

**3.5 CULTURAL RESOURCES**

Information contained in this section is based on the *SR-22/West Orange County Connection Historic Property Survey Report (HPSR)* (December 2000) and Section 3.5 of the August 2001 DEIR/EIS. As summarized in the HPSR, a Historic Architectural Survey Report (HASR) and Negative Archaeological Survey Report (NASR) were prepared. For a more detailed analysis, these documents are available under separate cover for review at the Department’s District 12 Office and at 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 District 12 and OCTA.)

In preparation for the cultural investigations for the SR-22/West Orange County Connection (SR-22/WOCC), an Area of Potential Effect (APE) was established and approved by the Department 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 Gabrielenos. Two prehistoric sites were previously recorded adjacent to the project study area, identified by trinomials. CA-ORA-1352 was originally recorded as a prehistoric shell midden. The site has since been developed for commercial use and no evidence of any associated deposit was encountered in the investigation for the SR-22/WOCC project. CA-ORA-392 was recorded in 1973 as a shell midden site. A letter dated October 28, 1999, from the Tribal Chairman of the Gabrieleno/Tongva Council indicated the presence of a current Native American burial site on the east side of Seal Beach Boulevard, approximately 99 meters south of SR-22. Based on the investigation conducted for this project, it appears that there are no known archaeological resources within the APE.

**3.5.2 HISTORICAL SETTING**

Analysis of the historical setting is contained in the August 2001 DEIR/EIS. A summary of historical events representing significant development trends for each of the cities within the project study area is presented in Table 3.5-1, Historical Highlights of Study Area Cities.

**Table 3.5-1  
Historical Highlights of Study Area Cities**

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

**Table 3.5-1 (continued)  
Historical Highlights of Study Area Cities**

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

**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. In particular, the Pacific Electric played a vital role in the growth of Garden Grove and Santa Ana in the areas adjacent to the SR-22/WOCC APE, before the growing popularity of the automobile and the construction of roads and freeways led to the decline in railroad use.

**3.5.4 HISTORICAL RESOURCES IN THE STUDY AREA**

Thirty-one of the buildings and structures within the SR-22/WOCC APE date to 1950 or earlier. 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 of Historic Places. 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 August 2001 DEIR/EIS for SHPO concurrence letter.)