IDENTIFICATION STUDY
FOR
CULTURAL RESOURCES WITHIN PROPOSED METRO RAIL SUBWAY STATION LOCATIONS IN METROPOLITAN LOS ANGELES, CALIFORNIA

Prepared For:

Southern California Rapid Transit District
Metro Rail Transit Project
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Project No. 30289/35111000

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May 1985

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IDENTIFICATION STUDY

1.0 INTRODUCTION

This report details the result of investigations undertaken to identify cultural resources that may be adversely affected during construction of three proposed subway stations located in metropolitan Los Angeles, for the Southern California Rapid Transit District's Metro Rail system. Research was focused specifically upon proposed subway stations located at Los Angeles Union Passenger Terminal, near the intersection of Alameda and Macy Streets; Civic Center, on Hill Street between First and Temple Streets; and Hill Street, between Fifth and Fourth Streets. Development of this Identification Study is in compliance with 36 CFR 800.4 and with Section II-A, of the Memorandum of Agreement among the Advisory Council on Historic Preservation, California State Historic Preservation Office, The Urban Mass Transportation Administration and Southern California Rapid Transit District. All phases of investigation conform with guidelines and procedures set forth in the Advisory Council on Historic Preservation's, "Treatment of Archaeology and Historic Preservation Standards and Guidelines," as provided in 36 CFR Part 61, and 36 CFR Part 66. All research was conducted by a professional archaeologist possessing necessary qualifications as required in 36 CFR Part 66, Appendix C.

The objective of the Identification Study was to identify potential National Register eligible properties that could be adversely affected as a result of construction of the proposed subway stations. As construction of each proposed station would require extensive ground surface disturbance through excavation of subway vaults, cultural resources located within the project boundaries could be adversely affected. The objectives of the study were achieved by completion of extensive archival research augmented by interviews with knowledgeable regional experts. Sufficient data were

compiled to determine a potential for encountering cultural resources at Los Angeles Union Passenger Terminal and at Hill Street near the intersection of Hill and Fifth Streets. Because no in-field subsurface excavations were completed during this study, the specific nature or integrity of these potential resources is at present unclear.

2.0 METHODS

The Initial Study completed for the Environmental Impact Statement for the Metro Rail Project included archival research, interviews with knowledgeable researchers, and an in-field archaeological survey (WESTEC 1983). The result of these investigations revealed a potential for encountering cultural resources at several proposed subway stations.

Included among these were the Los Angeles Union Passenger Terminal, Civic Center, and Fifth and Hill Street locations. As a means of clarifying this potential for the presence of cultural resources, research undertaken for the current Identification Study was intensified and focused specifically upon these three proposed station locations. The principal tasks completed included extensive archival research augmented by interviews with individuals knowledgeable about archaeological resources within the immediate study areas. All pertinent historical documents were compiled from three principal repositories in Los Angeles. Historic maps, street profiles and plans were collected from the Bureau of Engineering, Los Angeles City Hall; Sanborn Maps from the Geography Map Library, California State University, Northridge; and photographs from the Los Angeles Public Library. Individuals contacted included:

Dr. Charles Rozaire, Los Angeles County Museum of Natural History

Mr. Robert Wlodarski, California Department of Transportation

Ms. Lois Webb, California Department of Transportation

Ms. Jeanne Poole, El Pueblo de Los Angeles Historic Park

Dr. Jay Frierman, El Pueblo de Los Angeles Historic Park

Advice was also sought from California State Historic Preservation Office representatives, Mr. Hans Kreutzberg and Ms. Lucinda Woodward.

The data compiled during this study provides a clear understanding of the potential for the presence of cultural resources that may be encountered during construction of each proposed subway station. These potentials are discussed in detail in the following results section.

3.0 RESULTS

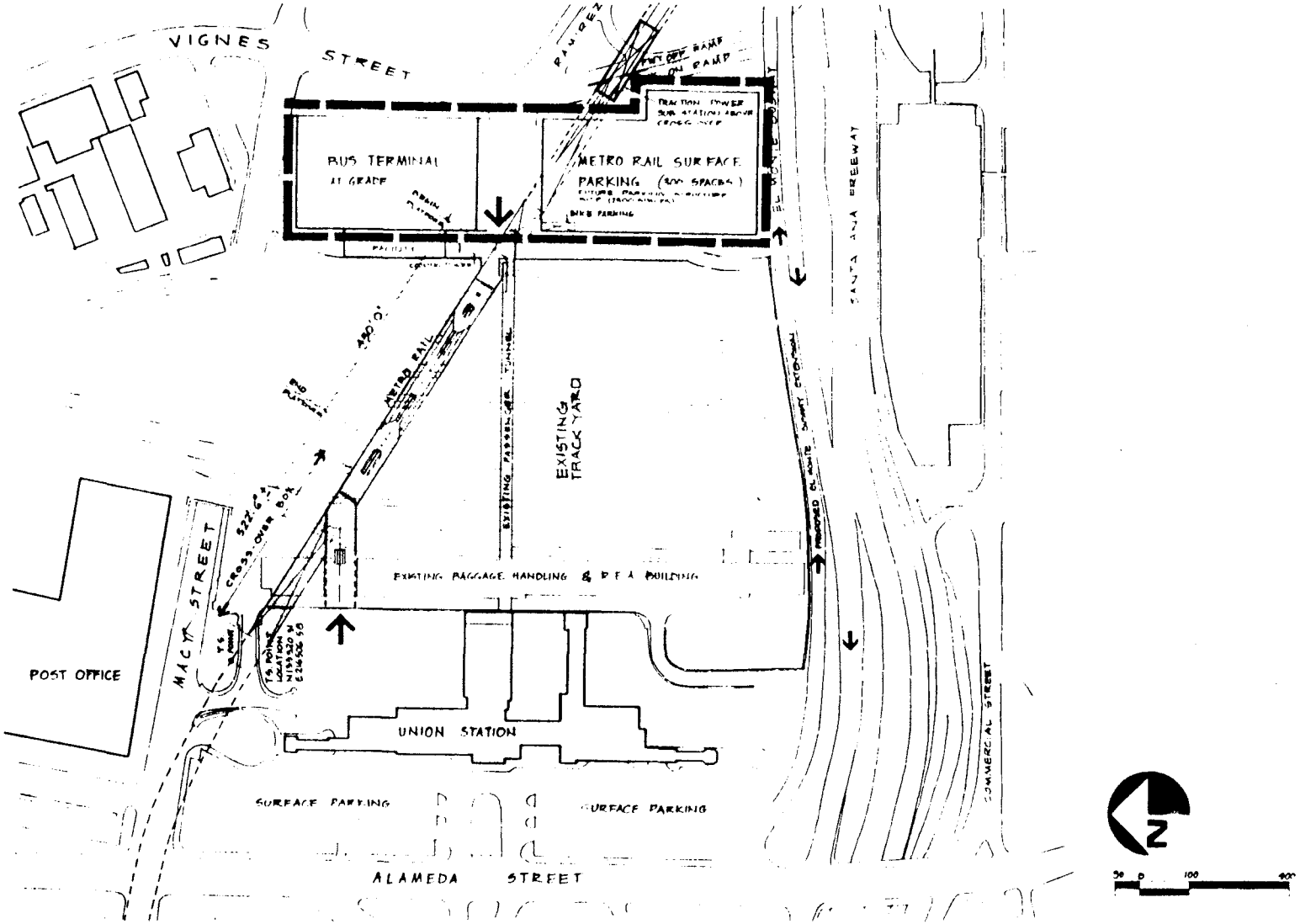
Sufficient historic data has been compiled to address the probability of cultural resources that may be present and encountered during construction of three proposed subway stations located at Los Angeles Union Passenger Terminal, Civic Center, and Fifth and Hill Streets.

3.1 Los Angeles Union Passenger Terminal

Los Angeles Union Passenger Terminal (LAUPT) is included on the National Register of Historic Places principally by virtue of architectural uniqueness. The subway station proposed for Union Station will not affect the LAUPT architecture because the subway station will be situated north of and behind the terminal building. As presently designed, the station extends southeast from the present Rapid Transit District's bus-turn at Macy Street, and crosses the existing track yard (Figure 1). Early maps of Los Angeles show the immediate project area as consisting primarily of agricultural fields until the 1900s (Figures 2 and 3), although some areas were used for commercial and institutional buildings as discussed below.

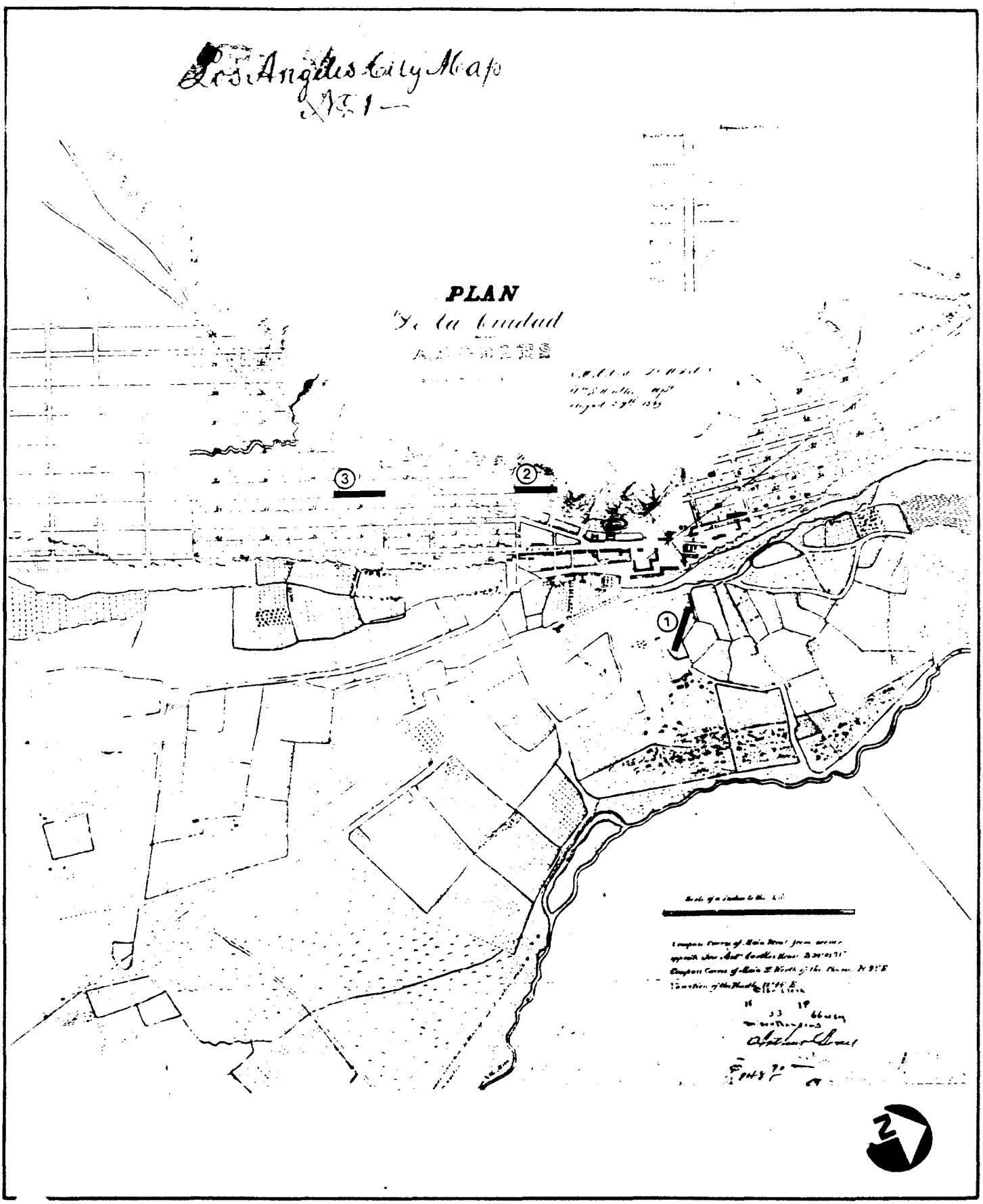
3.1.1 Prehistoric Resources

Los Angeles Union Passenger Terminal was built upon land that fell within the active Los Angeles River flood plain, and was subjected to periodic and severe



Proposed Subway Station Union Station (Southern California Rapid Transit Metro Rail Map 1983)

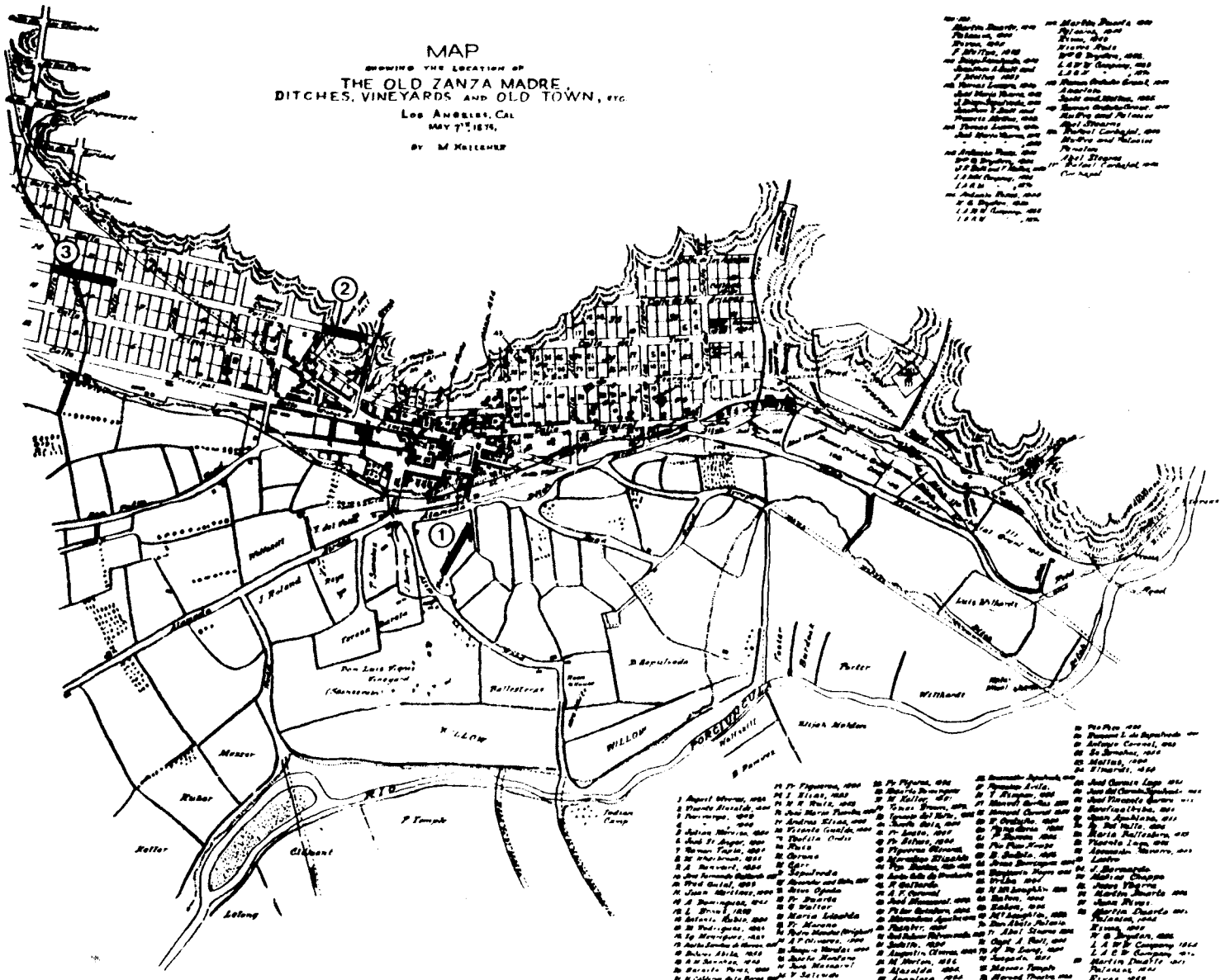
FIGURE 1



Proposed Station Locations Plotted on Los Angeles City Map No. 1 (Ord 1849)

1. Union Station 2. Civic Center 3. Fifth and Hill

FIGURE 2



Proposed Station Locations Plotted on Old Zanza (SIC) Madre Map (Kelleher 1875)

1. Union Station 2. Civic Center 3. Fifth and Hill

FIGURE 3

flooding in the past (Huey, Romani and Webb 1980; Weitze 1980). To prevent possible damage to the passenger terminal by floods, as much as 20 feet of fill soil has been brought in to build up the property towards the east and as little as 4 feet on the west underneath the public parking lot. It is possible that cultural resources were buried intact below this fill soil and preserved. Evidence in support of this theory is provided by the discovery of Indian artifacts during construction of Union Station, which Johnston (1962:121) considered to be associated with the Gabrielino village of Yangna. Unfortunately, the precise location within the Union Station property where these artifacts were recovered is not provided by Johnston.

More conclusively, excavations completed across Alameda from Union Station, adjacent to the Hollywood Freeway on-ramp at site LAn-7, revealed an intact cultural deposit aproximately 2 meters in depth below approximately 1 meter of fill soil (Wlodarski, Romani and Webb 1985). This deposit contained artifacts assignable to each cultural period recorded for Los Angeles, including prehistoric Indian artifacts (Frierman 1985), and is approximately on a parallel contour (based on recent soil boring logs) with a point immediately below the fill level near the bus turn around. In light of these discoveries in the immediate vicinity of the project area, the potential for encountering cultural materials below the fill soil at Union Station is considered high.

Prehistoric resources within the affected area at Union Station may be encountered below the original fill level at what was once the historic ground surface. The exact depth of fill varies across the facility; it may be as shallow as 3-4 feet in front of the Union Station block and as deep as 20 feet in the tracks area. Because documentation of the exact location of previous archaeological finds is ambiguous, it is difficult to pinpoint an area of higher or lower sensitivity. Resources that may have existed in the track area to the rear of Union Station may be relatively undisturbed by historic activities and the placement of up to 20 feet of fill but may have suffered

severe displacement by past flooding and natural soil movement. Conversely, prehistoric resources that may exist under the more shallow 3-4 feet of fill in the front may have been disturbed by historic land use.

The type of prehistoric artifacts and cultural debris that could be found subsurface may range from intact midden deposits to isolated artifact finds and may contain human burials/remains.

3.1.1.1 Midden Deposits

Generally, a midden deposit is defined as a soil deposit containing cultural debris, greasy soils, faunal remains, ash/charcoal, seeds and other evidence of a broad range of rather intensive human use. An intact midden deposit possessing a wide range of artifacts might qualify for the National Register and would potentially pose the greatest constraint to construction in terms of delay time and temporary avoidance.

3.1.1.2 Human Burials/Remains

Although no human burials or remains have been reported for the immediate Union Station area, there is some potential for their presence within a midden deposit. Human remains may vary from in-place formal inhumations to cremations or scattered bones.

3.1.1.3 Isolated Artifacts/Features

Isolated prehistoric features such as hearths, shell deposits, or other concentrations of artifacts may be encountered during monitoring of trenching or excavation. Without reference to a larger site, these are likely to have local significance rather than State or National Register status, and while important as sources of raw data, they do not pose major construction constraints, nor require timely concurrence procedures.

3.1.2 Contact Period Resources

Contact period resources are those middens, artifacts or cultural debris that were produced by native peoples after Spanish intrusion in 1769, but before wide-scale acculturation circa 1840. Examples might include glass arrowpoints, metal spears or ceramic vessels with handles. These resources could include human burials or remains. The potential for significant contact period resources is greater near the intersection of Alameda and Commercial Streets in the general area of the reported historic rancheria.

3.1.2.1 Midden Deposits

The type of contact period artifacts and cultural debris that could be found subsurface may range from intact midden deposits to isolated artifact finds. Generally, a contact period midden deposit is defined as a soil deposit produced after 1769 A.D. and containing cultural debris of both traditional Native American and European-influence, greasy soils, faunal remains, ash/charcoal, seeds and other evidence of a broad range of rather intensive human use. An intact midden deposit possessing a wide range of artifacts might qualify for the National Register and would potentially pose the greatest constraint to construction in terms of delay time and temporary avoidance.

3.1.2.2 Human Burials/Remains

In general, there is probably less potential for human burials within a contact rancheria because of acculturated burial patterns which included burial in Christian cemeteries or removal of the deceased to outlying areas because of health risks. This may be an important consideration because construction is less likely to be delayed as a result of the lesser potential for burials and because burials determined to be less than 100 years of age do not, under State law, require Native American consultation.

3.1.2.3 Isolated Artifacts/Features

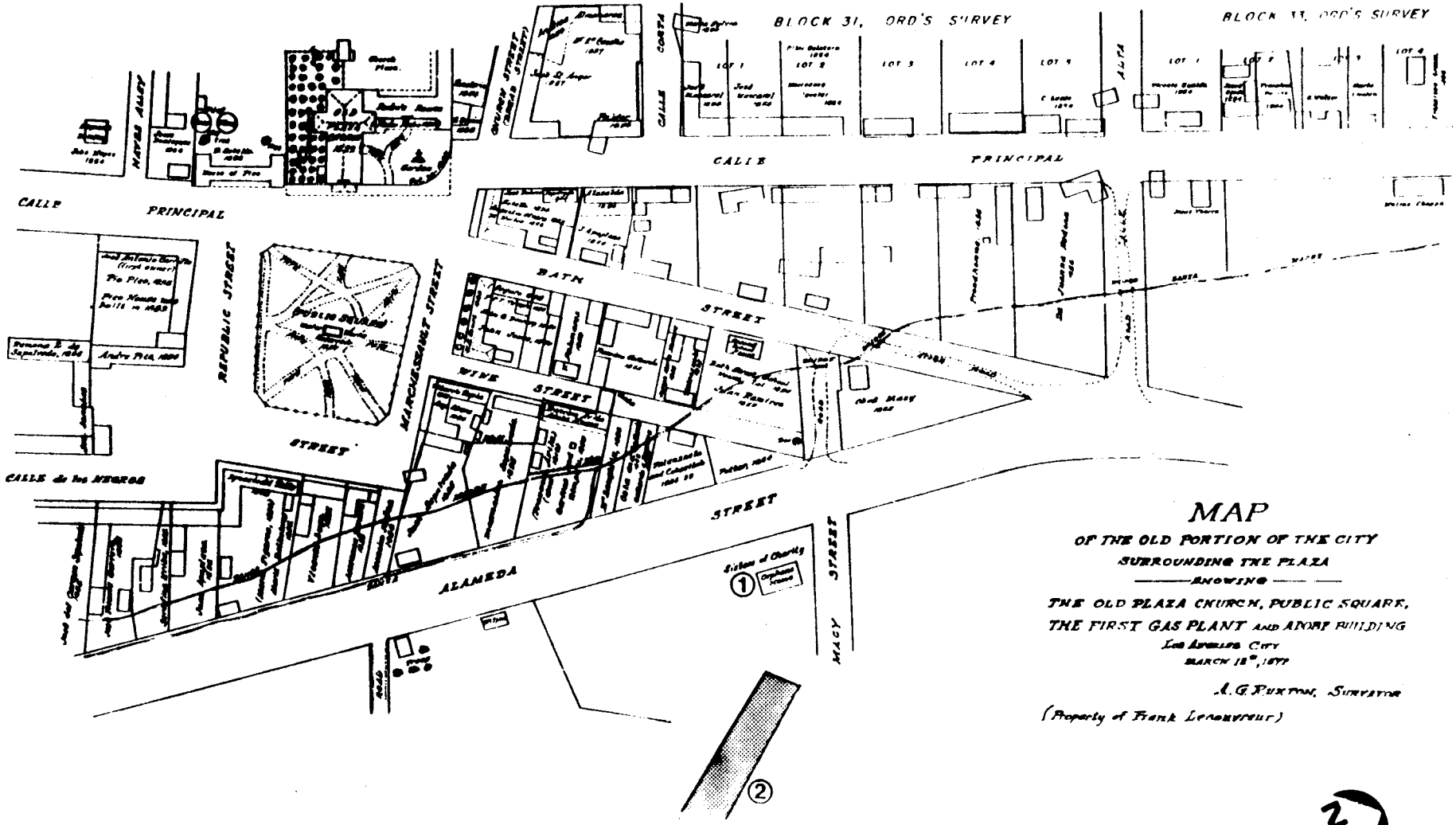
Isolated contact period features such as hearths, shell deposits, or other concentrations of early historic Native American artifacts may be encountered, during monitoring of trenching or excavation. Without reference to a larger site, these are likely to have local significance rather than State or National Register status, and while important as sources of raw data, they do not pose major construction constraints, nor require timely concurrence procedures.

Contact period resources encountered during excavation will be immediately evaluated by the Monitoring Archaeologist. Resources may be determined as important or significant if they can clearly demonstrate culture changes and processes as a result of non-native influences; if they reflect a unique period or cultural horizon that has been previously undocumented for the area; or if the quantity and range of artifacts and cultural debris are such that the data base will lend itself to analysis and can provide insights into known research problems and questions.

3.1.3 Historic Resources: Anglo Period

3.1.3.1 Sisters of Charity Orphanage

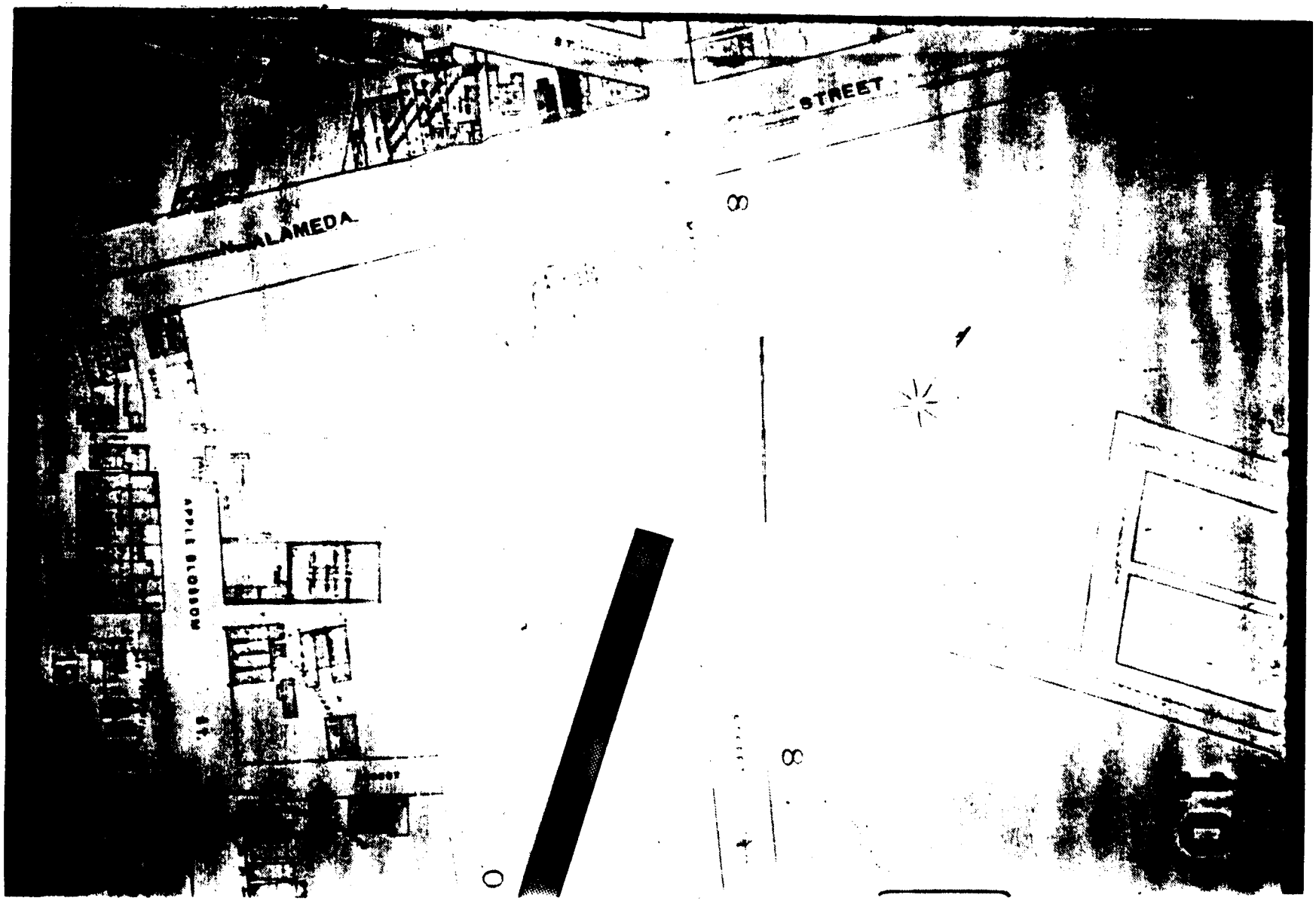
In 1856, the property on the southeast corner of Alameda and Macy Streets, containing approximately 10 acres, was sold by B.D. Wilson to the Catholic Church. Here, the Sisters of Charity School and Orphanage was established. The school and orphanage included a three-story school building which once stood at the corner of Alameda and Macy Streets, a two-story residence with a parlor, a two-story combination playroom, dining room, and kitchen with attached wash house, a single-story hay building, an arbor, a poultry yard, well and pump, and various out-buildings (Figures 4 through 6). After operating in this location for 35 years, the orphanage was moved to Boyle Heights in 1891 (Spitter 1951). If they still exist subsurface, architectural and archaeological remains of the Sisters of Charity Orphanage are unlikely to meet



Location of Proposed Union Station Subway Station. Plotted on Map of First Gas Plant (Lecouvreur 1872)

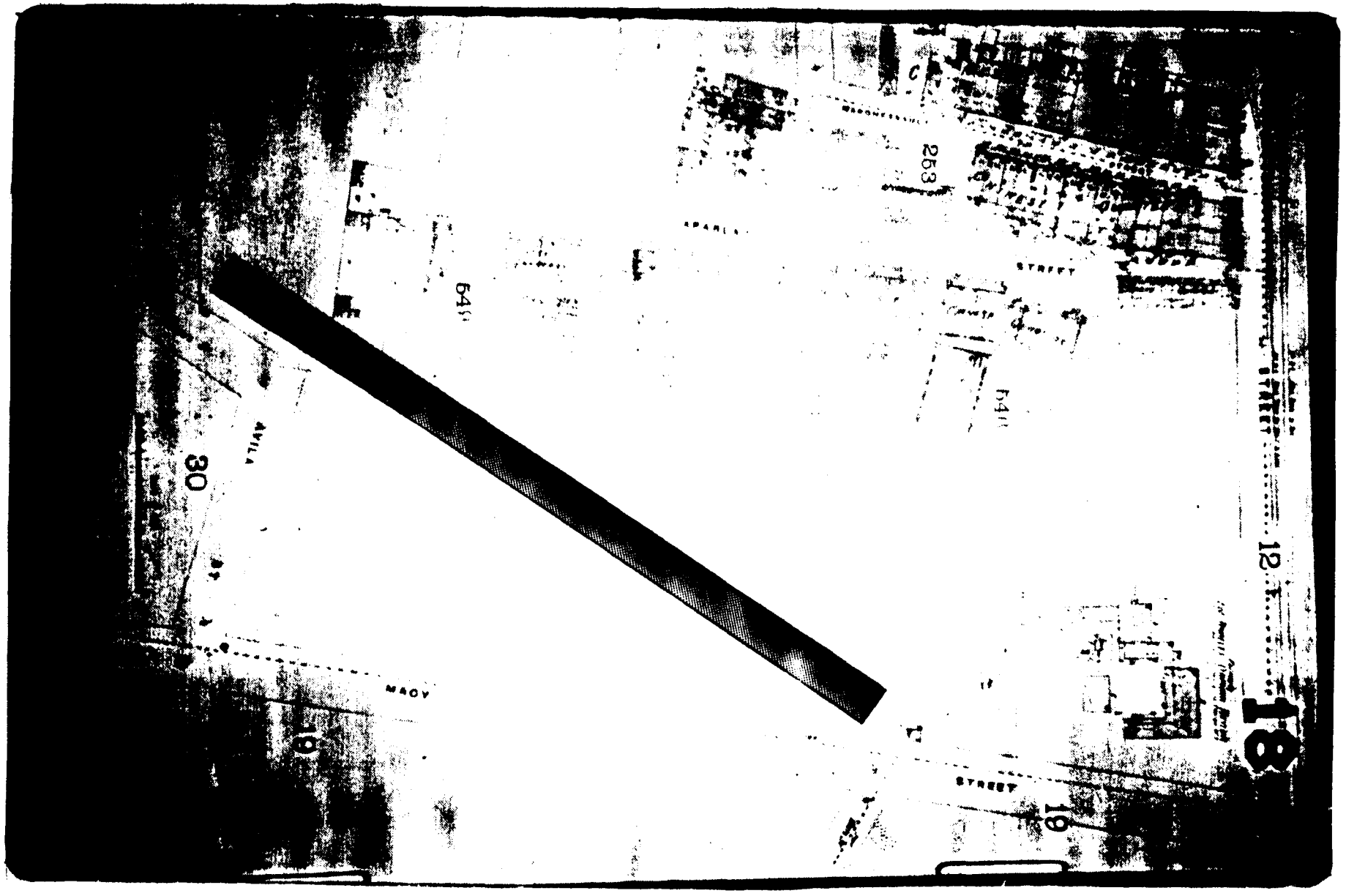
1. Sisters of Charity Orphans Home 2. Proposed Station

FIGURE 4



Proposed Subway Station at Union Station Plotted on 1888 Sanborn Fire Map

FIGURE 5



Proposed Subway Station at Union Station Plotted on 1894 Sanborn Fire Map

FIGURE 6

National Register criteria. Although possible, it appears improbable that such properties would possess the integrity or level of resource significance.

3.1.3.2 Griffith Lumber Yard and Commercial Buildings

The Sisters of Charity property was sold to J.M. Griffith, who established a lumber yard at this location. By 1900 Griffith sold the property to the Southern Pacific Railroad which apparently razed or removed all of the buildings on the property, replacing them with spur tracks for the railroad (Figure 7). In 1937, the Los Angeles Union Passenger Terminal was constructed on the property south of Alameda between Aliso and Macy Streets (Figure 8).

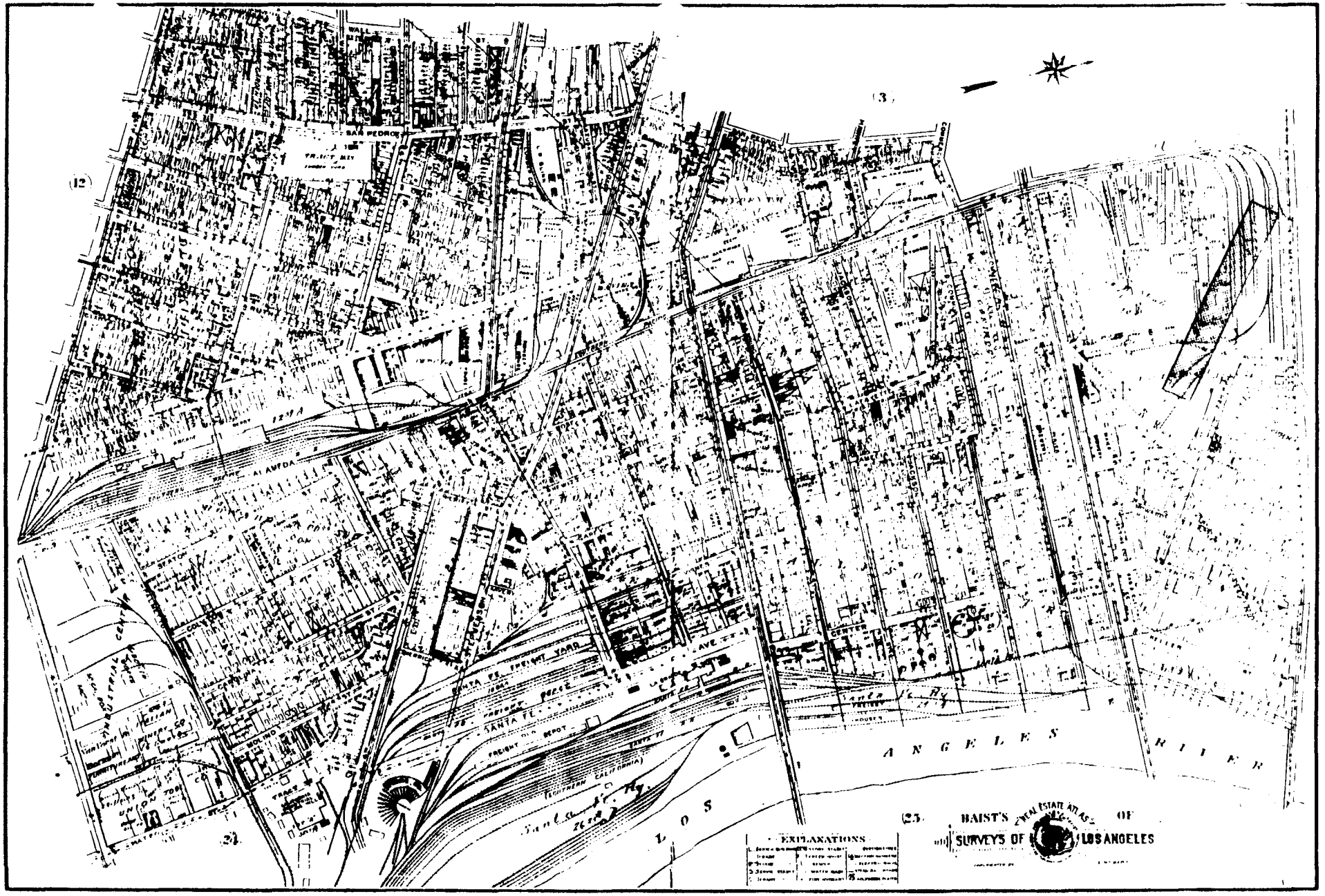
3.1.3.3 Keller Ranch/Hotel de France

Core borings led to the recovery of American period (circa 1860-1900) historic trash (bottles, metal pieces and ceramics) and debris that is probably associated with the Keller Ranch and Hotel de France. These materials came from below the present paved surface of the fee parking lot near Alameda and Aliso Streets (Costello 1980; Padon 1981) and are not likely to exist within the affected project area. However, if they are encountered during project construction, they would have local significance.

3.1.4 Historic Resources: Chinese Period

3.1.4.1 Artifact Deposit

We have no evidence of a National Register eligible deposit, architectural feature or other in-place concentration of Chinese culture within the project area. Chinese period artifacts and other evidence of their material culture have been found underneath the fill in the southern portion of the surface parking lot in front of Union Station and west of Alameda Street at LAn-7 (Frierman 1985). If such resources are found in the project area, they could potentially be National Register eligible because



Proposed Station Located at Union Station as Plotted on Baist's Real Estate Map of Los Angeles, (1912)

FIGURE 7

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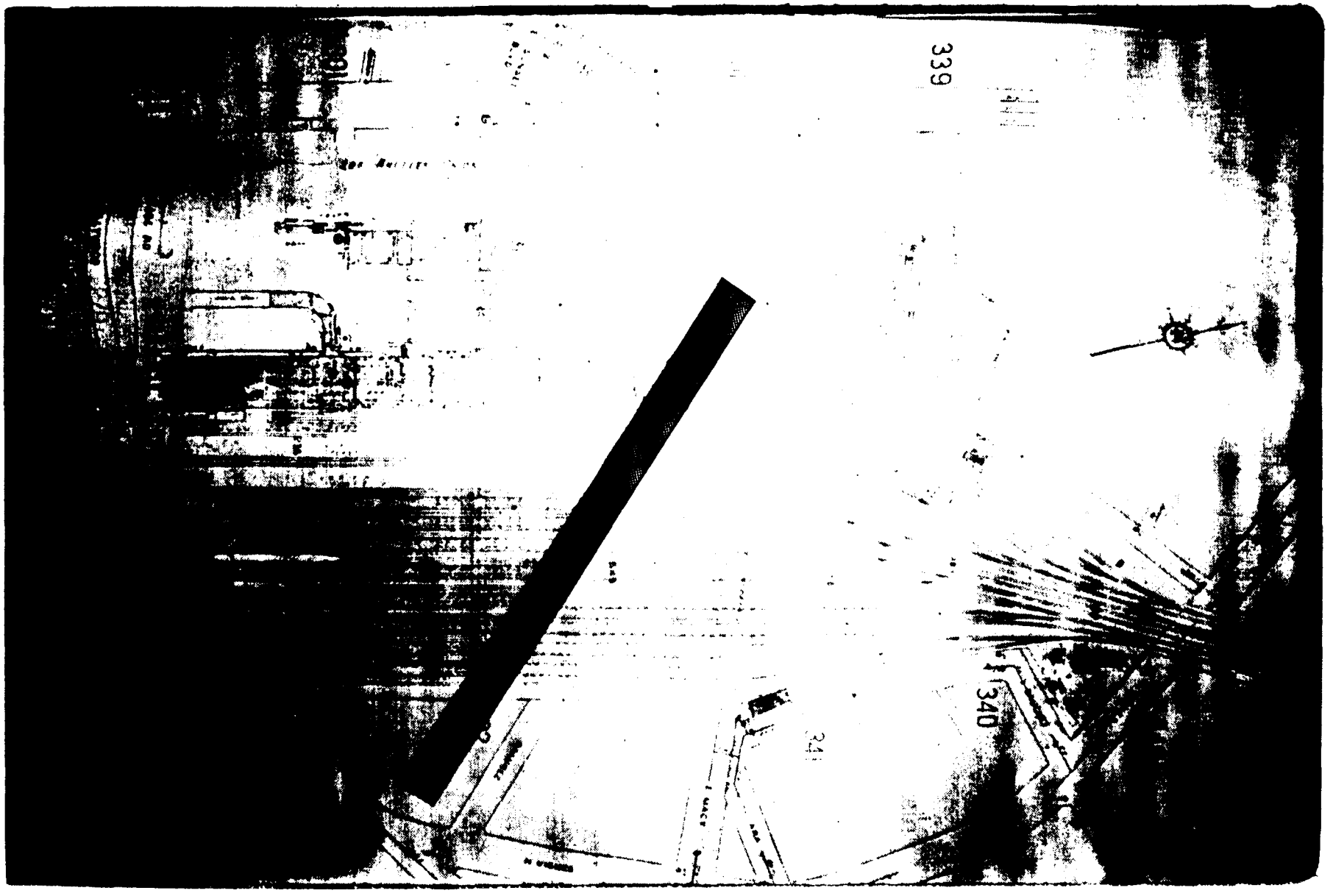


Proposed Subway Station at Union Station Plotted on 1937 Sanborn Fire Map

FIGURE 8

their recovery and analysis may contribute to our understanding of Chinese economics, social life, and history in early Los Angeles.

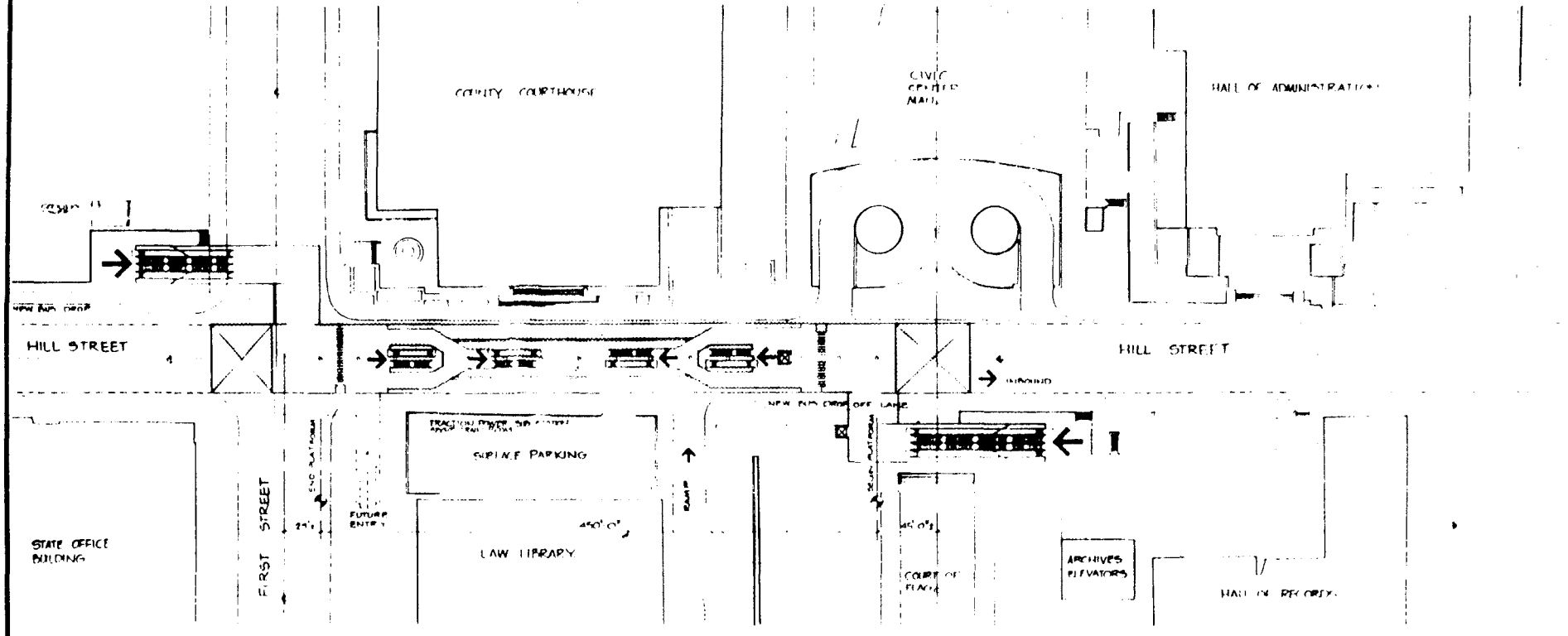
3.1.4.2 Isolated Artifacts

The recovery of isolated artifacts associated with the Chinese period is more likely than encountering an intact deposit. Because of the limited resource base of such isolates, they will most probably be of local, rather than state or national significance.

3.2 Civic Center

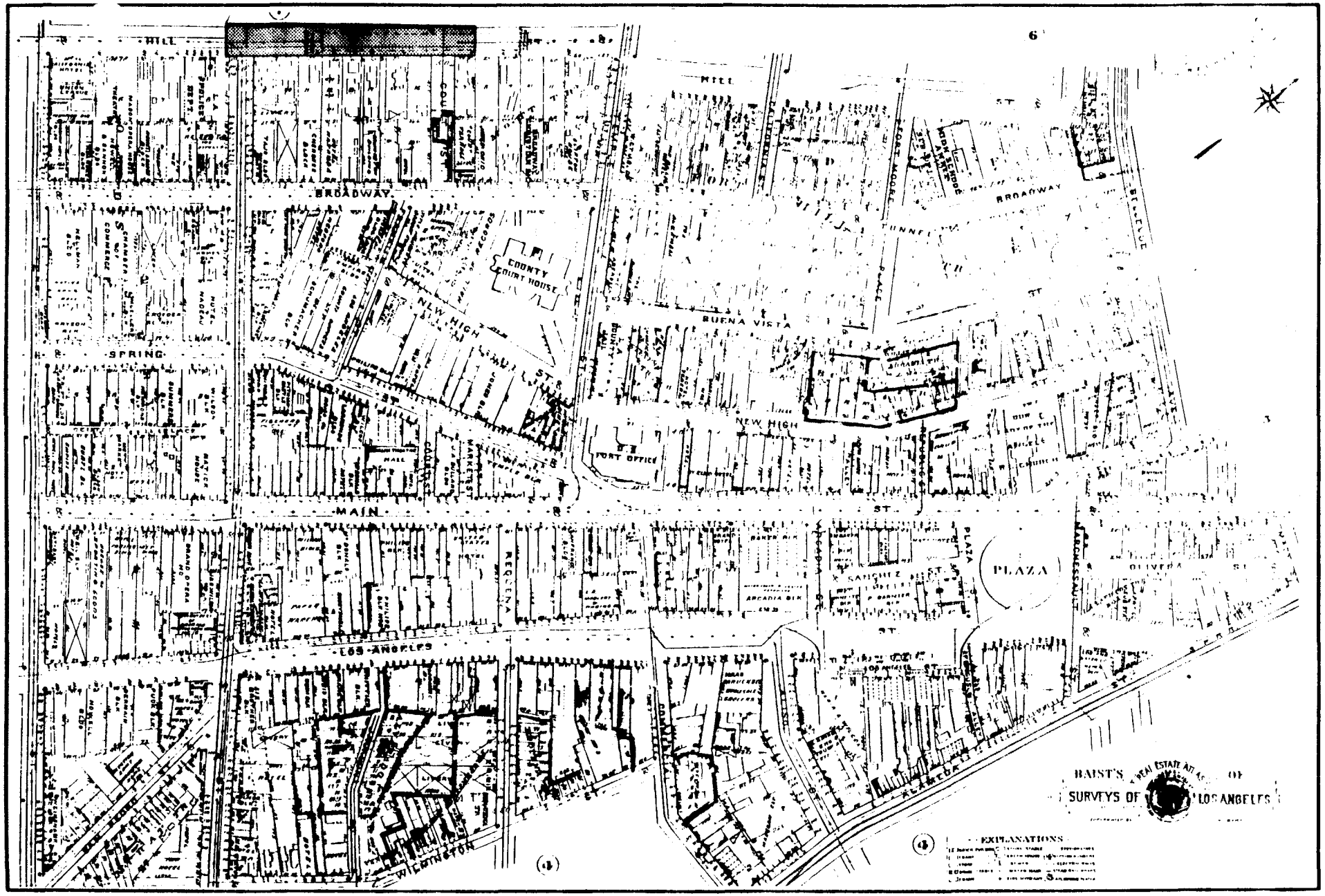
This proposed subway station is located on Hill Street between First and Temple Streets (Figure 9). In the early 1950s, a small amount of fragmentary human bone was recovered near Temple and Hill Streets. This find was recalled by Dr. Charles Rozaire, who, as a student at UCLA, witnessed the event. No artifacts were found with the bone. At the time of discovery, a considerable amount of grading was being undertaken for construction of the County of Los Angeles Administration offices and the Hollywood Freeway. In fact, much of what once was rather a steep hill between First and Temple Streets, was completely removed during this construction.

This hill is clearly seen on early historic maps and photographs of Los Angeles (Figures 2, 3 and 10). The 1888 Sanborn Fire Insurance Company Map of the area lists the southern edge of this hill as "impassable for teams." Figure 11, a photograph taken about 1895, clearly shows the steep hill over which Hill Street passed. This remarkably detailed photograph provides a glimpse of a portion of Los Angeles which no longer exists today. In addition to the hill, the Bradbury mansion is visible, as is the Highland Villa at the northwest corner of First and Hill Streets. The proposed subway location is pointed out on the photograph providing a perspective of the proposed project. Figure 12, a photograph taken in 1908, is a view south along Hill Street, from the Temple and Hill Street intersection which provides another excellent view of the steep hill which lends its name to Hill Street.



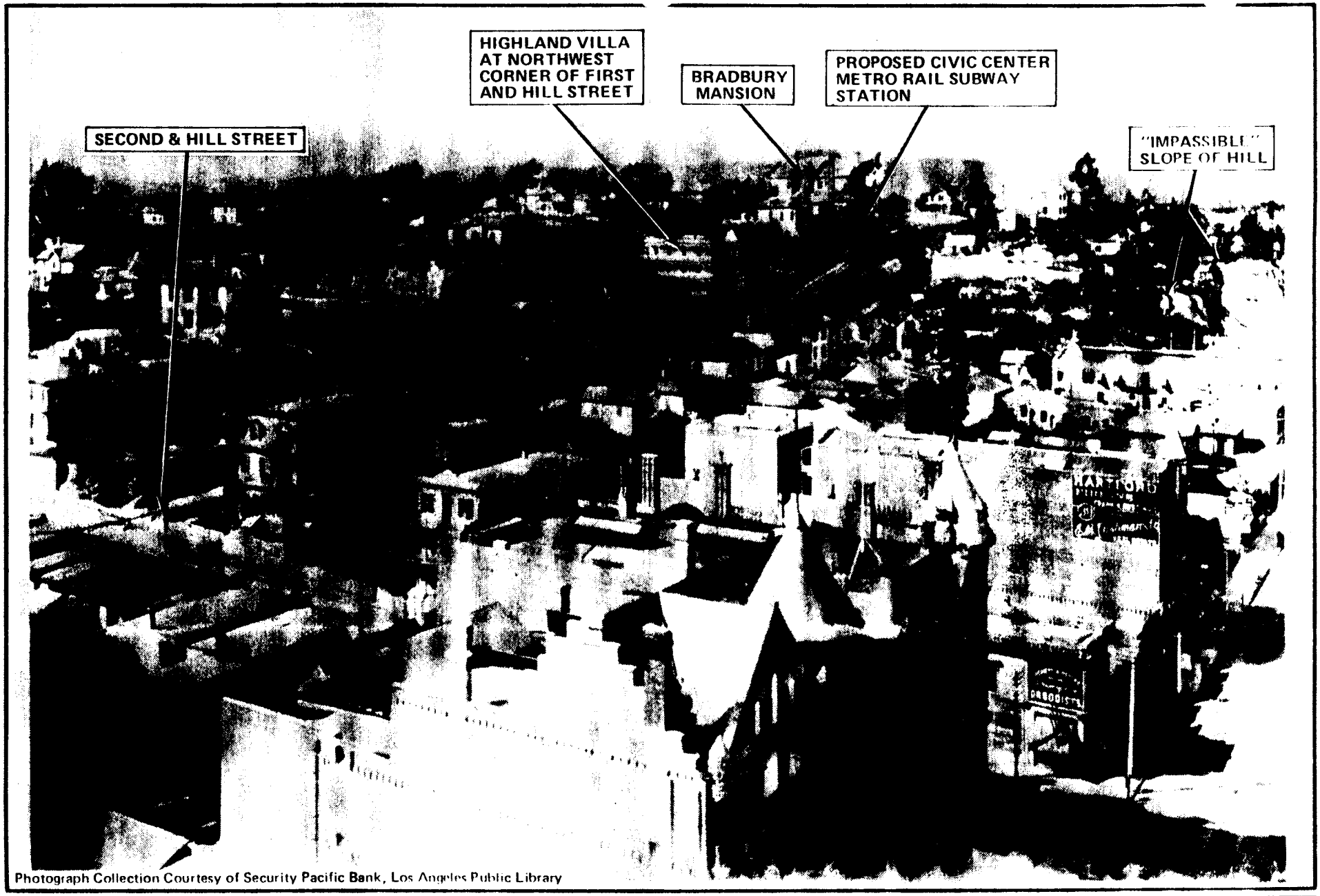
Proposed Subway Station - Civic Center (Southern California Rapid Transit Metro Rail Project Map 1983)

FIGURE 9



Proposed Civic Center Station Plotted on Baist's Real Estate Map of Los Angeles, (1912)

FIGURE 10



Hill and Second Street from City Hall Tower, about 1895
(View to North)

FIGURE 11

Photograph Collection Courtesy of Security Pacific Bank, Los Angeles Public Library

Hill and Temple Street before Hill Street Tunnel, about Nov.1908
(View to South)

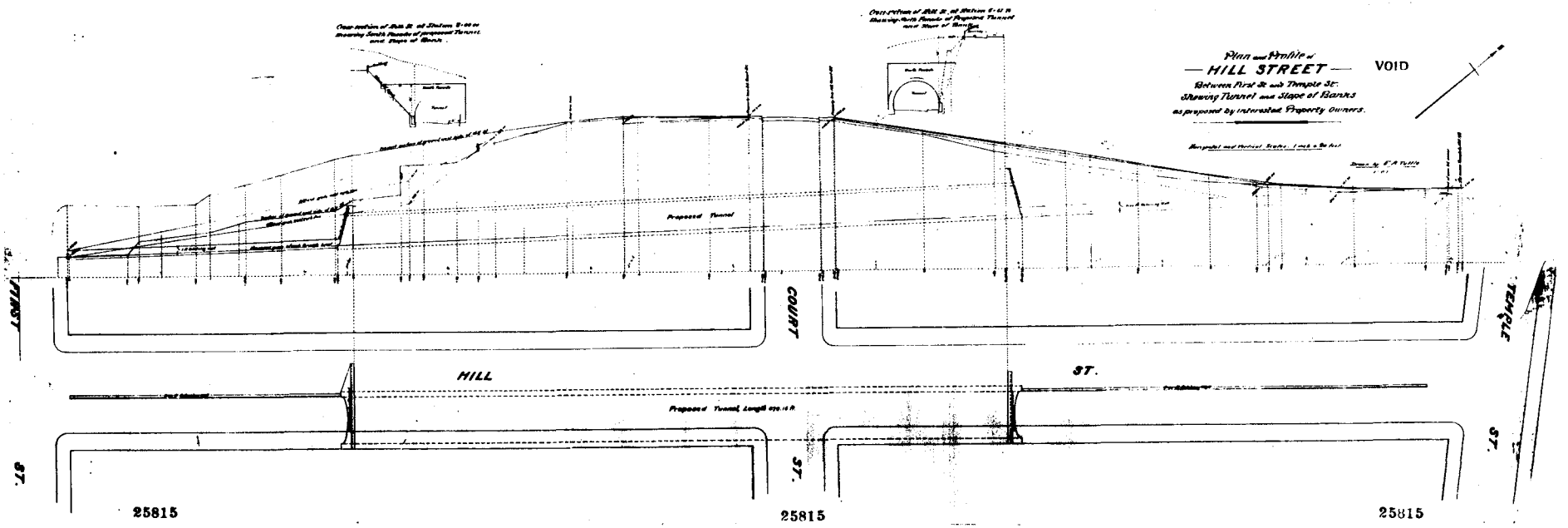
FIGURE 12

In 1904, plans were adopted to construct a tunnel through this hill with entrances at First and Temple Streets (Figure 13). Construction was completed in 1909, with two tunnels lying parallel to each other extending beneath the hill between First and Temple Streets (Figure 14). The western half of the Hill Street Tunnel was used for the Los Angeles Pacific Electric trolley, while the eastern half served as a vehicle thoroughfare. Stairs were built along the western side of the tunnel, which allowed pedestrians access to residences and businesses situated atop the hill. These are clearly seen in Figure 14. The Hill Street Tunnel was to exist a little over 50 years.

In 1956, the Hill Street Tunnel was demolished in concert with the construction of the Hollywood Freeway. Demolition plans (Figure 15) clearly show that extensive grading was undertaken, and as much as 40 feet of the original hill through which the tunnel extended was removed. It is possible these activities were those that produced the human bone, and it appears very unlikely, considering the magnitude of grading on Hill Street between First and Temple Streets, that any cultural resources would remain. This sentiment was shared by Dr. Rozaire, the individual who originally collected the human bone from the area at the time of construction.

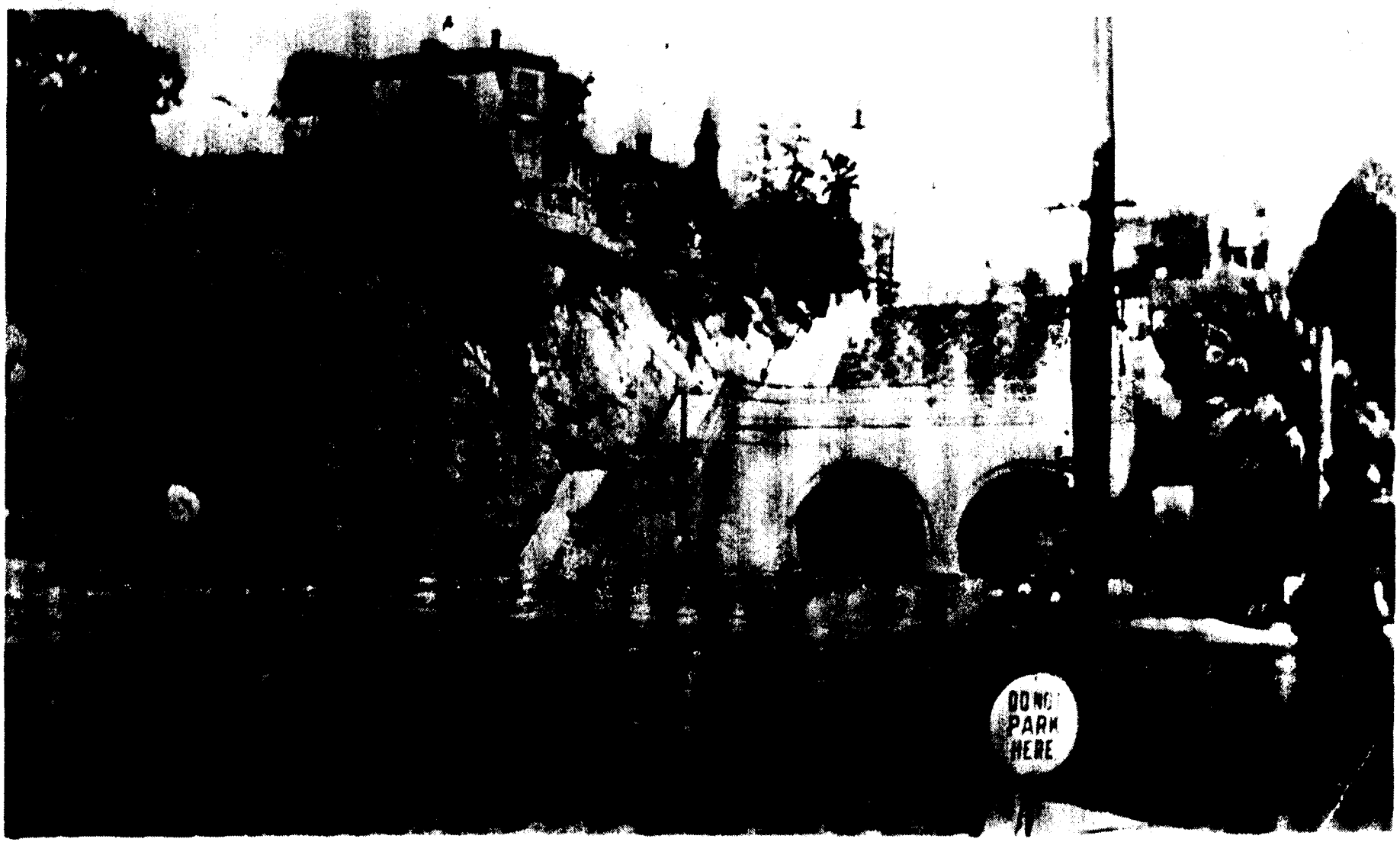
3.3 Fifth and Hill Streets

This proposed subway station is located on Hill Street between Fourth and Fifth Streets in downtown Los Angeles (Figures 16 and 17). Early maps of Los Angeles show that the Zanja Madre, or principal water canal, originated north of the plaza, extended south along Alameda, then turned west, eventually crossing Hill Street just north of Fifth Street (Figures 3 and 18). While no recent maps, street profiles, or plans actually show the Zanja within the immediate project boundaries, there is a possibility a remnant may still exist. Portions of the Zanja Madre have been discovered intact at El Pueblo de Los Angeles State Historic Park and are suggested to be potentially eligible for National Register status (Costello and Wilcoxon n.d.). A section of a later,



Hill Street Tunnel Plans and Profile (1904)

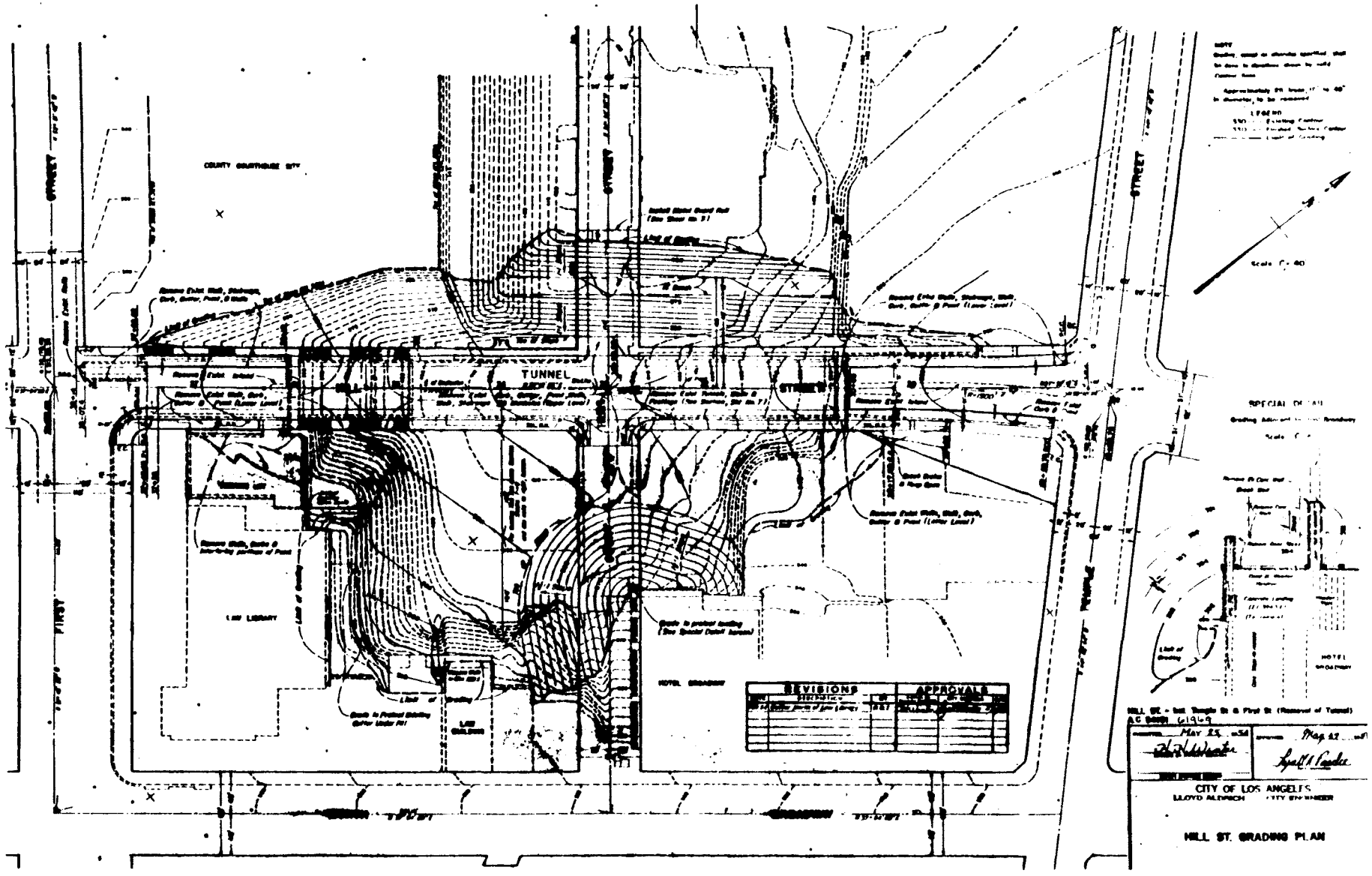
FIGURE 13



Photograph Collection Courtesy of Security Pacific Bank, Los Angeles Public Library

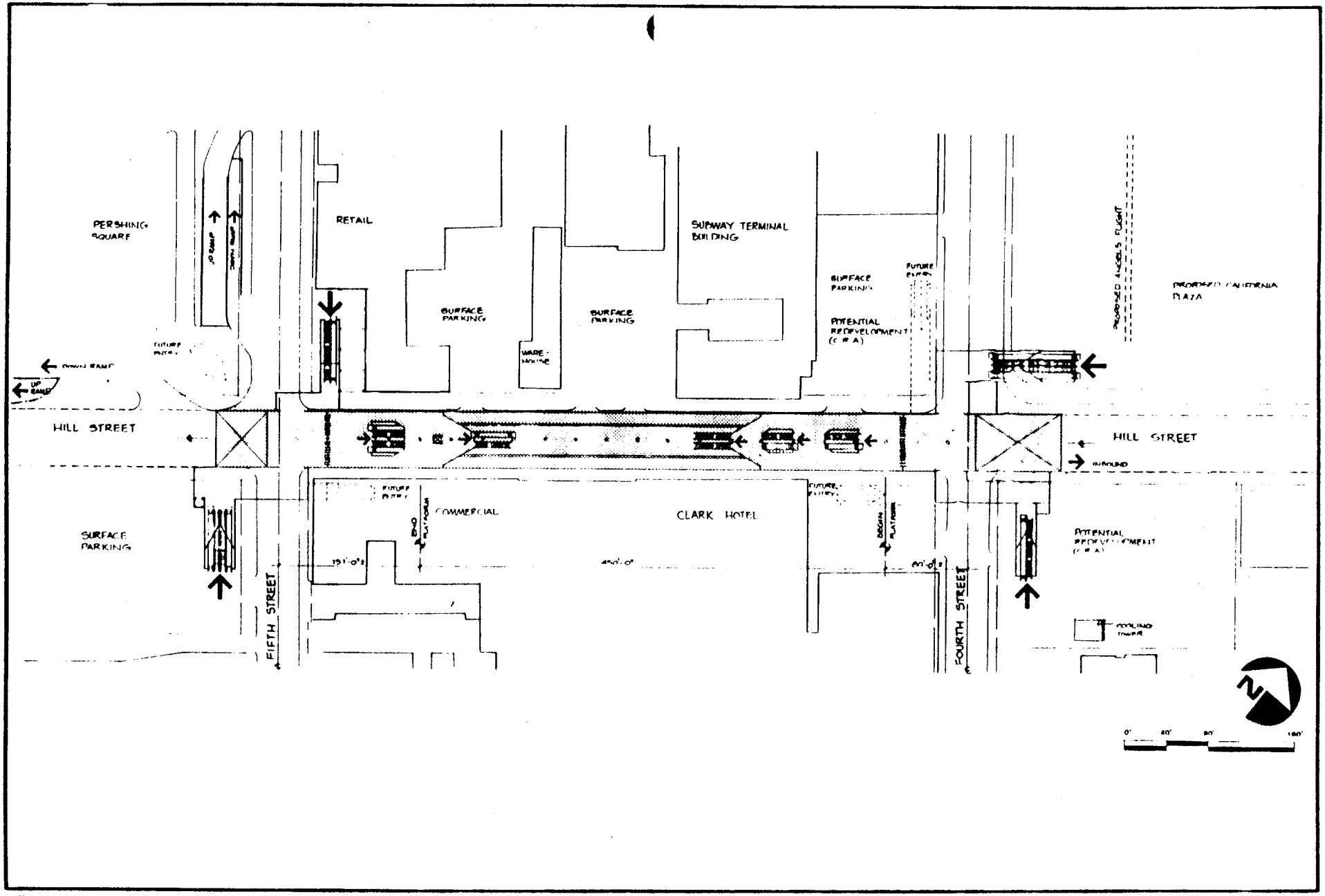
Hill Street Tunnel looking North from First Street, 1918

FIGURE 14



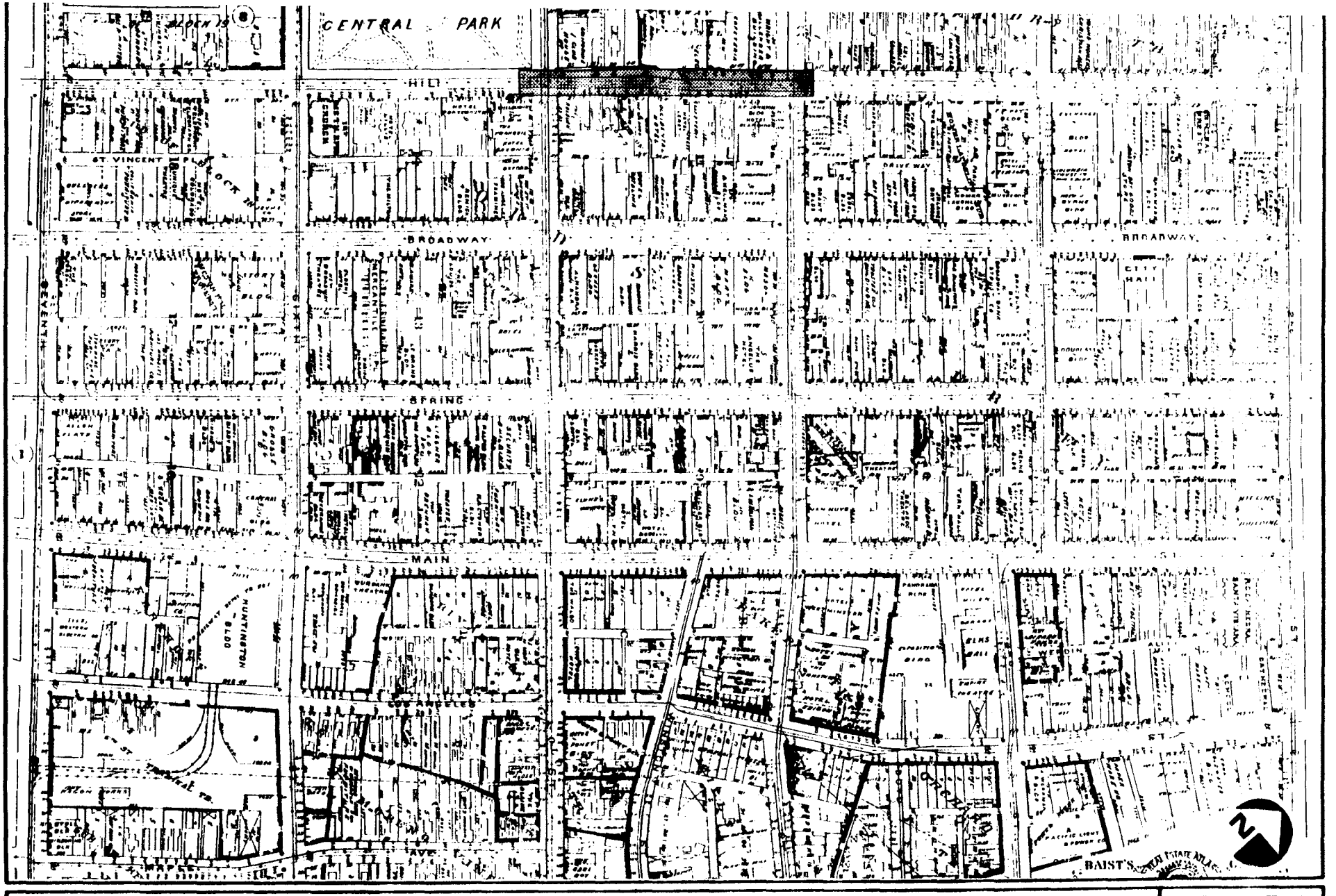
Hill Street Tunnel Demolition - Grading Plans (1954)

FIGURE 15



Proposed Subway Station Fifth and Hill Streets (Southern California Rapid Transit District Metro Rail Map (1983)

FIGURE 16



Proposed Station Located at Fifth and Hill Street as Plotted on Baist's Real Estate Map of Los Angeles, (1912)

FIGURE 17

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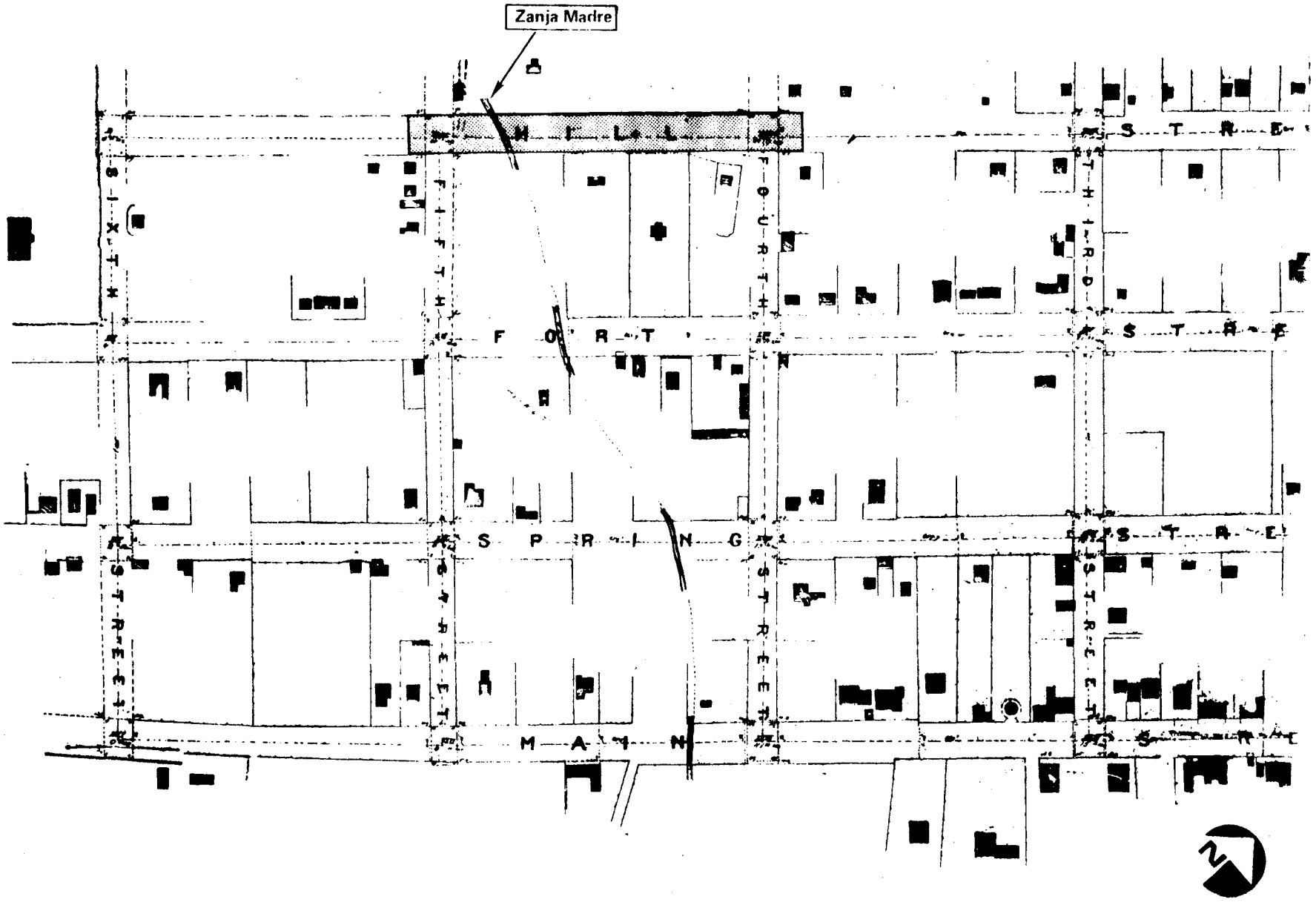


Fifth and Hill Street Station, Los Angeles Grading Map (Lecouveur 1870)

FIGURE 18

WESTEC Services, Inc.

American irrigation system was exposed recently by Caltrans Archaeologists at LAn-7 on the west side of Alameda Street across from Union Station (Romani 1985). This feature consists of a single, brick-lined pipe, approximately 24 inches in interior diameter. While portions of the original Zanja Madre were brick lined in El Pueblo de Los Angeles State Park area, the maps clearly show an open irrigation style ditch in the Fifth and Hill Street study area.

As Figure 19 shows, a sewer and storm drain was placed below Hill Street in 1904, with a connection between a 24 inch vitrified pipe to a 31 inch diameter, single, brick-lined sewer pipe, beneath the intersection of Fifth and Hill Streets. This sewer system parallels Hill Street and should not be confused with the Zanja Madre which runs perpendicular to Hill Street, just north of Fifth Street. This sewer system is not considered to represent a significant historic feature. Its presence and location are provided here to ensure no confusion will arise should the feature be exposed during construction of the proposed station.

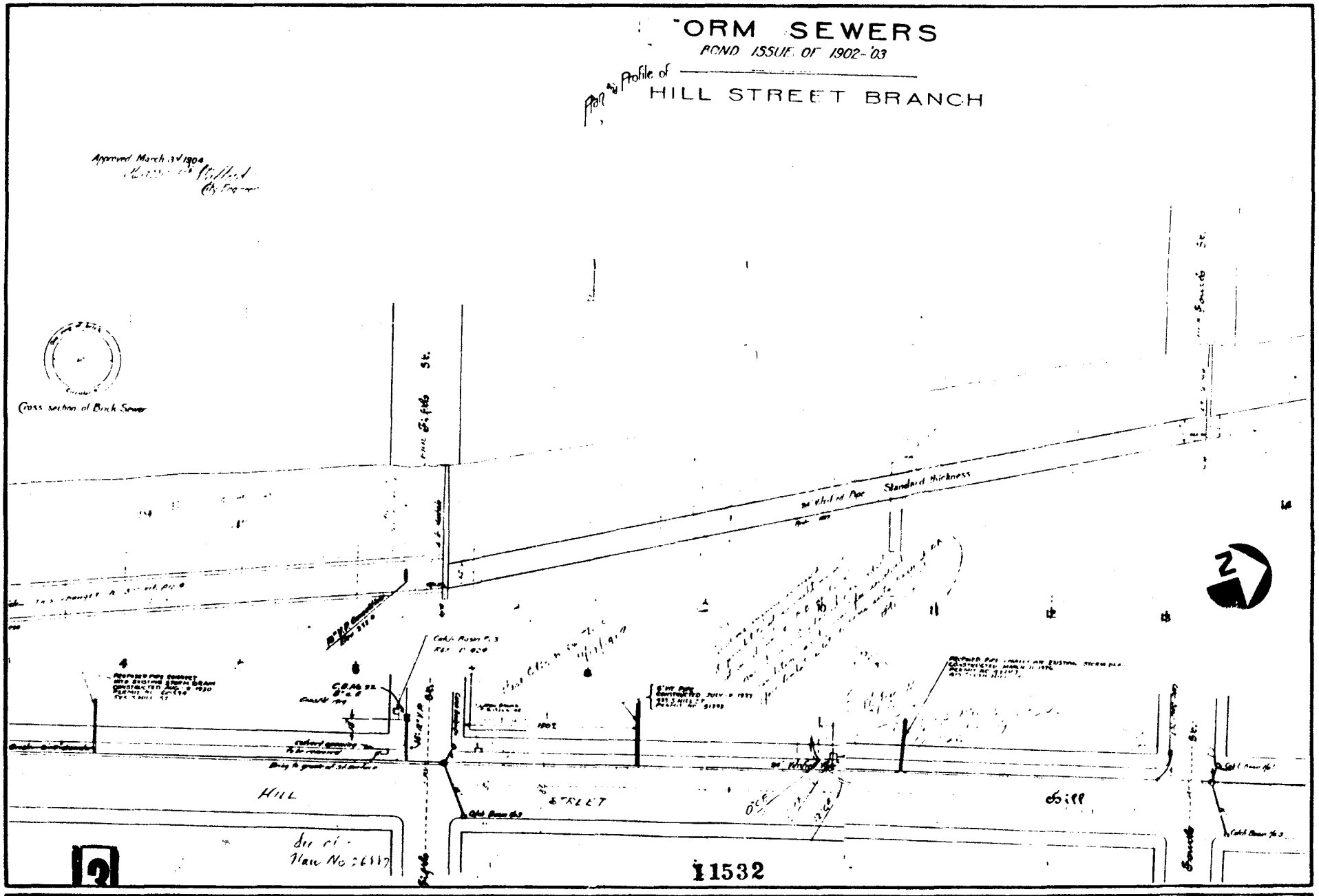
4.0 RESOURCE SIGNIFICANCE: A SUMMARY

As shown on Table 1 and discussed below, the cultural resources that may exist subsurface at proposed station locations could possess varying degrees of significance.

4.1 Los Angeles Union Passenger Terminal

Of the potential buried resources, artifacts and middens associated with the prehistoric/historic village of Yangna and those from the Rancheria de Poblanos possess the most potential for National Register eligbility under Criterion D, as resources that "have yielded or may be likely to yield, information of importance in prehistory or history."

While other resources such as scattered debris from the various historic settlements (including Anglo-American and Chinese) may have state or local significance, they appear unlikely to qualify for National Register elibigility under existing criteria.



Storm Sewer Plan and Profile, Fifth and Hill Street (1904)

FIGURE 19

Table 1

LEVELS OF POTENTIAL SIGNIFICANCE FOR POSSIBLE CULTURAL RESOURCES AT THREE STATION SITES

Subway Station Location	Level of Potential Significance			
	National Register Potential		State Level Significance	Local Level Significance
	Likely	Unlikely		
Los Angeles Union Passenger Terminal				
Prehistoric Resources				
- Midden Deposit	X		X	X
- Human Remains		X	X	X
- Isolated Artifacts		X		X
Contact Period Resources				
- Midden Deposit	X		X	X
- Human Remains		X	X	X
- Isolated Artifacts		X		X
Historic Resources: Anglo-American				
- Sisters of Charity Orphanage		X	X	X
- Griffith Lumber Yard		X		X
- Keller Ranch & Hotel de France		X		X
Historic Resources: Chinese Period				
- Artifact Deposit		X	X	X
- Isolated Artifacts		X		X
Civic Center				
No Resources Recorded/Potential	–	–	–	–
Fifth & Hill				
La Zanja Madre	X		X	X

The preliminary assessment is based on previous recommendations for resources in the immediate area (Hatheway 1980), on the possibility for a sufficiently undisturbed deposit that can be researched and on recent interpretation of eligibility determination requirements.

4.2 Civic Center

The absence of cultural resources at this highly disturbed station site precludes the potential for the presence of cultural resources.

4.3 Fifth and Hill

If portions of La Zanja Madre, Los Angeles' first water system, exist in the area of potential affect at Fifth and Hill Streets, they may qualify for National Register eligibility as suggested by previous researchers (Hatheway 1980; Costello and Wilcoxon n.d.). Eligibility may be met through application of Criterion C for resources that "embody the distinctive characteristics of a type, period, or method of construction . . ." or under Criterion D for yielding important information.

5.0 MANAGEMENT RECOMMENDATIONS

5.1 Los Angeles Union Passenger Terminal

Indian artifacts were recovered from the Union Station property during construction of the facility. Johnston (1962) considered these to be associated with the Gabrielino village of Yangna. Others, notably Huey, Romani, and Webb (1980), believe these prehistoric artifacts were associated with the post-contact, segregated Indian settlement of Rancheria de Poblanos. Regardless of the affiliation, the presence of an intact deposit of Native American artifacts would be considered significant. If a prehistoric deposit is found and determined to be the village of Yangna, the elusive original settlement of downtown Los Angeles will finally have been located. This would provide an excellent opportunity to study prehistoric lifeways in Los Angeles, an area that has

not been adequately investigated archaeologically due to the early destruction of a research data base as a result of rapid urbanization in metropolitan Los Angeles.

The discovery of deposits linked to the Rancheria de Poblanos would be considered as significant as those from Yangna. Study of a post-contact site, such as this one, would provide an excellent, and rare opportunity to test models of acculturation. The Native American population of early Los Angeles, while often considered socially inferior by their Anglo neighbors, played an important role in the early development of the City of Los Angeles and an understanding of their mode of survival within the unfavorable social and cultural climate of early Los Angeles must certainly be considered an important line of inquiry.

Union Station is constructed upon fill soil, as much as 20 feet in depth reported for the rear and as little as 4 feet in the front. Prior to construction of the train station, the area was not severely modified. Historic maps show the area to have been used principally for agricultural purposes until sometime around 1900, when the Southern Pacific Railroad placed a spur track in the area. The Sisters of Charity School and Orphanage occupied the corner of Alameda and Macy Streets from 1856 until 1891, being briefly replaced by a lumberyard until the spur tracks were constructed. To the south, in the center of the present Union Station property, lay Appaplaza Street, a section of old Chinatown. As currently proposed, the subway station would not directly affect these areas that contained historical structures prior to construction of Union Station. Nevertheless, it is possible that historic refuse deposits associated with these settlements may be encountered during station construction. The study of refuse deposits linked to particular ethnic groups, during specific temporal periods, would be important, and thus such deposits may be significant at varying levels of state and local interpretation.

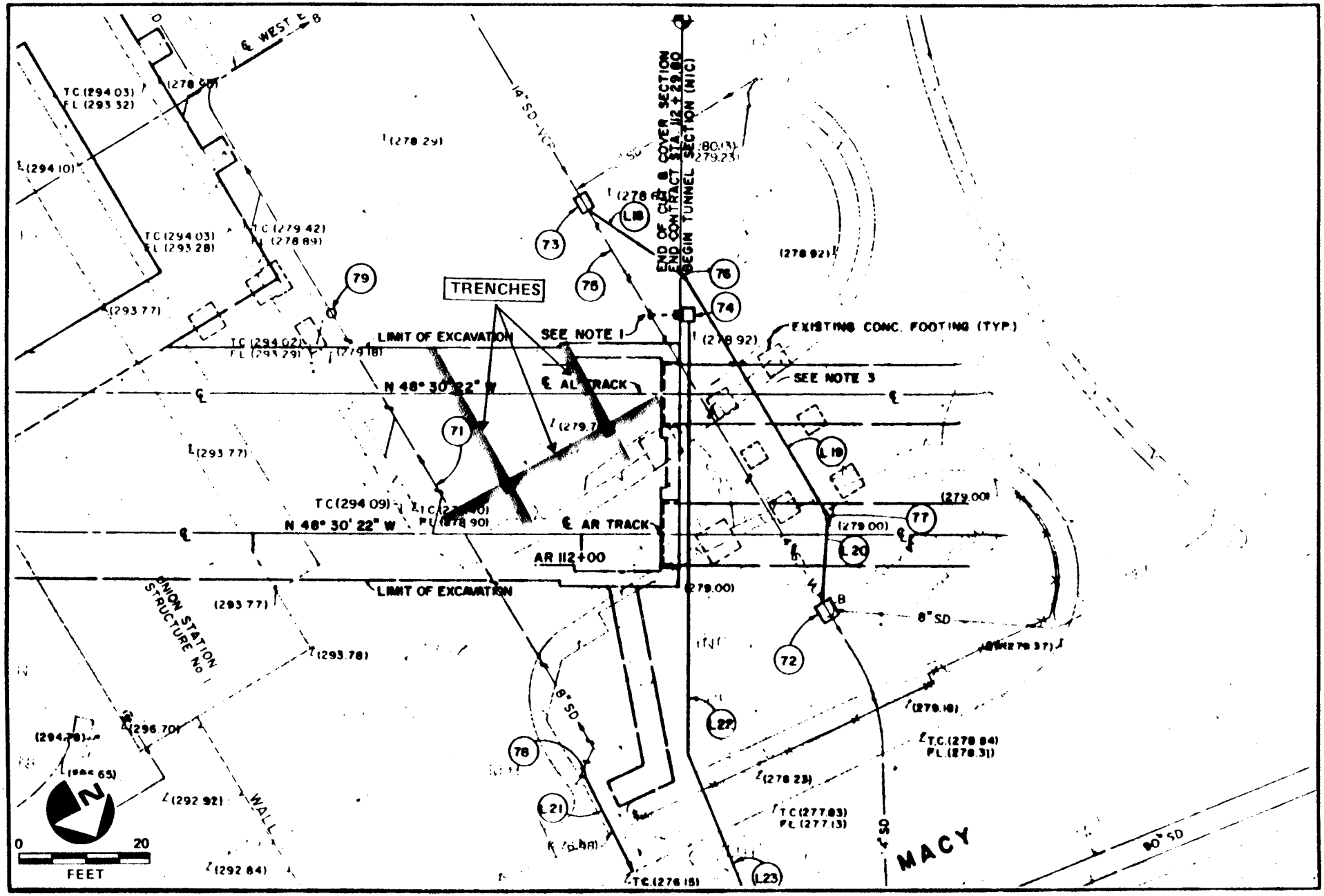
5.1.1 Test Trenching

Based on currently available information, there is no firm evidence that any cultural resource is present below the surface of Union Station within the proposed subway station location. As a method of improving the data base and to ensure that no major unknown structures or resources are encountered during construction at Union Station, it is recommended that a series of trenches be excavated within the proposed project area as shown in Figures 20 through 21.

Although it may not be possible to excavate at each of the following trench locations because of property ownership conflicts, public safety or ingress/egress problems, excavation of some or all of the trenches can be a valuable measure. The trenches will provide a far clearer understanding of the depth and nature of the fill, a more realistic possibility of the presence/absence of large structures and definition of the original landform. A work week may be required for the trenching.

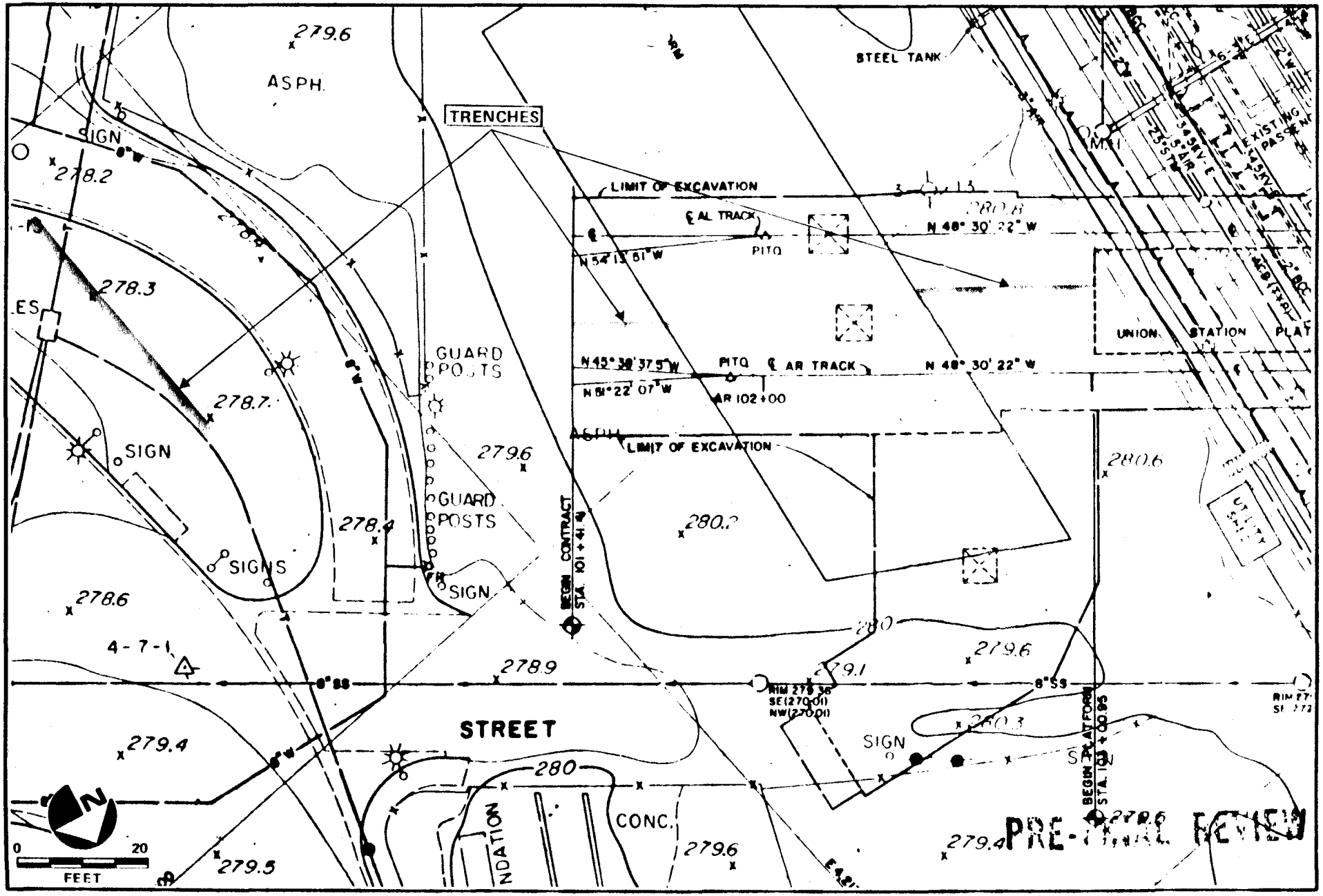
All test trenching should be monitored by a qualified archaeologist. The archaeologist should examine the trench periodically during excavation to ensure that damage to possible subsurface cultural resources is minimized. The archaeologist should keep a written and photographic log of the trenching activities. The log should contain: information about the presence or absence of cultural debris; the nature of the soil; any variances in soil strata; and comments on the information supplied by the trenching.

If significant debris are encountered during the test trenching, they should be minimally documented and avoided since the object of the testing program is to assess for presence/absence and for potential significance. Data recovery or other intensive investigation should be completed during a later phase of study, not at the preliminary testing level.



Proposed Test Trench Areas at Union Station West

FIGURE 20



Proposed Test Trench Area Near Ramirez Street at Union Station East

FIGURE 21

The preferred location for test trenches, and the one most likely to provide useable information, is near T.S. Point N133320.31/E216506.58 adjacent to the cross-over box (Figure 20). Excavation could occur within the existing parking area near the existing baggage handling building. Trenches should be at least 6 feet in length and excavated with a narrow bucket (18 to 24 inches in width) backhoe to a depth sufficient to penetrate the fill level. If feasible, three trenches should be excavated in this area. Two trenches, approximately 20 and 30 feet in length, could be excavated in a general north/south direction and a trench approximately 35 feet could be excavated in an east/west trending direction (Figure 20). In the case of the west cross-over box area, the trench may reveal native soil as shallow as 3 feet.

Should the preferred trench area be unavailable, a second area should be considered for testing. The alternative area is behind (east of) the existing track yard near a loading platform or in a public easement bounded by Ramirez Street, Vignes Street and the freeway ramps. Two trenches on either side of the loading platform could be excavated to an extent of 25 feet on the west and 15 feet on the east. A third trench in an easement east of Vignes Street could be excavated to a length of 40 feet in a north/south trending direction. Trenching at this location may better define the historic floodplain surface and partially resolve the issue of buried prehistoric/historic resources in the area. Excavation to a depth of as much as 10 feet will be necessary to penetrate the fill soils.

Monitored trenching at either location will serve as a valuable planning tool and can provide far more detail for this identification study and for future treatment plans.

5.1.2 Monitoring of Soldier Piles and Bulkheads

In addition to the monitored trenching program, a qualified archaeologist will monitor excavation of soldier piles along the edge of the proposed excavation. The

piles will be on 6-8 foot centers and will provide a sample of soils across a broad area. Monitoring of bulkhead cuts will provide further information on fill depths and the presence/absence of cultural debris. When combined with the monitored trenching, the soldier pile and bulkhead monitoring should provide a much more complete picture of the subsurface components in the area of the cross-over box and proposed subway station.

5.2 Civic Center

As evidenced by the recovery of human remains from the vicinity of Temple and Hill Streets, a cultural deposit may have at one time existed within the proposed subway study area. However, extensive grading for construction of the Los Angeles County Administrative offices and Hollywood Freeway has likely destroyed any cultural deposit that may have existed there. Because of the low probability of encountering cultural resources at this proposed subway station, archaeological monitoring as recommended in the Project FEIS (WESTEC 1983), is no longer considered necessary, as the construction of the Civic Center Subway Station will have no adverse effect upon cultural resources.

5.3 Fifth and Hill Streets

Research has suggested that a portion of the Zanja Madre, the first water system established for Los Angeles, and a potential National Register property, crossed Hill Street just north of Fifth Street within the proposed subway location. A segment of this early water system is presently preserved at El Pueblo de Los Angeles State Historic Park, and integrated into the Parks interpretive history program. Should another portion of this Zanja be located within the proposed subway, every effort should be made to remove it and provide for curation of the materials so that they may provide a link to the earliest historic period of settlement for the City of Los Angeles.

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