

3.5 CULTURAL RESOURCES

The National Historic Preservation Act of 1966,¹ as described by the Office of Historic Preservation, has as its main purpose “to insure that properties significant in national, state, and local history are considered in the planning of federal undertakings and to encourage historic preservation initiatives by state and local governments and the private sector.”

Information contained in this section is based on the *SR-22/West Orange County Connection Historic Property Survey Report (HPSR)* (December 2000). As summarized in the HPSR, an Historic Architectural Survey Report (HASR) and Negative Archaeological Survey Report (NASR) were prepared. For a more detailed analysis, these documents are available under a separate cover for review at Caltrans and OCTA. (Note: The NASR contains information that may be disclosed only to credentialed archaeologists to protect sensitive archaeological resources. Those with proper credentials may view these reports at Caltrans and OCTA.)

In preparation for the cultural investigations for the SR-22/West Orange County Connection, an Area of Potential Effects (APE) was established and approved by Caltrans and FHWA on September 10, 1999 (see Appendix C of the HPSR). The APE serves as the study area for the cultural resources analysis.

3.5.1 Archaeological Setting and Resources

Historical occupation of the project area was by Native American people known as the Gabrielinos, so named for their association with the Spanish missionary establishment of San Gabriel Arcangel. Areas occupied by the Gabrielinos included the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers, the Los Angeles Basin, the coast from Orange County's Aliso Creek north to Topanga Canyon, and the Channel Islands of Santa Catalina, San Clemente, and San Nicholas.

Two prehistoric sites were previously recorded adjacent to the project study area, identified by trinomials. (Note: Exact locations of prehistoric resources are not generally provided in environmental documents to protect such resources from inadvertent or intentional damage or destruction by the public. Only credentialed archaeologists have access to location information.)

CA-ORA-1352 was originally recorded as a prehistoric shell midden. (A midden is a refuse accumulation associated with prehistoric people.) Subsequent archaeological investigation of the site found it lacking in artifactual material and suggested it represented a recent deposit of marine shell, likely associated with landfill efforts. The site has since been developed to commercial use and no evidence of any associated deposit was encountered in the investigation for the SR-22/West Orange County Connection project.

CA-ORA-392 was recorded in 1973 as a shell midden site. Examination of the APE in the vicinity of CA-ORA-392 encountered no darkened soils, artifacts, or faunal material suggestive of an archaeological deposit. Based on the investigation conducted for this project, it appears that there are no archaeological resources within the APE.

3.5.2 Historical Setting

A. EARLY EUROPEAN SETTLEMENT

The current SR-22/West Orange County Connection project area traverses the boundaries of several Spanish and Mexican land grant ranchos from the 18th and early 19th centuries. The westernmost section of the SR-22/West Orange County Connection APE includes portions of former Rancho Los Alamitos, while the Westminster, Garden Grove, and west Santa Ana portions of the project area fall within the boundaries of Rancho Las Bolsas, which extended northward from the Pacific coast at Huntington Beach. Rancho Santiago de Santa Ana, a 25,100-hectare (62,000-acre) rancho, extended inland from the coast as far as Anaheim and encompassed pres-

¹ Available at Caltrans, District 12

ent-day Santa Ana, Tustin, Orange, El Modena, Villa Park, Costa Mesa, and part of Newport Beach. Through the Spanish-Mexican period, Orange County remained very sparsely populated.

B. THE AMERICAN PERIOD

In 1848, after the Mexican War, California was ceded to the United States, achieving statehood in 1850. Cattle ranching remained the primary land use pattern for the SR-22/West Orange County Connection APE during the first years of American statehood with the development of Orange County and the project area beginning with the gradual breakup of the Mexican ranchos. The smaller holdings, which were better suited for intensive agriculture, began the initial settlement of most of the cities through which the project passes.

C. GROWTH AND URBANIZATION

The Southern California real estate boom of the 1920s brought steady growth to the established towns and cities of Orange County, with the most dramatic growth concentrated in the coastal areas. Orange County remained largely rural and agricultural until World War II, when the establishment of manufacturing plants initiated the transition from agriculture to industry. The construction and staffing of military installations created an influx of civilian workers and servicemen to the county. Public transportation facilities such as bus and rail lines enjoyed new prosperity and many new businesses opened.

Residential, industrial, and business growth continued through the 1970s. Continued expansion through the 1980s and 1990s has moved Orange County to the forefront of high-tech business on the Pacific Coast.

Historical events representing significant development trends for each of the cities within the project study area are presented in Table 3.5-1.

**Table 3.5-1
HISTORICAL HIGHLIGHTS OF STUDY AREA CITIES**

Los Alamitos	<ul style="list-style-type: none"> • 1890s—sugar beets become an important crop in Southern California • Los Alamitos Sugar Company organized in 1896 • Los Alamitos founded as a company town for the Los Alamitos Sugar Company
Seal Beach	<ul style="list-style-type: none"> • Settlement of Seal Beach begins with establishment of Anaheim Landing on Alamitos Bay in 1864 • Old Anaheim Landing subdivided in 1903 and promoted as community of Bay City • Bay City renamed Seal Beach in 1915 and transformed into major beach resort community with establishment of “Joy Zone” amusement park • Naval Weapons Station established in 1943 with purchase of Anaheim Landing area by the U.S. Navy • Leisure World and areas north of I-405 developed during the 1950s and 1960s
Westminster	<ul style="list-style-type: none"> • Westminster originated as a temperance colony for Presbyterian farmers in 1869 • Westminster incorporated as a city in 1957
Garden Grove	<ul style="list-style-type: none"> • Core development of Garden Grove Village began in 1860 with first settlers, continuing with construction of a small office (later location of the first post office) in 1874 and the first store in 1877 • Agriculture production shifted to tree crops and grapes with introduction of gas-powered pumps near the turn of the century • Population of the town increases dramatically with introduction of the Pacific Electric Railway in 1905 making access to the region easier for settlers and facilitating commerce

Table 3.5-1 (continued)
HISTORICAL HIGHLIGHTS OF STUDY AREA CITIES

Santa Ana	<ul style="list-style-type: none"> • Purchased by William H. Spurgeon and partner Ward Bradford in 1869 • Platted in 1870 near the center of Rancho Santiago de Santa Ana • In 1876, Santa Ana was placed on the Southern Pacific Railroad's southern route; station was erected in 1877 • Arrival of the Santa Fe Railroad in 1887 brought a drop in fares, resulting in a great influx of migrants • In 1886, the Santa Ana, Orange and Tustin Street Railway was established • The Pacific Electric Railway started service to Santa Ana in 1905, with a line running along Fourth Street • An emerging real estate boom quadrupled the population with more than 3,600 people by the early 1890s • Orange County was created by public vote in July 1889, and Santa Ana, the region's largest settlement, was named county seat
Orange	<ul style="list-style-type: none"> • Subdivided by Alfred Beck Chapman and Andrew Glassell, in 1870 and initially promoted as "Richland" • Re-christened "Orange" in 1875, after what its developers hoped would be a leading product • The city's central plaza, which still exists today, was the focus of an improvement project in 1883 • Direct rail service became available in 1887 with the coming of the Santa Fe railroad • Beginning in 1888, a steam-powered street rail line, later taken over by the Pacific Electric, tied Orange to Santa Ana
Tustin	<ul style="list-style-type: none"> • The Anza Expedition of 1776 identified the area from Santiago Creek to Red Hill as El Alisal, the Sycamore Grove • In 1810, Juan Pablo Grijalva received a grant to use the area for ranching; in 1868, the land was partitioned to be sold • In 1868, Columbus Tustin and Nelson Stafford purchased lands that had been the Rancho Santiago de Santa Ana and created "Tustin City" • In 1877, Tustin lost out to Santa Ana as the southern terminus of the Southern Pacific Railroad • In 1927, the population topped 900 and the voters elected to incorporate • The Santa Ana Army Air Base, El Toro Marine Corps Air Station, and the Navy's Lighter-Than-Air Base were established in 1942 during World War II in nearby bean fields • Tustin grew significantly during the 1950s when quality schools and post-war industries attracted thousands of people • Several annexations between 1955 and 1981, including the Marine Corps Air Station and Irvine Ranch agricultural preserve, greatly increased the city's acreage

3.5.3 History of Transportation in the Study Area

The Southern Pacific and Santa Fe railroad connections of the 1870s and 1880s supported the county's rural agricultural economy and helped cities develop around station locations.

The Pacific Electric Railway was the brainchild of Henry E. Huntington, nephew of Southern Pacific Railroad baron Collis P. Huntington. Huntington's objective was to create an interconnected system that would link all of Southern California. His plan succeeded beyond imagination. By 1906, the Pacific Electric not only carried a large commuter population, but was also the third largest freight carrier in California. In 1910, the Southern Pacific purchased the Pacific Electric "Red Car" system from Huntington.

The first Pacific Electric trains reached Orange County in 1904, with service extended to Santa Ana the following year. The Santa Ana connection, initially a single-track line with a second track added in 1914, formed a leg of the Pacific Electric's first excursion route. The so-called Triangle Trolley Trip took sightseers from Watts, along the coast to Huntington Beach, then to Santa Ana, and back to Los Angeles. The

Pacific Electric played a vital role in the growth of Garden Grove and Santa Ana in the areas adjacent to the SR-22/West Coast Orange County Connection APE. During the Depression, ridership on the Red Car system declined. Gas rationing during World War II temporarily prolonged the life of the Pacific Electric line, but by 1950 usage had again fallen off and service on the Santa Ana line ended. Freight traffic on the rail lines increased after World War I, but with the growing popularity of the automobile, passenger ridership dropped. With modern roads reaching further out, automobile travel gradually took over inter-urban rail service as personal transport.

Freeways made rapid automobile transportation possible and contributed more than any other factor to the sudden and tremendous growth of Orange County from 1950 through the mid-1960s. The Santa Ana Freeway (I-5) began in 1950 and connected Santa Ana to Los Angeles in 1955. The Garden Grove Freeway (SR-22) was built in several phases, with the last element completed in 1963. SR-22, was planned and built as much as possible through rural and undeveloped areas and along the boundaries between municipalities. Records of residential tract subdivision illustrate development along the corridor corresponding with, or closely following, freeway construction.

3.5.4 Historical Resources in the Study Area

An historic property is any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places, maintained by the United States Secretary of the Interior. The term "eligible for inclusion in the National Register" includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet National Register of Historic Places listing criteria.

Properties are included in the National Register if they are one of the following:

- (a) associated with events that have made a significant contribution to the broad patterns of our history
- (b) associated with the lives of persons significant in our past
- (c) embodied with 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
- (d) capable of yielding information important in prehistory or history

Generally, properties that meet the National Register criteria are 50 or more years old, but there are exceptions whereby more recent properties may be eligible for inclusion in the National Register.

Thirty-one of the buildings and structures within the SR-22/West Orange County Connection APE date to 1950 or earlier, only one of which was determined to be an historic property.

The former Pacific Electric Santa Ana River Bridge, which crosses the Santa Ana River in the former Pacific Electric right-of-way, was previously determined eligible for the National Register of Historic Places in 1988. The bridge was determined to be eligible as follows:

- Eligible under Criteria A, for its association with events that have made a significant contribution to the broad patterns of history
- Eligible under Criterion C, as embodying the distinctive characteristics of a type, period, and method of construction

The Pacific Electric Santa Ana River Bridge was built as part of the Pacific Electric system (described above), when it expanded service to Santa Ana. The bridge was built in 1905, with construction on the roadbed possibly starting in 1904. The structure is an example of the "Pegram Truss" type of bridge, which was used throughout the nation from the late 1880s to the early 20th century. (George H. Pegram originally filed for a patent for this truss in 1883, with the patent rights granted in 1885.) Examples of this type of bridge construction are extremely rare in California. This structure is, in fact, the only known existing use of the Pegram truss in Southern California. It is an integral part of the transportation history of Orange County.

The bridge was the one and only Santa Ana River crossing for the Pacific Electric railway. The bridge was one of the few railroad or highway structures to survive the 1916 flood. Some rebuilding occurred following that flood and the later 1938 flood. The structure has been altered by the construction of a new center pier (probably after the 1938 flood), by the removal of the original single track, and by the construction of new concrete abutments and approach ramps at either end. At some point after the Pacific Electric railway went out of business, the bridge was temporarily used as a bicycle path, but the entrances to it are now barricaded with iron bars and barbed wire.

Despite the alterations, the structure retains a high degree of architectural, historical, and engineering integrity. In addition, the unique design of the Pegram Truss and the visual impact of the abandoned roadbed imparts a strong overall sense of time and place to this structure.

During the analysis of cultural resources, the former Pacific Electric right-of-way itself was investigated for historical significance. All tracks and associated rail features, such as switches, signals, poles, and overheads, have been removed since abandonment of the line in 1950. Much of the alignment has been graded, and some of the right of way has been leased for commercial and industrial use. Development along the right-of-way, with the exception of the bridge and a few buildings at the east end of the APE, relates to the period following abandonment of the line. The historic character of the rail corridor is no longer expressed. Because of its loss of integrity, the former Pacific Electric right-of-way itself is not considered a historical resource and is not eligible for the National Register.

An HPSR was prepared for the SR-22/West Orange County Connection, which identified the Pacific Electric Santa Ana River Bridge as the only property within the APE previously determined to be eligible for the National Register. There are 304 other properties within the APE, none of which are eligible for the National Register. The State Historical Preservation Office (SHPO) concurred on the findings of the HPSR on February 9, 2001. (Refer to Appendix E of Volume II of the DEIR/EIS for SHPO concurrence letter.)



Figure 3.5-1
Pacific Electric Santa Ana River Bridge

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