau of Street Maintenance would have no objection to the establishment of Bruno Street as an Historic Cultural Monument.

Nevertheless, the granite-block paving is somewhat unique in this City; and Bruno Street is a one block long street that carries little traffic. Therefore, the Bureau of Engineering has no objection to its consideration as an Historic-Cultural Monument.

CER:87 (Eng. #32531 CER AD DJM DRH NRG DAB)
CEN

RECEIVED
SEP 29 1978
Municipal Arts Department
CITY OF LOS ANGELES


TRACT NO 1581
MAPS 344-9
DETAIL SCALE: 1"=50'
PUB UTIL EASE
NEW HIGH STREET
SAN FERNANDO ST.
TRACT
Frac. 24 WOODHEAD
Frac 17 M.R. 9-71
Frac. 16
Frac. 15
Frac. 3 TRACT
SEPULVEDA
M.R. 4-405
NORTH — SPRING
STREET
C.E. 158-37
COUNTY PROP.
C.E. 136-83
C.E. 287-8
MISC. D.B.D.
Revised
11-24-76
N. 4,135,000
E. 4,216,000
OF LOS ANGELES
AUGUST 1950
ALDRICH CITY ENGINEER
MAPS AND SURVEYS DIVISION
DEPUTY ENGINEER
E. GLEASON SUPERVISOR
A SOLOMON CHECKED BY: C. FRIEDMAN
BRADY CHECKED BY: C. FRIEDMAN
135 B 213

95 695495

RECORDED/FILED IN OFFICIAL RECORDS
RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA
2:41 PM APR 27 1995

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

CULTURAL HERITAGE COMMISSION
433 S. Spring St., 10th Floor
Los Angeles, CA 90012

FREE RECORDING REQUESTED
(Govt. Code Sec. 6103)

RESOLUTION
HISTORICAL RESOURCES DESIGNATION

FREE Z

(Public Resources Code Section 5029;
Government Code Section 27288.2)

Pursuant to Los Angeles Administrative Code Section 22.126, on Julyl 24, 1984, the Cultural Heritage Board of the City of Los Angeles designated the hereinafter described property Historic-Cultural Monument No. 211.

The property is located within the County of Los Angeles and is commonly known as:

Granite-Block Paving
Bruno Street Between Alameda Street and North Main Street
Los Angeles, CA 90012

The legal description of the property is:

Public Right-of-Way
Bruno Street between Alameda Street & North Main Street, District Map 135B213

The current property owner is:

Public Works, c/o Pete Romero
City Hall, Room 1800
MESSENGER STOP #515

I certify that the foregoing is true and correct. Executed this 7th day of March, 19 95 at Los Angeles, California.

By Nancy Fernandez
Nancy Fernandez,
Commission Executive Assistant
CULTURAL HERITAGE COMMISSION,
acting for the CITY OF LOS ANGELES.

Date 3-7-95.

STATE OF CALIFORNIA)
)ss
COUNTY OF LOS ANGELES)

On this 7th day of March, 1995, before me, the undersigned, a Notary Public in and for said State, personally appeared Nancy Fernandez, personally known to me or proved to me on the basis of satisfactory evidence to be the person that executed this instrument as the Commission Executive Assistant of the Cultural Heritage Commission of the City of Los Angeles and as the authorized agent of the City of Los Angeles, and acknowledged to me that such municipal corporation executed this instrument.

WITNESS my hand and official seal.

YOKO SAXON
Comm #993633
NOTARY PUBLIC CALIFORNIA
LOS ANGELES COUNTY
Comm Expires May 14, 1997

Yoko Saxon
Notary Public in and for
the State of California

95 695495

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Rcvd. 4-2-93 lm

HISTORICAL MONUMENT

DATE: _____

MoD NO. 211

RANGE OF ADDRESSES BRUNO ST

NAME OF MONUMENT GRANITE BLOCK PAVING (BETWEEN ALAMEDA + N. MAIN STS)

Between _____ and _____

LEGAL DESCRIPTION:

Lot No. _____ Block _____ Tract _____ Arb _____

County Ref. No. _____

DISTRICT OFFICE: _____

DISTRICT MAP NO: 135B213

INSTRUCTION:

PUBLIC WAY

RICK BECKER
Zoning Engineer

RB:ss

Form #1 (Provisional Status)

CULTURAL AFFAIRS COMMISSION
DAVID H. SIMON
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VICE-PRESIDENT
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CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

CULTURAL AFFAIRS DEPARTMENT
433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 485-2433
(213) 485-6835 FAX
ADOLFO V. NODAL
GENERAL MANAGER

Public Works, c/o Pete Romero
City Hall, Room 1800
MESSENGER STOP #515

RE: Monument Number 211
Granite-Block Paving
Bruno St.

Dear Monument Owner,

The Cultural Heritage Commission is in the process of verifying the ownership of all Historic-Cultural Monuments and is enlisting your cooperation toward that goal. It would be very helpful to us if you would take a moment of your time to fill in the blanks below and return this letter in the enclosed envelope.

Thank you in advance for your effort.

Very truly yours,

JAMES McMILLEN
Cultural Heritage Staff

Kindly check the box that applies and provide the information requested.
Type or print clearly.

☑ The ownership address as shown above is correct.

☐ The ownership address as shown above is incorrect and should be changed to the following.

_____
name

_____
street address

_____
city, state & zip

Please give us a number where you can be reached during business hours.

(_____) _____ – _____
area code

_____
Respondent's Name

12/91

Recyclable and made from recycled waste.

File HCM 211 & 82

CITY OF LOS ANGELES
CALIFORNIA

CULTURAL AFFAIRS COMMISSION
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TOM BRADLEY
MAYOR

CULTURAL AFFAIRS DEPARTMENT
433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 485-2433
ADOLFO V. NODAL
GENERAL MANAGER
RODNEY PUNT
ASSISTANT GENERAL MANAGER

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THE TRIFORIUM
WATTS TOWERS
WATTS TOWERS ARTS CENTER
WEST LOS ANGELES CITY HALL GALLERY
WILLIAM GRANT STILL ARTS CENTER

AUGUST 9, 1991

Mrs. Nancy Michali
L.A.C.T.C.
818 W. 7th St., Suite 1100
Los Angeles, CA 90017

SUBJECT: Draft Negative Declaration for Relocation of Approved Chinatown Station and alignment for Pasadena — Los Angeles Rail Transit project.

Dear Mrs. Michali,

Thank you for the opportunity to comment on the above referenced environmental document.

The report fails to recognize Los Angeles Historic-Cultural Monument 82 (River Station Area/Southern Pacific Railroad) or Historic-Cultural Monument 211 (Granite-Block Paving), both of which are adjacent to the site and may be negatively impacted by the project. The inadequate description of the granite block pavers to be removed leaves in question Monument 211.

Very Truly Yours,

Jay M. Oren /JH

Jay M. Oren
Cultural Heritage Commission
Staff Architect

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER
RECYCLE AND TRADE FOR RECYCLED PAPER

N O T I C E

Board of Public Works Commissioners
Room 353, City Hall
Los Angeles, California 90012

Honorable Commissioners:

You are hereby notified that the following described property, by order of the Cultural Heritage Board dated **March 7, 1979**, has been classified as a Historic-Cultural Monument under the provisions of Ordinance No. 121,971, and, accordingly, has been included in a list of cultural and historic buildings and properties in the City of Los Angeles as Historic-Cultural Monument No. **211**.

Property: **GRANITE-BLOCK PAVING**
Bruno Street, between Alameda & North Main Streets

No permit for the demolition, substantial alteration or removal of said **property** shall be issued and said **property** shall not be demolished, substantially altered or removed, except in accordance with the provisions of said Ordinance.

In accordance with the provisions of Ordinance No. 121,971, you may appeal this decision of the Cultural Heritage Board to the Municipal Arts Commission, Room 1500, City Hall, Los Angeles, CA 90012, Phone: 485-2433

June 7, 1979
Date

CARL S. DENTZEL
President, Cultural Heritage Board

Enclosure - Copy of Ordinance No. 121,971

cc: Municipal Arts Commission

BOARD OF PUBLIC WORKS
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DENNIS N. NISHIKAWA
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JOHN W. MURRAY

JAMES A. GIBSON
SECRETARY

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
PUBLIC WORKS
BUREAU OF
ENGINEERING
ROBERT S. HORII
CITY ENGINEER

650 SOUTH SPRING ST., SUITE 200
LOS ANGELES, CA 90014-1911

RICHARD J. RIORDAN
MAYOR

SEP 24 1993

Mr. Dave Simpson
Pasadena Line Utility Coordination
Rail Construction Corporation
818 W. 7th Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. Simpson:

METRO PASADENA PROJECT - BRUNO STREET HISTORICAL MONUMENT STATUS

In reference to our last design coordination meeting held on August 6, 1993, Robert Ball requested documentation on the historical status of Bruno Street between Alameda and North Main Street.

Our research has determined that a portion of Bruno Street that was paved with granite blocks (see enclosed map) was declared a Los Angeles City Historic Cultural Monument (No. 211) on March 7, 1979. This decision is documented in the enclosed material and was recently verified with Jay Orin of the Cultural Heritage Commission. LACTC was informed of the historical status of Bruno Street by a letter (copy enclosed) from Mr. Orin dated August 9, 1991.

The proposed construction impacts on Bruno Street may not have been adequately addressed in your project EIR. According to Mr. Orin, any construction activity on or near this monument site must comply with one of the following options:

1) Granite blocks are to remain in place protected from movement and damage.

2) Remove the blocks, accomplish construction and replace the same blocks using the original location and orientation.

3) Remove the granite blocks, transport them to Heritage Square and reassemble them using the original block matrix and orientation.

We recommend that you contact Mr. Orin, phone 485-2433, to discuss the above options and provide him with a drawing showing the construction impacts on Bruno Street.

Please refer any questions to Mike Stafford at (213) 847-5040 or Mark Chmielowiec at (213) 847-5042.

Sincerely,

ROBERT S. HORII
City Engineer

By Gene D. McPherson DWB

GENE D. MCPHERSON
District Engineer
Central Engineering District

DWB/MHS/MC:bw-480-A.Ltr

Enclosure

cc: w/Enc.

Robert Ball, RCC, 818 W. 7th St., Ste. 1100, L.A., 90017
Joe Kennedy, LADOT, 205 S. Broadway, #300, L.A., 90012
Jay Orin, Cultural Heritage Commission, Stop 390
Ara Kasparian, PMD, Stop 939

MUNICIPAL ARTS COMMISSION
JON LAPPEN
PRESIDENT
RALPH G. HEIDSIEK
VICE-PRESIDENT
CAREY K. JENKINS
ANNE S. REHER
MITSU SONODA

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FELIX CASTRO
PATRICIA M. SIMPSON
VELMA M. TAYLOR

CITY OF LOS ANGELES

CALIFORNIA

TOM BRADLEY
MAYOR

May 31, 1979

MUNICIPAL ARTS DEPARTMENT
ROOM 1500, CITY HALL
LOS ANGELES, CA 90012
(213) 485-2433
RODNEY L. PUNT
GENERAL MANAGER
FORREST N. SCOTT, AIA
ARCHITECT
GEORGE MILAN, DIRECTOR
BUREAU OF MUSIC
ILEANA WELCH, DIRECTOR
CULTURAL HERITAGE
JOSINE IANCO-STARRELS, DIRECTOR
MUNICIPAL ART GALLERY
CLAIRE ISAACS, DIRECTOR
JUNIOR ARTS CENTER
JOHN OUTTERBRIDGE, DIRECTOR
WATTS TOWERS ARTS CENTER
HAKIM ALI, DIRECTOR
WILLIAM GRANT STILL
COMMUNITY ARTS CENTER
GREGG WILKINS, MANAGER
ADMINISTRATIVE DIVISION
PEGGY PHILLIPS, ROBERT G. REAGAN
PUBLIC RELATIONS

TO:
Mayor Tom Bradley
Councilman David Cunningham
Councilman John Ferraro
Councilman John S. Gibson, Jr.
Councilman Gilbert W. Lindsay
County Assessor's Office
County Regional Planning Commission
Los Angeles Beautiful
Justin Gershuny, A.I.A.
Junior League of Los Angeles
Society for California Archaeology
A.I.A. Cultural Heritage Committee
Raymond Girvigian, F.A.I.A.
Community Redevelopment Agency
County Historical Preservation Liaison Officer
City Administrative Officer
State Historic Preservation Officer
City Planning Commission
Building & Safety Commission
Recreation & Parks Commission
Board of Education
Library Commission
Public Works Commission
Municipal Arts Commission
Bureau of Engineering
City Clerk's Office
Public Relations
National Trust for Historic Preservation
General Services Administration
Cultural Heritage Foundation, Inc.
State Department of Transportation
Julius Shulman

Pursuant to the provisions of Ordinance No. 121,971, notification is hereby transmitted that the following properties have been classified as Historic-Cultural Monuments by Cultural Heritage Board order as noted:

LOS ANGELES STOCK EXCHANGE BUILDING, 618 So. Spring Street, Historic-Cultural Monument No. 205 - Declared 1/3/79

RESIDENCE, 724 E. EDGEWARE ROAD, Historic-Cultural Monument No. 206 - Declared 1/3/79

RESIDENCE, 1334 KELLAM AVENUE, Historic-Cultural Monument No. 207 - Declared 1/17/79

RESIDENCE AND CARRIAGE HOUSE, 845 SO. LAKE STREET, Historic-Cultural Monument No. 208 - Declared 1/17/79

WILSHIRE CHRISTIAN CHURCH BUILDING, 634 So. Normandie Avenue, Historic-Cultural Monument No. 209 - Declared 1/17/79

TERRACE PARK AND POWERS PLACE, Powers Place and 14th Street, Historic-Cultural Monument No. 210 - Declared 2/21/79

GRANITE-BLOCK PAVING, Bruno Street between Alameda and No. Main Streets, Historic-Cultural Monument No. 211 - Declared 3/7/79

STIMSON RESIDENCE, 2421 SO. FIGUEROA STREET, Historic-Cultural Monument No. 212 - Declared 5/16/79

S.S. CATALINA, Historic-Cultural Monument No. 213 - Declared 5/16/79

Very truly yours,

Rodney L. Punt, General Manager

Ileana Welch

Ileana Welch, Director
CULTURAL HERITAGE DIVISION

IW/rb
Attachments

MUNICIPAL ARTS DEPARTMENT
CULTURAL HERITAGE BOARD
ROOM 1500
CITY HALL
LOS ANGELES, CA. 90012

N O T I C E

By order of the Cultural Heritage Board on dates as noted below, the following described properties within the City of Los Angeles have been found and determined to be worthy of preservation as a Historic-Cultural Monument, in accordance with the provisions of Ordinance No. 121,971:

LOS ANGELES STOCK EXCHANGE BUILDING, 618 So. Spring Street, Historic-Cultural Monument No. 205 Declared 1/3/79
This building was designed by Samuel E. Lunden and opened for business on January 5, 1931. It is considered to be an outstanding example of Classical Moderne architecture. Special recognition is given to the interior of the building with its bronze doors, cove lighting and ceiling murals.

RESIDENCE, 724 EAST EDGEWARE ROAD, Historic-Cultural Monument No. 206 - Declared 1/3/79
This Victorian residence was built in 1887 and is particularly worthy because of its mansard tower, ornamental ironwork and fish scale shingles. Immediately adjacent to Carroll Avenue, it is significant to the Historic District.

RESIDENCE, 1334 KELLAM AVENUE, Historic-Cultural Monument No. 207 - Declared 1/17/79
This residence built, circa 1890, has been described as being of excellent Queen Anne architecture with Colonial Revival touches.

RESIDENCE AND CARRIAGE HOUSE, 845 SOUTH LAKE STREET, Historic-Cultural Monument No. 208 - Declared 1/17/79
Constructed in 1902 and designed in Art Nouveau Gothic style by one of Los Angeles' most distinguished architects, John B. Parkinson, the residence was cited for its historical and architectural significance as an opulent turn-of-the-century chateau. It was pictured in the April 6, 1902 issue of the Los Angeles Sunday Times as "a handsome residence" being put up for Mrs. Susana M. Bernard. It was reported to contain 35 rooms with the building costing $50,000.

WILSHIRE CHRISTIAN CHURCH BUILDING, 634 So. Normandie Avenue, Historic-Cultural Monument No. 209 - Declared 1/17/79
Designed by architect Robert H. Orr and built in 1926-27, the building is described as "a handsome example of Neo-Romanesque and Gothic by one of the outstanding church architects in the Los Angeles area." An important feature is the Rose Window, a copy of one in the Cathedral of Rheims, France.

TERRACE PARK AND POWERS PLACE, Powers Place and 14th Street, Historic-Cultural Monument No. 210 - Declared 2/21/79
The Terrace Park area is recognized as an integral part of the Alvarado Terrace turn-of-the-century complex. The 1.17 acre site was dedicated for public use on August 22, 1904.

The brick paving of Powers Place recalls the era when horse power was prevalent in the City.

Continued

GRANITE-BLOCK PAVING, Bruno Street between Alameda and No. Main Streets, Historic-Cultural Monument No. 211 - Declared 3/7/79
This short, local industrial street, just north of Civic Center and southeast of Chinatown is unique and historical. The street is the last surviving one in Los Angeles with the original paving of hand-hewn granite-block. Although records indicate that the paving was installed some 66 years ago, it is still in reasonably good condition and is crossed by nine railroad spur tracks belonging to the Southern Pacific Company.

STIMSON RESIDENCE, 2421 SO. FIGUEROA STREET, Historic-Cultural Monument No. 212 - Declared 5/16/79
The residence was built in 1891 and designed by architect Carroll H. Brown. It is unique in that it is the only example of brownstone Richardsonian architecture in Los Angeles County. Considered to be one of Los Angeles' most interesting and distinguished buildings, it is currently owned by the Sisters of Saint Joseph of Carondelet and used as a part of Mount Saint Mary's College.

It was placed on the National Register of Historic Places on March 30, 1978.

S.S. CATALINA, Historic-Cultural Monument No. 213 - Declared 5/16/79
Known as "The Great White Steamship" it was built by William Wrigley in 1924. For more than 50 years it carried passengers between San Pedro and Avalon, Santa Catalina Island. It has been estimated that more than 25 million people made that trip. Considered to be one of the most significant vessels in the life of Southern California, it was placed on the National Register of Historic Places on September 1, 1976.

The reasons for inclusion of said properties in the list of Historic-Cultural Monuments are set forth in connection with the description of the properties as set forth hereinabove.

Notice is hereby given that no permit for the demolition, substantial alteration or removal of said described properties shall be issued and none of said described properties shall be demolished, substantially altered or removed by the City of Los Angeles, except in accordance with the provisions of Ordinance No. 121,971.

IW/rb

Signed: CARL S. DENTZEL
President, Cultural Heritage Board

May 31, 1979

N O T I C E

Board of Public Works Commissioners
Room 353, City Hall
Los Angeles, California 90012

Honorable Commissioners:

You are hereby notified that the following described property, by order of the Cultural Heritage Board dated **March 7, 1979**, has been classified as a Historic-Cultural Monument under the provisions of Ordinance No. 121,971, and, accordingly, has been included in a list of cultural and historic buildings and properties in the City of Los Angeles as Historic-Cultural Monument No. **211**.

Property: **GRANITE-BLOCK PAVING**
Bruno Street, between Alameda & North Main Streets

No permit for the demolition, substantial alteration or removal of said **property** shall be issued and said **property** shall not be demolished, substantially altered or removed, except in accordance with the provisions of said Ordinance.

In accordance with the provisions of Ordinance No. 121,971, you may appeal this decision of the Cultural Heritage Board to the Municipal Arts Commission, Room 1500, City Hall, Los Angeles, CA 90012, Phone: 485-2433

June 7, 1979
Date

CARL S. DENTZEL
President, Cultural Heritage Board

Enclosure - Copy of Ordinance No. 121,971

cc: Municipal Arts Commission

March 19, 1979

J. M. Fratt, Supt. & General Manager
Building & Safety Department
Room 411, City Hall
Los Angeles, California 90012

RE: GRANITE-BLOCK PAVING
Bruno Street between Alameda & North Main Streets

Dear Mr. Fratt:

At a meeting of the Cultural Heritage Board held on March [illegible], 1979 the above property was declared Historic-Cultural Monument No. 211 in accordance with the provisions of City Ordinance No. 121,971.

Pending receipt of our official Notice of Declaration, please alert all Building and Safety Department branches and interested personnel so that maps and records may be appropriately flagged. The legal description of this property is as follows:

Ordinance No. 67677
Ordinance No. 4093

Very truly yours,

Rodney L. Punt, General Manager

Ileana Welch

Ileana Welch, Director
CULTURAL HERITAGE BOARD

IW:jc

Board of Public Works Commissioners
Room 353, City Hall
Los Angeles, California 90012

March 19, 1979

Honorable Commissioners:

We are pleased to advise that at the Cultural Heritage Board meeting of February 21, 1979 the Board unanimously declared your following described property as Historic-Cultural Monument No. 211 under the provisions of City Ordinance No. 121,971:

GRANITE-BLOCK PAVING
Bruno Street between Alameda & North Main Streets

In due course you will be receiving the official notice of declaration. It is indeed a pleasure to include your above property in the list of Historic-Cultural Monuments worthy of preservation in the City of Los Angeles.

Since we are preparing a corresponding fact sheet for distribution to the interested public, we hope that if you have any written material regarding your historic property, you will make it available to us.

Sincerely,

Ileana Welch

Ileana Welch, Coordinator
CULTURAL HERITAGE BOARD

IW:jc

cc: Councilman Gilbert W. Lindsay
9th Councilmanic District

News release sent

Cultural Heritage News
From the Los Angeles Municipal Arts Department
Room 1500 City Hall · Los Angeles, California 90012 · Phone (213) 485-2433
Contact: Peggy Phillips, Bob Reagan · Public Relations

CULTURAL HERITAGE BOARD NAMES GRANITE-BLOCK PAVED BRUNO STREET HISTORIC CULTURAL MONUMENT

The Cultural Heritage Board of the City of Los Angeles designated the granite-block paved Bruno Street as Historic-Cultural Monument #211 at its March 7 meeting in City Hall.

The area, a short local industrial street just north of the Civic Center and southeast of Chinatown, is crossed by nine railroad spur tracks belonging to the Southern Pacific Company. The type of hand-hewn granite-block paving, which appears from records to have been installed 66 years ago on Bruno Street, is still in reasonably good condition.

The street was recognized as "unique and historical, the last surviving one in Los Angeles with the original paving of granite-block, significant in the development of the City to receive the arrival of the railroad."

The next meeting of the Cultural Heritage Board, a division of the Municipal Arts Department, City of Los Angeles, is set for Wednesday, March 21, 9:30 a.m. in Room 1500 of City Hall.

###

3/8/79:hss

CULTURAL HERITAGE BOARD

ADOPTED BY THE BOARD OF
PUBLIC WORKS OF THE CITY
of Los Angeles, California

SEP 27 1978

SECRETARY

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING
BUREAU OF STREET MAINTENANCE
JOINT REPORT NO. 1, Section 1

September 27, 1978
CD #9

BRUNO STREET BETWEEN ALAMEDA STREET AND NORTH MAIN STREET

RECOMMENDATION

That the Cultural Heritage Board be informed that your Board has no objection to the declaration of the granite-block paving on Bruno Street as an Historic-Cultural Monument worthy of preservation.

TRANSMITTAL

Letter dated June 8, 1978, from the Cultural Heritage Board. Referred for report on June 12, 1978.

DISCUSSION

The Cultural Heritage Board is considering a proposal to declare the granite-block paving on Bruno Street an Historic-Cultural Monument (Transmittal).

Bruno Street is a short (200 feet long) local industrial street just north of the Civic Center Area and southeast of Chinatown. It is crossed by nine railroad spur tracks belonging to the Southern Pacific Company. The granite-block paving appears from records to have been installed under an assessment proceeding about 1912 based on City Engineer plans (P-4546) dated 1908. Copies of the plans and applicable ordinances (16476 and 24639) were furnished to the Cultural Heritage Board staff at their request.

The granite-block paving remains in reasonably good condition, much as it was when constructed 66 years ago. However, some minor repairs appear to have been made over the years, and some of the original blocks appear to have been replaced.

Granite-block paving in this country has, of course, been long ago discontinued. Its construction is obviously labor-intensive and costly in comparison to modern mechanized methods.

(over)

The Bureau of Street Maintenance has neither funds nor personnel with the necessary experience to maintain the block paving. It is recommended that the Cultural Heritage Board establish a private fund (Section 2, Part 4 of Ordinance No. 121,971) to provide for not only the restoration of the paving blocks in the street but also the maintenance of the block. Such maintenance could best be accomplished under contract through the Bureau of Engineering.

If such a fund is established, the Bureau of Street Maintenance would have no objection to the establishment of Bruno Street as an Historic Cultural Monument.

Nevertheless, the granite-block paving is somewhat unique in this City; and Bruno Street is a one block long street that carries little traffic. Therefore, the Bureau of Engineering has no objection to its consideration as an Historic-Cultural Monument.

CER:87 (Eng. #32531 CER AD DJM DRH NRG DAB)
CEN

RECEIVED
SEP 29 1978
Municipal Arts Department
CITY OF LOS ANGELES

Lava Rock St (Pending)

Southern Pacific
Transportation Company

610 SOUTH MAIN STREET, LOS ANGELES, CALIFORNIA 90014
Phone: (213) 629-6547

IN REPLY PLEASE REFER TO
311-01

R. G. THRUSTON
SUPERINTENDENT
A. G. BAYS
ASSISTANT SUPERINTENDENT
K. W. DIXON
ASSISTANT SUPERINTENDENT
S. G. LAUTSCH
ASSISTANT SUPERINTENDENT
T. J. McDONALD
ASSISTANT SUPERINTENDENT

June 16, 1978

Ms. Illeana Welch, Coordinator
Cultural Heritage Board
City of Los Angeles
Room 1500, City Hall
Los Angeles, California 90012

Dear Ms. Welch:

Thank you for your letter of June 8, 1978 advising us that the Cultural Heritage Board has taken under consideration a request to designate a piece of our property as an historical-cultural monument. Your letter described the property as the "lava rock" street between Bruno and College Streets, east of Alameda Street, in downtown Los Angeles.

In line with recent telephone conversation between yourself and Mr. Richard Hall* of our Public Relations Department, Southern Pacific Transportation Company would like to have on record its objection to any historical designation of this property which would prevent us from making use of it, and the surrounding properties, in the future.

Although we sympathize completely with the preservation aims of the Cultural Heritage Board, we must advise you of our concerns and ask that you please inform us of any further action contemplated by the Cultural Heritage Board.

Yours truly,

R. G. Thruston

* 2/22/79
Contacted Richard Hall re 3/7/79 meeting. Will advise me before 3/1/79 on

Pending

June 8, 1978

Southern Pacific Transportation Company
610 South Main
Los Angeles, California 90014

This is to advise that at a regular meeting of the Los Angeles Cultural Heritage Board held on May 3, 1978, the Board moved to take under consideration a request for declaration of your property, the lava rock street between Bruno and College Streets, east of Alameda, as a Historic-Cultural Monument worthy of preservation.

This action by the Cultural Heritage Board now requires that the members make an inspection visit to the property in order to determine if it qualifies for declaration as a Historic-Cultural Monument under the criteria set forth in Section 3 of the attached copy of City Ordinance No. 121,971. We hope that we may have your cooperation in making this determination.

If you have some information relating to this property, we would appreciate your making it available for the Board's review. In any case, you may rest assured that you will be notified of any further action taken by the Cultural Heritage Board.

If you have any questions, please feel free to call Mrs. Welch at 485-2433.

Sincerely,

Kenneth Ross, Director

Ileana Welch, Coordinator
CULTURAL HERITAGE BOARD

IW:jc

Attachment

cc: Councilman Gilbert W. Lindsay
9th Councilmanic District

June 8, 1978

Board of Public Works Commissioners
Room 353, City Hall
Los Angeles, California 90012

Honorable Commissioners:

This is to advise that at a regular meeting of the Los Angeles Cultural Heritage Board held on May 3, 1978, the Board moved to take under consideration a request for declaration of your property, the hand hewn granite block paving on city owned Bruno St. E/o Alameda, as a Historic-Cultural Monument worthy of preservation.

This action by the Cultural Heritage Board now requires that the members make an inspection visit to the property in order to determine if it qualifies for declaration as a Historic-Cultural Monument under the criteria set forth in Section 3 of the attached copy of City Ordinance No. 121,971. We hope that we may have your cooperation in making this determination.

If you have some information relating to this property, we would appreciate your making it available for the Board's review. In any case, you may rest assured that you will be notified of any further action taken by the Cultural Heritage Board.

If you have any questions, please feel free to call Mrs. Welch at 485-2433.

Sincerely,

Kenneth Ross, Director

Ileana Welch, Coordinator
CULTURAL HERITAGE BOARD

IW:jc

Attachment

cc: Councilman Gilbert W. Lindsay
9th Councilmanic District

Noes: None.

Cobblestone St.

11. RESIDENCE, 1441-1 ½ CARROLL AVENUE

MOTION: Dr. Winter moved, seconded by Mrs. Taylor, that the residence at 1441-1443½ Carroll Avenue, which at one time was the Kaspare Cohn Hospital, the original Cedars of Lebanon, be declared Historic-Cultural Monument No. 191 under the provisions of City Ordinance No. 121,971; which motion was unanimously adopted. Ayes: Castro, Simpson, Taylor, Winter and President Dentzel. Noes: None.

NEW BUSINESS

1. COBBLESTONE STREET, BRUNO EAST OF ALAMEDA

Staff architect Forrest Scott informed the Board that the street is not cobblestone but hand hewn granite blocks, which are reported to be the only remaining exposed hand cut stone street in Los Angeles. He introduced Messrs. Clyde Easterly and John A. Fitton of the Bureau of Engineering who appeared before the Board and advised that the granite blocks date back to about 1902 when they were placed by Chinese coolies who worked on the Southern Pacific Railroad.

MOTION: Mrs. Simpson moved, seconded by Dr. Winter, that the C.H.B. take under consideration the possibility of declaring as a Historic-Cultural Monument the hand hewn granite block paving on city owned Bruno Street, east of Alameda Street; which motion was unanimousl adopted. Ayes: Taylor, Castro, Winter, Simpson and President Dentzel. Noes: None.

Mr. Scott then called attention to adjacent lava rock street located on Railroad property and recommended it be preserved. Following discussion, thereupon

MOTION: Mrs. Simpson moved, seconded by Mrs. Taylor, that the C.H.B. take under consideration the possibility of declaring as a Historic-Cultural Monument the lava rock street between Bruno and College Streets, east of Alameda; which motion was unanimously adopted. Ayes: Castro, Winter, Taylor, Simpson and President Dentzel. Noes: None.

5-3-78

2. FRANCIS X. BUSHMAN - BURTON HOLMES ESTATE, 2020 GRACE AVENUE

Following review of request from Todd Jonson, thereupon

MOTION: Dr. Winter moved, seconded by Mrs. Taylor, that the C.H.B. take under consideration the possibility of declaring as a Historic-Cultural Monument the Francis X. Bushman - Burton Holmes Estate, located at 2020 Grace Avenue; which motion was unanimously adopted. Ayes: Simpson, Castro, Taylor, Winter and President Dentzel. Noes: None.

3. FRANKLIN GARDEN APARTMENTS, 6915-6933 FRANKLIN AVENUE

OLD BUSINESS

1. ANGEL'S FLI[GHT]

Granite Block Paving

Miss Corral reported that the Community Redevelopment Agency has requested their status report on Angel's Flight be postponed to a future meeting. They have indicated that there is a developer with solid interest in developing that parcel including Angel's Flight, however, this proposal is not scheduled to be presented to the CRA Board until March 21. The C.H.B. was assured that they would be notified immediately following that meeting and given a status report shortly thereafter.

2. PANTAGES THEATRE

Robert Selig, part owner of the Pantages, informed the Board that the theatre is very much a part of the multi-million dollar revitalization project proposed for Hollywood. He exhibited plans of the Pantages, dating back to 1929, and pointed out that the theatre was never completed as originally planned. He indicated that when the theatre was purchased from RKO, it was remodeled for a motion picture theatre making the seating configuration smaller. As a result, the seating arrangements are uncomfortable because of the lack of leg room. In order to correct this problem, it will be necessary to change the present configuration of the theatre. Therefore, they will not be able to meet the requirements placed on Historic-Cultural Monuments.

At this point, 9:57 a.m., Mr. Castro joined the meeting.

Although Mr. Selig was not at liberty to provide full details, there is a proposal for a major performing arts complex which will tie in with the movement to revitalize Hollywood. In response to inquiry regarding any plans for the demolition of the Pantages, Mr. Selig indicated there were no plans at the present but did not preclude the possibility. Mr. Selig stated that declaration of the Pantages as a Historic-Cultural Monument is making it impossible to obtain financing for their proposed plans because of the many restrictions placed upon the building. He, therefore, requested that the Board retract its designation, especially since he was never notified that it was under consideration before being declared. The Board informed Mr. Selig that the designation could not be retracted, and in answer to inquiry from Sylvia Yuster, Councilwoman Stevenson's office, indicated the action of the Board could be appealed before the Municipal Arts Commission. Following discussion, Mr. Castro suggested that the matter be deferred to the next regular meeting when Mrs. Welch will be present and can shed some light on the matter. The Board concurred.

2. LAVA ROCK STREET, BETWEEN BRUNO & COLLEGE STREETS
3. GRANITE-BLOCK PAVING, BRUNO STREET, BETWEEN ALAMEDA & NORTH MAIN STREETS

Forrest Scott, staff architect, reported that according to information obtained from the Bureau of Engineering, these are the only lava rock and granite-block streets left in the City of Los Angeles and recommended they be designated Historic-Cultural Monuments.

Richard Hall, representing Southern Pacific Transportation Company, owners of the Lava Rock Street, indicated that he is unaware of any plans Southern Pacific may have for that street and that they are willing to cooperate in any way possible.

Ruben Lovret of City Planning, indicated that this area is a potential "super block" which is an area of waste land that can be developed for better use. He pointed out that several blocks in that area could be consolidated and developed for such things as commercial use to be tied in with El Pueblo or used as a pedestrian mall, etc. He suggested the possibility of declaring the paving with the understanding that it could be moved to another location. Dr. Dentzel stated that if in the future the street is developed, the lava rock and granite-block paving could always be moved and used elsewhere, such as Heritage Square.

The Board noted that the City owned granite-block street is not only the last surviving street of its kind in Los Angeles but was developed to receive the arrival of the railroad to Los Angeles. Following discussion, thereupon

MOTION: Mrs. Simpson moved, seconded by Mrs. Taylor, that the C.H.B. decline the request for declaration of the lava rock street, between Bruno and College Street, and declare the granite-block paving, located on Bruno Street between Alameda and North Main Streets, as Historic-Cultural Monument No. 211 under the provisions of City Ordinance No. 121, 971; which motion was unanimously adopted. Ayes: Castro, Winter, Taylor, Simpson and President Dentzel. Noes: None.

3/7/79

The Board requested that the fact sheet on the granite-block paving refer to the adjacent lava rock street.

Mr. Hall agreed to notify the C.H.B. of any future plans calling for removal of the lava rock so that arrangements can possibly be made to preserve it elsewhere.

CULTURAL HERITAGE BOARD
MUNICIPAL ARTS DEPARTMENT
Room 1500, City Hall
Los Angeles, California 90012
(213) 485-2433

REQUEST FOR HISTORIC-CULTURAL MONUMENT DECLARATION

NAME OF PROPOSED MONUMENT: GRANITE-BLOCK PAVING

LOCATION: Bruno Street (Address) _____ (City) _____ (Zip) _____

(Cross Streets) _____ _____

COUNCILMANIC DISTRICT NO. _____

OWNER'S NAME & ADDRESS: _____

_____ _____ _____
(City) (Zip)

DATE OF CONSTRUCTION OF MONUMENT: _____

ARCHITECT: _____

DESCRIBE ARCHITECTURAL FEATURES: _____
(Photograph to be provided)

_____

DESCRIBE HISTORIC-CULTURAL SIGNIFICANCE: _____
(If necessary, attach a sheet)

_____

SOURCE/S OF INFORMATION: _____

NAME & ADDRESS OF PROPONENT: _____

_____ _____ _____
(Address) (City) (Zip)

Telephone No. _____ Date: _____

(This portion to be filled in by Cultural Heritage Board members)

HISTORIC-CULTURAL MONUMENT NO. 211

DATE OF BOARD ACTION: March 7, 1979

REASONS FOR DECLARATION/DENIAL:
Significant in development of L.A. Earliest preserved street. From granite stone to Freeways. Interesting area developed to receive arrival of R.R. To L.A.

BY: Carol S. Duff
CULTURAL HERITAGE BOARD MEMBER

CULTURAL HERITAGE BOARD
MUNICIPAL ARTS DEPARTMENT
Room 1500, City Hall
Los Angeles, California 90012
(213) 485-2433

REQUEST FOR HISTORIC-CULTURAL MONUMENT DECLARATION

NAME OF PROPOSED MONUMENT: GRANITE-BLOCK PAVING

LOCATION: Bruno Street _____ _____ _____
(Address) (City) (Zip)

(Cross Streets) _____ _____

COUNCILMANIC DISTRICT NO. _____

OWNER'S NAME & ADDRESS: _____

_____ _____ _____
(City) (Zip)

DATE OF CONSTRUCTION OF MONUMENT: _____

ARCHITECT: _____

DESCRIBE ARCHITECTURAL FEATURES: _____
(Photograph to be provided)

_____

DESCRIBE HISTORIC-CULTURAL SIGNIFICANCE: _____
(If necessary, attach a sheet)

_____

SOURCE/S OF INFORMATION: _____

NAME & ADDRESS OF PROPONENT: _____

_____ _____ _____
(Address) (City) (Zip)

Telephone No. _____ Date: _____

(This portion to be filled in by Cultural Heritage Board members)

HISTORIC-CULTURAL MONUMENT NO. _____

DATE OF BOARD ACTION: _____

REASONS FOR DECLARATION/DENIAL:
Last remaining pavement from old Los Angeles.

BY: Robert W Winter
CULTURAL HERITAGE BOARD MEMBER

7/77

CULTURAL HERITAGE BOARD
MUNICIPAL ARTS DEPARTMENT
Room 1500, City Hall
Los Angeles, California 90012
(213) 485-2433

REQUEST FOR HISTORIC-CULTURAL MONUMENT DECLARATION

NAME OF PROPOSED MONUMENT: GRANITE-BLOCK PAVING

LOCATION: Bruno Street _____ _____ _____
(Address) (City) (Zip)

(Cross Streets) _____ _____

COUNCILMANIC DISTRICT NO. _____

OWNER'S NAME & ADDRESS: _____

_____ _____ _____
(City) (Zip)

DATE OF CONSTRUCTION OF MONUMENT: _____

ARCHITECT: _____

DESCRIBE ARCHITECTURAL FEATURES: _____
(Photograph to be provided)

_____

DESCRIBE HISTORIC-CULTURAL SIGNIFICANCE: _____
(If necessary, attach a sheet)

_____

SOURCE/S OF INFORMATION: _____

NAME & ADDRESS OF PROPONENT: _____

_____ _____ _____
(Address) (City) (Zip)

Telephone No. _____ Date: _____

(This portion to be filled in by Cultural Heritage Board members)

HISTORIC-CULTURAL MONUMENT NO. 211

DATE OF BOARD ACTION: 3/2/79

REASONS FOR DECLARATION/DENIAL:

Bruno Street is last street in Los Angeles paved with hand-hewn rocks in connection with development of So. Pacific RR. facilities in Los Angeles 7/77

BY: Felix Castro
CULTURAL HERITAGE BOARD MEMBER

CULTURAL HERITAGE BOARD
MUNICIPAL ARTS DEPARTMENT
Room 1500, City Hall
Los Angeles, California 90012
(213) 485-2433

REQUEST FOR HISTORIC-CULTURAL MONUMENT DECLARATION

NAME OF PROPOSED MONUMENT: GRANITE-BLOCK PAVING

LOCATION: Bruno Street _____ _____ _____
(Address) (City) (Zip)

(Cross Streets) _____ _____

COUNCILMANIC DISTRICT NO. _____

OWNER'S NAME & ADDRESS: _____

_____ _____ _____
(City) (Zip)

DATE OF CONSTRUCTION OF MONUMENT: _____

ARCHITECT: _____

DESCRIBE ARCHITECTURAL FEATURES: _____
(Photograph to be provided)

_____

DESCRIBE HISTORIC-CULTURAL SIGNIFICANCE: _____
(If necessary, attach a sheet)

_____

SOURCE/S OF INFORMATION: _____

NAME & ADDRESS OF PROPONENT: _____

_____ _____ _____
(Address) (City) (Zip)

Telephone No. _____ Date: _____

(This portion to be filled in by Cultural Heritage Board members)

HISTORIC-CULTURAL MONUMENT NO. _____

DATE OF BOARD ACTION: _____

REASONS FOR DECLARATION/DENIAL: Association with early Railroads. Last surviving street in L.A. with original paving of Granite Block

BY: Patricia M. Simpson
CULTURAL HERITAGE BOARD MEMBER

7/77

CULTURAL HERITAGE BOARD
MUNICIPAL ARTS DEPARTMENT
Room 1500, City Hall
Los Angeles, California 90012
(213) 485-2433

REQUEST FOR HISTORIC-CULTURAL MONUMENT DECLARATION

NAME OF PROPOSED MONUMENT: GRANITE-BLOCK PAVING

LOCATION: Bruno Street _____ _____ _____
(Address) (City) (Zip)

(Cross Streets) _____ _____

COUNCILMANIC DISTRICT NO. _____

OWNER'S NAME & ADDRESS: _____

_____ _____ _____
(City) (Zip)

DATE OF CONSTRUCTION OF MONUMENT: _____

ARCHITECT: _____

DESCRIBE ARCHITECTURAL FEATURES: _____
(Photograph to be provided)

_____

DESCRIBE HISTORIC-CULTURAL SIGNIFICANCE: _____
(If necessary, attach a sheet)

_____

SOURCE/S OF INFORMATION: _____

NAME & ADDRESS OF PROPONENT: _____

_____ _____ _____
(Address) (City) (Zip)

Telephone No. _____ Date: _____

(This portion to be filled in by Cultural Heritage Board members)

HISTORIC-CULTURAL MONUMENT NO. 211

DATE OF BOARD ACTION: March 7, 1979

REASONS FOR DECLARATION/DENIAL: The unique and historical street - the only one left of its kind with granite-block paving.

BY: V. Taylor
CULTURAL HERITAGE BOARD MEMBER

7/77

FORM GEN. 160 (REV. 2-75)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date: February 16, 1978

To: Mr. Forrest N. Scott, Staff Architect
Municipal Arts Department
Room 1500, City Hall

From: Donald C. Tillman, City Engineer

Subject: Street Construction - Bruno Street between North Main Street and Alameda Street.

Your communication of January 19, 1978 requests information regarding the surfacing in Bruno Street at Alameda Street.

Transmitted is Profile No. 4546 together with Ordinances Nos. 16476 and 24639.

Ordinance No. 16476 essentially established the street grade at this location. Ordinance No. 24639 authorized financing and outlines specifications for the street improvements. The latter ordinance was approved in 1912 and it is assumed that the street improvements were constructed soon after. Also transmitted is a map indicating in red the area generally improved with the original "cobblestone" surfacing.

If you have any further questions regarding this matter please contact the Right of Way Investigation Section at extension 3041.

DONALD C. TILLMAN
City Engineer

By

Art Dennis

Art Dennis, Division Engineer
Street Opening and Widening Division

DCT/AD:dd

Enc.

COLLEGE STREET
NEW HIGH STREET
SAN FERNANDO ST. Ord No. 36208 (N.S.)
UPPER MAIN ST. Ord. No. 4093 (N.S.)
MAIN ST. Ord No. 25747 (N.S.)
NEW ARROYO SECO RD.
ALAMEDA ST. Ord No. 34089 (N.S.)
SAN FERNANDO ST. Ord No. 4093 (N.S.)
SAN FERNANDO ST. Ord No. 77 (O.S.)
ALHAMBRA AVE. Ord No. 75198
MAIN ST. EX. MAIN ST.
SAN FRANCISCO ST. Ord No. 4093 (N.S.)
TRACT
MAPS
LOT
SEE COMPILED ORD'S & RES VOL. 1-152
SEE COMPILED ORD'S & RES VOL. 1-146
SEE C(T) 30
VAC BY ORD. 9460 (N.S.)
VACATED BY
DETAIL SCALE: 1" = 50'
PUB UTIL EASE.
WOODHEAD
M.R. 9-71
SEPULVEDA TRACT
M.R. 4-405
NORTH-SPRING
NORTH-MAIN
ALAMEDA STREET
BEAUDRY TRACT
WATER-WORKS TRACT
M.R. 14-160
MOONEY AND MEYER
M.R. 3-446
PROPERTY OF COUNTY
C.E. 158-37
C.E. 136-83
C.E. 287-8
MISC. D.&D. 20-278
ST. BRUNO
Land Held by Public Works
E
Revised
11-24-76
N. 4,135,000
E. 4,216,000
E. 4,217,000

CITY OF LOS ANGELES

AUGUST 1950

LLOYD ALDRICH CITY ENGINEER

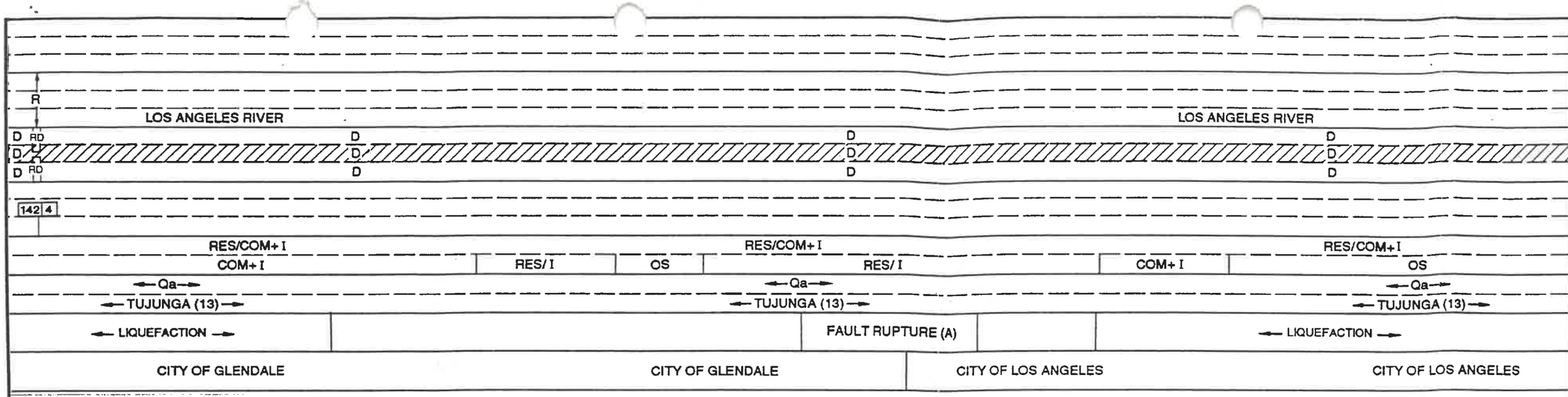
MAPS AND SURVEYS DIVISION

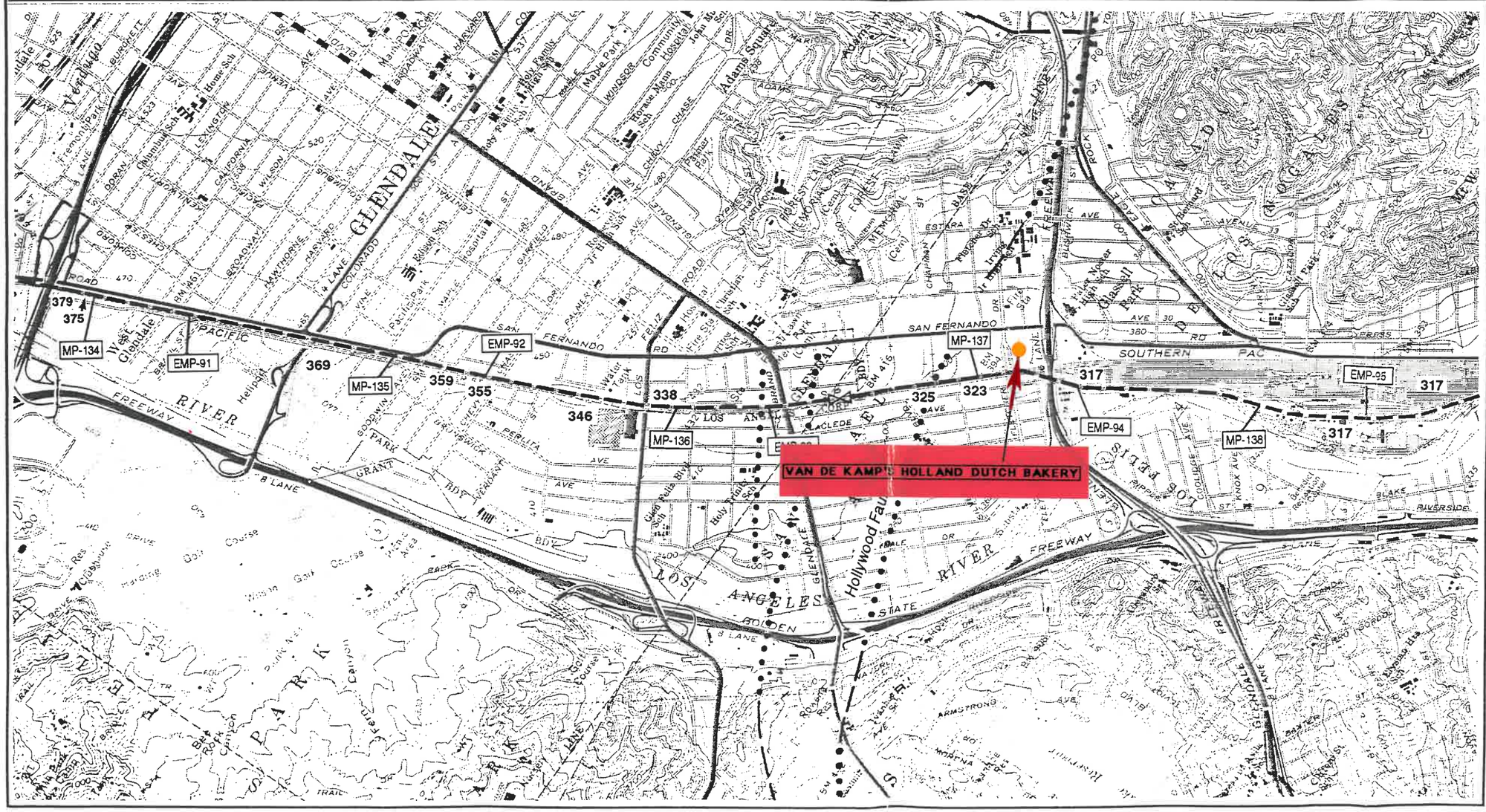
T. J. RICE DEPUTY ENGINEER

E. E. GLEASON	SUPERVISOR
PLATTED BY A. SOLOMON	CHECKED BY: C. FRIEDMAN
TRACED BY: L. BRADY	CHECKED BY: C. FRIEDMAN

135 B 213

CALL BOOKS 402-353/401 403-242/271





KEY

- Proposed Pipeline Route
- Alternative Pipeline Route
- Block Valve
- Check Valve
- EMP-25 Emidio Milepost
- MP-100 Milepost from Previous FEIR

N W E S

0 2000 4000
Scale in Feet

0 1/2 1
Scale in Miles

BASEMAP: USGS 7.5 Minute Quadrangles: *Burbank, CA* 1972; *Pasadena, CA* 1988; *Hollywood, CA* 1981; *Los Angeles, CA* 1981.

NOTE: See Index Map for Legend to Abbreviations and Map Symbols.

Pacific Pipeline Project

[CASTAIC TO WILMINGTON]

Map 6 of 11

Proposed Route

[Milepost 133.7 - 138.5]

Prepared by

Aspen Environmental Group

East of ROW / Within ROW / West of ROW	SENSITIVE SPECIES
East of ROW / Within ROW / West of ROW	SENSITIVE HABITAT
East of ROW / Within ROW / West of ROW	VEGETATION
Upstream of ROW / ROW or Unknown / Downstream of ROW	HYDROLOGY
East of ROW / West of ROW	LAND USE
Geologic Formation / Soil Association	GEOLOGY / SOILS
	GEOLOGIC HAZARDS
	JURISDICTION

LOS ANGELES RIVER

LOS ANGELES RIVER

LOS ANGELES RIVER

D RD O D D D D

D RD OW D D D D

143 4

I OS COM+ I COM+ I CCM+ I

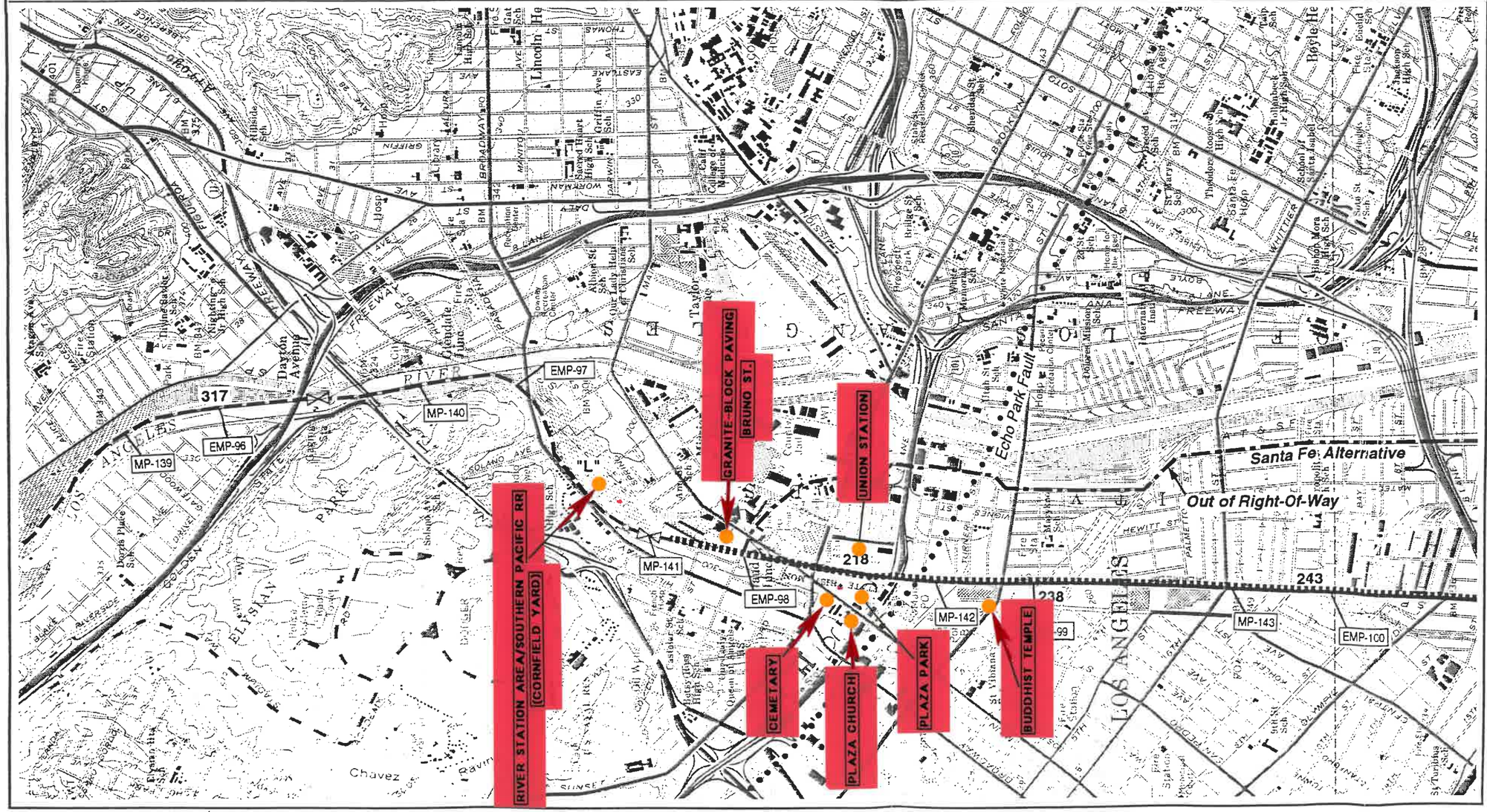
OS OS REC COM/RES REC RES+COM COM+I

Qa Tm Qa Qa

TUJUNGA (13) ALTAMONT - DIABLO (19) HANFORD (14) HANFORD (14)

LIQUEFACTION LIQUEFACTION FAULT RUPTURE (A)

CITY OF LOS ANGELES CITY OF LOS ANGELES CITY OF LOS ANGELES



KEY

- Proposed Pipeline Route
- Proposed Route (Out of RR ROW)
- Alternative Pipeline Route
- Block Valve
- Check Valve
- EMP-25 Emidio Milepost
- MP-100 Milepost from Previous FEIR

N E S W

0 2000 4000
Scale in Feet

0 1/2 1
Scale in Miles

BASEMAP: USGS 7.5 Minute Quadrangle: *Los Angeles, CA* 1981.

NOTE: See Index Map for Legend to Abbreviations and Map Symbols.

Pacific Pipeline Project

[CASTAIC TO WILMINGTON]

Map 7 of 11

Proposed Route

[Milepost 138.5 - 143.9]

Prepared by

Aspen Environmental Group

No. of ROW Within ROW South of ROW	SENSITIVE SPECIES
North of ROW Within ROW South of ROW	SENSITIVE HABITAT
North of ROW Within ROW South of ROW	VEGETATION
Upstream of ROW ROW or Unknown Downstream of ROW	HYDROLOGY
North of ROW South of ROW	LAND USE
Geologic Formation Soil Association	GEOLOGY / SOILS
	GEOLOGIC HAZARDS
	JURISDICTION

D D D D D D D D D

146 4

RES | I/RES | COM | RES | RES | I/RES

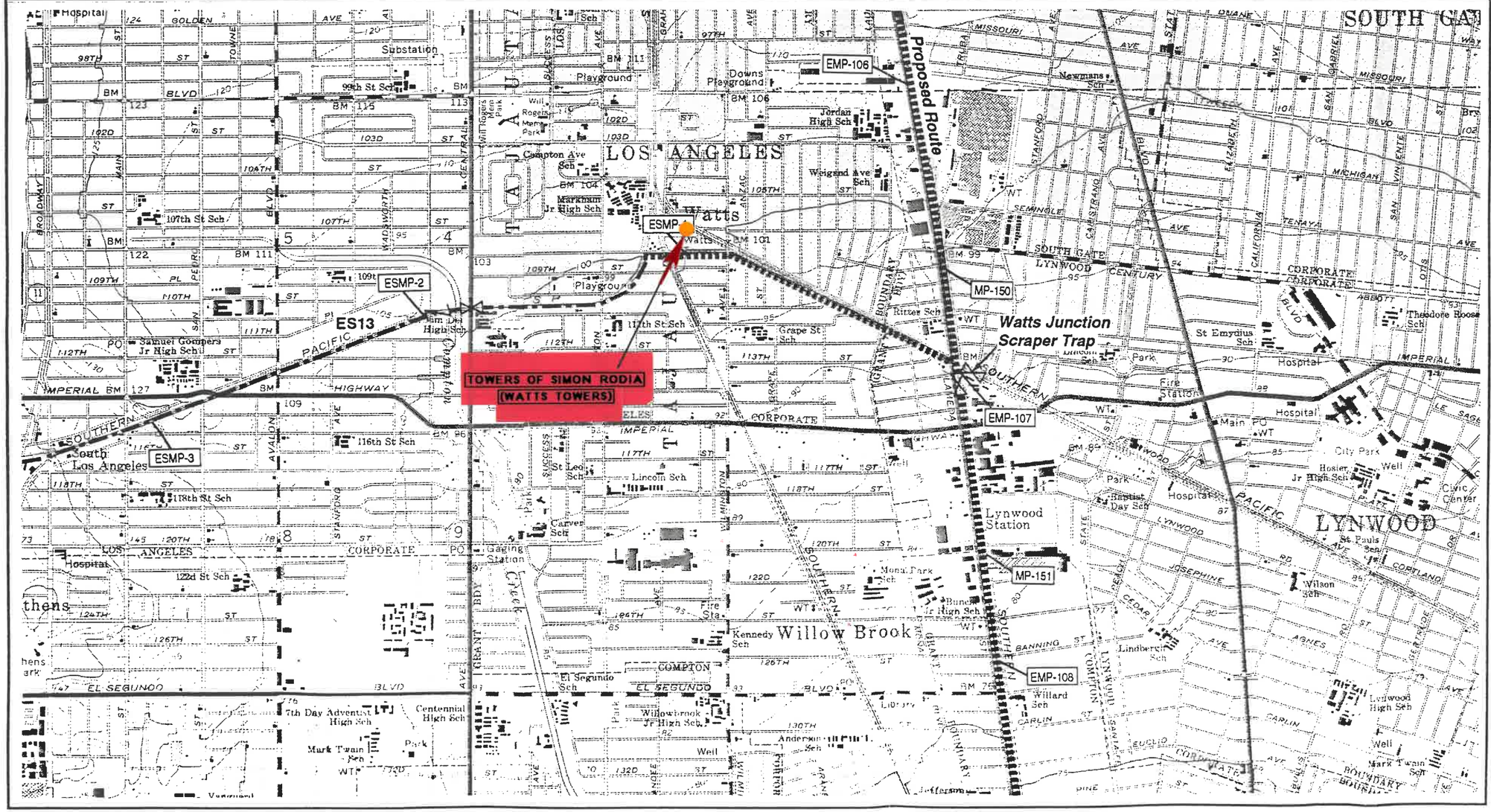
RES+COM | I | RES | RES

Qa | Qa

RAMONA (20) | CHINO (16) | CHINO (16) | HANFORD (14)

LIQUEFACTION

CITY OF LOS ANGELES | CITY OF LOS ANGELES



KEY

- Proposed Route (Out of RR ROW)
- El Segundo Branch
- Block Valve
- Check Valve
- MP-100 Milepost from Previous FEIR
- ESMP-1 Alternative Route Mile Marker

N W E S

0 2000 4000
Scale in Feet

0 1/2 1
Scale in Miles

BASEMAP: USGS 7.5 Minute Quadrangle: *Venice, CA* 1981; *Inglewood, CA* 1981.

NOTE: See Index Map for Legend to Abbreviations and Map Symbols.

Pacific Pipeline Project

Map 1 of 3

El Segundo Branch Pipeline Route

[Milepost ESMP 0.0 - 3.5]

Prepared by

Aspen Environmental Group

APPENDIX E: PROJECT MATERIALS



130 WEST COLLEGE ST.
LOS ANGELES, CA 90012

ENTITLEMENT DRAWING SUBMISSION

ARCHITECT
GRIMSHAW

GRIMSHAW ARCHITECTS LLP
T +1 323 471 6700
www.grimshaw.global
432 Colyton Street, Los Angeles, CA 90013, USA

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Do not scale - all dimensions to be checked on site. Grimshaw drawings to be read in conjunction with Grimshaw and specialist specifications. Drawings to be read in conjunction with consultant information.

NOT FOR CONSTRUCTION

CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION

0 3'-0" 6'-0" 12'-0"
SCALE: 0" = 1'-0"

KEY PLAN

NORTH

DRAWING TITLE
COVER SHEET

SCALE
@ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CC	**HN**	**AB**		

DRAWING NO.
A-000

PROJECT INFORMATION

ADDRESS:
130, 114, & 110 W. COLLEGE ST, LOS ANGELES, CA 90012
117 & 119 W. BRUNO ST, LOS ANGELES, CA 90012
973, 971, 963, 959, 955, 953, 949, 945, & 943 N. MAIN ST, LOS ANGELES, CA 90012

PROJECT SCOPE:
NEW CONSTRUCTION OF CREATIVE OFFICE BUILDING, CONSTRUCTION CONSISTING OF:
4 STORIES OFFICE, TYPE III-B ON TYPE I-A PODIUM
2 STORIES ABOVE GRADE PARKING STRUCTURE, TYPE I-A
1 BELOW-GRADE PARKING GARAGE, TYPE I-A

PROJECT USE:
CREATIVE OFFICE SPACE WITH ANCILLARY USES, RETAIL/RESTAURANT USES, AND ASSOCIATED PARKING

PROJECT NAME:
130 WEST COLLEGE STREET

LEGAL DESCRIPTION:
LOTS: FR D, 16-17, 25-35
BLOCKS: NONE
TRACTS: FREIGHT DEPOT TRACT, & BEAUDRY WATER WORKS TRACT
ARB: NONE
APN: 5409-008-001, 5409-008-002, 5409-008-003, 5409-008-004, 5409-008-005, 5409-008-006, 5409-008-015

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
LOT D OF THE FREIGHT DEPOT TRACT, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 72, PAGES 75 AND 76 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL MINERALS AND ALL MINERAL RIGHTS OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OR HEREAFTER DISCOVERED, INCLUDING, WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL AND GAS AND RIGHTS THERETO, TOGETHER WITH THE SOLE, EXCLUSIVE AND PERPETUAL RIGHT TO EXPLORE FOR, AND REMOVE AND DISPOSE OF SAID MINERALS BY ANY MEANS OR METHODS SUITABLE TO GRANTOR, ITS SUCCESSORS AND ASSIGNS, BUT WITHOUT ENTERING UPON OR USING THE SURFACE OF THE PROPERTY, AND IN SUCH MANNER AS NOT TO DAMAGE THE SURFACE OF SAID LANDS OR TO INTERFERE WITH THE USE THEREOF BY GRANTEE, HER HEIRS, SUCCESSORS OR ASSIGNS AS RESERVED BY DEED RECORDED ON OCTOBER 06, 1998 AS INSTRUMENT NO. 981819511, OFFICIAL RECORDS.

PARCEL 2:
LOTS 16, 17, AND 25 TO 35 INCLUSIVE OF THE BEAUDRY WATER WORKS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE(S) 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALSO THAT CERTAIN 16 FOOT ALLEY SHOWN ON SAID MAP ADJOINING LOTS 17 AND 26 ON THE EAST AND ADJOINING LOTS 27 TO 35 INCLUSIVE ON THE WEST, VACATED APRIL 21, 1904 BY ORDINANCE NO. 9460 OF SAID CITY.

ALSO THAT PORTION OF MAIN STREET IMMEDIATELY ADJOINING SAID LOTS 2 TO 35 INCLUSIVE ON THE SOUTHEAST, VACATED MARCH 01, 1905 BY ORDINANCE NO. 10749 OF SAID CITY.

FOR CONVEYANCING PURPOSES ONLY: APN 8409-008 -015 (PARCEL 1)
APN'S: 8409-008-001, 002, 003, 004, 005, AND 006 (PARCEL 2)

REQUIRED SETBACKS:
FRONT YARD = 0'
REAR YARD = 0'
SIDE YARDS = 0'

TYPE OF CONSTRUCTION:
TYPE I-A: PODIUM, PARKING STRUCTURE
TYPE III-B: OFFICE

OCCUPANCY:
A-2: FOOD AND DRINK CONSUMPTION ASSEMBLY
B: SMALL ASSEMBLY SPACES AND OFFICES
M: RETAIL
S-2: PARKING

LIFE SAFETY:
FULLY SPRINKLERED - FIRE SPRINKLER SYSTEM NFPA 13 PER CBC 903.3.1.1, 410.6, AND 410.7.

APPLICABLE CODES
PART 2 - CALIFORNIA BUILDING CODE (CBC)
PART 3 - CALIFORNIA ELECTRICAL CODE (CEC)
PART 4 - CALIFORNIA MECHANICAL CODE (CMC)
PART 5 - CALIFORNIA PLUMBING CODE (CPC)
PART 6 - CALIFORNIA ENERGY CODE (CEnC) (TITLE-24 BUILDING ENERGY EFFICIENCY STANDARDS)
PART 9 - CALIFORNIA FIRE CODE (CFC)
PART 11 - CALIFORNIA GREEN BUILDING CODE (CAL GREEN)
2010 STANDARDS FOR ACCESSIBLE DESIGN
ALL CURRENT LOS ANGELES MUNICIPAL CODES AND LOCAL ORDINANCES (L.A.M.C.)

EXISTING ZONING

GENERAL PLAN LAND USE DESIGNATION: REGIONAL COMMERCIAL
ZONE: [Q]C2-2-RIO, AND [T][Q]C2-2-RIO
ZI-2452 TRANSIT PRIORITY AREA IN THE CITY OF LOS ANGELES
ZI-2358 RIVER IMPLEMENTATION OVERLAY DISTRICT
ZI-2129 STATE ENTERPRISE ZONE: EAST LOS ANGELES
ZI-2498 LOCAL EMERGENCY TEMPORARY REGULATIONS - TIME LIMITS AND PARKING RELIEF - LAMC 16.02.1 TRANSIT ORIENTED COMMUNITIES (TOC) TIER 03
HEIGHT DISTRICT NO. 2

PROPOSED ZONING
C2-2D-RIO

LOT ACREAGE:
GROSS AREA: 2.649 ACRES OR 115,379 SF
NET AREA (PRE-DEDICATION): 2.240 ACRES OR 97,594 SF
NET AREA (POST-DEDICATION): 2.210 ACRES OR 96,268 SF

PROPOSED TOTAL BUILDING AREA:

TOTAL FLOOR AREA:	232,802 SF
OFFICE (INCLUDES EXTERIOR SPACES):	224,597 SF
RESTAURANT:	4,095 SF
RETAIL:	4,110 SF

ALLOWABLE FLOOR AREA RATIO (FAR)
ALLOWABLE FAR: 1.5:1
(UNDER EXISTING GENERAL PLAN AND ZONING)

PROPOSED FAR
PROPOSED FAR: 2.42:1
(UNDER PROPOSED GENERAL PLAN
AND ZONING, UTILIZING POST- DEDICATION LOT AREA)

ALLOWABLE HEIGHT
ALLOWABLE HEIGHT PER LOS ANGELES ZONING CODE: UNLIMITED
HEIGHT DISTRICT NO. 2

PROPOSED HEIGHT — **75' - 0" (BASED ON AVERAGE GRADE PLANE)**

TOP OF ROOF:	75' - 0"
TOP OF PARAPET:	76' - 6"
TOP OF MECHANICAL PENTHOUSE:	85' - 0"
NUMBER OF STORIES:	6 STORIES
BASEMENT:	10' - 0" BELOW GRADE
NUMBER OF STORIES:	1 STORY

EXTERIOR SPACE SUMMARY

EXTERIOR SPACE TOTAL (OFFSITE)
HARDSCAPE AREA TOTAL: 10,125 SF (75%)
SOFTSCAPE AREA TOTAL: 3,450 SF (25%)

TOTAL AREA: 13,575 SF

EXTERIOR SPACE TOTAL (ONSITE)
HARDSCAPE AREA TOTAL: 35,192 SF (67%)
SOFTSCAPE AREA TOTAL: 17,524 SF (33%)

TOTAL AREA: 52,716 SF

EXTERIOR SPACE TOTAL AREA: 66,291 SF

EXISTING TREES
TOTAL OFFSITE TREES (TO REMAIN) = 2

PROPOSED TREES
TOTAL GROUND LEVEL OFFSITE TREES = 35
TOTAL GROUND LEVEL ONSITE TREES = 8
TOTAL LEVEL 2 TREES = 18
TOTAL LEVEL 4 TREES = 12

TOTAL PROPOSED TREES = 73

PARKING ANALYSIS

EXISTING PARKING		= 0 SPACES
PARKING REQUIRED		
OFFICE USE (INCLUDES EXTERIOR SPACES)	= 224,597 SF @ 2/1000 SF	= 449 SPACES
RESTAURANT USE	= 4,095 SF @ 2/1000 SF	= 8 SPACES
RETAIL USE	= 4,110 SF @ 2/1000 SF	= 8 SPACES
TOTAL REQUIRED BY AREA		= 465 SPACES
TOTAL REPLACED BY BIKE PARKING		= -37 SPACES
TOTAL REQUIRED		**= 428 SPACES**
PARKING PROVIDED		
LEVEL B1		= 237 SPACES
LEVEL 01		= 89 SPACES
LEVEL P2		= 103 SPACES
TOTAL PROVIDED		**= 429 SPACES**
EV SPACE REQUIREMENT (PER ORDINANCE NO. 186485)		
EV CAPABLE SPACES	= 20% OF 429 SPACES	= 86 SPACES
EV CHARGING SPACES	= 10% OF 429 SPACES	= 43 SPACES
TOTAL REQUIRED EV SPACES	**= 30% OF 429 SPACES**	**= 129 SPACES**
TOTAL PROVIDED		**= 140 SPACES**
ACCESSIBLE SPACE REQUIREMENT (PER TABLE 11B-208.2)		
ATTRIBUTABLE STALL CALCULATION	= 429 SPACES - 43 EVCS SPACES	= 386 SPACES
TABLE 11B-208.2 RANGE	= 301 TO 400	
TOTAL REQUIRED ACCESSIBLE SPACES		**= 8 SPACES (2 VAN)**
TOTAL PROVIDED		**= 10 SPACES (5 VAN)**

PARKING STALL SUMMARY

TYPE	STALLS
CAR ACCESSIBLE (A)	5
COMPACT (C)	139
EV ACCESSIBLE STALLS (EVCS-A)	1
EV CAPABLE (EV)	96
EV CHARGING STALLS (EVCS)	41
EV VAN ACCESSIBLE STALLS (EVCS-AV)	2
STANDARD (S)	81
TANDEM (T)	62
VAN ACCESSIBLE (AV)	2
TOTAL STALLS	429

ELECTRIC STALL SUMMARY

TYPE	STALLS
EV CAPABLE	96
EV CHARGING	44
TOTAL EV STALLS	140

ACCESSIBLE STALL SUMMARY

TYPE	STALLS
CAR ACCESSIBLE	5
VAN ACCESSIBLE	5
TOTAL ACCESSIBLE STALLS	10

BICYCLE PARKING REQUIRED

LONG TERM REQUIRED		
OFFICE USE	= 224,597 SF @ 1/5,000 SF	= 45 SPACES
RESTAURANT USE	= 4,095 SF @ 1/2,000 SF	= 2 SPACES
RETAIL USE	= 4,110 SF @ 1/2,000 SF	= 2 SPACES
	TOTAL LONG TERM SPACES	= 49 SPACES
SHORT TERM REQUIRED		
OFFICE USE	= 224,597 SF @ 1/10,000 SF	= 22 SPACES
RESTAURANT USE	= 4,095 SF @ 1/2,000 SF	= 2 SPACES
RETAIL USE	= 4,110 SF @ 1/2,000 SF	= 2 SPACES
	TOTAL SHORT TERM SPACES	= 26 SPACES
TOTAL REQUIRED		**= 75 SPACES**

BICYCLE PARKING PROVIDED

LONG TERM	= 123 SPACES
SHORT TERM	= 26 SPACES
TOTAL PROVIDED (INCLUDES REPLACEMENT SPACES)	**= 149 SPACES**

AREA SUMMARY

AREA TYPES BY LEVEL

TYPE	AREA
01	
EXTERIOR COVERED SPACE	4,276 SF
OFFICE	17,497 SF
RESTAURANT	4,095 SF
RETAIL	4,110 SF
	29,978 SF
02	
EXTERIOR COVERED SPACE	6,243 SF
OFFICE	51,195 SF
	57,439 SF
03	
EXTERIOR COVERED WORKSPACE	1,335 SF
OFFICE	46,434 SF
	47,768 SF
04	
EXTERIOR COVERED SPACE	4,908 SF
OFFICE	45,740 SF
	50,647 SF
05	
EXTERIOR COVERED WORKSPACE	1,336 SF
OFFICE	45,633 SF
	46,969 SF
TOTAL FLOOR AREA	232,802 SF
FAR:	2.42:1

AREA TOTALS BY TYPE

TYPE	AREA
EXTERIOR COVERED SPACE	15,427 SF
EXTERIOR COVERED WORKSPACE	2,671 SF
OFFICE	206,499 SF
RESTAURANT	4,095 SF
RETAIL	4,110 SF
TOTAL FLOOR AREA	232,802 SF

SHEET LIST

Architecture	
A-000	COVER SHEET
A-002	PROJECT INFORMATION
A-011	SITE SURVEY
A-012	AERIAL OVERVIEW
A-013	SITE PHOTOS 1-2 OF 8
A-014	SITE PHOTOS 3-4 OF 8
A-015	SITE PHOTOS 5-6 OF 8
A-016	SITE PHOTOS 7-8 OF 8
A-020	RENDERING 1 OF 5
A-021	RENDERING 2-3 OF 5
A-022	RENDERING 4 OF 5
A-023	RENDERING 5 OF 5
A-030	AREA PLANS
A-031	PLOT PLAN
A-032	SITE PLAN
A-101	LEVEL B1
A-102	LEVEL 01
A-103	LEVEL P2
A-104	LEVEL 02
A-105	LEVEL 03
A-106	LEVEL 04
A-107	LEVEL 05
A-108	ROOF PLAN
A-121	LEVEL 01 - ENLARGED RESTAURANT
A-201	ELEVATIONS - NORTH, SOUTH
A-202	ELEVATIONS - WEST, EAST
A-301	LONGITUDINAL SECTIONS
A-302	TRANSVERSE SECTIONS
Civil	
C-101	GRADING PLAN
C-102	LID PLAN
Landscape	
L-001	EXTERIOR SPACE PLAN
L-002	TREE DISPOSITION PLAN
L-003	PLANTING PALETTE
L-101	LEVEL 01 OVERALL LANDSCAPE SITE PLAN
L-102	LEVEL 02 OVERALL LANDSCAPE SITE PLAN
L-103	LEVEL 04 OVERALL LANDSCAPE SITE PLAN
L-121	LEVEL 01 - ENLARGED STREET PLAZA AND STREETSCAPE
L-122	LEVEL 01 - ENLARGED ENTRY PLAZA GARDEN
L-201	RENDERED ELEVATIONS

PROJECT CONTACTS

OWNER:
S&R PROPERTIES, LLC
STEVE RIBOLI
737 LAMAR ST
LOS ANGELES, CA 90031

ARCHITECT:
GRIMSHAW, INC
ANDREW BYRNE
432 COLYTON STREET
LOS ANGELES, CA 90013
ANDREW.BYRNE@GRIMSHAW.GLOBAL

LANDSCAPE ARCHITECT:
SALT
423 GIN LING WAY
LOS ANGELES, CA 90012

FIRE, LIFE, AND SAFETY:
HOLMES
523 WEST 6TH STREET SUITE 1122
LOS ANGELES, CA 90014

MECHANICAL, ELECTRICAL & PLUMBING:
BURO HAPPOLD
800 WILSHIRE BLVD 16TH FLOOR LOS ANGELES, CA 90017

STRUCTURAL ENGINEER:
HOLMES
523 WEST 6TH STREET SUITE 1122
LOS ANGELES, CA 90014

CIVIL ENGINEER:
LANGAN
515 FLOWER STREET #2860
LOS ANGELES, CA 90071

PARKING:
WALKER CONSULTANTS
707 WILSHIRE BLVD, SUITE 3650
LOS ANGELES, CA 90017



VICINITY PLAN

ARCHITECT
GRIMSHAW
GRIMSHAW ARCHITECTS LLP
T +1 323 471 6700
www.grimshaw.global
432 Colyton Street, Los Angeles, CA 90013, USA

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CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV | BY | DATE | DESCRIPTION

KEY PLAN

NORTH

DRAWING TITLE
PROJECT INFORMATION

SCALE
No Scale @ ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CC	**HN**	**AB**		

DRAWING NO.
A-002

A.L.T.A./N.S.P.S. LAND TITLE SURVEY

130 W. COLLEGE ST, LOS ANGELES, CA 90012

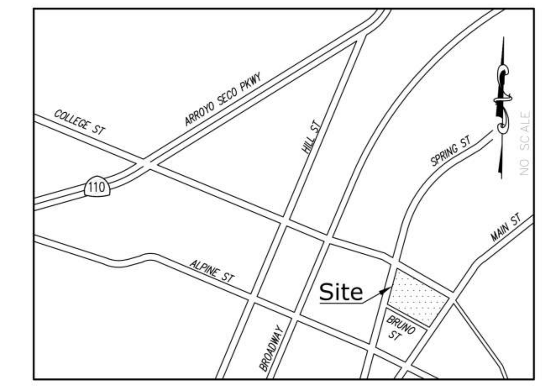


MONUMENT NOTES	
MON.#	DESCRIPTION
M11	FD. SPIKE & WASHER, NO REFERENCE, ACCEPTED AS POINT ON CL
M17	FD. CITY MONUMENT, PER RS 298/15
M19	FD. HEX BAR IN LIEU OF SSM IN WELL, PER F.B. 135-213/192
M20	FD. 2.5" BRASS DISC, PER F.B. 135-213/192
M21	FD. CITY MONUMENT, PER RS 298/15
M1234	FD. CONCRETE NAIL, IN LIEU OF L&T, PER F.B. 135-213/191

LEGEND

ASPHALT PAVEMENT
CONCRETE PAVEMENT
CONTROL POINT
ELECTRIC MANHOLE
FIRE HYDRANT
FOUND MONUMENT AS NOTED
GAS VALVE
GUARD POST
GUY WIRE
POWER POLE
POWER POLE W/TRANSFORMER
POWER POLE W/LIGHT
SEWER CLEAN OUT
SEWER MANHOLE
SIGN
STORM DRAIN MANHOLE
STREET LIGHT
TELECOM MANHOLE
TRAFFIC LIGHT
TREE (TYPICAL)
VENT
WATER MANHOLE
WATER VALVE
APN ASSESSOR'S PARCEL NUMBER
℄ CENTERLINE
ø DIAMETER OF EXISTING TREE
EC ELECTRIC CABINET
EM ELECTRIC METER
EP ELECTRIC PANEL
EPB ELECTRIC PULL BOX
FS FINISH SURFACE
FL FLOW LINE
GPWC GUARD POST WITH CHARGE
HCR HANDICAP RAMP
NG NATURAL GROUND
PC POLE CHARGE
TB TOP OF BERM
TC TOP OF CURB
TR TRANSFORMER
WM WATER METER
CENTERLINE
CHAIN LINK FENCE
EDGE OF PAVEMENT
INTERIOR LOT LINE
OVERHEAD LINE
PROPERTY LINE
RIGHT-OF-WAY

VICINITY MAP



LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT D OF THE FREIGHT DEPOT TRACT, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 72, PAGES 75 AND 76 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL MINERALS AND ALL MINERAL RIGHTS OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OR HEREAFTER DISCOVERED, INCLUDING, WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL AND GAS AND RIGHTS THERETO, TOGETHER WITH THE SOLE, EXCLUSIVE AND PERPETUAL RIGHT TO EXPLORE FOR, REMOVE AND DISPOSE OF SAID MINERALS BY ANY MEANS OR METHODS SUITABLE TO GRANTOR, ITS SUCCESSORS AND ASSIGNS, BUT WITHOUT ENTERING UPON OR USING THE SURFACE OF THE PROPERTY, AND IN SUCH MANNER AS NOT TO DAMAGE THE SURFACE OF SAID LANDS OR TO INTERFERE WITH THE USE THEREOF BY GRANTEE, HER HEIRS, SUCCESSORS OR ASSIGNS AS RESERVED BY DEED RECORDED ON OCTOBER 06, 1998 AS INSTRUMENT NO. 981819511, OFFICIAL RECORDS.

PARCEL 2:

LOTS 16, 17 AND 25 TO 35 INCLUSIVE OF THE BEAUDRY WATER WORKS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE(S) 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALSO THAT CERTAIN 16 FOOT ALLEY SHOWN ON SAID MAP ADJOINING LOTS 17 AND 26 ON THE EAST AND ADJOINING LOTS 27 TO 35 INCLUSIVE ON THE WEST, VACATED APRIL 21, 1904 BY ORDINANCE NO. 9460 OF SAID CITY.

ALSO THAT PORTION OF MAIN STREET IMMEDIATELY ADJOINING SAID LOTS 27 TO 35 INCLUSIVE ON THE SOUTHEAST, VACATED MARCH 01, 1905 BY ORDINANCE NO. 10749 OF SAID CITY.

FOR CONVEYANCING PURPOSES ONLY: APN 8409-008-015 (PARCEL 1)
APNS: 8409-008-001, 002, 003, 004, 005 AND 006 (PARCEL 2)

SCHEDULE B ITEMS

BASED UPON TITLE REPORT NO. 1002-368778-RTT, DATED JUNE 28, 2022 AS PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY.

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET. **(NOT A SURVEY MATTER)**
2. (A) TAXES OR ASSESSMENTS THAT ARE NOT SHOWN AS EXISTING LIENS BY THE RECORDS OF ANY TAXING AUTHORITY THAT LEVIES TAXES OR ASSESSMENTS ON REAL PROPERTY OR BY THE PUBLIC RECORDS; (B) PROCEEDINGS BY A PUBLIC AGENCY THAT MAY RESULT IN TAXES OR ASSESSMENTS, OR NOTICES OF SUCH PROCEEDINGS, WHETHER OR NOT SHOWN BY THE RECORDS OF SUCH AGENCY OR BY THE PUBLIC RECORDS. **(NOT A SURVEY MATTER)**
3. ANY FACTS, RIGHTS, INTERESTS, OR CLAIMS THAT ARE NOT SHOWN BY THE PUBLIC RECORDS BUT THAT COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR THAT MAY BE ASSERTED BY PERSONS IN POSSESSION OF THE LAND. **(NOT A SURVEY MATTER)**
4. EASEMENTS, LIENS OR ENCUMBRANCES, OR CLAIMS THEREOF, NOT SHOWN BY THE PUBLIC RECORDS. **(NOT A SURVEY MATTER)**
5. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND AND NOT SHOWN BY THE PUBLIC RECORDS. **(NOT A SURVEY MATTER)**
6. (A) UNPATENTED MINING CLAIMS; (B) RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; (C) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT THE MATTERS EXCEPTED UNDER (A), (B), OR (C) ARE SHOWN BY THE PUBLIC RECORDS. **(NOT A SURVEY MATTER)**
7. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2022-2023, A LIEN NOT YET DUE OR PAYABLE. **(NOT A SURVEY MATTER)**
8. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2021-2022 HAVE BEEN PAID. **(NOT A SURVEY MATTER)**
9. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE. **(NOT A SURVEY MATTER)**
10. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS. **(NOT A SURVEY MATTER)**
11. A COVENANT AND AGREEMENT RECORDED NOVEMBER 24, 1986 AS INSTRUMENT NO. 86-1627018, OFFICIAL RECORDS. **(NOT A SURVEY MATTER)**
12. AN EASEMENT TO CONSTRUCT, RECONSTRUCT, MAINTAIN AND USE, A ROADWAY AND ROADWAY RELATED FACILITIES AND IMPROVEMENTS, UTILITY LINES AND COMMUNICATIONS LINES AND FACILITIES OF EVERY KIND AND NATURE INCLUDING, BUT NOT LIMITED TO, TELEPHONE, TELEGRAPH, TELEVISION AND FIBER OPTIC LINES AND RELATED EQUIPMENT PURPOSES; IN FAVOR OF LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, A COUNTY TRANSPORTATION AUTHORITY EXISTING UNDER THE AUTHORITY OF 130050.2 ET SEQ. OF THE CALIFORNIA PUBLIC UTILITIES CODE; RECORDED MARCH 30, 1995 AS INSTRUMENT NO. 95-452262, OF OFFICIAL RECORDS. **(PLOTTED HEREON)**
13. THE MATTERS CONTAINED IN AN INSTRUMENT ENTITLED "RESOLUTION HISTORIC RESOURCES DESIGNATION (PUBLIC RESOURCES CODE SECTION 5029; GOVERNMENT CODE SECTION 27288.2)"; RECORDED APRIL 27, 1995 AS INSTRUMENT NO. 95-695495, OF OFFICIAL RECORDS. **(NOT A SURVEY MATTER)**
14. RIGHTS OF PARTIES IN POSSESSION. **(NOT A SURVEY MATTER)**

POSSIBLE ENCROACHMENT NOTES

THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES. STATEMENT OF OWNERSHIP OR POSSESSION IS NOT THE INTENT OF THIS LISTING.

NO APPARENT ENCROACHMENTS

SURVEYOR'S NOTES

- THE UTILITIES SHOWN HEREON ARE BASED ON OBSERVED EVIDENCE ONLY. THIS SURVEY WOULD NOT SHOW UTILITIES COVERED BY CARS/TRUCKS OR RECENTLY PAVED ASPHALT/CONCRETE OR OVERGROWN BRUSH, TREES AND SHRUBS.
- UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR AND/OR ENGINEER RESPONSIBLE FOR ITS PREPARATION, THIS IS NOT AN AUTHENTIC COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.

ITEMS CORRESPONDING TO TABLE A ITEMS

ITEM 6(a)
ZONING INFORMATION NOT PROVIDED BY CLIENT

ITEM 14
THE NEAREST INTERSECTING STREET TO THE PROPERTY AS SHOWN HEREON.

ITEM 16
NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK.

ITEM 17
NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK.

FLOOD NOTE: BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, PANEL NO. 06037C1628F, PANEL DATED 9/26/2008. THIS PROPERTY IS NOT LOCATED IN AN AREA WHERE FLOOD HAZARDS EXIST AS DETERMINED BY FEMA. BY TELEPHONE CALL TO THE NATIONAL FLOOD INSURANCE PROGRAM (800-638-6620) WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

SURVEYOR'S CERTIFICATE

TO S&R PARTNERS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY AND FIRST AMERICAN TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11(a), 14, 15, 16 & 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 25, 2022.

DATE OF PLAT OR MAP: AUGUST 25, 2022.

REVISIONS			
NO.	DATE	REVISIONS	BY
0	08/25/22	SUBMITTAL	VG

UTILITY STATEMENT

BURIED UTILITIES AND/OR PIPELINES SHOWN HEREON ARE PER VISIBLE AND APPARENT SURFACE EVIDENCE, RECORD DRAWINGS OF THE CONSTRUCTED UTILITY LINES OBTAINED FROM RELIABLE AND RESPONSIBLE SOURCES NOT CONNECTED WITH CALVADA SURVEYING, INC. OR MARKINGS PROVIDED BY AN INDEPENDENT LOCATING CONTRACTOR. NO GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF SUCH INFORMATION. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES OR PIPE LINES ARE REQUIRED, THE UTILITY OR PIPELINE WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. CALVADA SURVEYING, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE HELD LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES OR PIPELINES.

Underground Service Alert
CALL BEFORE YOU DIG
Call: TOLL FREE
1-800
227-2600
TWO WORKING DAYS BEFORE YOU DIG

PREPARED FOR

LANGAN

135 MAIN ST., SUITE 1500
SAN FRANCISCO, CA 94105

PHONE: (415) 955-5200
FAX: (415) 955-5201

BASIS OF BEARINGS

THE BASIS OF BEARING FOR THIS SURVEY IS THE CALIFORNIA COORDINATES SYSTEM (CCS 83), ZONE 5, 1983 DATUM, DEFINED BY SECTIONS 8801 TO 8819 OF THE CALIFORNIA PUBLIC RESOURCES CODE.

SITE INFORMATION

SITE ADDRESS: 130 W. COLLEGE ST, LOS ANGELES, CA 90012

PROPERTY AREA: GROSS AREA: 2.649 AC. OR 115,379 SQ. FT.
NET AREA: 2.240 AC. OR 97,594 SQ. FT.

PARKING COUNT: 128 REGULAR PARKING STALLS
128 TOTAL PARKING STALLS

ASSESSOR'S PARCEL NOS.: 5409-008-001
5409-008-002
5409-008-003
5409-008-004
5409-008-005
5409-008-006
5409-008-015

SURVEYOR OF RECORD

FIELD COMPLETION DATE: JULY 25, 2022

LICENSED LAND SURVEYOR Armando D. DuPont L.S. 7780 Date Signed: 08/25/2022 STATE OF CALIFORNIA

Armando D. DuPont
Registration No. 7780

CALVADA SURVEYING, INC.
411 Jenks Circle, Suite 205, Corona, CA 92878
Phone: 951-280-9960 Fax: 951-280-9746
Toll Free: 800-CALVADA www.calvada.com
EST. 1989 JOB NO. 22561

SHEET 1 OF 2

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CLIENT
S&R Partners, LLC

CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St. Los Angeles, CA 90012 USA

REV BY DATE DESCRIPTION

0 10' 20' 40'
SCALE: 1" = 20'-0"

KEY PLAN

NORTH

DRAWING TITLE
SITE SURVEY

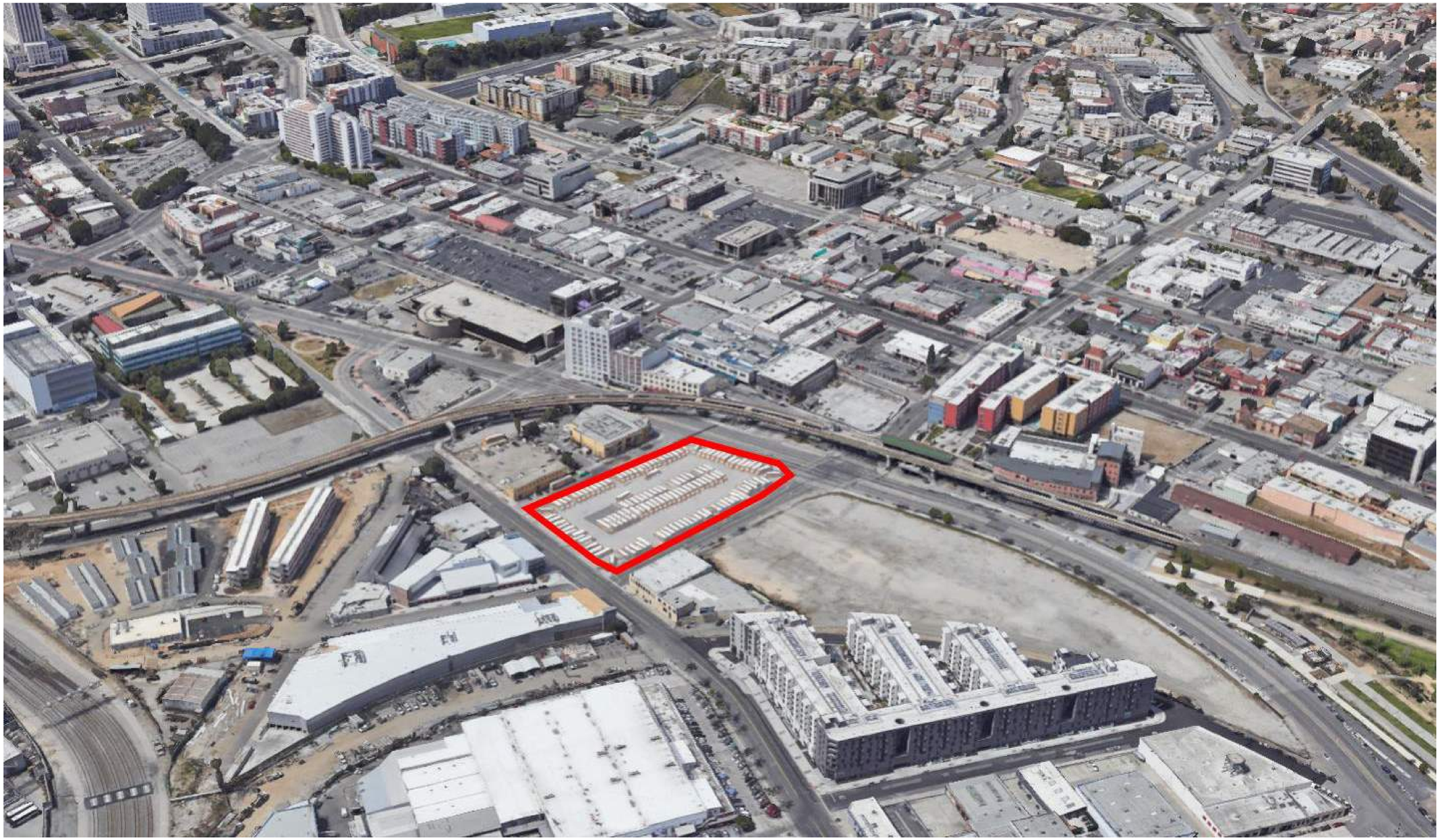
SCALE
1" = 20'-0" @ ARCH E1

STATUS
For Information

DRW CH APPR
AAA BBB CCC

DRW DATE REV

DRAWING NO.
A-011



1. AERIAL VIEW LOOKING SOUTHWEST

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USA

REV	BY	DATE	DESCRIPTION

KEY PLAN

DRAWING TITLE
AERIAL OVERVIEW

SCALE
No Scale @ ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CC	**HN**	**AB**		

DRAWING NO.
A-012



1. VIEW FROM NW INTERSECTION OF ALAMEDA AND COLLEGE ST LOOKING SOUTHEAST



2. VIEW FROM NW INTERSECTION OF ALAMEDA AND BRUNO ST LOOKING EAST-NORTHEAST



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REV BY DATE DESCRIPTION

KEY PLAN

DRAWING TITLE
SITE PHOTOS 1-2 OF 8

SCALE
No Scale @ ARCH E1

STATUS
For Information

DRW **JS** CH **HN** APPR **AB** DRW DATE REV

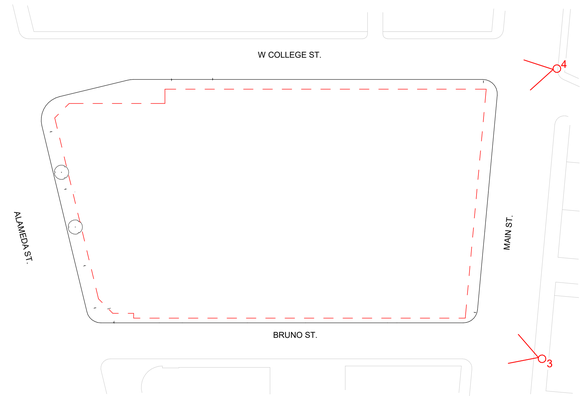
DRAWING NO.
A-013



3. VIEW FROM SE INTERSECTION OF MAIN AND BRUNO ST LOOKING NORTHWEST



4. VIEW FROM NE INTERSECTION OF MAIN AND COLLEGE ST LOOKING WEST-SOUTHWEST



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REV	BY	DATE	DESCRIPTION

KEY PLAN

DRAWING TITLE
SITE PHOTOS 3-4 OF 8

SCALE
No Scale @ ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
JS	**HN**	**AB**		

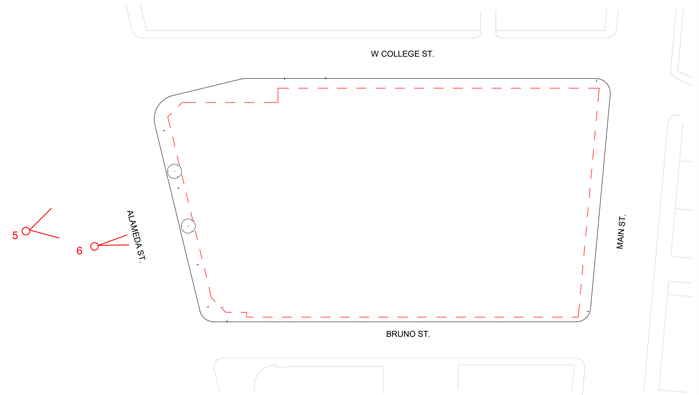
DRAWING NO.
A-014



5. MID-BLOCK VIEW OF ALAMEDA ST LOOKING EAST



6. CLOSE-FOCUS VIEW OF EXISTING STREET TREE ON ALAMEDA ST



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KEY PLAN

DRAWING TITLE
SITE PHOTOS 5-6 OF 8

SCALE
No Scale @ ARCH E1

STATUS
For Information

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JS	**HN**	**AB**		

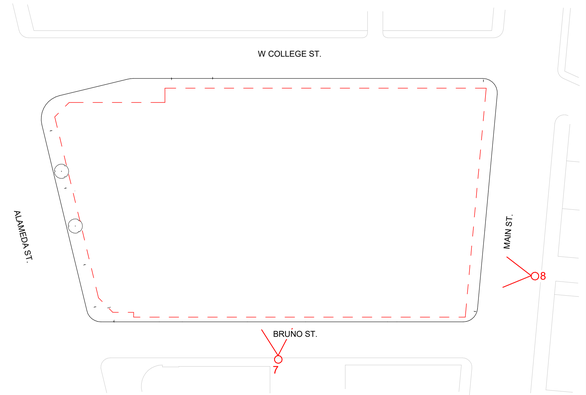
DRAWING NO.
A-015



7. MID-BLOCK VIEW OF BRUNO ST LOOKING NORTH



8. MID-BLOCK VIEW OF MAIN ST LOOKING WEST



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KEY PLAN

DRAWING TITLE
SITE PHOTOS 7-8 OF 8

SCALE
No Scale @ ARCH E1

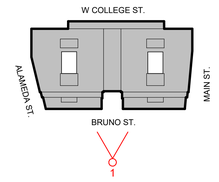
STATUS
For Information

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JS	**HN**	**AB**		

DRAWING NO.
A-016



1. AERIAL VIEW FROM SOUTH



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REV	BY	DATE	DESCRIPTION

KEY PLAN

DRAWING TITLE
RENDERING 1 OF 5

SCALE
No Scale @ ARCH E1

STATUS
For Information

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CC	**HN**	**AB**		

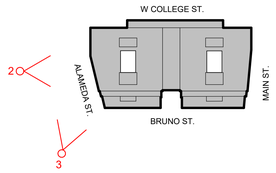
DRAWING NO.
A-020



2. VIEW FROM ALAMEDA



3. AERIAL VIEW OF SOUTHWEST CORNER



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REV	BY	DATE	DESCRIPTION

KEY PLAN

DRAWING TITLE
RENDERING 2-3 OF 5

SCALE
No Scale @ ARCH E1

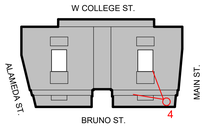
STATUS
For Information

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CC	**HN**	**AB**		

DRAWING NO.
A-021



4. VIEW FROM LEVEL 02 TERRACE



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PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION

KEY PLAN

DRAWING TITLE
RENDERING 4 OF 5

SCALE
No Scale @ ARCH E1

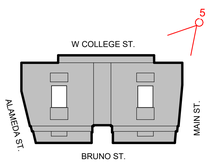
STATUS
For Information

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DRAWING NO.
A-022



5. AERIAL VIEW FROM NORTHEAST



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130 West College St.
Los Angeles, CA
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USA

REV	BY	DATE	DESCRIPTION

KEY PLAN

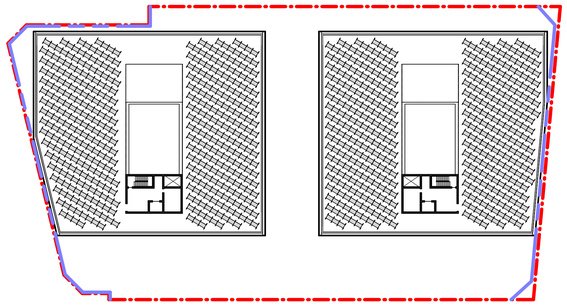
DRAWING TITLE
RENDERING 5 OF 5

SCALE
No Scale @ ARCH E1

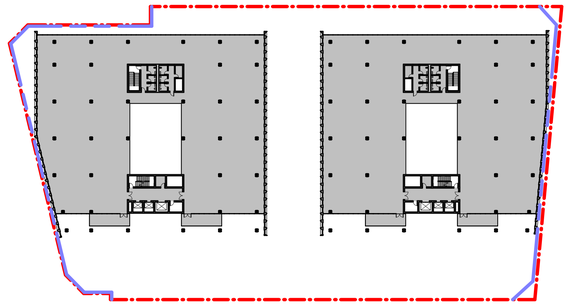
STATUS
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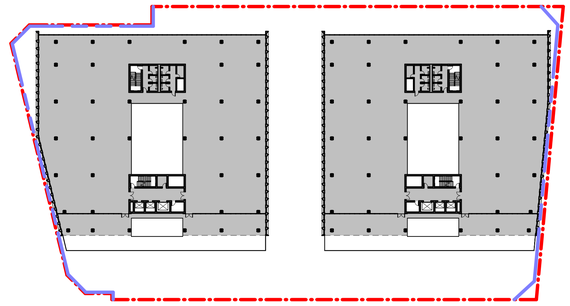
DRAWING NO.
A-023



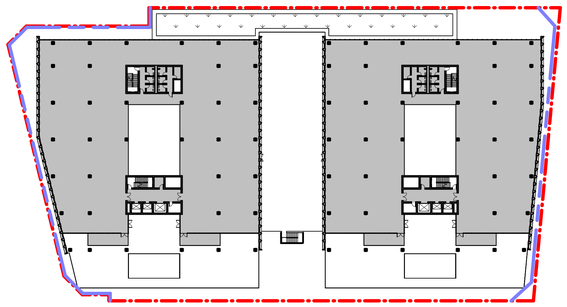
8 ROOF
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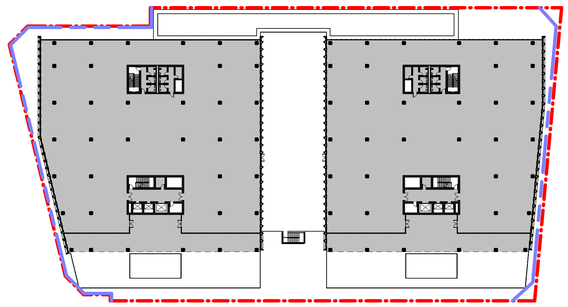
7 LEVEL 05
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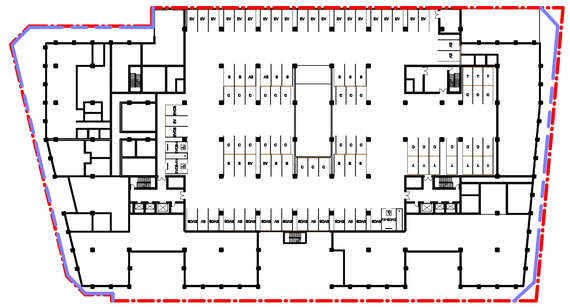
6 LEVEL 04
1" = 50'-0"



5 LEVEL 03
1" = 50'-0"



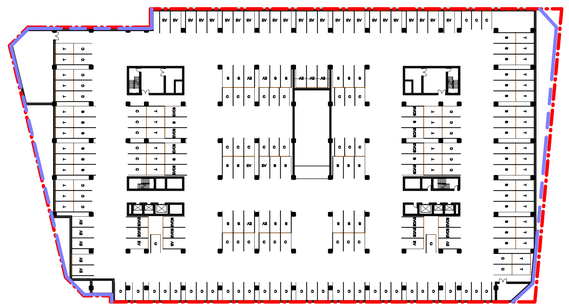
4 LEVEL 02
1" = 50'-0"



3 LEVEL P2
1" = 50'-0"



2 LEVEL 01
1" = 50'-0"



1 LEVEL B1
1" = 50'-0"

AREA TOTALS BY LEVEL

Level	Area
01	29,978 SF
02	57,439 SF
03	47,768 SF
04	50,647 SF
05	46,969 SF
TOTAL BUILDING FAR	232,802 SF

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REV	BY	DATE	DESCRIPTION

0 25' 50' 100'
SCALE: 1" = 50'-0"

KEY PLAN

NORTH

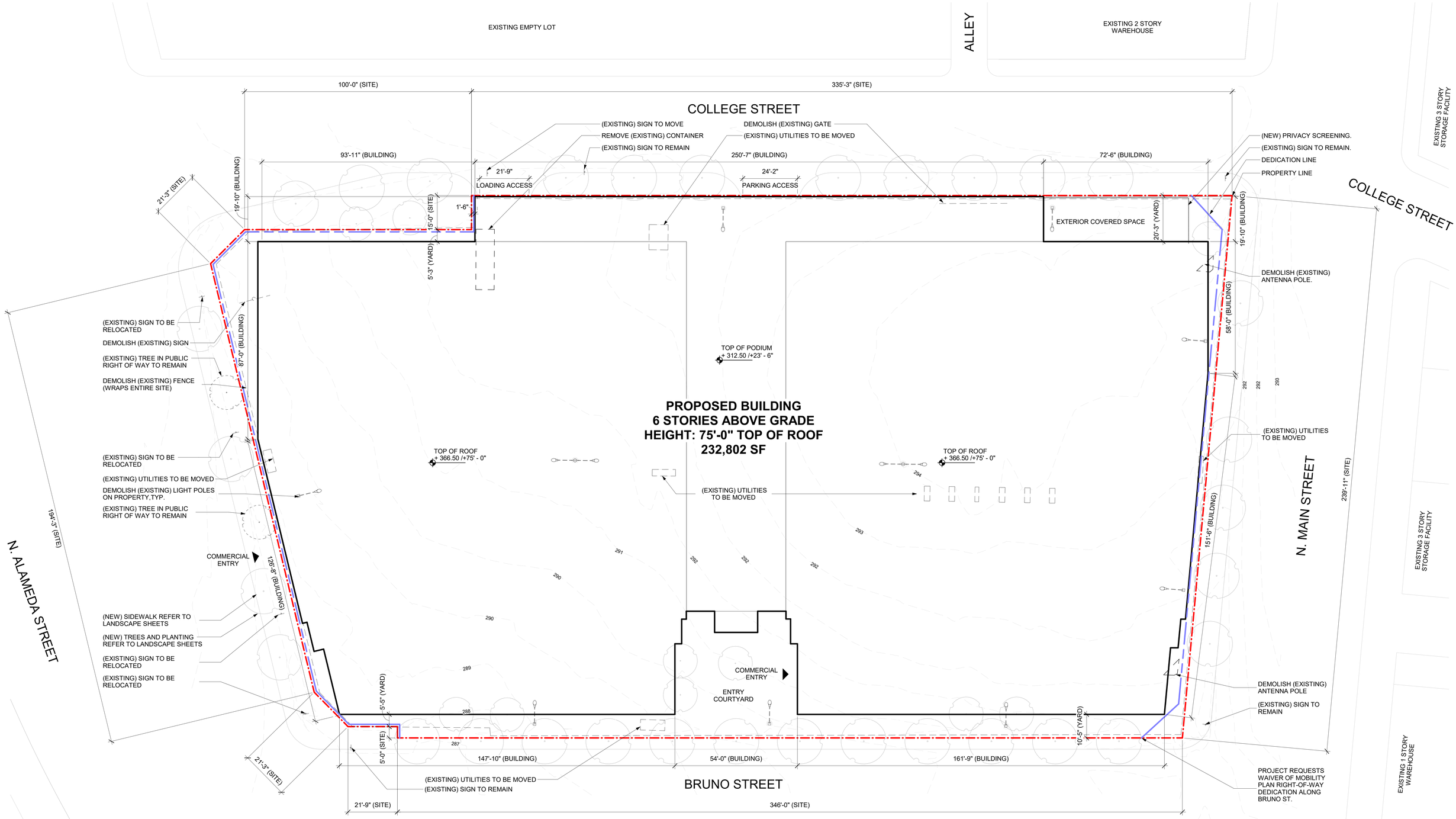
DRAWING TITLE
AREA PLANS

SCALE
1" = 50'-0"
@ARCH E1

STATUS
For Information

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CC	**HN**	**AB**		

DRAWING NO.
A-030



1 PLOT PLAN
1/16" = 1'-0"

SUMMARY TABLE

SITE ADDRESSES:
130, 114, & 110 W. COLLEGE ST, LOS ANGELES, CA 90012
117 & 119 W. BRUNO ST, LOS ANGELES, CA 90012
973, 971, 963, 959, 955, 953, 949, 945, & 943 N. MAIN ST, LOS ANGELES, CA 90012

LEGAL DESCRIPTION:
LOTS: FR D, 16-17, 25-35
BLOCKS: NONE
TRACTS: FREIGHT DEPOT TRACT, & BEAUDRY WATER WORKS TRACT
ARB: NONE
APN: 5409-008-001, 5409-008-002, 5409-008-003, 5409-008-004, 5409-008-005, 5409-008-006, 5409-008-015

TOTAL SITE AREA: PRE-DEDICATION: 97,594 SF / 2.240 ACRES; POST-DEDICATION: 96,268 SF / 2.210 ACRES

PROGRAM AND DENSITY

	PROPOSED
MAX FAR:	2.42:1
MAX AREA:	232,802 SF
HEIGHT	**ALLOWABLE** UNLIMITED
	PROPOSED
TOP OF ROOF:	75' - 0"
TOP OF PARAPET:	77' - 6"
TOP OF MECHANICAL PENTHOUSE:	85' - 0"
NUMBER OF STORIES:	6 STORIES
BASEMENT: NUMBER OF STORIES:	10' - 0" BELOW GRADE 1 STORY

AREA SUMMARY

TYPE	AREA
EXTERIOR COVERED SPACE	15,427 SF
EXTERIOR COVERED WORKSPACE	2,671 SF
OFFICE	206,499 SF
RESTAURANT	4,095 SF
RETAIL	4,110 SF
TOTAL FLOOR AREA	232,802 SF

EXTERIOR SPACE SUMMARY

EXTERIOR SPACE TOTAL (OFFSITE)
HARDSCAPE AREA TOTAL: 10,125 SF (75%)
SOFTSCAPE AREA TOTAL: 3,450 SF (25%)

TOTAL AREA: 13,575 SF

EXTERIOR SPACE TOTAL (ONSITE)
HARDSCAPE AREA TOTAL: 35,192 SF (67%)
SOFTSCAPE AREA TOTAL: 17,524 SF (33%)

TOTAL AREA: 52,716 SF

EXTERIOR SPACE TOTAL AREA: 66,291 SF

EXISTING TREES
TOTAL OFFSITE TREES (TO REMAIN) = 2

PROPOSED TREES
TOTAL GROUND LEVEL OFFSITE TREES = 35
TOTAL GROUND LEVEL ONSITE TREES = 8
TOTAL LEVEL 2 TREES = 18
TOTAL LEVEL 4 TREES = 12

TOTAL PROPOSED TREES = 73

EXISTING PARKING = 0 SPACES

PARKING REQUIRED

OFFICE USE (INCLUDES EXTERIOR SPACES)	= 224,597 SF @ 2/1000 SF	= 449 SPACES
RESTAURANT USE	= 4,095 SF @ 2/1000 SF	= 8 SPACES
RETAIL USE	= 4,110 SF @ 2/1000 SF	= 8 SPACES
TOTAL		**= 465 SPACES**
TOTAL REPLACED BY BIKE PARKING		= -37 SPACES
TOTAL REQUIRED		**= 428 SPACES**

PARKING PROVIDED

LEVEL B1	= 237 SPACES
LEVEL 01	= 89 SPACES
LEVEL P2	= 103 SPACES
TOTAL PROVIDED	**= 429 SPACES**

PARKING STALL SUMMARY

TYPE	STALLS
CAR ACCESSIBLE (A)	5
COMPACT (C)	139
EV ACCESSIBLE STALLS (EVCS-A)	1
EV CAPABLE (EV)	96
EV CHARGING STALLS (EVCS)	41
EV VAN ACCESSIBLE STALLS (EVCS-AV)	2
STANDARD (S)	81
TANDEM (T)	62
VAN ACCESSIBLE (AV)	2
TOTAL STALLS	429

BICYCLE PARKING REQUIRED

LONG TERM REQUIRED		
OFFICE USE (INCLUDES EXTERIOR SPACES)	= 224,597 SF @ 1/5,000 SF	= 45 SPACES
RESTAURANT USE	= 4,095 SF @ 1/2,000 SF	= 2 SPACES
RETAIL USE	= 4,110 SF @ 1/2,000 SF	= 2 SPACES
	TOTAL LONG TERM SPACES	= 49 SPACES
SHORT TERM REQUIRED		
OFFICE USE (INCLUDES EXTERIOR SPACES)	= 224,597 SF @ 1/10,000 SF	= 22 SPACES
RESTAURANT USE	= 4,095 SF @ 1/2,000 SF	= 2 SPACES
RETAIL USE	= 4,110 SF @ 1/2,000 SF	= 2 SPACES
	TOTAL SHORT TERM SPACES	= 26 SPACES
TOTAL REQUIRED		**= 75 SPACES**

BICYCLE PARKING PROVIDED

LONG TERM	= 123 SPACES
SHORT TERM	= 26 SPACES
TOTAL PROVIDED (INCLUDES REPLACEMENT SPACES)	**= 149 SPACES**

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REV	BY	DATE	DESCRIPTION

KEY PLAN

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

NORTH

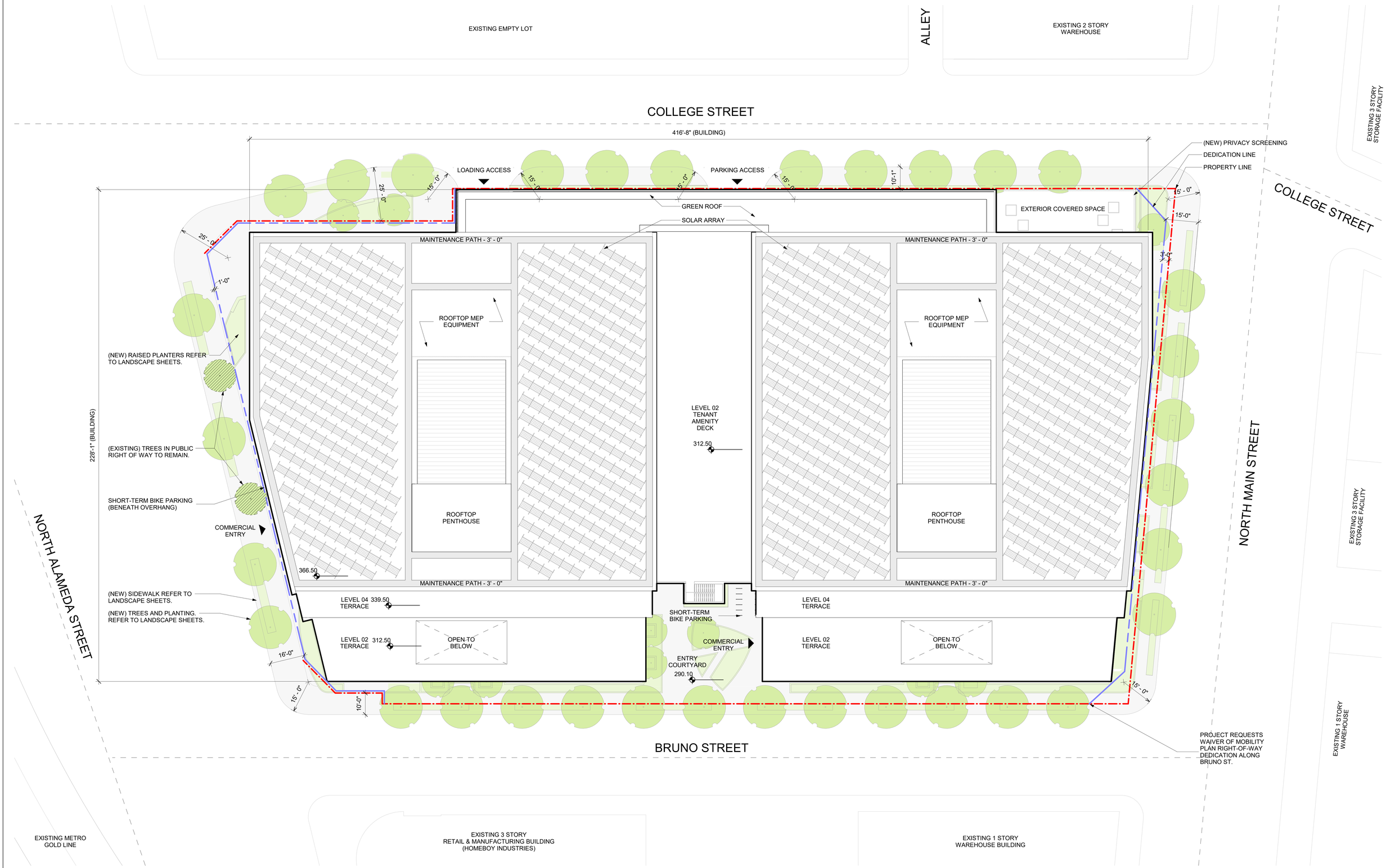
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PLOT PLAN

SCALE
1/16" = 1'-0"
@ARCH E1

STATUS
For Information

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DRAWING NO.
A-031



1 SITE PLAN
1/16" = 1'-0"

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0 6'-0" 12'-0" 24'-0"
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KEY PLAN
NORTH

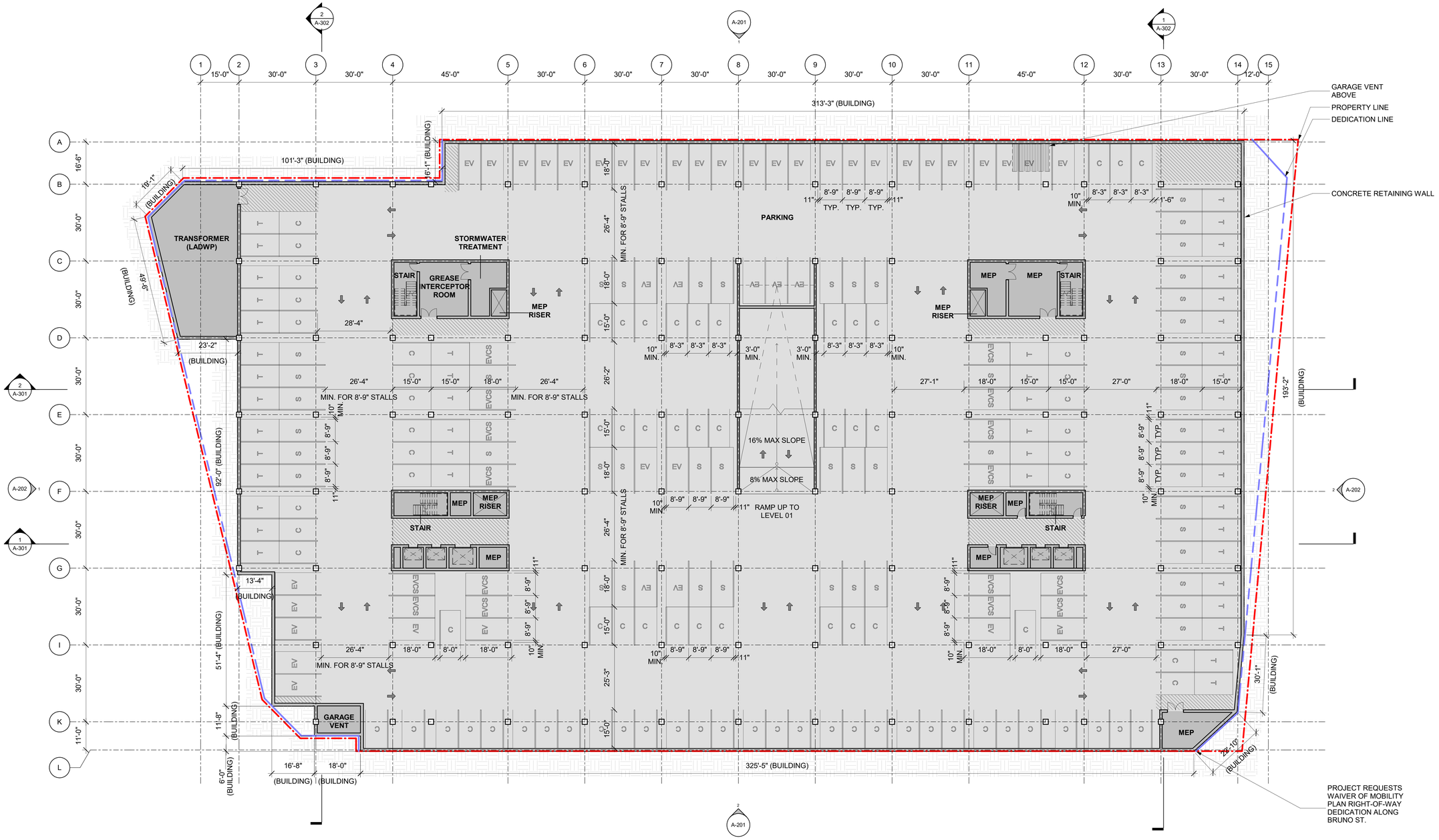
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SITE PLAN

SCALE
1/16" = 1'-0"
@ARCH E1

STATUS
For Information

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DRAWING NO.
A-032



1 LEVEL B1
1/16" = 1'-0"

B1 PARKING SUMMARY

TYPE	STALLS
COMPACT (C)	84
EV CAPABLE (EV)	42
EV CHARGING STALLS (EVCS)	16
STANDARD (S)	49
TANDEM (T)	46
TOTAL STALLS	237

LEVEL B1 AREA SUMMARY

TYPE	AREA

AREA LEGEND

- OFFICE
- EXTERIOR COVERED SPACE
- RETAIL
- RESTAURANT
- BACK OF HOUSE/PARKING

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0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

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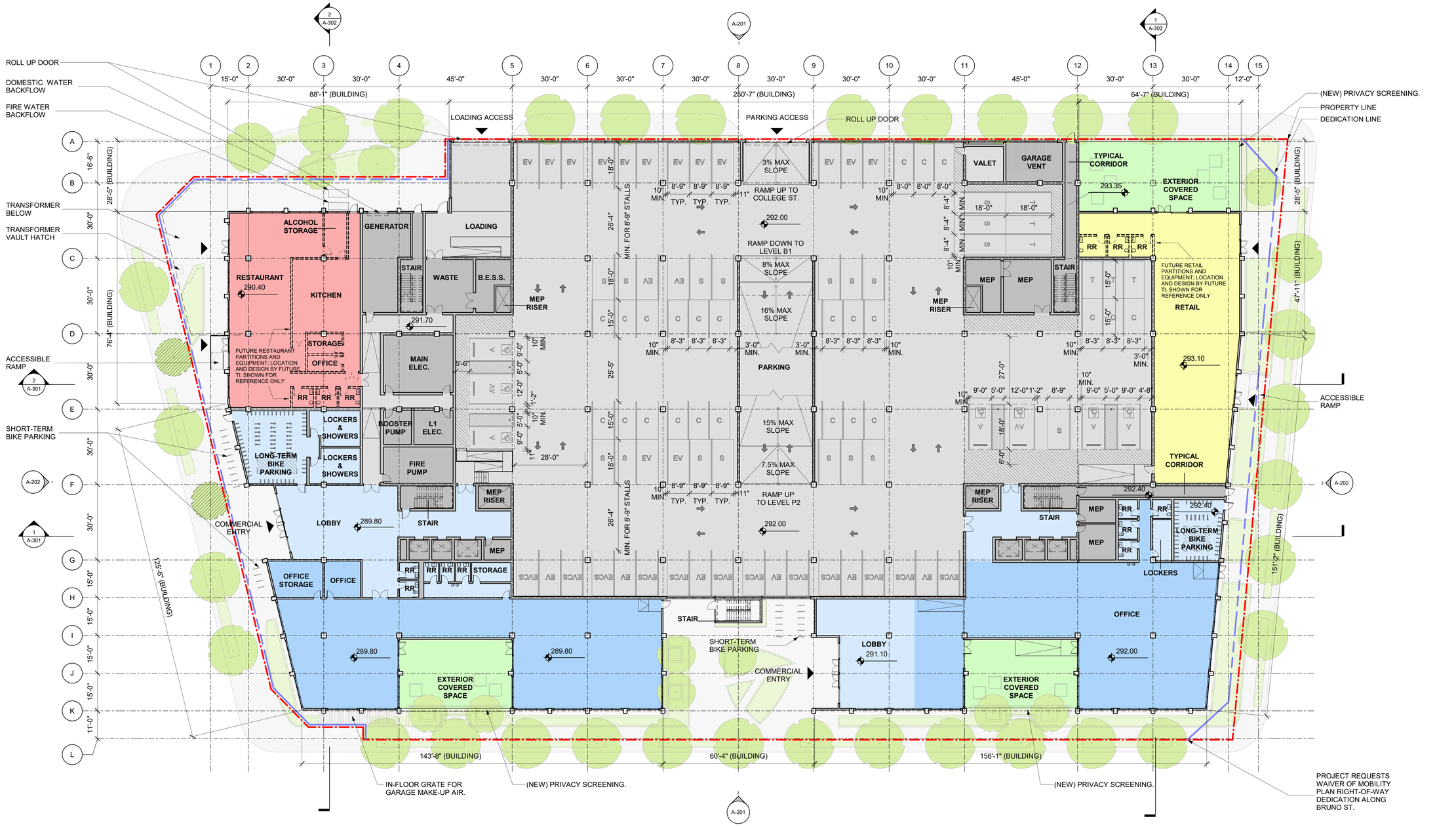
DRAWING TITLE
LEVEL B1

SCALE
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@ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
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DRAWING NO.
A-101



1 LEVEL 01
1/16" = 1'-0"

P1 PARKING SUMMARY

TYPE	STALLS
CAR ACCESSIBLE (A)	5
COMPACT (C)	24
EV CAPABLE (EV)	22
EV CHARGING STALLS (EVCS)	12
STANDARD (S)	18
TANDEM (T)	6
VAN ACCESSIBLE (AV)	2
TOTAL STALLS	89

LEVEL 01 AREA SUMMARY

TYPE	AREA
EXTERIOR COVERED SPACE	4,276 SF
OFFICE	17,497 SF
RESTAURANT	4,095 SF
RETAIL	4,110 SF
TOTAL FLOOR AREA	29,978 SF

AREA LEGEND

- OFFICE
- EXTERIOR COVERED SPACE
- RETAIL
- RESTAURANT
- BACK OF HOUSE/PARKING

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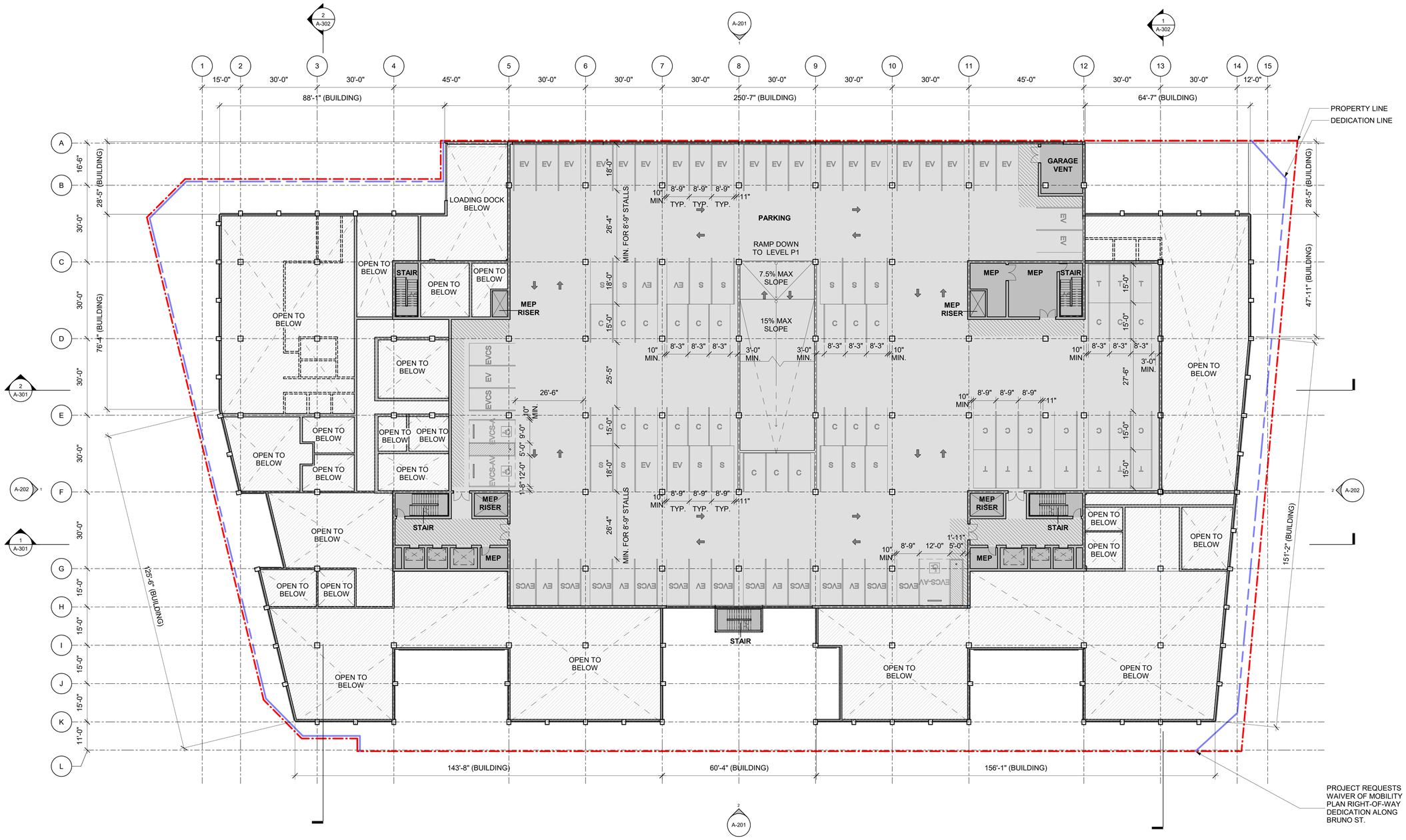
DRAWING TITLE
LEVEL 01

SCALE
1/16" = 1'-0"
@ARCH E1

STATUS
For Information

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CC	HN	AB		

DRAWING NO.
A-102



1 LEVEL P2
1/16" = 1'-0"

P2 PARKING SUMMARY

TYPE	STALLS
COMPACT (C)	31
EV ACCESSIBLE STALLS (EVCS-A)	1
EV CAPABLE (EV)	32
EV CHARGING STALLS (EVCS)	13
EV VAN ACCESSIBLE STALLS (EVCS-AV)	2
STANDARD (S)	14
TANDEM (T)	10
TOTAL STALLS	103

LEVEL P2 AREA SUMMARY

TYPE	AREA

AREA LEGEND

- OFFICE
- EXTERIOR COVERED SPACE
- RETAIL
- RESTAURANT
- BACK OF HOUSE/PARKING

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NORTH

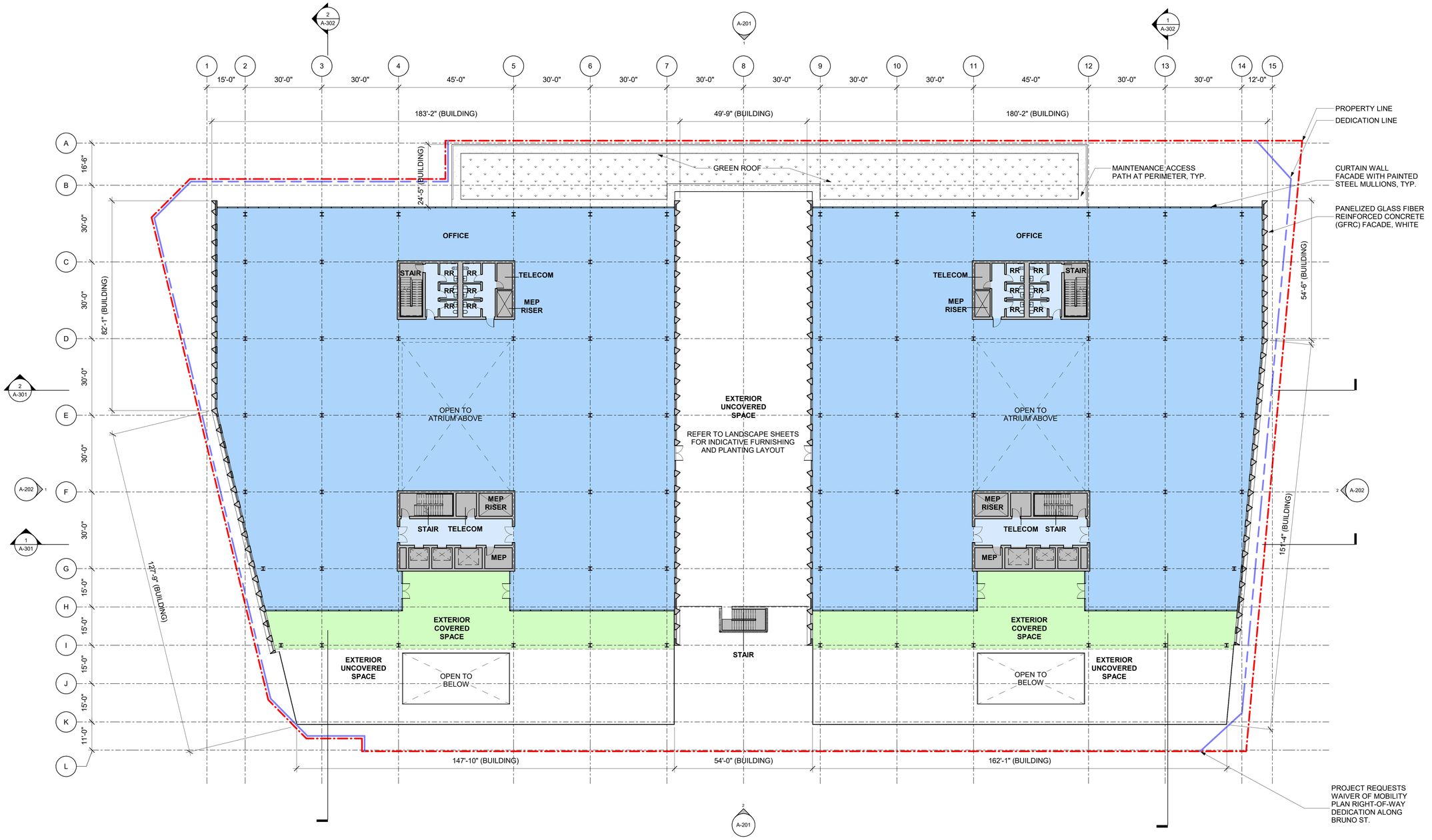
DRAWING TITLE
LEVEL P2

SCALE
1/16" = 1'-0"
@ARCH E1

STATUS
For Information

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CC	**HN**	**AB**		

DRAWING NO.
A-103



1 LEVEL 02
1/16" = 1'-0"

LEVEL 02 AREA SUMMARY

TYPE	AREA
EXTERIOR COVERED SPACE	6,243 SF
OFFICE	51,195 SF
TOTAL FLOOR AREA	57,439 SF

AREA LEGEND

- OFFICE
- EXTERIOR COVERED SPACE
- RETAIL
- RESTAURANT
- BACK OF HOUSE/PARKING

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SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

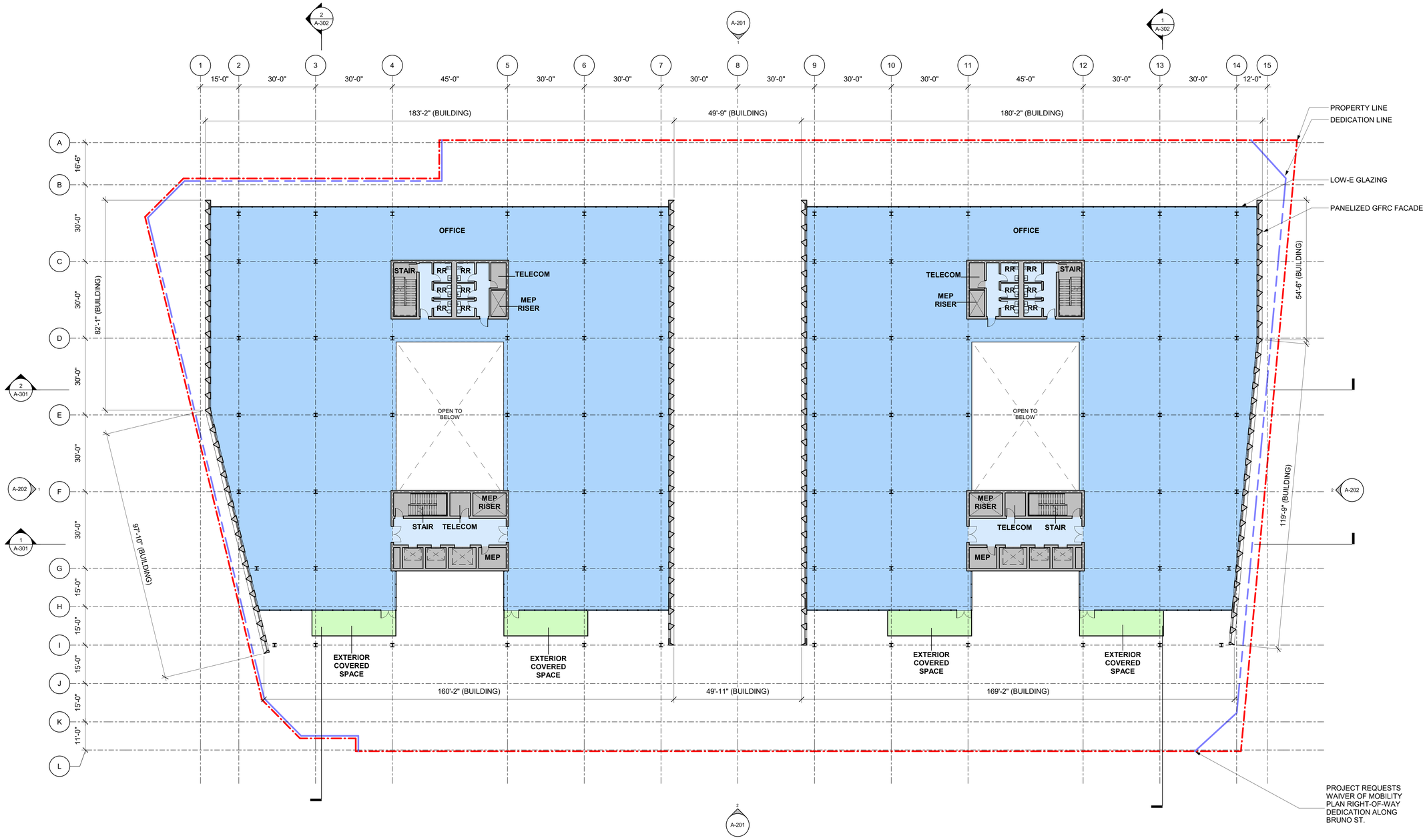
DRAWING TITLE
LEVEL 02

SCALE
1/16" = 1'-0"
@ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CC	**HN**	**AB**		

DRAWING NO.
A-104



1 LEVEL 03
1/16" = 1'-0"

LEVEL 03 AREA SUMMARY

TYPE	AREA
EXTERIOR COVERED WORKSPACE	1,335 SF
OFFICE	46,434 SF
TOTAL FLOOR AREA	47,768 SF

AREA LEGEND

- OFFICE
- EXTERIOR COVERED SPACE
- RETAIL
- RESTAURANT
- BACK OF HOUSE/PARKING

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0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

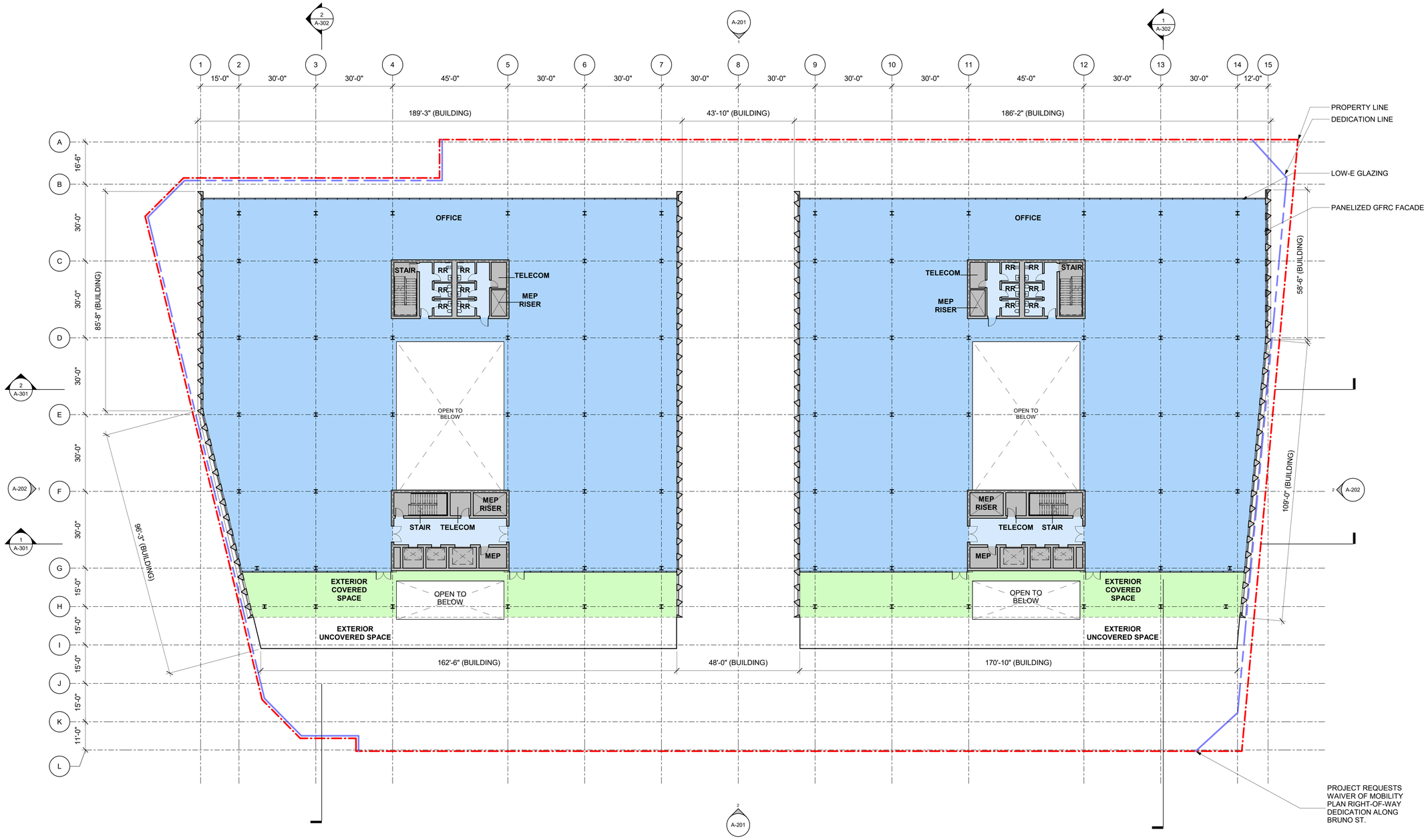
DRAWING TITLE
LEVEL 03

SCALE
1/16" = 1'-0"
@ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CC	**HN**	**AB**		

DRAWING NO.
A-105



1 LEVEL 04
1/16" = 1'-0"

LEVEL 04 AREA SUMMARY

TYPE	AREA
EXTERIOR COVERED SPACE	4,908 SF
OFFICE	45,740 SF
TOTAL FLOOR AREA	50,647 SF

AREA LEGEND

- OFFICE
- EXTERIOR COVERED SPACE
- RETAIL
- RESTAURANT
- BACK OF HOUSE/PARKING

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CONSULTANTS

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

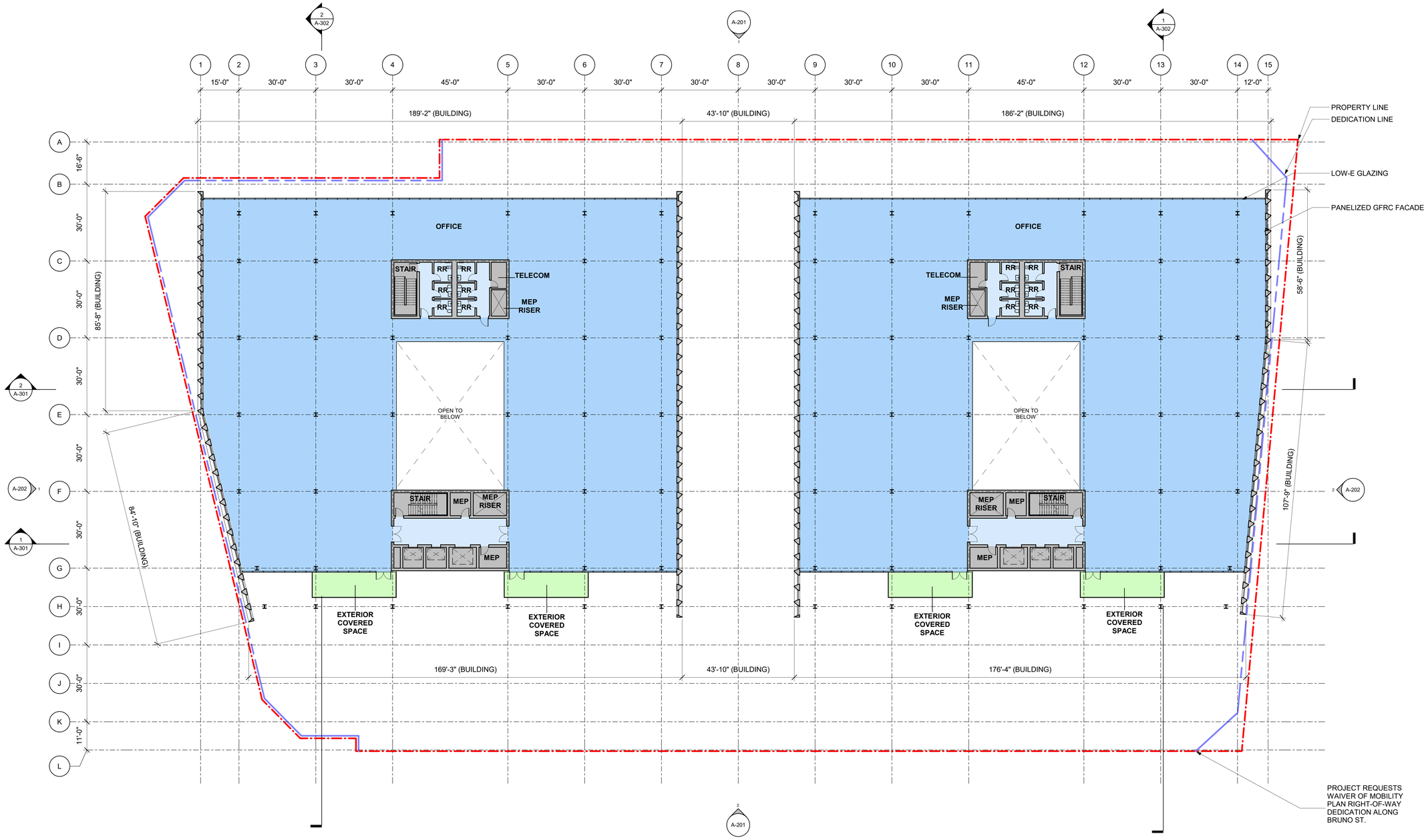
DRAWING TITLE
LEVEL 04

SCALE
1/16" = 1'-0"
@ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CC	**HN**	**AB**		

DRAWING NO.
A-106



1 LEVEL 05
1/16" = 1'-0"

LEVEL 05 AREA SUMMARY

TYPE	AREA
EXTERIOR COVERED WORKSPACE	1,336 SF
OFFICE	45,633 SF
TOTAL FLOOR AREA	46,969 SF

AREA LEGEND

- OFFICE
- EXTERIOR COVERED SPACE
- RETAIL
- RESTAURANT
- BACK OF HOUSE/PARKING

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Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

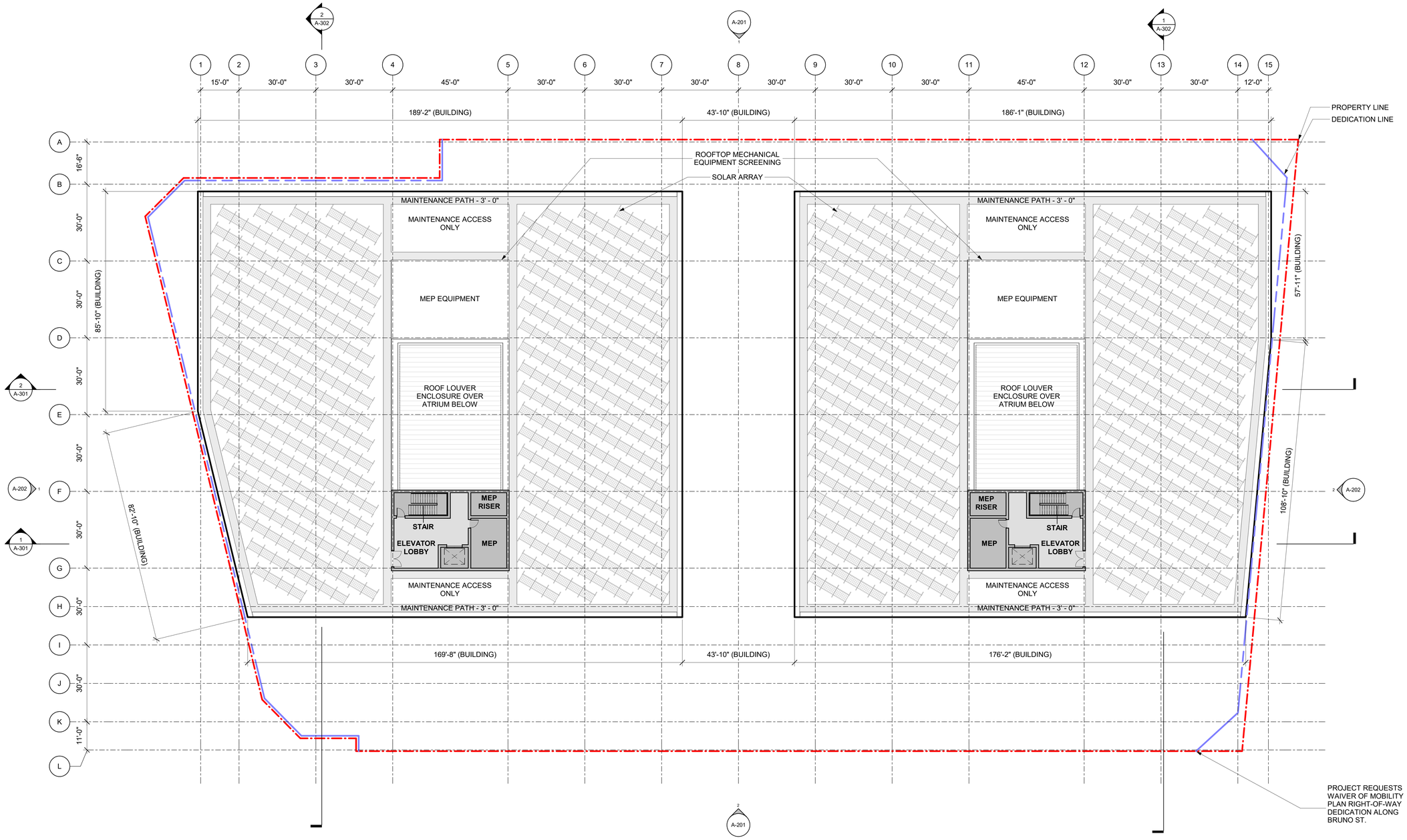
DRAWING TITLE
LEVEL 05

SCALE
1/16" = 1'-0"
@ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CC	**HN**	**AB**		

DRAWING NO.
A-107



1 ROOF
1/16" = 1'-0"

ROOF LEVEL AREA SUMMARY

TYPE	AREA

AREA LEGEND

- OFFICE
- EXTERIOR COVERED SPACE
- RETAIL
- RESTAURANT
- BACK OF HOUSE/PARKING

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REV	BY	DATE	DESCRIPTION

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

DRAWING TITLE
ROOF PLAN

SCALE
1/16" = 1'-0"
@ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CC	**HN**	**AB**		

DRAWING NO.
A-108



1 LEVEL 01 - RESTAURANT - ENLARGED
3/16" = 1'-0"

RESTAURANT SUMMARY TABLE*

SEATS (INTERIOR):	108
SEATS (EXTERIOR):	28
TOTAL SEATS:	**136**
TABLES (INTERIOR):	23
TABLES (EXTERIOR):	9
TOTAL TABLES:	**32**
RESTAURANT AREA (INTERIOR):	4,095 SF
SEATING AREA (EXTERIOR):	1,799 SF
TOTAL RESTAURANT AREA:	**5,894 SF**

***NOTE:**
LOCATION OF RESTAURANT PARTITIONS AND EQUIPMENT TO BE DESIGN BY FUTURE TENANT. NUMBERS AND LAYOUT ARE PROVIDED FOR REFERENCE ONLY.

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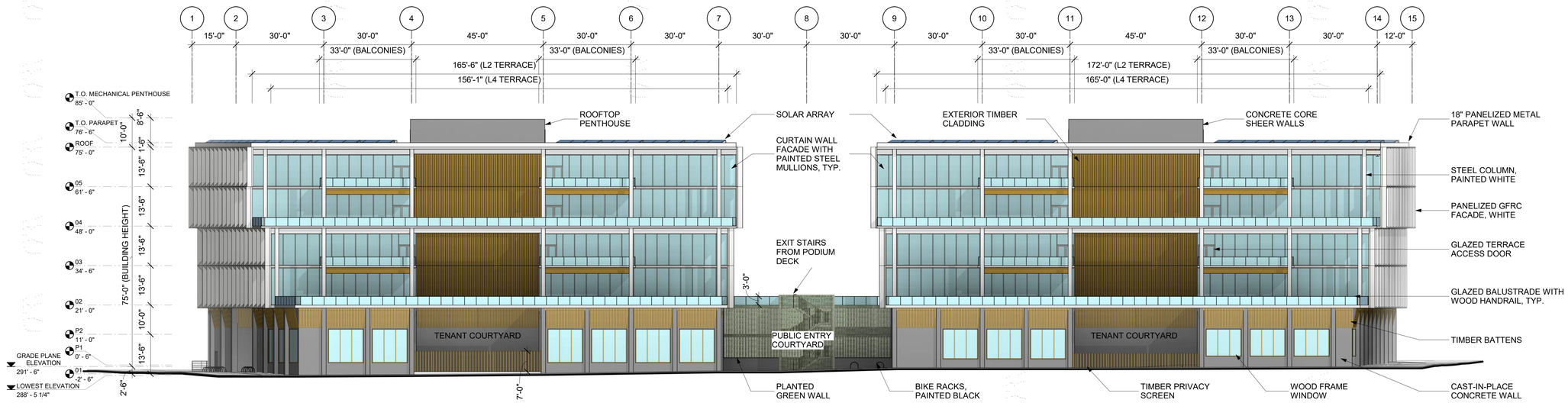
0 2'-0" 4'-0" 8'-0"
SCALE: 3/16" = 1'-0"

KEY PLAN

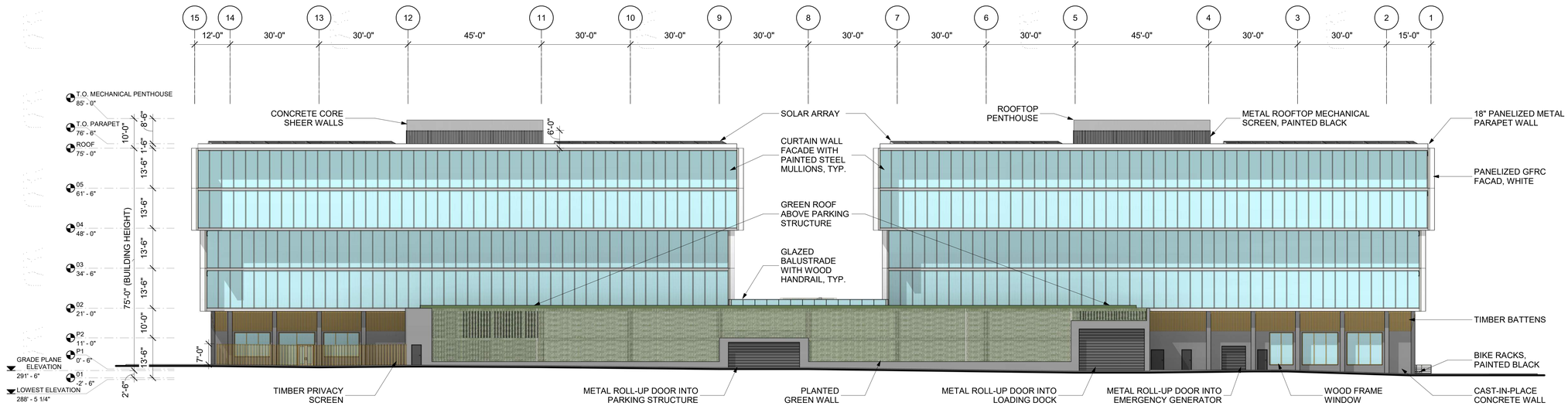
NORTH

DRAWING TITLE
LEVEL 01 - ENLARGED RESTAURANT

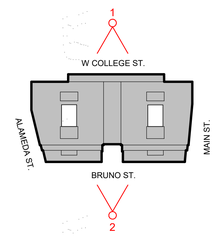
SCALE **3/16" = 1'-0"** **@ARCH E1**
STATUS **For Information**
DRW CH APPR DRW DATE REV
CC HN AB
DRAWING NO.
A-121



2 SOUTH ELEVATION
1/16" = 1'-0"



1 NORTH ELEVATION
1/16" = 1'-0"



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REV	BY	DATE	DESCRIPTION

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

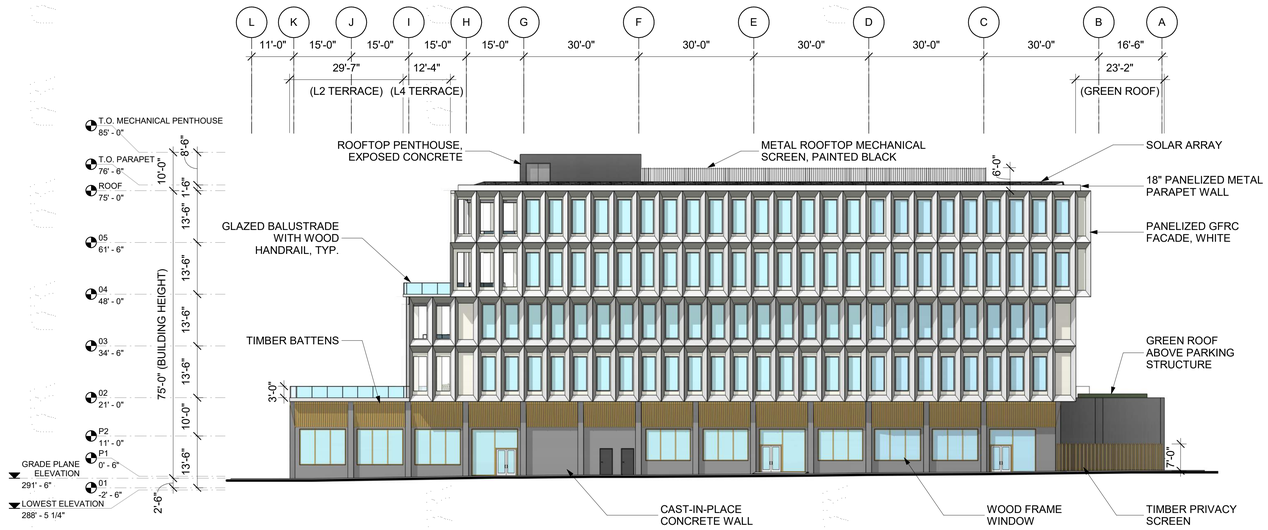
DRAWING TITLE
ELEVATIONS - NORTH, SOUTH

SCALE
As indicated
@ARCH E1

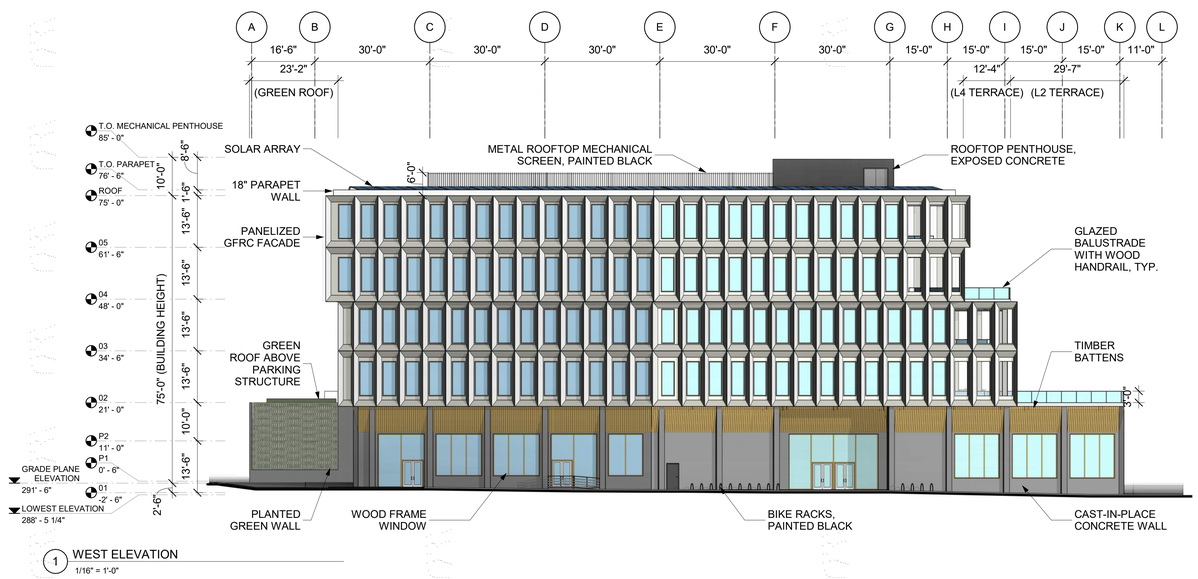
STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
JS	**HN**	**AB**		

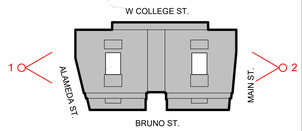
DRAWING NO.
A-201



2 EAST ELEVATION
1/16" = 1'-0"



1 WEST ELEVATION
1/16" = 1'-0"



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REV	BY	DATE	DESCRIPTION

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

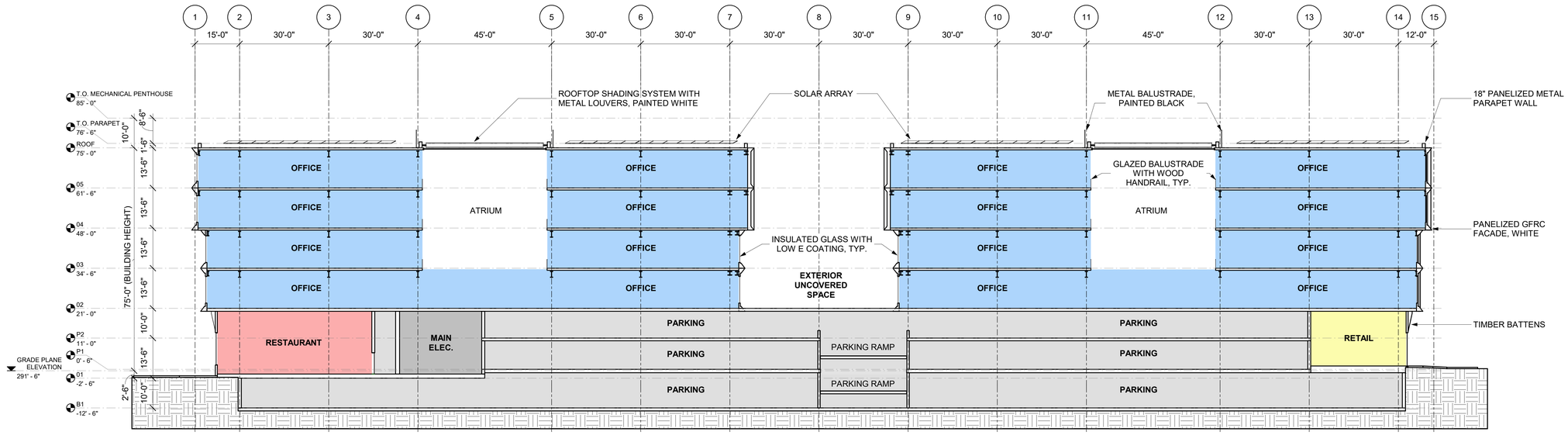
DRAWING TITLE
ELEVATIONS - WEST, EAST

SCALE
As indicated
@ARCH E1

STATUS
For Information

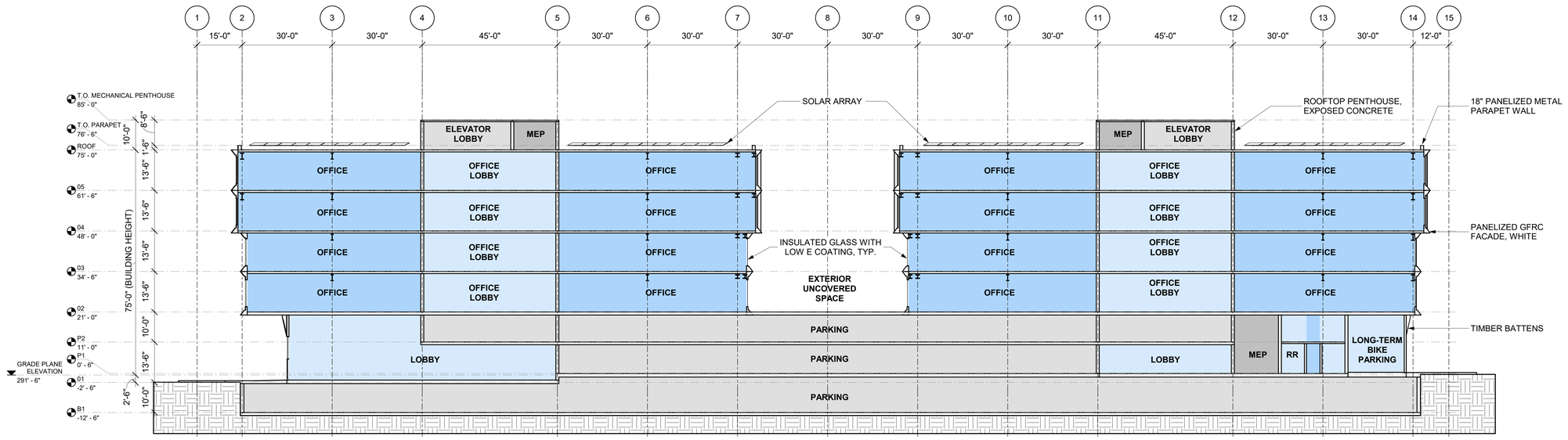
DRW	CH	APPR	DRW DATE	REV
JS	**HN**	**AB**		

DRAWING NO.
A-202



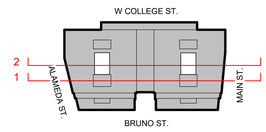
2 SECTION 2

1/16" = 1'-0" | EAST-WEST SECTION LOOKING NORTH



1 SECTION 1

1/16" = 1'-0" | EAST-WEST SECTION LOOKING NORTH



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USA

REV	BY	DATE	DESCRIPTION

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

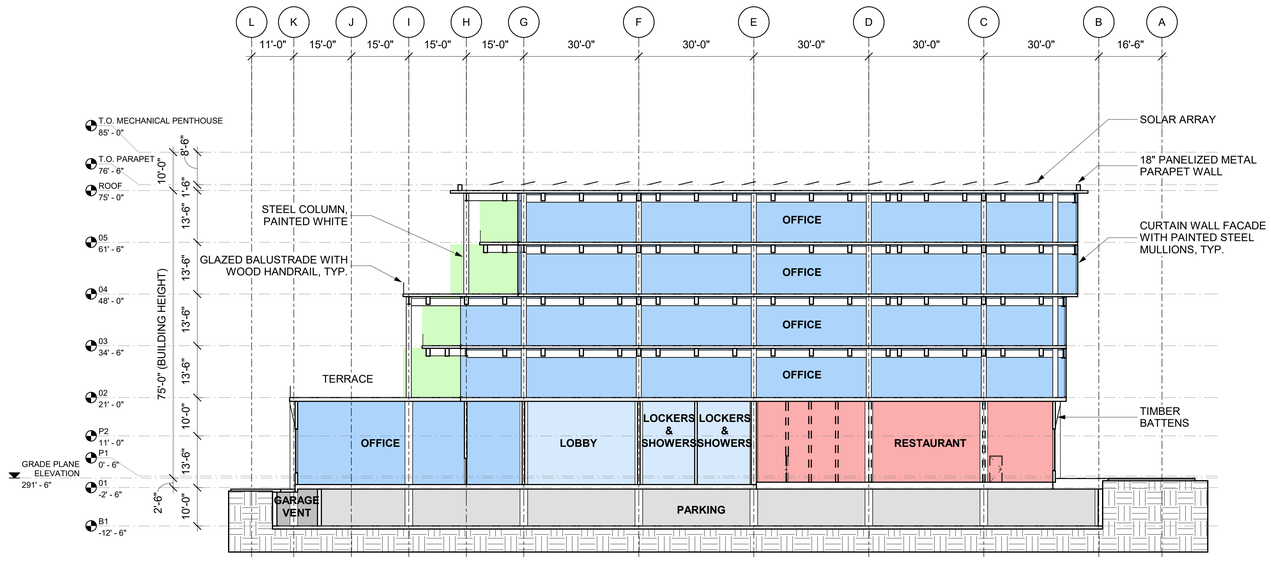
DRAWING TITLE
LONGITUDINAL SECTIONS

SCALE
As indicated
@ARCH E1

STATUS
For Information

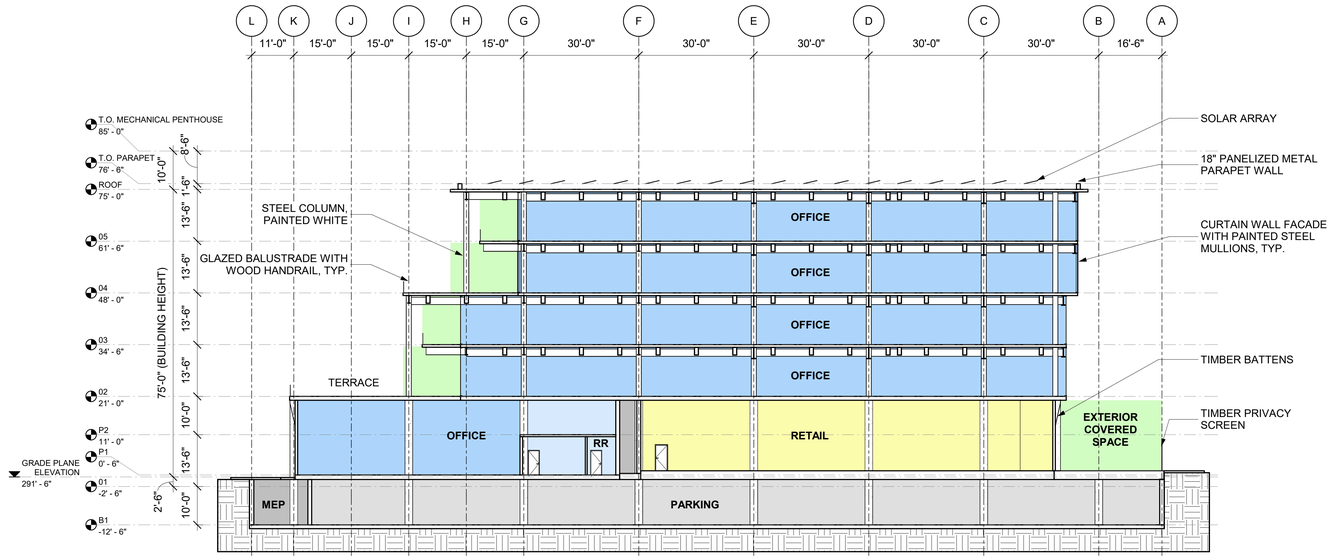
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JS	**HN**	**AB**		

DRAWING NO.
A-301



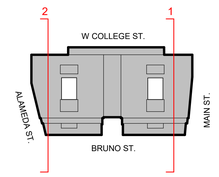
2 SECTION 4

1/16" = 1'-0" | NORTH-SOUTH SECTION LOOKING WEST



1 SECTION 3

1/16" = 1'-0" | NORTH-SOUTH SECTION LOOKING WEST



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Los Angeles, CA
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USA

REV	BY	DATE	DESCRIPTION

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

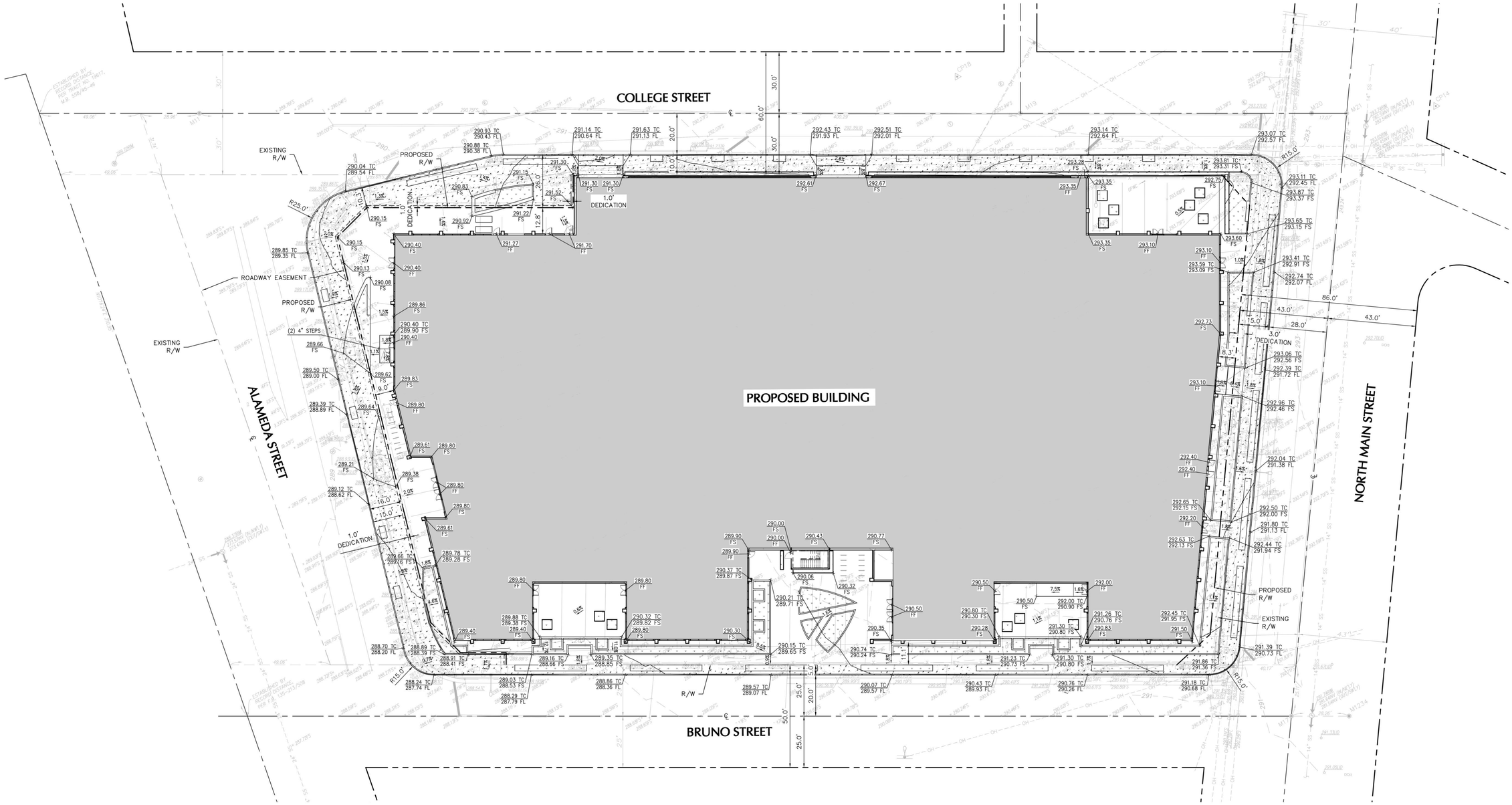
DRAWING TITLE
TRANSVERSE SECTIONS

SCALE
As indicated
@ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
JS	**HN**	**AB**		

DRAWING NO.
A-302



LEGEND

- PROPOSED BUILDING
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPE
- STREET CENTERLINE
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ROADWAY EASEMENT
- EXISTING CONTOUR
- PROPOSED CONTOUR

ABBREVIATIONS

℄	CENTERLINE
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE
R/W	RIGHT OF WAY
TC	TOP OF CURB

EARTHWORK QUANTITY

	ON-SITE IMPROVEMENT (INCLUDES BASEMENT)	OFFSITE IMPROVEMENT (SIDEWALK ONLY)
CUT (CY)	50,818	95
FILL (CY)	91	0
NET TOTAL (CY)	50,7274 (EXPORT)	95 (EXPORT)

SCALE: 1 INCH = 20 FEET

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515 South Flower Street, Suite 2860
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T:213.314.8100 F:213.314.8101

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION

0 10' 20' 40'
SCALE: 1" = 20'-0"

KEY PLAN

NORTH

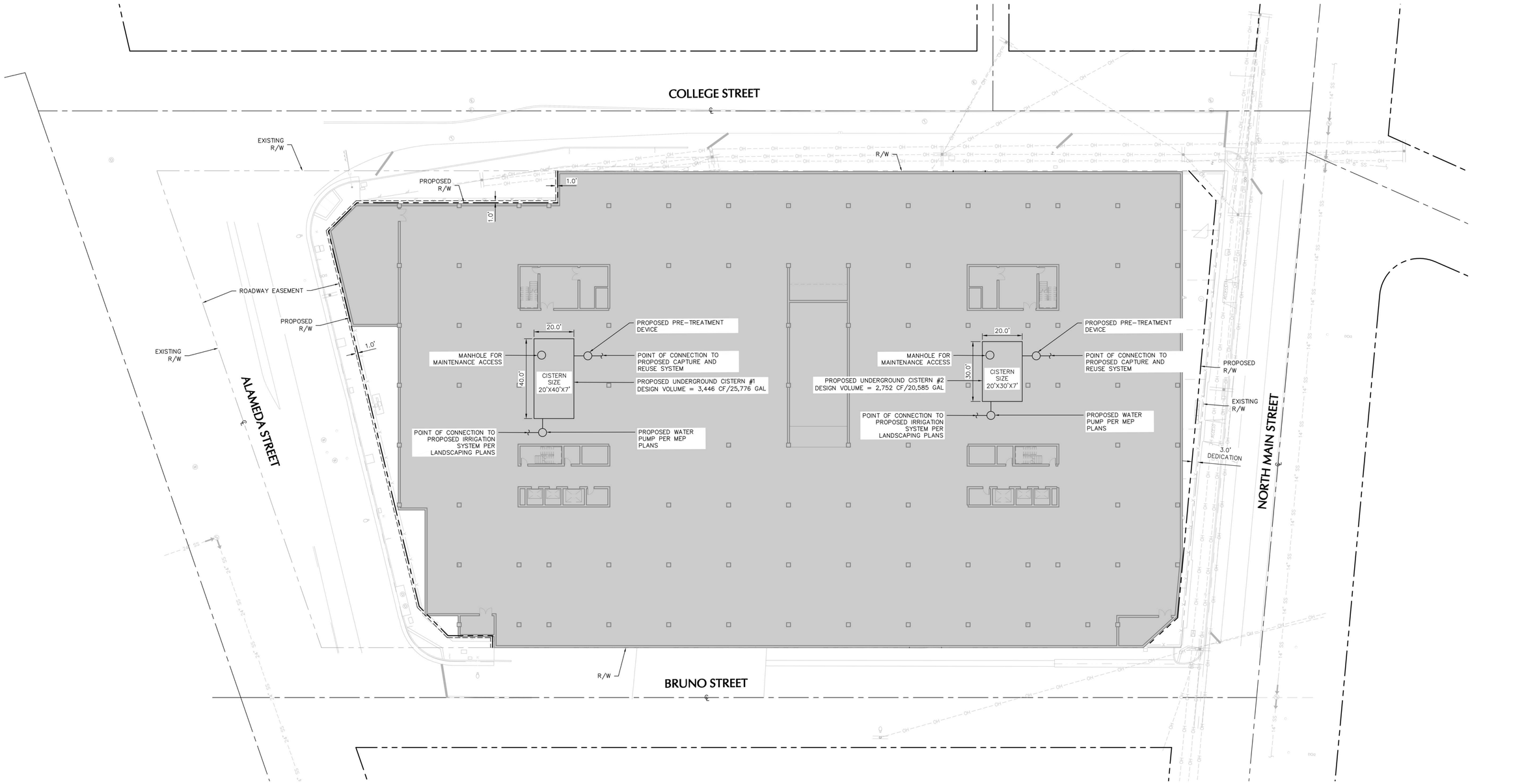
DRAWING TITLE
GRADING PLAN

SCALE
1" = 20'-0" @ ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CCC	**BBB**	**AAA**		

DRAWING NO.
C-101



LEGEND

- PROPOSED BUILDING (BASEMENT)
- STREET CENTERLINE
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ROADWAY EASEMENT

PROJECT AREA	
IMPERVIOUS AREA (SF)	76,546
PERVIOUS AREA (SF)	19,722
TOTAL AREA (SF)	96,268

20 0 5 10 20
SCALE: 1 INCH = 20 FEET

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515 South Flower Street, Suite 2860
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PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
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90012
USA

REV	BY	DATE	DESCRIPTION

0 10' 20' 40'
SCALE: 1" = 20'-0"

KEY PLAN

NORTH

DRAWING TITLE
LID PLAN

SCALE
1" = 20'-0" @ ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
CCC	BBB	AAA		

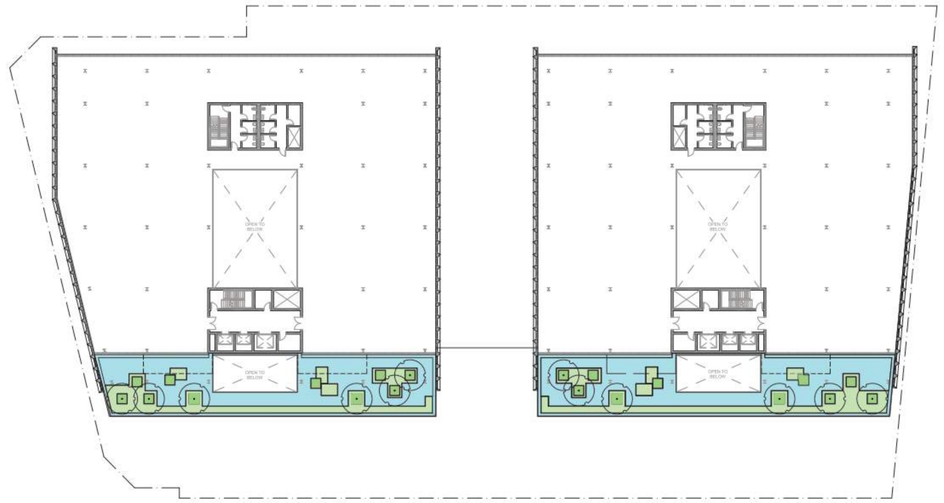
DRAWING NO.
C-102



1 EXTERIOR SPACE DIAGRAM- GROUND LEVEL
1"=30'-0"



2 EXTERIOR SPACE DIAGRAM- LEVEL 2
1"=30'-0"



3 EXTERIOR SPACE DIAGRAM- LEVEL 4
1"=30'-0"

EXTERIOR SPACE CALCULATIONS

Ground Level

Onsite

HARDSCAPE: 13,566 SF
SOFTSCAPE: 3,505 SF
TOTAL: 17,071 SF

Off site

HARDSCAPE: 10,125 SF
SOFTSCAPE: 3,450 SF
TOTAL: 13,575 SF

Level 2

HARDSCAPE: 15,900 SF
SOFTSCAPE: 11,464 SF
TOTAL: 27,364 SF

Level 4

HARDSCAPE: 5,726,SF
SOFTSCAPE: 2,555 SF
TOTAL: 8,281 SF

Calculations

A. EXISTING TREES TO REMAIN

TOTAL OFFSITE (STREET) TREES:	**2**
ALAMEDA STREET:	2
BRUNO STREET:	0
MAIN STREET:	0
COLLEGE STREET:	0

B. PROPOSED TREES

TOTAL GROUND LEVEL OFFSITE TREES:	**35**
ALAMEDA STREET:	4
BRUNO STREET:	12
MAIN STREET:	6
COLLEGE STREET:	13
TOTAL GROUND LEVEL ONSITE TREES:	**8**
NORTH FRONTAGE:	0
WEST FRONTAGE:	0
SOUTH FRONTAGE:	7
EAST FRONTAGE:	1
TOTAL LEVEL 2 TREES:	**18**
TOTAL LEVEL 4 TREES:	**12**
TOTAL PROPOSED TREES:	**73**

C. EXTERIOR SPACE CALCULATIONS

GROUND LEVEL TOTAL:	**30,646 SF**
HARDSCAPE (OFFSITE):	10,125
PLANTING (OFFSITE):	3,450
HARDSCAPE (ONSITE):	13,566
PLANTING (ONSITE):	3,505
LEVEL 2 TOTAL:	**27,364 SF**
HARDSCAPE:	15,900
PLANTING:	11,464
LEVEL 4 TOTAL:	**8,281 SF**
HARDSCAPE:	5,726
PLANTING:	2,555
EXTERIOR SPACE TOTAL (OFFSITE):	**13,575 SF**
HARDSCAPE AREA TOTAL:	10,125 (75%)
PLANTING AREA TOTAL:	3,450 (25%)
EXTERIOR SPACE TOTAL (ONSITE):	**52,716 SF**
HARDSCAPE AREA TOTAL:	35,192 (67%)
PLANTING AREA TOTAL:	17,524 (33%)

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REV	BY	DATE	DESCRIPTION

0 15' 30' 60'
SCALE: 1" = 30'-0"

KEY PLAN

NORTH

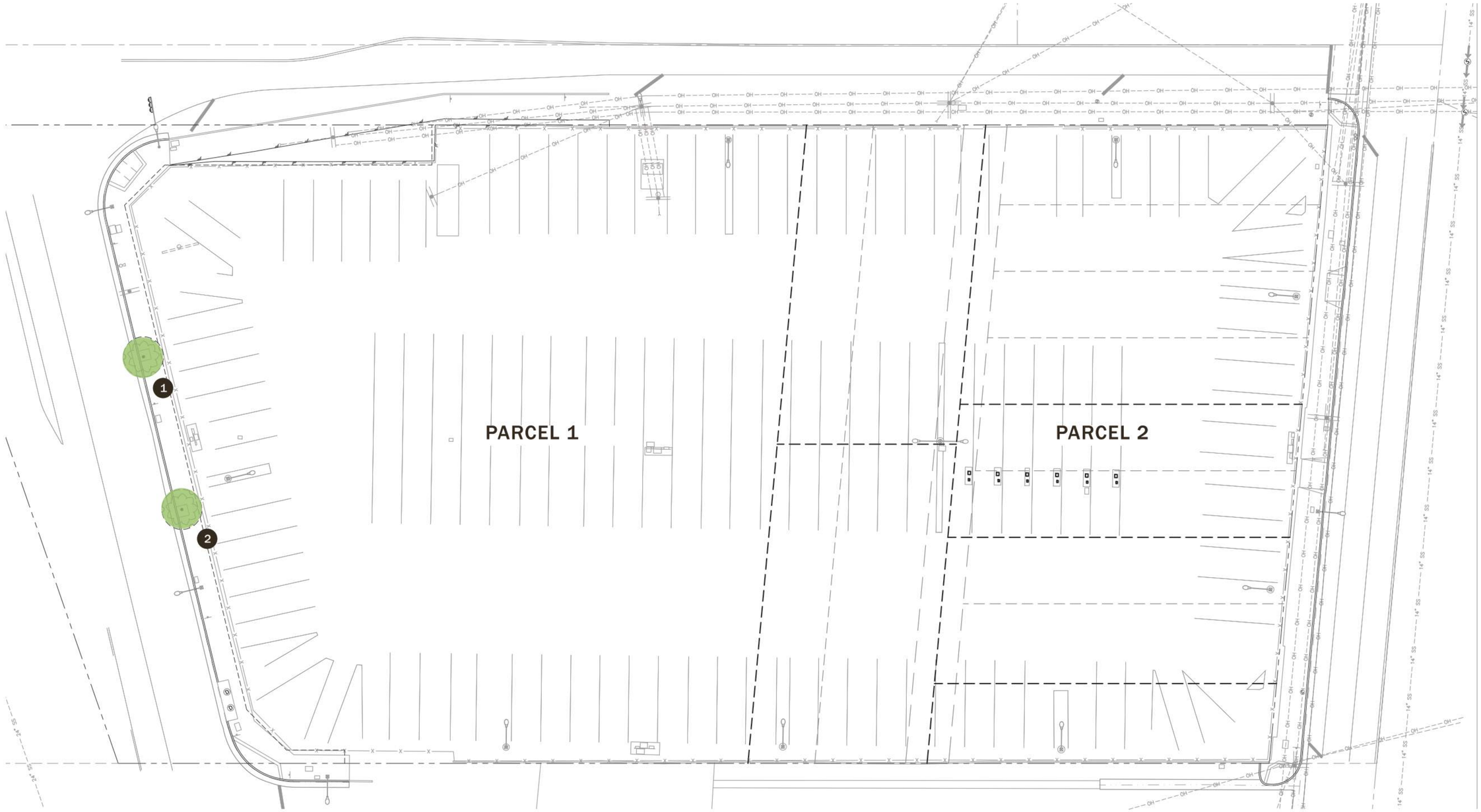
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EXTERIOR SPACE PLAN

SCALE
1" = 30'-0" @ ARCH E1

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L-001

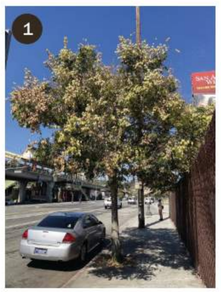


TREE DEPOSITION LEGEND

GROUND LEVEL

EXISTING STREET TREES TO REMAIN

KOELREUTERIA BIPINNATA



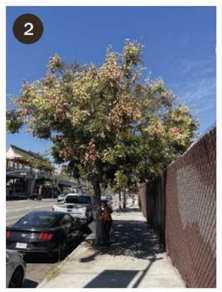


Table 1. Summary of Tree Survey

Scientific Name	Common Name	Number of Trees
Koelreuteria bipinnata	Chinese flame tree	2
	Total	2

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KEY PLAN

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DRAWING TITLE
TREE DISPOSITION PLAN

SCALE
Not To Scale @ ARCH E1

STATUS
For Information

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DRAWING NO.
L-002

PLANTING PALETTE

Streetscape + Building Perimeter

TREES



Arbutus marina
Strawberry tree



Koelreuteria bipinnata
Chinese Flame Tree

SHRUBS, GRASSES, & GROUNDCOVERS



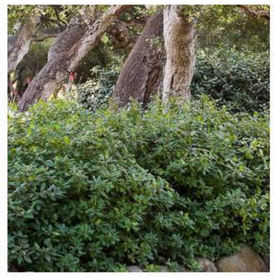
Arctostaphylos 'Emerald Carpet'
Emerald Carpet Manzanita



Carex divulsa
Berkeley Sedge



Ceanothus griseus 'Yankee Point'
Yankee Point Ceanothus



Rhamnus californica
Coffeeberry

VINES



Trachelospermum jasminoides
Star Jasmine

Entry Plaza + Valley Garden

TREES



Arbutus marina
Strawberry tree



Lyonothamnus floribundus
Santa Cruz Island Ironwood

SHRUBS, GRASSES, & GROUNDCOVERS



Artemisia californica 'Montara'
Montara Sagebrush



Heteromeles arbutifolia
Toyon



Muhlenbergia rigens
Deer Grass



Salvia clevelandii 'Winnifred Gilman'
Winnifred Gilman Sage



Salvia mellifera
Black Sage



Sesleria autumnalis
Autumn Moor Grass

Terrace Gardens

TREES



Chitalpa tashkentensis 'Pink Dawn'
Pink Chitalpa



Prunus ilicifolia ssp. ilicifolia
Hollyleaf Cherry

SHRUBS, SUCCULENTS, GRASSES, & GROUNDCOVERS



Agave attenuata
Foxtail Agave



Artemisia californica 'Montara'
Montara Sagebrush



Bouteloua gracilis 'Blonde Ambition'
'Blonde Ambition' Blue Gama Grass



Eriogonum fasciculatum
California Buckwheat



Festuca mairei
Atlas Fescue



Muhlenbergia capillaris 'Regal Mist'
Pink Muhly



Muhlenbergia rigens
Deer Grass

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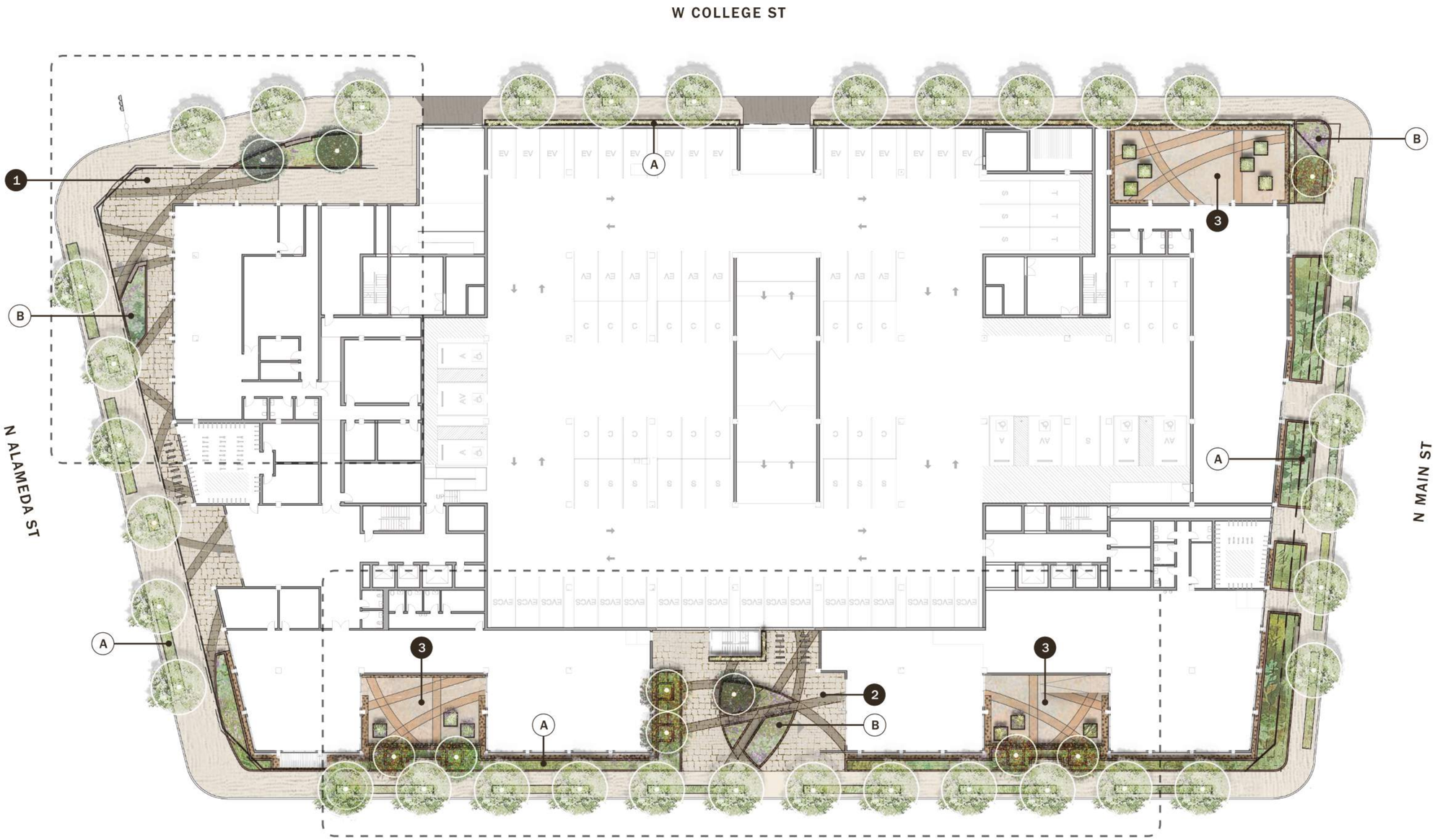
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PLANTING PALETTE

SCALE
No Scale @ ARCH E1

STATUS
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DRAWING NO.
L-003



PLANTING LEGEND

A Streetscape + Building Perimeter

TREES		**SIZE**		**SPACING**	**QTY**	
Arbutus marina	Strawberry Tree	H: 40'-50'	W: 25'-40'	25' O.C.	4	
Koelreuteria bipinnata	Chinese Flame Tree	H: 20'-40'	W: 20'-40'	20' O.C.	33	
SHRUBS, GRASSES, & GROUNDCOVERS					4,086 SF	
Rhamnus californica	Coffeeberry	H: 6'-15'	W: 5'-15'	5' O.C.		15%
Ceanothus griseus 'Yankee Point'	Yankee Point Ceanothus	H: 2'-3'	W: 8'-10'	8' O.C.		20%
Arctostaphylos 'Emerald Carpet'	Emerald Carpet Manzanita	H: <1'	W: 3'-5'	3' O.C.		60%
Carex divulsa	Berkeley Sedge	H: 1'-2'	W: 1'-2'	1' O.C.		
VINES						
Trachelospermum jasminoides	Star Jasmine	H: 2'-20'	W: 3'-6'	3' O.C.		5%

B Entry Plaza Garden

TREES				**SPACING**	**QTY**	
Arbutus marina	Strawberry Tree	H: 40'-50'	W: 25'-40'	25' O.C.	3	
Prunus ilicifolia ssp. ilicifolia	Hollyleaf Cherry	H: 30'-50'	W: 20'	20' O.C.	3	
SHRUBS, GRASSES, & GROUNDCOVERS					1,260 SF	
Heteromeles arbutifolia	Toyon	H: 6'-30'	W: 10'-15'	10' O.C.		10%
Artemisia californica 'Montara'	Montara Sagebrush	H: 1'-2'	W: 3'-6'	3' O.C.		25%
Sesleria autumnalis	Autumn Moor Grass	H: 0.5'-1'	W: 0.5'-1'	0.5' O.C.		
Muhlenbergia rigens	Deer Grass	H: 4'-5'	W: 4'	4' O.C.		65%
Salvia clevelandii 'Winnifred Gilman'	Winnifred Gilman Sage	H: 3'-4'	W: 3'-4'	3' O.C.		
Salvia mellifera	Black Sage	H: 3'-6'	W: 3'-10'	3' O.C.		

1. STREET PLAZA
2. PLAZA GARDEN
3. EMPLOYEE AMENITY SPACE

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REV	BY	DATE	DESCRIPTION

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

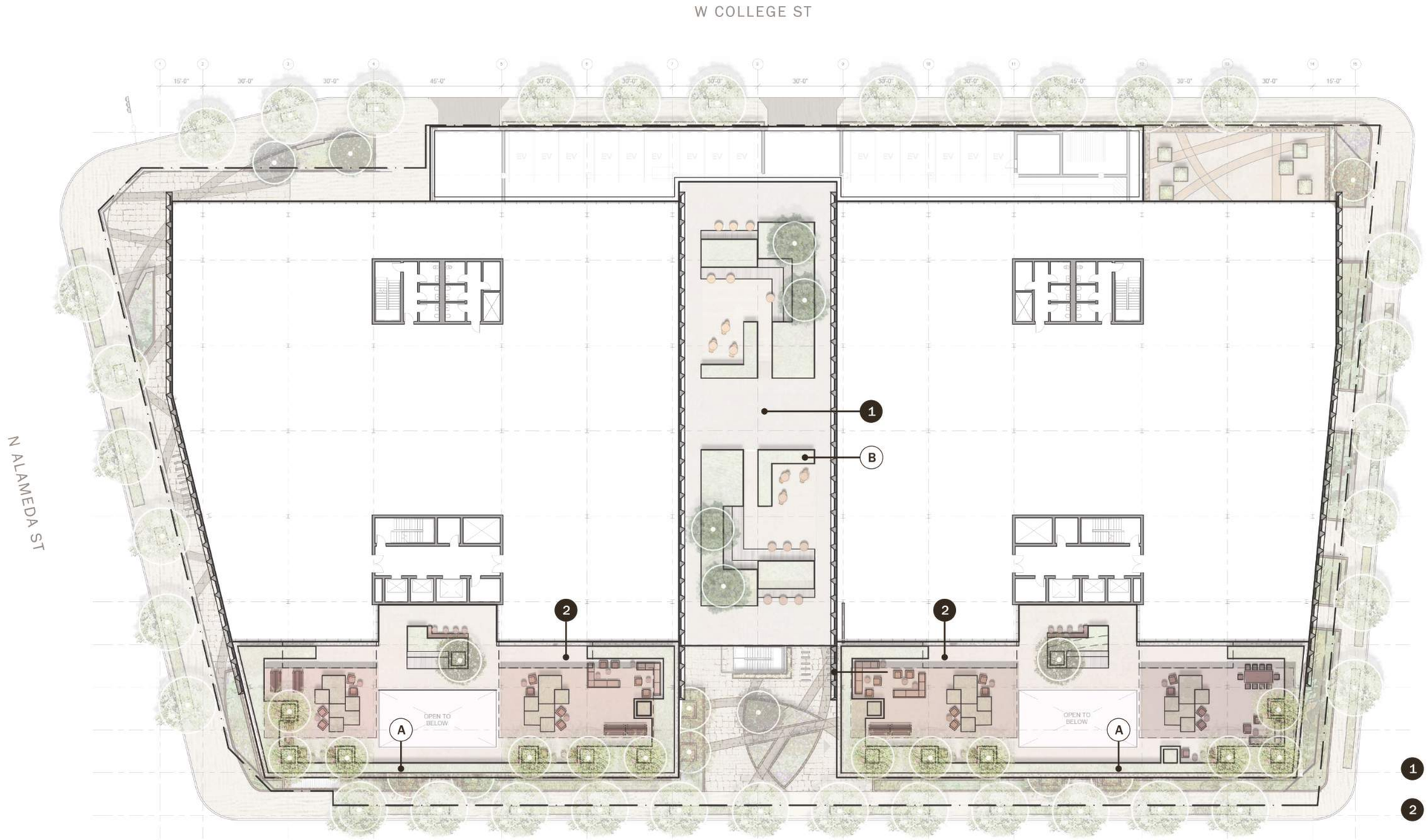
DRAWING TITLE
LEVEL 01 OVERALL LANDSCAPE SITE PLAN

SCALE
1/16" = 1'-0" @ ARCH E1

STATUS
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DRAWING NO.
L-101



1 VALLEY GARDEN

2 TERRACE GARDEN

PLANTING LEGEND

A Terrace Gardens

	TREES		SIZE		SPACING	QTY
	***Chitalpa tashkentensis* 'Pink Dawn'**	Pink Chitalpa	H: 40'-50'	W: 25'-40'	25' O.C.	12
	Prunus ilicifolia ssp. ilicifolia	Hollyleaf Cherry	H: 30'-50'	W: 20'	20' O.C.	2
	SHRUBS, SUCCULENTS, GRASSES, & GROUNDCOVERS					4,086 SF
	Agave attenuata	Foxtail Agave	H: 4'-5'	W: 6'-8'	6' O.C.	20%
	Eriogonum fasciculatum	California Buckwheat	H: 1'-6.5'	W: 3'-5'	3' O.C.	
	***Artemisia californica* 'Montara'**	Montara Sagebrush	H: 1'-2'	W: 3'-6'	3' O.C.	20%
	Festuca mairei	Atlas Fescue	H: 2'-3'	W: 2'-3'	2' O.C.	
	***Bouteloua gracilis* 'Blonde Ambition'**	'Blonde Ambition' Blue Gama Grass	H: 2.5'-3'	W: 2'-3'	2' O.C.	60%
	***Muhlenbergia capillaris* 'Regal Mist'**	Pink Muhly	H: 3'	W: 3'	3' O.C.	
	Muhlenbergia rigens	Deer Grass	H: 4'-5'	W: 4'	4' O.C.	

B Valley Garden

	TREES		SIZE		SPACING	QTY
	Lyonothamnus floribundus	Santa Cruz Island Ironwood	H: 25'-50'	W: 15'-25'	15' O.C.	4
	SHRUBS, GRASSES, & GROUNDCOVERS					2,121 SF
	Heteromeles arbutifolia	Toyon	H: 6'-30'	W: 10'-15'	10' O.C.	10%
	***Artemisia californica* 'Montara'**	Montara Sagebrush	H: 1'-2'	W: 3'-6'	3' O.C.	25%
	Sesleria autumnalis	Autumn Moor Grass	H: 0.5'-1'	W: 0.5'-1'	0.5' O.C.	
	Muhlenbergia rigens	Deer Grass	H: 4'-5'	W: 4'	4' O.C.	65%
	***Salvia clevelandii* 'Winnifred Gilman'**	Winnifred Gilman Sage	H: 3'-4'	W: 3'-4'	3' O.C.	
	Salvia mellifera	Black Sage	H: 3'-6'	W: 3'-10'	3' O.C.	

NOTE: LANDSCAPE SHOW ON THIS LEVEL INDICATIVE ONLY, FUTURE FIT OUT WILL BE PROVIDED BY TENANT

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KEY PLAN

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

NORTH

DRAWING TITLE
LEVEL 02 OVERALL LANDSCAPE SITE PLAN

SCALE
1/16" = 1'-0" @ ARCH E1

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L-102



PLANTING LEGEND

(A) Terrace Gardens

TREES		SIZE		SPACING	QTY
***Chitalpa tashkentensis* 'Pink Dawn'**	Pink Chitalpa	H: 40'-50'	W: 25'-40'	25' O.C.	12

SHRUBS, SUCCULENTS, GRASSES, & GROUNDCOVERS					2,518 SF
Agave attenuata	Foxtail Agave	H: 4'-5'	W: 6'-8'	6' O.C.	20%
Eriogonum fasciculatum	California Buckwheat	H: 1'-6.5'	W: 3'-5'	3' O.C.	
***Artemisia californica* 'Montara'**	Montara Sagebrush	H: 1'-2'	W: 3'-6'	3' O.C.	20%
Festuca mairei	Atlas Fescue	H: 2'-3'	W: 2'-3'	2' O.C.	
***Bouteloua gracilis* 'Blonde Ambition'**	'Blonde Ambition' Blue Gama Grass	H: 2.5'-3'	W: 2'-3'	2' O.C.	60%
***Muhlenbergia capillaris* 'Regal Mist'**	Pink Muhly	H: 3'	W: 3'	3' O.C.	
Muhlenbergia rigens	Deer Grass	H: 4'-5'	W: 4'	4' O.C.	

(1) TERRACE GARDEN

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REV	BY	DATE	DESCRIPTION

KEY PLAN

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0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

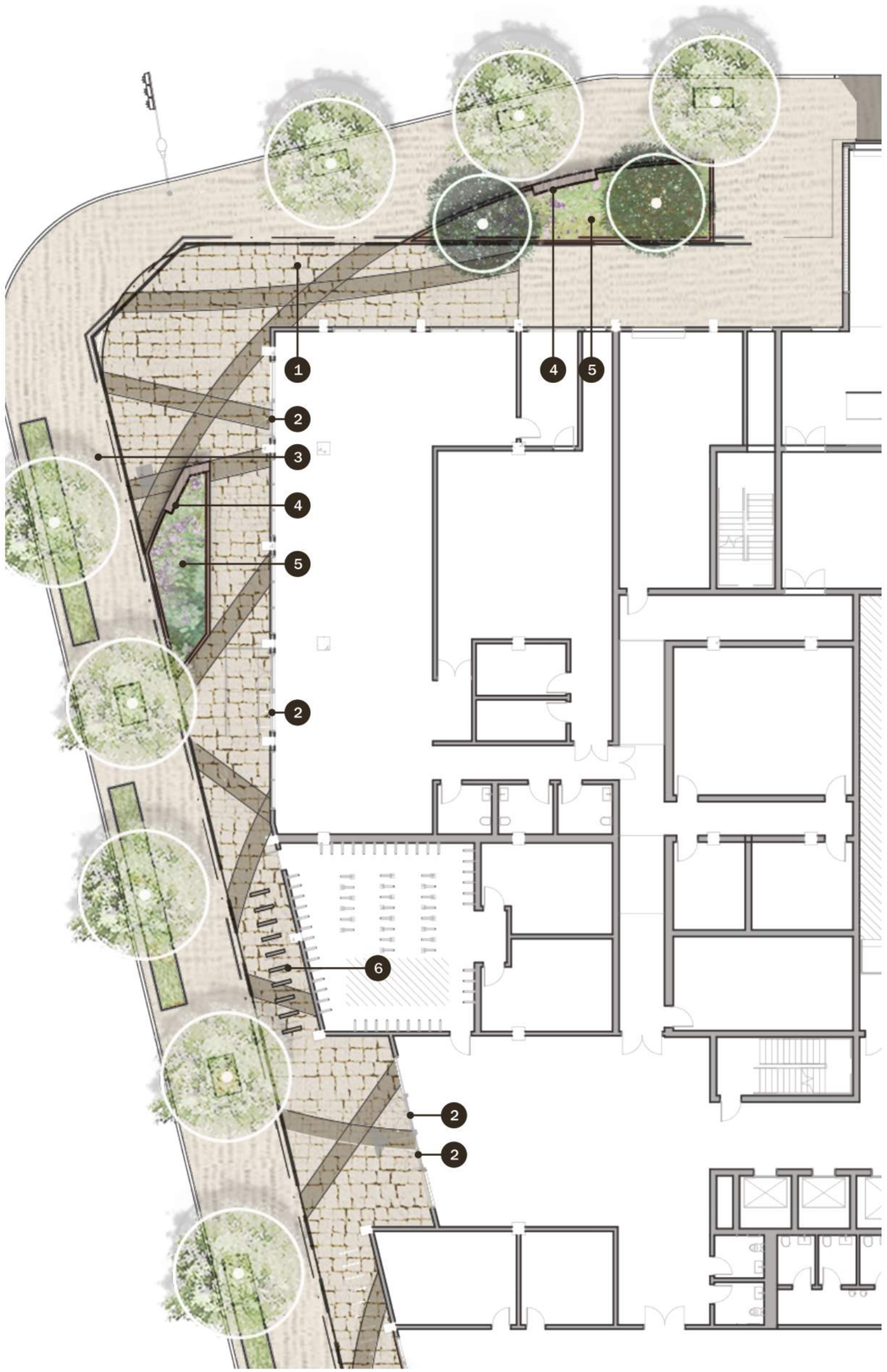
DRAWING TITLE
LEVEL 04 OVERALL LANDSCAPE SITE PLAN

SCALE
1/16" = 1'-0" @ ARCH E1

STATUS
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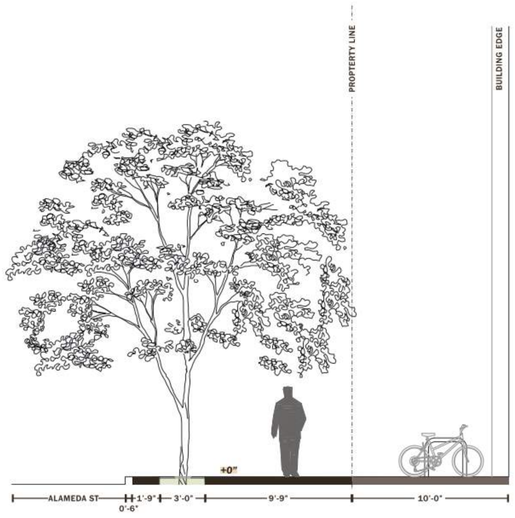
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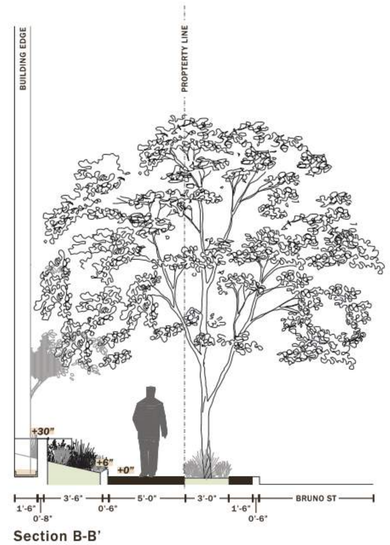


Street Plaza

1. PLAZA
2. BUILDING ENTRY
3. SIDEWALK
4. BUILT-IN SEATING
5. RAISED PLANTER
6. BIKE RACK



Section A-A'



Section B-B'

Reference Imagery





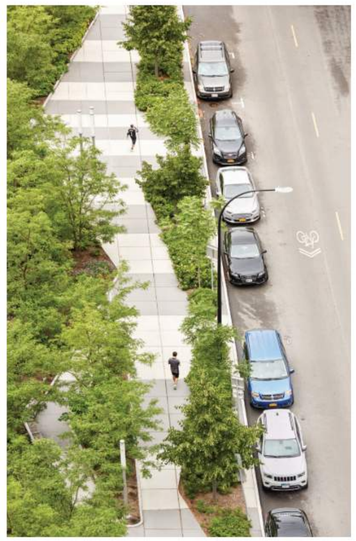












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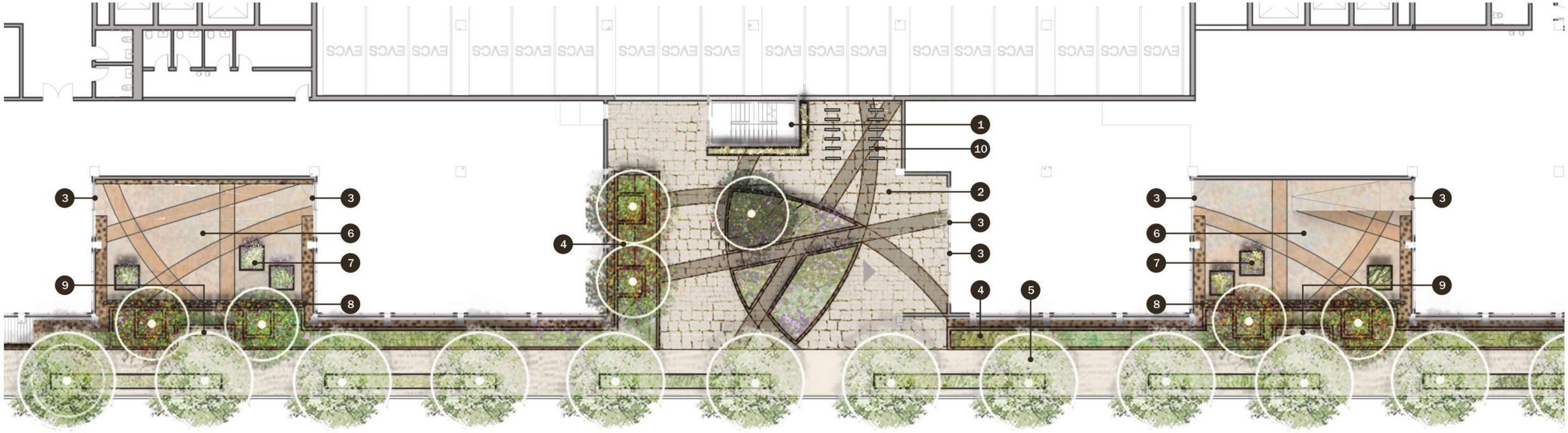
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LEVEL 01 - ENLARGED STREET PLAZA AND STREETSCAPE

SCALE
Not To Scale @ ARCH E1

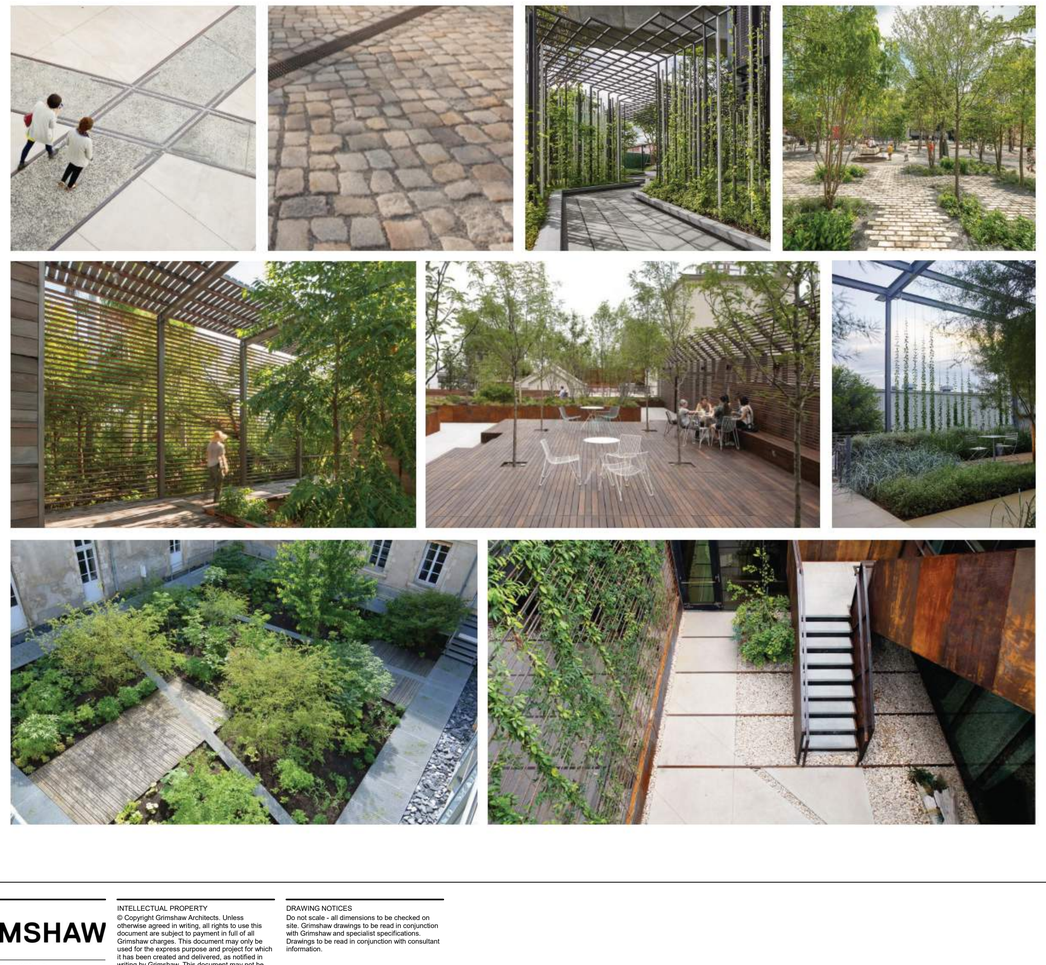
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DRAWING NO.
L-121



Reference Imagery



Entry Plaza Garden + Employee Amenity Space

1. EGRESS STAIRS
2. PLAZA
3. BUILDING ENTRY
4. RAISED PLANTER
5. SIDEWALK
6. EMPLOYEE AMENITY SPACE
7. PLANTER POT
8. ARCHITECTURAL SCREEN
9. BUILT-IN BENCH
10. BIKE RACK



Section A-A'

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CLIENT
S&R Partners, LLC

CONSULTANTS
SALT Landscape Architects

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION

KEY PLAN



DRAWING TITLE
LEVEL 01 - ENLARGED ENTRY PLAZA GARDEN

SCALE
Not To Scale @ ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
AAA	BBB	CCC		

DRAWING NO.
L-122



North Elevation

W COLLEGE ST



West Elevation

N ALAMEDA ST



East Elevation

N MAIN ST



South Elevation

BRUNO ST

ARCHITECT

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CLIENT
S&R Partners, LLC

CONSULTANTS
SALT Landscape Architects

PROJECT NAME
130 West College Street

PROJECT NO.
20046

ADDRESS
130 West College St.
Los Angeles, CA
90012
USA

REV	BY	DATE	DESCRIPTION

0 6'-0" 12'-0" 24'-0"
SCALE: 1/16" = 1'-0"

KEY PLAN

NORTH

DRAWING TITLE
RENDERED ELEVATIONS

SCALE
1/16" = 1'-0" @ ARCH E1

STATUS
For Information

DRW	CH	APPR	DRW DATE	REV
AAA	**BBB**	**CCC**		

DRAWING NO.
L-201

Appendix C.2

Archaeological Report

Archaeological Resources Assessment for the 130 West College Street Project, Los Angeles, California

SEPTEMBER 2024

PREPARED FOR

S&R Partners, LLC c/o Granite Properties

PREPARED BY

SWCA Environmental Consultants

Archaeological Resources Assessment for the 130 West College Street Project, Los Angeles, California

Prepared for

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SWCA Project No. 76926

SWCA Cultural Resources Report No. 23-74

September 2024

Keywords: California Environmental Quality Act (CEQA); City and County of Los Angeles; archaeological resources, literature search, archival research, geoarchaeological assessment; management/planning; 2.24 acres (Project Site), 2.33 acres (area of potential impacts); Yaanga, Gabrielino; Zanjas, Zanja Madre, Zanja 6-1, CA-LAN-4183H, HCM No. 211; Sonora Town, Chinatown; Ybarra; Township 1 South, Range 13 West, Section 22 and 27; U.S. Geological Survey (USGS) Los Angeles, California, 7.5-minute topographic quadrangle

MANAGEMENT SUMMARY

Purpose and Scope: SWCA Environmental Consultants conducted an archaeological resources assessment for the proposed commercial project (Project) located at 130 West College Street in the Chinatown neighborhood of Los Angeles, California (Project Site). The Project Site is approximately 2.24 acres and is associated with the following Los Angeles County Assessor Parcel Numbers: 5409-008-001, 5409-008-002, 5409-008-003, 5409-008-004, 5409-008-005, 5409-008-006, and 5409-008-015. The Project proposes to develop a five-story creative office development, comprised of a podium with one level of at-grade parking and one level of above-grade parking (both podium levels would be wrapped with active ground floor commercial uses along the Alameda Street, Bruno Street, and Main Street frontages), four levels of office uses above-ground, and one level of below-ground parking. The Project is subject to review under the California Environmental Quality Act (CEQA), and the City of Los Angeles (City) Department of City Planning (City Planning) is the lead CEQA agency.

This study was conducted to analyze any potential Project impacts to archaeological resources pursuant to CEQA, including relevant portions of Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations (CCR) Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. This report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS) and Sacred Lands File (SLF), and archival research conducted by SWCA to evaluate the likelihood of a buried archaeological resources within and in the vicinity of the Project Site. The Project's area of potential impact (API) designates the area that ground-disturbing activities are expected to occur, which would potentially result in significant adverse impacts to archaeological resources, if such resources are present and found to meet significance criteria. The API includes the Project Site plus several linear segments for the utility trenches that extend outside the Project Site. API is used in this report in the context of the impact analysis, whereas Project Site is used to indicate more general Project locational information but still accounts for the majority of what constitutes the API.

Dates of Investigation: SWCA received the results of the SLF search by the Native American Heritage Commission (NAHC) on December 19, 2022. SWCA received the results of a CHRIS records search (within a 0.4-km [0.25-mile] radius) by the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, on January 6, 2023.

Findings: The NAHC's SLF search was positive and in the response letter, the NAHC noted that the Gabrieleño Band of Mission Indians – Kizh Nation should be contacted for additional information regarding the results. The NAHC's response to SWCA's request included a list of 10 Native American contacts who may have knowledge of resources in or near the Project Site and recommended they be contacted. The CHRIS records search identified one archaeological resource mapped directly within the API; seven historical archaeological resources were identified outside of the API within a 0.4-km (0.25-mile) radius of the Project Site. The prior cultural resource studies identified in the CHRIS were only overview studies that did not include archaeological fieldwork or otherwise provided substantive analysis of resources specifically within the API.

The CHRIS results include a segment of granite paving blocks along College Street (CA-LAN-4183H, hereafter LAN-4183H), which is mapped within the API (on the northern side). LAN-4183H was previously determined as not eligible for federal, state, or local designation as is not considered a historical resource under CEQA. There is another segment of granite paving blocks along Bruno Street that is adjacent to the Project Site (on the southern side), which is designated by the City as Historical-Cultural Monument No. 211 and is assessed in a separate technical study addressing historic resources prepared for the Project by Historic Resource Group.

SWCA's archival research indicates that the API was previously used for agricultural purposes throughout the nineteenth century. Historical activities during this time would have included plowing, erecting simple fences, excavating and maintaining earthen irrigation channels, and the creation and use of unpaved roads and trails. Two historical irrigation channels that were part of the Zanja System—the Zanja Madre and Zanja No. 6-1—followed alignments that passed near the Project Site. SWCA identified substantial evidence that the route of the Zanja Madre was outside the API. The original route of Zanja No. 6-1 is mapped as intersecting a segment of the API (outside of the Project Site), but the available evidence strongly suggests the original channel was an open earthen ditch that is unlikely to have been preserved. The zanja was replaced in the 1930s with a concrete pipe and portions of the original zanja repurposed for use as a storm drain, which was constructed in a slightly different location where it intersects the API, and thus would have contributed to the destruction of the original earthen channel. Because the original zanja was constructed as an open earthen ditch, the only physical manifestations that could be preserved would consist of sedimentary channel deposits, which are assessed as having low potential to be preserved within the API.

By the beginning of the twentieth century the Project Site and parts of the API were being used as a railroad switch yard for the Southern Pacific Railroad and for industrial purposes. The railroad tracks present within the Project Site and API were removed near the middle of the twentieth century while the industrial buildings present remained standing until the early 1990s when the entire Project Site was razed and converted into a paved lot. The soils in Project Site have been described as approximately 0.3 to 1.5 meters (m) (1 to 5 feet) of fill that is underlain by young alluvium extending to a depth of approximately 20 m (66.5 feet). The fill identified within geotechnical borings appears to have derived from the historical construction and demolition events within the Project Site.

There are several known historical archaeological sites identified in a 0.4 km (0.25-mile) radius of the Project Site that contain features and artifacts similar to what would be expected to be identified within the API based on the land-use history. Although the historical land uses have resulted in mechanical alterations to the near-surface setting within the API, the overall lack of development and then paving of the Project Site in the 1990s suggests that historical materials associated with these prior land uses could be present and preserved as subsurface deposits. Considering these factors, SWCA finds the API has high sensitivity for historical (non-Native American) archaeological resources. The stratum of fill represents the minimal area in which any historical archaeological resources have a potential to occur, the most likely type of which are individual pieces of industrial refuse and building materials deposited between 1900 and 1970. Any such deposits are likely associated with the former railroad and industrial uses of the API and could include railroad ties, tracks and associated materials, industrial refuse, and foundations.

The nearest named Native American village or settlement described in ethnographic sources is the site of Yaanga, which is approximately 0.32 km (0.2 mile) south of the Project Site. Historians and archaeologists have presented multiple possible locations for the site; however, Yaanga likely occupied a relatively large area spanning the area from the Union Station to Fort Moore. Artifacts or features associated with Native American activities can remain preserved below surface disturbances. Given the physical alterations to the near-surface, the preservation potential for any Native American archaeological resources is poor and the integrity of any such deposits is likely to be compromised, at least where they occur within fill sediments. However, preservation conditions for Native American archaeological materials beneath fill sediments may be improved and compatible with preservation of a more deeply buried resource. Therefore, given the relative proximity to known Native American sites, especially the proximity to the Gabrielino village known as Yaanga, the positive SLF search, as well as the identification of Native American affiliated archaeological materials in nearby areas, SWCA finds the API has moderate sensitivity for Native American archaeological resources.

Impact Analysis: The Project includes one underground parking structure that would require excavation up to 5.2 m (17 feet) deep within the Project Site and between 1.8–4.6 m (6–15 feet) for utility trenches in the API but outside the Project Site. Based on available evidence, the potential for unidentified archaeological resources within the API and immediate vicinity is found to be moderate for Native American archaeological resources and high for historical archaeological resources associated with early twentieth century industrial land uses, which could result in potentially significant impacts to as-yet unidentified archaeological resources potentially preserved below-grade.

SWCA's analysis of Zanja No. 6-1 concluded that physical remains of the abandoned zanja are very unlikely to have been preserved within the API. Evidence identified through historical research indicates the original channel was an open earthen ditch; therefore, physical traces would only be detectable as channel deposits identified in the sediment profiles below-ground. Because channel deposits would have likely been destroyed by past development activities within the expanded street grid, the presence of any physical remains from the abandoned zanja within the API is very unlikely and the sensitivity is considered low. While unlikely, the potential to encounter Zanja No. 6-1 cannot be fully ruled out based on archival research alone, and if physical traces are present, impacts from the Project could be potentially significant.

Two segments of granite paving stones were identified in the portions of the road and shoulder along Bruno Street and College Street, southwest and northeast of the Project Site, respectively. The granite paving block southwest of the API on Bruno Street is designated as HCM No. 211 and is being assessed in a separate historic resources report (HRG 2023). As discussed below, the segment to the northeast on College Street has been recorded in the CHRIS as LAN-4183H and was previously evaluated for significance in 2011 by Greenwood and Associates as part of a study submitted to Caltrans. Considering the absence of information demonstrating any connection to important events or people, and the loss of integrity that limits the ability of the resource to convey a distinctive type or style of construction or yield important historical information, Greenwood and Associates concluded that the granite paving stones recorded as LAN-4183H were not eligible for federal, state, or local historical designation. On the basis on these findings, Caltrans formally determined that LAN-4183H was not eligible for the National Register of Historic Places, and OHP concurred with the determination.

SWCA reviewed the significance evaluation by Greenwood and Associates, and after considering the available information and current conditions, SWCA concurs with the prior findings that LAN-4183H does not appear to be eligible for the CRHR. No information has been identified that demonstrates a connection of the granite paving stones to important events or people (Criteria A and B). Since Caltrans' determination, the segment of College Street in which LAN-4183H was recorded has been fully repaved with asphalt, giving further confirmation that the resource lacks sufficient integrity to convey historical significance under Criterion C and D. Therefore, LAN-4183H does not appear to be a historical resource under CEQA. LAN-4183H was previously recorded as being entirely within the paved roadbed and unpaved shoulder of College Street, which is in a portion of the API where an electrical circuit may be placed underground. Since LAN-4183H is not considered a historical resource, the Project does not have the potential to result in impacts to this resource. While there is at least some possibility that discrete segments of the granite pavement or individual granite paving stones could be encountered as buried deposits within the API, any potential to encounter buried deposits is highly unlikely to change the significance of LAN-4183H given the overall loss integrity and lack of historical association.

Recommendations and Conclusion: There is a potential for encountering archaeological resources in the API, including different types of archaeological resources that have been assessed as having high, moderate, and low sensitivity. If such resources are present, the Project could result in potentially significant impacts to archaeological resources. SWCA recommends incorporating Project-specific measures to ensure that potentially significant impacts to unidentified archaeological resources

inadvertently discovered within the API during ground-disturbing activities for the Project are avoided or reduced to less-than-significant levels in accordance with existing regulations, CEQA guidelines, the City's goals and policies, and industry best practices. The recommended mitigation measure includes retaining a qualified archaeologist to develop and implement an Archaeological Resource Management Plan and Worker Environmental Awareness Program, monitor ground-disturbing activities, and prepare a final monitoring report.

The mitigation measure proposed to address unidentified (inadvertently discovered) historical archaeological resources would also ensure that any such segments of the granite pavers from LAN-4183H that are recovered during ground-disturbing activities for the Project would be documented according to industry best practices and their CRHR status confirmed as is required for any inadvertently discovered archaeological resource. The measures would also ensure that in the unlikely event segments of Zanja No. 6-1 are encountered, the feature would be recorded, evaluated for significance, and if necessary, subject to appropriate mitigative treatment. In the unlikely event that human remains are identified during implementation of the Project, procedures stipulated in State Health and Safety Code Section 7050.5 and California PRC Section 5097.98 would be followed.

With the incorporation of the recommended mitigation measure, SWCA finds that potential Project impacts to archaeological resources would be reduced to less than significant under CEQA.

Disposition of Data: This report will be on file with S&R Partners, LLC, the SCCIC at California State University, Fullerton, SWCA's Pasadena office, and City Planning.

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INTRODUCTION

S&R Partners, LLC (Applicant) retained SWCA Environmental Consultants (SWCA) to conduct an archaeological resources assessment for the proposed commercial project (Project) located at 130 West College Street (Project Site) in the Chinatown neighborhood of Los Angeles California. The following study was conducted to analyze any potential Project impacts to archaeological resources pursuant to the California Environmental Quality Act (CEQA), including relevant portions of Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations (CCR) Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The City of Los Angeles (City) Department of City Planning (City Planning) is the lead CEQA agency.

The following report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS), a Sacred Lands File (SLF) Search by the Native American Heritage Commissions (NAHC), and archival research used to evaluate the presence or likelihood of archaeological resources within and in the immediate vicinity of the Project Site. An area of potential impact (API) was delineated for the Project and consists of the Project Site plus several linear segments that may require trench excavation for the installation of utility lines, which would extend into the public right-of-way and outside the direct footprint of the Project Site.

SWCA Archaeologist Erica Nicolay, M.A. and Senior Archaeologist Chris Millington, M.A., Registered Professional Archaeologist (RPA) prepared the report. Mr. Millington acted as principal investigator. Copies of the report are on file with SWCA's Pasadena office and the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton.

Project Location and Description

The Project Site consists of seven parcels between Alameda Street to the west, College Street to the north, North Main Street to the east, and Bruno Street to the south (Figure 1). The Project Site measures a total of approximately 2.24 acres and comprises seven parcels designated as Assessor's Parcel Numbers 5409-008-001 (117–119 West Bruno Street), 5409-008-002 (110–114 West College Street), 5409-008-003 (959–973 North Main Street), 5409-008-004 (953–955 North Main Street), 5409-008-005 (945–949 North Main Street), 5409-008-006 (943 North Main Street), and 5409-008-015 (130 West College Street) (Figure 2). The Project Site is in Section 22 and 27 of Township 1 South, Range 13 West, and is plotted on the U.S. Geological Survey (USGS) Los Angeles, California, quadrangle (Figure 3).

The Project includes a five-story creative office development, comprised of a podium with one level of at-grade parking and one level of above-grade parking (both podium levels would be wrapped with active ground floor commercial uses along the Alameda Street, Bruno Street, and Main Street frontages), four levels of office uses above, and one level of subterranean parking. Additionally, utility lines for water, sewer, and electric services will require as many as seven trenches be excavated to complete installations that tie-into the nearest existing lines, which are located beneath roads and sidewalks that are outside the direct footprint of the Project Site. For the electrical circuits, Project construction may require existing overhead lines to be placed below ground in trenches. While the need for underground electrical circuits has yet to be confirmed as part of Project design, the potential trench locations are included here as part of the impact analysis.



Figure 1. Project vicinity.



Figure 2. Project location plotted on a 2022 aerial.

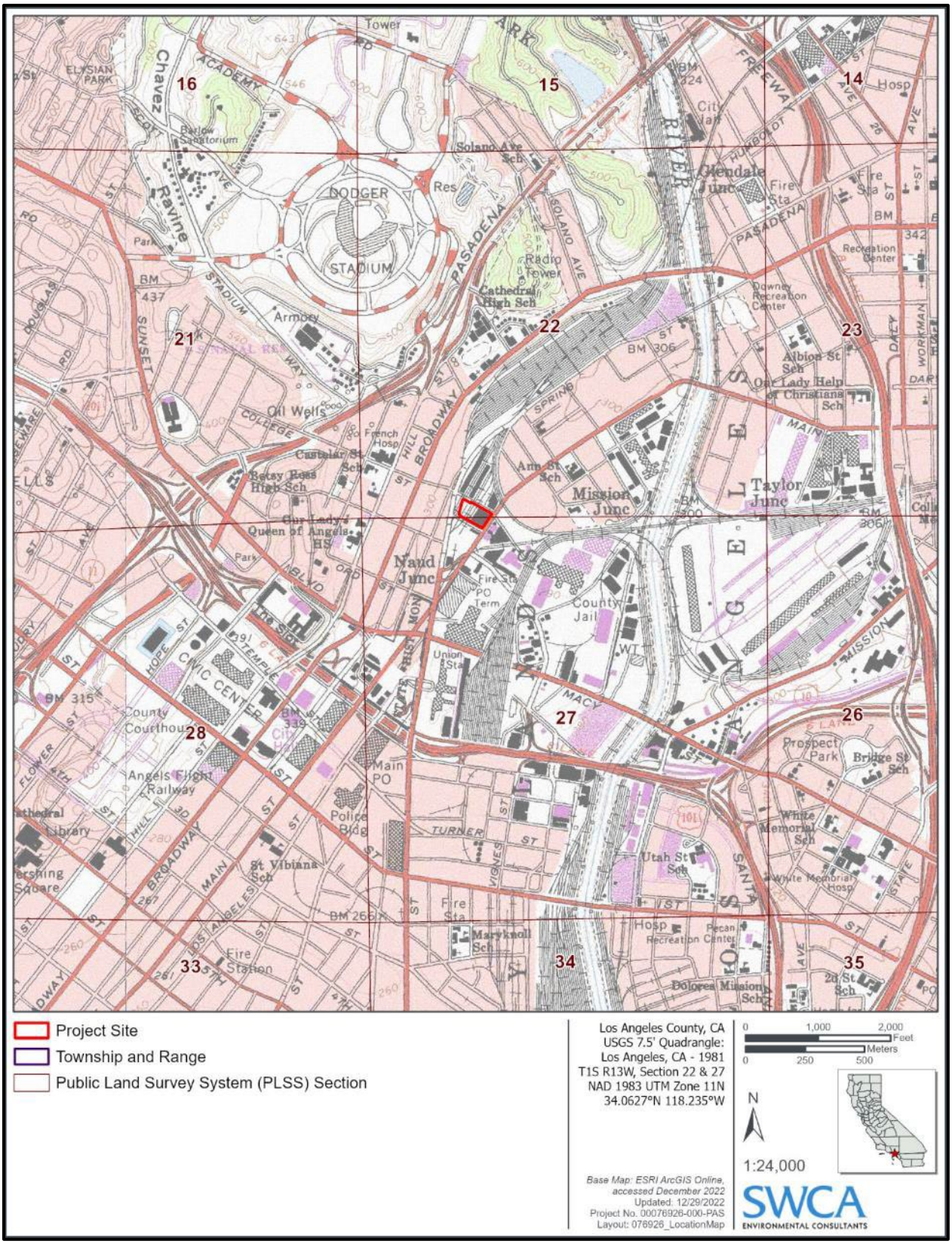


Figure 3. Project location plotted on USGS 7.5-minute quadrangle, Los Angeles, California.

Area of Potential Impact

The API designates the area in which Project activities could potentially result in impacts to archaeological resources, if present, and is defined by the horizontal and vertical extent of ground-disturbing activities that would occur during construction of the proposed Project. Examples of ground-disturbing activities include excavation, grading, trenching, and drilling. The API is composed of the Project Site, which accounts for approximately 97 percent of the overall surface area, plus seven linear segments for utility trenches that extend outside the Project Site.

Based on the Project's architectural designs plans, the maximum depth of ground disturbance would be about 5.2 meters (m) (17 feet) below-grade for the one level of subterranean parking, which will require excavation up to this depth across the footprint of the Project Site. Trenching will be required to complete the installation of water and sewer lines, and possibly underground electrical circuits. The utility trenches along the northern side of the Project Site, extending across Alameda Street, will include excavation for a water line placed 1.8 m (6 feet) below grade, and a sewer line placed between 4.3 and 4.6 m (14 and 15 feet) below grade. The utility trenches excavated from the south side of the Project Site, extending across North Main Street, include a water line placed 3.5 feet below grade, and a sewer line placed between 2.7 and 3.0 m (9 and 10 feet) below grade. If the overhead electrical lines are required to be placed below ground, the underground lines would be placed in a 6-foot-wide trench, excavated 1.8 m (6 feet) below grade. The underground electrical circuits would be installed beneath sidewalks and then extend northeast across College Street and southeast across North Main Streets in the two respective locations.

The API is shown in Figure 4, which includes the Project Site plus utility line trenches outside of the Project Site within the public right-of-way. This report uses the term API when the context is more explicitly related to the impact analysis, and elsewhere the term Project Site is used when referencing the general location for the Project.



Figure 4. API with utility trenches extending outside the footprint of the Project Site.

REGULATORY SETTING

State Regulations

The California Office of Historic Preservation (OHP), a division of the California Department of Parks and Recreation (DPR), performs certain duties described in the California PRC and maintains the California Historic Resources Inventory and California Register of Historical Resources (CRHR). The state-level regulatory framework also includes CEQA, which requires the identification, and mitigation if necessary, of substantial adverse impacts that may affect the significance of eligible historical and archaeological resources.

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely affected by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). Answering this question is a two-part process: first, the determination must be made whether the proposed project involves cultural resources. Second, if cultural resources are present, the proposed project must be analyzed for a potential "substantial adverse change in the significance" of the resource.

HISTORICAL RESOURCES

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are:

- A resource listed in, or formally determined to be eligible by the State Historical Resources Commission, for listing in the CRHR (PRC 5024.1, 14 CCR 4850 et seq.).
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k), or identified as significant in a historic resources survey by meeting the requirements of PRC Section 5024.1(g).
- Any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant (and therefore a historic resource under CEQA) if the resource meets the criteria for listing on the CRHR (as defined in PRC Section 5024.1, 14 CCR 4852).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity (as defined above) does not meet National Register of Historic Places (NRHP) criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey, shall not preclude the lead agency from determining that the resource may be a historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (CEQA Guidelines, Section 15064.5[b]).

Substantial Adverse Change and Indirect Impacts to Historical Resources

CEQA Guidelines specify that a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate

surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines, Section 15064.5). Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHP, CRHR, or local register. In addition, pursuant to CEQA Guidelines Section 15126.2, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."

UNIQUE ARCHAEOLOGICAL RESOURCES

In terms of archaeological resources, PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions, and that there is a demonstrable public interest in that information.
2. Has a special and particular quality, such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. According to PRC Section 5024.1(c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Criterion 2:** It is associated with the lives of persons important in our past.
- **Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR. Although all sites are evaluated according to all four of the CRHR criteria, the eligibility for archaeological resources is typically considered under Criterion 4. Most

prehistoric archeological sites lack identifiable or important association with specific persons or events of regional or national history (Criteria 1 and 2), and/or lack the formal and structural attributes necessary to qualify as eligible under Criterion 3.

An archaeological site may be considered significant if it displays one or more of the following attributes: chronologically diagnostic, functionally diagnostic, or exotic artifacts; datable materials; definable activity areas; multiple components; faunal or floral remains; archeological or architectural features; notable complexity, size, integrity, time span, or depth; or stratified deposits. Determining the period(s) of occupation at a site provides a context for the types of activities undertaken and may well supply a link with other sites and cultural processes in the region. Further, well-defined temporal parameters can help illuminate processes of culture change and continuity in relation to natural environmental factors and interactions with other cultural groups. Finally, chronological controls might provide a link to regionally important research questions and topics of more general theoretical relevance. As a result, the ability to determine the temporal parameters of a site's occupation is critical for a finding of eligibility under Criterion 4 (information potential). A site that cannot be dated is unlikely to possess the quality of significance required for CRHR eligibility or be considered a unique archaeological resource. The content of an archeological site provides information regarding its cultural affiliations, temporal periods of use, functionality, and other aspects of its occupation history. The range and variability of artifacts present in the site can allow for reconstruction of changes in ethnic affiliation, diet, social structure, economics, technology, industrial change, and other aspects of culture.

Treatment of Human Remains

The disposition of burials falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code (CHSC) Section 7050.5. More specifically, remains suspected to be Native American are treated under CEQA at CCR Section 15064.5. PRC Section 5097.98 illustrates the process to be followed if remains are discovered. If human remains are discovered during the Project, the following procedure shall be observed:

- **Unanticipated discovery of human remains.** In the event that human skeletal remains are encountered during the course of any Project ground disturbance activities within the Project Site, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5, which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. The following procedures shall then be followed:
    - Contact the County Coroner:

      1104 N. Mission Road
      Los Angeles, CA 90033
      323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
      323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
    - If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
    - The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
    - The most likely descendent has 48 hours to make recommendations to the Applicant, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
    - If the Applicant does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Local Regulations

Los Angeles Historic-Cultural Monuments

Local landmarks in the City are known as Historic-Cultural Monuments (HCMs) and are under the aegis of City Planning's Office of Historic Resources (OHR). Originally adopted in 1962, and most recently amended in 2018, the City's Cultural Heritage Ordinance establishes the criteria and process for designating HCMs as follows:

> [A] Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age. (Los Angeles Municipal Code Section 22.171.7)

City of Los Angeles General Plan

The City's *General Plan Conservation Element* (Conservation Element), Chapter II, Section 3, defers to the CEQA Guidelines in regard to the identification, evaluation, and mitigation of impacts to archaeological resources. The Conservation Element recognizes that the City has the primary responsibility to protect significant archaeological resources and states the following:

> If it is determined that a development project may disrupt or damage such a site, the project is required to provide mitigation measures to protect the site or enable study and documentation of the site, including funding of the study by the applicant. The city's environmental guidelines require the applicant to secure services of a bona fide archaeologist to monitor excavations or other subsurface activities associated with a development project in which all or a portion is deemed to be of archaeological significance. Discovery of archaeological materials may temporarily halt the project until the site has been assessed, potential impacts evaluated and, if deemed appropriate, the resources protected, documented and/or removed. (page II-3)

The Conservation Element gives the following objective and policy for archaeological and paleontological resources:

Objective: protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.

Policy: continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.

METHODS

California Historical Resources Information System Records Search

On December 23, 2022, SWCA requested a search of the CHRIS at the SCCIC, located on the campus of California State University, Fullerton. SWCA received the results on January 6, 2023. The search included any previously recorded cultural resources and investigations within a 0.4 km (0.25-mile) radius of the Project Site for archaeological resources. The CHRIS records search also included a review of the NRHP, the CRHR, California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list (OHR Directory of Historic Properties Data File), the City's HCM list, and the California State Inventory of Historic Resources. A letter from the SCCIC summarizing the results of the records search is provided in Appendix A. The results were then updated by SWCA to incorporate reports and resources mapped within the API. Maps depicting the location of resources identified in the search are confidential and are included in Appendix A but will be omitted from publicly circulated drafts of this report. The confidential version of the report will be on file with City Planning.

Note to the reader: all archaeological resources are referenced exclusively by the trinomial number designated in the CHRIS (omitting the "CA-" prefix for brevity) and if one has not been assigned, then the primary number will be used.

Sacred Lands File Search

The NAHC is charged with identifying, cataloging, and protecting Native American cultural resources, which includes ancient places of special religious or social significance to Native Americans, and known ancient graves and cemeteries of Native Americans on private and public lands in California. The NAHC's inventory of these resources is known as the SLF. In addition, the NAHC maintains a list of tribal contacts affiliated with various geographic regions of California. The contents of the SLF are strictly confidential, and SLF search requests return positive or negative results in addition to a list of tribal contacts with affiliation to the specified location. A letter from the NAHC summarizing the results of the records search is provided in Appendix B.

Archival Research

Concurrent with the confidential CHRIS records search, SWCA reviewed property-specific historical and ethnographic context research to identify information relevant to the Project Site. Research focused on a variety of primary and secondary materials relating to the history and development of the Project Site, including historical maps, aerial and ground photographs, ethnographic reports, and other environmental data. Archival research focused on assessing the general sequence of developments within the Project Site and vicinity during the Historic period. Sources from the early- to mid-nineteenth century were used to assess the environmental setting before development dramatically increased in the latter parts of the nineteenth century, at which point the character of the landscape transitioned from rural open space and large agricultural properties to fully urban and industrial. Low-altitude aerial photographs were used to help assess the setting of the Project Site.

Sources consulted included the following publicly accessible data sources: OHR (SurveyLA), David Rumsey Historical Map Collection, Early California Cultural Atlas (Native American villages and placenames [Hackel et al. 2015]), Huntington Library Digital Archives, Library of Congress, Los Angeles

Public Library Map Collection, Sanborn Fire Insurance Company maps (Sanborn maps), USGS historical topographic maps, University of California, Santa Barbara Digital Library (aerial photographs), and University of Southern California Digital Library. NavigateLA, which is maintained by the City Bureau of Engineering (BOE), was used to access as-built drawings of utilities and GIS data for utility locations including storm drain and sewer lines.

In addition to the above, SWCA reviewed the geotechnical report prepared for the Project by Langan Engineering (Riutort and Fiorelli 2023). Langan Engineering and Environmental Services, Inc. reviewed past studies conducted near the Project Site, conducted limited subsurface boring, identified the sediments within the Project Site, noted their properties, and offered a preliminary discussion of geotechnical aspects of the Project Site.

Archaeological Sensitivity Analysis

In circumstances where a known archaeological resource is not present, SWCA assessed the potential for the presence of an unidentified resource in the form of a buried archaeological site. That determination considers historical use of the Project Site vicinity, broadly, and the physical setting of the API, specifically, including an assessment of whether the setting is capable of containing buried archaeological material. Lacking any data specifically gathered to assess the presence or absence of archaeological material below the surface, the resulting sensitivity is by nature qualitative, ranging along a spectrum of increasing probability for encountering such material, designated here as low, moderate, and high.

SWCA assessed the sensitivity of the API to contain historical (i.e., non–Native American) archaeological resources as well as Native American archaeological resources. Specific factors are considered for each respective resource type. Indicators of Native Americans archaeological sensitivity are proximity to natural features (e.g., perennial water source, plant or mineral resource, animal habitat) and other known Native American archaeological sites, flat topography, prominent viewsheds, and relatively dry conditions. Indicators of historical archaeological resources sensitivity include the presence of bricks, glass, and/or building materials in geotechnical bores; historically documented occupation; and multiple episodes of construction and demolition of historical structures. High sensitivity is designated when there are soil conditions capable of preserving buried material combined with indicators of habitation or temporary use by Native Americans (for Native American archaeological resources), or evidence of historical land uses (for historical archaeological resources). Areas lacking these traits are considered to have low sensitivity. Areas with a combination of these traits are considered as having moderate or mixed sensitivity.

ENVIRONMENTAL SETTING

Geology and Soils

The Project Site is in the northwest portion of the Los Angeles Basin, a broad, level plain defined by the Pacific Ocean to the west, the Santa Monica Mountains and Puente Hills to the north, and the Santa Ana Mountains and San Joaquin Hills to the south. This extensive alluvial wash basin is filled with Quaternary alluvial sediments deposited as unconsolidated material eroded from the surrounding hills. Several major watercourses drain the Los Angeles Basin, including the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana Rivers. The Project Site and vicinity are within a fully urbanized setting on an open aspect plain at\ an elevation of approximately 87.5 to 88.7 m (287–291 feet) above mean sea level. The Project Site is located in the Chinatown neighborhood of the City, located in an area bound by the 110 Freeway to the west, the 101 Freeway to the south, and the 5 Freeway to the east and north. The Project Site is

approximately 23.25 km (14.5 miles) northeast of the Pacific Ocean, 0.7 km (0.43 mile) west of the Los Angeles River, and 7.54 km (4.7 miles) southwest of the Santa Monica Mountains. The Project Site is one of the first areas to have been settled in Los Angeles. In the first half of the nineteenth century, the Project Site and the areas to the south and east were used for agriculture. However, the area began to be developed by the late nineteenth century, and by the turn of the century, the Project Site and surrounding area were fully developed.

Flood events such as those recorded in more recent history have produced massive deposits of alluvial sediments within the respective floodplains. Alluvial terraces formed where flooding water eroded into uplifted landforms. In the City's downtown area, the backslopes in the location of Bunker Hill delineate the edge of the historical floodplain. The Project Site is situated within sediments characterized as Pleistocene to Holocene aged older young alluvium deposits (Riutort and Fiorelli 2023:1). The Project Site is near the contact point between the Qya unit and one mapped as young alluvium (Qyf) —both designating young alluvial fan deposits (Figure 5). Both geologic units were both formed in the Late Pleistocene to Holocene.

A geotechnical investigation of the Project Site was conducted in 2022 by Langan Engineering (Riutort and Fiorelli 2023). The geotechnical investigation included subsurface investigation consisting of four hollow stem auger borings and four cone penetration tests, which extended from between 4.3 and 26.8 m (14 and 88 feet). The results of the borings were used to characterize the subsurface setting within the Project Site. The bores were drilled within the surface parking lot throughout the Project Site. The uppermost stratum identified in the sediment profiles is described as fill, which sits below 10 to 12 cm (4 to 5 inches) of asphalt, and extends from approximately 0.3 to 1.5 m (1 to 5 feet) below ground surface (bgs). The fill soils are described as dark brown, moist silty sand and clayey sand, with variable amounts of gravel. Below the fill, soils were characterized by young alluvium (Qyf), which extends to a maximum depth of approximately 20.3 m (66.5 feet) bgs. The alluvial soils were described as brown, yellow-brown, to whitish brown medium dense to very dense soils and moist fine to coarse sand with variable amounts of silt and gravel.

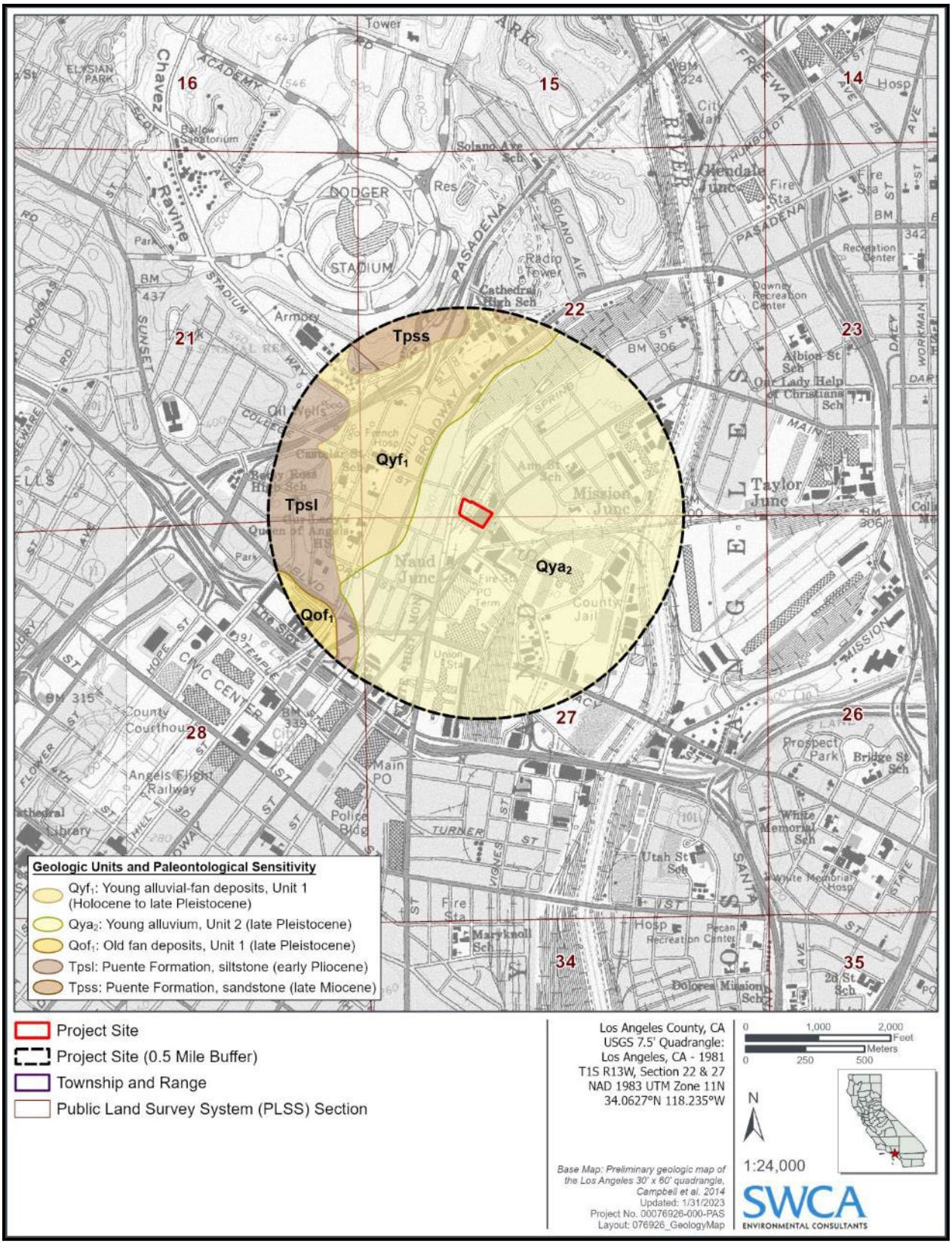


Figure 5. Surficial geology (Campbell et al. 2014): Qya—Young Alluvial Valley Deposits.

Hydrology

Several major watercourses drain the Los Angeles Basin, including the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana Rivers. Before urbanization and modern-day flood control infrastructure was put in place, the northern Los Angeles Basin was drained by several ephemeral streams forming tributaries of what is now Ballona Creek. The south-flowing Los Angeles River is currently located approximately 0.7 km (0.43 mile) west of the Project Site. Historically, the primary channel of the Los Angeles River shifted its course multiple times within the Los Angeles Basin, oscillating between its current southern course and one that flowed west from a point near the downtown area and then along the current course of Ballona Creek. Gumprecht (2001) plotted the former courses and recorded some of the shifts observed in the nineteenth century (Figure 6).

Among the first recorded shifts is a shift that occurred in 1815 when floodwaters overflowed the former channel, shifting the course at least 0.8 km (0.5 mile) to the southwest, near the present route of Spring Street, and possibly flowing over or immediately adjacent to the existing Project Site (see Figure 6). That flood is reported to have destroyed structures built as part of the original Los Angeles Pueblo (Gumprecht 2001:139–141) and may have also flooded all or parts of the Native American village site of Yaanga, which is believed to have been located nearby (see below, Native American Communities in Los Angeles). Some shifts were more dramatic, changing by 90 degrees and altering the course of the river to the ocean. Before 1825, the river flowed west from what is now downtown Los Angeles and discharged into the Ballona Wetlands in what is now Playa del Rey. The river followed a western course approximated by Washington Boulevard and then turned southwest at the Baldwin Hills, flowing along the northwest-facing side of the slopes—the course now occupied by Ballona Creek (Gumprecht 2001:17). Heavy rains in 1825 caused the channel to overflow its banks and the Los Angeles River shifted its course fully south, emptying into the bay near San Pedro, where the river has discharged ever since. In subsequent years, the river would frequently shift its course within the southern floodplain, which in some areas measures up to 2 miles wide (Gumprecht 2001:16). However, these more dramatic shifts between the western and southern routes are likely to have occurred during most of the life of the watercourse, and certainly over during the last 13,000 years—the period in which there is evidence for Native Americans in southern California.

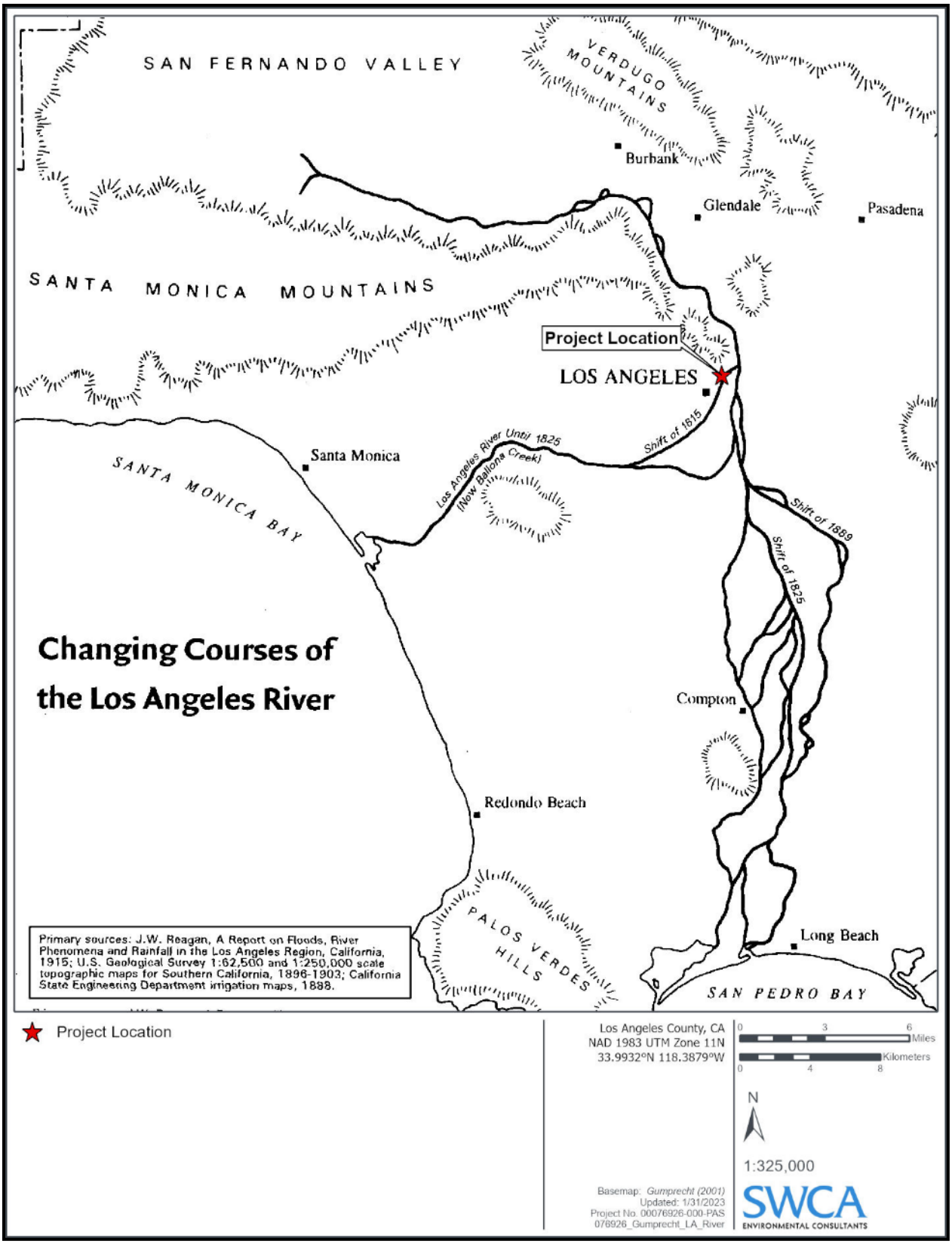


Figure 6. Historical shifts in the Los Angeles River channels as depicted by Gumprecht (2001:140); original sources listed in the inset.

Flora and Fauna

The Project Site is in a fully urbanized setting and is devoid of natural vegetation or natural habitat for most endemic animal species. Even before the urbanization of the twentieth century, the ecology of the Los Angeles prairie had already undergone a transformation during the preceding century as a result of ranching and agricultural practices that accompanied European settlement (see Schiffman 2005). While there are fewer surviving examples of the pre-settlement ecology in the lower elevations compared with those of the surrounding hillsides, various attempts have been made to reconstruct the historical ecology of the Los Angeles Basin. Schiffman provides a cohesive summary of the vegetation structure and species composition for the Los Angeles Basin:

> Most steep hillsides were covered by impenetrably dense evergreen chaparral shrubs such as California lilac (*Ceanothus* spp.), chamise (*Adenostoma fasciculatum*), scrub oak (*Quercus berberidifolia*), and manzanita (*Arctostaphylos* spp.) or sparsely shrubby and drought deciduous coastal sage scrub vegetation that included buckwheat (*Eriogonum fasciculatum*), sages (*Salvia* spp.), and sagebrush (*Arternisia californica*). In contrast to the shrubby hills and mountain slopes the dense, clayey soils of the flat valleys and plains supported a diverse prairie vegetation of colorful ephemeral wildflowers mixed with grasses and other plants of low stature. In addition, woodlands of walnut (*juglans californica*) and oak (*Quercus agrifolia* and *Q. lobata*) were found in canyons and on some hillsides, and broad corridors of willow (*Salix* spp.), alder (*Alnus rhombifolia*), sycamore (*Platanus racemosa*), and mulefat (*Baccharis salicifolia*) lined the river floodplains and feeder creeks that dissected the landscape. (Schiffman 2005)

Kuchler defined vegetation communities for the region, and the Project Site is situated in the unit designated as coastal sagebrush (Kuchler 1977). In addition to the species Schiffman references, those found in the coastal sagebrush unit also include California aster (*Corethrogyne filaginifolia*), golden bush (*Isocoma menziesii*), coyote brush (*Baccharis pilularis*), encelia (*Encelia californica*), fuchsia-flowered gooseberry (*Ribes speciosum*), and monkey flower (*Mimulus aurantiacus*).

In addition to the natural resources found within the inland environments, Native American communities in the Los Angeles Basin would have had access to plant, animal, and lithic resources along the coast and surrounding hills and mountains. Descriptions of these ecological conditions and the associated Native American uses of resources found therein is described elsewhere. For example, Lightfoot and Parrish (2009:253–277) provide a summary for coastal and inland settings for the southern California, an overview of the Santa Monica Mountains is included in King's (2011) report, and coastal environments are addressed in numerous studies such as those by Byrd and Raab (2007), Erlandson (1994), and Gamble (2008).

CULTURAL SETTING

The cultural context for the Project Site begins with a summary of our current knowledge regarding the Native American archaeological record extending from the earliest record of human presence in the region to the time of Spanish colonization, and the subsequent acute disruption of Native American lifeways. This is followed by a section summarizing ethnographic accounts and descriptions of the Gabrielino that must necessarily be taken as partial accounts of their traditional culture and lifeways, which entailed traditions and practices beyond those recorded by the relatively few ethnographers working with Native American informants at the time.

Native American Archaeological Record

Over the years, researchers have devised numerous prehistoric chronological sequences to aid in understanding cultural changes at various scales (i.e., regional vs. local patterning) in southern California. California prehistory is generally divided into three broad temporal periods (i.e., Paleoindian, Archaic, and Emergent periods; see Fredrickson 1973, 1974, 1994) that reflect similar cultural characteristics throughout the state and were generally governed by climatic and environmental variables, such as the drying of pluvial lakes at the transition from the Paleoindian to the Lower Archaic. Numerous chronological sequences were also devised to characterize cultural changes on a smaller scale, within the subregion of southern California specifically.

Building on early studies and focusing on data synthesis and artifact types, Wallace (1955, 1978) developed a prehistoric chronology for the southern California coastal region that is still widely used today and is applicable to near-coastal and some inland areas. Wallace's prehistoric chronology for southern California was composed of four sequential horizons: Horizon I, Early Man; Horizon II, Milling Stone; Horizon III, Intermediate; and Horizon IV, Late Prehistoric (Late Period). Although Wallace's 1955 synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984:159), this situation has been alleviated by the availability of thousands of radiocarbon dates obtained by southern California researchers in the last several decades (Byrd and Raab 2007:217). As such, several revisions were subsequently made to Wallace's 1955 synthesis using radiocarbon dates and projectile point assemblages resulting in more refined chronologies and sequences (e.g., Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994; see also Moratto 1984).

Additional primary syntheses for southern California prehistory were developed by Warren (1968) and King (1981, 1990), which utilized the growing archaeological datasets of specific subregions within southern California to define increasingly localized cultural sequences. Using the concepts of cultural ecology and cultural tradition, Warren (1968) proposed a series of six prehistoric traditions. Three of these traditions, the San Dieguito Tradition, Encinitas Tradition, and Campbell Tradition, correlated with Wallace's Horizons I, II, and III; and the Chumash Tradition, Takic Tradition (formerly "Shoshonean"), and Yuman Tradition are represented in Wallace's Horizon IV. These ecologically based traditions are applicable to specific regions within southern California. King (1981, 1990) later modified Wallace's (1955, 1978) sequence into three major periods of Chumash regional prehistory—Early, Middle, and Late—each of which contains phases or subphases. King's synthesis is based on stylistic changes in artifacts, particularly shell beads and ornaments, from Santa Barbara Channel burial assemblages, which he used to interpret the continuity in development of artifacts as an indication that Chumash culture developed locally in the last ~7,500 years. Arnold (1992) expanded King's chronology by adding a distinct Middle-to-Late Transition (MTL) period, lasting from A.D. 1150 to 1300. A combination of King (1990) and Arnold's (1992) chronological sequences remain foundational and relevant to\ archaeologists working in the Chumash sphere along the southern California coast in the Santa Barbara region, northwest of the Project Site.

More recently, there have been several syntheses of pre-colonization chronologies for southern California (i.e., Byrd and Raab 2007; Sutton 2009; Sutton and Koerper 2009). Figure 7 provides a reference point for the primary periods and cultural traditions discussed below along with chronologies denoted by "years before present" (B.P.) and calendar ages (B.C. and A.D.)[1].

[1] Elsewhere in this report uncalibrated radiocarbon ages are presented as radiocarbon years B.P. and their calibrated dates are expressed as cal B.P.

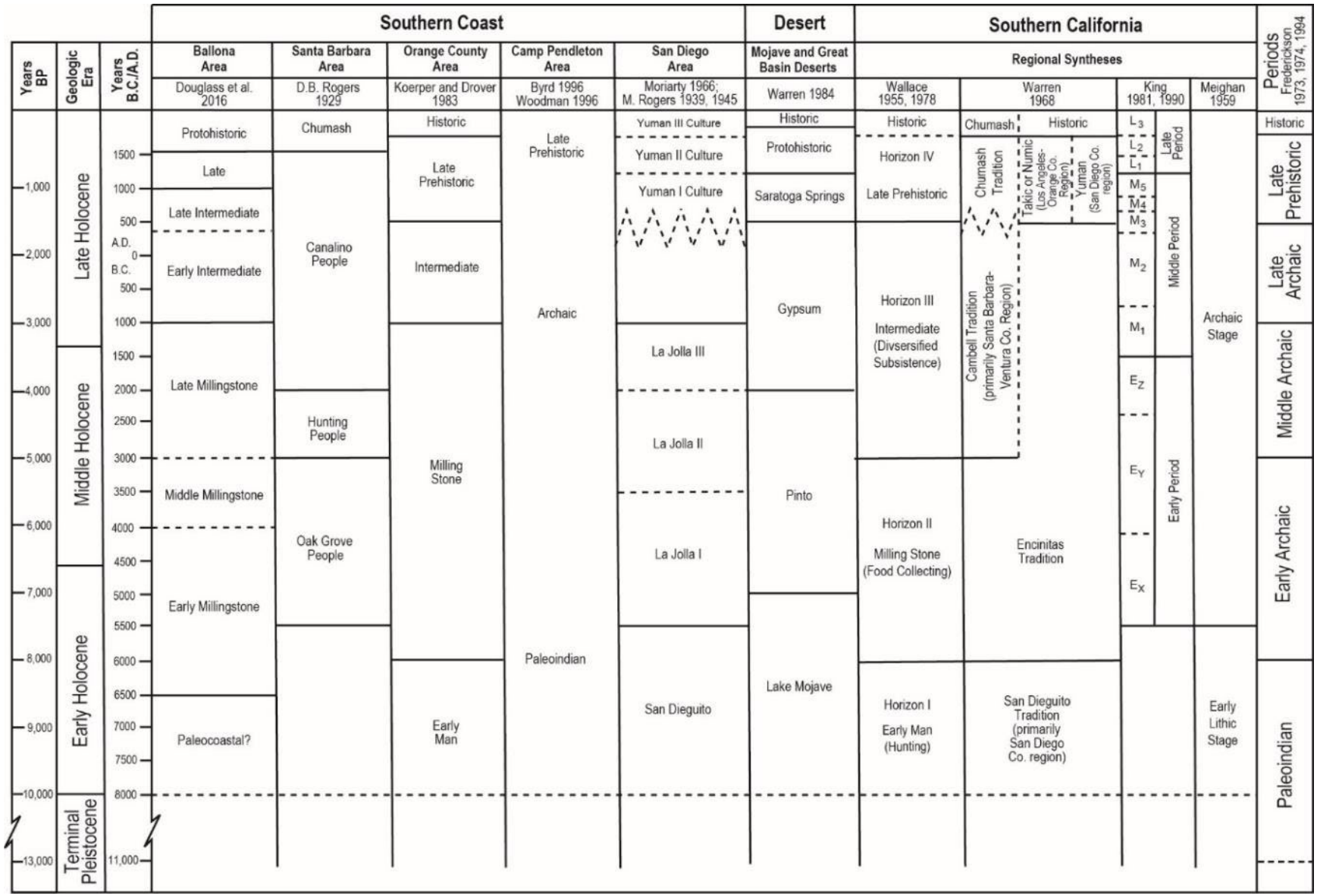


Figure 7. Chronological Frameworks for Southern California Cultural Traditions and Archaeological Contexts

Terminal Pleistocene: Paleoindian / Paleo Coastal Tradition

Any discussion of human occupation of coastal areas during the Terminal Pleistocene must be prefaced with an understanding that sea level rise during this period of severely shifting climate inundated many kilometers of shoreline worldwide and along southern California coastlines specifically, submerging an unknown number of archaeological sites (i.e., Reeder-Myers et al. 2015). Therefore, any evidence that we do have of human occupation in what are now coastal settings is likely only a small fraction of what originally existed (see Erlandson et al. 2007, 2015).

The earliest evidence for human occupation in southern California is found on the northern Channel Islands, where multiple Terminal Pleistocene sites have been identified and dated in the past couple decades, firmly establishing the presence of early coastal-adapted people in the region (Erlandson et al. 1996, 2011, 2020; Erlandson and Braje 2008; Erlandson and Colton 1991). On Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years ago (Johnson et al. 2002). Recent excavations and radiometric dating of multiple archaeological assemblages on San Miguel, Santa Rosa, and Santa Cruz islands document Paleoindian technologies, subsistence strategies, and seasonality of site occupation during the latter part of the Terminal Pleistocene (~11,700 B.P.), with similarities to the Western Stemmed Tradition found across much of western North America (Braje et al. 2013; Erlandson 2013; Erlandson et al. 1987, 2011, 2020; Erlandson and Braje 2008; Jew et. al 2013; Rick et al. 2013).

Finely crafted chipped stone crescents like those recorded on the northern Channel Islands as part of the Paleocoastal toolkit were also found in surficial contexts on San Nicolas Island, suggesting an earlier occupation for the southern Channel Islands as well (Davis et al. 2010). It is possible that similarly early sites were present on the mainland California coast as well; however, the rate and degree of development beginning with Spanish colonization and continuing to the present has likely destroyed most early sites along the California mainland coast. Nevertheless, three fluted points representing the Clovis culture have been found in southern California mainland coastal areas, including one in Santa Barbara County (Erlandson et al. 1987), one in Los Angeles County near Malibu (Stickel 2000), and one in El Morro Canyon, in what is now Crystal Cove State Park in Orange County (Fitzgerald and Rondeau 2012). Additionally, numerous fluted projectile points of the Clovis and Folsom Traditions have been reported from inland contexts in central and southern California (e.g., Davis 1975; Dillon 2002; Moratto et al. 2011; Riddell and Olsen 1969; Rondeau 2006; Yohe II and Gardner 2016).

Early Holocene (~11,500 to ~7000 B.P.)

HORIZON I: EARLY MAN

During the early twentieth century, several sensationalized finds were thought to be evidence of "Early Man" in the Los Angeles Basin; however, subsequent analyses have not held up as hoped. First, in 1914 human remains were found in direct association with extinct Pleistocene fauna at the La Brea Tar Pits (LAN-159/H) (Merriam 1914). Though early estimates suggested that this find extended up to 34,000 years ago, radiocarbon dating has since shown these remains to have an estimated age range of approximately 9,000 to 4,450 B.P. (Berger et al. 1971; Payen 1970), with the most recent redating using accelerator mass spectrometry (AMS) providing a calibrated[2] date range of ~10,200 cal B.P. (Fuller et al. 2016), placing this individual at the transition between the Paleocoastal/Paleoindian period and the Millingstone period. A second early discovery at Angeles Mesa in Baldwin Hills (the Haverty, or Angeles Mesa site, LAN-171) included partially mineralized skeletal remains of several individuals found in

[2] Uncalibrated radiocarbon ages are presented as radiocarbon years B.P. and their calibrated dates are expressed as cal B.P.

depths up to 7 m below surface (Brooks et al. 1990; Stock 1924). Issues, however, with the various methods used to date these bones remain unresolved and have returned estimated dates of more than 50,000 years ago based on amino acid racemization (Taylor et al. 1985) and radiocarbon date ranges that span 3,870 ± 350 to 15,900 ± 50, representing an unacceptably large margin of error for a single individual (Berger et al. 1971; Brooks et al. 1990). There are similar concerns related to the age of remains referred to as "Los Angeles Man"—designated as LAN-172 (Lopatin 1940)—which were discovered in a similar depositional context less than 2 miles from the Haverty site in 1936 (Brooks et al. 1990; Erlandson et al. 2007:54).

Mainland sites attributed to Horizon I generally indicate that the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002) and a greater emphasis on large-game hunting inland. Fundamental elements of lithic tool technology described by Wallace (1955) for this period include numerous scrapers, choppers, chipped and notched crescents, and large blades and points. Wallace (1955) also describes clam shell and bone beads, along with an absence of seed grinding implements from the site type for this period, Malaga Cove. Several sites in Orange and San Diego Counties contain components that date between 9,000 and 10,000 years ago (Byrd and Raab 2007:219; Macko 1998a:41; Mason and Peterson 1994:55–57; Sawyer and Koerper 2006), and radiocarbon dates from the Goleta Slough area in Santa Barbara County indicate occupations spanning ca. 9300–8400 cal B.P. (ca. 7300–6400 B.C.) with a primary subsistence focus on lagoon/bay shellfish (Owen et al. 1964).

Middle Holocene (~7000 to 4000 B.P.)

HORIZON II: MILLING STONE

The Millingstone horizon corresponds to the Early Holocene when rising sea levels continued to encroach on coastlines, though global climate was slowly stabilizing. Set during a warmer and drier climatic regime than the previous horizon, the Millingstone horizon is characterized by subsistence strategies centered on collecting plant foods and small animals, though in coastal areas where archaeological assemblages have been preserved there is also ample evidence of marine resource use during this time as well (Connolly et al. 1995; Rick et al. 2001). The importance of seed processing is apparent in the dominance of stone grinding implements in archaeological assemblages from this period, namely milling stones (metates) and hand stones (manos) (Erlandson 1991, 1994; Moriarty 1966; Warren 1967). The variety of site types from this period indicate a mobile settlement pattern, and recent research indicates that Millingstone horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007:220).

Millingstone assemblages are characterized by the extensive use of milling implements (particularly manos and metates) and mullers along with scraper planes, choppers, and core tools and a general lack of finely crafted projectile points, though leaf-shaped points believed to be darts are present. The general lack of faunal remains along with bone and shell tools at some sites dated to this period have led researchers to suggest a stronger reliance of plant food resources (i.e., seeds) with only a minor focus on hunting. Several sites have been described for this horizon throughout southern California, including Little Sycamore in Ventura, Porter Ranch in San Fernando, and the La Jolla shellmounds in San Diego. Los Angeles County sites with Millingstone components include Malaga Cove (Level 2, LAN-138; Walker 1952), the Tank Site (LAN-1) in Topanga Canyon (Heizer and Lemert 1947; Treganza and Bierman 1958), the Zuma Creek site (LAN-174; Wallace 1955; see also Ascher 1959), the Sweetwater Mesa site (LAN-267; King 1967), the Shobhan Paul site (LAN-958; Porcasi and Porcasi 2006; Salls 1995); and the Parker Mesa site (LAN-215; King 1962). Primary sites with Millingstone components in Orange County include Bolsa Chica (CA-ORA-83; Herring 1961, 1968), CA-ORA-64 (Drover et al. 1983; Macko 1998b), and the Landing Hill site (Cleland et al. 2007).

HORIZON III: INTERMEDIATE

This horizon corresponds with the Middle Holocene and early Late Holocene time periods geologically and marks the point when current shorelines were established in most parts of the world. Consequently, evidence for marine resource use appears to increase after 5000 to 6000 years ago. The Intermediate horizon is characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. An increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites from this horizon along the California coast. Related chipped stone tools suitable for hunting, including side-notched projectile points, are more abundant and diversified, and shell fishhooks became part of the toolkit during this period. Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment and signaling a shift away from the processing and consuming of hard-shelled seed resources to the increasing importance of fleshier fruits like the acorn (e.g., Glassow et al. 1988; True 1993).

Technological markers described by Wallace (1955) for this horizon consist of basket-hopper mortars, mortar and pestle, diverse and plentiful chipped stone assemblages with broad leaf-shaped blades and heavy often stemmed projectile points, bone and antler tools are present to some degree but not in the quantity seen during later phases, along with occasional use of bitumen (asphalt) and steatite. Faunal assemblages often include terrestrial mammals representing wild game, along with some marine mammal bones and often high densities of shellfish remains.

The Middle Holocene also marks a time of cultural innovation in the archaeological record of California. Significant cultural developments are seen in the increasing formation of larger settlements, the intensification of long-distance trade networks including distinct cultural spheres throughout western North America, and the elaboration of art and personal aesthetics (e.g., shell and stone pendants and increasing variety of shell bead types and styles) (Erlandson and Glassow 1997; Glassow 1997; Howard and Raab 1993; Jenkins and Erlandson 1996; King 1990; Raab and Howard 2000; Vellanoweth 2001).

There is also evidence suggesting migrations into coastal southern California by desert peoples from the east during the Intermediate period based on changes in mortuary practices (i.e., cremations), the presence of desert tanged projectile points, and increased numbers of stone as opposed to shell beads. This question has been discussed by several archaeologists (Koerper 1979; Kowta 1961; Kroeber 1925; Moratto 1984; True 1966; Van Horn 1987, 1990) with most suggesting an arrival date of approximately 1500 cal B.P., though some argue for a much earlier migration at around 3500 cal B.P., which coincides with the Millingstone/Intermediate period transition (Sutton 2009). Of course, it is possible, and even likely, that multiple migrations of various scale occurred over the course of hundreds, or thousands, of years.

Late Holocene (~3000 B.P. to Spanish Colonization)

HORIZON IV: LATE PREHISTORIC

In the Late Prehistoric horizon, there was an increase in the use of plant food resources in addition to an increase in terrestrial and marine mammal hunting. There was a concomitant increase in the diversity and complexity of material culture during the Late Prehistoric horizon, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely chipped projectile points suggests increased use of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Steatite cooking vessels and containers are also present in sites from this time, and there is an increased presence of composite bone gorges and circular shell fishhooks; perforated stones; arrow shaft straighteners made of steatite; a variety of bone tools; and personal ornaments such as beads made from shell, bone, and stone. Olivella shell bead styles include a variety of wall and callus beads in addition to the previous spire-lopped, and cup beads. There was also an increased use of asphaltum (also known as bitumen) for

waterproofing basketry and caulking canoes and as an adhesive. (Late Prehistoric burial practices are discussed in the Ethnographic Overview section below.)

Technological markers of this horizon as described by Wallace (1955) include the increased use of the bow and arrow, stemless points with concave or convex bases, steatite containers, widespread and use of asphaltum as adhesive, increased abundance and types of bone tools as well as shell, bone, and stone ornaments. Wallace also describes notable distinctions between northern and southern groups during this period including less pottery north of Orange County, where steatite vessels were more prevalent, and the presence of portable mortars and pestles and basket-hopper slabs in the north with bedrock mortars and milling stones being more prevalent in the San Diego area.

By AD 1000, fired clay smoking pipes and ceramic vessels were being used at some sites (Drover 1971, 1975; Meighan 1954; Warren and True 1961). The scarcity of pottery in coastal and near-coastal sites implies that ceramic technology was not well developed in that area, or that occupants were trading with neighboring groups to the south and east for ceramics. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry that was caulked with bitumen (asphaltum) and functioned in the same capacity as ceramic vessels.

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace 1955:223) particularly at the mouths of large mainland coastal canyons and drainages with year-round water supplies (McLendon and Johnson 1999). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren's (1968) cultural ecological scheme, the period between AD 500 and European contact, which occurred as early as 1542, is divided into three regional patterns: Chumash/Canaliño (Santa Barbara and Ventura counties), Takic/Numic (Los Angeles, Orange, and western Riverside counties), and Yuman (San Diego County). The seemingly abrupt introduction of cremation, pottery, and small triangular arrow points in parts of modern-day Los Angeles, Orange, and western Riverside Counties at the beginning of the Late Prehistoric period is thought to be the result of a Takic migration to the coast from inland desert regions. Modern Gabrielino, Juaneño, and Luiseño people in this region are considered the descendants of the Uto-Aztecan, Takic-speaking populations that settled along the California coast in this period.

Gabrielino Ethnography

The Project Site is in an area historically occupied by the Gabrielino (Bean and Smith 1978:538; Kroeber 1925: Plate 57). Surrounding native groups included the Chumash and Tatataviam/Alliklik to the north, the Serrano to the east, and the Luiseño/Juaneño to the south (Figure 8). There is well-documented interaction between the Gabrielino and many of their neighbors in the form of intermarriage and trade.

The name "Gabrielino" (sometimes spelled Gabrieleno or Gabrieleño) denotes those people who were administered by the Spanish from Mission San Gabriel. In the post-European contact period, Mission San Gabriel included natives of the greater Los Angeles area, as well as members of surrounding groups such as Kitanemuk, Serrano, and Cahuilla. There is little evidence that the people we call Gabrielino had a broad term for their group (Dakin 1978:222); rather, they identified themselves as an inhabitant of a specific community with locational suffixes (e.g., a resident of Yaanga was called a Yabit, much the same way that a resident of New York is called a New Yorker; Johnston 1962:10). Native words suggested as labels for the broader group of Native Americans in the Los Angeles region include Tongva (or Tong-v) (Merriam 1955:7–86) and Kizh (Kij or Kichereno; Heizer 1968:105), and many present-day



Figure 8. Approximate boundaries of traditional tribal territories within southern California based on Kroeber (1925), Heizer (1978), and d'Azevedo (1986).

descendants of these people have taken on their preferred group name. The term Gabrielino is used in the remainder of this report to designate native people of the Los Angeles Basin and their descendants.

The Gabrielino subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the people utilized resources in mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the Early Intermediate period). Inhabitants supplemented acorns with the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131).

The Gabrielino used a variety of tools and implements to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996:7). Gabrielino people processed food with a variety of tools, including hammer stones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels including soapstone bowls and Catalina Island steatite was used to carve ollas and cooking vessels (Blackburn 1963; Kroeber 1925:629; McCawley 1996:129–138).

At the time of Spanish contact, the basis of Gabrielino religious life was the Chinigchinich religion, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions and taught the people how to dance as a form of religious practice. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925:637–638). The origins of the Chinigchinich religion are somewhat unclear as it seems to have been relatively new when the Spanish arrived. It was spreading south into the southern Takic groups even as Christian missions were being built and may represent a mixture of native and Christian belief and practices (McCawley 1996:143–144).

Deceased Gabrielino were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast, and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996:157). Remains were buried in distinct burial areas, either directly associated with villages or without apparent village association (Altschul et al. 2007). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966:27), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond with ethnographic descriptions of an elaborate mourning ceremony that included a variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wooden tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the sex and status of the deceased (Dakin 1978:234–365; Johnston 1962:52–54; McCawley 1996:155–165).

Continuity After Colonization

The traditional lifeways of Native California peoples were dramatically altered by the Spanish mission system and later Mexican and American settlement of the area. The incursion of these new groups also introduced diseases that devastated many indigenous populations. The dissolution of their culture alienated them from their traditional subsistence patterns, social customs, and marriage networks. European diseases, against which they had no immunity, reached epidemic proportions, and Gabrielino populations were rapidly decimated (Johnson 1987). The increase in agriculture and the spread of grazing livestock into their collecting and hunting areas made maintaining traditional lifeways increasingly

difficult. Although many Gabrielino were eventually subsumed by the mission system, some refused to give up their traditional existence and escaped into the interior regions of the state, where they survived as refugees living with other tribes.

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Many researchers have brought attention to the role of Native American labor in developing and sustaining the Spanish and Mexican settlements providing crucial services and highly skilled roles across multiple types of industry (Akins and Bauer Jr. 2021; Anderson 2005:81–82; Hackel 1998, 2005:272 – 320; Phillips 2010; Silliman 2001).

> The involvement of Native American groups in any of the standard colonial institutions in the Americas—missions, ranchos, trade outposts, presidios, forts, and secular towns—revolved around labor, even in contexts of frequent interethnic marriage. Sometimes colonial groups forced labor on native societies; other times, indigenous peoples found colonial labor opportunistic and capitalized on it. In either case, labor constituted one of the primary and most influential interpersonal and intercultural relations in pluralistic colonial communities. (Silliman 2001:379–384)

Gabrielino acquired equestrian skills used in herding, corralling, and branding cattle, and they routinely conducted the work of killing and skinning livestock. They demonstrated an aptitude for the engineering needed to create irrigation systems—finding grades, laying out ditches, and managing watering regimes. Irrigation was crucial for supplying domestic supplies and agriculture, especially wine making, which also relied on Gabrielino to plant the grapevines. Native American women and children provided crucial household chores within the ranchos across the Los Angeles Basin: "Most of those (Native Americans) who left the missions remained close by, often in their traditional tribal homeland, and worked on ranchos" (Akins and Bauer Jr. 2021:112).

During the American period, Native Americans found work in citrus groves and other large-scale agricultural operations. During the twentieth century, Native Americans affiliated with tribes from outside the region increasingly came to Los Angeles, some out of necessity or in pursuit of new opportunities, and others because of the federal government's termination and relocation policies (Akins and Bauer Jr. 2021:266). Native American workers made important contributions to several of the industries important during the early and middle parts of the twentieth century, such as aviation and film.

While the contribution of Native American labor is clearly critical to an account of local history, Phillips offers an important consideration in terms of the motivation for considering this perspective.

> By examining how Indians adjusted to the new work regime and by describing how many became efficient workers, the focus remains on Indians themselves. Recognizing adaptation and efficiency, however, is far different from approving the system in which they were achieved…The missions radically altered Indian culture, but they did not destroy Indian people. Even secularization—the systematic breakup of the mission system in the 1830s—was not designed to destroy Indians. In fact, Indians played an important role in this crucial event in California history, a role downplayed by some historians. (Phillips 2010:17–19).

It is estimated that several thousand Gabrielino descendants currently live in the Los Angeles area, though no reservation or rancherias were ever set aside and tribal organizations have not been federally recognized (Bean 1995). Gabrielino descendants are represented by the following tribal organizations

who actively strive to maintain their cultural legacy: Gabrielino-Tongva Indians of California Tribal Council, the Gabrielino-Tongva Indian Tribe, the Gabrielino/Tongva Nation, the Gabrielino/Tongva San Gabriel Band of Mission Indians, and the Gabrieleño Band of Mission Indians – Kizh Nation.

Locating Former Native American Settlements, Placenames, and Sites

In general, it has proven difficult to establish the precise location of Native American settlements occupied immediately preceding and following Spanish arrival in California approximately 250 years ago (McCawley 1996:31–32). Many of the settlements and so-called villages had long since been abandoned by the time ethnographers, anthropologists, and historians attempted to document any of their locations, at which point Native American lifeways had been irrevocably changed. McCawley quotes Kroeber (1925:616) in his remarks on the subject, writing that "the opportunity to prepare a true map of village locations 'passed away 50 years ago'" (McCawley 1996:32). Thus, even with ethnographic, historical, and archaeological evidence, it can be difficult to conclusively establish whether any given assemblage represents the remains of the former village site.

Several factors have confounded efforts at locating former Native American settlements. First, many settlements were recorded with alternative names and spellings. In some cases, Spanish-era rancho grants may have bounded Native American villages, and in others the Spanish ranchos adopted Native American placenames, such as Kaweenga, Tujunga, Topanga, and Cucamonga. Second, there have been conflicting reports on the meaning and locational reference of the placenames. In addition to differences in the interpretation of a given word, some of the placenames refer to a site using relatively vague terms that could fit several possible locations, or the word may reference a natural feature that no longer exists such as a type of plant that once grew in an area now fully urbanized. Third and perhaps most importantly, Native American placenames recorded in historic records and reported in oral histories did not necessarily represent a continually occupied settlement within a discrete location, which is how the term "village" is commonly understood today. Instead, in at least some cases, the settlements were represented by several smaller camps scattered throughout an approximate geography, shaped by natural features that were subject to change over generations (Ciolek-Torello and Garraty 2016; Johnston 1962:122). Furthermore, the criteria for what constitutes a village site have been especially lacking in consistency and specificity, even within a strictly academic context (see summary by Ciolek-Torello and Garraty [2016:69]). Much of the debate in this regard concerns whether sites were occupied on a permanent or temporary basis, and archaeological data do not always provide unequivocal evidence to make a reliable classification for a given site.

Still, within the range of terms put forth to characterize different types of Native American settlements, there are conventions and core insights shared among scholars. Prehistoric sites in coastal California, for example, are commonly referenced in archaeological sources as residential sites, habitation sites, and seasonal camps, whereas the term *village* is more often used to reference Mission period settlements such as the Chumash site of Humaliwo, Helo', and Muwu, or Luiseño sites such as Topomai (Ciolek-Torello and Garraty 2016:69). These Spanish and Mexican period sites are also sometimes referred to as rancherias—a term with connotations for a more permanent settlement and often used synonymously with village. The convention was established by Hugo Reid in 1852 who published the first list of Native American placenames in the Los Angeles area, which was by no means comprehensive (Stoll et al. 2016:387–389). The more generic terms of *settlement* and *site* will be used in this report and refer to places where Native American communities were once gathered. Native American sites may also refer to locations where archaeological materials, including human remains, have been discovered. Such locations may consist of one or more known archaeological resources or a general area in which an archaeological resource could exist.

NATIVE AMERICAN COMMUNITIES IN LOS ANGELES

The precise location of most Native American villages in the Los Angeles Basin is subject to much speculation, maps depicting villages throughout the greater Los Angeles area show these sites located along rivers or streams. In some cases, Spanish-era rancho grants may have bounded Native American villages, and in others the Spanish ranchos adopted Native American placenames, such as *Kaweenga, Tujunga, Topanga,* and *Cucamonga.* Alternative names and spellings for communities, and conflicting reports on their meaning or locational reference further complicate efforts at determining the location of actual village sites. Native American placenames referred to at the time of Spanish contact did not necessarily represent a continually occupied settlement within a discrete location, rather in at least some cases, the communities were represented by several smaller camps scattered throughout an approximate geography, shaped by natural features that were subject to change over generations (see Johnston 1962:122). Many of the villages had long since been abandoned by the time ethnographers, anthropologists, and historians attempted to document any of their locations, at which point the former village sites were affected by urban and agricultural development, and Native American lifeways had been irrevocably changed. McCawley quotes Kroeber for his remarks on the difficulty of reliably locating former village sites, writing that "the opportunity to prepare a true map of village locations 'passed away 50 years ago'" (Kroeber 1925:616 as cited in McCawley 1996:32). Thus, even with ethnographic, historical, and archaeological evidence, it can be difficult to conclusively establish whether any given assemblage represents the remains of the former village site.

The following sections provide summaries of the named settlements closest to the Project Site, including Yaanga and Geveronga, which are both reported to have been located in the downtown area of Los Angeles (McCawley 1996:57).

Yaanga and Settlements in Downtown Los Angeles

Although the precise location of any given village is subject to much speculation, it is clear the banks of the Los Angeles River were home to many Gabrielino villages throughout the greater Los Angeles area (Figure 9). The closest ethnographically documented village to the Project Site is Yaanga (alternative spellings and names include Yang-na, Yangna, and Yabit) (see Figure 9 and Figure 10). Although the actual location is disputed, generally Yaanga is believed to have been located near present-day Union Station, approximately 315 m (0.2 mile) south of the Project Site (McCawley 1996:57; Morris et al. 2016). Yaanga is among the major Native American communities encountered by the Portola party when they passed through the Los Angeles Basin in 1769 and was perhaps the largest Gabrielino settlement within the Los Angeles Basin. The location of Yaanga has long been considered synonymous with that of Los Angeles, first as the Spanish pueblo, then the town and city.

Historians and archaeologists have presented multiple possible village locations in the general area surrounding Union Station; however, like the pueblo itself, it is likely that the village was relocated from time to time due to major shifts of the Los Angeles River during years of intense flooding. Dillon (1994) presented an exhaustive review of the potential locations, most within several blocks of the pueblo plaza, in the location of present-day Olvera Street near Union Station. Johnston (1962:122) concluded that "in all probability *Yangna* lay scattered in a fairly wide zone along the whole arc [from the base of Fort Moore Hill to Union Station], and its bailiwick included as well seed-gathering grounds and oak groves where seasonal camps were set up." A second settlement, Geveronga, was recorded in mission registers and has also been described in ethnographic accounts as immediately adjoining the Pueblo of Los Angeles (McCawley 1996:57). The approximated location for Geveronga is 4.32 km (2.6 miles) southeast of the Project Site (see Figure 9). By contrast to Yaanga, very little is known about Geveronga, except that it was mentioned in ethnographic accounts as having been a settlement immediately adjoining the



Figure 9. Native American communities and sites in the greater Los Angeles area; locations from Hackel et al. (2015) and Gumprecht (2001).

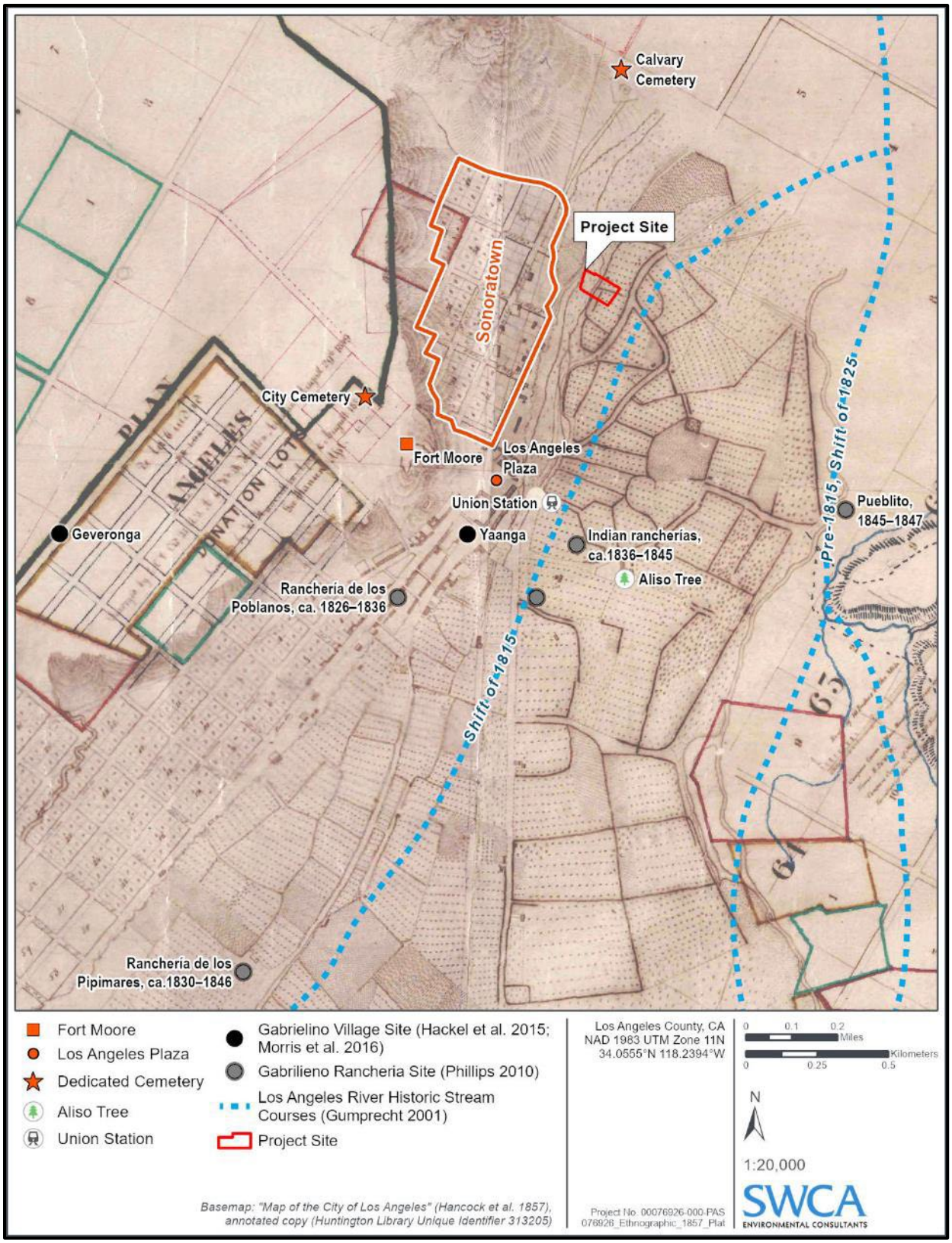


Figure 10. Native American communities and historical points of reference in the downtown area of Los Angeles, plotted on an appended copy of Hancock et al.'s (1857) City map, which was based upon Ord's (1849) original survey.

Pueblo of Los Angeles, and that Mission San Gabriel records identify 31 people as having come from here between 1788 and 1809 (McCawley 1996:57).

Yaanga Post 1781

After the settlement of Los Angeles in 1781, Yaanga faced many new challenges because of its proximity to the new city. The last recorded birth at Yaanga is believed to have been in 1813, after which the village was forced to relocate south of the original site (see Figure 10) (Morris et al. 2016:97). This new village, known as Ranchería de los Poblanos by the Angelenos, is believed to have been located at the intersection of Los Angeles Street and 1st Street, approximately 1.38 km (0.86 mile) south of the Project Site (see Figure 10) (Morris et al. 2016:96–97). This rancheria existed for approximately 10 years, between 1826 and 1836, after which the indigenous population was forced to relocate to a plot of land near Commercial and Alameda Streets (Morris et al. 2016). This rancheria existed for another approximately 10 years, between 1836 and 1845, during which time nearby landowners attempted to forcibly relocate the indigenous population to obtain more land for agricultural use. As a result, the Native American community was once again forced to relocate even further east, across the Los Angeles River to a site called Pueblito, which itself was razed in 1847, at which time legislation was passed to require the indigenous population to live in dispersed settlements or with their employers throughout the city.

There was another rancheria within the boundaries of Los Angeles during this time: Rancheria de los Pipimares. The rancheria may have been in existence from as early as 1820 but ceased to exist after 1846 (Morris et al. 2016). Archival research identified the likely location of Rancheria de los Pipimares to be within the area of San Pedro and 7th Streets, approximately 2.60 km (1.62 miles) east of the Project Site (Morris et al. 2016).

Evidence for Yaanga

Aside from the ethnographic evidence suggesting the location of these villages, little direct, indisputable archaeological evidence for the location of either village has been produced to date. Archaeological materials reportedly were unearthed during the construction of Union Station in 1939 (595 m south of the Project Site), and “considerably more” in 1970 during the rebuilding of the Bella Union Hotel on the 300 block of North Main Street (1,015 m south of the Project Site) (Johnston 1962:121; Robinson 1979:12). The preponderance of available evidence indicates that there were one or more early Historic period Native American communities west of the Los Angeles River near the original plaza site. This assumption is supported through several lines of ethnographic evidence, including the expedition journal of Fr. Juan Crespi and engineer Miguel Costansó, both of whom were associated with the 1769 Portolá expedition. The notes from these sources indicate the village was located between 2.0 and 2.4 km (1.3 and 1.5 miles) west-southwest from the Los Angeles River on high-level ground. The Pueblo of Los Angeles was documented to have been founded directly adjacent to this village. The location of Yaanga was also referenced by long-time Los Angeles resident Narciso Botello and Gabrielino consultant José María Zalvidea, who indicated that Yaanga was originally located adjacent to the original site of the Los Angeles Plaza (Morris et al. 2016:112).

During construction of the Metropolitan Water District headquarters building in the mid-1990s, approximately 815 msouth of the Project Site, an archaeological site (LAN-1575/H) was identified and included a substantial Native American component composed of artifacts and primary interments and cremation reburials. The archaeological investigation by Applied Earthworks found evidence of occupation that both predated and overlapped the Spanish historical period, but ultimately the researchers could not reach a definitive conclusion as to whether portions of the site represented the material remains of Yaanga (Goldberg et al. 1999:151–159). In 2019, during construction of Metro’s Patsaouras Bus Plaza Station, which was partly within the boundary of LAN-1575/H, new site

components were identified that included Native American human remains and artifacts, as well as Historic period deposits (i.e., not affiliated with Native Americans). The new site components are consistent with the types and ages identified in LAN-1575/H. Some of these new discoveries were identified within the boundary designated for LAN-1575/H, but the majority extend east along Highway 101 and Interstate 10.

While most of the natural landscape features that would have characterized Yaanga and its surroundings are no longer present and the precise location of the settlement remains an open question, the general location still retains its association with Yaanga and is considered an important place by contemporary Gabrielino groups. The proximity of Yaanga to a massive sycamore tree known as El Aliso is also commonly cited and often referred to synonymously with that of Yaanga. The tree is visible in early photographs and plotted on plat maps showing the vineyard and winery established by Louis Vignes. A memorial plaque was recently placed to commemorate Yaanga and its location—on the north side of Commercial Street near the intersection with Vignes Street, approximately 1 km (0.6 mile) southeast of the Project Site. The location was chosen based on proximity to the place where El Aliso had once grown, which was in what is now in the channel excavated for the Hollywood Freeway.

Mission and Rancho Period (1769–1848)

Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Mission period in California begins with the establishment in 1769 of a settlement at San Diego by the Spanish and the founding of Mission San Diego de Alcalá. Independence from Spain in 1821 marks the beginning of the Mexican era of governance within California, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American period, when California became a territory of the United States.

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríquez Cabríllo stopped in 1542 at present-day San Diego Bay. With his crew, Cabríllo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica bays. Much of the present California and Oregon coastline was mapped and recorded in the next half-century by Spanish naval officer Sebastián Vizcaíno. Vizcaíno's crew also landed on Santa Catalina Island and at San Pedro and Santa Monica bays, giving each location its long-standing name. The Spanish crown laid claim to California based on the surveys conducted by Cabríllo and Vizcaíno (Bancroft 1886:96–99; Gumprecht 2001:35).

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Mission period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July 1769, while Portolá was exploring Southern California, Franciscan Fr. Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Juan Crespí, a member of the expedition, named the campsite by the river Nuestra Señora la Reina de los Angeles de la Porciúncula or "Our Lady the Queen of the Angels of the Porciúncula." Two years later, Fr. Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771 (Engelhardt 1927). In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo

called El Pueblo de la Reyna de Los Angeles ("the Pueblo of the Queen of the Angels"). This settlement consisted of a small group of adobe-brick houses and streets and would eventually be known as the Ciudad de Los Angeles ("City of Angels").

A major emphasis during the Mission period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Mission period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants. The authority of the California missions gradually declined, culminating in their secularization by the central Mexican government in 1833, and by the Alta California legislature in 1834.

Extensive land grants were established in the interior during the Mission period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. The Project Site is within the original boundaries of the Pueblo of Los Angeles which was founded during the era of Mexican governance in 1781.

During the Rancho period (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848–Present)

War in 1846 between Mexico and the United States began at the Battle of Chino, a clash between resident Californios and Americans in the San Bernardino area. This battle was a defeat for the Americans and bolstered the Californios' resolve against American rule, emboldening them to continue the offensive in later battles at Dominguez Field and in San Gabriel (Beattie 1942). However, this early skirmish was not a sign of things to come, and the Americans were ultimately the victors of this two-year war. The Mexican–American War officially ended with the Treaty of Guadalupe Hidalgo in 1848, which resulted in the annexation of California and much of the present-day southwest, ushering California into its American period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. territories. Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The Gold Rush began in 1848; with the influx of people seeking gold, cattle were no longer desired mainly for their hides, but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom. Cattle were at first driven along major trails or roads such as the Gila Trail or Southern Overland Trail, then were transported by trains when available. The cattle boom ended for southern California as neighbor states and territories drove herds to northern

California at reduced prices. Operation of the huge ranchos became increasingly difficult, and droughts severely reduced their productivity (Cleland 1941).

On April 4, 1850, only two years after the Mexican–American War and five months prior to California's achieving statehood, Los Angeles was officially incorporated as an American city. Settlement of the Los Angeles region continued steadily throughout the Early American period. Los Angeles County was established on February 18, 1850, one of 27 counties established in the months prior to California's acquiring official statehood in the United States. At that time, the city was bordered on the north by the Los Felis and the San Rafael Land Grants and on the south by the San Antonio Luge Land Grant. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California; however, a severe drought in the 1860s resulted in many of the ranchos being sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Ranching retained its importance through the mid-nineteenth century, and by the late 1860s, Los Angeles was one of the top dairy production centers in the country (Rolle 2003). By 1876, the county had a population of 30,000 (Dumke 1944:7). Los Angeles maintained its role as a regional business center, and the development of citriculture in the late 1800s and early 1900s further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the impact of the real estate boom of the 1880s on Los Angeles (Caughey and Caughey 1977; Dumke 1944). By the late 1800s, government leaders recognized the need for water to sustain the growing population in the Los Angeles area. Irish immigrant William Mulholland personified the city's efforts for a stable water supply (Dumke 1944; Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to the city (Nadeau 1997).

Los Angeles continued to grow in the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

Los Angeles: From Pueblo to City

On September 4, 1781, 44 settlers from Sonora, Mexico, accompanied by the governor, soldiers, mission priests, and several Native Americans, arrived at a site along the Rio de Porciúncula (later renamed the Los Angeles River), which was officially declared El Pueblo de Nuestra Señora de los Angeles de Porciúncula, or the Town of Our Lady of the Angels of Porciúncula (Robinson 1979:238; Ríos-Bustamante 1992; Weber 1980). The site chosen for the new pueblo was elevated on a broad terrace 0.8 km (0.5 mile) west of the river (Gumprecht 2001). By 1786, the area's abundant resources allowed the pueblo to attain self-sufficiency, and funding by the Spanish government ceased.

Efforts to develop ecclesiastical property in the pueblo began as early as 1784 with the construction of a small chapel northwest of the plaza. Though little is known about this building, it was located at the pueblo's original central square near the corner of present-day Cesar Chavez Avenue and North Broadway (Newcomb 1980:67–68; Owen 1960:7). Following continued flooding, however, the pueblo was relocated to its current location on higher ground, and the new town plaza (Los Angeles Plaza) soon emerged. The reconstructed church was known as La Iglesia de Nuestra Señora la Reina de Los Angeles (Plaza Church).

Alta California became a state in 1821, and the town slowly grew as the removal of economic restrictions attracted settlers to Los Angeles. The population continued to expand throughout the Mexican period and on April 4, 1850, only 2 years after the Mexican–American War and 5 months prior to California earning statehood, teh City was formally incorporated. Los Angeles maintained its role as a regional business center in the early American period and the transition of many former rancho lands to agriculture, as well as the development of citriculture in the late 1800s, further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the real estate boom of the 1880s in Los Angeles (Caughey and Caughey 1977; Dumke 1944).

Newcomers poured into the city, nearly doubling the population between 1870 and 1880, resulting in an increased demand for public transportation options. As the city neared the end of the nineteenth century, numerous privately owned passenger rail lines were in place. Though early lines were horse and mule drawn, they were soon replaced by cable cars in the early 1880s, and by electric cars in the late 1880s and early 1890s. Many of these early lines were subsequently consolidated into Henry E. Huntington's Los Angeles Railway Company (LARy) in 1898, which reconstructed and expanded the system into the twentieth century and became the main streetcar system for central Los Angeles, identified by their iconic "yellow cars." During this period, Huntington also developed the much larger Pacific Electric system (also known as the "red cars") to serve the greater Los Angeles area. Just as the horse-and-buggy street cars were replaced by electric cars along the same routes, gas-powered buses (coaches) eventually served former yellow car routes. Both the red cars and LARy served Los Angeles until they were eventually discontinued in the early 1960s.

Los Angeles continued to grow outward from the city core in the twentieth century in part due to the discovery of oil and its strategic location as a wartime port. The military presence led to the growth in the aviation and eventually aerospace industries in the city and region. Hollywood became the entertainment capital of the world through the presence of the film and television industries and continues to tenuously maintain that position. With nearly 4 million residents, Los Angeles is the second largest city in the United States (by population), and it remains a city with worldwide influence that continues to struggle with its population's growth and needs.

DOWNTOWN LOS ANGELES

The Project Site is in the northern portion of Downtown Los Angeles in the Chinatown neighborhood, and northwest of the historical core of the Los Angeles Pueblo. The original layout of Los Angeles Pueblo was established based on the Spanish grid system, codified as the Laws of the Indies, which required the corners of the corners of the central plaza to be oriented to the cardinal directions. As the pueblo grew, the Spanish system was increasingly adapted to fit the local topography, which was characterized by three landforms—river to the east, hills to the northwest, and the terrace between the two. These historical and topographic factors are reflected in the orientation of the early eighteenth-century street grid and the size and shape of lots depicted in Ord's (1849) map (Figure 11).

Early development of the pueblo was dictated by the landform, which historically featured a bluff and steep slopes extending to the south and east, forming the periphery for the pueblo's core elements consisting of the Los Angeles Plaza, Plaza Church, and other civic and commercial buildings (Dietler and Treffers 2012). On top of the alluvial terrace and extending into the base of the foothills were the residential loss that expanded north and south from the historical core (see Figure 10 and Figure 11). The area to the north was one of the first areas to be settled and was known throughout much of the nineteenth century as "Sonora Town" (Deverell 2004). This adobe neighborhood was settled primarily by Mexicans from Sonora, although there were also many immigrants from Europe and the United States, many of whom became Mexican citizens at the time (Estrada 2008:10).

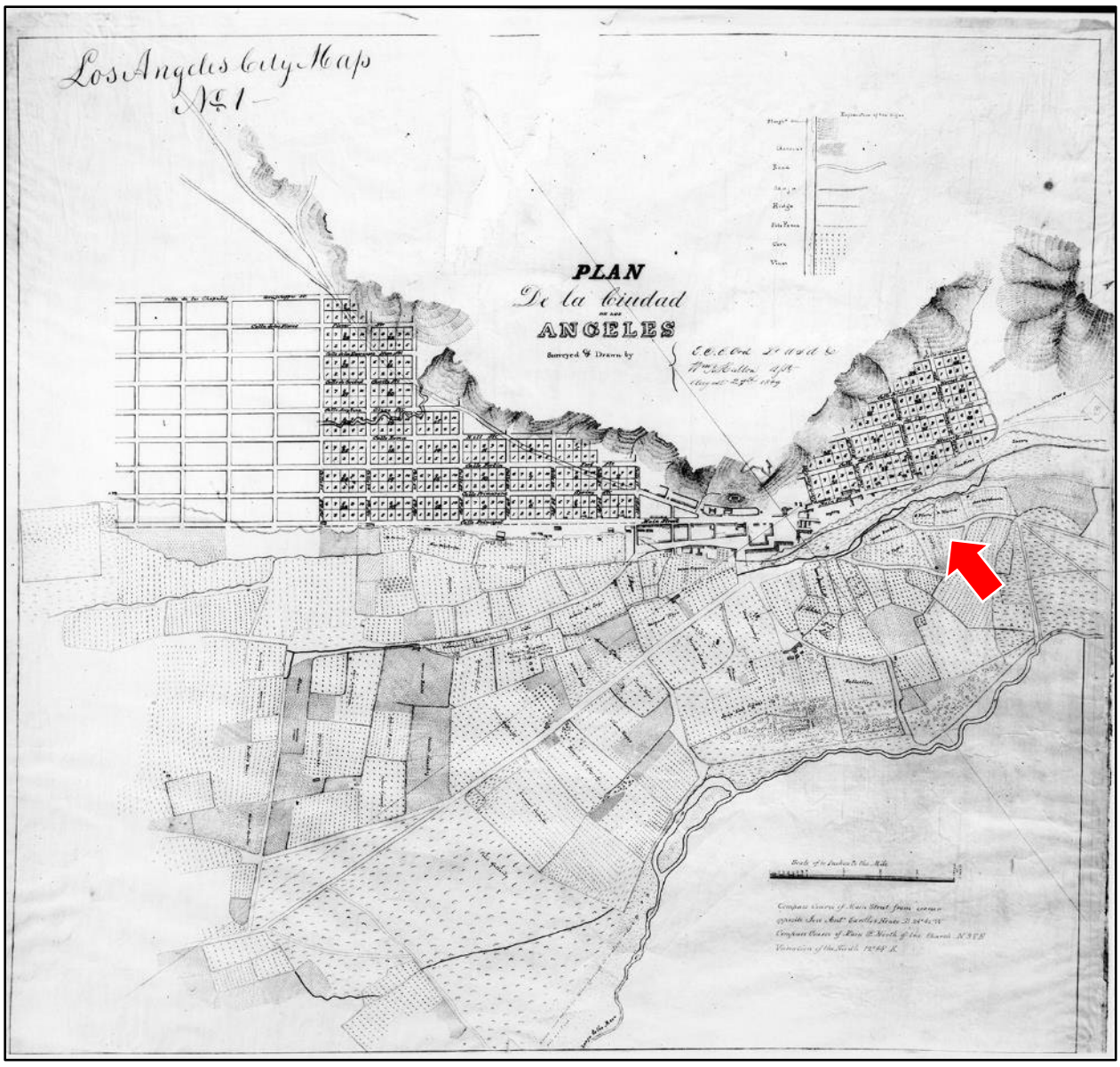


Figure 11. Photographic reprint of E.O.C. Ord's original 1849 map of the City, annotated with street names, lot owners, and block numbers (Ord 1849). The top of the map is oriented to the northwest, reflecting the original orientation of the City's layout based on the Spanish system. The red arrow indicates the approximate location of the Project Site.

In the early period of the Los Angeles Pueblo and most of the eighteenth century, agricultural fields were established in the floodplain west of the Los Angeles River and beneath the terrace. Here meandering roads and fences made from hedges and wooden poles delineate the fields that Ord recorded as either plowed fields, corn, or vineyards. Farms varied in size and shape, ranging up to approximately 50 acres, and were irrigated through zanjas and other unnamed ditches, many of which are captured on Ord's 1849 map. The Project Site is situated in one of the former agricultural fields depicted in Ord's map (see Figure 10 and Figure 11).

The American era, beginning with the Mexican–American War, ushered in a series of massive transformations in the area. During the Mexican–American War the neighborhood surrounding the Los

Angeles Plaza was the site of major battles (Estrada 2008:10). The Americans memorialized these battles when they renamed the abutting hill after Fort Moore, a U.S. military fortification constructed in 1847 during the Mexican–American War (Cortelyou 1949:17–21). During this period, the City's population grew substantially, due in part to the settlers from the east coming after the Mexican–American War and to the Gold Rush (Estrada 2008). The newcomers to the City led to significant expansion primarily to the north and southwest. Fort Moore was abandoned following the signing of the Treaty of Guadalupe Hidalgo in 1848 and eventually decommissioned in 1853. That same year, Los Angeles' non-Catholic settlers established an unofficial cemetery in the area immediately northwest of the Project area. The cemetery was known by several names, including City Cemetery, Fort Hill Cemetery, and "the cemetery on the hill," and functioned in an informal manner over the subsequent decade (Gibson and Dietler 2012). However, by the early 1860s, the public became concerned with its overcrowding, prompting the City to take control of the land and eventually ban future burials in 1879 (Carpenter 1973).

Los Angeles underwent another population boom in the 1880s coinciding with the arrival of the transcontinental railroad. The increase in population resulted in an increased demand for housing and the development of new residential neighborhoods away from the city center. In response to the subsequent land boom, the city parceled out residential lots around the cemetery as early as 1884, with no initial effort to remove the burials. Fort Moore Hill soon became one of the premier residential neighborhoods due to its views and location above the city center (Cortelyou 1949:17–21; Gibson and Dietler 2012). The 1880s population boom resulted quickly in the subdivision of the farms on the lower terrace into lots that were sold for primarily residential and commercial purposes.

Just south of the Project Site, in the location of present-day Union Station, the first permanent settlement of Chinese in Los Angeles, known as "Old Chinatown" existed. This neighborhood was a vital part of the Chinese community in Los Angeles and included religious institutions, places for employment, meeting halls, community organizations, and residences. By 1880, the Chinese population in Los Angeles had grown to 500, representing the largest minority group in the City. However, there was strong anti-Chinese sentiment among the political class, and by the 1910s, there was a push to destroy Old Chinatown and replace it with warehouses, an industrial district, and a railroad terminal. Although leaders within the Chinese community tried to protect the community by buying land and through legal battles, by 1931, the land on which Old Chinatown was built was approved to be condemned by the California Supreme Court, and by 1934, much of the community was demolished and the construction of Union Station had begun (Historic Resources Group 2016:8). In response to the loss of their community, Chinese-American business owners established a new Chinatown to the north between Broadway and Hill Streets north of Cesar Chavez Avenue southwest of the Project Site, which officially opened in 1938 (Historic Resources Group [HRG] 2016:9).

THE ZANJAS OF LOS ANGELES: A BRIEF HISTORY

From Los Angeles' beginnings as a small pueblo, water was understood as a crucial force to control and use if the settlement was to survive. Since the 1770s, a canal known as the Zanja Madre had been diverting water from the Los Angeles River to the newly established pueblo. The pueblo's residents used this water for ranching, agriculture, drinking, bathing, and washing clothes (Newmark and Newmark 1970). Gravity was sufficient to force the water down the zanja onto the pueblo lands, but the flow of water was not smooth and continuous because the ditch was frequently impeded by debris and damaged during heavy rainfall. At this time, the maintenance of the zanja was the responsibility of all residents of the pueblo. The *ayuntamiento*, or town hall, came to the decision that one person had to be in charge of ensuring the functionality of the zanja and to regularly inspect it. To this aim, the *ayuntamiento* appointed a rotating position known as the zanjero*,* whose job was to properly inspect, maintain, and coordinate repairs of the zanja. Every week a new City official would be in charge of the zanjas and every head of household was required to contribute some share, be it money or labor, to the maintenance of the zanjas,

though many simply supplied Gabrielino labor to fulfill their contribution (Gumprecht 2001:60; Hoffman and Stern 2007:3).

Los Angeles residents were still using the publicly owned zanjas after California's entrance into the union, and by this time, the roles and duties of the zanjero had ballooned to include issuing permits, overseeing deputy zanjeros, and collecting fees. Because the position had become so important, Mayor Stephen Foster established a permanent zanjero position, eliminating the rotating schedule that was used during the Spanish and Mexican periods, and providing stability to the office. The position quickly became one of the most important appointed positions in Los Angeles (Gumprecht 2001:60). At the time property owners were still "required to contribute a certain amount of time" to devote to maintaining the zanja, underlying the importance of the zanja system to the young city (Gumprecht 2001:60). Though the duties and importance of the zanjeros changed over time, the importance of Native American labor in the pueblo's functioning remained constant from the Spanish into the American period; not only did Native American laborers make up the majority of the farm labor, but they were often tasked with fixing the zanjas (Hoffman and Stern 2007:3–4).

As the budding city grew, new zanjas needed to be built to irrigate increasingly more farmlands. In 1857 the first offshoot was completed—Zanja No. 1, which ran between Alameda Street and the Los Angeles River. By 1870 there were a total of eight zanjas covering approximately 80 km (50 miles) that connected to the Zanja Madre. At this early time, the zanjas were little more than earthen ditches; none was covered or lined, allowing residents to easily steal water. From these humble beginnings came an extensive water conveyance system that supplied water for personal use and irrigation to the growing city. Using archival research and historic sources, Gumprecht (2001) created a map of the entire zanja system in 1880 showing the original Zanja Madre, the eight initial offshoots, and the additional zanjas that had been added (Figure 12).

Though the zanjas were a crucial water supply in early Los Angeles, they also served as waste disposal and a sewer system for early residents (Sklar 2008:19). Dead animals were frequently found in the zanjas and, in some cases, even deceased people. Not surprisingly, dysentery during this period was common. Despite the public knowledge that the zanja water was unsanitary, people continued bathing, washing, and dumping in the zanjas. Over time, the city attempted to stop the constant bathing and washing in the main zanja; however, even after a law was passed explicitly prohibiting "bathing, washing clothes, dumping refuse, and the slaughter of cattle in the zanjas," all practices remained commonplace (Gumprecht 2001:62). Zanja No. 8 was singled out as being exceptionally foul, and one City official even recommended that all drainages to other zanjas from Zanja No. 8 be cut off so as to preserve the others. As residents became fed up with the contamination of the zanjas, Angelenos realized that sewers were necessary.

As time went on, many of the zanjas began to be upgraded from their original open ditches to more permanent structures. This first happened in 1877, when the City created its first comprehensive plan to improve and extend the zanjas using a bond measure of $75,000. Sometime during this period, many of the original zanjas were upgraded to cement or wrought iron pipe. Useful in determining the status of each zanja during this period is Hall's 1888 study on irrigation in California. In this work, Hall describes each zanja segment, providing information on construction type and length. Hall used the terms "low service" and "high service" to reference locations where the zanja diverted water from the Los Angeles River, and he separated the city's irrigation works into eastern and western districts according to their location with respect to the river.

The expanding system became a network of channels, structures, and reservoirs constructed using varied materials and techniques, much of which were improvised and expedient, giving the system as a whole a patchwork appearance. By 1888 nearly 50 percent of the zanjas in Los Angeles were made of some type

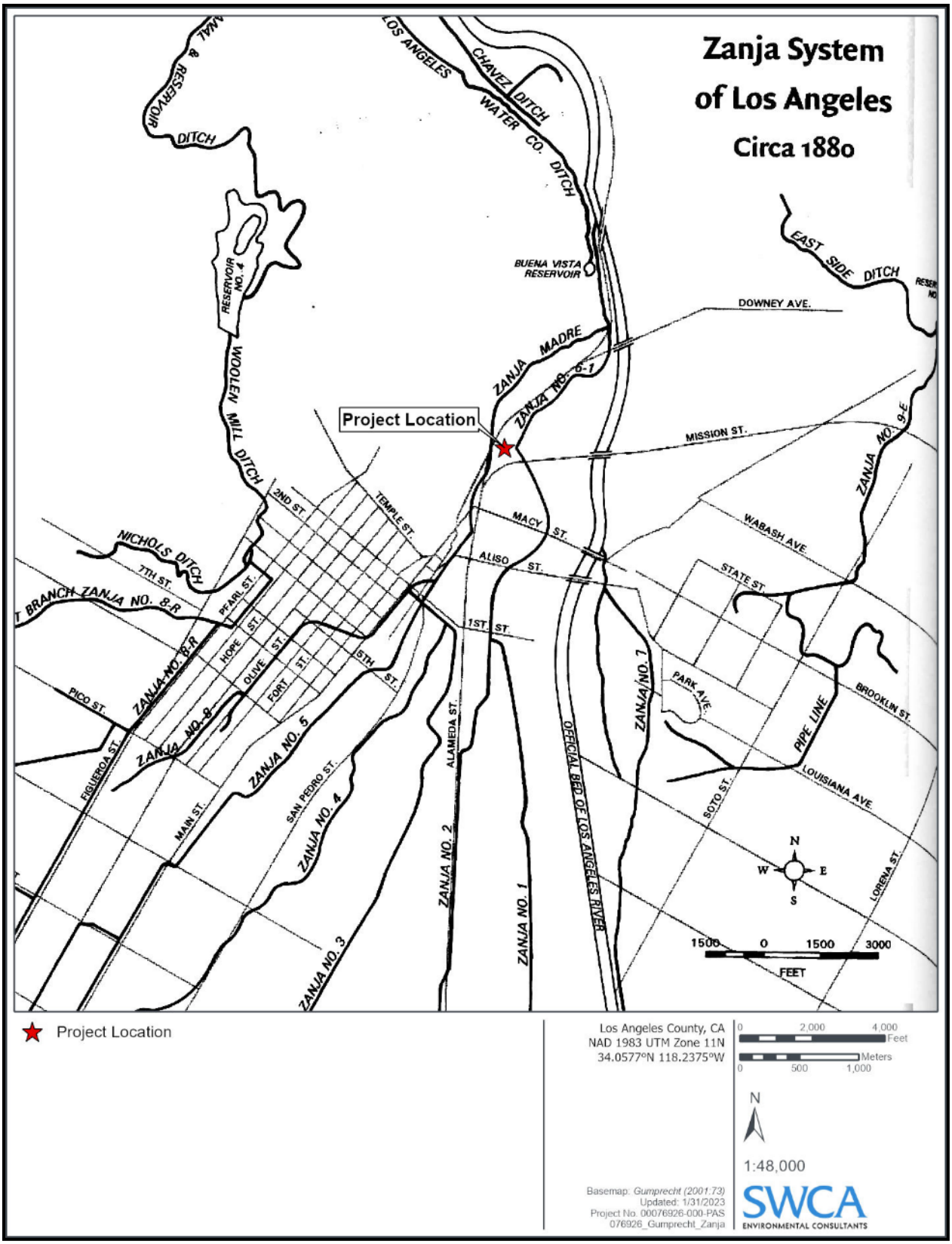


Figure 12. Los Angeles zanja system, ca. 1880s (Gumprecht 2001).

of conduit constructed of wooden flumes, cement- or masonry-lined canals, cement and iron pipe, or brick culverts. According to Hall, Zanja No. 8 was made up of a 16-inch cement pipe while Zanja No. 5 was a 22 -inch cement Pipe (Hall 1888:545). In one section of Hall's report, he estimates the cost of the zanja system to date, and his explanation for the difficulty of such a task provides important information on the materials and integrity of the various segments:

> The difficulty of arriving at the original cost of works, constructed by 'piecemeal,' in a period of twelve years, under no definite plan, and supervised by successive city officials (and this refers only to the works regarded as permanent and not to the long-built earthen ditches) changes almost every year, without any system of keeping accounts of construction segregated from ordinary maintenance expense, can scarcely be appreciated until one attempts the task. Much of the work has been done several times over; ditches have been flumed, and after a time the flumes replaced with pipe; pipe-lines have been, locally but radially, altered and enlarged; iron pipe substituted for cement pipe, and vice versa; and no small part of the work has been abandoned and fallen into disuse. (Hall 1888:547–548)

Many projects to improve the system, such as constructing a tunnel to replace part of the Zanja Madre, were started but never completed (Hall 1888:565). Though the zanjas were improved greatly between 1870 and 1888, when Hall conducted his study, the water system in Los Angeles was crude and not in keeping with the rapid development occurring. The last 20 years of the nineteenth century brought many changes to Los Angeles; the real estate boom of the 1880s created a fivefold population increase in the city by 1890. This population increase had the added result of decreasing the City's irrigation needs, because many of the original vineyards and orchards had already been abandoned but increasing the City's domestic water needs (Hoffman and Stern 2007:19). Two years after Hall's 1888 survey, the zanjas began to be abandoned, starting first with Zanja No. 5. Slowly, property owners began requesting that zanjas be abandoned, as the unused structures now served as impediments to development (Gumprecht 2001:89). By 1904, all the zanjas had been abandoned; most were filled in, but some continued to be used as sewers (Hoffman and Stern 2007:19).

As shown on Figure 12, the Project Site was located between two zanjas: the Zanja Madre and Zanja 6-1. The routes for these two segments are described briefly below and are analyzed in more detail in the Results section (see Archival Research, Zanja System Components).

Zanja Madre

The Zanja Madre was the main source of water for the early irrigation system in Los Angeles and formed the central artery for the zanja system. The original segment of the Zanja Madre began at an intake point from the Los Angeles River near the present-day location of the North Broadway Bridge. From here the channel flowed south in an open ditch along the base of a bluff below Buena Vista Street, now North Broadway (Layne 1957:20). Near the intersection of College Street and San Fernando Street (now closer to the intersection of College and Spring Streets), the Zanja Madre made an 18-foot drop into a brick conduit supplying water to the Stearns Mill, later called the Capitol Milling Company, located approximately 120 m (390 feet) northwest of the Project Site.

After supplying water to the mill, the Zanja Madre ran southeast and crossed Ord Street at Main Street, which in its original alignment would have crossed Ord Street between Spring and Alameda Streets. The Zanja Madre then continued southeast, crossing through the original Plaza, where Olvera Street is currently located (Layne 1957:20). The original alignment is marked on the Olvera Street pavement with diagonally laid bricks. At this point the channel continued south between Los Angeles Street and Alameda Street, at 1st Street shifting toward San Pedro Street, and then continuing down San Pedro until

7th Street (Layne 1957:20). The segment of the Zanja Madre that runs south of 1st Street was eventually called Zanja 4 and is one of the four sub-branches—Zanja 2, 4, 5, and 8—that split off from the Zanja Madre at 1st Street (AECOM 2014:24; Layne 1957:20). The zanja is shown on Ord's original 1849 survey, where it is depicted as an open-air ditch, but by 1888, much of the Zanja Madre had been upgraded to a masonry canal or brick conduit (AECOM 2014:25; Hall 1888:544).

Zanja 6-1

Zanja 6-1 was originally called Zanja No. 2 and was among the water sources for agricultural fields east of Alameda Street and west of the Los Angeles River. The channel splits from the Zanja Madre at the North Broadway Bridge and ran south on the east side of Alameda Street until 1st Street and was originally meant to serve the vineyards and farmlands between Alameda Street and the Los Angeles River (AECOM 2014:39; Layne 1957:22). Zanja 6-1 was enclosed in a 30-inch cement pipe and ran south, crossing North Spring Street after about 0.4 km (1,200 feet). At this point the Zanja was converted to a wrought iron pipe, and it continued running generally south down Naud Street toward Ann Street, where it dropped 3.1 m (10 feet) and generated power for the Stearns Mill. The zanja then ran in an open flume south to the intersection of Main and San Fernando Streets, which would have been 42 m (138 feet) northeast of the Project Site, and then it turned in a more southeasterly direction and ran to the intersection of Lyon Street and Macy Street, which is now called Cesar Chavez Avenue, crossing Macy Street. At this point, the zanja continued down Lyon Street until Aliso Street, where it was converted to a 30-inch wrought iron pipe, dropped 2.4 m (8 feet), and powered the Aliso Mill. After this, the zanja was an open ditch that ran between Alameda and Vignes Streets until 1st Street (Hall 1888:545; Layne 1957:22).

RESULTS

Records Search

Previously Conducted Studies

SWCA received the results of the CHRIS records search from the SCCIC on January 6, 2023. Results of the records search are summarized in Table 1 and indicate that 36 cultural resources studies have been conducted in and within 0.4 km (0.25 mile) of the Project Site.[3] Of these, seven are mapped as intersecting portions of the API, five that intersect a segment of the utility trench for the proposed water line in Alameda Street, and two for utility trenches within Main Street. For the reports conducted along Alameda Street, three of these (LA-03497, LA-03498, and LA-04386) were prepared in the early 1990s as part of the environmental review for the same light rail transit project (now Metro A Line). The remaining two studies conducted along Alameda Street were both overview studies prepared during environmental reviews for a pipeline (LA-02950) and fiber optic cable (LA-04834). The two studies mapped along Main Street include LA-04835 and LA-13239. LA-04835 is an overview study prepared for a project to install a fiber optic cable. LA-13239 consists only of a map of the Zanja System that was published by Gumprecht (2001) and projected onto a contemporary topographic map to show approximate alignments. None of the above studies mapped as intersecting the API included archaeological fieldwork or in-depth analysis specific to the API. Rather, these studies were prepared as overviews of comparatively large areas whose findings provide contextual information for the region but no data that have not otherwise been presented in the current report. A confidential records search results

[3] The CHRIS records search results summarized in the SCCIC's letter are based the Project Site and a 0.25-mile radius. The results given here have been adjusted to reflect the number of reports that are mapped within the API, which varies from the total number of reports mapped within the project area (none) that are reported in the SCCIC letter.

map depicting previous cultural resources studies within 0.4 km (0.25 mile) of the Project Site is included in Appendix A (Figure A-1).

Table 1. Previously Conducted Studies.

Report Number	Title	Author (Affiliation)	Year	Within or Outside API
LA-02892	Phase I Archaeological Survey Report Pacific Pipeline Project Santa Barbara Coastal Reroutes Ethnohistoric Village Placement Locations	Stone, David and Robert Sheets (Science International Corporation)	1993	Outside: approximately 30 m (100 feet) west
LA-02950	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Anonymous (Peak & Associates, Inc.)	1992	Within: a segment of the utility trench for the water line extending into Alameda Street is within the mapped report area
LA-03151	Alameda District Plan, Los Angeles California: Prehistoric and Early Historic Archaeological Research	Dillon, Brian D.	1994	Outside: approximately 119 m (390 feet) southeast
LA-03497	Draft Supplemental Environmental Impact Report Pasadena-Los Angeles Light Rail Transit Project	Anonymous (Tetra Tech, Inc.)	1994	Within: a segment of the utility trench for the water line extending into Alameda Street is within the mapped report area
LA-03498	Final Supplemental Environmental Impact Report Pasadena-Los Angeles Light Rail Transit Project	Anonymous (Tetra Tech, Inc.)	1994	Within: a segment of the utility trench for the water line extending into Alameda Street is within the mapped report area
LA-03813	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California	Anonymous (Peak & Associates, Inc.)	1992	Outside: approximately 122 m (400 feet) south
LA-04386	Cultural Resources Overview Los Angeles County Metropolitan Transportation Authority's Interstate Commerce Commission Abandonment Exemption Pasadena-Los Angeles Light Rail Transit Project	Anonymous (Caltrans)	1993	Within: a segment of the utility trench for the water line extending into Alameda Street is within the mapped report area
LA-04452	Determination of Eligibility Report Chinatown	Hatheway, Roger G. (Roger G. Hatheway & Associates)	1982	Outside: approximately 37 m (120 feet) west
LA-04764	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 666-01, County of Los Angeles, California	Duke, Curt (LSA Associates, Inc.)	1999	Outside: approximately 0.39 km (1,270 feet) southwest
LA-04834	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Ashkar, Shahira (Jones & Stokes Associates, Inc.)	1999	Within: a segment of the utility trench for the water line extending into Alameda Street is within the mapped report area
LA-04835	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties	Ashkar, Shahira (Jones & Stokes Associates, Inc.)	1999	Within: portions of the utility trenches parallel to and crossing Main Street intersect the mapped report area
LA-05450	Archaeological Monitoring Report: Los Angeles Web Host 900 South Alameda Street, Los Angeles, California	Savastio, Scott A. (Greenwood and Associates)	2001	Outside: approximately 24 m (80 feet) south
LA-06335	Archaeological Monitor Report Historic Cornfield Railroad Yard	Messick, Peter, Greenwood, Roberta S., and Alice Hale (Greenwood and Associates)	2003	Outside: approximately 0.38 km (1,260 feet north

Report Number	Title	Author (Affiliation)	Year	Within or Outside API
LA-06336	Archaeological Inventory for Soil Remediation Cornfield Rail Yard Project City of Los Angeles, California	Foster, John M. (Greenwood and Associates)	2002	Outside: approximately 0.26 km (840 feet) north
LA-06360	City of Los Angeles/Cornfields Site Eda Grant Application	Dewitt, John (City of Los Angeles)	2000	Outside: approximately 183 m (600 feet) north
LA-06363	Construction of the Homeboy Bakery, Los Angeles, Los Angeles	Flores, Xochi (Proyecto Pastoral at Delores Mission)	2000	Outside: approximately 15 m (50 feet) south
LA-06377	Cultural Resource Assessment Cingular Wireless Facility No. Sm 141-05 Los Angeles County, California	Duke, Curt (LSA Associates, Inc.)	2002	Outside: approximately 0.38 km (1,240 feet) southeast
LA-06386	Architectural Evaluation Little Joe's Restaurant 900 North Broadway Los Angeles, California	Lee, Portia (Greenwood and Associates)	2002	Outside: approximately 137 m (450 feet) northwest
LA-06840	Phase I Archaeological Survey Former Aliso Street Mgp Site Los Angeles, California	Budinger, Fred E., Jr. (Tetra Tech, Inc.)	2003	Outside: approximately 0.37 km (1,220 feet) east
LA-07558	Archaeological Monitor Report Alameda Street Improvements	Hale, Alice E. and Scott Savastion (Greenwood and Associates)	2004	Outside: approximately 0.28 km (910 feet) south
LA-08026	Treatment Plan for Potential Cultural Resources Within Proposed Metro Rail Subway Station Locations in Metropolitan Los Angeles, California	Carrico, Richard L. (Westec Services, Inc.)	1985	Outside: approximately 0.32 km (1,050 feet) south
LA-08512	Relationship of the Zanja Madre to MTA's Gold Line Property in River Station Yard, City of Los Angeles	Gust, Sherri and Mari Pritchard Parker (Cogstone Resource Management, Inc.)	2004	Outside: approximately 0.2 km (660 feet) north
LA-08521	A Phase I Archaeological Study for the William Mead Homes Site (1300 N. Cardinal Street) Bounded by North Main Street, Elmyra Street, Leroy Street and the SPRR Line, City of Los Angeles, County of Los Angeles, California	Wlodarski, Robert J. (Historical, Environmental, Archaeological, Research, Team)	2004	Outside: approximately 0.26 km (860 feet) northeast
LA-08531	Archaeological Monitor Report: Emergency Sewer Repair, North Spring Street Between Elmyra and Mesnager Streets, Los Angeles, California	Hale, Alice E. and Scott Savastio (Greenwood and Associates)	2004	Outside: approximately 0.36 km (1,170 feet) north
LA-08533	Archaeological Monitor Report: the California Endowment, Downtown Headquarters and Conference Center Project, Los Angeles, California	Hale, Alice E. and Scott Savastio (Greenwood and Associates)	2004	Outside: approximately 0.28 m (910 feet) south
LA-10507	Technical Report - Historical/Architectural Resources - Los Angeles Rail Rapid Transit Project "Metro Rail" Draft Environmental Impact Statement and Environmental Impact Report	Anonymous (Westec Services, Inc.)	1983	Outside: approximately 0.32 km (1,050 feet) south
LA-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	Tang, Bai "Tom" (CRM Tech)	2010	Outside: approximately 0.23 km (740 feet) east
LA-10641	Preliminary Historical/Archaeological Resources Study, San Bernadino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernadino	Tang, Bai "Tom" (CRM Tech)	2010	Outside: approximately 0.23 km (770 feet) east
LA-10773	Los Angeles State Historic Park General Plan and Final Environmental Impact Report	Keck, David (ESA)	2005	Outside: approximately 0.22 km (730 feet) north
LA-11404	Cultural Resource Records Search and Site Survey, AT&T Site LAC159, Far East National Bank 977 North Broadway, Los Angeles, Los Angeles County, California 90012	Loftus, Shannon (ACE Environmental, LLC)	2011	Outside: approximately 0.34 km (1,100 feet) northwest

Report Number	Title	Author (Affiliation)	Year	Within or Outside API
LA-12421	Terminal Annex, Los Angeles California	Sorenson, John (U.S Postal Service)	2000	Outside: approximately 0.34 km (1,120 feet) south
LA-13104	A Cultural Resources Investigation of The Los Angeles County Men's Central Jail Complex At 441 Bauchet Street, Los Angeles, Los Angeles County, California	McKenna, Jeanette A. (McKenna et al.)	2015	Outside: approximately 0.27 km (870 feet) east
LA-13146	Archaeological Monitoring Compliance Report for the Blossom Plaza Project, City of Los Angeles, Los Angeles County, California	Furnis, Lynn and Sherri Gust (Cogstone)	2015	Outside: approximately 73 m (240 feet) northwest
LA-13224	Archaeological Resources Monitoring Conducted for the 100 Rondout Street Project (SWC03123)	Strauss, Monica (ESA)	2016	Outside: approximately 98 m (320 feet) north
LA-13239	Extent of Zanja Madre	Gust, Sherri (Cogstone)	2017	Within: a segment of the underground electrical circuit trench across Main Street intersects the mapped report area
LA-13392	Cultural Resources Record Search and Assessment, City of Los Angeles, California	Dietler, Sara and Fatima Clark (ESA)	2017	Outside: approximately 18 m (60 feet) north

Previously Recorded Archaeological Resources

The CHRIS records search identified a total of eight previously documented archaeological resources within a 0.4-km (0.25-mile) radius of the Project Site, one of which intersects the API (Table 2, Figure A-2).[4] The eight resources identified in the CHRIS are all historical archaeological sites and include the following types of resources: a segment of the Zanja Madre (designated individually as LAN-3103H but also listed as a component within LAN-4601H and LAN-3120H); structures and artifacts associated with a historical railroad (LAN-3120H, also listed as HCM No. 82 and known as Los Angeles State Historic Park); segments of historical railroad tracks (LAN-4202H); segments of historical roads constructed with paving stones (LAN-4183H and LAN-4200H); and three sites that contained a mixture of structural features and historical refuse (LAN-3181H, LAN-4201H, LAN-4601H). The resource mapped as intersecting a portion of the API Street is LAN-4183H, one of the historical roads constructed from paving stones along College Street.[5] Excluding LAN-4183H, five of the eight resources identified in the CHRIS search are mapped within two blocks of the Project Site, or between approximately 73 and 206 m (240 and 675 feet) (Figure A-4).

Table 2. Previously Recorded Archaeological Resources

Primary No.	Trinomial	Resource Age	Resource Type	Description	Year Recorded (Recorder)	Proximity to API
P-19-003103	LAN-3103H	Historic	Structure, Site	Zanja Madre (Water Conveyance Feature)	2002 (A. Wesson, URS); 2011 (Heather Gibson, AECOM); 2014 (L. Furnis, Cogstone); 2014 (Carren Jao, KCET)	Outside: approximately 78 m (255 feet) north

[4] All maps depicting resource locations included in Appendix A are confidential and will be excluded from publicly circulated drafts of this report.

[5] The CHRIS records search results summarized in the SCCIC's letter are based the Project Site and a 0.25-mile radius. The results given here have been adjusted to reflect the number of resources that are mapped within the API, which varies from the total number of resources mapped within the project area (none) that are reported in the SCCIC letter.

Primary No.	Trinomial	Resource Age	Resource Type	Description	Year Recorded (Recorder)	Proximity to API
P-19-003120	LAN-3120H	Historic	Structure, Object, Site	Los Angeles State Historic Park (HCM No. 82): historic site containing brick and mortar foundations, footings, railroad tracks, and ties and artifacts associated with the Southern Pacific Railroad Yard	2003 (Peter Messick, Greenwood & Assoc.); 2010 (Michael Sampson and Mary Garrett, State of California Department of Parks and Recreation)	Outside: approximately 142 m (465 feet) north
P-19-003181	LAN-3181H	Historic	Site	J. M. Griffith Co. Planning Mill and Lumber Yard. Site includes concrete foundation slab and domestic refuse dating from 1840 through ca. 1900.	2004 (Alice Hale, Greenwood & Associates)	Outside: approximately 0.27 km (900 feet) north
P-19-004183	LAN-4183H	Historic	Site	Historical paving stones along the southern section of College Street between North Spring Street and North Main Street.	2011 (John M. Foster, Greenwood & Associates)	Within: mapped as intersecting a portion of the API for the underground electrical circuit along College Street
P-19-004200	LAN-4200H	Historic	Site	Historical paving stones along east side of Alameda Street between Alpine Street and Ord Street.	2007 (Adela L. Amaral, AECOM)	Outside: approximately 0.21 km (675 feet) south
P-19-004201	LAN-4201H	Historic	Site	Historical site associated with the Naud's Junction area. Site includes five features and over 200 artifacts. Features consisted of one brick manhole, one oval brick structure, two brick foundations, and one wooden trough. Artifacts included various building materials and domestic wares.	2007 (Adela L. Amaral, AECOM)	Outside: approximately 0.21 km (675 feet) south
P-19-004202	LAN-4202H	Historic	Site	Four segments of the North Alameda Street Railroad Tracks associated with the Southern Pacific Railroad	2007 (Adela L. Amaral, AECOM)	Outside: approximately 123 m (405 feet) south
P-19-004601	LAN-4601H	Historic	Site	Blossom Plaza Site: building foundations with associated trash scatters, remnants of historic walls, and remnants of Zanja Madre.	2014 (L. Furnis, E. Nicolay, N. Rogers, M. Wiseman, Cogstone Resources Management)	Outside: approximately 73 m (240 feet) northwest

HISTORICAL ROAD SEGMENTS—GRANITE PAVING STONES (LAN-4183 AND HCM NO. 211)

While none of the resources identified in the CHRIS are mapped directly within the Project Site or API, a segment of paving stones (LAN-4183H) was recorded in 2011 along College Street, which abuts the Project Site on the northeast side. In addition to the resources listed in the CHRIS, the City's HCM list includes a segment of a historical road constructed with paving stones along Bruno Street, which is designated as HCM No. 211 and referred to as the Granite Paving Block. The description of the Granite Paving Block included in the HCM describes the resource as being located along Bruno Street between Alameda and North Main Streets, which abuts the Project Site on the southwestern side. The boundaries of both resources are shown in Figure A-4, which includes precise boundaries for segments of exposed paving stones that SWCA visually confirmed using low-altitude aerial photographs and images taken for Google Streetview between 2011 and 2022. The Granite Paving Block on Bruno Street (HCM No. 211) is

addressed as part of the historic resources assessment prepared by HRG for the Project (HRG 2023). A summary description of HCM No. 211 is included here because it provides a visible and more representative example of the type of materials and construction methods for the granite paving blocks identified on College Street (LAN-4183H). The reader should refer to HRG's report for further information on HCM No. 211.

LAN-4183H (College Street Granite Paving Block)

The DPR record for LAN-4183H (Foster 2011) describes it as a segment of historical road constructed of hand-chiseled granite paving stones that is described as measuring 146 m (480 feet) long and 13 m (44 feet wide) (18 m [60 feet] including the sidewalks), identified between 0 and 30 cm (up to approximately 1 foot) below the surface within College Street. The granite-block pavement is estimated to have been constructed between 1897 and 1913.

The resource was recorded in 2011 by John Foster from Greenwood and Associates as part of a historic property survey for the City BOE who were planning a road improvement project on Alameda Street (Slawson 2011). The boundary for the road segment was mapped as the entire street and sidewalk. The DPR and associated report note that potholing was done in the streets and sidewalks to confirm the presence or absence of paving stones. Foster estimates that the western half of the street has been disturbed and that the paving stones may have been removed. At the time of the recording, the north and south sides of College Street were "bordered by a dirt walkway approximately 8 feet wide that is used for pedestrian traffic and vehicle parking," while the "street itself has been repaved on the west side…and the remainder is a deteriorating asphalt surface" (Foster 2011). The potholing revealed that the stone pavers were no longer present along the west side of the segment, although segments were still present underneath the unpaved sidewalks on both sides of the street. At this time of the recording, the west side of College Street had already been repaved and assumed to have been the reason for the absence of pavers in this segment.

The paving stones are described as irregularly sized and based on a limited sample, estimated to range from 8.5 × 3.5 × 6 inches to 9 × 4.5 × 6 inches. Chisel marks were observed on all sides of the sampled stones, which are mostly made from granite, although a minority were made from igneous rock. The stones are laid in running bond pattern, with the long axis consistently oriented north-south across the width of the street. Along the north side of College Street, patchy sections of the paving stones were noted as extending either up to or into the sidewalk and parking lot. The patchiness was attributed to deterioration from bricks being salvaged or driven over. The stopes were "typically exposed at the surface, or between 1 to 2 inches below the current grade, becoming progressively more deeply buried at the edges of the street pavement (4 to 7 inches)" (Slawson 2011:5). At the center of the street, the depth below the asphalt surface measured between 3 and 4 inches. The asphalt pavement overlying the pavers measured between 1 and 7 inches thick.

In 2011, Greenwood and Associates evaluated the significance of LAN-4183H as part of a study solicited by the City's Department of Public Works, Bureau of Engineering for the proposed Alameda Street/North Spring Street Arterial Project. In the evaluation, Greenwood and Associates noted that in the estimated period of construction (1897–1913), industrial, light industrial, and rail related buildings had been erected on either side of College Street, so that the presence of the pavement attests to the historic development of the neighborhood. Greenwood and Associates go on to note that during the middle to late twentieth century, College Street was "flanked by two Southern Pacific Railroad freight houses on the north, along with an ironworks and several machine shops on the north and south," and that "(a)ll but one of these buildings, as well as the railroad tracks, had been removed by the turn of the century" (Slawson 2011:6). The demolition of the buildings and removal of the railroad tracks were cited as having negatively impacted the qualities of setting, feeling, and association with respect to integrity considerations. The

removal of the pavers from the western half of College Street, general incompleteness of the surviving segments, and resurfacing along the intact portions, were all cited as having resulted in substantial material impairment to the design integrity of the resource. In contrast, Greenwood and Associates recommended a different segment (LAN-4200H) as eligible for the CRHR as an example of an early construction technique and paving style that was in relatively good condition. Greenwood and Associates also cite the segment along Bruno Street (HCM No. 211) as providing a more representative and intact example of this type of road construction (Slawson 2011:22). Considering the absence of information demonstrating any connection to important events or people (CRHR Criteria A and B), and the loss of integrity that limits the ability of the resource to convey a distinctive type or style of construction (CRHR Criterion C) or yield important historical information (CRHR Criterion D), Greenwood and Associates concluded that the granite paving stones recorded as LAN-4183H were not eligible for federal, state, or local historical designation.

The findings of Greenwood and Associates were put forward in a report (Slawson 2011) submitted to Caltrans, the lead agency responsible for complying with the National Historic Preservation Act (NHPA), who agreed with the significance evaluation. Caltrans determined that LAN-4183H was not eligible for the NRHP and OHP concurred with this determination.[6] Greenwood and Associates did not consider LAN-4183H to be a historical resource for purposes of CEQA as the resource did not meet any of the CRHR significance criteria (Slawson 2011:21–22). A copy of the Historic Property Survey Report prepared by Greenwood and Associates (Slawson 2011) is included here with the records search results in Appendix A.

Since the 2011 recording by Greenwood and Associates, College Street has been fully repaved. Images from 2011 Google Streetview taken in 2011 show only one segment of exposed paving stones around two maintenance holes within College Street, which is otherwise paved with asphalt (Figures A-5 through A-8). Images from subsequent years show College Street as having been resurfaced with asphalt. These observations are all consistent with the conditions described by Foster in the DPR record.

Based on the available information, additional segments of the granite paving stones remain intact beneath the repaved segments along the east side of College Street, and individual pavers or comparatively small and discontinuous segments may be buried beneath the unpaved sidewalks along both sides of the College Street. In Foster's 2011 recording, he describes the condition of the street on the western side of College Street as in poor condition and speculated that the paving stones may have been damaged or removed entirely on this side of the street. Based strictly on the imagery from Google Streetview, it appears that at least portions of the paving stones may have been preserved (around the maintenance holes at the southeast end of College Street, northwest of the intersection with North Main Street) by having been paved over when the street was resurfaced around 2011.

Granite Paving Block—HCM No. 211 (Bruno Street)

The historical road segment known as the Granite Paving Block (HCM No. 211) was originally designated as an HCM on March 7, 1979. The designation recognizes the significance as a rare example of hand-hewn granite block paving dating from the early 1900s in Los Angeles. The resource currently consists of a rectangular area with paving stones exposed on the surface and two linear swales extending southeast along the northeast and southwest sides of Bruno Street towards North Main Street (see Figures

[6] Under the *Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As it pertains to the Administration of the Federal Aid Highway Program in California* (Section 106 PA), Caltrans has the authority to make NRHP eligibility determinations for properties that may be affected by a proposed undertaking, which is then submitted to the California SHPO (OHP) for comment.

A-3 and A-4). The central portion terminates abruptly on the northwest end and is variably exposed beneath asphalt along the southeast end. Segments of the exposed paving stones in the central portion extend to the curb on the northeast side of Bruno Street, which separates the Project Site from the adjacent roadway, whereas the swale on the northeast side does not extend to the curb. This gap between the swale and curb on the northeast side of Bruno Street is paved with asphalt. The swales resemble a resource identified as an element in the Downtown Los Angeles Industrial Historic District, which is also located in the Central City North Community Plan Area (HRG 2016) and is south of the Project Site.

NATIVE AMERICAN SITES IN DOWNTOWN LOS ANGELES

There are five Native American archaeological sites that have been recorded within the downtown Los Angeles area but outside of the 0.25-mile-radius used for the CHRIS records search. Given the lack of such Native American sites identified in the CHRIS search, these are sites are discussed here to provide a more complete characterization of the Native American archaeological record in the Downtown Los Angeles area. The information was obtained by SWCA through prior research efforts. The five sites are mapped within a 0.6-mile-radius around the Project Site and include the following: a major Native American settlement containing multiple human burials (LAN-1575/H); an isolated bone from a Native American who lived more than 3000 years ago (LAN-4662); two sites (LAN-7/H and P-19-100515) containing a small number of artifacts that could be associated with Native American activities; and the Los Angeles Plaza Cemetery site (LAN-4218H), which historical records document as having individuals of Hispanic, Native American, and varied heritage buried in the cemetery. To protect the confidentiality of the Native American site information, these resources are only mentioned in brief here and the map showing their location (Figure A-2) is included in Appendix A as part of the confidential record.

Sacred Lands File Search

On December 19, 2022, the NAHC submitted the results of an SLF search in response to the SWCA's request. The results of the SLF were positive. In the response letter, the NAHC noted that the Gabrieleño Band of Mission Indians – Kizh Nation should be contacted for additional information. Additionally, the NAHC noted that tribes do not always record their sacred sites in the SLF, nor are they required to; therefore, an SLF search should not substitute consultation with tribes that are culturally affiliated with the area. The NAHC's response to SWCA's request included a list of 10 Native American contacts who may have knowledge of cultural resources in or near the study area and recommended they be contacted prior to work. All tribal outreach and consultation conducted for the Project will be implemented by the City pursuant to the provisions of AB 52. The SLF results letters are included in Appendix B.

Archival Research

The following section summarizes the results of SWCA's background research conducted using maps, ground and aerial photographs, illustrations, archaeological data, and other sources associated with historical land uses within and near the Project Site. Because of the proximity of the API to mapped segments of the zanja system, including the Zanja Madre and Zanja No. 6-1, the first section provides a detailed analysis of these two zanja system components nearest to the API, including a segment of Zanja No. 6-1 that is mapped within a portion of the API (outside the Project Site). This analysis focuses on the API and relies on historical mapping and then follows with a summary of archaeologically confirmed segments that have been recorded in the City. The subsequent section focuses on changes in land use beginning in the 1880s.

Zanja System Components

MAP REVIEW

Ord's 1849 map of Los Angeles included many of the primary zanja segments, secondary irrigation ditches, and for the agricultural fields, information on the type of crops being grown (Figure 13). The Zanja Madre is easily recognizable in its location east of Sonora Town, directly beneath and parallel to the contour of the alluvial terrace, which Broadway currently runs along. The Capitol Milling Company buildings (formerly the Stearns Mill), located approximately 135 m (444 feet) northwest of the API, provide a point of geographic reference in relationship to the present-day street grid and parcel boundaries. In 1868, William Moore produced a map of the Zanja Madre based on Ord's 1849 survey and on it clearly identifies the Stearns Mill (Figure 14). The scale and precision with which Ord and Moore's maps were drawn does not permit reliable distance measurements, but both have the Zanja Madre west of the API. The plat map in Figure 15 was drawn in 1856 and provides more precise mapping of the Zanja Madre and parcel boundaries that can be matched to those of the present-day. The 1856 plat shows the nearest segment of the Zanja Madre to the API as approximately 82 m (270 feet) to the west. The map also depicts the proposed alignment of the forthcoming Southern Pacific Railroad (SPRR) rail line and newly designated lots extending the street grid to the east. Together these maps provide strong evidence that no segments of the Zanja Madre were ever within the API.

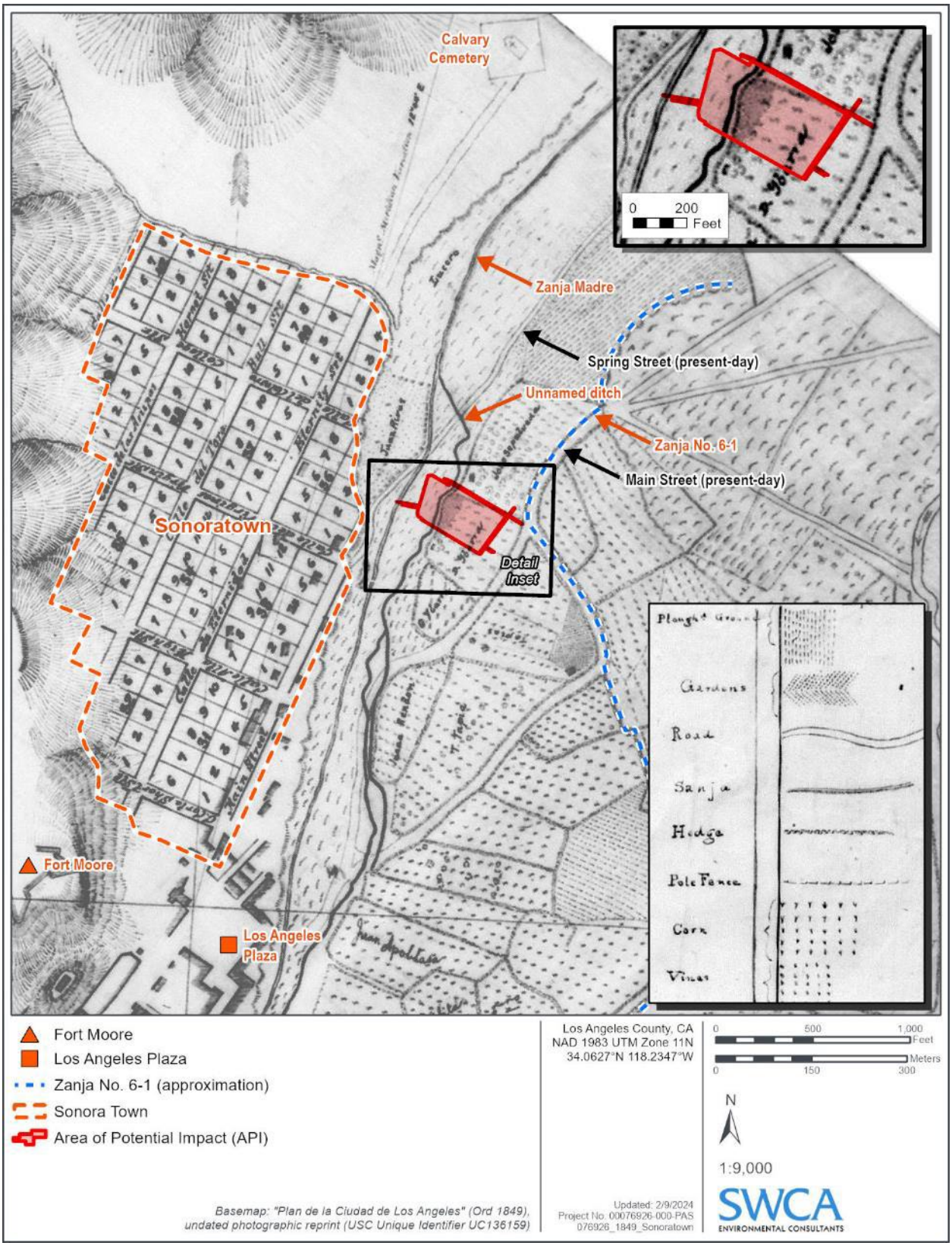


Figure 13. Detailed view of Ord's 1849 map, annotated with landmarks and historical reference points. The detailed inset shows the API partly within a corn field owned by "D. Ybarra."

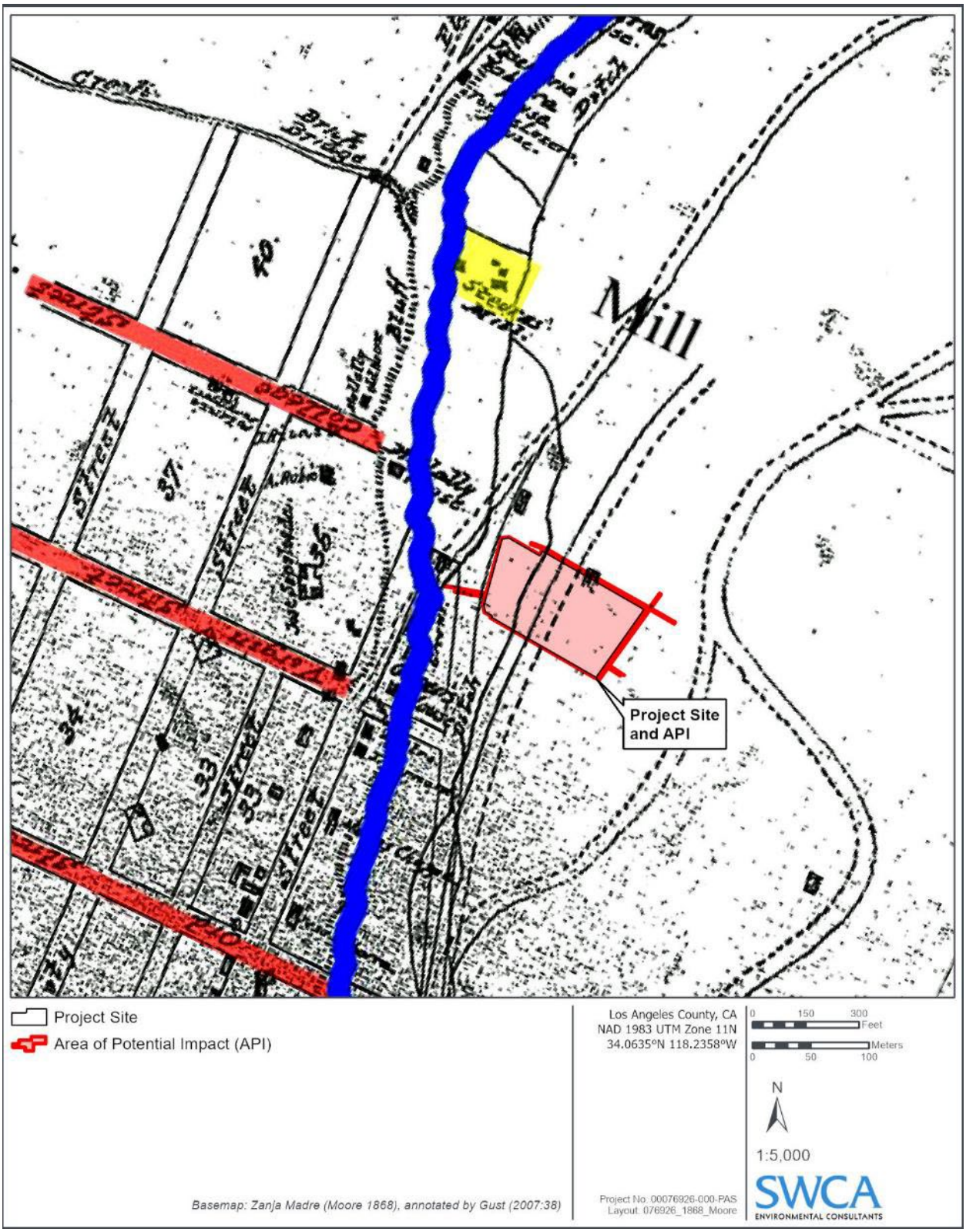


Figure 14. Close-up of Moore's (1868) Map of Zanja Madre, annotated by Gust (2007) to show the path of the Zanja Madre (blue), streets (red), and Stearns Mill (aka Capitol Milling, yellow). The map includes the "ditch" diverging from the Zanja Madre at the Stearns Mill to the southeast, which originally appeared on Ord's (1849) map but does not appear on other plat maps.

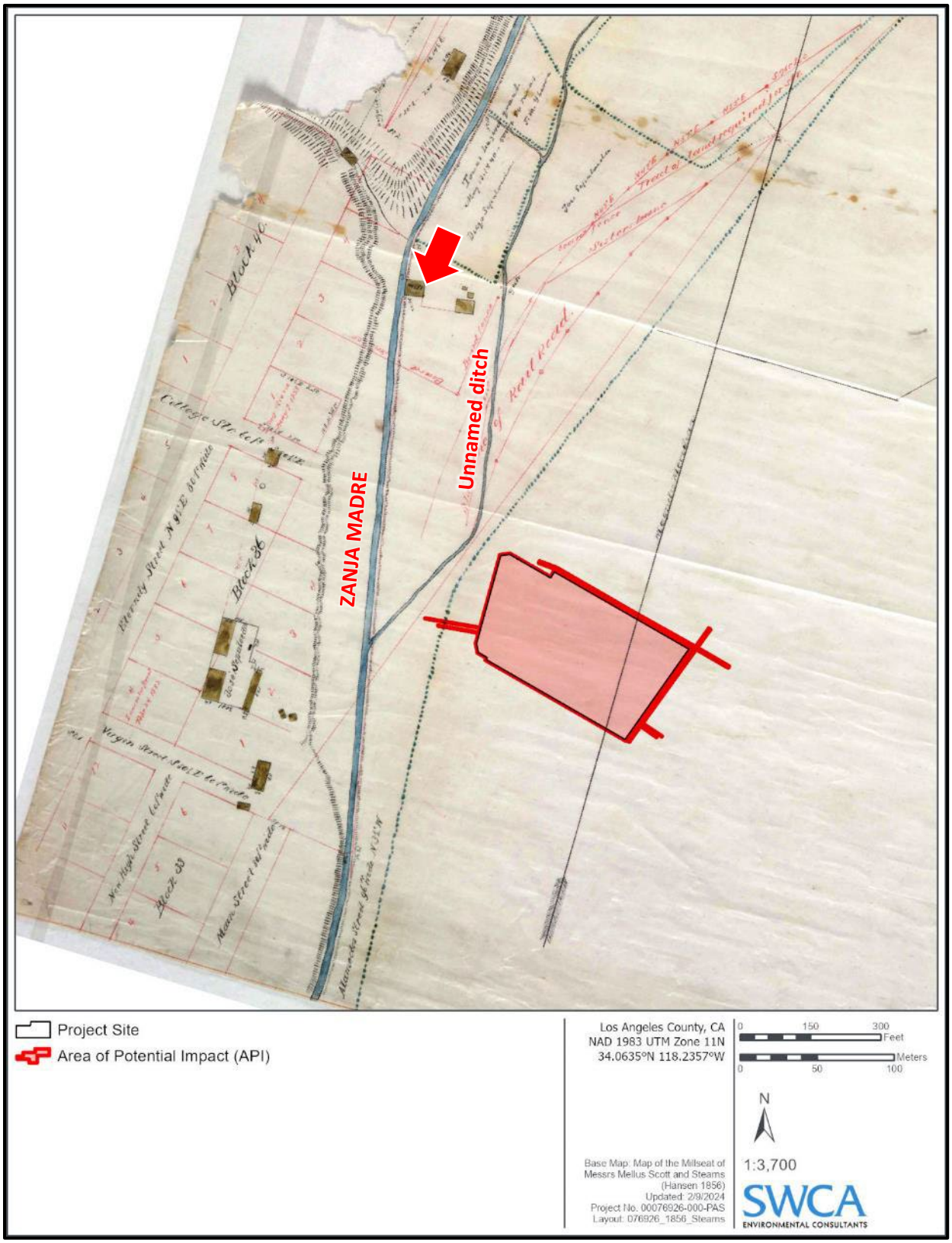


Figure 15. Project Site and API shown on an 1856 map depicting the Stearns Mill property, aka Capitol Milling (red arrow), and areas to the west of the Los Angeles River (Hansen 1856). The Zanja Madre and an unnamed ditch running parallel are annotated.

These same maps of Ord and Moore also show an unnumbered zanja—referred on Moore's 1868 map simply as "Ditch"—that passes through the northwestern portion of the Project Site and is a tertiary channel of the Zanja Madre (see Figure 14 and Figure 15). This ditch originates from a secondary channel that runs parallel to and east of the Zanja Madre and diverges from a point at the southeastern corner of the Stearns Mill where it flows south and eventually converges back with the Zanja Madre. These secondary and tertiary irrigation channels appear to have provided water to the agricultural fields on this part of the alluvial plain. Moore's revisions to the original Ord basemap shows a road running next to the ditch along the same property line delineating the agricultural fields here. Notably, the secondary channel appears on the 1856 plat map, whereas the tertiary channels do not. It is unclear if the omission was because the channels were no longer in use, possibly backfilled, or if it was omitted because this area was unrelated to the focus of the survey, which was commissioned by Abel Stearns and related to the mill. In all likelihood, this unnamed ditch was only ever an open earthen canal and did not include any substantial material components or augmentations that were done with some of the more primary components of the zanja system.

Zanja No. 6-1 is mapped within the API. Originally designated as Zanja No. 2, this was the second oldest channel in the zanja system and supplied water to the Ybarra family farms. Not all the zanjas are easily distinguished on Ord's map, particularly where they were contiguous with roads, fences, and boundaries between fields and landowners, all of which could be immediately adjacent to one another and only depicted by a single line on the map. This appears to have been the case for Zanja No. 6-1 which meanders through several fields and appears to have either functioned as the de factor line of separation between fields or else the channels that defined its path were excavated along the periphery of existing allotments. The segment of Zanja No. 6-1 mapped within the API is to the east of the Project Site and appears to have alongside a road, portions of which became what is now Main Street. A more detailed plot of the alignment is capture on an 1881 plat map, which has a segment of Zanja No. 6-1 intersecting the API at a perpendicular angle (Figure 16). Further description and analysis is provided in subsequent sections below.

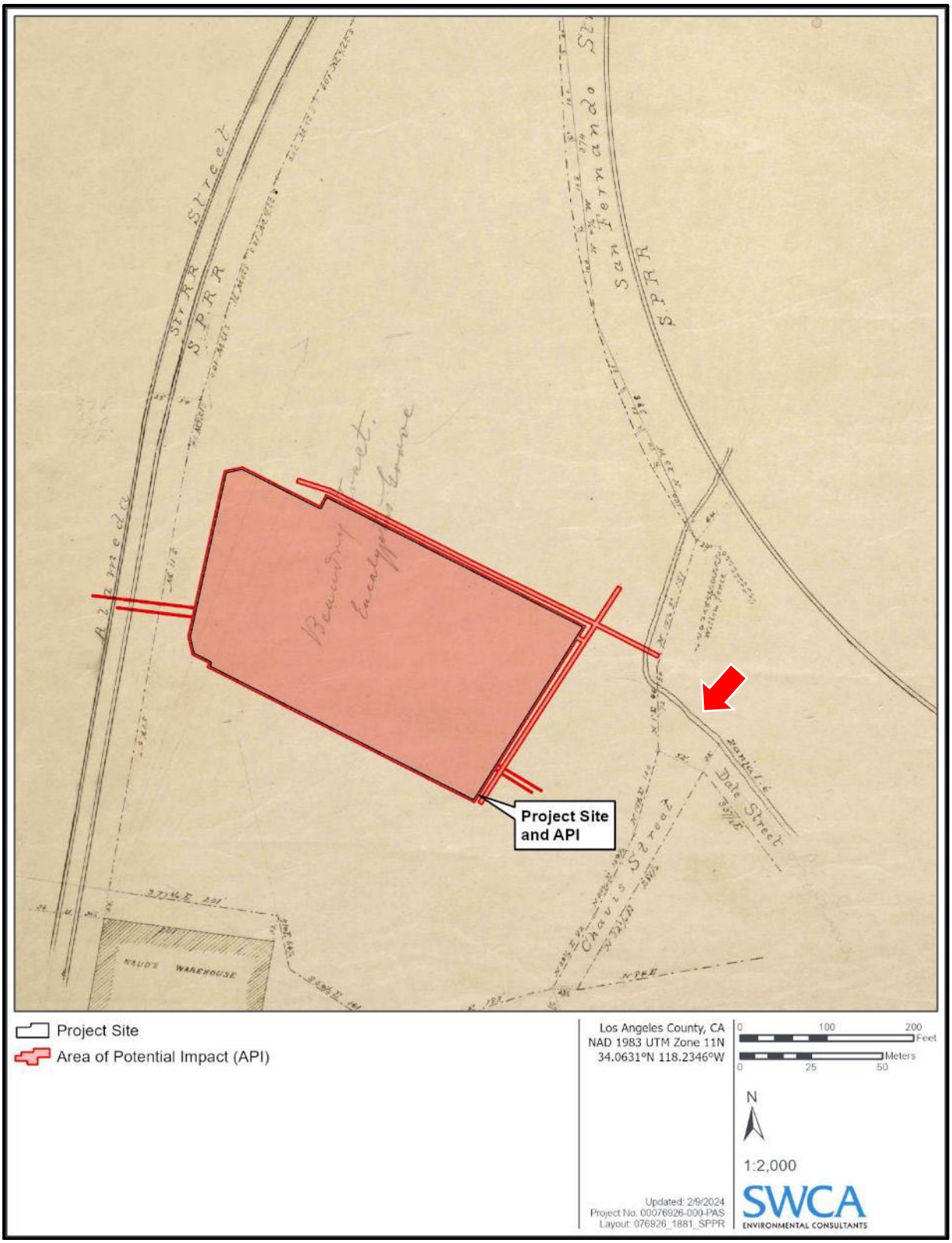


Figure 16. Project Site and API shown on an 1881 map depicting the Beaudry lot and SPRR easements. The API is in an area designated as a Eucalyptus Grove. The API intersects a segment of Zanja 6-1 (red arrow) to the east of the Project Site where the zanja has a sharp bend and turns east down Date Street (Huntington Map Collection).

ARCHAEOLOGICALLY DOCUMENTED ZANJA COMPONENTS

Material remains associated with zanjas have been previously identified in several Downtown Los Angeles locations. Specifically, archaeological sites have been documented in the CHRIS for Zanja No. 6-1 and the Zanja Madre. Zanja No. 3 was recorded on a Historic American Engineering Record (HAER) and is on-file with Library of Congress under HAER No. CA-50; Zanja No. 3 has not been given a designation in the CHRIS. Taken together, these archaeological resources exhibit a wide range in materials, associated features, and preservation level. The circumstances by which the remains were identified and the approach to data collection and treatment are also varied with long periods of time and sometimes little coordination between the recordings. Individual segments have been evaluated and nominated for listing on the NRHP and CRHR, but the zanja system as a whole has never been evaluated for the local, state, or federal registers. The sites and location for all archaeologically identified zanja components are presented in Table 3 and briefly discussed below.

Table 3. Archaeological Sites and Observations of Zanja Segments

Primary Number	Trinomial Number	Resource Description	Physical Remains	Recording Year, Recorder (Affiliation)	NRHP/CRHR Status
--	--	Zanja Madre	Brick conduit (below Avila Adobe)	1971, anonymous observation made during seismic retrofit	Unevaluated
P-19-000887	LAN-887H	Zanja Madre (also, La Placita de Dolores, Las Placitas)	Brick conduit; midden and artifacts (Mexican Period)	1978, J.G. Costello and L.R. Wilcoxon	Unknown (contributing element of 1972 NRHP listing for Los Angeles Plaza Historic District; non-contributing element of 2016 updated district record)
				2006, D. Slawson (Greenwood)	Unevaluated
		Unknown	Unknown*	1999, Beth Padon (LSA)	Unevaluated
P-19-003103	LAN-3103H	Zanja Madre	Brick conduit (Broadway near Cottage and Home Streets); historical refuse	2002, A. Wesson (URS)	Recommended eligible for NRHP
				2007, S. Gust (Cogstone)	Recommended eligible for NRHP (Criterion A) and CRHR (Criterion 1); see P-19-190309
		Zanja Madre	Brick conduit (Alameda between Ord and Alpine Streets)	2011, H. Gibson (AECOM)	Unevaluated
P-19-190309	--	Zanja Madre; OHP Property Number – 172542	Brick conduit**	2008, C. Taniguchi (Galvin Preservation Associates); 2014, Carren Jao (KCET)	Nominated for NRHP (Criterion A); NRHP nomination rejected by OHP
P-19-003352	--	Zanja No. 6-1	Concrete pipe	2005, Foster (Greenwood)	Recommended eligible for CRHR
P-19-004113	LAN-4113H	Zanja No. 6-1	Concrete pipe	2010, S. Dietler et al. (AECOM)	Unevaluated

Primary Number	Trinomial Number	Resource Description	Physical Remains	Recording Year, Recorder (Affiliation)	NRHP/CRHR Status
--	--	Zanja No. 3 – HAER No. CA-50	Open ditch (stream deposits), brick culvert, wooden sewer, iron pipe gas line, iron water main, brick building foundation, concrete building foundation	1987, J. Hotopp, P. Friedman, M. Rodeffer, R. Tucher, J. Bowie (Louis Berger & Associates)	Determined eligible for NRHP (Criterion A); HAER documentation

* Likely refers to Zanja No. 3 but site form does not specify whether any remains were identified and provides only non-specific location bound by Alameda, Los Angeles, Temple, and Commercial Streets.

** This primary number was designation for the NRHP nomination form and OHP rejection letter prepared for the segment recorded as LAN-3103H recorded by Gust (2007).

Zanja Madre

The Zanja Madre has been observed in multiple locations and designated with three resource numbers in the CHRIS: LAN-887H, LAN-3103H, and P-19-190309. Preserved segments of brick conduit were identified below the Avila Adobe during a seismic retrofit in 1971 but no formal documentation was made. Intact portions of the brick conduit were also found among other Mexican-Period archaeological remains in the Los Angeles Plaza that were recorded as the Las Placitas Site (LAN-887H). The brick conduit measured 56 inches in diameter (9-inch-thick walls) and 54 feet in length. The results were reported by Costello and Wilcoxon (1978) and submitted to the Los Angeles Department of Public Works. It is unknown if the resource was formally evaluated for listing on the CRHR or NRHP. The Zanja Madre had been previously identified as a contributing element to the Los Angeles Plaza Historic District, which was listed on the NRHP in 1972. A 2016 update to the Los Angeles Plaza Historic District nomination form found the Zanja Madre to be a non-contributing element to the district.

Approximately 0.75 miles north of the Plaza, a third segment of brick conduit was recorded as part of a seismic retrofit project for the North Spring Street Bridge. The zanja had been previously identified by an amateur historian as a segment of brick exposed in a steep embankment along Broadway between Cottage and Home Streets and was then recorded in 2002 during an archaeological survey and designated as LAN-3103. Because the zanja was only partially exposed along a 7-foot segment, the dimensions of the exterior diameter of the brick conduit were estimated at 39 inches.

Another portion of the same segment of the brick conduit along Broadway was recorded in 2007 by Cogstone Resources Management for the Metro Gold Line (Gust 2007). This was documented as 75-foot-long intact segment, which has been preserved and is visible in this location within the Los Angeles State Historic Park on the north side of the railroad tracks that bound the park. This segment, included as part of the update to the LAN-3103 record, was nominated for the NRHP under Criterion A for its associated with the urban and agricultural development of Los Angeles (Taniguchi 2008). The nomination proposed this segment was the longest known surviving portion of the Zanja Madre. The nomination was rejected by the OHP who found that the segment did not retain sufficient integrity to convey the significance of the entire resource (i.e., the Zanja Madre, not necessarily the zanja system as a whole). More specifically, the OHP stated that all components comprising the Zanja Madre—underground linear features, structures, and associated buildings—would need to be identified and their condition analyzed to establish a given segment as the best surviving element (Toffelmier 2009). The nomination form and OHP reply were both designated as P-19-190309 in the CHRIS. The segment was preserved and incorporated into the design of the Los Angeles State Historic Park (Figure 17).

A third segment of brick conduit was identified during potholing along Alameda Street in 2007, approximately 0.32 km (0.2 miles) north of the Las Placitas Site. Only the top portions of the conduit were exposed, and the segment was preserved in place. The exposed portions were recorded by Gibson and Dietler (2011) as an update to the resource record for LAN-3103H. On April 10, 2014 an approximately 100-foot segment of intact brick conduit was uncovered during excavation for the Blossom Plaza Project in Chinatown (Figure 18), located 305 m (1,000 feet) southwest of the portion nominated for the NRHP, and approximately 78 m (255 feet) northwest of the 130 College (i.e., the Project) Project Site. The Blossom Plaza Project proponent, Forest City Enterprises, agreed to preserve and display a segment off-site through the support of a philanthropic donation from Lauren Bon of Metabolic Studios. The archaeological recording was completed by Cogstone Resources Management (Furnis and Gust 2015).



Figure 17. Salvaged segment of the Zanja Madre from beneath Broadway Street on public display near its original location within Los Angeles State Historic Park (from Gust 2007:25).



Figure 18. Zanja Madre unearthed at Blossom Plaza to the northwest of the Project Site (*Los Angeles Times*).

Zanja No. 6-1

Segments of Zanja No. 6-1 were identified in 2005 and 2008 during two separate construction projects but near one another and given separate archaeological site numbers: P-19-003352 and LAN-4113H. The first segment (P-19-003352) was recorded by Greenwood and Associates (Foster 2005) for the Emergency Operations Center Project along the east side of Alameda Street between Temple and Banning Streets. The first segment was recorded as a concrete pipe measuring approximately 34 inches in diameter and associated with historical refuse. Foster concluded that the zanja was likely eligible for listing on the CRHR, potentially under Criteria 1, 3, and 4, and recommended further work to formally evaluate the resource and conduct monitoring and/or data recovery as appropriate. It is unknown whether follow-up work occurred and which of the recommended mitigation measures were implemented. A second segment of Zanja No. 6-1 was documented in 2008 by AECOM (Dietler et al. 2010) on the southern side of Temple Street. This second segment included an associated catch basin and deposit of historical artifacts with material dating to 1810. The exposed portions of the concrete pipe were left in place.

For the area in which the mapped alignment of Zanja No. 6-1 intersects a segment of the API (underground utility line) that is outside the Project Site, SWCA analyzed archival materials in greater detail. The zanja alignment drawn in an 1881 plat map (see Figure 16) is a meandering path that flows southwest along North Main Street and turns along an irregular curve to the southeast where it then continues along College Street. More specific information on storm drains and sewer lines was identified from BOE records (accessed via NavigateLA). The BOE data show a sewer line constructed along North Main Street in 1889 and storm drain mapped in an alignment that approximates the path of Zanja No. 6-1 as depicted in the 1881 plat map (Figure 19). As-built drawings drafted in 1935 (with annotations in

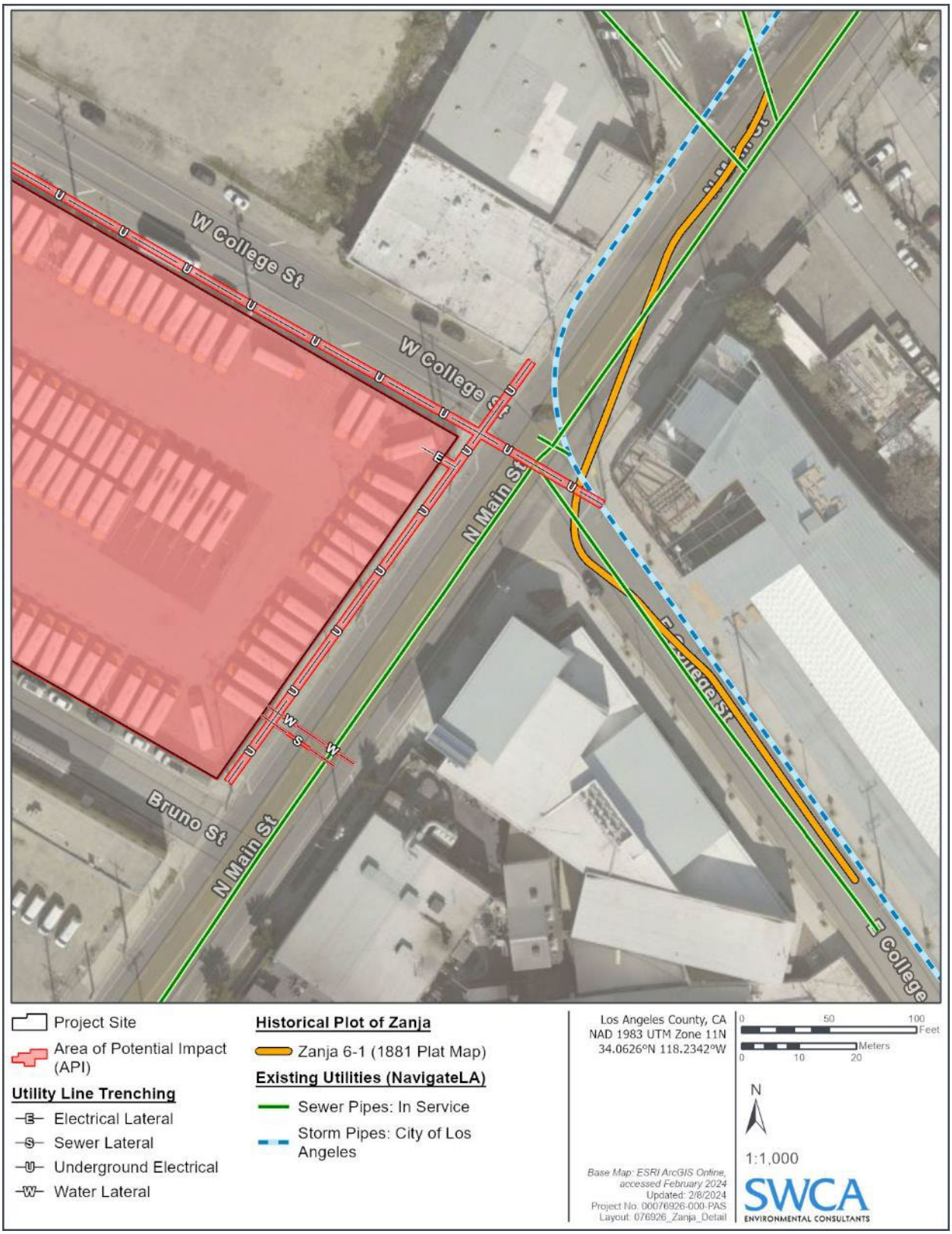


Figure 19. Detailed map showing the intersection of a potential underground electrical trench plotted with existing sewer and storm pipes from data maintained by the City's Bureau of Engineering (NavigateLA), and the alignment of Zanja 6-1 from an 1881 plat map (see Figure 16).

subsequent decades) indicate that Zanja No. 6-1 was repurposed as a storm drain constructed as a 30-inch-diameter concrete conduit (Figure 20 and Figure 21), which will be referred to here as the "storm drain."

As is apparent in Figure 19, the alignment for the storm drain has slight variations from the zanja path reconstructed from the 1881 plat map, both in terms of the location relative to parcel boundaries and streets, as well as the overall shape of the alignment, especially in the bend around corner from North Main Street to College Street. The 1935 map shows the storm drain following a smooth curve and straight paths within what are the street alignments maintained to the present-day, whereas the 1881 plat was drawn to show the path with several irregularities, and the alignment meanders within the width of the street. At the point where the proposed underground utility trench is mapped as intersecting the storm drain path, the profile drawing from the 1935 plans shows the concrete conduit between approximately 3 and 6 feet below the grade at street-level, which is expected to be very similar to the present day.

Profile drawings drafted in 1913 for the sewer along North Main Street do not identify any zanja segments in this vicinity—the area between the intersections with Bruno Street and Lewellyn Street. In other sewer maps from the early twentieth century, it was common to include zanja segments when they were encountered or otherwise known to exist, which did not necessarily include zanjas that were not originally constructed or replaced with more substantial components. Abandoned and buried earthen ditches or decomposed wooden flumes, for example, are less likely to have been identified in maps from this era as they were abandoned and did not pose any engineering constraints. There are also examples in which zanjas were incorporated into the sewer system, which sometimes involved repurposing existing segments of brick or concrete conduit, and in other cases involved removing whatever the old zanja had been constructed and constructing with new sewer components in its place. In both cases, there would be no indication of the former zanja in the resulting sewer profile drawings.

Layne (1957:22) notes that until the mid-1880s, Zanja No. 6-1 had been originally constructed as an open earthen ditch, irrigating fields that belonged to the Ybarra family. His description, based on Hall's (1888) inventory, describes the portion mapped as intersecting the API (outside the Project Site) as having been composed of an "open flume," with components upstream incorporating 30-inch-diameter concrete pipe, and elements downstream constructed with a 30-inch-diameter wrought-iron pipe that gave way to an open ditch that marked the termination of Zanja No. 6-1 (Layne 1957:22). It is not clear whether Layne's reference to an open flume was constructed with a concrete base, as it was along other segments in the zanja system. Regardless, the plans for the storm drain provides evidence that the concrete pipe constructed in the 1930s was not part of the original zanja construction, and instead was a later addition that replaced any prior physical manifestations of the original, whereas upstream there had been segments of Zanja No. 6-1 that had been replaced with 30-inch-diameter concrete pipe by at least the 1880s, which is what Hall and Layne both described in their studies. The 1930s construction essentially extended a pre-existing concrete segment to the south and repurposed the line as a storm drain, and in the location where the API intersects the extant storm drain, the new concrete pipe was placed along a new alignment with a more functional design for its use as a storm drain (removing irregularities in the bend) and better fit the changes to the street grid that had occurred since the area had converted from an agricultural to urban setting.

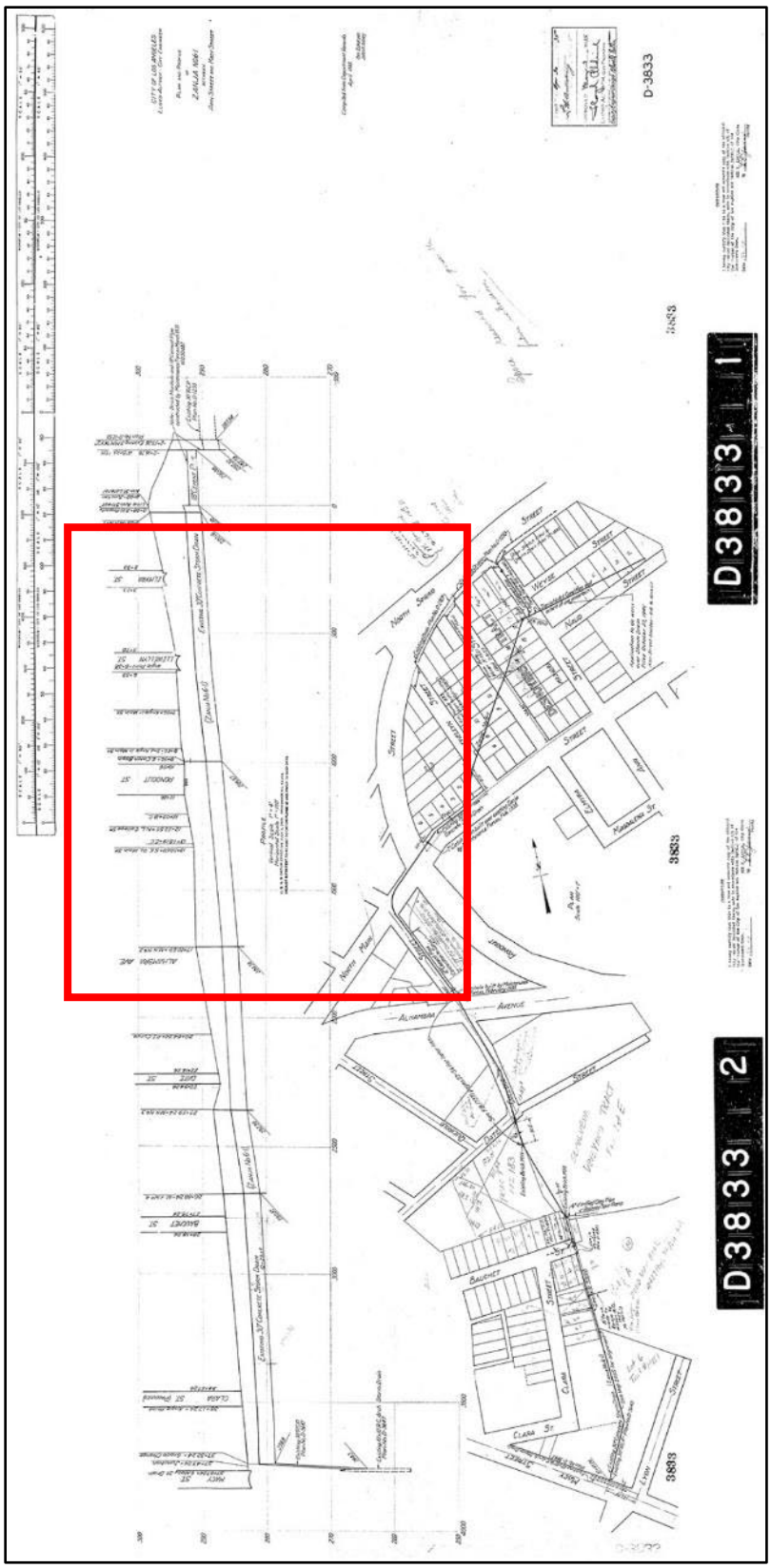


Figure 20. Plan and profile map of Zanja No. 6-1 drafted in 1935 (City of Los Angeles, Plan No. D-3833). The red rectangle depicts the detailed view shown below in Figure 21.

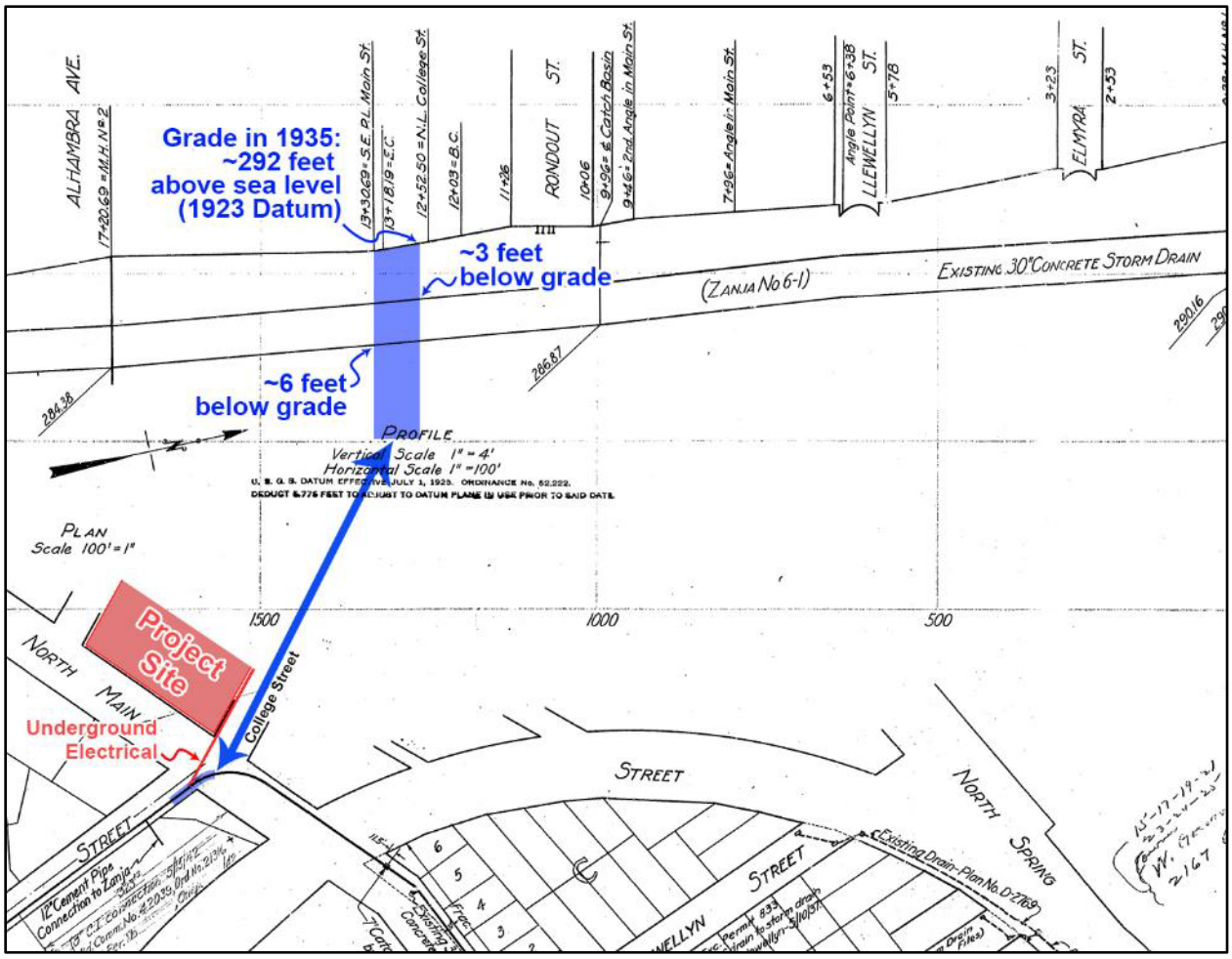


Figure 21. Detailed view of 1935 plan and profile drawing of Zanja No. 6-1, appended with an approximation of the Project Site and potential underground electrical line crossing North Main Street. The segment that intersects the electrical line is highlighted in blue in the profile and corresponds to the planview segment indicated by the arrow. Zanja No. 6-1 is annotated in the profile as a 30-inch-diameter concrete storm drain.

Historical Development of the Project Site

The corn field mapped on Ord's original plot of the City is the first documented historical land use for the Project Site. As shown in the detailed view of Ord's map in Figure 13, this appended copy identifies the landowner as "D. Ybarra." Notably, the slightly smaller field to the southwest identifies "G. Ybarra" as the owner, and the much larger plot to the northwest lists "Jose Sepulveda" as the owner. Ord's original map has not survived but copies of the original had been commissioned at various times, for example, as an official record of allotments and land sales, and it is these copies that have been preserved. The version of Ord's map shown here in Figure 11 and Figure 13 was appended with the names of about 40 owners of the agricultural lands. Neil Harlow estimates this copy was probably made in the 1850s and that archivists have noted the handwriting as that of George Hansen, who assisted Henry Hancock in his updated survey of the City in 1853–1854 and himself acted as the City Surveyor from 1855 to 1857 (Harlow 1976:42–43).

The name "Ybarra" is identified on the appended copy of Ord's map likely refers to Joseph "Desiderio" (1786–1857) and Gil Maria Ybarra (1784–1855). Joseph Desiderio appears to have also gone by name Jose, whereas historical sources refer strictly to the name Desiderio. Joseph Desiderio was the younger brother of Gil, and none of their siblings or relatives are identified in census records or in genealogical sources as having been named Desiderio or had a name matching the first initial given on the map. Historical sources describe a "Desiderio" Ybarra strictly by this name and the biographical details are largely consistent with this being Joseph Desiderio. One of Joseph Desiderio's grandchildren was named Jose Desiderio Sebastiano Ybarra, who was born about five months after Joseph Desiderio died in 1857, and he also appears to have gone by the name Desiderio, which appears in various census records and directories from the 1880s. Joseph Desiderio Ybarra will be referred hereafter as Desiderio, the former landowner of the agricultural field in which the Project Site is situated.

The Ybarras were a prominent family in southern California. Desiderio and Gil's father was Juan "Antonio" Francisco Ybarra (1756–1812). Antonio was born in Sinaloa, Mexico, came to Los Angeles in 1781 with the Rivera Expedition, and when he retired in 1803, he was a resident of the Los Angeles Pueblo. Gil and Desiderio were the third and fourth children of nine children, who primarily lived around Los Angeles and San Diego. Gil was elected to several public offices, acting as sindico—someone responsible for taking charge of property under litigation or being liquidated as part of a bankruptcy—in 1831 and 1832, and serving as the alcalde—similar to a mayor—in 1837 (Lewis Publishing Company 1889:62). Notably, Gil served as the "First Alcalde" in 1837, and Jose Sepulveda served as the "Second Alcalde." In 1864, Gil was given the grant for Rancho Rincon de la Brea, after which the present-day city of Brea is named. Gil's younger brother Desiderio Ybarra served as regidores—council member—from 1826 to 1828 (Lewis Publishing Company 1889:55).

The Ybarra family built an adobe home less than 0.25 miles from the Project Site. Photographs from the USC archive depict members of the Ybarra family, mostly descendants of Desiderio, posing for a portrait at their home in 1895. One photo caption refers to the Ybarra adobe as having been at 730 and 750 Upper Main Street (Figure 22 and Figure 23), near the intersection with Ord Street, while another refers to the Ybarra homestead at the northwest corner of Buena Vista Street and College Street. The former description appears to be more consistent with buildings present in the 1894 Sanborn map. Jose Maria Ybarra, son of Joseph Desiderio and father to the younger Desiderio Ybarra, lived in a house just north of the Stearns Mill, also near the family farmland.

The proximity of the Ybarra house to the agricultural fields belonging to Gil and Desiderio conveys that the family held ties to the area going back at least to the period of Mexican administration in Alta California. Layne's description of Zanja No. 6-1 notes that this irrigation channel was the second oldest in the system (after only the Zanja Madre), and ran in an open ditch through "the huertas de los Ybarras" or the Ybarra farms, which were "the most diversified orchards in the community in the early days" (Layne 1857:22). There is no indication on Ord's map that the portion of the Ybarra farm partly overlapped by the Project Site included any structures or substantial construction, whereas the Ord map includes a small structure in the adjoining property to the north in Sepulveda's farm (see Figure 13 and Figure 14). The primary alterations within the Project Site before and during the 1850s appear to have been limited to the irrigation ditch, road, and fence lines, all of which surrounded the agricultural fields.

The setting of the Project Site is captured in an 1877 overview of the City, illustrated as a lithograph drawn facing south from the Elysian Hills near what is now Dodger Stadium (Figure 24). By the time this image was drawn, the SPRR line near the Project Site had been completed, delineating a triangular space bound by Alameda Street and what was then Mission Street (now North Main Street) and there is a small industrial building depicted fronting Alameda Street in what appears to be the lot to the south of Project Site. A photograph taken in the 1870s from Fort Moore Hill shows a grove of trees growing in the approximate location of the Project Site (Figure 25).

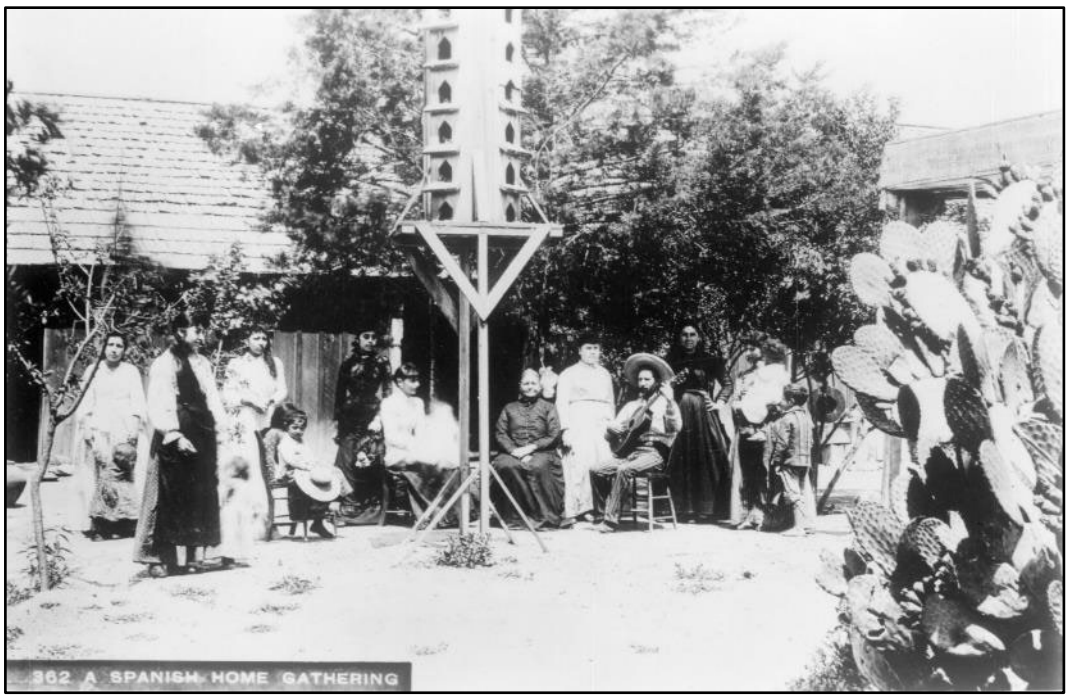


Figure 22. Ybarra family portrait at their home on Upper Main Street, 1890 (USC Libraries Special Collections, Title Insurance and Trust and C.C. Pierce Photography Collection 1860-1960, Unique Identifier UC128394).

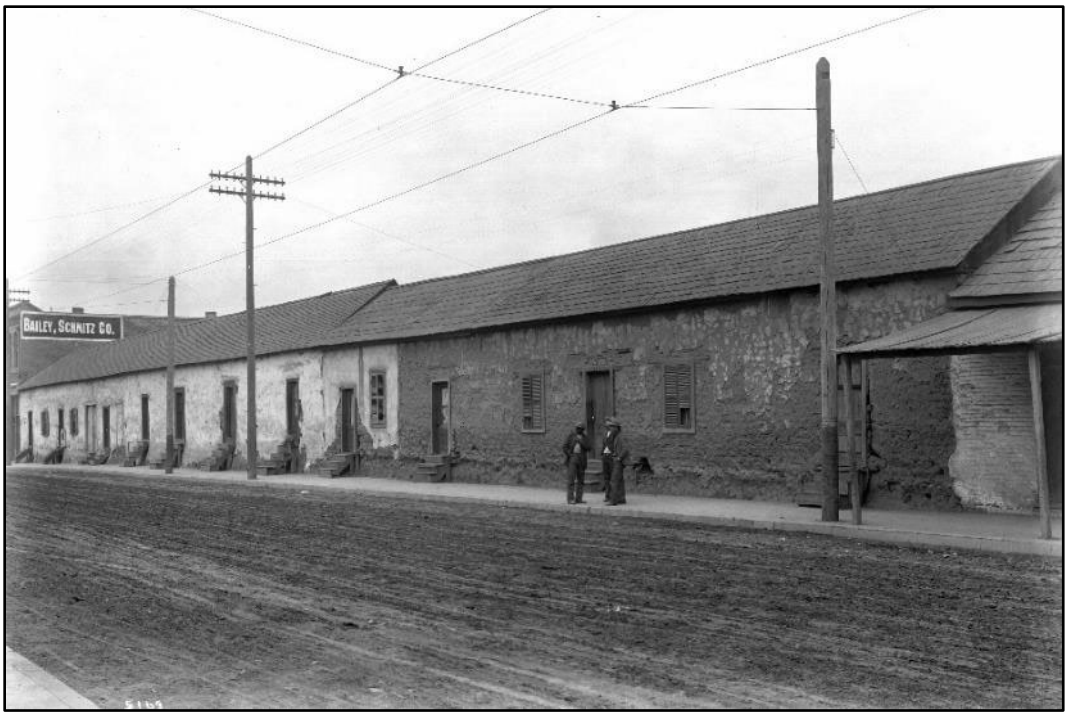


Figure 23. The Ybarra adobe at 730 and 750 Upper Main Street on the south side between Ord and Alpine Streets, 1895 (USC Libraries Special Collections, Title Insurance and Trust and C.C. Pierce Photography Collection 1860-1960, Unique Identifier UC128559).

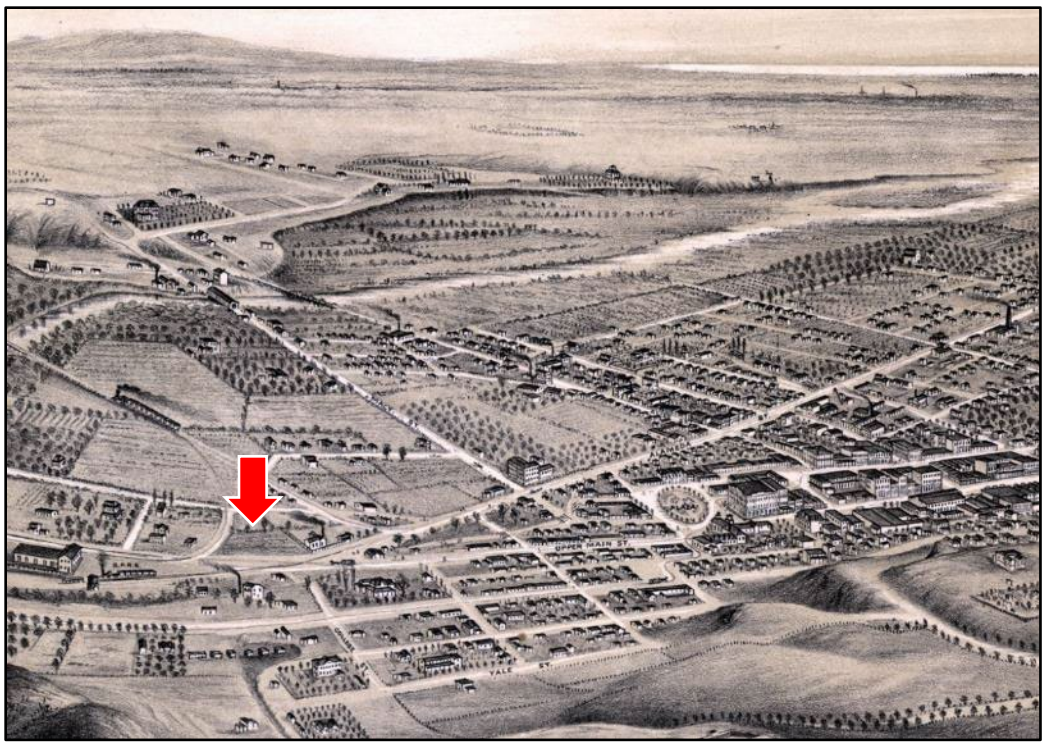


Figure 24. Detailed view of an illustration showing Los Angeles in 1877 (Glover 1877). The view is facing south with the Los Angeles Plaza visible as an oval right and down from the center of the frame. College Street is labeled near the bottom and the red arrow indicates the approximate location of the Project Site on the opposite site of Alameda Street.

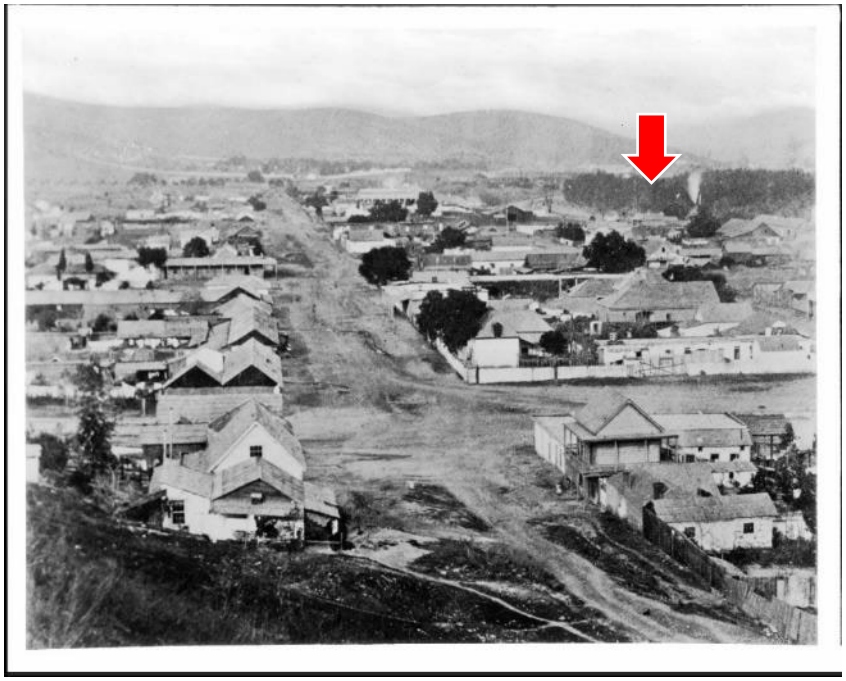


Figure 25. View of Sonora Town in the 1870s facing northwest from Fort Moore Hill (USC Libraries Special Collections, Title Insurance and Trust and C.C. Pierce Photography Collection 1860-1960, Unique Identifier UC128668). The red arrow points to the eucalyptus grove noted on the map in Figure 16 and approximating the location of the Project Site.

By the early 1880s the land forming the triangular area and bounding the Project Site was purchased by Prudent Beaudry (1819–1893). The 1881 plat map for the Beaudry tract that was discussed above (see Figure 16), includes a label in the middle of the triangular area and is labeled "Eucalyptus Groves," which is consistent with the appearance in the 1870s photograph. Taken together, this historical information suggests that the agricultural fields likely ceased being cultivated at some point in the 1860s, likely once the construction of the SPRR line became imminent. Starting in the late 1860s, Beaudry and his brother Victor had begun a concentrated effort to purchase tracts of undeveloped land in Los Angeles, particularly in the Bunker Hill area, which he then developed into an upscale residential district. Beaudry was actively involved in Los Angeles politics, serving on the City Council in 1873 and then mayor from 1874 to 1876, in addition to being a driving force behind the development of Pasadena and Alhambra.

A real estate map prepared by H. J. Stevenson in 1884 shows Main and Alameda crossing at the intersection of College Street, and the Project Site is shown to the east in unsubdivided land identified as the Beaudry lot (Figure 26). Several of the Beaudry brothers' lots can be seen in the Stevenson map. The Beaudry lot that contained the Project Site was subdivided in 1887 as the Beaudry Water Works Tract. Portions of the Beaudry Water Works Tract were subdivided and in 1899; the northern half of the Project Site was one of these subdivisions—the Freight Depot Tract. It was during the 1880s and 1890s, during the population rise and real estate boom, that the land-uses in former agricultural fields were being converted into residential, commercial, and industrial properties. Developments in the Project Site and surrounding areas were primarily industrial (e.g., warehouses, machine shops) and driven by proximity to the expanding rail yard that increasingly added new freight lines and narrow-gauge spur lines connected to businesses. An illustration of the City made in 1894 shows the Project Site still as a vacant lot and increasingly surrounded by industrial buildings (Figure 27 and Figure 28), including a large warehouse that was the beginning of what became known as Naud's Junction.

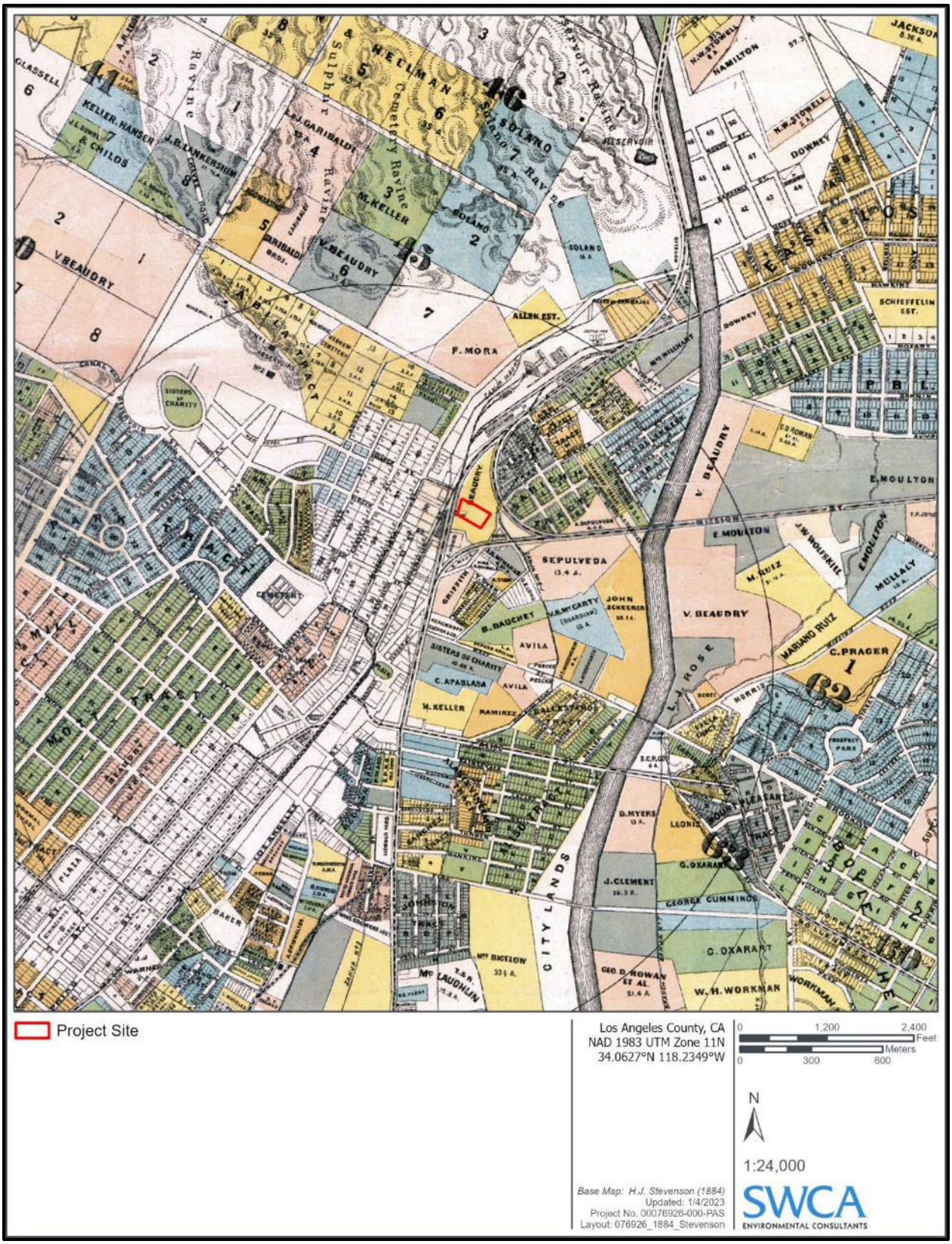


Figure 26. Project Site mapped onto a real estate map of Los Angeles, 1884 (Stevenson 1884).

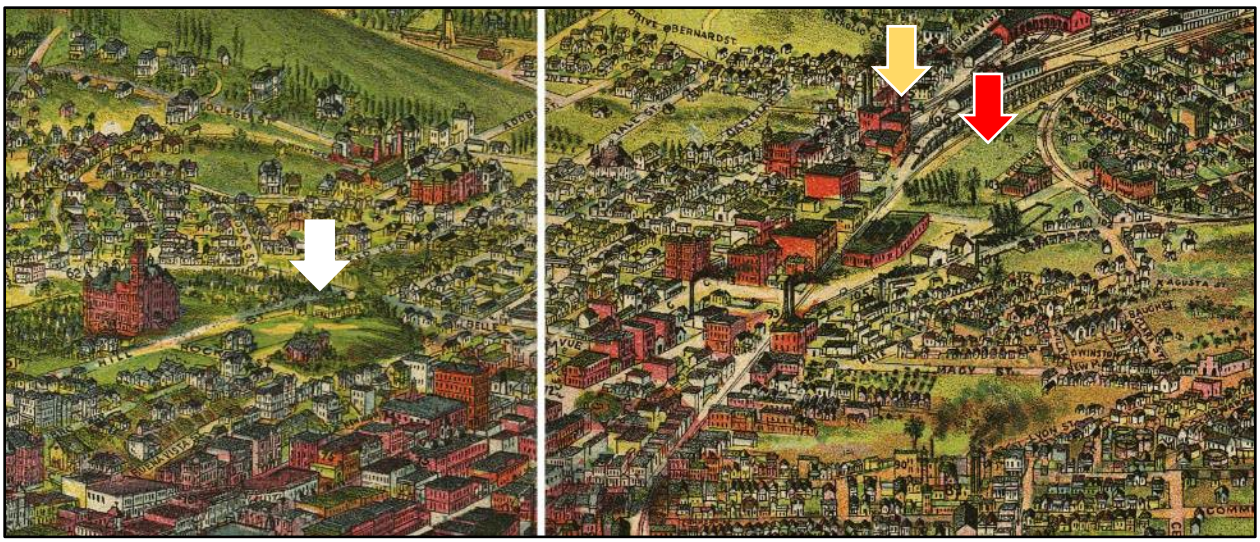


Figure 27. Los Angeles, California, 1894 (Library of Congress Geography and Map Division Washington, D.C., Control Number 75693096). The location of the Project Site is indicated by the red arrow (right), the yellow arrow points to the Capitol Milling building (middle), and the white arrow (left) indicates the approximate location of the photograph taken below in Figure 28.

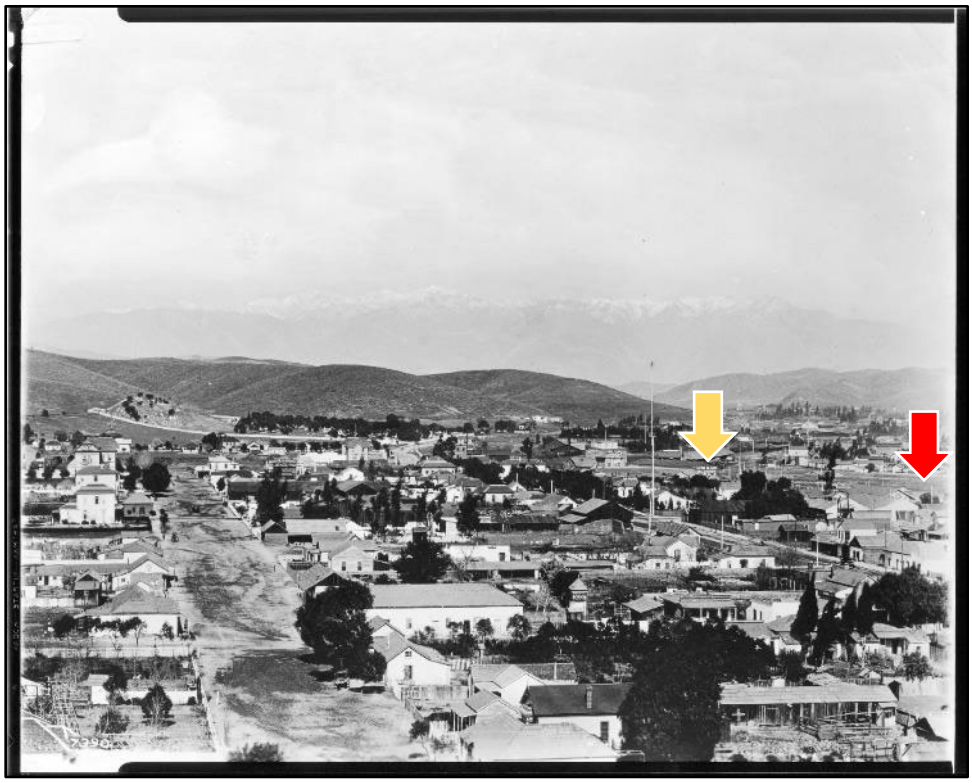


Figure 28. Birdseye view of Sonora Town facing northwest from Fort Moore Hill, 1880–1890 (USC Libraries Special Collections, Title Insurance and Trust and C.C. Pierce Photography Collection 1860-1960, Unique Identifier UC128671). The location of the Project Site is indicated by the red arrow (right) and the yellow arrow (left) points to the Capitol Milling building.

The first Sanborn map available for the Project Site and API dates to 1888. Main Street is mapped in its current location, though it is identified as a "Proposed Extension." Additionally, College Street and San Francisco Street (now Bruno Street), as well as the majority of the subdivision which would occupy the Beaudry lot are labeled as "proposed" (Figure 29). Along Alameda Street between the proposed College Street and San Francisco Street (Bruno Street) extensions several store fronts, a restaurant, a lodging a shoemaker, and tenement flats are mapped. The 1888 Sanborn map also shows Zanja 6-1 running east of the Project Site and intersection a portion of the API. All of the buildings shown on the 1888 Sanborn map are mapped with dotted lines, except for the shoemaker, and none are present on the 1894 Sanborn map, which shows the Project Site and surrounding streets in their current alignment and shows the Project Site as undeveloped land. A 1906 Sanborn map indicates that a switchyard for the SPRR had been developed in the west half of the Project Site and API (see Figure 29). The east half of the Project Site was occupied by Keystone Iron Works and included several machine shops, a foundry, a steam hammer shop, several storage locations, and an office. By 1906, the name of San Francisco Street had changed to Bruno Street. The Sanborn maps from 1950 and 1953 largely show the Project Site as unchanged from 1906 (see Figure 29).

Aerial images available from 1927 onward provide more context for the development of the Project Site and API throughout the twentieth century (Figure 30). By 1927, the Project Site and portions of the API had begun to be used by the SPRR, and the buildings occupied by Keystone Iron Works in the east half of the Project Site are present. Both College and Bruno Streets are unpaved dirt roads at this time, which is also the case in the 1933 and 1934 aerials. These aerials do not show visible changes to the Project Site when compared with the 1927 aerial. Aerials available from 1937, 1945, 1956, and 1971 show the Project Site and API are largely unchanged, one important exception being the removal of the railroad lines in the late 1940s. On the earlier aerials, it is difficult to definitively determine whether College and Bruno Streets were paved, although by 1971, it appears that at least half of these two streets were paved, while the area being used by the SPRR was still bound by unpaved roads. By 1994, the buildings in the southeastern portion of the Project Site were razed. Aerials from the late 1990s show the Project Site as an unpaved lot, but by 1999 the lot had been paved and appears to be used for storage. By 2003, the paved lot had become a parking lot. Today the parking lot is used exclusively for buses.



Figure 29. Project Site and API shown on the 1888, 1894, 1906, and 1950 Sanborn maps.

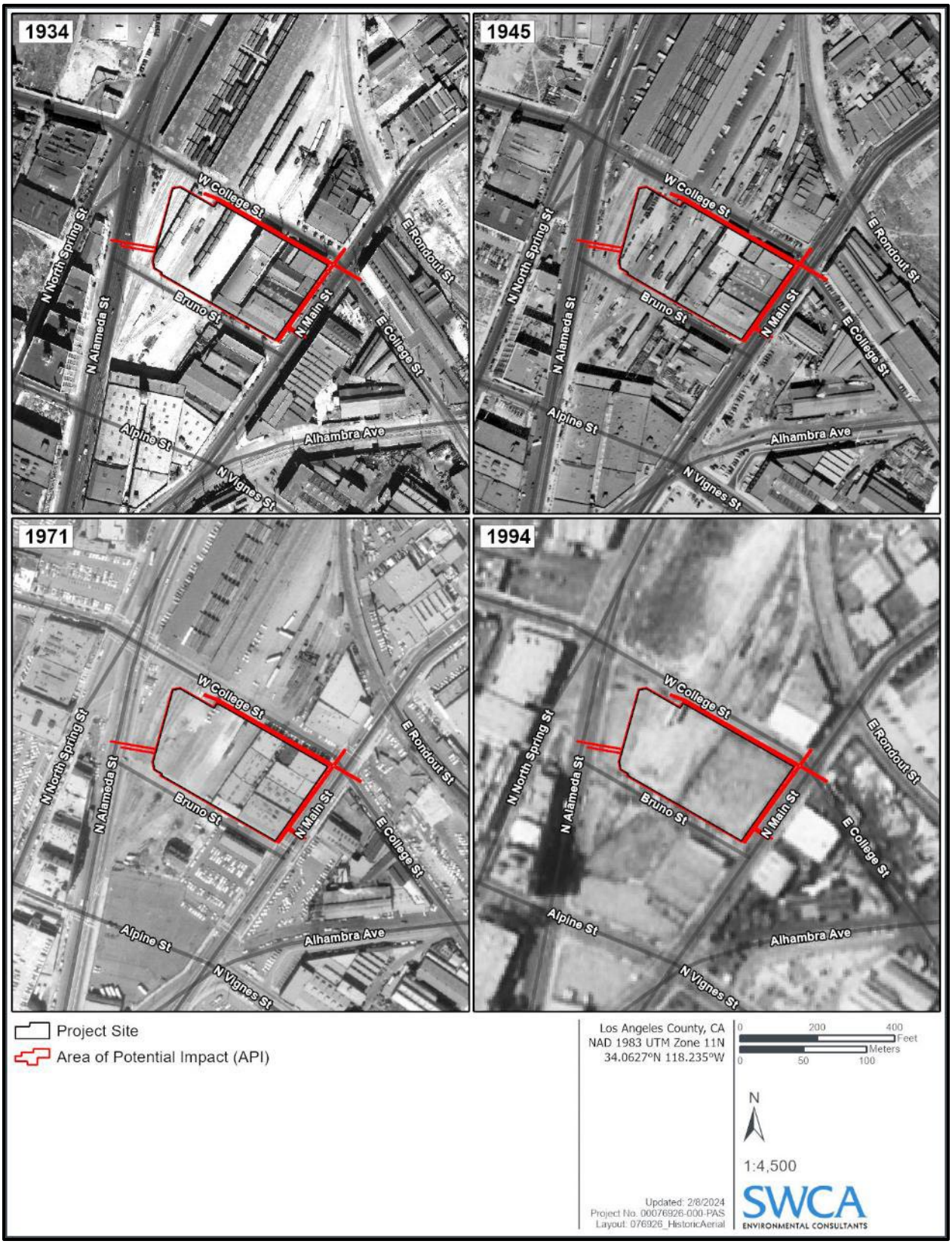


Figure 30. Project Site and API shown on aerials from 1934, 1945, 1971, and 1994. Note that the Project Site was used for SPRR-related activities for much of the twentieth century.

Sensitivity Assessment

Archaeological Site Preservation

The archaeological preservation conditions within the API are generally poor for surficial deposits, but there is higher potential for encountering subsurface deposits within the API. As detailed in previous sections, the API was just east of the original settlement of the Pueblo of Los Angeles, and during this early era it was in an area primarily made up of agricultural fields owned by members of the Ybarra family. Available evidence suggests the fields may have ceased to be actively cultivated in the 1860s and essentially became vacant lots with eucalyptus trees that were noted as being present in the 1870s. The conversion to industrial land uses within the API and vicinity was initiated by the construction and expansion of the SPRR rail line in the 1870s and 1880s, but the first developments didn't occur until the first decade of the twentieth century. These developments included construction of multiple railroad tracks in the northwestern half of the API, and several industrial buildings identified as an iron works operation that were constructed in the southeastern half. These initial developments characterized the primary land uses within the API until the railroad lines were removed around the end of World War II. In the mid-1990s, the industrial buildings that were in the southeastern portion of API were razed and the entire API paved before being put to its current use as a parking lot.

Each historical phase of land use involved physical alterations to the near-surface setting of the API. These occurred in a sequence wherein each successive alteration would have influenced the preservation conditions for any archaeological materials that may have been deposited on or below the surface during the prior period of use. These physical alterations may have completely removed any physical evidence of the prior land uses, or resulted in those materials and the sediments in which they were embedded to becoming intermixed. Agricultural land uses from the Mission, Rancho, and early American Periods would have altered any Native American archaeological deposits that may have once existed. Industrial site uses from the early and middle twentieth century would have altered any deposits of historical archaeological materials.

Removal and intermixing are common occurrences for archaeological deposits in urban settings of Los Angeles, but it is also possible for more deeply buried components to remain relatively intact beneath the altered surface. In other words, the physical alterations resulting from each successive period of land use may not have reached the full depth at which archaeological deposits from prior periods may have accumulated. This has been demonstrated on sites where areas have been excavated or naturally incised (e.g., streambeds), which then became backfilled with refuse. This can be done intentionally to bury trash or other waste materials but can also occur more haphazardly during the process of creating a level surface across a property, which is commonly done during demolition. The CHRIS records search included five examples of historical archaeological sites preserved beneath paved or otherwise develop properties, and in the case of site LAN-4201H, the archaeological materials were also found in Naud's Junction, and so provide a good proxy for the archaeological preservation conditions within the API because both areas had nearly identical historical sequences of development.

Where Native American archaeological deposits are concerned, in areas with high rates of natural deposition, artifacts and features could become deeply buried so that the historical alterations occurred well above the buried site. Site LAN-1575/H was identified during construction of the Metropolitan Water District Headquarters next to Union Station and there was an intact Gabrielino archaeological site identified beneath historical period alterations, and at shallower depths the Native American artifacts had become intermixed with nineteenth and early twentieth century materials. Site LAN-4662 consisted of a single 3,000-year-old long bone from a Native American individual that was recovered from 5.8 m (19 feet) below the street grade. The bone appeared to have been part of flood deposits from the Los Angeles

River that were composed of coarse-grained sands with poorly sorted and large gravels. Each of these two examples were recorded between 0.42 and 1.0 km (0.25 and 0.6 miles) from the API.

The examples provided above demonstrate that Native American archaeological deposits are more likely to be identified where they occur beneath historically modified surfaces, whereas historical archaeological sites may occur anywhere within these mechanically altered sediments, the creation of which resulted from the past land uses. These "mechanically altered sediments" are typically characterized as fill in geotechnical investigation. Langan Engineering conducted a geotechnical assessment of the Project Site in 2022. As part of this study, four hollow stem auger borings and four cone penetration tests were completed. Sediment profiles constructed from the results showed a surface stratum described as fill below the asphalt and extending approximately 0.3 to 1.5 m (1 to 5 feet) deep. The fill soils are described as dark brown, moist silty sand, clayey sand, with variable amounts of gravel. Below the fill, soils were defined as young alluvium (Qyf), which were observed to a maximum depth of approximately 20.3 m (66.5 feet) below-grade. The alluvial soils were described as brown, yellow-brown, to whitish brown medium dense to very dense soils and moist fine to coarse sand with variable amounts of silt and gravel (Riutort and Fiorelli 2023:6–7). Young alluvial soils present in the API date to the late Pleistocene and Holocene. Holocene-age soils can contain subsurface archaeological deposits, specifically intact Native American sites, while only the latest Pleistocene-age deposits have any potential to contain intact Native American archaeological materials. Sediments deposited before the latest part of the Pleistocene period are too old to contain deeply buried archaeological deposits.

Native American Archaeological Sensitivity

Ethnographic sources described above have identified the Gabrielino village site of Yaanga as having been located south of the API. Numerous historic and ethnographic sources place Yaanga in the vicinity of the Pueblo of Los Angeles and what archaeological evidence is available supports the location of the village being west of the Los Angeles River. The location of such a settlement likely shifted over time due to environmental factors, such as the shifting courses of the Los Angeles River, and historical factors, such as the influx of settlers after the founding of the Pueblo of Los Angeles. The precise area that constituted the former village has never been archaeologically determined, but the best estimate based on available information indicates it likely occupied the approximate area between the location of the Metropolitan Water District Headquarters building and west to Fort Moore Hill.

CHRIS records search results did not identify any Native American archaeological resources within the API or in the 0.4 km (0.25-mile) radius of the Project Site that was used to conduct the search. The nearest known Native American archaeological sites to the API are located between 0.42 and 1.0 km (0.26 and 0.6 miles) to the south. This group of sites is mostly centered on the Los Angeles Plaza, and the aforementioned site LAN-1575/H at Union Station and the Metropolitan Water District Headquarters. The archaeologically verified components of LAN-1575/H are between 0.48 and 0.8 km (0.3 and 0.5 miles) south of the API. The single bone from a Native American individual (LAN-4662) identified 5.8 m (19 feet) below ground within Los Angeles River floodplain deposits demonstrates that deeply buried resources can occur; however, this is a very rare occurrence and compared with the volume of floodplain deposits, this one instance does not suggest that all similar deposits have a high likelihood of containing human remains. Rather, the finding at LAN-4662 indicates that the potential for a human remains and Native American archaeological sites cannot be completed ruled out based strictly on depth.

The SLF search conducted for the Project was positive although there was no indication of whether there was a specific known resource identified in the API or if the positive result is indicating sensitivity because of proximity to a known site in the NAHC's confidential file. The proximity to LAN-1575/H, which included several Gabrielino burials, could be related to the positive results, but consultation with

the Gabrieleño Band of Mission Indians – Kizh Nation is necessary to make a conclusive determination concerning the positive SLF results.

SWCA assessed the archaeological preservation conditions within the API and found that the naturally deposited alluvial sediments beneath the fill stratum are capable of containing buried Native American archaeological deposits based on the time period in which the sedimentary unit was formed. Specifically, the underlying alluvium was characterized as young alluvium that is Holocene to Late Pleistocene in age. The depth at which the sediments become too old to contain preserved Native American archaeological sites is unknown but is considered to decrease with depth. The potential for individual artifacts to be recovered from within the fill stratum cannot be ruled out, but the likelihood of intact deposits within this stratum is low.

The location of the API on the edge of the floodplain of the Los Angeles River and in a reasonable proximity to known Gabrielino settlement indicates that this area was more intensively used by Native Americans in the past. More intensively used areas are more likely to produce physical evidence of those activities that can be preserved as archaeological deposits. The historical alterations documented within the API have clearly reduced the likelihood that a Native American archaeological site may have once been present, but the potential for a buried site cannot be ruled out. Accordingly, SWCA finds **the API has moderate sensitivity for Native American archaeological resources**.

Historical Archaeological Sensitivity

Historical land uses within the API were assessed through archival research. The pre-1870s agricultural land uses associated with the Ybarra family appear to have mainly involved plowing, erecting simple fences, excavating and maintaining earthen irrigation channels, and using unpaved roads. These are not activities that typically produce substantial material deposits or physical evidence. Despite the time depth of these land uses, artifacts and features associated with the operation of former farms are not commonly found identified in archaeological assemblages in this part of Los Angeles. In contrast, materially reinforced canals (e.g., the Zanja Madre) and remains of former buildings and structures have a greater likelihood of being preserved. Review of other maps from this period do not indicate that there were ever any buildings or structures constructed within the API, and these sources also provided evidence confirming that the Zanja Madre did not pass through the API.

For Zanja No. 6-1, the archival sources identified through archival research indicate that the zanja was originally constructed as an open earthen channel along an irregular path. The channel was later replaced by a 30-inch-diameter concrete pipe in the 1930s and re-purposed for use as a storm drain, which was still referenced as Zanja No. 6-1 in drawings from that era. This concrete pipe appears to be extant and still in use as part of the City's stormwater management system. The alignment of the storm drain does not appear to have strictly followed the path of the original zanja in every location, and for the segment that is mapped as intersecting a portion of the API (outside of the Project Site), the path of the storm drain was apparently shifted from the original so that the realigned channel followed a more consistent arc as it changed directions from southwest along North Main Street to southeast along College Street. Background research also indicates that there was a sewer line constructed in 1889 along North Main Street and is mapped very near the same point of confluence between the API, storm drain, and the original zanja alignment. This segment of the API is the termination point for an underground electrical line, which would be constructed within a trench measuring 6 feet in depth and width. The bottom of the concrete conduit used as a storm drain was mapped between approximately 3 and 6 feet deep in this location. Upstream segments of Zanja No. 6-1 were historically upgraded with concrete segments and recorded as part of the resource, but the segment mapped within the API, while referenced in historical plans as Zanja No. 6-1, the concrete conduit is a component that was added after the zanja system was no longer used for its original purpose. Because Zanja No. 6-1 was originally constructed as an open earthen

ditch, the only means by which the original zanja could be identified below-ground is through preserved channel deposits identified in sediment profiles. Given the construction of two other utility lines—the sewer line and storm drain—and other urban development activities like grading for the expanded street grid, it is unlikely that channel deposits have been sufficiently preserved in the segment mapped within the API. Thus, SWCA finds the likelihood of a preserved segment of Zanja No. 6-1 in the API is low.

Regarding the general suite of agricultural activities documented for the API and vicinity, these are noteworthy in terms of the influence on the potential for Native American archaeological sites. Specifically, regular plowing and constructing earthen channels and unpaved roads would have likely destroyed or had substantial impacts on any Native American cultural materials that may have once been present. But these activities are themselves unlikely to have produced substantial material deposits, so the likelihood of historical archaeological resources in the API from before the 1870s is low.

No information was identified to confirm exactly when the agricultural fields ceased being cultivated, but land sales in the 1870s suggest that the fields and API had turned into vacant lots, which appears to have occurred in connection with the completion of the SPRR rail line to the north of the API. The Ybarra agricultural fields in this location were eventually purchased by Prudent Beaudry who established an initial tract in 1887, which was then subdivided in 1899, the boundary between the two bisects the API. In the first decade of the twentieth century railroad lines were constructed in the northwestern portion of the API, within the Beaudry's initial tract, and in the southern subdivision several of the smaller lots were developed with industrial buildings. These characterized the land uses for through until the end of World War II, at which point the railroad tracks were removed. The buildings in the southeastern portion of the API remained on the property until the early 1990s, at which point the entire Project Site was converted into an open paved lot.

The CHRIS records search identified eight historical archaeological resources within a 0.4-km radius of the Project Site, one of which intersects the API (LAN-4183H). Five of the resources identified in the CHRIS search are described as containing components that date to the same early to middle twentieth century period and are associated with land uses similar to those that have historically occurred in the API, especially activities related to the operation of the railroad freight lines. These activities tend to produce materials that become buried and intermixed within the near-surface sediments. Abandoned railroad ties, nails, and tracks are commonly found below ground in former industrial areas. Building materials, miscellaneous pieces of refuse including glass and metal food and beverage containers, and former building foundations are also common. These are all materials found in the sites identified in the CHRIS search: historic-in-age brick courses (LAN-4183H and LAN-4200); historic refuse deposits and building foundations (LAN-4201); and railroad tracks (LAN-4202). These nearby sites support the conclusion that historic-age deposits related to the industrial history of the API and surrounding area could be identified below ground, primarily within the fill soils. The fact that the northwestern portion of the Project Site remained unpaved for several decades and was then paved over in association with the razing of the buildings in the southeastern part of the Project Site indicates that objects could have continued to become discarded on the ground and become shallowly buried. Paving over the area then acts to preserve any underlying deposits, which provides for generally favorable preservation conditions.

Based on these findings, SWCA finds the API has **high sensitivity for containing historical archaeological resources**.

Notably, the CHRIS records search results included LAN-4183H, which was recorded in 2011 along College Street, intersecting a portion of the API. LAN-4183H consists of a segment of early-twentieth century roadway made from granite paving stones measuring 148-m (485-foot) and 18 m (60 feet) wide within the roadway, primarily on the east side of the street. The same type of historical paving stone roadbed has also been identified outside the southwestern boundary the API, along Bruno Street between

Alameda and North Main Streets. This segment was designated in 1979 as the Granite Paving Block and is listed by the City as HCM No. 211. The Granite Paving Block on Bruno Street consists of an approximately 85-foot-long segment exposed between areas that are otherwise paved over with asphalt, indicating that additional portions of the paving blocks could be preserved beneath the asphalt. The Granite Paving Block (HCM No. 211) is addressed in the historic resources report prepared for the Project (HRG 2023). The paving stones for LAN-4183H were described as having been removed along the portion of southwestern side within College Street, although portions were noted as being potentially buried underneath the unpaved should of the road, which in the last decades has been mainly used for vehicle parking. Therefore, there is a possibility that portions of LAN-4183H outside of the previously mapped boundary could be encountered within the API (outside of the Project Site), but these are most likely to consist of relatively small, disconnected segments or individual pavers that have become dislodged from their original context. Given the lack of substantial integrity cited in prior significance determination for LAN-4183H, any such segments identified within the API would be highly unlikely to change the CRHR eligibility status of the resource.

IMPACT ANALYSIS

Human Remains

Based on the data reviewed, there was no evidence identified to suggest that human remains interred outside of a formal cemetery have a high probability of occurring within the API. Nevertheless, the inadvertent discovery of human remains, including those of Native Americans, is a possibility during ground disturbances. The treatment and disposition of human remains inadvertently discovered during construction are addressed by existing regulations. Specifically, CHSC Section 7050.5 states that no further disturbance shall occur until the Los Angeles County coroner has determined the origin and requisite disposition of the remains pursuant to PRC 5097.98. If human remains or suspected human remains are discovered during the Project, the Los Angeles County coroner will be notified of the find immediately. If the human remains are determined to be Native American, the coroner will notify the NAHC, who will determine and notify an MLD. The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Archaeological Resources

The Project's maximum depth of ground disturbance would be up to approximately 5.2 m (17 feet) below-grade strictly within the Project Site, and between approximately 1.8–4.6 m (6–15 feet) for utilities in trenches within the API (outside the Project Site). The potential for unidentified archaeological resources within the API and immediate vicinity was assessed based on available evidence and is found to be moderate for Native American archaeological resources and high for historical archaeological resources associated with early twentieth century industrial land uses. Some types of resources that could be encountered during ground disturbance include, but are not limited to, trash deposits, railroad tracks, road segments, sidewalk segments, structural remains, and Native American artifacts. Therefore, the Project's potential for encountering unidentified archaeological resources within the API would have the potential to result in a significant impact to archaeological resources.

A segment of Zanja No. 6-1 is mapped as intersecting a segment of the API (outside of the Project Site) where an electrical circuit may be placed underground. SWCA identified substantial evidence indicating that the original zanja was likely destroyed and replaced with a concrete conduit in a slightly different location after the zanja system had otherwise been abandoned. The replaced segment was part of a storm

drain construction that repurposed some elements of the original zanja, which elsewhere were historically constructed with similar concrete pipe, but the portion mapped within the API was added in the 1930s and is not similar in age or function to the segments of Zanja No. 6-1 recorded elsewhere as archaeological resources.

Evidence identified through historical research indicates the original channel was an open earthen ditch; therefore, physical traces would only be detectable as channel deposits identified in the sediment profiles below-ground. Because channel deposits would have likely been destroyed by past development activities within the expanded street grid, the presence of any physical remains from the abandoned zanja within the API is very unlikely and the sensitivity is considered low. While unlikely, the potential to encounter Zanja No. 6-1 cannot be fully ruled out based on archival research alone, and if physical traces are present, impacts from the Project could be potentially significant.

Two segments of granite paving stones were identified in the portions of the road and shoulder along Bruno Street and College Street, southwest and northeast of the Project Site, respectively. The granite paving block southwest of the API on Bruno Street is designated as HCM No. 211 and is being assessed in a separate historic resources report (HRG 2023). As discussed above, the segment to the northeast on College Street has been recorded in the CHRIS as LAN-4183H and was previously evaluated for significance in 2011 by Greenwood and Associates as part of a study submitted to Caltrans. Considering the absence of information demonstrating any connection to important events or people, and the loss of integrity that limits the ability of the resource to convey a distinctive type or style of construction or yield important historical information, Greenwood and Associates concluded that the granite paving stones recorded as LAN-4183H were not eligible for federal, state, or local historical designation. On the basis on these findings, Caltrans formally determined that LAN-4183H was not eligible for the National Register of Historic Places (NRHP), and OHP concurred with the determination.

SWCA reviewed the significance evaluation by Greenwood and Associates (included in Appendix A), and after considering the available information and current conditions, SWCA concurs with the prior finding that LAN-4183H is not eligible for the CRHR. No information has been identified that demonstrates a connection of the granite paving stones to important events or people (Criteria A and B). Since Caltrans' determination, the segment of College Street in which LAN-4183H was recorded has been fully repaved with asphalt, giving further confirmation that the resource lacks sufficient integrity to convey historical significance under Criterion C and D. Therefore, LAN-4183H is not considered to be a historical resource under CEQA.

LAN-4183H was previously recorded as being entirely within the paved roadbed and unpaved shoulder of College Street, which is in a portion of the API where an electrical circuit may be placed underground. Since LAN-4183H is not a historical resource, the Project does not have the potential to result in impacts to this resource. There is at least some possibility that discrete segments of the granite pavement or individual granite paving stones could be encountered as buried deposits within the API. These segments are highly unlikely to change the significance of the resource given the overall loss of integrity and lack of historical association. Nonetheless, if present, any such segments of the granite pavers from LAN-4183H that were recovered during ground-disturbing activities for the Project would still require significance evaluation to confirm eligibility for the CRHR.

RECOMMENDATIONS AND CONCLUSION

There is a potential for encountering archaeological resources in the API, including unidentified (inadvertently discovered) archaeological resources that have been assessed as having high, moderate, and low sensitivity. If such resources are present, the Project could result in potentially significant impacts to

archaeological resources. SWCA recommends incorporation of MM CUL-1to ensure that potential Project impacts to archaeological resources are less than significant. Under MM CUL-1, the Applicant is required to retain a qualified archaeologist to develop and implement an Archaeological Resource Management Plan (ARMP) that includes providing worker environmental awareness (WEAP) training, monitoring ground-disturbing activities, and authoring a report that describe the results. These measures would ensure that archaeological resources discovered during ground-disturbing activities for the Project are identified, evaluated for significance, and protected in accordance with existing regulations, CEQA guidelines, the City's goals and policies, and industry best practices. The recommended mitigation measure is as follows:

- **MM CUL-1:** Prior to any ground-disturbing activities associated with the Project, the Applicant shall retain a Qualified Archeologist. A Qualified Archeologist is defined as one who meets the Secretary of the Interior's Professional Qualifications Standards for Archeology and the Society for California Archaeology's qualifications for a principal investigator. Ground-disturbing activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil, or a similar activity in the Project's area of potential impact (API). The API is defined as the Project Site plus the areas outside the Project Site that may be required for utility trenching.

  Prior to the commencement of ground-disturbing repair activities associated with the Project within the API, at the Project kickoff, the Qualified Archeologist shall provide a briefing to construction crews to provide information on regulatory requirements for the protection of archaeological resources. As part of this training, construction crews shall be briefed on proper procedures to follow should unanticipated discoveries of archaeological resources be made during construction. Workers shall be provided contact information and protocols to follow in the event these discoveries are made. Additionally, workers shall be shown examples of the types of resources that would require notification. The training shall include a summary of the applicable regulations and penalties for non-compliance. A copy of the training materials and a list of attendees shall be provided to the Department of City Planning no more than 10 days after completing the training.

  Before the commencement of ground-disturbing activities associated with the Project within the API, an archaeological resources management plan (ARMP) shall be prepared. The ARMP shall include, but not be limited to, monitoring protocol for ground-disturbing activities, a worker training program, and discovery and processing protocol for inadvertent discoveries of cultural resources. The ARMP shall identify areas with moderate to high sensitivity determined for cultural resources that require monitoring and detail a protocol for determining circumstances in which additional or reduced levels of monitoring (e.g., spot checking) may be appropriate. Specifically, the ARMP shall include a framework for assessing the geoarchaeological setting to determine whether undisturbed sediments capable of preserving archaeological remains are present adjacent to or beneath those sediments disturbed by agricultural and urban development, as well as the depth at which these undisturbed sediments would no longer be capable of containing archaeological material.

  Monitoring shall occur during ground disturbance for the Project, including excavation within artificial fill, and shall be directed and supervised by the Qualified Archeologist. The monitor shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially significant archaeological resources, as determined by the qualified archaeologist. The monitor shall complete a daily log documenting construction activities and observations. In the event that potentially significant archaeological resources are exposed during construction, work in the immediate vicinity of the find (within 25 feet) shall stop until the Qualified Archeologist can evaluate the significance of the find. Construction activities may continue in other areas in coordination with the Qualified Archeologist. If the discovery is

determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC 21083.2(g), and the treatments proposed in the ARMP are found to be infeasible or other alternatives are proposed, the Qualified Archeologist shall coordinate with the Applicant and Department of City Planning to amend the ARMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment if feasible, and if it is determined avoidance is not feasible, treatment may include architectural documentation and archaeological data recovery (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant.

After archaeological monitoring is completed, the Qualified Archeologist shall prepare a technical report documenting the methods and results of all work completed under the ARMP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the CRHR. If archaeological materials are identified and collected for laboratory analysis, once the analysis is complete, any recovered archaeological materials shall be curated at a public, non-profit research institution that will ensure their long-term preservation and allow access to interested scholars. Should no such institutions accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation's *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format*. Any archaeological resources identified shall be documented on appropriate California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the supervision of a Qualified Archeologist and submitted to the Department of City Planning. The timing and content of the final report shall consider the quantity of archaeological materials, level of analysis required, and documentation needed to establish the significance of any identified resources. The final draft of the report shall be submitted to the SCCIC.

Based on the above findings, SWCA finds that potential Project impacts to archaeological resources would be reduced to less than significant with implementation of the above-referenced mitigation measure under CEQA.

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Appendix A

California Historical Resources Information System Search Results

CONFIDENTIAL

Portions of this appendix contain information on archaeological site locations that are exempt from public distribution pursuant to California Government Code 6254(r) and 6254.1. These have been removed from publicly circulated drafts of this report.

South Central Coastal Information Center
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California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

1/6/2023 Records Search File No.: 24361.10507

Erica Nicolay
SWCA Environmental Consultants
320 N Halstead St.
Pasadena CA 91107

Re: Records Search Results for the 76926 - 130 W College Street Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Los Angeles, CA USGS 7.5' quadrangle. Due to the COVID-19 emergency, we have temporarily implemented new records search protocols. With the exception of some reports that have not yet been scanned, we are operationally digital for Los Angeles, Orange, and Ventura Counties. See attached document for your reference on what data is available in this format. The following reflects the results of the records search for the project area and a ¼-mile radius:

As indicated on the data request form, the locations of archaeological resources and reports are provided in the following format: ☐ custom GIS maps ☒ shape files ☐ hand drawn maps

Resources within project area: 0	None
Resources within ¼-mile radius: 8	SEE ATTACHED LIST
Reports within project area: 0	None
Reports within ¼-mile radius: 36	SEE ATTACHED LIST

Resource Database Printout (list):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database (spreadsheet):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (list):	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database (spreadsheet):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Record Copies:	☐ enclosed	☐ not requested	☒ nothing listed
Report Copies:	☐ enclosed	☐ not requested	☒ nothing listed
OHP Built Environment Resources Directory (BERD) 2019:	☒ available online; please go to https://ohp.parks.ca.gov/?page_id=30338		
Archaeo Determinations of Eligibility 2012:	☐ enclosed	☐ not requested	☒ nothing listed
Los Angeles Historic-Cultural Monuments	☐ enclosed	☒ not requested	☐ nothing listed

Historical Maps: ☐ enclosed ☒ not requested ☐ nothing listed
Ethnographic Information: ☒ not available at SCCIC
Historical Literature: ☒ not available at SCCIC
GLO and/or Rancho Plat Maps: ☒ not available at SCCIC
Caltrans Bridge Survey: ☒ not available at SCCIC; please go to http://www.dot.ca.gov/hq/structur/strmaint/historic.htm
Shipwreck Inventory: ☒ not available at SCCIC; please go to http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp
Soil Survey Maps: (see below) ☒ not available at SCCIC; please go to http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

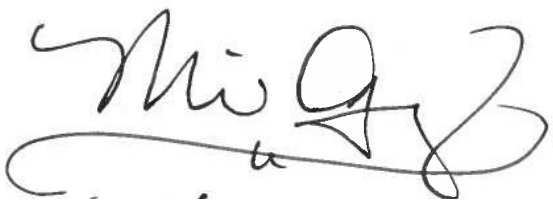
Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,



Digitally signed by Michelle Galaz Cornforth
Date: 2023.01.06 15:20:15 -08'00'

Michelle Galaz Cornforth
Assistant Coordinator

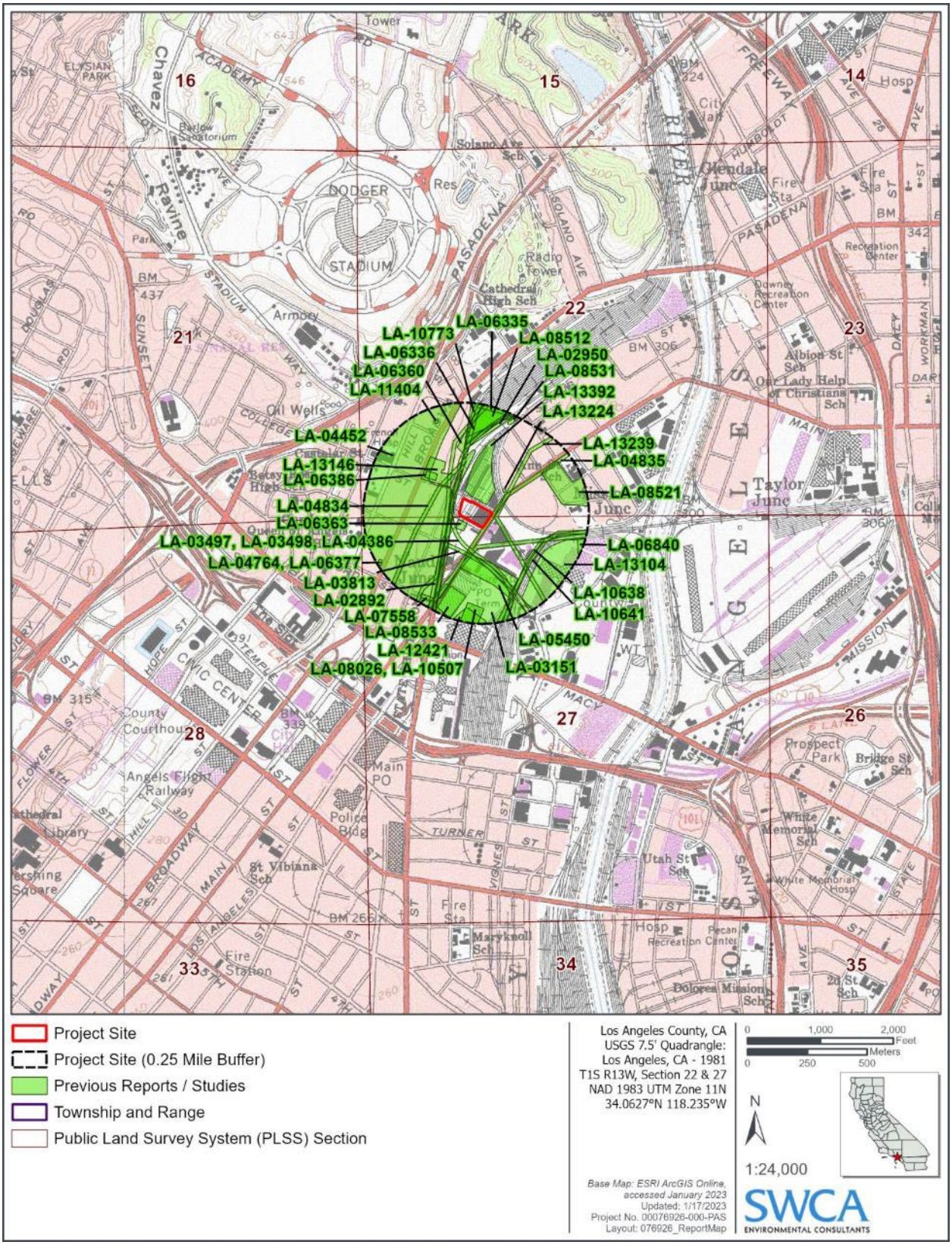


Figure A-1. CHRIS records search results map—previous reports or studies.

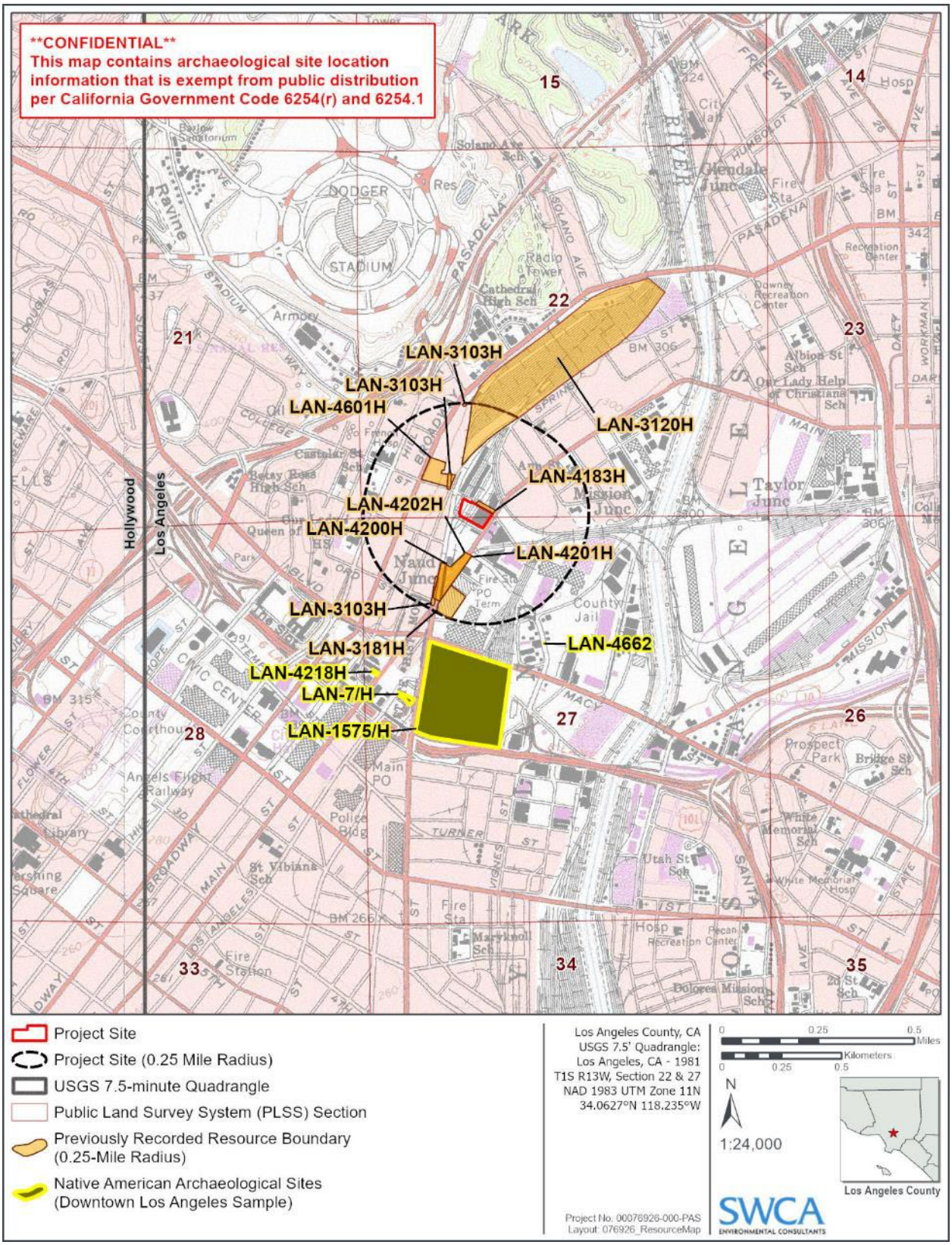


Figure A-2. CHRIS records search results map—archaeological resources. Note: this map contains confidential site information.

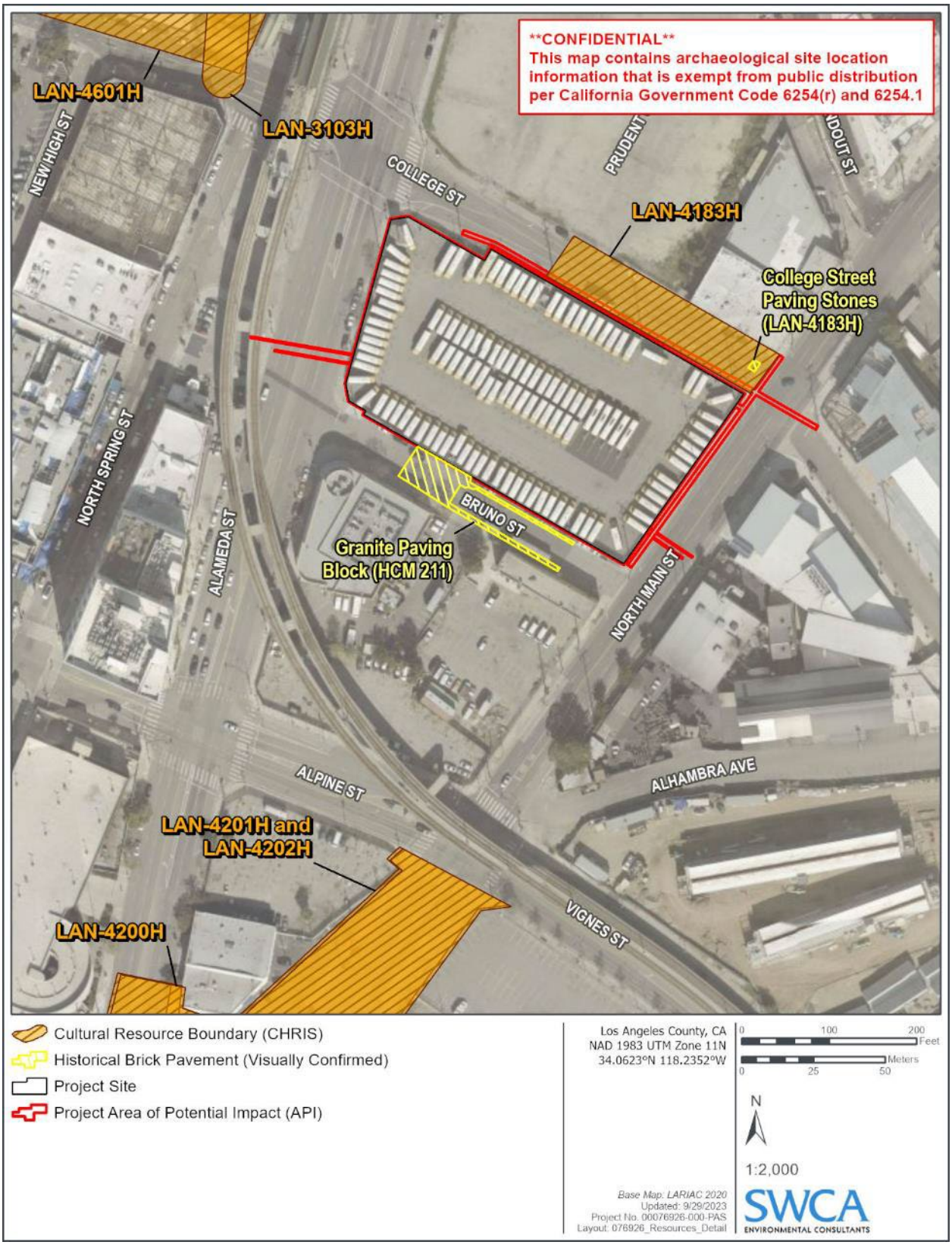


Figure A-3. Previously recorded resources within two blocks of the Project Site and API. Note: this map contains confidential site information.

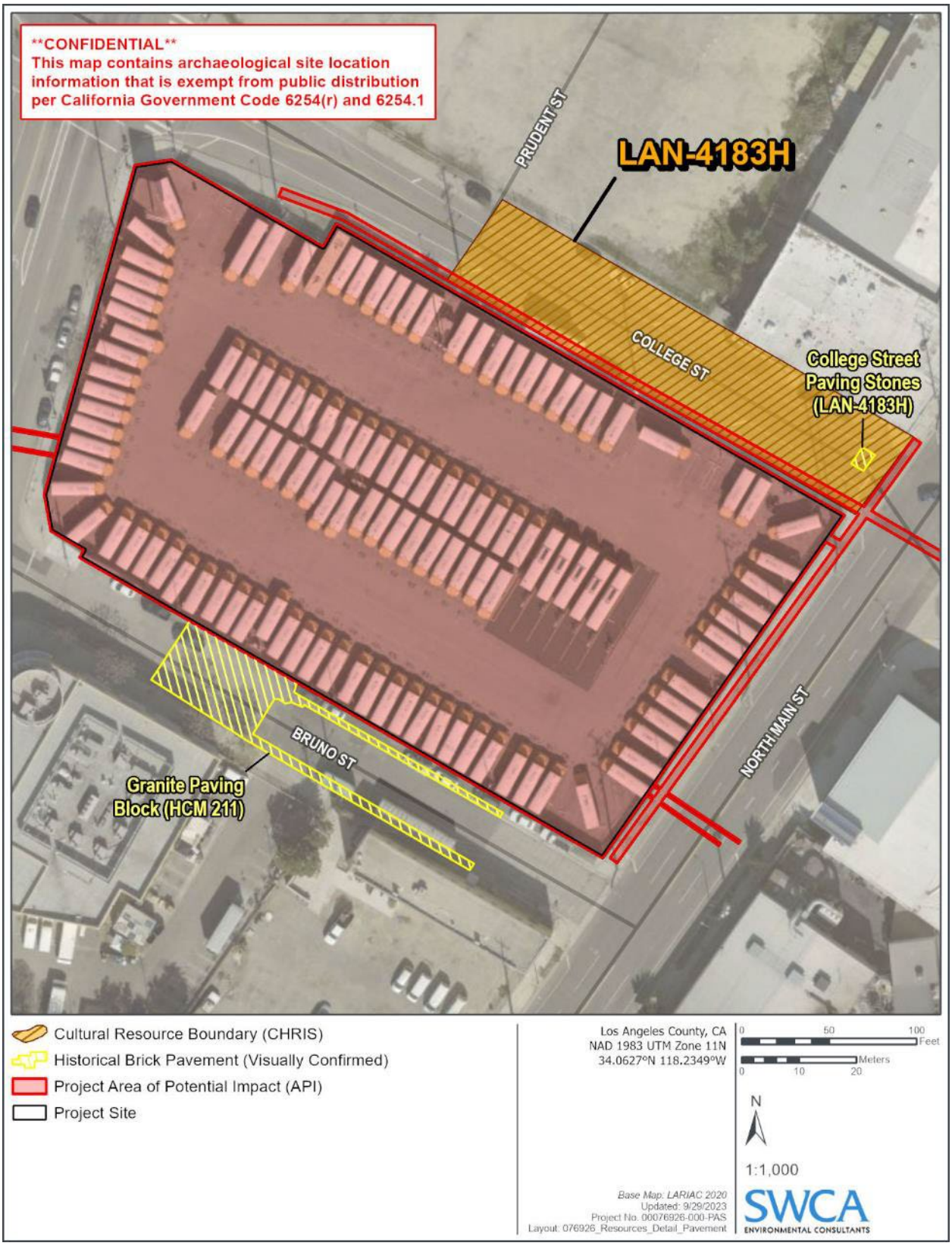


Figure A-4. Previously recorded resources adjacent to the Project Site and API. Note: this map contains confidential site information.



Figure A-5. LAN-4183H, overview of the mapped site area along College Street; view is facing southeast with the Project Site on the right. (Source: Google Streetview, 2011)



Figure A-6. LAN-4183H, overview of the southeastern end of the mapped site area where exposed stones (red arrow) are visible in 2011 image along College Street; view is facing northwest (Source: Google Streetview, 2011)



Figure A-7. LAN-4183H, detail of exposed stones visible in a 2011 image on College Street. (Source: Google Streetview, 2011)



Figure A-8. LAN-4183H, view from 2021 of the location where exposed stones were visible in 2011 (red arrow) have been paved over. (Source: Google Streetview, 2021)

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Alameda Street/North Spring Street Arterial Redesign – Phase V Project

Historic Property Survey Report

Caltrans District 7

Prepared for:
Mr. Matthew Masuda, P.E.
Civil Engineer
City of Los Angeles
Department of Public Works, Bureau of Engineering
Street and Stormwater Program
Los Angeles, California 90015

For submission to:
Caltrans District 7
Division of Environmental Planning
100 S. Main Street
Los Angeles, California 90012
Contact: Kirk Cessna, Chief

Greenwood and Associates
725 Jacon Way
Pacific Palisades, California 90272

Dana N. Slawson, M. Arch.

May 2011

Summary of Findings

The purpose of this document is to request State Office of Historic Preservation (SHPO) concurrence on Caltrans' determinations of National Register eligibility or ineligibility for evaluated cultural resources under 36 CFR 800.4 of properties potentially affected by the proposed Alameda Street and North Spring Street Arterial Redesign – Phase V Project. This Historic Property Survey Report (HPSR) summarizes the findings of the Archaeological Survey Report (ASR) and the Historical Resources Evaluation Report (HRER).

The Area of Potential Effects (APE) for the project was compared to archival documents and cultural resource maps to determine if there were any potential effects. A reconnaissance of the project area and subsequent archaeological monitoring conducted for the ASR identified four resources, including a brick foundation, a section of granite block street pavement, and two separate sets of railroad track remnants. These resources were evaluated by the HRER and, on the basis of background research and field investigations conducted, it was determined that none of the resources are historically significant.

All properties within the APE were evaluated as not possessing archaeological data potential and lacking in integrity. Attachment A contains the Archaeological Survey Report and the Historical Resources Evaluation Report is included in Attachment B.

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EXHIBITS

1. Project Vicinity Map
2. Project Location Map
3. APE Map, Segment 1
4. APE Map, Segment 2
5 APE Map, Segment 3

ATTACHMENTS

A. Archaeological Survey Report
B. Historical Resources Evaluation Report

1.0 PROJECT DESCRIPTION

This study was prepared in order to identify archaeological resources within the areas of potential impacts, and make preliminary recommendations regarding the potential effects on archaeological resources in accordance with 36 CFR Part 800 for implementation of Section 106 of the National Historic Preservation Act (NHPA), and with California Environmental Quality Act (CEQA) guidelines (2006). The California Department of Transportation (Caltrans) is the acting Lead Agency for the project.

The projected Alameda Street and North Spring Street Arterial Redesign – Phase V will realign the two streets to eliminate an inefficient intersection at Main Street/North Main Street. The project will include variable widening (0 to 20 feet) on the central portion of the southeast side of North Spring Street, between Mesnager and Wilhardt Streets, eliminating a sharp curve and sight distance problem. Additionally, College Street will be improved between North Spring and North Main Streets, and Alameda Street will be improved between Cesar E. Chavez Avenue and Ord Street. Improvements will include new pavement, sidewalk, curb and gutter, catch basins, streetlights, and street trees, and replacing the existing power poles and fire hydrant. Three Indian laurel fig trees (*Ficus nitida*) will be removed to accommodate the project. Five London Plane trees (*Plantanus acerifolia* 'Columbia') and sixteen Crepe Myrtle trees (*Lagerstroemia faueri 'Tuscarora'*) will be planted along North Spring Street and College Street, respectively. There will no new through lanes and roadway will not change. All work will occur within existing City of Los Angeles right-of-way within the County of Los Angeles, District 7 LA/VEN.

Anticipated excavation depths along the three segments are a maximum of two to three feet and would impact streets and existing sidewalks. Where the alignment crosses College Street, project-related excavation will be a maximum of four feet in depth.

The use of Local Assistance funds provided by the federal government for the proposed project requires that a review be completed in accordance with Section 106 of the National Historic Preservation Act (NHPA), as specified in 36 CFR Part 800.

The Direct Area of Potential Effects (Direct APE) for this study was established in consultation with Ms. Maria Martin, Bureau of Engineering, Environmental Group; Mr. Matthew Masuda, Bureau of Engineering; and Mr. Alex Kirkish, PQS Principal Investigator, prehistoric archaeology, California Department of Transportation (Caltrans), District 7 (Appendix A) as indicated on Exhibits 3-5, the APE maps. The project segments are all within the downtown area of the City of Los Angeles, primarily north and east of the historic core of the community called El Pueblo de Los Angeles. As a consequence of its core location, the majority of the area consists of a built environment and associated infrastructure.

2.0 SUMMARY OF IDENTIFICATION EFFORTS

A records search was conducted at the South Central Coastal Information Center by Jennifer Foster, Greenwood and Associates staff archaeologist, on August 31, 2010. This consisted of a check for any previously recorded cultural resource sites and isolates within a 0.25-mile radius of the study area. The records search examined topographic maps for previous surveys or study locations as well as locations of previously recorded archaeological sites. Photocopies of positive-finding reports revealing any analytical information and regional overviews were made for reference, and a bibliography of all negative-finding reports was generated.

The most recent updates of the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Points of Interest were also consulted, as was the California Inventory of Historic Resources. The database of the California Historic Resources Information System (CHRIS) for Los Angeles County was reviewed to identify any local resources previously evaluated for historic significance, and historical maps were inspected for indications of historical structures in the area.

Background research also checked local designations. Planning departments and other municipal agencies that maintain information regarding local landmark listing programs and local inventories or surveys of historical resources were consulted. Pursuant to 36 CFR 800.3(e) and (f), historical societies in the City of Los Angeles, Los Angeles County were contacted so that they might submit their concerns regarding historical properties on or near the proposed project segments. Also reviewed in the course of background research were regional historical overviews, and historic USGS quadrangle maps.

The historic resources survey entailed an initial pedestrian reconnaissance of each of the three segments of the APE conducted by Greenwood and Associates staff (Dana Slawson, Architectural Historian) on July 12, 2010. All visible features were examined and each segment was assessed for its archaeological potential: there are no buildings or structures located within the APE limits. Features identified as 30 years old or older were targeted for further investigation and research was completed in July and August 2010. Because of the recognized archaeological sensitivity of all three segments of the project area, a program of archaeological monitoring was undertaken wherein all excavation activity within street and sidewalk areas was observed by a Greenwood and Associates staff archaeologist. State Historical Resource Inventory forms (DPR 523) were completed for all cultural features identified that retaining some level of historical integrity. The forms are included in Attachment B.

2.1 Sources Consulted

Research for the current investigations was conducted at the local or regional institutions listed below:

- Los Angeles Public Library, Central Branch
- California State University, Fullerton, South Central Coastal Information Center
- University of California Los Angeles, Young Research Library

The following persons were consulted for the current research effort:

- Sara Dietler, Archaeologist, AECOM
- Edgar Garcia, Preservation Planner, City of Los Angeles Planning Department, Office of Historic Resources
- Michael Sampson, Archaeologist, California State Parks, San Diego

3.0 PUBLIC PARTICIPATION

Public input during the investigation process was solicited using letters of inquiry, phone contact, and personal interviews conducted during the physical survey. Contacts included local and regional historical societies, and the historic resources division of the City of Los Angeles planning department. For a list of persons contacted, see Section 2.1. Contact with local and regional historical societies was initiated with letters of inquiry detailing the project and soliciting comment. Letters were sent to the following organizations on December 2, 2010:

- Los Angeles Conservancy
- Historical Society of Southern California
- Los Angeles City Historical Society
- Chinese Historical Society of Southern California
- El Pueblo de Los Angeles Historical Monument
- Office of Historic Resources, Los Angeles Department of City Planning

To date, no formal responses have been received from any of these organizations.

The background research results indicate that there are no previously identified historical resources within the APE for the Alameda Street and North Spring Street Arterial Redesign - Phase V Project. The research concluded that there are three major themes that establish the historical context for evaluating the significance of resources within the project area. These are Transportation/Street System Development; Transportation/Railroad Development; and Commercial/Industrial Development.

4.0 PROPERTIES IDENTIFIED

Brief descriptions of the cultural resources identified within the APE are presented below, along with summaries of their evaluations of significance. A more detailed discussion of each resource may be found in the DPR 523 forms included in the HRER and referenced by APE map number.

4.1 Archaeological Resources

A total of 15 archaeological investigations have been conducted within a 0.25 mile (0.4 km) radius of the project alignment. The record search for the project segments indicated that the general area was sensitive for cultural resources.

4.2 Historical Resources

Properties Listed in the National Register:

None.

Properties Determined Potentially Eligible for Listing in the National Register:

None.

Resources Determined Potentially Ineligible for Inclusion in the National Register and Not Significant Resources under CEQA:

Brick Foundation Remains, Segment 1

The remains of a brick foundation were uncovered during removal of the sidewalk and pavement along the west side of North Alameda Street, between Cesar E. Chavez Avenue and North Main Street. Mortared bricks were observed aligned parallel to the west edge of the existing sidewalk at a depth of 20-25 cm below the top of the asphalt pavement of a commercial driveway (Chevron station). The pavement was removed to expose portions of two rows of bricks to a maximum width of 19 cm. The western portion of the feature was not exposed and the full width of foundation was not determined. At its south end, the feature extends beneath the sidewalk along the north side of Cesar E. Chavez Avenue. Probing and limited potholing indicated that the feature extends northward, parallel to and partially underlying a raised planter box, a minimum of 17.50 meters. A small exploratory excavation along the east face of the feature revealed it to be at least 84 cm (12 brick courses) in height. The base of the feature was not encountered.

Based on the historic photograph and maps, the foundation remains uncovered are believed to correspond with the Pacific Stove Company building. The foundation is typical of nineteenth to early twentieth century brick masonry construction, displaying no unusual or noteworthy features. Further, the commercial/light industrial building's associations with the Pacific Stove Company and other commercial tenants are not viewed as important enough to indicate its significance by association. Further, the feature's common construction, of which many other examples have been recorded in the Los Angeles region, appears to offer little in the way of potential for additional research. The foundation remnant is not eligible for Nation Register of Historic Places listing, nor does it appear eligible for state or local historical designation. Project related work will avoid the feature and no impacts to the resource are anticipated. Gravel covered by asphalt pavement has been replaced over the foundation.

College Street Granite Block Pavement, Segment 2

College Street is an east-west street located north of Cesar E. Chavez Avenue. The section subject to improvement is bounded by Alameda Street on the west and North Main on the east side. The section of the street within the project area is 480 feet long and 44 feet wide (60 feet including the sidewalks). The north and south sides of College Street are each bordered by a dirt walkway approximately 8 feet wide that is used for pedestrian traffic and vehicle parking. The street itself has recently been repaved on the west half (approximately 40 % of the overall length) of the block and the remainder is a deteriorating asphalt surface.

Areas of stone pavement were observed along the street margins during the initial reconnaissance and limited asphalt removal ("potholing") was undertaken to determine their extent. Potholing on College Street was conducted by LA Engineering, supervised by John M. Foster, RPA, on October 17-20, 2010. The potholing revealed that an intact pavement of granite blocks was present beneath the asphalt surface inclusive of the eastern half of this one-block segment of College Street -- approximately 280 linear ft or 60% of the segment. The western segment where paving stones are absent corresponds with the area of recently completed asphalt paving. The investigation also confirmed that paving stones are present under the earthen sidewalk on both sides of the street, indicating that the pavers cover a much larger area than the present street width. The area of the intact pavement within the APE is estimated at 16,000-16,800 square feet.

In the sidewalk areas, the paving stones were typically exposed at the surface, or between 1 to 2 inches below the current grade, becoming progressively more deeply buried at the edges of the street pavement (4 to 7 inches). Their depth below the top of the asphalt surface at the center of the street is typically 3 to 4 inches.

The paving stones observed on College Street were irregularly sized and hand-hewn, made primarily of granitic rock. A limited number of paving stones of other igneous rock types were also observed. Based on limited observations, they varied in size from 8 x 3.5 x 6 to 9 x 5 x 6 inches with chisel marks apparent on each face. The stones are laid in running bond pattern, with the long dimension consistently oriented north-south (spanning the street's width). On the north side of the street there are patchy sections of paving stones in the sidewalk area that extend to (into?) the adjacent parking lot. It appears that the intermittent presence of pavers is the result of salvaging or displacement by traffic. The stones are immediately under the current 1 to 7 inches thick asphalt pavement.

The granite block pavement associated with College Street was likely constructed between 1897, date of the southerly expansion of the River Station Switch Yard, and 1913, the date of the nearby Bruno Street pavement (Los Angeles Historic-Cultural Monument No. 211). Industrial, light industrial, and rail related buildings rose along either side of this block of College Street during the same period and the pavement attests to the historic development of this neighborhood. Through the middle to late twentieth century, the street was flanked by two Southern Pacific Railroad freight houses on the north, along with an ironworks and several machine shops on the north and south. All but one of these buildings, as well as the railroad tracks, had been removed by the turn of the century.

The complete removal of paving stones from nearly half of this block, and the resurfacing of the surviving section with asphalt pavement, have significantly impaired the design integrity of this resource. Further, the loss of the historic railroad and industrial buildings that once lined the street, along with the switching yard tracks that crossed it, has impacted its qualities of setting, feeling, and association. The granite block pavement on nearby Bruno Street is comparable in material and construction to College Street and presents a superior example of this type of paving. In that location, a section of cobblestones spanning the full width of the street is intact and exposed. There are also strips of stone pavement along the street margins that extend much of the length of the block. Undoubtedly, additional areas of stone pavement survive beneath the asphalt paved portions of Bruno Street as well. For this reason, the Bruno Street example provides a better opportunity to investigate late nineteenth and early twentieth century street paving techniques. In addition, although the College Street pavement may be comparable in extent to the Bruno Street resource, beneath the modern asphalt, it is questionable whether the blocks could not withstand the removal of the overlying asphalt without sustaining substantial damage. While suffering many of the same integrity issues as the College Street pavement, testing indicated that the adjacent Alameda Street granite block pavement is considerably greater in extent.

Historic research failed to reveal any connections these granite paving stones might have to important events or people. As a very small segment that has mostly been

removed or covered over, the pavers have a very limited ability to reveal any characteristics of a distinctive type or style of construction. For this same reason, they are unlikely to yield information important in history. The paving on Bruno Street is much more likely to yield this kind of information. Therefore, the College Street granite block pavement is not viewed as eligible for federal, state, or local historical designation.

North Spring Street Railroad Track Remnants – 1, Segment 3

The south end of the street improvement project on North Spring Street began 15 feet north of Mesnager Street and terminated 50 feet north of Wilhardt Street in a sweeping curve. To maintain through traffic, only the east side of the street was closed to be stripped of asphalt by grading.

During the grading process of the northbound lane, it was discovered that the street asphalt was 24 inches thick. Once the asphalt was removed, another foot of earth was removed revealing rail ties in the center of the street. The west side of the ties was obscured and it is presumed covered in asphalt in the southbound lane. The alignment extended south from the northern edge of the street improvement to immediately north of Wilhardt Street where it abruptly terminated, a distance of less than 50 feet. It appears that the rail ties had been removed at some previous time from Wilhardt Street south to Mesnager Street. Due to the thickness of the asphalt, the southbound lane was ground down but not to a depth that would have exposed the west half of the buried ties.

Organized in 1895, the Los Angeles Railway expanded quickly to become the city's largest streetcar company. At its peak in the mid 1920s, LARy operated a fleet of 1,250 "Yellow Cars" that carried 250 million passengers annually on a wide ranging system comprising more than 170 miles of track on 27 routes (Post 1989:152). Vestiges of the LARy system are still routinely encountered in the form of buried or paved over tracks and rails yet exposed within the city's streets, in addition to substation buildings, repair shop buildings, and other support facilities that kept the system functioning. The track remains uncovered by these investigations on North Spring Street are believed to have been part of the LARy Grand and Downey Avenue route. There is a potential that the feature represents an unmapped twentieth century rail spur, although the ties appear to be of greater antiquity. While the LARy Grand and Downey Avenue line undoubtedly played a role in the growth and evolution of East Los Angeles, this segment was a relatively short lived and minor element of this vast system. No direct and important associations between it and the development of a particular neighborhood, community, or other entity were discovered by the current research. Additionally, the track alignment has lost integrity through truncation at the north end of the APE, as well as removal of the rails, plates, spikes, and other historic appurtenances. Many superior examples of LARy tracks exist, and this feature manifests little informational value. The track

remains do not appear eligible for the National Register of Historic Places, nor are they eligible for state or local historical listing.

North Spring Street Railroad Track Remnants – 2, Segment 3

The west side of North Spring Street between Mesnager and Baker Streets is a strip of bare earth. Preliminary grading of that area for emplacement of street lights resulted in the discovery of buried railroad ties. The ties were 1 foot deep and spaced 1 foot apart. Grading was discontinued and the ties were avoided.

The area in which these ties were discovered, on the eastern border of the Los Angeles State Historic Park, lies within the historic boundaries of the Southern Pacific Railroad River Station freight yard. Review of Sanborn insurance maps, historic illustrations, and photographs indicates that the ties encountered correspond with one of a number of rail sidings and through tracks that existed along North Spring Street until the railroad yard was abandoned in the late 1980s.

Although only a small section of the track was uncovered, it appears to be a standard railroad track, similar to others that lie exposed nearby within the State Historic Park. Because the resource is a common type and offers little in the way of informational/research value, it is not considered eligible for Nation Register of Historic Places listing, nor does it merit state of local designation.

5.0 FINDINGS

The record search for the project alignment indicated that the general area was sensitive for cultural resources. The reconnaissance of the Alameda Street/North Spring Street Arterial Redesign - Phase V project area and subsequent monitoring of excavation activity resulted in the identification of four archaeological resources. All of the identified features within the project APE were determined to be 50 years old or older. State Historical Resource Inventory forms (DPR 523) were prepared for all four of the resources. None of the resources was determined by this investigation to be eligible for inclusion in the National Register of Historic Places, nor are any eligible for state or local historical designation.

This being the case, project related impacts to the College Street Granite Block Pavement will not result in a significant adverse effect on historical resources. There will be no subsurface impacts associated with this project to the two sets of railroad track remains in the area of N. Spring Street and the brick foundation found on the west side of Alameda Street. The track remnants and brick foundation have lost integrity and the recordation and documentation of the resources has exhausted their archaeological data potential.

6.0 REFERENCES

California Department of Transportation (Caltrans).
2009 *Environmental Handbook, Volume 2.* *Accessed via* internet website http://www.dot.ca. gov/ser/vol2/vol2.htm

Post, Robert C.
1989 *Street Railways and the Growth of Los Angeles.* Golden West Books, San Marino, CA.

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY
EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
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www.ohp.parks.ca.gov

September 9, 2011

Reply To: FHWA110803A

Alex N. Kirkish, District Archeologist
Caltrans District 7
Environmental Planning Division
100 S Main Street, Suite 100
Los Angeles, CA 90012-3606

Re: Determination of Eligibility for the Proposed Alameda Street/North Spring Street Arterial Project, Los Angeles, CA

Dear Mr. Kirkish:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- Brick Foundation Remains, Segment 1
- College Street Granite Block Pavement, Segment 2 – this property is part of a potential historic district, however the segment has lost its integrity of setting and association
- North Spring Street Railroad Track Remnants – 1, Segment 3
- North Spring Street Railroad Track Remnants – 2, Segment 3

Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Appendix B

Native American Heritage Commission
Sacred Lands File
Search Results Letter

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
[Vacant]

COMMISSIONER
[**Vacant**]

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

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

December 19, 2022

Erica Nicolay
SWCA Environmental Consultants

Via Email to: erica.nicolay@swca.com

Re: 76926 – 130 W College St Project, Los Angeles County

Dear Ms. Nicolay:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information submitted for the above referenced project. The results were positive. Please contact the Gabrieleno Band of Mission Indians – Kizh Nation on the attached list for information. Please note that tribes do not always record their sacred sites in the SLF, nor are they required to do so. A SLF search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with a project's geographic area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites, such as the appropriate regional California Historical Research Information System (CHRIS) archaeological Information Center for the presence of recorded archaeological sites.

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

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

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

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
12/19/2022

Fernandeno Tataviam Band of Mission Indians
Rudy Ortega, Tribal President
1019 Second Street, Suite 1
San Fernando, CA, 91340
Phone: (818) 837 - 0794
Fax: (818) 837-0796
thcp@tataviam-nsn.us
Tataviam

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

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

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

Gabrielino Tongva Indians of California Tribal Council
Christina Conley, Tribal Consultant and Administrator
P.O. Box 941078
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu
Gabrielino

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

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

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

Soboba Band of Luiseno Indians
Isaiah Vivanco, Chairperson
P. O. Box 487
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Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov
Cahuilla
Luiseno

Soboba Band of Luiseno Indians
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Fax: (951) 654-4198
jontiveros@soboba-nsn.gov
Cahuilla
Luiseno

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 76926 – 130 W College St Project, Los Angeles County.