



**Archaeological Survey Report
for the
Wilshire Bus Rapid Transit Project
Los Angeles, California**

Prepared for:

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April 2010

This document should be cited as:

ICF International. 2010. Archaeological Survey Report for the Wilshire Bus Rapid Transit Project. Los Angeles, CA. April. (ICF International 00629.08.) Prepared for the Los Angeles County Metropolitan Transportation Authority. Los Angeles, CA.

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Appendix A: Native American Correspondence

Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
amsl	above mean sea level
California Register	California Register of Historical Resources
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHL	California Register of Historical Landmarks
LAHCM	Los Angeles Historical-Cultural Monument
LACMTA	Los Angeles County Metropolitan Transportation Authority
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NR	National Register
NRHP	National Register of Historic Places
PHI	California Points of Historical Interest
PRC	Public Resources Code
SCCIC	South Central Coastal Information Center
USGS	U.S. Geological Survey
VA	Veterans Administration

Management Summary

ICF International (ICF) conducted an archaeological field survey on October 16, 2008, to determine whether prehistoric or historical resources are present along the proposed route for the Los Angeles County Metropolitan Transportation Authority (LACMTA) Wilshire Bus Rapid Transit (BRT) Project. The built environment assessment has been documented in a separate report; please see the Cultural Resources Technical Report (ICF 2008).

The Wilshire BRT Project would extend a distance of 12.5 miles along Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica but would exclude the City of Beverly Hills. The archaeological field survey was performed at the request of LACMTA to comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA). Using federal funds, LACMTA proposes to fund the construction of weekday peak-period curbside bus lanes in the City of Los Angeles and Los Angeles County.

Prior to archaeological field investigations, ICF conducted a records search at the South Central Coastal Information Center at California State University, Fullerton. This search determined that portions of the project area have been surveyed previously, and a total of 81 cultural resource sites, which include prehistoric sites, historic sites, and structures, have been recorded within the boundaries of the project route. ICF also contacted the Native American Heritage Commission (NAHC), which provided a list of five Native American contacts in Los Angeles County. Letters describing the project area and indicating the project location were sent to the Native American contacts on October 20, 2008. As of November 10, 2008, two comments have been received (Appendix A).

The ICF survey did not result in the identification of any surficial prehistoric or historic archaeological sites or features. However, two previously recorded historic sites (19-001261 and 19-003336), as well as the prehistoric archaeological/paleontological La Brea Tar Pits site (19-000159/19-171007) are located in areas where construction-related activities are proposed. Even though the project area is heavily urbanized, buried cultural resources have been identified in proximity to the project route during previous construction-related ground-disturbing activities. Therefore, there is the potential for buried cultural resource deposits to exist beneath previously disturbed and developed land surfaces.

The proposed project converts existing curbside lanes to peak period bus lanes by repaving and/or re-stripping and creates approximately 1.5 miles of new curbside bus lanes through selective street widening and jut-out removal. For purposes of this project, pavement replacement is not considered a ground-disturbing activity. The No Project Alternative would involve no project related activities, and therefore would not impact archaeological resources. Alternative A (Truncated Without Jut-out Removal), would involve a similar area and scope of project activities. Accordingly, impacts resulting from either of these alternatives would be less than, or similar to the proposed project.

If cultural materials (prehistoric or historic artifacts) are encountered during construction, work shall stop in the vicinity of the find until a qualified archaeologist can assess the material and recommend further action, if necessary. Design of a treatment plan and consultation with the State Historic Preservation Officer may be required to appropriately mitigate any unanticipated discoveries. Treatment measures typically include development of avoidance strategies, capping with fill material, or the mitigation of impacts through data recovery programs that include excavation or detailed documentation, or other mitigation measures, following standard archaeological procedures.

If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. Construction shall halt in the area of the discovery of human remains, the area shall be protected, and consultation and treatment shall occur as prescribed by law.

As relates to paleontological resources, a records search requested from Samuel A. McLeod Ph.D of the County of Los Angeles Natural History Museum McLeod was received with the date of December 21, 2008. On December 10, 2008, LACMTA contacted Mr. Hugh Lee of the City of Los Angeles Bureau of Street Services, regarding depth of construction related ground disturbance. According to Mr. Lee, due to previous complications of encountering tar seepage during construction related activities, the proposed ground disturbance for this project will not go beyond two feet below the surface (Los Angeles Metropolitan Transportation Authority, phone conversation with Mr. Hugh Lee, City of Los Angeles Bureau of Street Services, December 10, 2009).

For purposes of this project, pavement replacement is not considered a ground-disturbing activity. However, if paleontological resources are discovered during ground-disturbing activities, work shall stop within 50 feet of the find until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground-disturbing activities. Recovered specimens shall be prepared to a point of identification and permanent preservation, including the washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared, which will signify completion of the program to mitigate impacts on paleontological resources.

Introduction

At the request of LACMTA, ICF conducted a Phase I archaeological survey of the proposed route for the LACMTA Wilshire Bus Rapid Transit (BRT) Project (Figure 1). The archaeological field survey was conducted by Catharine M. Wood, M.A., RPA (California State University, Fullerton), who has 14 years of cultural resources management experience, including 7 years of experience in southern California. Ms. Wood meets the Secretary of the Interior's professional qualification standards for work in archaeology.

Project Description

Using federal funds, LACMTA, proposes to fund the construction of weekday peak-period curbside bus lanes in the City of Los Angeles and Los Angeles County from just west of downtown Los Angeles to the Santa Monica city limit (excluding the City of Beverly Hills). The proposed project converts existing curbside lanes to peak period bus lanes by repaving and/or restriping and creates approximately 1.5 miles of new curbside bus lanes through selective street widening and jut-out removal. The project is depicted on the Beverly Hills and Hollywood 7.5-minute U.S. Geological Survey (USGS) topographic maps (Figures 2 and 3).

In addition to the proposed project, two project alternatives are proposed. A No Project Alternative is required by Section 15126.6(e) of the CEQA Guidelines and assumes that the proposed project would not occur. Under the No Project Alternative, proposed improvements to 9.9 miles of the Wilshire Corridor included under the proposed project would not be implemented. Specifically, the proposed restriping and widening of some existing portions of the Wilshire corridor would not occur. Existing conditions of the Wilshire Corridor would remain under this alternative. Consequently, the No Project Alternative would not achieve or fulfill any of the goals and objectives of the proposed project.

Alternative A – Truncated Project Without Jut-Out Removal would include the development of an 8.7-mile bus lane from the Wilshire Boulevard/ S. Park View Street intersection to the Wilshire Boulevard/Centinela Avenue intersection. This alternative would eliminate the bus lane from mid-block Veteran Avenue/Gayley Avenue to Sepulveda Boulevard, totaling 0.31 mile. Additionally, this alternative would eliminate the jut-out removal between Comstock Avenue and Malcolm Avenue (1.0 mile). The existing traffic lane would be converted to a bus lane in each direction between Comstock Avenue and Malcolm Avenue. Under Alternative A, an additional 1.8 miles of curb lane reconstruction/resurfacing would occur between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue. The key differences between this alternative and the proposed project include the following: elimination of the bus lane between Valencia Street and S. Park View Street; inclusion of an additional 1.8 miles of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard and between the City of Beverly Hills and Westholme Avenue; retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.

For the purposes of this analysis, the proposed project includes the largest geographic extent, and therefore serves as the basis of the study area.

Section 106 of the National Historic Preservation Act

LACMTA is required to comply with the requirements of Section 106 of the NHPA. Section 106 requires federal agencies, or those they fund or permit, to consider the effects of their actions on “historic properties.” As defined by Advisory Council on Historic Preservation (ACHP) regulations (36 Code of Federal Regulations [CFR] Part 800) for implementing Section 106,

historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the NRHP criteria [36 CFR Section 800.16(1)].

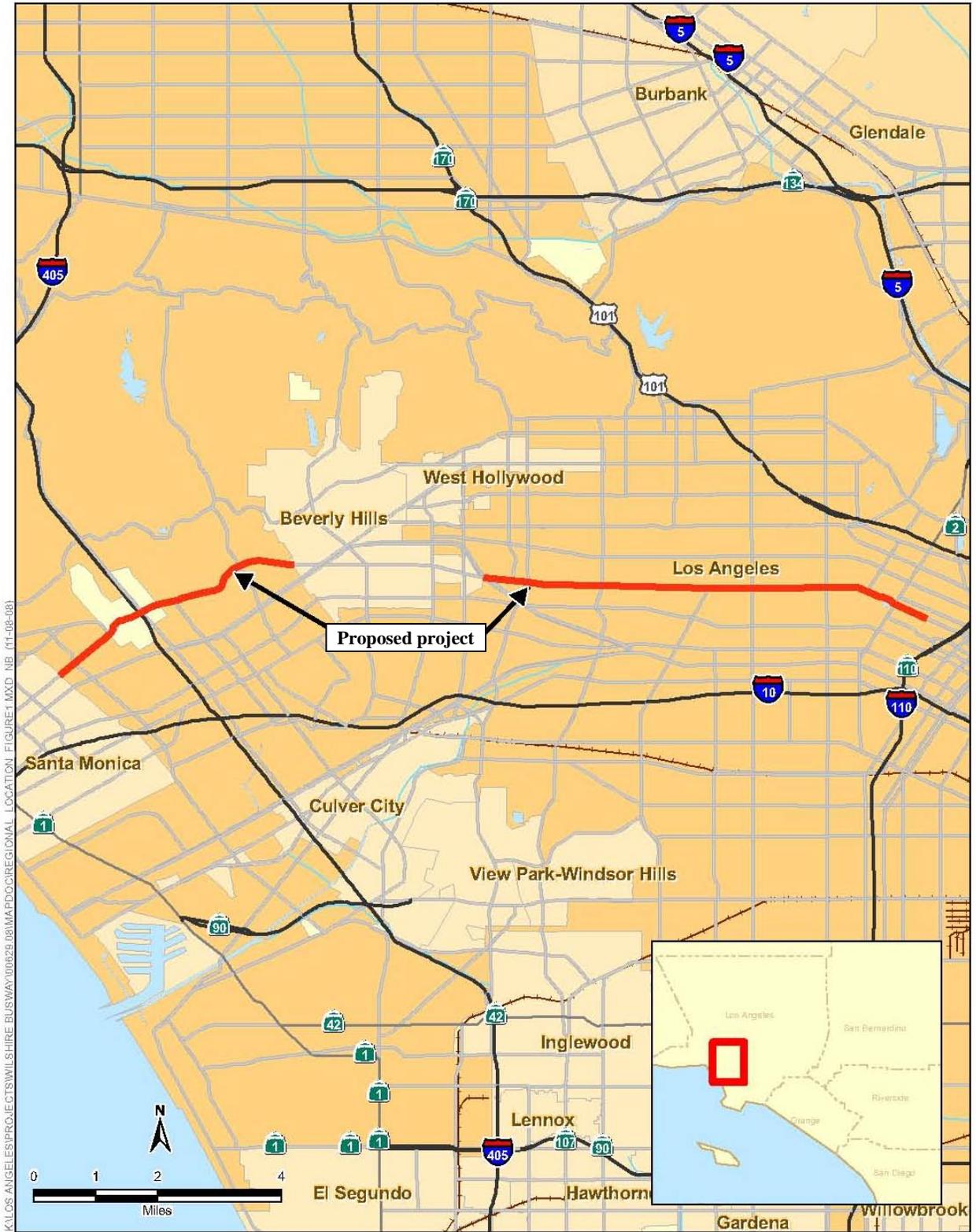
To determine whether an undertaking could affect NRHP-eligible properties, cultural resources (including archaeological, historical, and architectural properties) must be inventoried and evaluated. For federal projects, cultural resource significance is evaluated in terms of eligibility for listing in the NRHP. For a property to be considered for inclusion in the NRHP, it must meet the criteria for evaluation set forth in 36 CFR Part 60.4, as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association and

- (a) are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) are associated with the lives of persons significant in our past; or
- (c) 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) have yielded, or may be likely to yield, information important in prehistory or history.

A property that has achieved significance within the last 50 years is not considered eligible for inclusion in the NRHP unless certain exceptional conditions are met.

Figure 1: Regional Location of Wilshire Bus Rapid Transit Project

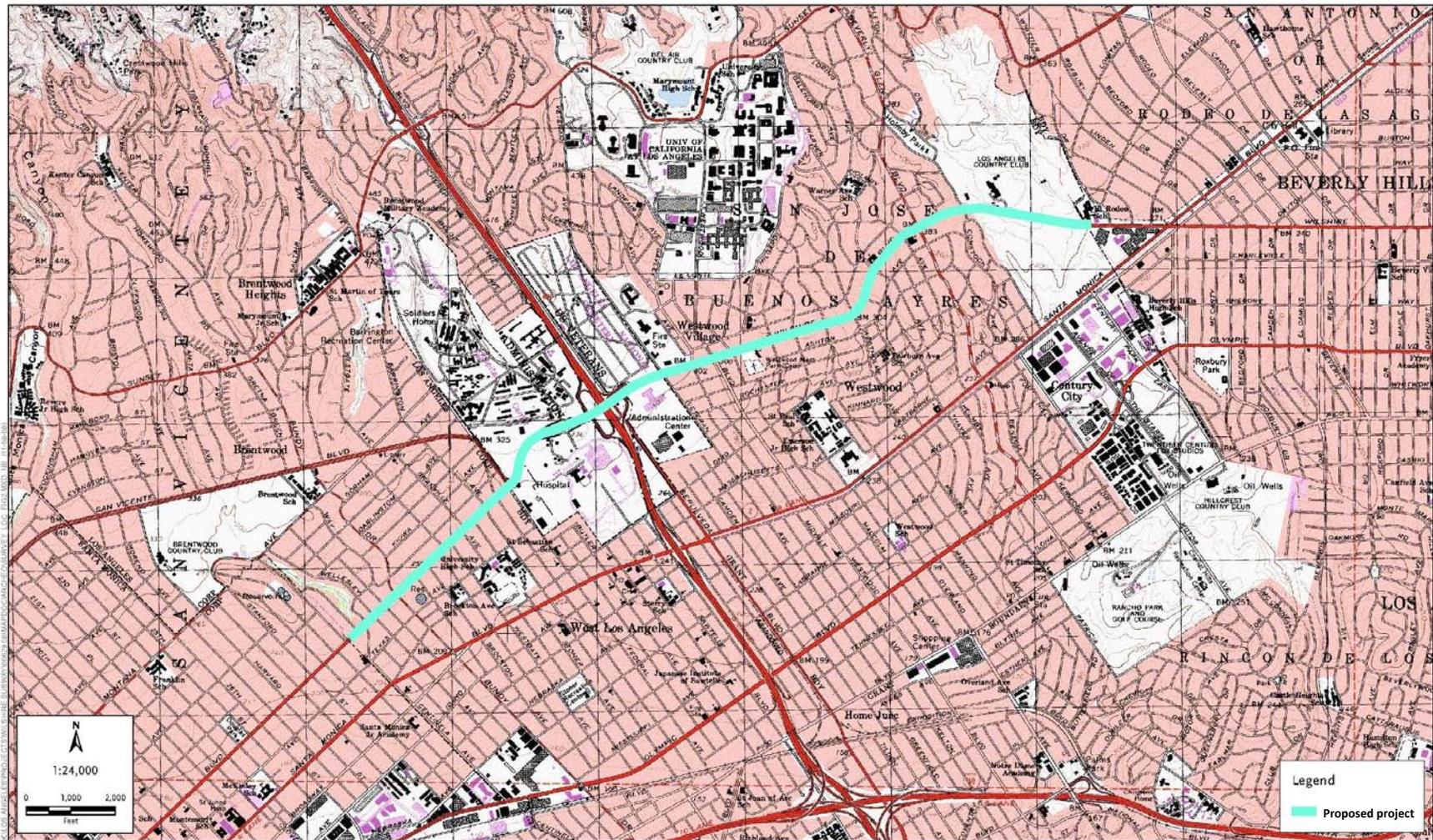


SOURCE: ESRI Streetmap USA (2007)

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Figure 3: Survey Location of Western Portion of the Wilshire Bus Rapid Transit Project



SOURCE: USGS 7.5' Quad., California:Hollywood and Beverly Hills

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California Environmental Quality Act

LACMTA is also required to comply with the requirements of CEQA. In accordance with Section 21084.1 of CEQA, the proposed project would have a significant adverse environmental impact if it

causes a substantial or potentially substantial adverse change in the significance of an historical resource.

According to CEQA (PRC Section 21084.1), historical resources include any resource listed, or determined eligible for listing, in the California Register of Historical Resources (California Register). Properties listed, or determined eligible for listing, in the NRHP, such as those identified in the Section 106 process, are automatically listed in the California Register. Therefore, all “historic properties” under federal preservation law are automatically “historical resources” under state preservation law. Historical resources are also presumed to be significant if they are included in a local register of historical resources or identified as significant in a qualified historical resource survey.

As defined under state law in Title 14 of the California Code of Regulations (CCR), Section 4850, the term “historical resource” means “any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California.” For the purposes of CEQA, “historical resource” is further defined under PRC Section 15064.5 as a “resource listed, or determined eligible for listing, in the California Register.”

Section 15064.5 of the CEQA Guidelines sets forth criteria and procedures for identifying significant historical resources as well as the potential effects of a project on such resources. Generally, the lead state agency shall consider a cultural resource to be “historically significant” if the resource meets any of the following criteria for listing in the California Register:

- The resource is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- The resource is associated with the lives of persons important in our past;
- The resource 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; or
- The resource has yielded, or may be likely to yield, information important in prehistory or history.

The cited statutes and guidelines specify how cultural resources are to be managed in the context of projects such as the proposed project. Briefly, archival and field surveys must be conducted, and identified cultural resources must be inventoried and evaluated in prescribed ways.

Prehistoric and historical resources deemed “historically significant” must be considered in project planning and development.

Paleontological Resources

Section 5097.5 of the California Public Resources Code prohibits excavation or removal of any “vertebrate paleontological site or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over such lands.” Section 30244 requires reasonable mitigation of adverse impacts on paleontological resources from development on public land. Penal Code Section 623 spells out regulations for the protection of caves, including their natural, cultural, and paleontological contents. It specifies that no “material” (including any part of any paleontological item) be removed from any natural, geologically formed cavity or cave.

Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important in defining a particular time frame or geologic strata or adding to an existing body of knowledge in specific areas, either locally or regionally. Paleontological remains are accepted as nonrenewable resources significant to our culture and, as such, are protected under provisions of the Antiquities Act of 1906 and subsequent related legislation, policies, and responsibilities.

In the State of California, fossil remains are considered to be limited, nonrenewable, and sensitive scientific resources. These resources are afforded protection under the following California legislation (California Office of Historic Preservation 1983):

- California Environmental Quality Act of 1970;
- 13 Public Resources Code, Section 21000 et seq. Requires public agencies and private interests to identify the potential adverse impacts and/or environmental consequences of their proposed project(s) on any object or site important in the scientific annals of California (Division 1, Public Resources Code Section 5020.1[b]);
- Guidelines for the Implementation of CEQA (as amended January 1, 1999);
- CEQA Guidelines Section 15064.5(a)(3). Provides protection for historical (or paleontological) resources by requiring that they be identified and mitigated as historical resources under CEQA. The CEQA Guidelines define historical resources broadly to include any object, site, area, or place that a lead agency determines to be historically significant.

California Health and Safety Code

Human remains are also sometimes associated with archaeological sites. According to CEQA, “archaeological sites known to contain human remains shall be treated in accordance with the provisions of State Health and Safety Code Section 7050.5.” If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery

of human remains, the area must be protected, and consultation and treatment shall occur as prescribed by law. If the coroner determines the remains to be Native American, the coroner must contact the NAHC within 24 hours. If Native American human remains are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which are under the jurisdiction of the NAHC (PRC Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding the means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in PRC Section 5097.98, or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified by the commission. In consultation with the most likely descendant, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation will be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, which will be submitted to the NAHC for review prior to implementation.

Setting

Environmental Setting

The project area is located within the Los Angeles Basin, a broad, level expanse of land comprising more than 800 square miles that extends from Cahuenga Peak south to the Pacific coast and from Topanga Canyon southeast to the vicinity of Aliso Creek. Prior to historical settlement of the area, the basin was characterized by extensive inland prairies and a lengthy coastal strand, with elevations approximately 500 feet above mean sea level (amsl). The Los Angeles Basin is traversed by several large watercourses, most notably the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana rivers. Marshlands fed by fresh water or saltwater also once covered many portions of the area. To the west, the coastal region encompasses approximately 375 square miles of varied terrain. West of Topanga Canyon, the terrain is rugged; the steep, westward slopes of the Santa Monica Mountains reach 1,000 feet or more in elevation, except where stream-cut ravines and canyons drain onto narrow beaches at the water's edge. From Topanga Canyon southward to the Palos Verdes Peninsula, a distance of roughly 22 miles, the coast is flat and level; extensive marshlands once existed near the mouth of Ballona Creek in the area now known as Playa del Rey. The terrain becomes rugged once again as the coast follows Palos Verdes Peninsula for a distance of approximately 12 miles before reaching San Pedro Bay, which in prehistoric times was characterized by extensive mud flats and sand bars (Hamilton et al. 2004; McCawley 1996). The entire proposed project area has surficial deposits of younger Quaternary alluvium, derived as alluvial and fluvial deposits from the Los Angeles River and Ballona Creek.

Elevations within the project area range from approximately 140 to 300 feet amsl. There are several unnamed tributaries throughout the project route. The Los Angeles River is located approximately 2 miles to the east, and the Pacific Ocean is located approximately 3.75 miles to the west. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS topographic maps (See Table 1 for township and range information).

Table 1. Quadrangle, Township, and Range for the Proposed Project

7.5-minute USGS Quadrangle	Township	Range	Section
Hollywood	1 South	13 West	Los Angeles Pueblo
Hollywood	1 South	14 West	19, 24, 23, 22, 21, 20, 30, 25, 26, Rancho Las Cienegas and Rancho Rodeo de Las Aguas
Beverly Hills	1 South	14 West	Rancho Rodeo de Las Aguas
Beverly Hills	1 South	15 West	Rancho San Jose de Buenos Ayres

Prehistoric Background

The prehistoric occupation of southern California is divided chronologically into four temporal phases or horizons (Moratto 1984). Horizon I, or the Early Man Horizon, began at the first appearance of people in the region (approximately 12,000 years ago) and continued until about 5000 B.C. Although little is known about these people, it is assumed that they were semi-nomadic and subsisted primarily on game.

Horizon II, also known as the Millingstone Horizon or Encinitas Tradition, began around 5000 B.C. and continued until about 1500 B.C. The Millingstone Horizon is characterized by widespread use of milling stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon appears to represent a diversification of subsistence activities and a more sedentary settlement pattern. Archaeological evidence suggests that hunting became less important and reliance on collecting shellfish and vegetal resources increased (Moratto 1984).

Horizon III, the Intermediate Horizon or Campbell Tradition, began around 1500 B.C. and continued until about A.D. 600–800. Horizon III is defined by a shift from the use of milling stones to increased use of mortar and pestle, possibly indicating a greater reliance on acorns as a food source. Projectile points become more abundant and, together with faunal remains, indicate increased use of both land and sea mammals (Moratto 1984).

Horizon IV, the Late Horizon, which began around A.D. 600–800 and terminated with the arrival of Europeans, is characterized by dense populations; diversified hunting and gathering subsistence strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of the bow and arrow; and a general cultural elaboration (Moratto 1984).

Ethnographic Background

The project area lies within the territory of the Gabrieleno Native American people (Bean and Smith 1978). The Gabrieleno are characterized as one of the most complex societies in native southern California, second perhaps only to the Chumash, their coastal neighbors to the northwest. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978; Kroeber 1925).

The Gabrieleno, a Uto-Aztecan (or Shoshonean) group, may have entered the Los Angeles Basin as recently as 1500 B.P. In early protohistoric times, the Gabrieleno occupied a large territory, including the entire Los Angeles Basin. This region encompasses the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, the northern parts of the Santa Ana Mountains, and much of the middle to lower Santa Ana River. The Gabrieleno also occupied the islands of Santa Catalina, San Clemente, and San Nicolas. Within this large territory were more than 50 residential communities, with populations ranging from 50 to 150 individuals. The Gabrieleno had access to a broad and diverse resource base. This wealth of resources, coupled with an effective subsistence technology, well-developed trade network, and ritual system, resulted in a society that was among one of the most materially wealthy and culturally sophisticated cultural groups in California at the time of contact.

The Gabrielino community of Yaanga is popularly regarded as the Indian precursor of modern Los Angeles. However, the exact site of Yaanga is uncertain. The original community was abandoned sometime prior to 1836 and succeeded by a series of later rancherias inhabited by Gabrielino and other Indian refugees. Yaanga was “adjacent to” the pueblo of Los Angeles. Indians from Yaanga supplied the pueblo with cheap labor as well as many of the material goods used by the settlers. This interdependency undoubtedly helped Yaanga to survive longer than most other Gabrielino communities (McCawley 1996). In 1836, public pressure forced the relocation of Yaanga to a new district near the southeast corner of present Commercial and Alameda streets. The new community was called Rancheria de Poblanos. The rancheria lasted only 10 years. Citizens of the pueblo complained that the Indians were bathing in the zanja, the main canal that supplied the pueblo drinking water, and in June 1845, the settlement was relocated across the river. Indians were not the only ones guilty of this offense, and the relocation may have been politically motivated. A local landowner, Juan Domingo, desired the property occupied by the rancheria. Once the Indians were removed, Governor Pio Pico sold the property to Juan Domingo for \$200.00. The new settlement, known as Pueblito, had an even shorter life. For a time it was a favorite gathering spot for American soldiers garrisoned in Los Angeles following the takeover of California; the resentment that this aroused among the Mexican population soon brought such activities to an end. In November 1847, Pueblito was razed to end “disorderly gatherings.” A sum total of \$24.00 was paid to compensate the Indians for their homes. Thereafter, all employers were required to provide shelter and care for their Indian laborers (McCawley 1996).

Historical Background

Spanish occupation of California began in 1769, at San Diego, and Mission San Gabriel was established in the Los Angeles Basin in 1771. The project area is located within the boundaries of the Los Angeles Pueblo, which was established as a civilian settlement at the behest of the Spanish royal governor of California. Eleven families, recruited as colonists from Sinaloa, Mexico, founded the village of Nuestra Señora de la Reina de Los Angeles de Porciuncula on September 4, 1781. The first structures there, built in the fall of 1781, are described as “a dozen or so adobe structures surrounded by wooden palisades.” This village housed 44 people, with a military guard of four soldiers (Dillon 1994).

The Pueblo of Los Angeles is thought by some to have been started as a ranching area, but the pueblo also produced grain. By 1800, the village consisted of 30 adobes surrounding a central plaza, including a town hall, barracks, bodega (storehouse), and a calabozo (jail) surrounded by an adobe wall (Dillon 1994).

Historians agree that the modern plaza, preserved as a California State Historic Park on the west side of modern Alameda Street, is not the site of the first plaza of the village of Los Angeles. The original plaza moved to higher ground after flooding in 1800 or perhaps 1815. The town and plaza were relocated uphill to Olvera Street, originally named Calle de Vino, or Wine Street. The village, however, may have been moved as many as four times before settling at the present location (Dillon 1994). References to the floods and their effects are contained in various records. Gumprecht (1999) notes that an Indian village was washed away in the 1815 flood, and

the pueblo church and plaza had to be moved to higher ground afterward. This flood changed a river course, causing it to flow west along Ballona Creek. Gumprecht also reports that, in 1825, the river changed course again, flowing south to the Long Beach outlet. This shifting of the river “could be witnessed on a smaller scale even during the dry season in the river’s wide bed near downtown where its water, laden with sediments, was carried by numerous intertwining, ever-shifting small channels, meandering back and forth across its sandy beach” (Gumprecht 1999).

Mexico rebelled against Spain in 1810, and by 1821, Mexico, including California, achieved independence from Spain. Mexican independence opened California to trade with other countries, especially the United States. In the early 1820s, Anglo-Americans developed an intensive trade with California via sailing ships around Cape Horn. The Old Spanish Trail, established in 1829 to link Los Angeles and Santa Fe, New Mexico, became the first major northern Mexican interprovincial trade route. Moreover, it linked California to the Santa Fe Trail between New Mexico and the United States (http://www.nps.gov/history/online_books/5views/5views5.htm).

Trade with the United States began the process of economic detachment of California and New Mexico from central Mexico. Ships brought hides and tallow from California in exchange for manufactured goods from both the United States and England. Increased trade led to increased demand for consumer goods, and therefore, greater dependence on the United States as the primary source of supply (http://www.nps.gov/history/online_books/5views/5views5.htm). The Pueblo of Los Angeles was, at that time, the largest town in California. Shipments to San Pedro from Los Angeles proceeded south across the open plain of the Los Angeles Basin. This early trail system was situated along the west side of the river, in the area that would become the Alameda Corridor.

In 1833, Mexico declared an end to the missions and secularized the religious order’s land holdings. This meant that vast mission landholdings were taken over by the government, which in turn awarded them as land grants to Californios. Soon huge sprawling ranchos became the basic socio-economic units of the province. Ranchos surrounding the pueblo lands of Los Angeles included the Rancho de Los Felis, Rancho San Raphael, and Rancho San Antonio.

During the period between 1821 through 1846, Anglo-American began to settle in California. Many of these settlers, particularly those who had come by ship, eventually married into Mexican society and became Mexican citizens and obtained land grants. In contrast, Anglo overland pioneers who settled in the Sacramento Valley of northern California brought their families, stayed to themselves and resisted integration into Mexican society. It was this group that ultimately rebelled in 1846 against its Mexican hosts and formed the short-lived secessionist Bear Flag Republic, which disappeared during the U.S. conquest of California (http://www.nps.gov/history/online_books/5views/5views5.htm).

In 1846, the U.S.-Mexican War erupted. Tensions between the two countries had been developing for years over the U.S. goal of expanding to the Pacific coast. The United States had made several offers to purchase all or part of northern Mexico, offers that Mexico had rejected. In 1842, the United States revealed that it was prepared to use force to take what money could not buy, when the commander of the Pacific squadron invaded and captured Monterey, the capital of California, and then returned it. Tensions between Mexico and the United States were

further exacerbated by the annexation of Texas, a former Mexican province that had revolted in 1835. The Texas rebels had extracted a battlefield treaty from Mexico recognizing the independence of Texas, but the Mexican government had never ratified it. (http://www.nps.gov/history/online_books/5views/5views5.htm).

The precipitating incident of the war came in April 1846, when small units of Mexican and U.S. soldiers clashed in disputed territory between the Nueces River (the Texas boundary recognized by Mexico) and the Rio Grande (the boundary claimed by Texas). This incident provided a pretext for an annexation decision already made by U.S. President James K. Polk, who ordered invasion by U.S. troops. Fighting in northeastern Mexico was followed by the landing of U.S. forces at Veracruz and an advance overland from there to Mexico City. Simultaneously, other U.S. forces occupied the province of New Mexico and then marched to California, most of which had already come under U.S. control as the result of a naval invasion and the Bear Flag Revolt (http://www.nps.gov/history/online_books/5views/5views5.htm).

The initial U.S. occupation of California occurred without bloodshed but Mexican armed reaction ultimately broke out in both New Mexico and California. Mexican patriots, mainly citizen volunteers, were victorious in 1846 in battles at Los Angeles, San Pasqual, Chino Rancho and elsewhere. But eventually they had to submit to the trained and better-armed U.S. forces. By early 1847, the United States had established control over California and the rest of northern Mexico and proceeded to absorb this territory. The 1848 Treaty of Guadalupe Hidalgo between the United States and Mexico confirmed the land transfer (http://www.nps.gov/history/online_books/5views/5views5.htm). In 1850, California was admitted into the union, and on April 4, 1850, Los Angeles was incorporated as a municipality.

The history of Los Angeles from the late 19th century through most of the 20th century is one of remarkable urban growth. Development of the Port of Los Angeles, following the annexation of San Pedro in 1907 and Wilmington in 1909, established a complex that would become the largest shipping point on the West Coast. The motion picture industry and manufacturing also supported new businesses and created numerous jobs. With the opportunities created by these industries, the population of Los Angeles grew from 102,000 in 1900 to 576,000 in 1920 and 1.2 million by 1930 (Jones and Stokes 2006).

As it extends westward from downtown Los Angeles, the proposed project route along Wilshire Boulevard crosses through several former rancho areas, the boundaries of which still influence the Los Angeles landscape. These ranchos include Rancho Las Cienegas, Rancho La Brea, Rancho Rodeo de Las Aguas, and Rancho San Jose de Buenos Ayres.

Rancho Las Cienegas

In 1823, Rancho Las Cienegas was granted to the one-time mayor of the pueblo of Los Angeles, Don Francisco Avila. The rancho consisted of 4,439 acres of land near La Brea Tar Pits, approximately 7 miles southwest of the pueblo. Avila grazed cattle here and turned it into a profitable venture. Before 1824, the Los Angeles River flowed southwesterly from the pueblo, following a course through the plains to La Ballona Creek and eventually emptying into Santa Monica Bay. As the river flooded, it diverted water into the low grassy plains through Avila's

rancho. This converted much of the area to marshland. The Avila land grant became known as Rancho Las Cienegas, which translates as “Ranch of the Marshlands” (Kielbasa 1997). Don Avila’s rancho was bordered on three sides by four other ranchos, which in later years led to many boundary disputes involving Avila and the other owners. Rancho La Brea shared a property line to the north. Rancho La Cienega ó Paso de la Tijera was situated to the south. Ranchos Rodeo de Las Aguas and San Jose de Buenos Ayres were adjacent to Avila on the west. Public land belonging to the pueblo was located on Avila’s eastern border (Kielbasa 1997).

Rancho La Brea

The first known account of La Brea Tar Pits was recorded in the summer of 1769, when scouts from the Portola expedition passed by. Gaspar de Portola led an overland expedition from Sonora, Mexico, to Monterey for the purpose of colonizing Alta California. After leaving the area that was later to become the Los Angeles Civic Center, they crossed the plains to the west, and on the evening of August 3, 1769, Portola’s party camped in the vicinity of today’s Venice Boulevard and La Brea Avenue. Father Juan Crespi, one of the diarists of the expedition, wrote the following:

While crossing the basin, the scouts reported having seen some geysers of tar issuing from the ground like springs; it boils up molten, and the water runs to one side and the tar to the other. The scouts reported that they had come across many of these springs and had seen large swamps of them, enough, they said, to caulk many vessels. We were not so lucky ourselves as to see these tar geysers, much though we wished it, as it was some distance out of the way we were to take; the Governor (Portola) did not want us to go past them. We christened them Los Bolcanes de Brea (the Geysers of Tar).

The tar pits were first mapped in 1849 by Lieutenant E. O. C. Ord, the United States surveyor who was first to chart Los Angeles officially. Ord included the springs on a topographical map of the plains around Los Angeles. He indicated that the pits were several miles west of the pueblo, just south of Cahuenga Pass (Kielbasa 1997).

Originally, Indians used the asphalt from the petroleum pools to seal the seams of their canoes. When the pueblo of Los Angeles was founded in 1781, the inhabitants made the trek out to the tar pits and brought back pitch to caulk the flat roofs of their crude adobe dwellings. The heavy tar was spread over “tules” (reeds of swamp grass) or wood planks to seal crevices in roofs.

On January 6, 1828, Rancho La Brea was granted to Antonio Jose Rocha and Nemisio Dominguez by Jose Antonio Carrillo, the Alcalde of Los Angeles. The grant included a stipulation that made the tar pits within the rancho open and available to all the citizens of the pueblo for their use. The title was confirmed by Jose Echeandia, who was the Governor of Alta California at the time. Later, in 1840, title was reconfirmed by Governor Juan B. Alvarado. Rancho La Brea consisted of one square league of land (4,439 acres) within what is now Wilshire’s Miracle Mile, Hollywood, and parts of West Hollywood (Kielbasa 1997).

Between 1828 and 1831, Rocha built a single story L-shaped adobe hacienda in the southwest quadrant of Rancho La Brea. The original roof of this adobe was flat; there is little doubt that pitch from the tar geysers, located less than 1 mile to the south, was used to cover it. Although

Rocha built this beautiful home on his rancho, he may have never lived there. He preferred his larger house in town, as did many other rancheros. Adobes were built on the ranchos to comply with the Mexican law that required a structure to be built upon a given property within a year of its granting. These rancho adobes were usually occupied by the mayordomos (ranch managers).

In the early 1850s, the rancheros who received their land grants during the Mexican and Spanish occupation of California were required to prove their claims for the new American government. They filed claims with the United States Land Commission and were required to have their properties surveyed and mapped by government surveyors. Although the Rochas made improvements to the land and lived on Rancho La Brea for more than 20 years, they had a difficult time proving their claim because the old description of the grant was too vague. Subsequently, the commission ruled against them due to unacceptable proof for the boundary lines. The boundaries were described merely as

Rancho Los Feliz on the north, lands of the City of Los Angeles on the east, Rancho Las Cienegas on the south, and Rancho Rodeo de Las Aguas on the west.

The Rocha Family received help from Henry Hancock, a lawyer, who aided them in their efforts to prove their claim to Rancho La Brea. Hancock appealed to a higher court on behalf of the heirs of the Rochas and presented the crudely drawn “diseno,” a rough sketch of a rancho that usually was not to scale. Disenos were acceptable to the previous Mexican government, but they fell far short of acceptance in the American system. The diseno included identifiable landmarks along the boundaries of Rancho La Brea, and Hancock called in many of the old rancheros to corroborate the validity of those important markers. The court decided to accept the diseno as the legal description of the rancho and reversed the commission’s ruling. The Rochas won their claim, but like so many other rancheros, their legal expenses left them broke. They owed Hancock so much money that they offered some of their La Brea interests to the attorney and his brother at no cost. On November 16, 1860, Rancho La Brea was deeded to Henry Hancock and his brother John Hancock (Kielbasa 1997).

Hancock Park and La Brea Tar Pits

In the mid-1800s, Major Henry Hancock, ‘49er, lawyer, map maker and land surveyor, arrived in Los Angeles (Newmark 1984). In 1850, he decided to turn to land surveying and was hired by the City of Los Angeles to conduct a survey, for which he was paid \$300 cash, plus one 35-acre lot in every block of eight lots surveyed. In 1853, Hancock prepared the second survey of the City of Los Angeles, and in the following years, he surveyed most of the large ranchos between Los Angeles and San Diego. By the time the survey work was completed, he had amassed the beginning of the real estate empire that would make the Hancock’s one of the most influential families in California.

In the 1860s, Major Henry Hancock served in the California militia. When the Civil War broke out, the state remained loyal to the Union but had large numbers of Confederate sympathizers, especially in Los Angeles. Camp Drumm was established in Wilmington to help strengthen the Union hold in southern California. Major Hancock was the commanding officer of this Union

outpost in March 1863. On April 4, 1863, he was transferred to the Benicia Barracks, which was a Union supply installation in northern California. While there, he married Ida Haraszthy in 1863. Miss Haraszthy was the daughter of San Francisco pioneer Colonel Augustin Haraszthy. Hancock was transferred back to Wilmington and placed in charge of troops from Company "C." In August 1865, Hancock led 20 of his troops to El Monte where they stopped a minor uprising of the Knights of the Golden Circle, an outlaw secessionist group (Kielbasa 1997).

Henry Hancock and his wife, Ida, lived in a wood-frame house they built near the tar pits on their section of Rancho La Brea. Hancock began to take commercial advantage of the beds of petroleum deposits. He built a refinery that prepared the tar for sale to both the Los Angeles and San Francisco markets. Five tons of La Brea asphalt were produced daily and continued to be produced until 1887. This was the beginning of the Hancock Oil Company. During the 1870s, Hancock's employees began finding prehistoric animal bones in the asphalt beds, but their archeological importance was not considered until 30 years later.

In the late 1870s, the Hancock brothers had to prove their title to Rancho La Brea to acquire a United States patent for the property. They solicited legal assistance from Senator Cornelius Cole, who fought for the Hancocks in Washington DC. The Hancocks received official title to La Brea but lacked sufficient funds to pay the distinguished statesman. In lieu of legal fees, they gave Senator Cole nearly 500 acres of their ranch. In 1881, Cole came to Los Angeles and took possession of his portion of Rancho La Brea. It was on this land that he platted the town of Colegrove. For nearly three decades, Colegrove survived on its own until annexed to Los Angeles on October 27, 1909. The adjacent community of Hollywood was consolidated within the city as well just a few months later (Kielbasa 1997).

The 1880s brought oil men as well as subdivision to Rancho La Brea. Major Hancock, who had died in 1883, left his widow in charge of ranch operations. In October 1885, Mrs. Ida Hancock leased part of the rancho to Lyman Stewart, Wallace Hardison, and Dan McFarland. They formed the Hardison and Stewart Company and began oil exploration under a lease from the Pacific Coast Oil Company. These oil men from Pennsylvania wanted to drill wildcat wells on Hancock property near the tar pits. Mrs. Hancock agreed to lease the land providing she received one-eighth of the oil profits and that she could still access the asphalt pools, which she used as her primary source of income.

The first well drilled was a bust. Out of three additional wells drilled, only one yielded oil but only a small quantity. By 1888, the venture proved to be a failure, and eventually the Hardison and Stewart Company went bankrupt. Later, Stewart and Hardison moved to Ventura County where they reorganized and joined forces with Thomas Bard of the Sespe Oil Company. After a series of successful strikes, the three men merged their companies and formed the Union Oil Company of California on October 17, 1890, at Santa Paula, California. Now known as Unocal, it is the one of the major oil companies in the world (Kielbasa 1997).

In 1901, William W. Orcutt, a respected geologist and Union Oil executive, went to La Brea Tar Pits to investigate why Hardison and Stewart were unable find oil in the area when geological evidence indicated otherwise. The tar pits were the strongest evidence of all because they consisted of large petroleum deposits. While exploring the bogs of tar, Orcutt discovered unusual dark bones that had been stained by the asphaltum. The geologist brought his find to Dr.

John C. Merriam of the University of California. Dr. Merriam, a paleontologist, determined that the bones were from a saber tooth tiger, which had long been extinct. This find sparked the archeological importance of these springs of pitch.

By the turn of the century, oil development on the subdivided portions of the rancho increased. Twenty-five-year-old George Allan Hancock, the son of Major Henry Hancock, took an interest in oil production and went to work for the Salt Lake Oil Company. While so employed, he learned more about the industry and oil exploration. In 1902, Mrs. Ida Hancock leased a part of her interest in Rancho La Brea to the Salt Lake Oil Company. Soon, they struck “black gold,” and the Salt Lake Field was born. The Salt Lake Field was bounded by Wilshire Boulevard, La Brea Boulevard, Beverly Boulevard, and Fairfax Avenue. By 1910, the company had drilled nearly 250 wells, which produced more than 3,800,000 barrels of oil annually.

In 1906, George Allan Hancock wanted to apply his newly acquired oil expertise and decided to go at it on his own. He borrowed \$10,000 from his mother to finance the business, known as La Brea Oil Company, and soon started drilling. His venture paid off, and by February 1907, he had more than 70 wells, producing close to 300 barrels of oil a day. This made the Hancocks one of the wealthiest families in California.

As George Allan Hancock was producing oil, employees of his La Brea Oil Company were frequently finding skeletal remains of prehistoric animals. In 1906, Hancock gave permission to Dr. John C. Merriam to conduct archeological digs at the tar pits. Later, Hancock allowed a few select educational institutions to proceed with further excavations for the purpose of study. In 1913, he gave Los Angeles County exclusive rights to excavate the pits. On December 11, 1916, Hancock donated the 35 acres surrounding the tar pits to the county, provided the land would be used as a park and dedicated to the memory of his parents. This, along with La Brea Tar Pits, became Hancock Park (Kielbasa 1997).

In later years, the area surrounding the asphalt pools were left unsupervised. Tall weeds grew wildly along the banks of the pits, and the place, with its stench from the oil slumps, became unsightly. When a young boy fell into one of the pits and nearly died, chain link fences were placed around the perimeter of each pit. In the early 1950s, the park underwent a major landscaping effort, which included tearing down the old Hancock ranch house.

In 1911, two residential subdivisions designed for the Los Angeles elite were established within the southeast section of Rancho La Brea. One was Windsor Square, developed by Robert A. Rowan, which had Victorian-style thoroughfares and lofty, spacious mansions. It was the first subdivision in Los Angeles to have underground utilities. The other was Fremont Place, a 48-acre plan with sprawling villas. Martin Henry Mosier, owner of Signal Oil Company, and silent screen star, Mary Pickford, were among the first to build mansions there.

George Allan Hancock was an exceptional oil man, but he also had success in the banking business as founder of California Bank, predecessor to United California Bank. He tried his hand at real estate subdivision as well and, in 1919, developed Hancock Park on the southeastern portion of his Rancho La Brea. Hancock Park was a lavish suburban community with grand mansions and long curving streets, which were the first concrete roadways in Los Angeles. To the north, Hancock leased some of his land to a group of businessmen for the development of a golf course. There, the exclusive Wilshire Country Club opened in December 1920 (Kielbasa 1997).

Rancho Rodeo de Las Aguas

Sometime between 1821 and 1822, Vicente Villa and his wife, Maria Rita Villa Valdez, occupied the 4,500-acre Rancho Rodeo de Las Aguas, which is now known as the City of Beverly Hills. The name of the rancho means “the gathering of the waters,” a name derived from the meeting of the streams that, in rainy months, rush down Coldwater and Benedict Canyons, creating a chain of lakes and swamps in the lower lands that extended across the plain (Robinson 1939). On the current Beverly Hills and Hollywood 7.5-minute USGS topographic maps, the land between Rancho La Brea and Rancho San Jose de Buenos Ayres is labeled San Antonio or Rancho Rodeo De Las Aguas. The reason for the two titles is because, after Vicente passed away in 1828, the widow Maria Rita signed a joint grant for a tract of land with her kinsman, Luciano Valdez, in 1831. This tract was called San Antonio. However, only 3 years later, Maria Rita lodged a complaint against her kinsman with Governor Figueroa. The complaint held that Luciano was harassing Maria Rita by 1) moving his house closer to hers, within 70 feet, thereby obstructing the front of her home; 2) running off her cattle from the only watering place on the ranch; 3) claiming ownership of a certain canada that she had spent 3 months clearing; and 4) and not letting her plant vines when she wanted to (Robinson 1939). The 10-year dispute ended when the complaint was turned over to the Los Angeles City Council, which promptly ordered Luciano to vacate the premises. The order to vacate stemmed not only from the discord between Maria Rita and Luciano but also from his lacking the required number of cattle to entitle him to ownership.

In 1854, Benjamin D. Wilson (Don Benito), who owned the Rancho San Jose de Buenos Ayres, located to the west, and Henry Hancock, who owned Rancho La Brea, located to the east, bought Villa Ranch, as it was then called. In 1862, approximately 2,000 acres of wheat were planted. The first season went well, but the following two seasons were dry and the wheat did not fare well. There was a brief oil boom in 1865, and the Los Angeles Pioneer Oil Company bought oil rights on the rancho and drilled wells. During the 1870s, nearly the entire ranch was divided into 75-acre lots, with the center reserved for the “Town of Santa Maria.” There were 36 blocks in the town site, with highways running east/west and north/south. Los Angeles Avenue was renamed Wilshire Boulevard. On November 14, 1906, the “Beverly” subdivision was recorded, covering the land bounded by Wilshire and Santa Monica Boulevards (Robinson 1939). On January 23, 1907, the “Beverly Hills” subdivision was recorded, covering the land that sloped up from Santa Monica Boulevard toward the hills. When the population reached 500, an election was held regarding the incorporation of Beverly Hills. On January 28, 1914, the City of Beverly Hills was officially incorporated.

Rancho San Jose de Buenos Ayres

In 1843, Maximo Alanis was granted the 4,438-acre rancho known as Rancho San Jose de Buenos Ayres. The rancho’s original boundaries were from Sepulveda Boulevard east to Beverly Hills and from the foothills on the north to Pico Boulevard on the south. Shortly after he received the grant, Alanis passed away; his heirs conveyed the rancho to Dr. Wilson W. Jones and William T.B. Sanford (Conner 1941). In 1852, Dr. Jones sold his half interest to Benjamin D. Wilson (Don Benito). Wilson and Sanford raised cattle on the rancho, but in 1858, Wilson bought Sanford’s interest in the property. Rancher John Wolfskill purchased the rancho in 1884.

After deeding 300 acres of rancho lands to the federal government in 1887, Wolfskill sold the remainder of the property to the Santa Monica Land and Water Company, which attempted to develop the town of “Sunset” on the land. Although a hotel was built and some lots were sold, the development failed, leaving only the Sunset Park Cemetery (now known as Westwood Memorial Park) as a reminder. Portions of the rancho were sold to the Los Angeles Country Club (1902) and the Danziger family (who later sold to Alphonzo Bell). The land reverted to Wolfskill, who lived on the rancho until his death in 1913.

After Wolfskill’s death, his heirs sold the remaining 3,300 acres of Rancho San Jose de Buenos Ayres to retailer Arthur Letts, founder of the Broadway and Bullock’s department stores.

Wilshire Boulevard

Wilshire Boulevard, a main thoroughfare of Los Angeles, was imagined on a grand scale but had a slow start. It developed in stages that reflected the mood and temperament of the city. For the current project, key areas of historic development along the boulevard, starting from downtown Los Angeles, will be highlighted to interpret the evolution of Los Angeles as it migrated westward. This migration will lead to the project’s western end point.

The boulevard originated with Henry Gaylord Wilshire and his brother, William. The Wilshire brothers hailed from Cincinnati but lived in San Francisco during the early 1880s, making their living by selling safes. During the California land boom of the 1880s, they moved to southern California and invested in Long Beach property. The brothers developed an oceanfront subdivision and built a grand hotel. Unfortunately, the hotel burned down, so they relocated inland to the area that would become Orange County (Roderick and Lynxwiler 2005). In 1887, Gaylord bought a 35-acre barley field that overlooked Westlake Park on the western boundary of Los Angeles. The property lay untouched as Gaylord ran the Fullerton Land and Trust Company. He subsequently lost most of his land in the bust that followed the 1880s boom. William returned to San Francisco and Gaylord spent his time growing walnuts and grapefruit. He also served as a bank manager. There remains today a Wilshire Avenue in Fullerton and a Wilshire Square neighborhood in Santa Ana (Roderick and Lynxwiler 2005).

The route for the current project goes through the Westlake District, which is located within the original boundary of the City of Los Angeles. Early landowners in the Westlake District included Civil War General George Patton, father of the renowned general, who purchased land from the city at a public auction in the mid-1860s. The area was subdivided in the mid-1880s as the city expanded westward, following a population boom. The parkland was acquired by the city on January 6, 1886, and named Westlake Park. In 1890, the lake, which had been a neglected pond, was enlarged. Westlake Park developed as a streetcar suburb. The industrialization of Los Angeles at the end of the 19th century initiated an influx of working class people into downtown Los Angeles. The city’s affluent residents left the city center for new suburban residential developments on the city’s periphery. Streetcars provided residents with easy access to the central business district while allowing escape from the congestion of the urban center.

In 1895, William and Gaylord Wilshire returned to Los Angeles to develop their 35-acre barley field. They filed subdivision papers and announced plans to develop a wide boulevard. They called their subdivision the “Wilshire Boulevard Tract.” The brothers proposed to grade a 120-foot-wide graveled boulevard, which stretched only four blocks, between Sunset Park (Lafayette Park) and Westlake Park (MacArthur Park). They lobbied to encircle the tract with special streetcar lines but insisted that the city council forbid the laying of tracks, forever, on their boulevard. In return, they would build a second, intersecting boulevard alongside Sunset Park, if the City would provide the land. The land was provided and the broad cut that connected the parks was named Wilshire Boulevard (Roderick and Lynxwiler 2005). The Wilshire Boulevard neighborhood was planned to be residential and exclusive, appealing to the upper strata of Los Angeles society.

In 1898, Harrison Gray Otis, publisher of the *Los Angeles Times*, built a two-story Mission Revival residence at Wilshire Boulevard and Park View Street. Following Otis’s lead, upper echelon Angelinos began purchasing lots on Wilshire, and soon, owning a residence on the boulevard became a status symbol (Roderick and Lynxwiler 2005). The Wilshire brothers initiated the westward migration from downtown Los Angeles, but it took other influential Angelinos and the automobile age to keep the momentum of development rolling forward, extending the reach of Los Angeles to the edges of the Pacific coast.

During the 1920s, Westlake was composed of single-family and multi-family residential buildings with local commercial businesses serving the neighborhoods. Westlake was originally connected to downtown via Orange Street, but by the 1920s, Wilshire Boulevard replaced Orange Street, bisecting Westlake Park. This transformed the perception of Westlake from fashionable downtown suburb to destination for business and entertainment. Westlake Park was renamed MacArthur Park after World War II in honor of General Douglas MacArthur.

Continuing westward along Wilshire Boulevard, the Miracle Mile shopping district was developed to cater to the residents who lived outside downtown Los Angeles. This historic district developed between La Brea Boulevard and Fairfax Avenue. A. W. Ross, a realtor from Iowa, was inspired to create the shopping district after the successful opening of the Ambassador Hotel in 1921. Ross’ new retail center would cater to the residents in the Beverly Hills and Hancock Park area so that they could avoid the congestion and lack of parking that was plaguing downtown. Ross felt that 4 miles was the “magic” distance that a shopper would travel. He drew circles on a map 4 miles in diameter around the new residential communities of Beverly Hills and Hancock Park and bought land where the circles intersected Wilshire Boulevard (Roderick and Lynxwiler 2005).

At the outset, Ross did not have many supporters for his project, which his detractors called “Ross’s Folly.” This 4-mile stretch of Wilshire Boulevard included La Brea Tar Pits, which oozed brea and belched sulfurous fumes; many oil derricks that ran full time; and two airfields at Wilshire and Fairfax. Cecil B. DeMille owned the field on the northwest corner, and Charlie Chaplin’s brother, Syd, ran the landing strip on the southwest corner (Roderick and Lynxwiler 2005). However, Ross knew that, with the aid of the car, Los Angeles would continue to spread out, and it didn’t take very long for him to be proven right. The earliest establishments were small storefronts, often with a mezzanine or upstairs studio. Ross called his development the

Wilshire Boulevard Center until an investor, impressed by the activity far from downtown, suggested the name Miracle Mile. Ross' determination won out, and lots sold quickly in the unincorporated county territory. The success of the Miracle Mile threatened the interests of downtown competitors, and in 1925, Los Angeles annexed the Miracle Mile and zoned it for residential use only. Not to be deterred, Ross exploited a loophole in the law that allowed for "spot zoning." Spot zoning involved going before the planning commission and city council on a case-by-case basis to seek individual waivers of the commercial ban. Consequently, this gave Ross influence over what was built. However, in later years, the development of office buildings and the Los Angeles County Museum of Art would push Miracle Mile away from its original focus on shopping (Roderick and Lynxwiler 2005).

Residential and commercial development continued to be successful outside of downtown Los Angeles, and Wilshire Boulevard pushed farther westward. Westwood lies within the original boundary of the Rancho San Jose de Buenos Ayres, developed by retailer Arthur Letts, founder of the Broadway and Bullock's department stores. Letts's son-in-law, Harold Janss, and his brother, Dr. Edwin Janss, of the Janss Investment Company, founded in 1899, began to subdivide the southern portion of the rancho, between Pico and Santa Monica Boulevards, in 1922. Calling it "Westwood Hills," the Janss Investment Company supervised all aspects of development using a stable of its own architects, public works engineers, and builders. In the early 1920s, Janss sold the southeastern portion of the rancho to the Fox Film Corporation. Comedian Harold Lloyd built his own studio north of Santa Monica Boulevard and Overland where the Wolfskill ranch house once stood.

After Arthur Letts' death in 1923, the Janss brothers actively sought to bring the new Southern Branch of the University of California to Westwood. Letts had served as a trustee of the State Normal School, which became the Southern Branch. Ultimately, bond measures were passed to acquire the land, which was then deeded to the university. In 1926, Westwood Hills was annexed to Los Angeles, and the Janss Investment Company hired Harland Bartholomew of St. Louis to plan a new business center, to be known as Westwood Village. At the north end of the site, Holmby Hills, named after Arthur Letts' hometown of Holdenby, England, was incorporated into the overall development. In 1929, the new UCLA campus officially opened (Westwood-Holmby Historical Society n.d.).

On the west end of the project route sits the Veterans Administration Center. It was founded by City of Santa Monica developer Senator John P. Jones and opened in 1888 as the Pacific Branch of the National Home for Disabled Volunteer Soldiers and Sailors (Soldier's Home). Jones also donated land for the town site of Sawtelle, which was founded in 1896. Before Jones arrived in southern California, he was a member of the state legislature of California from 1863 to 1868, and during his time in Santa Monica, he served as a United States senator, representing Nevada from 1873 to 1903. In 1874, Jones purchased an interest in the San Vicente ranch and, in partnership with Colonel Baker, the founder of Bakersfield, began laying out the town site of Santa Monica. The town was mapped with a central square and seven blocks that backed up into the coastal bluffs and framed between main streets that were named for his dual loyalties, Nevada and California (Roderick and Lynxwiler 2005). The town soon became a weekend getaway for Angelinos and prospered as a small sea port. Jones lobbied in the Senate for the Soldier's Home to be placed on his land instead of a rival location in San Bernardino. The home

delivered an infusion of government money in the form of construction funds, salaries, and pensions for the Santa Monica area. A horse-drawn streetcar on Nevada Avenue shuttled Soldier's Home residents to and from Santa Monica.

In 1913, in anticipation of a future link to downtown Los Angeles, Nevada Avenue was renamed Wilshire Boulevard. The town of Sawtelle was annexed in 1922 and became a part of West Los Angeles. The Soldier's Home added the large Wadsworth Hospital in 1927, and 3 years later, the entire reservation became part of the new federal Veterans Administration. Wilshire Boulevard was paved through the Soldier's Home in 1928 and finally reached all the way from the Pacific inland to Westlake Park via Westwood, Beverly Hills, and the Miracle Mile (Roderick and Lynxwiler 2005).

Methods

Records Search

On July 24, 2008, an ICF archaeologist conducted a records search at the South Central Coastal Information Center located at California State University, Fullerton. The records search included a review of all available cultural resource reports and site records concerning properties directly within the project route. The City of Beverly Hills was not included in this records search since proposed project activities will not occur within that city. The results of the records search indicate that 58 surveys have been conducted within the project route, and 81 cultural resource sites, primarily architectural resources, have been identified (see Table 2, below). However, only three previously recorded archaeological sites (19-000159/19-171007, 19-001261, and 19-003336) may be affected by the proposed project, since proposed ground disturbance for the project is very limited, and no buildings will be altered during the proposed project.

19-000159/19-171007: In 1935, La Brea Tar Pits was listed as California Historical Landmark (CHL) #170. In 1949, La Brea Tar Pits was described as “asphalt seeps with faunal and floral remains.” A “human skull and other human parts” were identified between 6 and 9 feet below surface in Pit 10. Other human-related artifacts identified included wooden bunt foreshafts, possibly for atlatls; dart shafts; and a stone “cog” (Heizer 1949). In 1984, the park was deemed eligible for listing in the National Register of Historic Places (Stout 1984).

19-001261: Historic trash midden located in Hancock Park; may be associated with the Hancock family’s occupation of the area (Salls 1986).

19-003336: Historic trash midden identified below the street surface during archaeological construction monitoring (Humphries 2000).

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-000159 and 19-171007	La Brea Tar Pits 5800 Wilshire Blvd.	CHL #170; eligible for listing in the NRHP
19-001063	Prehistoric midden and lithic scatter	Not evaluated
19-001261	Historic refuse deposit at Hancock Park 5800 Wilshire Blvd.	Not evaluated
19-003301	Historic refuse deposit	Not evaluated
19-003336	Historic refuse deposit	Not evaluated
19-166822	(Site of) Ambassador Hotel 3400 Wilshire Blvd.	LAHCM #2259
19-166849	Bryson Apartment Hotel 2701 Wilshire Blvd.	NR #83001184; LAHCM #653 and #2501

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-166850	Bullocks Wilshire Building 3050 Wilshire Blvd.	NR #78000685; LAHCM #56
19-166857	Immanuel Presbyterian Church 3300 Wilshire Blvd.	LAHCM #743
19-166991	Brown Derby Restaurant 3377 Wilshire Blvd.	“Appears to be eligible for listing in the NRHP”
19-166992	Wilshire Congregational Church 4350 Wilshire Blvd.	Eligible for listing in the NRHP
19-167277	Congregation B’nai Brith 3663 Wilshire Blvd.	NR #81000154
19-170024	Building 1628 Wilshire Blvd.	Not evaluated
19-170025	Hans Worldwide Travel 1648 Wilshire Blvd.	Eligible for local listing
19-170026	Building 1922 Wilshire Blvd.	Needs to be re-evaluated
19-170027	Wilshire-Westlake Building 2001 Wilshire Blvd.	LAHCM #2534
19-170028	Park Wilshire 2422 Wilshire Blvd.	Needs to be re-evaluated
19-170990	Wilshire Medical Building/Crocker Bank Building 1926 Wilshire Blvd.	LAHCM #2176
19-170992	California Federal 3143 Wilshire Blvd.	“Appears eligible for listing in the NRHP”
19-170994	Kemper Insurance 3545 Wilshire Blvd.	Not evaluated
19-170997	Wiltern Theater/Pellissier Building 3780 Wilshire Blvd.	NR #79000488; LAHCM #118
19-170998	Zephyr Club, Security Bank Building 5209 Wilshire Blvd.	NR #05000213
19-170999	Ahns Music Pianos and Organs 5355 Wilshire Blvd.	Contributor to a district for the NRHP
19-171000	George T. Cline Building 5363 Wilshire Blvd.	Contributor to a district for the NRHP
19-171001	The Dark Room/Yalle International 5366 Wilshire Blvd.	Contributor to a district for the NRHP
19-171002	Commercial Building 5320 Wilshire Blvd.	Contributor to a district for the NRHP

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-171003	Four Star Theater 5100 Wilshire Blvd.	“Appears eligible for listing in the NRHP”
19-171004	Building 5201 Wilshire Blvd.	“Appears eligible for listing in the NRHP”
19-171005	Wilshire Miracle Mile Professional Bldg. 5718 Wilshire Blvd.	Not evaluated
19-171006	Prudential Square/Museum Square 5757 Wilshire Blvd.	Not evaluated
19-171008	Donovan and Seamans Co. 5760 Wilshire Blvd.	“Appears eligible for listing in the NRHP”
19-171009	Egg and Eye Restaurant 5814 Wilshire Blvd.	“Appears eligible for listing in the NRHP”
19-171010	Building 5828 Wilshire Blvd.	“Appears eligible for listing in the NRHP”
19-173043	Los Angeles Veterans Administration Medical Center	Eligible for listing in the NRHP
19-173045	Clem Wilson Bldg. 5217 Wilshire Blvd.	Eligible for listing in the NRHP
19-173050	MacArthur Park 2200 Wilshire Blvd.	Eligible for listing in the NRHP; LAHCM #100 and #2180
19-173051	May Company 6067 Wilshire Blvd.	Eligible for listing in the NRHP; LAHCM #566
19-173052	McKinley Building 3747 Wilshire Blvd.	Eligible for listing in the NRHP
19-173307	St. James Episcopal Church 3903 Wilshire Blvd.	Needs to be re-evaluated
19-173424	Four Star Theater 5112 Wilshire Blvd.	Determined ineligible for listing in NRHP
19-173428	Los Altos Apts. 4121 Wilshire Blvd.	NR #99000765; LAHCM #311
19-173810	Miracle Mile Historic District 2157-2175 Wilshire Blvd.	LAHCM #2157-#2175
19-174115	Wilshire Carondolet 2424 Wilshire Blvd.	Determined ineligible for listing in NRHP
19-174856	Building 5575 Wilshire Blvd.	Ineligible for all listings
19-174876	Town House Apt. Hotel 2959 Wilshire Blvd.	NR #96000821; PHI #0173

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-175192	Building 1903 Wilshire Blvd.	Determined ineligible for listing in NRHP
19-175220	Quarters Duplex Building #90 Los Angeles Veterans Administration Medical Center	Contributor to a district eligible for NRHP listing
19-175221	Quarters Duplex Building #91 Los Angeles Veterans Administration Medical Center	Contributor to a district eligible for NRHP listing
19-175224	Tru-Line Litho/Chandler's Shoe Store 5401 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175225	Commercial Building 5407 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175226	Roman Foods Mart 5413 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175227	Flying Saucer Restaurant 5425 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175228	Zachary All 5467 Wilshire Blvd.	Determined ineligible for listing in NRHP
19-175229	Korean Cultural Services Building 5505 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175230	Wilshire Beauty Supply 5507 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175231	El Rey Theater 5515 Wilshire Blvd.	LAHCM #520; contributor to a district eligible for NRHP listing
19-175232	Desmond's/Wilshire Tower 5514 Wilshire Blvd.	LAHCM #332; contributor to a district eligible for NRHP listing
19-175233	Commercial Building 5464 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175234	Ever-Ready Lighting Center 5450 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175235	Dominguez-Wilshire Building 5410 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175236	Jack La Lanne's European Health Spa 5364 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-175237	Post Office 5350 Wilshire Blvd.	Contributor to a district eligible for NRHP listing
19-176435	The Town House 2959 Wilshire Blvd.	NR #96000821
19-176436	Town House Bldg. and South Garage 2959 Wilshire Blvd.	NR #96000821

Table 2. Cultural Resources Recorded in the Project Area

Primary Number	Description	Status
19-176437	Town House North Parking Garage 2959 Wilshire Blvd.	NR #96000821
19-176438	Lanai Building at the Town House 2959 Wilshire Blvd.	NR #96000821
19-176439	Lanai Buildings at the Town House 2959 Wilshire Blvd.	NR #96000821
19-176440	Swimming Pool at the Town House 2959 Wilshire Blvd.	NR #96000821
19-186732	South Park Group Building 5657 Wilshire Blvd.	Not eligible for listing in the NRHP
19-186734	Sav-On/Office Depot 5579 Wilshire Blvd.	Not eligible for listing in the NRHP
19-187007	Chateau Colline 10335 Wilshire Blvd.	NR #03000426; LAHCM #703
19-187955	Holderman Hall, U.S. Army Reserve Center 1250 Federal Avenue	Not eligible for listing in the NRHP
No Primary Number	Wilshire Royale Hotel 2619 Wilshire Blvd.	Determined eligible for listing in the NRHP
No Primary Number	Town House Annex 2965 Wilshire Blvd.	Not yet evaluated
No Primary Number	Building 4465 Wilshire Blvd.	Determined ineligible for listing in the NRHP
No Primary Number	Korean Times 4525 Wilshire Blvd.	Determined ineligible for listing in the NRHP
No Primary Number	Building 5570 Wilshire Blvd.	Determined ineligible for listing on the NRHP
No Primary Number	Building 10295 Wilshire Blvd.	Determined ineligible for listing on the NRHP
No Primary Number	Chateau Colline (reinforced concrete) 10355 Wilshire Blvd.	NR# 03000427
No Primary Number	Chateau Colline (one-story) 10355 Wilshire Blvd.	NR# 03000427
No Primary Number	Commercial/Federal Office Complex 11000 Wilshire Blvd.	Determined ineligible for listing on the NRHP

Notes:

LAHCM = Los Angeles Historical-Cultural Monument

NR = National Register

PHI = California Points of Historical Interest

Native American Consultation

On October 6, 2008, ICF contacted the NAHC and requested that it consult its sacred lands file and provide a list of potentially interested Native American representatives for the project area. The NAHC responded on October 16, 2008, stating that a search of its sacred lands database did not yield any sacred lands or traditional cultural properties within the project area. The NAHC provided a list of five Native American contacts in Los Angeles County. Letters describing the project area and indicating the project location were sent to the Native American contacts on October 20, 2008. As of November 10, 2008, two comments have been received (Appendix A).

Field Survey

The project route can be divided into segments of non-construction related work, such as the repaving and/or restriping of Wilshire Boulevard, and ground disturbing construction work, such as the selective widening of Wilshire Boulevard and reconstruction of curb lanes. The City of Beverly Hills is not included in this project and, therefore, was not surveyed. All proposed project components are located in the City or County of Los Angeles (Figure 4). An ICF archaeologist surveyed the project area on October 16, 2008. The archaeological survey focused on only those areas where construction-related work is proposed. While walking the project corridor, it was observed that the area is heavily urbanized and surrounded by residential and commercial complexes and light manufacturing. The only visible ground surface was in the few areas with landscaped vegetation and the La Brea Tar Pits area. Below are descriptions of the proposed construction activities and the results of the archaeological surveys for those areas.

Project Components and Archaeological Survey Results

Under the proposed project, ground disturbing activities would occur in a number of locations along the project alignment, as described below.

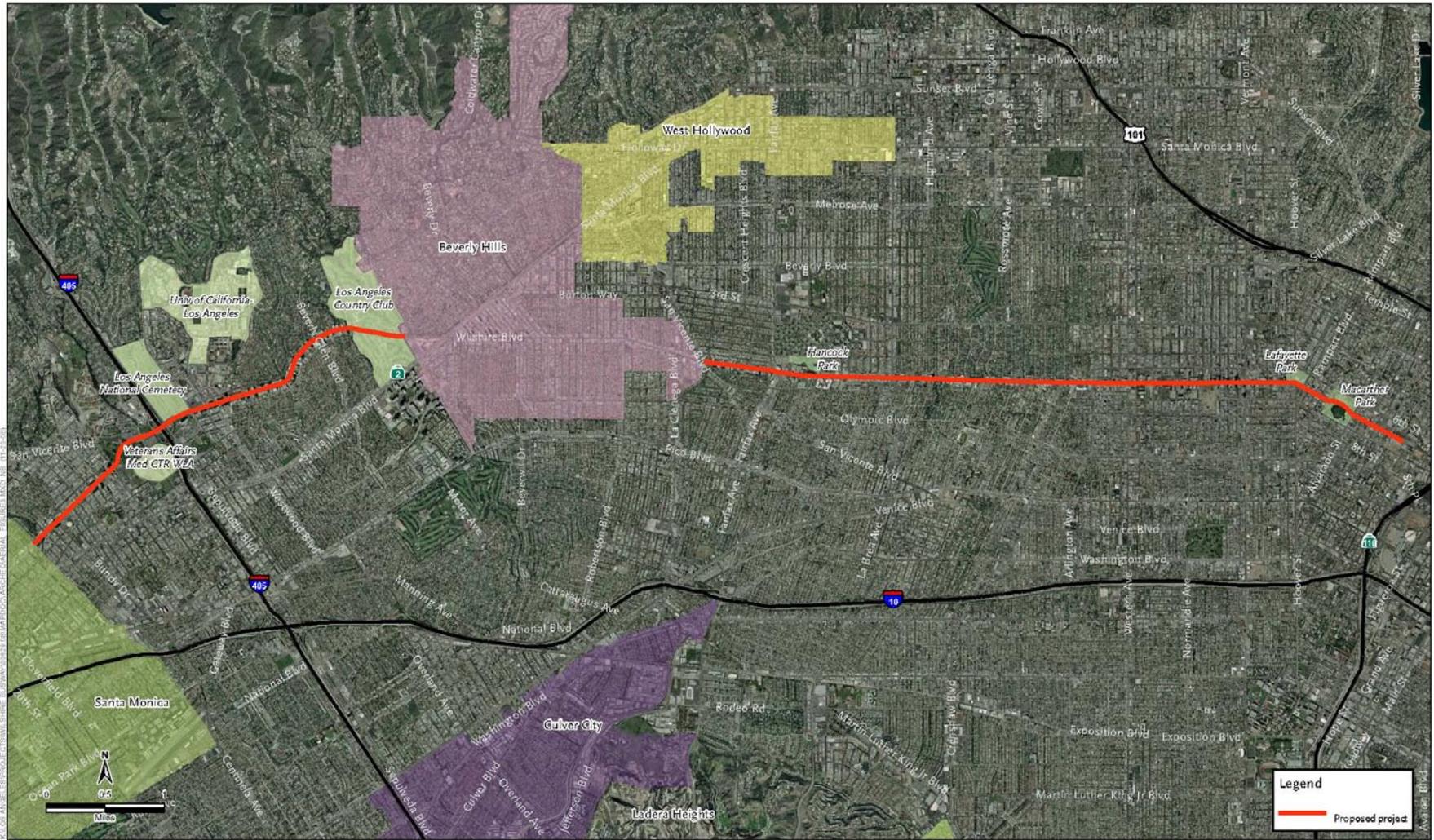
1. Reconstruct the curb lanes between Western and Fairfax Avenues with asphalt (approximately 3.0 miles)

The curb lanes on Wilshire Boulevard along this segment have parking restrictions, allowing them to be used by traffic during peak hours. These lanes, however, are in extremely poor condition and are not used by buses and other vehicles to a high degree. As such, drivers tend to use the number one and number two lanes instead. Reconstruction of the roadway base (i.e., below the surface of the pavement) as well as curbs and gutters, where damaged, would allow buses to use the curb lanes more consistently, thereby improving levels of service for all vehicles along this segment.

La Brea Tar Pits (19-000159/19-171007) is located on the north side of Wilshire Boulevard, within the vicinity of the proposed construction. In 1935, La Brea Tar Pits was listed as California Historical Landmark #170. In 1949, La Brea Tar Pits was described as “asphalt seeps

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Figure 4: Aerial View of Wilshire Bus Rapid Transit Project



SOURCE: ESRI Streetmap USA (2007), ESRI USA Imagery (2006)

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with faunal and floral remains.” A “human skull and other human parts” were identified between 6 and 9 feet below surface in Pit 10. Other human-related artifacts identified included wooden and stone tools (Heizer 1949). In 1984, the park was deemed eligible for listing in the National Register of Historic Places (Stout 1984). In addition, a historic trash midden (19-001261) was identified in Hancock Park and may be associated with the Hancock family’s occupation of the area (Salls 1986).

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. However, even though the project area is heavily urbanized, buried cultural and paleontological resources have been identified in the vicinity of the proposed construction zone. Therefore, there is the potential for buried cultural and paleontological deposits to exist beneath previously disturbed and developed land surfaces.

2. Removal of existing “jut-outs” and alignment of curbs to increase the roadway width of Wilshire Boulevard between Comstock Avenue and Malcolm Avenue, thereby allowing for the addition of bus lanes along this segment (approximately 1.0 miles)

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. No surficial archaeological resources were observed during the survey.

3. Extension of the eastbound left-turn pocket at Sepulveda Boulevard

A traffic survey showed that eastbound Wilshire Boulevard is congested most of the day in the area where it approaches Sepulveda Boulevard. Motorists in the number 1 lane of eastbound Wilshire Boulevard who wish to continue on northbound Sepulveda Boulevard are forced to stop as they approach the left-turn pocket lane, which experiences a lack of vehicle storage space. However, land is available in the center of Wilshire Boulevard to extend the left-turn pocket lane farther west, by approximately 470 feet, and create additional vehicle storage space.

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. No surficial archaeological resources were observed during the survey.

4. Widen Wilshire Boulevard between Bonsall Avenue and Federal Avenue (approximately 0.4 miles)

The segment of Wilshire Boulevard between Bonsall Avenue and Federal Avenue is bordered by the Veterans Administration property. The sidewalk widths on both the north and south sides of Wilshire Boulevard along this segment vary from 10 to 15 feet. To widen Wilshire Boulevard between Bonsall Avenue and Federal Avenue and create a new eastbound bus lane, the sidewalk width on both sides of Wilshire Boulevard would be reduced, where necessary, to a uniform width of 10 feet.

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. No surficial archaeological resources were observed during the survey.

5. Widen Wilshire Boulevard between Federal Avenue and Barrington Avenue (approximately 0.1 miles)

The widening of Wilshire Boulevard between Federal Avenue and Barrington Avenue would allow for the construction of new eastbound bus lanes, and conversion of the westbound curb lane to a peak period bus lane (approximately 0.1 mile). The intersection of Wilshire Boulevard and Federal Avenue is extremely congested in the eastbound direction. Widening this two-block segment would allow buses to pass safely and quickly through the intersection of Wilshire Boulevard and Federal Avenue and provide a contiguous eastbound bus lane from Bonsall Avenue to Centinela Avenue.

During the archaeological survey, it was observed that the majority of this area is paved and developed, with few open spaces for landscape vegetation. However, in 2000, during archaeological monitoring of construction activities, a historic trash midden (19-003336) was identified below the street surface in this area. During this current survey, no surficial archaeological resources were observed.

Results and Recommendations

The ICF survey did not result in the identification of any surficial prehistoric or historic archaeological sites or features. However, two previously recorded historic sites (19-001261 and 19-003336) as well as the prehistoric archaeological/paleontological La Brea Tar Pits site (19-000159/19-171007) are located in areas where construction-related activities are proposed. Even though the project area is heavily urbanized, buried cultural resources have been identified during previous construction-related ground-disturbing activities in proximity to the project route. Therefore, construction of the proposed project would result in potential disturbance of buried cultural resource deposits, which may exist beneath previously disturbed and developed land surfaces.

The proposed project alternatives, including the No Project Alternative, and Alternative A (Truncated Without Jut-out Removal), would either involve no project related activities, or would involve a similar area with more limited project activities. Accordingly, impacts resulting from either of these alternatives would be less than, or similar to the proposed project.

If cultural materials (prehistoric or historic artifacts) are encountered during construction, work shall stop in the vicinity of the find until a qualified archaeologist can assess the material and recommend further action, if necessary. Design of a treatment plan and consultation with the State Historic Preservation Officer may be required to appropriately mitigate any unanticipated discoveries. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs that include excavation or detailed documentation, or other mitigation measures, following standard archaeological procedures. If, during cultural resources monitoring, the archaeologist determines that the sediments being excavated have been previously disturbed or are unlikely to contain significant cultural materials, the archaeologist shall instruct that monitoring be reduced or eliminated.

As relates to paleontological resources, for purposes of this project, pavement replacement is not considered a ground-disturbing activity. On December 10, 2008, LACMTA contacted Mr. Hugh Lee of the City of Los Angeles Bureau of Street Services, regarding depth of construction related ground disturbance. According to Mr. Lee, due to previous complications of encountering tar seepage during construction related activities, the proposed ground disturbance for this project will not go beyond two feet below the surface (Los Angeles Metropolitan Transportation Authority, phone conversation with Mr. Hugh Lee, City of Los Angeles Bureau of Street Services, December 10, 2009).

However, if paleontological resources are discovered during construction-related ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground-disturbing activities. The qualified paleontological monitor shall retain the option of reducing monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not present or, if present, are determined by

qualified paleontological personnel to have a low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Recovered specimens shall be prepared to a point of identification and permanent preservation, including the washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared, which will signify completion of the program to mitigate impacts on paleontological resources.

If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment shall occur as prescribed by law. If the coroner determines the remains to be Native American, the coroner must contact the NAHC within 24 hours. If Native American human remains are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which are under the jurisdiction of the NAHC (PRC Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding the means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in PRC Section 5097.98, or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified by the commission. In consultation with the most likely descendant, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation will be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the project proponent will determine a course of action regarding preservation or excavation of Native American human remains, which will be submitted to the NAHC for review prior to implementation.

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Jones & Stokes

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Westwood-Holmby Historical Society

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Personal Communication

Los Angeles Metropolitan Transportation Authority, phone conversation with Mr. Hugh Lee, City of Los Angeles Bureau of Street Services, December 10, 2009.

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APPENDIX A

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STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 264
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5890
Web Site www.nahc.ca.gov
e-mail: cs_nahc@pacbell.net



October 16, 2008

Ms. Catharine M. Wood, RPA, Archaeologist
ICF Jones & Stokes
811 West 7th Street, Suite 800
Los Angeles, CA 90017

Sent by FAX to: 213-627-6853
No. of Pages: 2

Re: Request for a Sacred Lands File records search and Native American Contacts list for the proposed 12.5-mile Wilshire Boulevard Bus-Only Lane Project, - located between Downtown Los Angeles and the City of Santa Monica, Los Angeles County, California

Dear Ms. Wood:

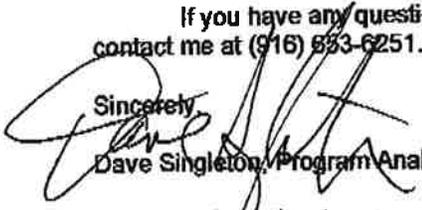
The Native American Heritage Commission was able to perform a record search of its Sacred Lands File (SLF) for the affected project area/area of potential effect (APE). The SLF did indicate the presence of Native American cultural resources in the immediate project area. Also, if there was no indication of a cultural resource, the absence of specific site information in the Sacred Lands File does not guarantee the absence of cultural resources in any project area.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of culturally-affiliated Native American Contacts that may have knowledge of cultural resources in the project area. A list of Native American contacts is attached to assist you. In particular, we suggest you contact Chairman Anthony Morales at (626) 286-1758. Often, a local tribe or Native American individual is often the only source of a Native American cultural resource in a particular area.

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 15064.5(f) and Section 15097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,


Dave Singleton, Program Analyst

Attachment: Native American Contact List

PS: Sorry for the delay but we were waiting for a descriptive name of the project. Thank you.

Personal Communication Form

Interviewer Info

Name: Cate Wood, Archaeologist
Company: ICF Jones & Stokes
Date: Monday November 10, 2008
Time: 11:33 am

Interviewee Info

Last name, first name: **Morales, Anthony**
Job title: **Chairperson**
Organization/agency/
firm name: **Gabrieleno/Tongva San Gabriel Band of Mission Indians**
Phone number
(incl. extension): **(626) 286-1758**

Type of Communication:

Telephone conversation (*summarize below*) **Meeting** (*attach minutes if possible*)
 E-mail (*attach*)
 Letter (*attach*)

Notes

Mr. Morales contacted ICF Jones & Stokes by telephone on Thursday November 6, 2008 regarding the Metro Wilshire Boulevard Bus-Only Lane project. ICF Jones & Stokes returned his phone call on Monday November 10, 2008. Mr. Morales expressed concern for the cultural sensitivity of the Wilshire Boulevard corridor stating that the area had been occupied by the Gabrieleno in prehistoric and historic times and therefore, Mr. Morales advised that there is a potential for cultural resources to be encountered during construction related ground disturbing activities.

Personal Communication Form

Interviewer Info

Name: Cate Wood, Archaeologist
 Company: ICF Jones & Stokes
 Date: Monday October 20, 2008
 Time: Approximately 1:00 pm

Interviewee Info

Last name, first name: **Rosas, John Tommy**
 Job title: **Tribal Administrator and Tribal Litigator**
 Organization/agency/
 firm name: **Tongva Ancestral Territorial Tribal Nation**
 Phone number
 (incl. extension): **(310) 570-6567**

Type of Communication:

Telephone conversation (*summarize below*) **Meeting** (*attach minutes if possible*)
 E-mail (*attach*)
 Letter (*attach*)

Notes

Mr. Rosas contacted ICF Jones & Stokes by telephone regarding the Metro Wilshire Boulevard Bus-Only Lane Project in Los Angeles, CA. Mr. Rosas asked about the results and recommendations of the archaeological research and survey and expressed concern about unqualified archaeologists monitoring ground disturbing construction related activities. Mr. Rosas asked for a copy of the archaeological technical report and was referred to the client, Metro, to request copies of the technical studies and any other pertinent project related information. Mr. Rosas followed up his phone call with an email regarding availability of project information (please see attached). At this time, ICF Jones & Stokes has not responded to Mr. Rosas email.

From: Johntommy Rosas [tattnlaw@gmail.com]
Sent: Monday, October 20, 2008 1:12 PM
To: Catharine Wood; Dave Singleton
Subject: Re: Wilshire Blvd Bus-Only Lane Project

HI I AM CONFIRMING RECEIPT OF YOUR DOCUMENTS. AS I STATED TO YOU ON THE PHONE , WE WERE WONDERING SINCE YOU ARE DOING REPORTS FROM YOUR FIELD WORK, WE SHOULD BE GETTING THOSE REPORTS, ALSO YOUR COMMENTS THAT WE REQUEST THEM FROM METRO SEEMS WRONG,

ON ONE POINT SINCE YOUR INVOLVING US TO CONSULT AND THEN YOU ARE ALREADY DOING FIELD REPORTS AND DONT SUBMIT THEM TO US, THAT SEEMS WRONG, ALL THE INFO SHOULD BE OPEN TO US AND WE SHOULDNT HAVE TO REQUEST IT AND MAKE OUR TRIBAL CONSULTATION MORE DIFFICULT,

SO TATTN IS OBJECTING TO THE PROCEDURES YOUR PERFORMING BY EXCLUDIG OUR RECEIPT OF YOUR INFORMATION AND REQUEST THAT YOU SUBMIT YOUR REPORTS TO US. THEN WE WILL CONTINUE THE PROCESS.

IF YOU REFUSE OUR REQUEST THEN EMAIL THAT DECISION TO US AND CC THE NAHC AND METRO,

WE ALSO WANT TO REVIEW ANY DATABASE SEARCHES YOUVE DONE AND THOSE RESULTS SO WE CAN CONSULT ON ALL THE INFORMATION, WE SHOULD BE NOT LIMITED TO THE ONE SIDED, INFORMATION EXCHANGE YOUR SUGGESTING.

THANKS JOHNTOMMY

On Mon, Oct 20, 2008 at 12:54 PM, Catharine Wood <cwood@jsanet.com> wrote:

Dear Mr. Rosas

Please find attached a letter and project area map for the Metro Wilshire Boulevard Bus-Only Lane project in Los Angeles, CA.

If you have any questions please do not hesitate to contact me.

Thank you,

Catharine M. Wood, M.A., RPA

Archaeologist

ICF Jones & Stokes

811 West 7th Street, Suite 800, Los Angeles, CA 90017

p (213) 627-5376 x 245 / f (213) 627-6853

cwood@jsanet.com

jonesandstokes.com/icfi.com

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October 6, 2008

Dave Singleton
Program Analyst
Native American Heritage Commission
915 Capital Mall, Room 364
Sacramento, CA 95814

Dear Mr. Singleton:

ICF Jones & Stokes respectfully requests a search of the Sacred Lands files for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see table below for the location information.

7.5' USGS Quad	Township	Range	Section
Hollywood	1 South	13 West	Los Angeles Pueblo
Hollywood	1 South	14 West	19, 24, 23, 22, 21, 20, 30, 25, 26, Las Ciengas Rancho and San Antonio or Rodeo de Las Aguas Rancho
Beverly Hills	1 South	14 West	San Antonio or Rodeo de Las Aguas Rancho
Beverly Hills	1 South	15 West	San Jose de Buenos Ayres Rancho

Please provide a list of Native American individuals and organizations that may have additional information about sacred sites or Native American traditional cultural properties in or near the project area. If you have any questions or need additional information please call me at (213) 627-5376 ext 245 or email at cwood@jsanet.com.

Sincerely,

Catharine M. Wood, RPA
Archaeologist



October 20, 2008

Cindi Alvitre
Ti'At Society
6516 E. Seaside Walk, #C
Long Beach, CA 90803

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Ms. Alvitre:

ICF Jones & Stokes is conducting prehistoric archaeological research for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The City of Beverly Hills is excluded from this project. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see the table below for the location information.

7.5' USGS Quad	Township	Range	Section
Hollywood	1 South	13 West	Los Angeles Pueblo
Hollywood	1 South	14 West	19, 24, 23, 22, 21, 20, 30, 25, 26, Las Ciengas Rancho and San Antonio or Rodeo de Las Aguas Rancho
Beverly Hills	1 South	14 West	San Antonio or Rodeo de Las Aguas Rancho
Beverly Hills	1 South	15 West	San Jose de Buenos Ayres Rancho

As part of our research, ICF Jones & Stokes is contacting interested parties, including Native American groups and individuals, to help identify any prehistoric sites, sacred sites, or traditional cultural properties located in the vicinity of the project area. ICF Jones & Stokes has contacted the Native American Heritage Commission (NAHC) for a review of the Sacred Lands files; no sacred lands in this vicinity are recorded in the NAHC files.

If you have any information that would be relevant to this Project and its possible effect on cultural resources, please contact me with a written response. If you have questions or need additional information, please contact me at (213) 627-5376 ext 245 or email at cwood@jsanet.com

Thank you for your time.

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October 20, 2008

Robert Dorame, Tribal Chair/Cultural Resources
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Mr. Dorame:

ICF Jones & Stokes is conducting prehistoric archaeological research for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The City of Beverly Hills is excluded from this project. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see the table below for the location information.

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October 20, 2008

Sam Dunlap, Tribal Secretary
Gabrielino/Tongva Council/Gabrielino Tongva Nation
761 Terminal Street, Bldg 1, 2nd Floor
Los Angeles, CA 90021

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Mr. Dunlap:

ICF Jones & Stokes is conducting prehistoric archaeological research for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The City of Beverly Hills is excluded from this project. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see the table below for the location information.

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October 20, 2008

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
PO Box 693
San Gabriel, CA 91778

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Mr. Morales:

ICF Jones & Stokes is conducting prehistoric archaeological research for the proposed 12.5 mile Wilshire Boulevard Bus-Only Lane Project, between downtown Los Angeles and the City of Santa Monica, Los Angeles County, California. The City of Beverly Hills is excluded from this project. The project area is depicted on the Beverly Hills and Hollywood 7.5-minute USGS Quadrangle maps. Please see the table below for the location information.

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Archaeologist



October 20, 2008

John Tommy Rosas, Tribal Administrator
Tongva Ancestral Territorial Tribal Nation
tattnlaw@gmail.com
(310) 570-6567

RE: Wilshire Boulevard Bus-Only Lane Project, Los Angeles, CA

Dear Mr. Rosas:

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