Appendix C
Cultural Resources Analysis for Asphalt Plant No. 1
Introduction

CH2M HILL has conducted an environmental review to specifically address potential impacts to historical resources for the City of Los Angeles Department of Public Works Bureau of Street Services Asphalt Plant No. 1 project. This technical memorandum has been prepared to document the previous cultural resources assessments of the project site resulting from previous California Environmental Quality Act (CEQA) compliance reviews, to document an May 2nd, 2015 field reconnaissance of the property by CH2M HILL, to provide an updated California Register of Historical Resources (CRHR) evaluation of the asphalt plant, and make recommendations regarding archaeological sensitivity of the project site. See Appendix A for a site location map.

The site is currently in use as an asphalt plant located at 2484 East Olympic Boulevard in the City of Los Angeles, California. Much of the property is covered by pavement, buildings, structures and equipment. One of the plant buildings has been formally recorded on a Department of Parks and Recreation (DPR) form and was previously evaluated as not eligible for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR).

Appendix B contains previously and newly prepared DPR forms for the buildings with a site location map and representative photographs.

This study was conducted by Clint Helton, M.A., RPA Senior Cultural Resources Specialist at CH2M HILL and Amy McCarthy-Reid M.A., RPA Archaeologist and Architectural Historian, both of whom meet the Professional Qualification Standards stated in the Secretary of the Interior’s Standards and Guidelines

Project Description

The City of Los Angeles Bureau of Street Services (BSS) has operated the Asphalt Plant 1 facility at its current location since 1947. The plant, using “batch” hot mix asphalt (HMA) technology common at the time of its installation, has a capacity of approximately 175,000 tons of product per year. Though suitable for small or irregular volumes, batch plants are limited in their capacity to use cost-saving reclaimed asphalt pavement (RAP). Because the batch process is highly sensitive to the moisture inherent in RAP, no more than 7.5% (typical) to 10% (maximum) RAP can be used in the mix, requiring mostly virgin aggregate materials to be used instead. BSS is proposing to reconstruct the facility with new, more efficient “drum” mix technology. Drum facilities can use up to 50% reclaimed asphalt product (RAP) in the mix. The proposed reconstruction of Asphalt Plant 1 will include removal of the existing facilities and construction of a new asphalt-concrete processing plant and other associated improvements. The overall project footprint should include the entire parcel.
Previous Work

A California Historical Resources Information System (CHRIS) search was conducted May 12th, 2015 by Amy McCarthy-Reid at the South Central Coast Information Center (SCCIC) in Fullerton. There are two recorded resources and two relevant studies within or adjacent to the property. The search revealed 22 previous cultural resource studies had been carried out within half a mile of the site. Of those studies, two had been conducted within or adjacent to the project site. There are two previously recorded resources associated with the existing plant: the main office building (Site No. P-19-180829) and the location of the remnants of the former Asphaltum & Oil Refining Company (Site No. P-19-003777). The Olympic Boulevard bridge which is located to the north of the project site is a historic-era bridge. No archaeological resources were previously recorded within the project site.

Previous studies and recorded resources are documented as follows:

- 1988 DPR form for P-19-180829 “Municipal Asphalt Plant #1 Office” by Richard Starzak describes the office building of Asphalt Plant 1 at 2484 East Olympic Boulevard and finds it ineligible for listing on the National Register.

- 2008 DPR form for P-19-003777 “Asphalt Plant No. 1” by Candace Ehringer and Frank Humphries of EDAW Inc, which describes a historic archaeological site with two loci east of Asphalt Plant 1 near the Olympic Boulevard Los Angeles River bridge. The north locus, Locus 1, is bounded by the East Olympic Boulevard frontage road on the south, Porter Street on the north, industrial/commercial properties to the west, and an alley and Amtrak facilities on the east. Historically this was the location of the Asphaltum & Oil Refining Company. Site features include a number of concrete foundations, slabs, and piers believed to be remnants of the refining company and a rail spur segment which branched from the main line of the Atchison, Topeka & Santa Fe Railroad serving commercial concerns on this parcel, and others in the area. Locus 2 is bounded by the south Olympic Boulevard frontage road on its north side, Amtrak facility on the east, a paved driveway to the south, and a City-owned asphalt plant and other industrial properties on the west. The loci includes a dense concentration of historic artifacts dating from the late nineteenth and twentieth centuries, along with two abandoned rail spurs dating to 1925.

- 2008 Archaeological Resources Assessment and Evaluation of “Maintenance of Way” Building for the Asphalt Plant No. 1 Street Services Truck Route Project, City of Los Angeles, California. This report was prepared by Monica Strauss, Candace Ehringer and Angel Tomes of EDAW, Inc. The purpose of this study is an archaeological assessment of a new proposed designated truck route from Asphalt Plant No.1 to Porter Street, thereby providing truck access to major traffic arteries. The Maintenance of Way building would be demolished as part of this project.

- A surface survey was conducted in February 2008 and resulted in the recording of isolated historic artifacts including ceramic insulators, bottle glass fragments, a hand hewn granite paving block and unmarked brick fragments. The “Maintenance of Way” building was evaluated and found to be not eligible for inclusion for either the CRHP or the Los Angeles HCM.

- 2011 Archaeological Monitoring Report Asphalt Plant No. 1 Project 2484 East Olympic Boulevard, Los Angeles, California report was prepared by Dana N. Slawson of Greenwood and Associates and details the monitoring program on the easement between the Asphalt Plant No. 1 Plant site located at 2484 East Olympic Boulevard on the east and the easement adjacent to the ATSF/AMTRAC rail line on the west. Monitoring of the project was initiated under CEQA because of cultural resource concerns posed by the presence of seven historic resources in proximity to the project footprint that represent the early industrial development of the area and Los Angeles in general. The project involved the demolition of existing paved areas and buildings and repaving a .75 acre area. The monitoring program found areas of historic artifact concentrations as well as railroad related
features and structure foundations that reflect the area history in oil refining and manufacturing from the late 1800’s into the early 1900’s. Artifacts collected included bottle glass fragments, ceramic fragments, tool and machine parts and fragments, faunal bone and shell material. The report continues with the site designation of Asphalt Plant No. 1 of EDAW in 2008, although it is adjacent and not within the plant. The author states that, “the area remains sensitive for cultural resources and a qualified archaeologist should monitor any planned soil disturbing activities in the vicinity.” (Slawson 2001:23)

Multiple cultural resources studies were previously completed in this area of Los Angeles. The results of previous studies indicate:

- Numerous (23) cultural resources survey reports transit the vicinity of the project area (within a ½ mile radius).
- One historic archaeological site is located adjacent to the property (P-19-003777).
- There are numerous historic buildings surrounding the property, along with the railroad and a historic bridge. The area has put to largely industrial use for the last 100 years.
- There are no known prehistoric sites within a ½ mile radius of the property, although the property is near the Los Angeles River.
- The previous assessments indicated the potential for unknown archaeological, paleontological, and human remains to be present in the project site is “high.”

Results

The project site is highly developed and disturbed. It has been is entirely developed, and there are no natural soils on the surface of the site or natural vegetation. The Asphalt Plant No. 1 property consists of an asphalt recycling and production plant with ancillary buildings and hardstand areas. There are covered aggregate storage bins, RAP storage bins, above ground and subterranean conveyor systems, asphalt processing equipment, a gas and oil building, fuel dispenser, a single story administration building, and single story maintenance building. The property directly to the south of the plant which is leased by the City for parking and equipment storage associated with the existing plant consists entirely of an asphalt-concrete paved surface.

CRHR and NRHP Eligibility of Potential Resources

The Asphalt Plant 1 and its ancillary buildings are old enough to be evaluated for inclusion in the CRHR. Construction of the buildings associated with Municipal Asphalt Plant No. 1 was begun in October of 1946 at this location and cost approximately $250,000 (Starzak 1988). The original Municipal Asphalt Plant 1 was constructed at another location in 1915. Some equipment was moved to the new location at 2484 East Olympic Boulevard and a new facility was constructed around it in 1946. The buildings are all of reinforced cinder block except the office, which is reinforced brick. The buildings appear to be mostly intact. A review of historic maps and photographs reveals episodes of modernization and upgrades. In 1989, it was retrofitted to recycle reclaimed asphalt pavement.

The Asphalt Plant 1 (or Municipal Asphalt Plant No. 1) is not significant for its association with development of Los Angeles or transportation infrastructure in Los Angeles County in general (Criteria A). The period of significance for municipal road construction and improvement begins circa 1910 and ends with World War II. Although the asphalt plant contributed to these projects at its first location, the production from this new facility was used for maintenance of existing roads and one off road construction projects. During the years of this plant’s operation, the focus was on the freeway system, which was financed and constructed at the state and federal levels (Roth 2007). The structure is not associated with any persons of historic significance (Criteria B). Concrete block construction has been
commonly used in California. With its small scale and lack of ornamentation, it also is not significant for its architecture or engineering design (Criteria C). It is unlikely to yield important information about construction materials or technology (Criteria D/4). Asphalt Plant 1 is therefore ineligible for listing in the CRHR and is not considered a historical resource for the purpose of compliance with CEQA.

Although the buildings and structures presently meet the 50 year age threshold to warrant analysis, they do not represent unique resources, and CH2M HILL concurs with the previous determination for the office building and recommends that all of the buildings and structures of the Asphalt Plant 1 facility do not meet any of the criteria for eligibility for the CRHR.

This analysis also concludes that the project site has a very low sensitivity for buried intact archaeological resources given decades of disturbance and use. Prior geotechnical studies revealed fill in some areas up to 12 feet below ground surface. However, as with any project that disturbs the ground, there remains the theoretical potential for unanticipated discovery of buried cultural resources. As detailed in the following sections, an unexpected discovery of cultural resources during any phase of the proposed project would result in a work stoppage in the vicinity of the find until the resources can be evaluated by the professional archaeologist.

**Recommendations**

This work will not cause a substantial adverse change in the significance of an archaeological resource. However, if any archaeological resources are discovered during construction, the contractor will cease all construction activities in accordance with Section 6-3.2 of the Standard Specifications for Public Works Construction. The County will subsequently have a specialist examine the project site for cultural resources. Thus, the effect of the proposed project on these resources is considered less than significant.

The proposed project would not cause a significant adverse change in the significance of a historical resource. No physical demolition, destruction, relocation, or alteration of any historical resource or its immediate surroundings is proposed. A less than significant impact will occur.

If any human remains are discovered during construction, the contractor will cease all construction activities in accordance with Section 6-3.2 of the Standard Specifications for Public Works Construction. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD may inspect the site of the discovery with the permission of the landowner, or his or her authorized representative. The MLD shall complete its inspection within 48 hours of its notification by the NAHC. The MLD may recommend scientific removal and analysis of human remains and items associated with Native American burials. This work is not likely to disturb any human remains, including those interred outside of formal cemeteries. A less than significant impact will occur.

**References**


2008 DPR form for P-19-003777 “Asphalt Plant No. 1” at 2484 E. Olympic Boulevard, recorded by Candace Ehringer and Frank Humphries, EDAW Inc, 515 S. Flower St. 9th Floor, Los Angeles CA 90071. On file at SCCIC.
2008 Archaeological Resources Assessment and Evaluation of “Maintenance of Way” Building for the Asphalt Plant No. 1 Street Services Truck Route Project, City of Los Angeles, California. Prepared for: City of Los Angeles, Bureau of Engineering, Julie Van Wagner, Environmental Management Group, 1149 South Broadway, Suite 600, Mail Stop 939, Los Angeles, CA 90015-0656. Prepared by: EDAW, Inc. 515 South Flower Street, 9th Floor, Los Angeles, CA 90071. Authors: Monica Strauss, MA RPA, Candace Ehringer MA RPA, Angel Tomes MA. Report number LA 9271, on file at SCCIC.

2011 Archaeological Monitoring Report Asphalt Plant No. 1 Project 2484 East Olympic Boulevard, Los Angeles, California. Prepared for Commercial Paving & Coating, Inc, 2809 West Avenue 37, Los Angeles CA 90065, Contact: Mr Rick King. For submission to: City of Los Angeles, Department of Public Works, Bureau of Engineering, Environmental Management Division, 1149 South Broadway, Suite 600, Los Angeles, CA 90015. Prepared by Greenwood and Associates, 725 Jacon Way, Pacific Palisades, CA 90272, Dana N. Slawson MA. Report number LA 11166, on file at SCCIC.
Figure 1. Project Site Location
Asphalt Plant No.1 Replacement and Modernization
Appendix B
Department of Parks and Recreation
523 Forms
*P2. Location:  □ Not for Publication  ■ Unrestricted
   *a. County  Los Angeles  and
   *b. USGS 7.5’ Quad Los Angeles  Date 1984 T; R;   □ of   □ of Sec ; San Bernadino B.M.
   *c. Address  2484 East Olympic Boulevard  City Los Angeles  Zip
   *d. UTM:  Zone 11, 386727.5 mE/ 3765626.5  mN
   *e. Other Locational Data:

*P3a. Description:  The Municipal Asphalt Plant No. 1 consists of an asphalt recycling and production plant with ancillary buildings. Production at this location has been ongoing since 1947. There is an office, an oil and gas building, a locker and shop building with a former dwelling area, an electric switch house, a compressor house, shed structure with sand and gravel bunkers, a materials conveyor, a few storage sheds, two 50 foot towers, chute, hopper, rotary dryers and cooling tank. The asphalt plant does not meet the criteria for inclusion on the National Register of Historic Places or California Register of Historical Resources, please see accompanying DPR BSO form.

*P3b. Resource Attributes:

*P4. Resources Present:  □ Building  ■ Structure  □ Object  □ Site  □ District  □ Element of District  □ Other (Isolates, etc.)

*P5b. Description of Photo:  View of Asphalt 1 facility from adjacent bridge, Google Earth 2015

*P6. Date Constructed/Age and Source:  ■ Historic  □ Prehistoric  □ Both

*P7. Owner and Address:  City of Los Angeles Department of Public Works Bureau of Street Services 1149 South Broadway, 4th floor, Los Angeles, CA 90015

*P8. Recorded by:  Clint Helton and Amy McCarthy-Reid  CH2MHILL  6 Hutton Center Drive  Suite 700  Santa Ana, CA  92707

*P9. Date Recorded:  05/13/15

*P10. Survey Type:  pedestrian

*P11. Report Citation:  Technical Memorandum Cultural Resources Analysis for Asphalt Plant 1. Prepared for City of Los Angeles Department of Public Works Bureau of Street Services. CH2MHill May 13, 2015

*Attachments:  □NONE  ■Location Map  ■Continuation Sheet  ■Building, Structure, and Object Record  ■Archaeological Record  ■District Record  ■Linear Feature Record  ■Milling Station Record  ■Rock Art Record  ■Artifact Record  □Photograph Record  □Other (List):
**State of California**
**The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**

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**BUILDING, STRUCTURE, AND OBJECT RECORD**

| B1. | Historic Name: Municipal Asphalt Plant No. 1 |
| B2. | Common Name: Asphalt Plant 1 |
| B3. | Original Use: asphalt plant |
| B4. | Present Use: asphalt plant |
| **B5.** | Architectural Style: Utilitarian |
| **B6.** | Construction History: Construction of the buildings associated with Municipal Asphalt Plant No. 1 was begun in October of 1946 at this location and cost approximately $250,000 (Starzak 1988). The original Municipal Asphalt Plant 1 was constructed at another location in 1915. Some equipment was moved to the new location at 2484 East Olympic Boulevard and a new facility was constructed around it in 1946. The buildings are all of reinforced cinder block except the office which is reinforced brick. The buildings appear to be mostly intact. A review of historic maps and photographs reveals episodes of modernization and upgrades. In 1989, it was retrofitted to recycle reclaimed asphalt pavement. |
| **B7.** | Moved? ☐ No ☐ Yes ☐ Unknown Date: 1946 Original Location: 2445 McPherson Street |
| **B8.** | Related Features: None |
| **B10.** | Significance: Theme N/A Area N/A Period of Significance N/A Property Type N/A Applicable Criteria N/A |
| **B11.** | Additional Resource Attributes: HP8, H4, AH10 |
| **B13.** | Remarks: Amy McCarthy-Reid Evaluator: May 13, 2015 Date of Evaluation: |

(This space reserved for official comments.)

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*Required information*
Resource Name or #: Municipal Asphalt Plant No. 1
Map Name: Los Angeles, California
Scale: 1:24,000
Date of map: 1994

*Required information
P5a. Photograph:

Overview of Municipal Asphalt Plant No. 1 office building at 2484 East Olympic Boulevard, facing northwest.

The Municipal Asphalt Plant No. 1 locker and shop building, facing south.
P5a. Photograph:

Overview of Municipal Asphalt Plant No. 1 gas and oil building at 2484 East Olympic Boulevard, facing west.

The Municipal Asphalt Plant No. 1 electric switch house and storage shed, facing southwest.