

CULTURAL RESOURCES TECHNICAL REPORT
LAND USE HISTORY AND ARCHAEOLOGICAL EVALUATION
METRO RAIL REDLINE, SEGMENT 3
HOLLYWOOD/HIGHLAND STATION

Prepared for:

Metropolitan Transportation Authority
818 West 7th Street, Suite 1100
Los Angeles, California 90017

Prepared by:

Dana N. Slawson

December 1994

MTA LIBRARY

GREENWOOD AND ASSOCIATES
725 JACON WAY
PACIFIC PALISADES, CALIFORNIA 90272

F
869
.L8
C253

CONTENTS

	Page
INTRODUCTION	1
METHODS	1
HOLLYWOOD/HIGHLAND	4
CONCLUSIONS	8
RECOMMENDATIONS	10
REFERENCES	11

APPENDIX A

HISTORIC MAPS OF HOLLYWOOD/HIGHLAND STATION AREA

APPENDIX B

MAP OF CONSTRUCTION STAGING AREAS

Figures

1. PROJECT LOCATION MAP	2
-------------------------------	---

19048

F
869
L8
C253

MTA LIBRARY

MAY 03 1995

32412027

INTRODUCTION

The purpose of the present project is to conduct a study of the history of land use in the area of the proposed Hollywood/Highland station in order to evaluate the potential for the existence of archaeological resources which may be impacted by Metro Rail construction. Research included consultation of records and maps of the Los Angeles Bureau of Engineering, UCLA Bruman Map Library, and the Los Angeles Central Library. Relevant maps are included in Appendix A.

The study was focused on specific lots, or portions of lots, included in areas of potential impact by Metro Rail station construction as delineated by Metropolitan Transportation Authority (MTA) plans. The study area included the station entrance area and associated construction staging areas, along with other areas slated to be impacted by station related sub-grade construction, such as emergency exists, blast relief shafts, and fresh air intakes. In brief, the present study was intensely site-specific, and properties immediately adjacent to or in the vicinity of individual identified impact areas are not generally addressed as part of this investigation.

METHODS

Archival research was confined to a review of maps, plans, and survey records. Sanborn Insurance Map and Baist Real Estate Map research was conducted at the Los Angeles Central Library. Maps reviewed at this location cover the period extending from 1907 through 1954. Earlier Sanborn editions do not include the station areas under consideration. Most maps were available on microfilm and were photocopied, while some editions were available only in large original volumes which could not be photocopied and were therefore traced. Map research was also conducted at the City of Los Angeles Engineering Department. The Division Index was consulted and selected maps were reviewed. Pertinent maps covered the period extending from 1849 to the 1920s, with research focused on maps reflecting development in the vicinity of the station areas prior to 1907, after which date detailed Sanborn and Baist maps are available. The earlier maps tend to cover larger areas, and were useful in identifying trends in land use, alteration of geographic features (such as small or intermittent watercourses), and municipal development. The UCLA Geography Department's Bruman Map Library also provided references containing early mapping of the region, and provided a complete set of early USGS and US Army topographic maps.

Site visits were made to determine the present conditions at the proposed construction sites, and to correlate existing structures and built features with those depicted on the historic maps.

A portion of the present study area has previously been addressed by Greenwood and Associates (Hatheway and Peter 1987). Buildings along Hollywood Boulevard adjacent

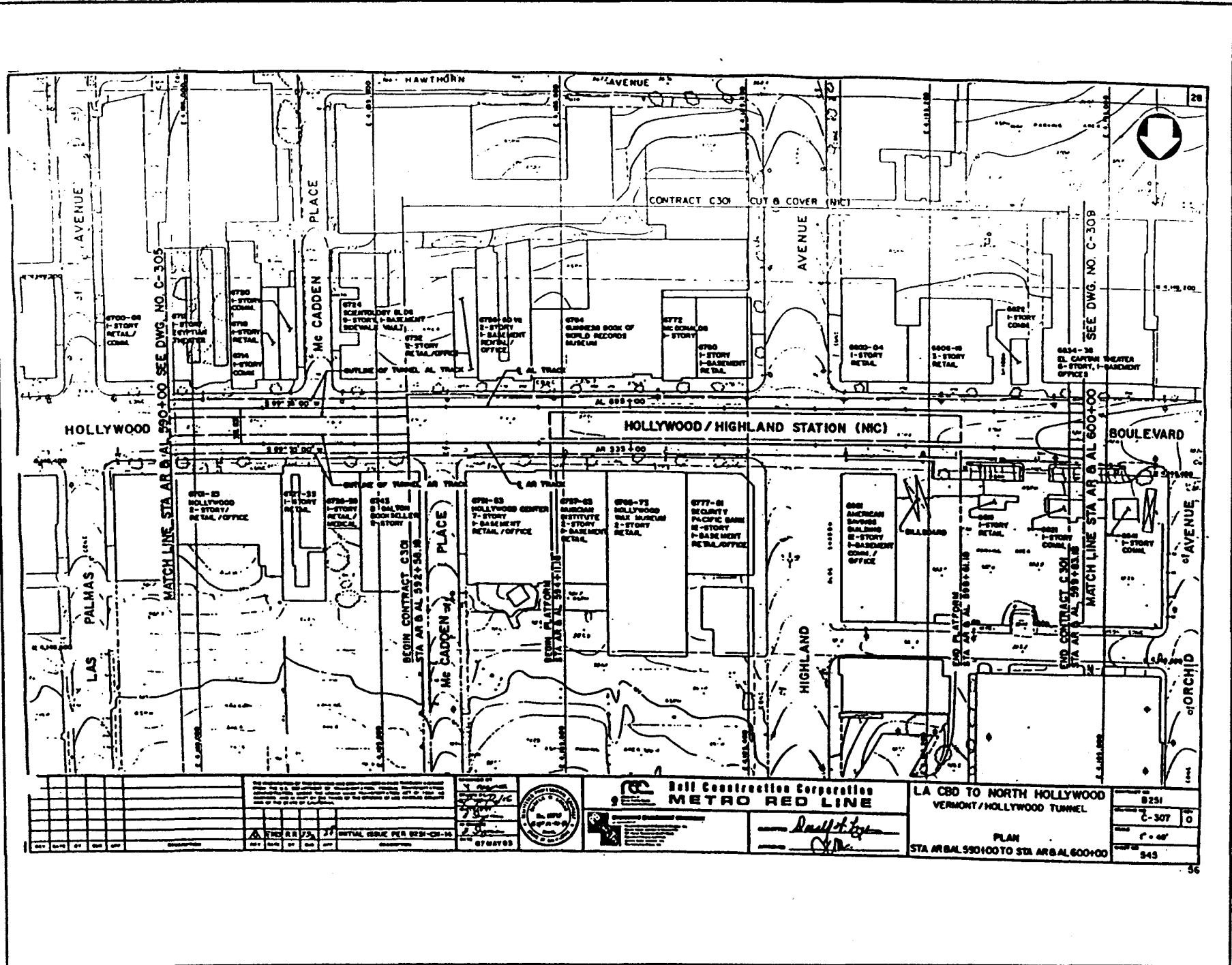


Figure 1. Project Location Map

to the study area were documented as part of an historic survey conducted by Hollywood Revitalization beginning in 1978, and two buildings identified by the survey - B. Dalton Bookseller (6743 Hollywood Blvd.) and the Outpost Building(6701-6723 Hollywood Blvd.)- are recognized as contributing elements of the National Register listed Hollywood Boulevard Commercial and Entertainment District. Additionally, the Artisan's Patio (6727-6725 Hollywood Blvd.) was designated as a Historic Cultural Monument by the Los Angeles City Council in 1989.

HOLLYWOOD/HIGHLAND STATION

Proposed Impact/Scope of Work

The proposed station entrance is located in the block at the northwest corner of the Hollywood Boulevard/Highland Avenue intersection, on a site bounded on the west by Orchid Avenue, which will be closed off during construction, and on the north by Hillcrest Road and a private street (access to Holiday Inn parking ramp). A 12 story commercial and office building at the corner of Hollywood and Highland will remain, and forms the eastern boundary of the station entrance area. Station construction will require the demolition of three small buildings currently standing on the site, all of which date to after 1945. They include a one story frame commercial structure, and two single story concrete block commercial structures, all of which front on Hollywood Blvd. Ancillary sub-grade structures, such as blast relief shafts, fresh air intakes, emergency exit stairs, and equipment access shafts will be concentrated on the parcel containing the station entrance as well, and no structures will be located in the sidewalks along the north and south sides of Hollywood Blvd., which are inset with celebrity "stars" of the Hollywood Walk of Fame. The stars will be removed during station construction, and replaced later (James Sowell, personal communication 1994).

Additional sub-grade construction will occur in the northeast quadrant of the Hollywood/Highland intersection along the east and west sides of McCadden Place in the block north of Hollywood Blvd., and at the rear of the seven story post-1945 structure at the northwest corner of Hollywood and McCadden. Portions of the paved parking lots at the rear of the Highland to Las Palmas blocks on the north side of Hollywood Blvd. will serve as construction staging areas (Construction Staging Areas 2A and 2B). No subsurface impacts are anticipated for these areas beyond those mentioned above, and no additional structures will be taken. Twelve foot high wooden fences will be constructed around the entire perimeters of the staging areas, in part to protect existing historic buildings along Hollywood Blvd.

Historic Map Review

The study area is not included on Sanborn or Dakin insurance maps of the Los Angeles area published before 1907. Available nineteenth century maps show no development in the vicinity of the study area, and no geographical or cultural features are present.

1907 Sanborn map:

NW quadrant - Hollywood Blvd. and Highland Ave. were both present on their current alignments, as were Orchid Ave. and Hillcrest Rd., although Hollywood was known as Prospect Ave. at this time, and Orchid was Olive Ave. Hillcrest is not labeled and is seen to run east-west from Highland to approximately mid-block, where it turns north. The area

of the proposed station entrance was completely occupied by a single structure, the Hotel Hollywood, a frame structure indicated as plastered on the outside, irregular in plan, which extended all the way from Highland to Olive. The structure was 2 1/2-4 stories in height, with a three story turret at the southeast corner and two, five story towers flanking the central entrance in the Prospect Ave. facade. The structure's rear wing, which contained a dining room and kitchen, extended to the north beyond the east-west portion of Hillcrest. The structure is not indicated as having a basement. Two frame structures which stood along the north side of Hillcrest were connected to the hotel by a second story bridge and appear to have been associated. The eastern structure contained a vacant office, rooms, and storage. The western structure is labeled "Servants' Quarters." Four additional frame buildings associated with the hotel stood to the north of the kitchen wing and included a stable, additional servants' quarters, an unidentified outbuilding, and a one story structure with a basement containing an ice machine, a rubbish burner, and a boiler. A large buried oil tank was also located in this area. All of the hotel's ancillary structures were located outside of the impact area.

SW quadrant - No impact to this quadrant.

SE quadrant - No impact to this quadrant.

NE quadrant - McCadden Pl. and Las Palmas Ave. had been completed; Las Palmas was known as Palm at this time. Little development had occurred in this quadrant in the areas which will contain construction staging areas and sub-grade structures. One 1 1/2 story frame dwelling (without a basement) is present on the west side of McCadden near the southwest corner of proposed Construction Staging Area 2A, and a small one story office structure stands on the east side of McCadden at the corner of Prospect. To the north, in the area of Construction Staging Area 2B, three frame dwellings and a stable existed, none of which had basements. A fourth house stood near the corner of Prospect and Palm, outside of the study area. Two associated sheds at the rear of this structure may have been within the project boundaries.

1913 Sanborn map:

NW quadrant - Olive Ave. has now been renamed Orchid Ave. The Hotel Hollywood remains unchanged, as do the related structures to the north. The front (east) portion of the easternmost of these now contains an office and tailor shop. The hotel's three story west wing is indicated as containing rooms on this map, as is the 2 1/2 story east wing.

NE quadrant - The 1 1/2 story dwelling which stood on the west side of McCadden Pl. in 1907 has been removed, and three residences have been constructed nearer to McCadden, in the area of Construction Staging Area 2A. All are indicated as being two story frame structures without basements, and each has an associated auto garage at the rear, outside of the study area. On the opposite side of McCadden, the small office

structure still stands at the corner of Hollywood. Three frame dwellings are now indicated to the north of this structure, within the area included in Construction Staging Area 2B. From its plan and attributes, it appears that the southernmost of these may be the one story dwelling depicted farther to the north on the 1907 map, possibly moved southward to allow construction of the intermediate structure. A two story stable which had been associated with the house was removed, and a garage stands to the east of the existing structure. An auto garage had also been built at the rear of the northernmost dwelling. None of the structures had basements. In the east half of the staging area, a two story frame dwelling indicated on the 1907 map remains, now with an associated garage. The structure located at the corner of Hollywood and Palm also remains; the 1 1/2 story shed which earlier stood behind (north) it has now been replaced with a one story structure labeled "Room." A structure identified as an outhouse now standing to the northwest of this property is noteworthy for its size - 1 1/2 stories in height, it measured roughly 35 x 40 feet.

1919 Sanborn Map:

NW quadrant - The Hotel Hollywood remains and is indicated as containing 165 rooms. The associated structures to the north side of the hotel are still standing as well.

NE quadrant - Palm Ave. has been renamed Las Palmas Ave. by this date. A small one story brick structure containing two stores has been erected at the northwest corner of Hollywood and McCadden. A fourth frame residential structure - a two story building containing four flats - has been added to the south of the three dwellings previously standing along the west side of McCadden Pl., in the location of Construction Staging Area 2A. A one story shed stands at the rear of the structure. Neither structure includes a basement. At the northeast corner of Hollywood and McCadden, the small office structure standing in 1913 has been replaced by a two story brick structure occupied by three stores and six apartments (the western half of the current B. Dalton bookstore). The building is not indicated as having a basement. All of the structures indicated in the vicinity of Construction Staging Area 2B on the 1913 map remain, and an additional frame dwelling, also without a basement, has been built immediately north of the new brick structure at the corner. An associated auto garage stands to the east of the dwelling. The garage associated with the dwelling thought to have been relocated has been enlarged and converted into a dwelling. Two additional brick commercial buildings (including the west half of Artisan's Patio) have been built along Hollywood in this block as well. Neither is within the area of impact.

1923 Baist map:

NW quadrant - All structures previously indicated in the vicinity of the proposed station entrance remain.

NE quadrant - Area where Construction Staging Areas 2A and 2B are located is labeled "Block A of Rancho La Brea." All structures indicated on the west side of McCadden on the 1919 map remain, without additions. All structures depicted on the east side of McCadden to Las Palmas Ave. also remain, with the possible exception of the structure previously mentioned as having been moved (the small scale of this map makes it difficult to read). Additions to the block include three structures along Hollywood Blvd., including the eastern half of the Artisan's Patio. None of these is within the impact area.

1935 Sanborn map:

NW quadrant - Development in the station entrance area remains unchanged. Highland Ave. had been widened from 70 ft to 100 ft by this date, and the sidewalk along this street now abuts the hotel where before there was an area of lawn or open space. The widening apparently also required removal of the fronts of structures along Highland, including one associated with the hotel. These do appear to be the same structures, as the plans are otherwise identical.

NE quadrant - On the west side of McCadden Pl., the one story brick office structure which stood at the corner of Hollywood had been replaced by the Toberman Building, a four story concrete and tile structure erected in 1922. A store occupied the ground floor and no basement is indicated. To the north of the Toberman Building, two of the four frame residential structures had been removed, their sites now indicated as an Auto Park. The frame auto garage and shed associated with the dwellings remain standing. The structure immediately north of the demolished dwellings is now identified as a restaurant. Along the east side of McCadden, the commercial and apartment structure at the corner of Hollywood remains, but the brick building which stood adjacent to it to the east has been replaced by a longer, two story brick commercial structure (the east half of the present B. Dalton book store). North of these structures, in the area composing the western half of Construction Staging Area 2B, three of the frame dwellings and one garage have been removed and two new garages, two frame structures at the rear of the Artisan's Patio identified as a store and rooms, a two story brick residential hotel and a small frame office structure fronting on McCadden Pl. are now indicated in this area. One frame dwelling (southernmost) is now indicated as offices, and the 2 1/2 story dwelling which stood at the northwest corner of the staging area has been converted into a restaurant. Two small frame structures labeled Rooms now stand at the rear of its lot. On the east half of the staging area, the dwelling standing at the northeast corner has been enlarged and now contains six apartments. The garage associated with this structure has been removed, and a long one story frame structure containing four dwelling units and a garage now stands at the west end of the lot. The large outhouse building has been removed. The dwelling located near the corner of Las Palmas and Hollywood and two small buildings associated with it have also been removed, and the corner is now occupied by a large irregularly shaped concrete and steel structure (the Outpost Building) north of which exists a large open area.

1951 Sanborn map:

NW quadrant - The hotel remains in the Highland-Orchid block, and it retains its earlier configuration, although apparently its name had changed from Hotel Hollywood to Hollywood Hotel. The two structures immediately north of the Hillcrest Rd. are now labeled "Help's Quarters," with the eastern structure containing two stores as well. The structure containing servants' quarters which earlier stood to the north of the kitchen wing has been removed, as has the unidentified outbuilding. A small structure housing an ice machine now stands north of the boiler house.

NE quadrant - On the west side of McCadden Pl., the Toberman Building remains at the corner of Hollywood, with an Auto Park behind. North of this, the house which had been converted into a restaurant has now been removed and a larger restaurant built in its place. A reinforced concrete food warehouse has been built to the west of the frame dwelling immediately north of the restaurant, and north of this dwelling, the frame structure previously containing four flats is identified as a hotel at this date, with a restaurant addition at the front. Few changes have occurred in the area east of McCadden; the apartment structure at the northeast corner of the staging area has been removed, and the area is now indicated as an Auto Park. Frame additions have been made to the rear of the Artisan's Patio and Outpost Building.

Present Conditions:

None of the structures shown in the vicinity of the proposed station entrance on the 1951 and earlier maps is currently standing. The site is now occupied by three small commercial structures and a paved parking lot, underlain by a subsurface parking ramp. Structures which once stood within the limits of the construction staging areas on the east and west sides of McCadden Place have likewise been demolished and replaced by surface parking lots.

CONCLUSIONS

The maps reviewed indicate that historic development of the Hollywood/Highland area began late in the late nineteenth or early twentieth century and was primarily residential in nature, with sporadic commercial development. Commercial development along Hollywood Boulevard took off during the 1910s and 1920s with the rise of the motion picture industry and the general westward trend in expansion of the City of Los Angeles. Increased urbanization in the vicinity of the study area during the 1919-1951 period, as reflected by the maps, resulted in the disappearance of single family frame dwellings, which were replaced with multi-family units or commercial structures. In many instances dwellings were demolished and their sites developed into auto parking serving the commercial and office structures along Hollywood Blvd.

There is actually very little specific knowledge of the early history of the urban areas involved. Detailed nineteenth century (and earlier) mapping was largely unavailable, and archaeological surveys were not completed during the period of the area's development.

The nineteenth century maps reviewed suggest that there was no early historic development in the vicinity of the station area, and no geographic features, such as streams or springs, are noted which would indicate an increased potential for the existence of prehistoric cultural resources.

Virtually all of the proposed site of the station entrance near the northwest corner of Hollywood and Highland was occupied by the Hotel Hollywood. Undoubtedly the most significant structure to have existed in the study area, the hotel had been built by 1907 and was still standing as late as 1954. Sections of the expansive hotel rose to five stories and must certainly have been underlain by substantial footings. Construction of the sub-grade parking ramp which currently exists on the site, as well as the adjacent 10 story commercial/office structure, are assumed, however, to have obliterated most or all traces of the hotel, along with the remains of any earlier structures or cultural features which may have existed on the site. This area is viewed as having low potential for recovery of archaeological sites.

Development in the eastern portion of the study area, the location of Construction Staging Areas 2A and 2B, was primarily frame residential construction along McCadden Pl., with masonry commercial construction occurring at the corners of Hollywood Blvd. by 1919. In most instances, only a single generation of frame construction has existed on each lot, and in the relatively few locations where a second episode of construction occurred, it was typically small scale frame construction as well (the exception being the brick hotel and apartment building erected on the east side of McCadden between 1923 and 1934). None of the structures indicated on the historic maps along McCadden or in either of the staging areas is identified as having a basement, and many were probably built on shallow footings or wood piers. Foundations may not have been substantial enough to have survived demolition and subsequent development or paving, and the potential for encountering structural remains of these buildings is considered to be low. However, because of the general lack of later development or basement construction, it cannot be assumed that any prehistoric or earlier historic cultural resources would necessarily have been so disturbed by construction that they have lost their archaeological integrity. Subsurface features such as wells, privies, or trash deposits may not have been affected by demolition or paving.

The site of proposed sub-grade construction to the north of the existing retail/office building at the northwest corner of Hollywood and McCadden was occupied by a two story frame residential structure containing four flats which appears on the 1919 and 1923 maps. This location possesses the greatest possibility of producing structural remains based on current construction plans, although, as stated above, the potential is considered low. The

width of McCadden Pl. has not increased since its earliest mapping, and the chances of encountering structural remains during construction in or along the street are remote.

RECOMMENDATIONS

The identification of the locations of map documented structures does not preclude the potential of encountering structural remains or other cultural resources within the study area. It should be noted that the information relating to station construction contained in the footprint maps provided is limited and does not necessarily reflect areas which may be disturbed by relocation of utilities, sinking of piles, launch shafts, or other kinds of construction related activities which may disturb the surface. In any area where the alignment or facilities are changed, comparable study will be required.

Spot checking during construction is recommended for the area at the rear of the existing structure at the northwest corner of Hollywood and McCadden, the site of an early twentieth century residential structure containing four flats. Archaeological monitoring should be provided should changes in construction plans occur which would necessitate subsurface penetration of Construction Staging Areas 2A or 2B. The area of the large out-house indicated on the 1913 through 1923 maps is of particular interest because of its unusual size and potential for containing deep subsurface deposits which may not have been obliterated by structure demolition and paving.

REFERENCES

Baist, G.Wm.

1912 *Baist's Real Estate Atlas of Surveys of Los Angeles*. G.Wm. Baist, Philadelphia.

1923 *Baist's Real Estate Atlas of Surveys of Los Angeles*. G.Wm. Baist, Philadelphia.

Hatheway, Roger H., and Kevin J. Peter

1987 *Cultural Resources Technical Report: Los Angeles Rail Rapid Transit Project (Metro Rail) MOS 2, Candidate Alignments 1 to 5*. Prepared for Southern California Rapid Transit District. Greenwood and Associates, Pacific Palisades, CA.

City of Los Angeles, Cultural Affairs Department

1994 *Historic-Cultural Monuments 1-588*. Cultural Heritage Commission.

Robinson, W.W.

1966 *Maps of Los Angeles: From Ord's Survey of 1849 to the End of the Boom of the Eighties*. Dawson's Bookshop, Los Angeles. Available at UCLA Bruman Map Library.

Sanborn Fire Insurance Company

1907 *Hollywood*. Sanborn Map Company, New York.

1913 *Hollywood*. Sanborn Map Company, New York.

1919 *Los Angeles*. Vol. 10, pp. 1018, 1019. Sanborn-Perris Company, New York.

1935 *Los Angeles*. Vol. 10, pp. 1018, 1019. Sanborn-Perris Company, New York.

1951 *Los Angeles*. Vol. 10, pp. 1018, 1019. Sanborn-Perris Company, New York.

1954 *Los Angeles*. Vol. 10, pp. 1018, 1019. Sanborn-Perris Company, New York.

United States Army

1921 *Santa Monica, California*. 15 Minute Series Quadrangle.

United States Geological Survey

1926 *Burbank, California*. 15 Minute Series Quadrangle.

1902 *Santa Monica, California*. 15 Minute Series Quadrangle.

City of Los Angeles Engineering Department (Historic Maps)

1873 Township Plat; Township 1 South, Range 14 West. Surveyor General's Office. Map No. 499.

1881 Township Plat; Township 1 South, Range 14 West. Surveyor General's Office. Map No. 500.

Individuals Consulted

James Sowell, Metropolitan Transportation Authority

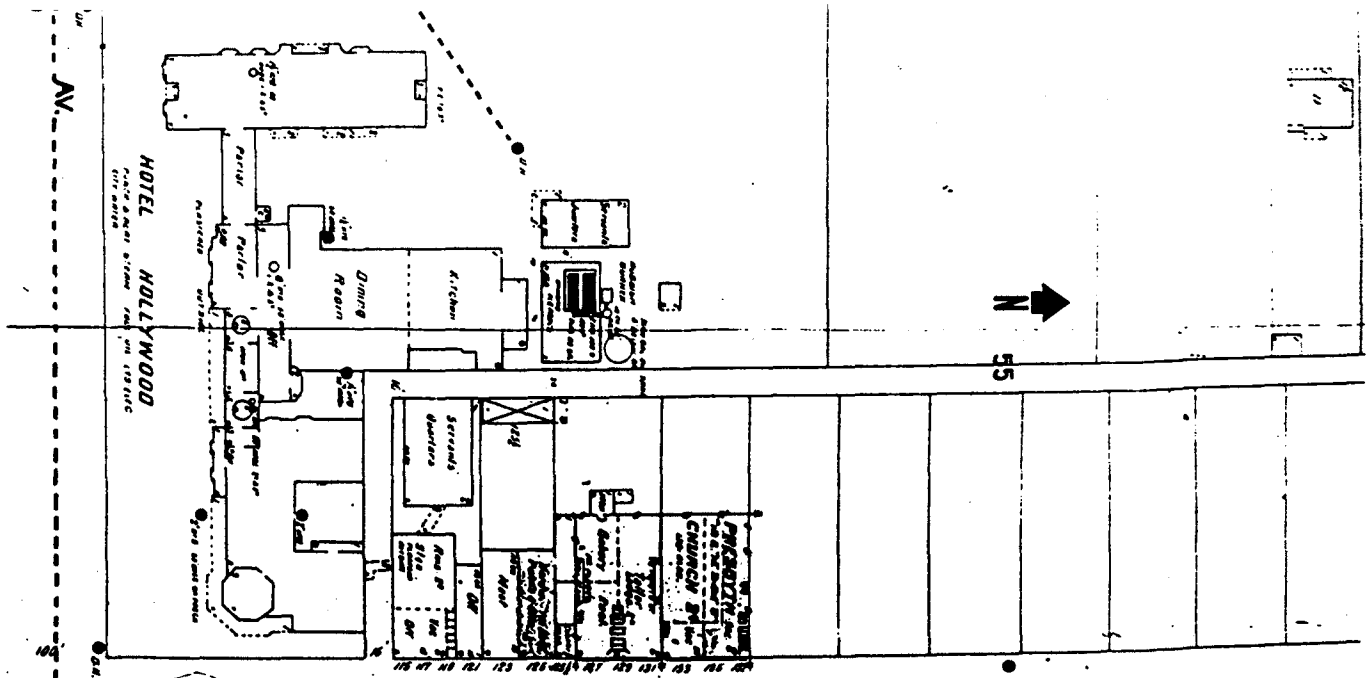
Point of Contact

Los Angeles, California
Telephone conversation,
Nov. 29, 1994

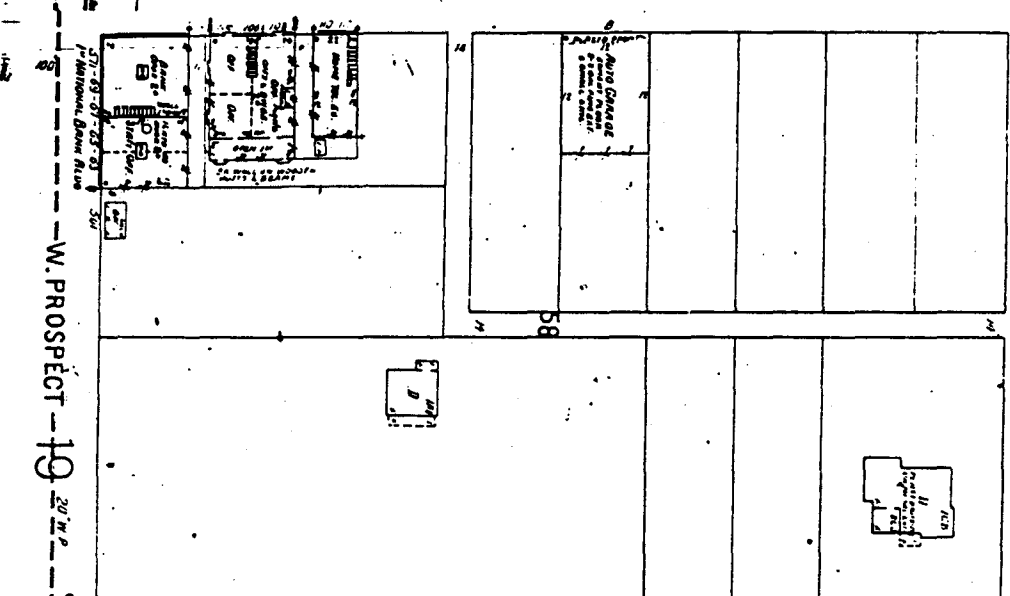
APPENDIX A

HISTORIC MAPS OF HOLLYWOOD/HIGHLAND STATION AREA

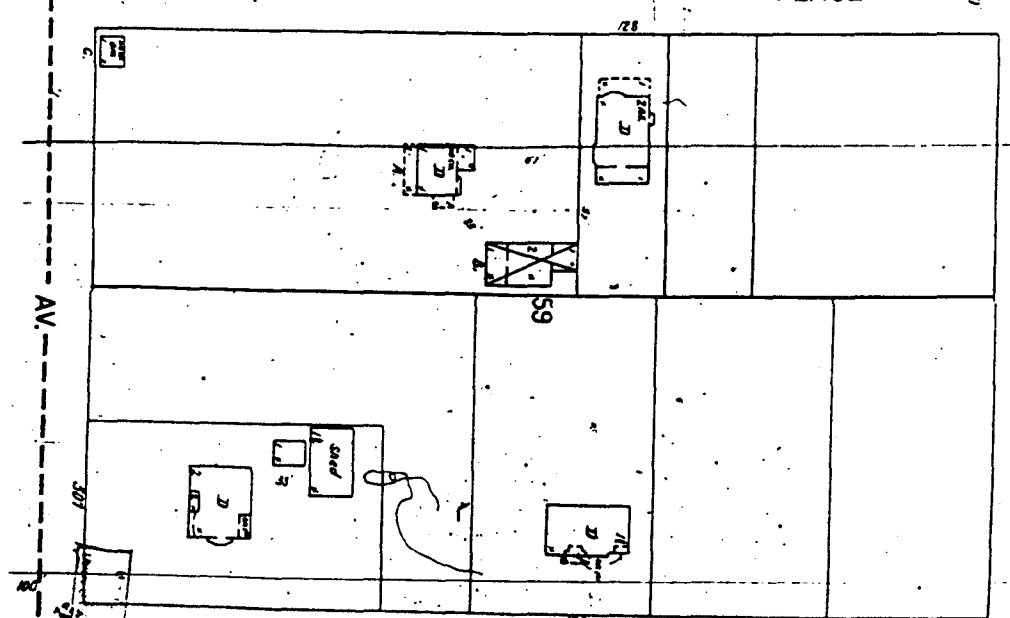
**1907 SANBORN MAP
HOLLYWOOD/HIGHLAND STATION AREA**



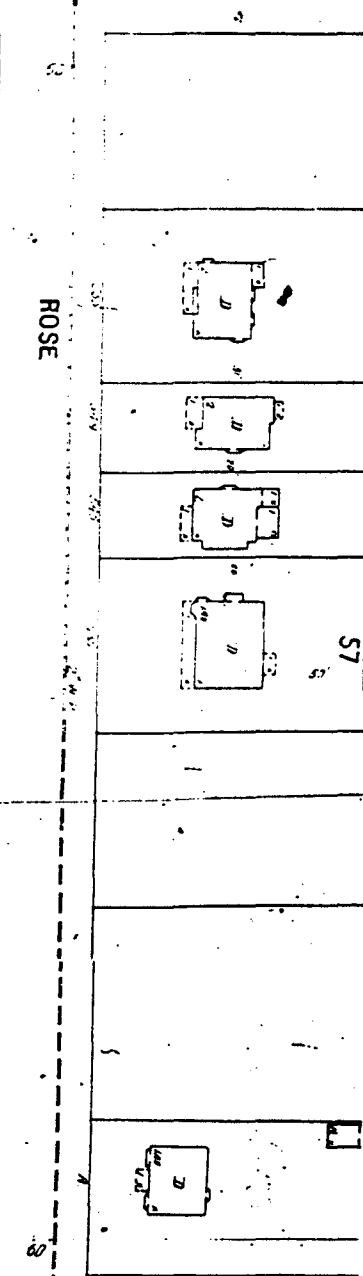
N. HIGHLAND AV.



McCADDEN PLACE

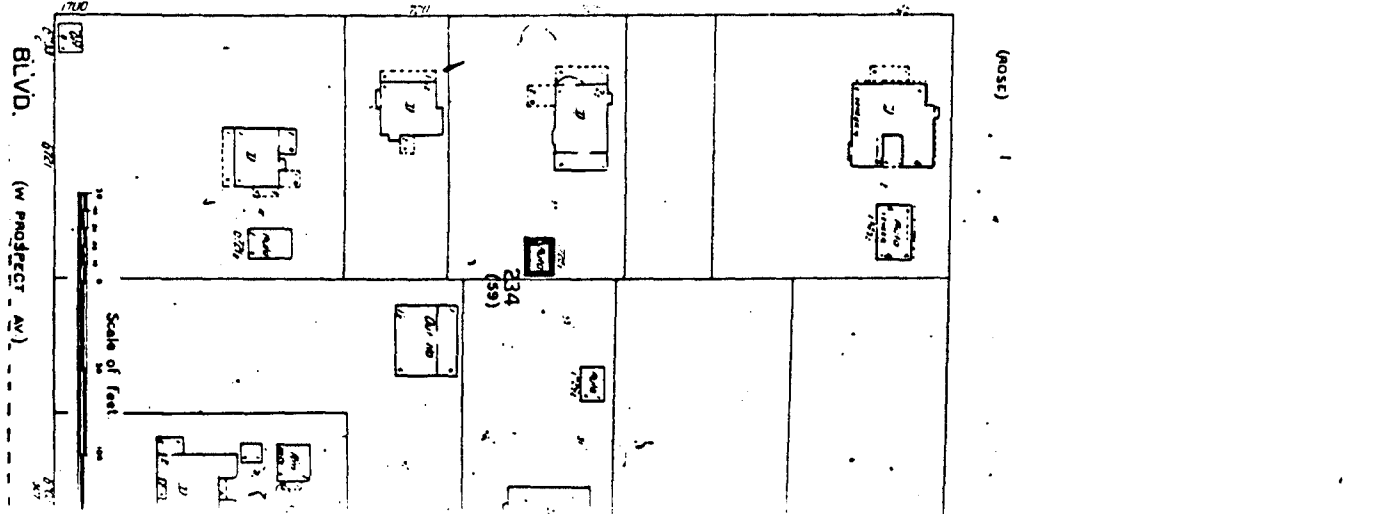
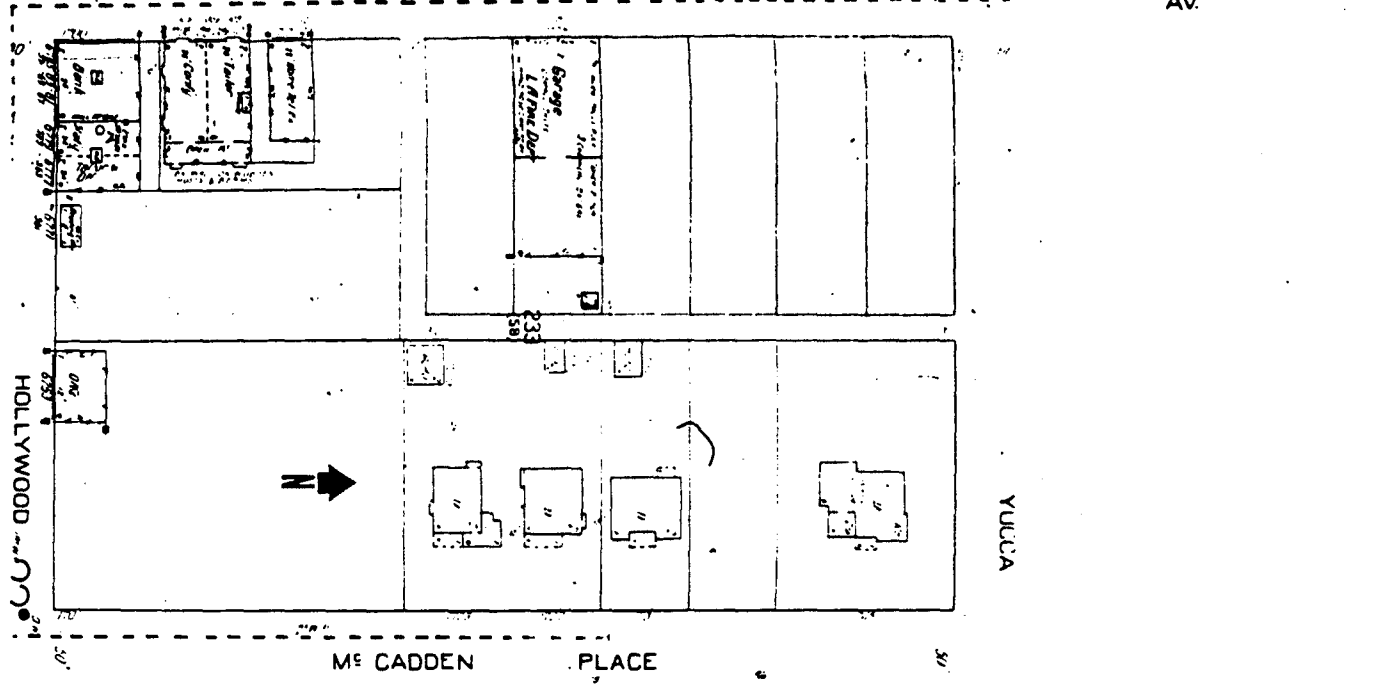
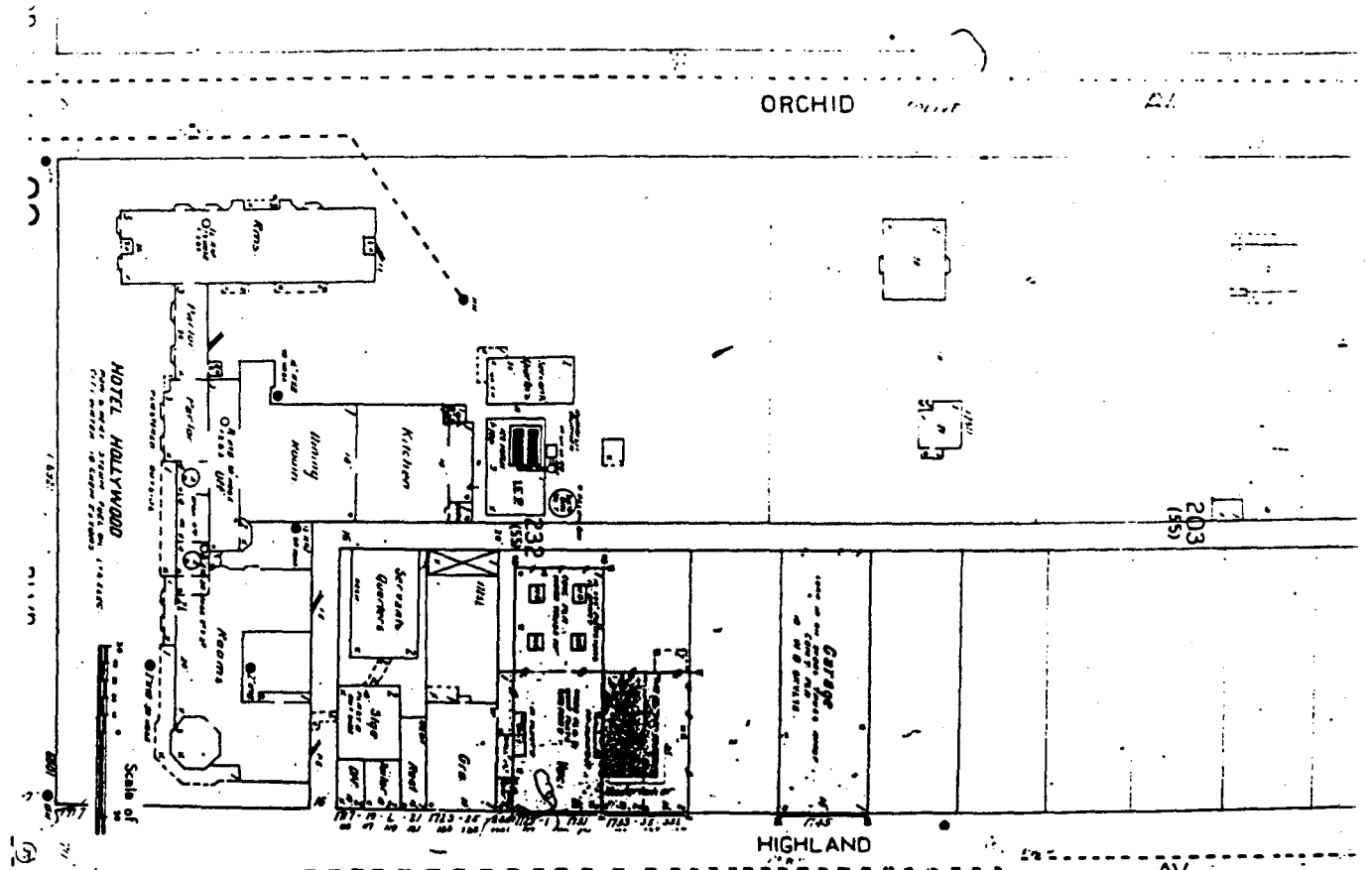


N. PALM AV.



W. PROSPECT

**1912 SANBORN MAP
HOLLYWOOD/HIGHLAND STATION AREA**



ORCHID

21

203
(59)

HIGHLAND

AV.

YUCCA

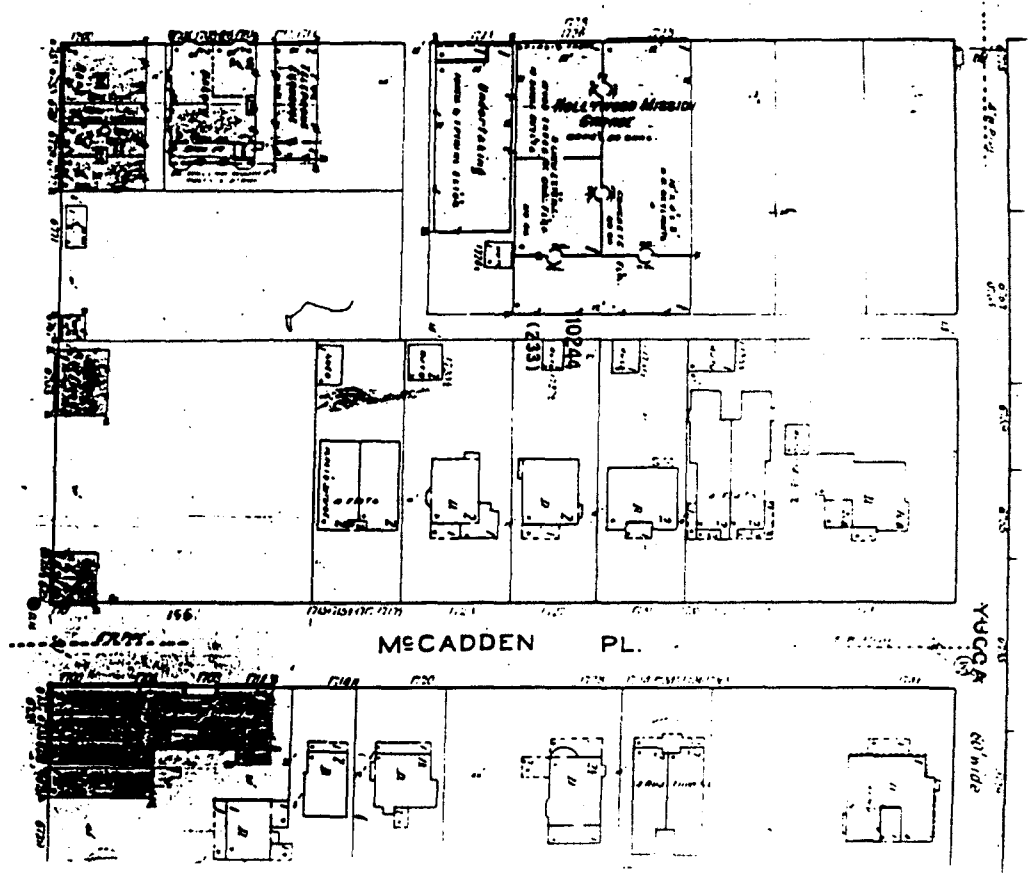
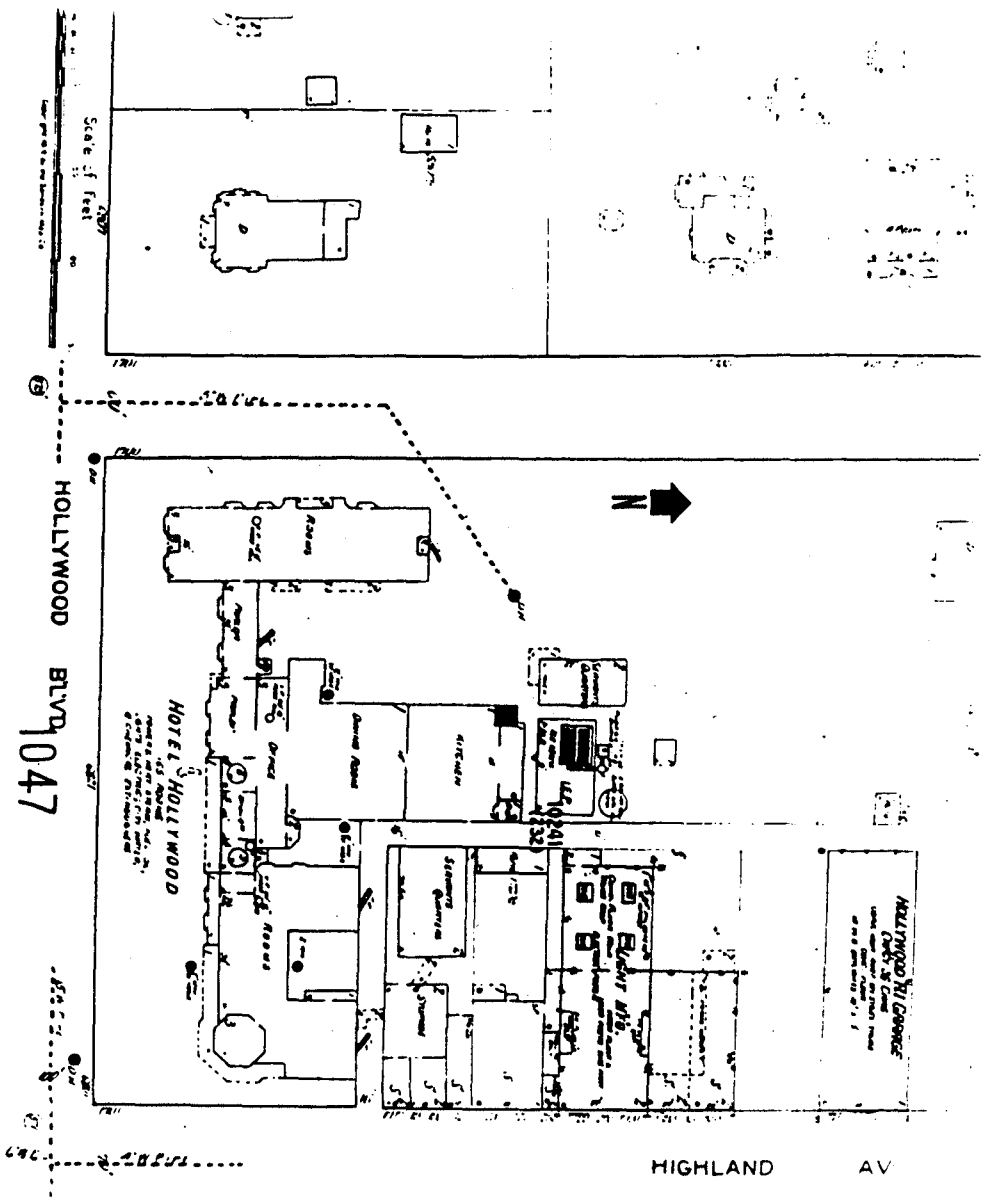
ME CADDEN PLACE

(59)

BLVD. (W PROJECT AV.)

234
(59)

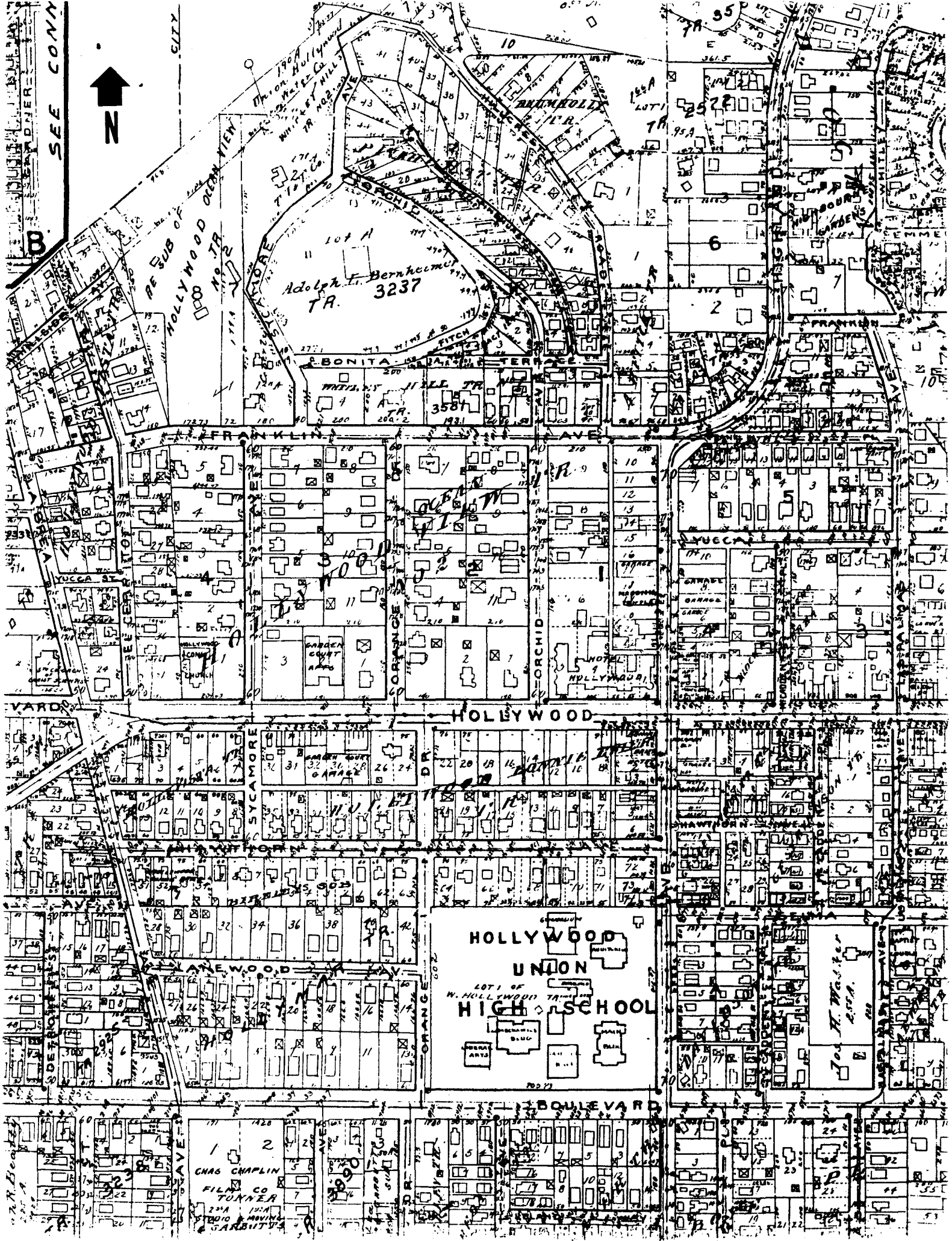
**1919 SANBORN MAP
HOLLYWOOD/HIGHLAND STATION AREA**



**1923 BAIST MAP
HOLLYWOOD/HIGHLAND STATION AREA**



SEE CONN



Adolph F. Bernheimer
TR. 3237

HOLLYWOOD
UNION
HIGH SCHOOL

CHAS CHAPLIN
FILM CO
TUNNER
254 154A
STUDIO & MOVING
GARBITTY

SEE CONN
N
RE SUB OF HOLLYWOOD OCEAN VIEW
HOLLYWOOD TR. 1000
M.P. TR. 1092
1711
1712
1713
1714
1715
1716
1717
1718
1719
1720
1721
1722
1723
1724
1725
1726
1727
1728
1729
1730
1731
1732
1733
1734
1735
1736
1737
1738
1739
1740
1741
1742
1743
1744
1745
1746
1747
1748
1749
1750
1751
1752
1753
1754
1755
1756
1757
1758
1759
1760
1761
1762
1763
1764
1765
1766
1767
1768
1769
1770
1771
1772
1773
1774
1775
1776
1777
1778
1779
1780
1781
1782
1783
1784
1785
1786
1787
1788
1789
1790
1791
1792
1793
1794
1795
1796
1797
1798
1799
1800
1801
1802
1803
1804
1805
1806
1807
1808
1809
1810
1811
1812
1813
1814
1815
1816
1817
1818
1819
1820
1821
1822
1823
1824
1825
1826
1827
1828
1829
1830
1831
1832
1833
1834
1835
1836
1837
1838
1839
1840
1841
1842
1843
1844
1845
1846
1847
1848
1849
1850
1851
1852
1853
1854
1855
1856
1857
1858
1859
1860
1861
1862
1863
1864
1865
1866
1867
1868
1869
1870
1871
1872
1873
1874
1875
1876
1877
1878
1879
1880
1881
1882
1883
1884
1885
1886
1887
1888
1889
1890
1891
1892
1893
1894
1895
1896
1897
1898
1899
1900

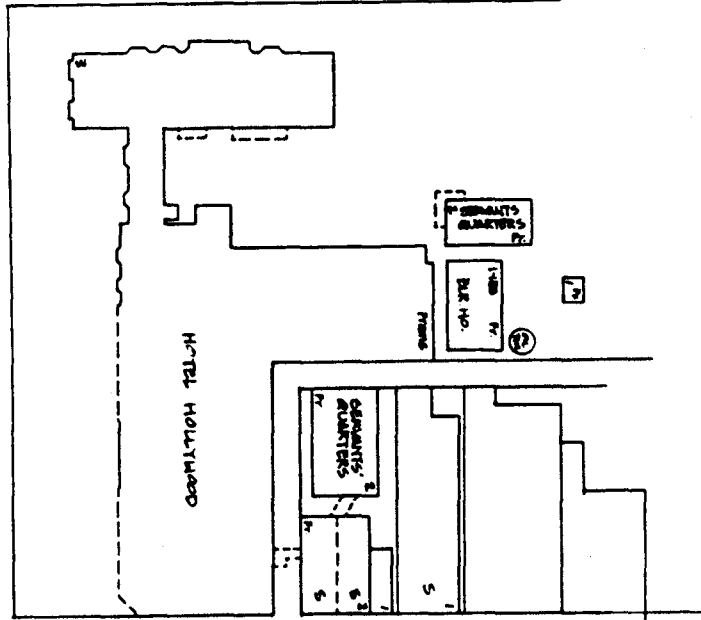
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200

**1935 SANBORN MAP
HOLLYWOOD/HIGHLAND STATION AREA**

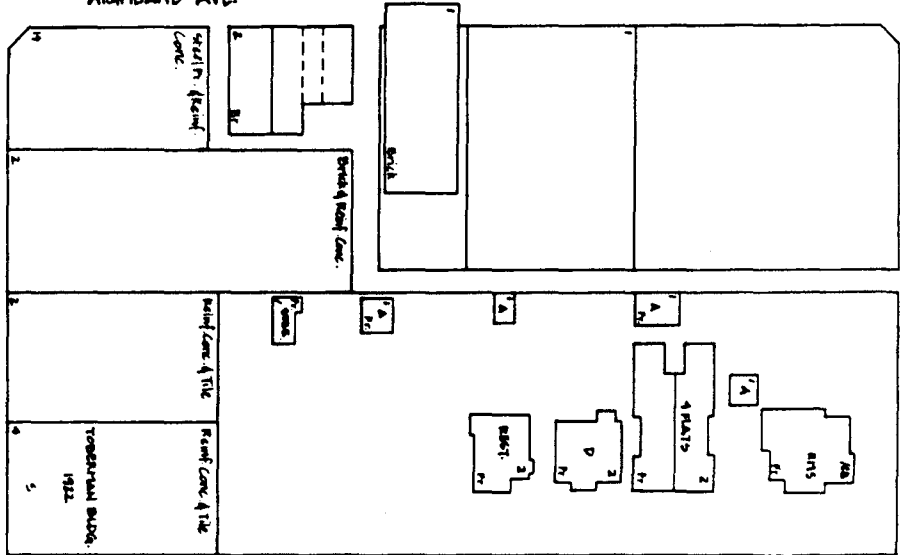
ORCHID AVE.



HOLLYWOOD BLVD.

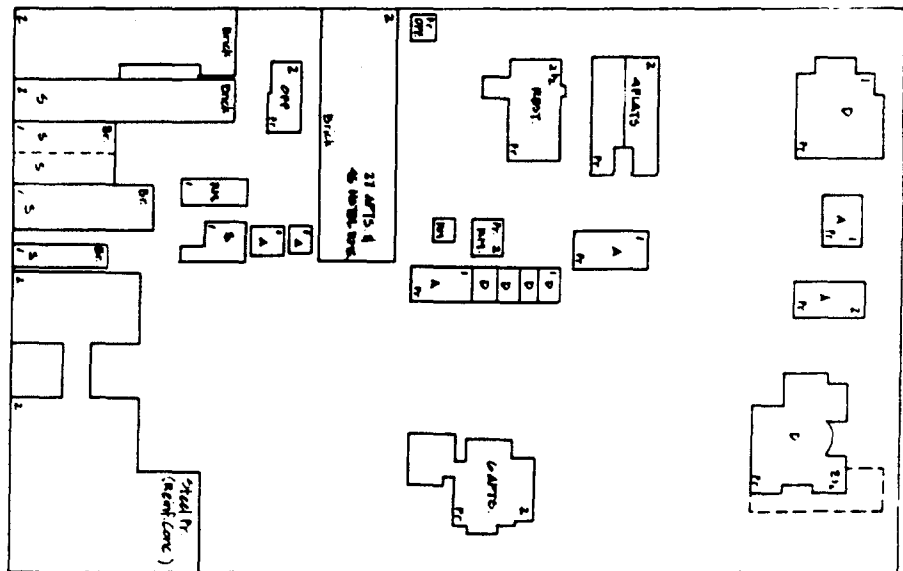


HIGHLAND AVE.



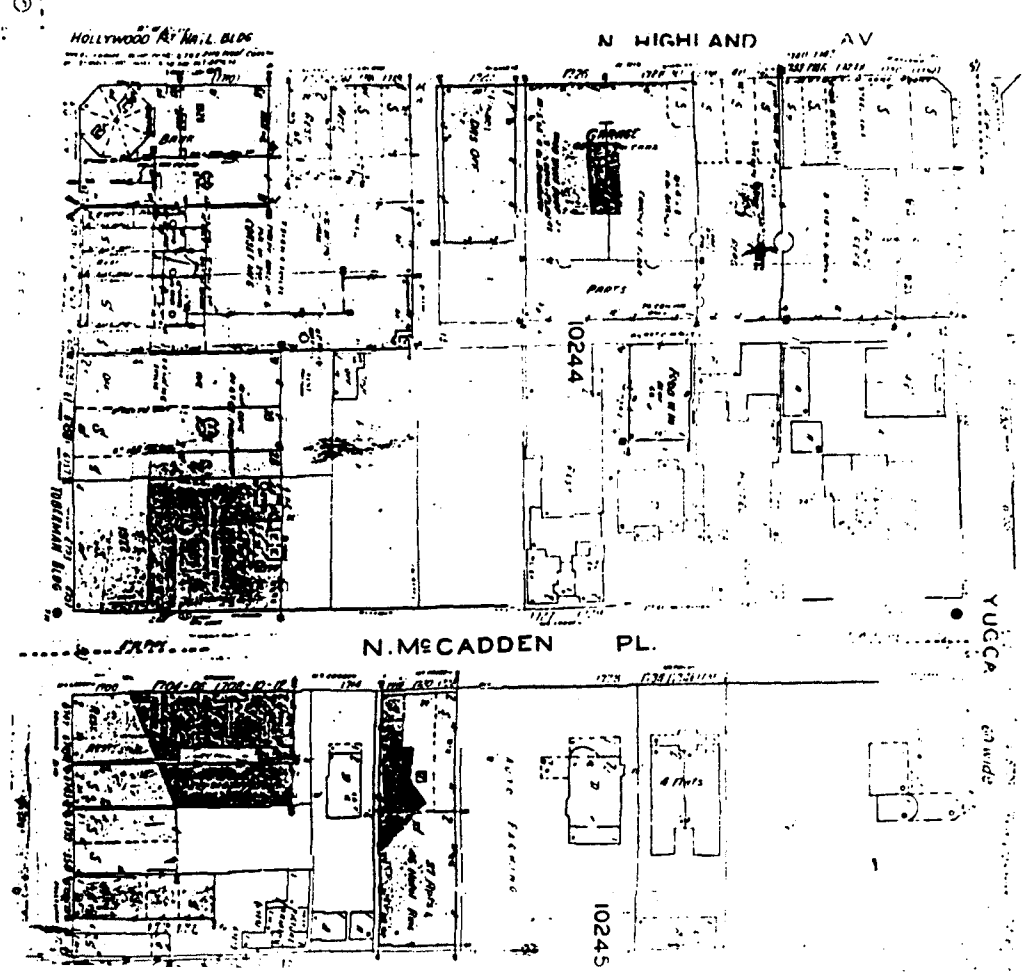
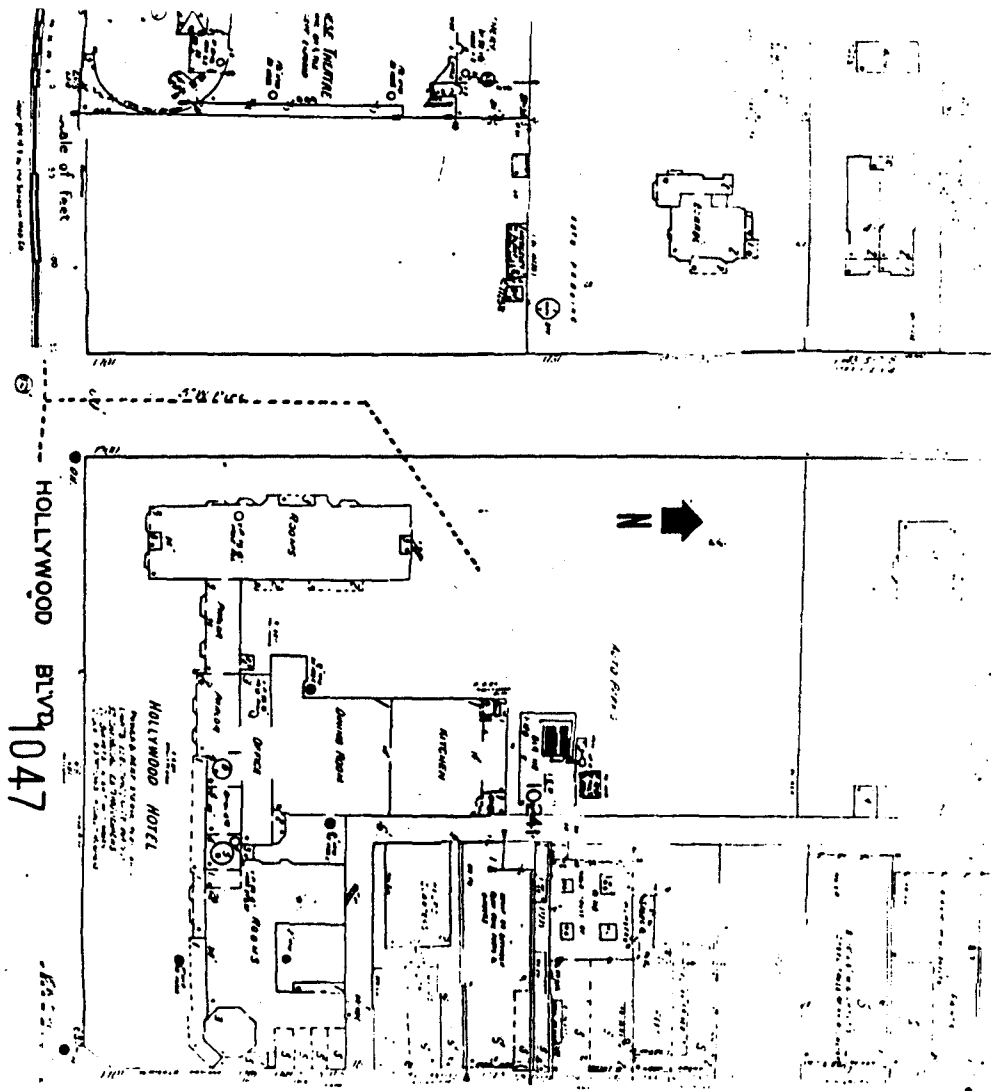
N. McCADDEN PL.

HOLLYWOOD BLVD.

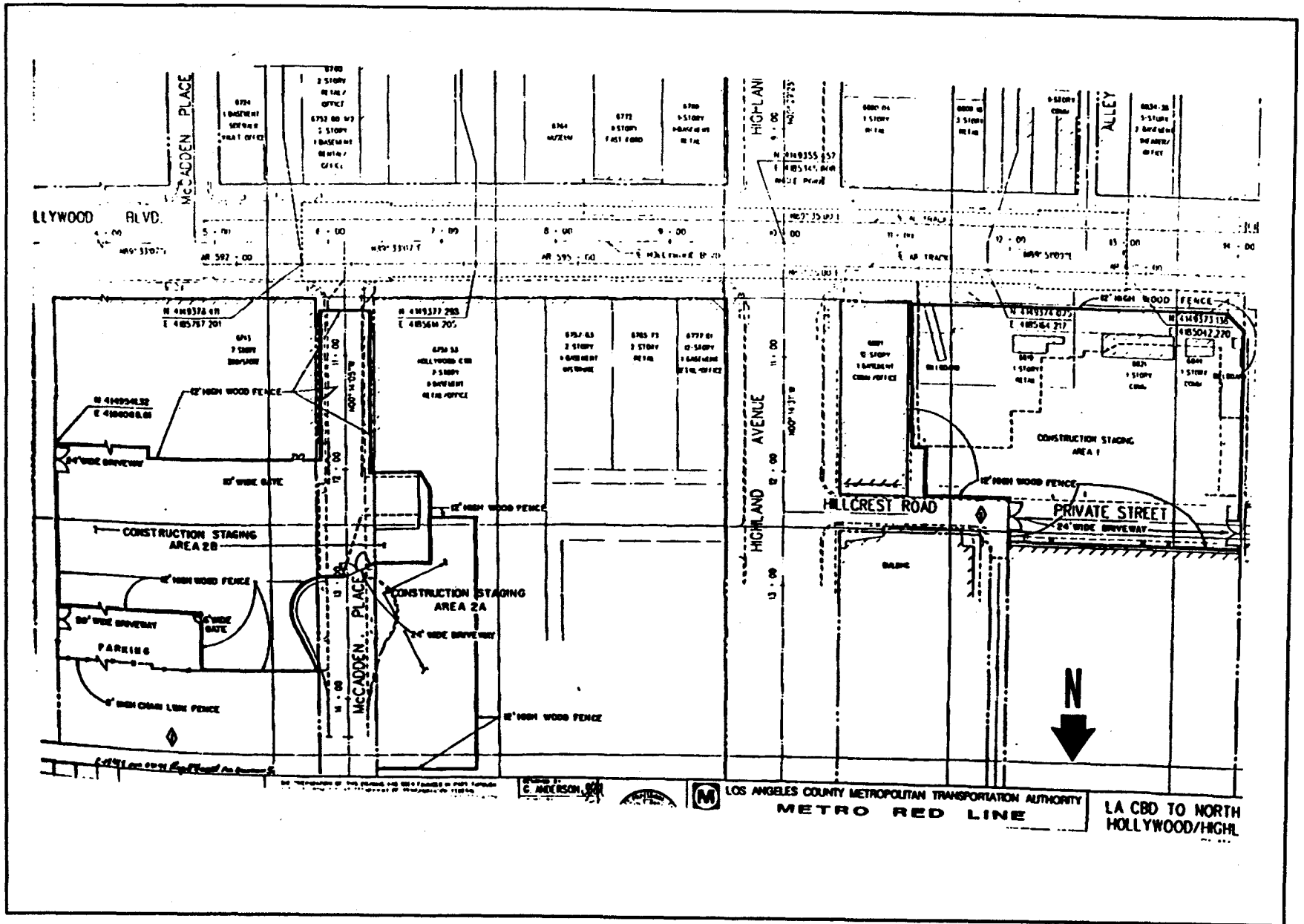


LAS PALMAS AVE.

**1951 SANBORN MAP
HOLLYWOOD/HIGHLAND STATION AREA**



APPENDIX B
MAP OF CONSTRUCTION AREAS



Map of Construction Areas