NPS Form 10-900
(Oct.1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

DRAFT

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Arroyo Seco Parkway Historic District

other names/site number Pasadena Freeway, State Route 110, Arroyo Seco Freeway

2. Location

street & number Route of the Pasadena Freeway (State Route 110) from the Four-Level Interchange in Los Angeles to East Glenarm Street in Pasadena ☐ not for publication N/A

city or town Passing through Los Angeles, South Pasadena, and Pasadena ☐ vicinity N/A

state California code CA county Los Angeles code 037 zip code 90012, 90015, 90017, 90031, 90042, 91030, 91105

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

☐ entered in the National Register
☐ See continuation sheet.

☐ determined eligible for the National Register
☐ See continuation sheet.

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other (explain): _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☒ public-local
- ☒ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2	0	buildings
		sites
43	15	structures
		objects
45	15	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/road related (vehicular)
TRANSPORTATION/pedestrian related
TRANSPORTATION/parkway

Current Functions
(Enter categories from instructions)

TRANSPORTATION/road related (vehicular)
TRANSPORTATION/pedestrian related
TRANSPORTATION/parkway

7. Description

Architectural Classification
(Enter categories from instructions)

Other: concrete rigid frame bridge
Other: concrete arch spandrel bridge
Other: Art Deco tunnel
Other: Vernacular pedestrian/equestrian tunnel
Other: Parkways

Materials
(Enter categories from instructions)

foundation
roof
walls
other CONCRETE, ASPHALT, STONE, GLASS, VEGETATION

Narrative Description

☒ **See continuation sheet.**

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8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☒ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

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Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or a grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Transportation Planning
Freeway Construction
Bridge and Tunnel Architecture
Engineering

Period of Significance
1938-1953

Significant Dates
March 21, 1938
December 20, 1940
December 22, 1953

Significant Person
(Complete if Criterion B is marked above)

Aldrich, Lloyd

Cultural Affiliation

Architect/Builder
California Division of Highways
Los Angeles Bureau of Engineering

Narrative Statement of Significance

☒ **See continuation sheet.**

9. Major Bibliographical References

☒ **See continuation sheet.**

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested.
☐ previously listed in the National Register
☒ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☒ recorded by Historic American Engineering Record # HAER CA-265

Primary Location of Additional Data

☒ State Historic Preservation Office
☒ Other State agency
☒ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository:

California Department of Transportation, Sacramento
Library of Congress, Washington, DC

10. Geographical Data

Acreage of Property

Approximately 162 acres

UTM References

UTM references were calculated using North American Datum (NAD) 1983.

	Zone	Easting	Northing		Zone	Easting	Northing
A	11	562411	1977325	D	11	568847	1986466
B	11	565832	1980966	E	11	569613	1986416
C	11	567785	1982986				

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☒ **See continuation sheet for additional UTM references.**

Verbal Boundary Description

☒ **See continuation sheet**

Boundary Justification

☒ **See continuation sheet.**

11. Form Prepared By

name/title Janice Calpo, California Department of Transportation (final version) and Portia Lee, PhD, California Archives (draft version), **see continuation sheet**.

organization California Dept. of Transportation, Division of Environmental Analysis date December 10, 2008

street & number 1120 N St. (M.S. 27) telephone (916) 653-0802

city or town Sacramento state CA zip code 95814

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Multiple, **see continuation sheet.**

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

7. DESCRIPTION

A. Summary

The proposed Arroyo Seco Parkway Historic District, which was constructed in three phases, encompasses a 6-lane, 8.21-mile, limited–access roadway (State Route 110) traveling in a southwesterly direction through the cities of Pasadena, South Pasadena, and Los Angeles, from East Glenarm Street (Post Mile[1] 31.89) in Pasadena to (and including) the Four Level Interchange (Post Mile 23.69) in Los Angeles. Today there exists a total of 60 components – grade separations, tunnels, bridges, overcrossings, pedestrian overpasses, pedestrian and equestrian undercrossings, the roadway itself, the Four Level Interchange, Arroyo Channel, and two buildings at the Arroyo Seco Maintenance Station – 45 of which are considered contributors to the Arroyo Seco Parkway Historic District. The first 6.2 mile section from East Glenarm Street to Avenue 22 in Los Angeles, constructed between 1938 and 1940, travels on a divided road through residential and commercial neighborhoods of Los Angeles, Pasadena, and South Pasadena, where it operates as a below-grade arterial. Fenced landscaping such as trees, shrubs, and ground cover grow on verges and slopes that border both sides of the roadway. Similar landscaping and the Arroyo Seco Channel mark the western edge.

The Southerly Extension, a 1.7 mile stretch built 1940-1943 during the second phase of construction, continues the roadway toward downtown Los Angeles from Avenue 22 to Adobe Street in Los Angeles. Engineering on the Southerly Extension utilizes the Figueroa Street Viaduct and the Los Angeles River Bridges to separate north and southbound traffic, routing it on different elevations. Northbound traffic travels through the four Figueroa Street tunnels and across the Figueroa Street Viaduct onto the Arroyo Seco Parkway section. Southbound traffic crosses the Los Angeles River Bridge, and then is channeled onto a 4-lane roadway traveling in open cuts west of the Figueroa Street Tunnels through the hills of Elysian Park, under park roads and over residential neighborhoods, on eight bridges and pedestrian undercrossings. In this section, rubble walls and guardrails border the roadway. Descending gradually to grade level, the opposing lanes join to become continuous again at Hill Street.

Five bridges complete the freeway's last half-mile to its terminus at the Four Level Interchange about a quarter mile northwest of downtown Los Angeles; they were constructed between 1948 and 1953 during the third phase of construction. The 154 foot high steel and reinforced concrete interchange acts as a master route separator, guiding traffic from the Hollywood, Santa Ana, Pasadena, and Harbor Freeways through four stacked interwoven roadways. On this section, paving, light, and safety features are similar to those of the first six-mile segment with a greater

[1] Post miles are based on the California highway mileage system, beginning at the west boundary for each county and increasing in number from west to east for even-numbered state routes. Although the oldest section of the Arroyo Seco Parkway was constructed beginning at it northeastern most point, the post miles at this end are higher.

concentration of rubble retaining walls. Landscaping on the border slopes consists mainly of ground cover, ivy, and lantana. Roadway materials on the 8.2 mile arterial consist of concrete and asphaltic concrete, signage, glass, stone, construction rubble, and landscape elements consisting of plants, shrubs, and small trees (generally those native to the area), stone planters, and lighting fixtures. The Arroyo Seco Parkway has kept substantial integrity of design, workmanship, location, design, and setting. The only substantial alterations on the Parkway have occurred from the Yale Street Pedestrian Overcrossing (Post Mile 24.37) to the Stadium Way Overcrossing (Post Mile 24.53), resulting in about a 30% loss of integrity.

On March 31, 1983, the Keeper of the National Register determined that the Arroyo Seco Parkway was eligible for inclusion in the National Register of Historic Places because it was the first grade-separated, limited-access, high-speed divided road in the urban western United States, and it was the initial stretch of road for what would become the world-renowned Los Angeles metropolitan area freeway system. At the time, the Phase III construction, the Arroyo Seco Maintenance Station and the Arroyo Seco Channel were not included within the district boundaries.

B. Physical Description – Arroyo Seco Parkway Phase I (1938-1940)

1. Phase I Roadway Construction – Historic Appearance

Phase I of the historic district's thirteen-year construction began in 1938 with the Arroyo Seco Parkway, a 6 mile stretch from Avenue 22 in downtown Los Angeles to East Glenarm Street in Pasadena. This construction sequence built storm drains and sewers first, then fashioned a rough base from material gleaned from the Arroyo Seco Flood Control Channel excavation. The finished road base consisted of winnowed sand and quarter-inch rocks. Small shrubs, principally oleander, landscaped the 6-foot wide, eight-inch-by-eight-inch redwood beam median barrier. Typical poured-in-place curbs were six inches high above the pavement surface with a four-inch horizontal surface that sloped back four inches in the six-inch height. A 12-inch gutter was cast integrally with the curbs. High visibility curbs designed for the center median, traffic islands, and ramps at entrances and exits had reflective paint and redwood guardrails. Surface pavement on each side of the median consisted of two 35 foot lanes of Portland cement concrete and one 11 foot inside traffic lane adjacent to the gutter paved with dark asphalt concrete. Safety indentations and amber flashers signaled roadway edges. Rubble walls of concrete and mortar served as retaining walls and chain link fences ran along other sides of the roadway.

A landscaped slope, varying between three and four feet, with an irrigation system laid along its top, lay between the roadway and the fences. It featured an indigenous plant palette; 42 of the 47 species were California natives. Wood frames were devised to hold plants on cut slopes. Over 10,000 plants were placed along the roadway with emphasis on using native varieties such as ceanothus, fremontia, Catalina cherry, matilija poppies, and sage. Arroyo Seco Parkway planters,

large concrete earth-filled bowls which contained small trees, shrubs, and volunteer vegetation, provided additional landscape features. Marbelite Model No. 485-28 light standards with Westinghouse Reflectoflux and L.A.R. globes illuminated the Parkway. Sodium vapor safety lights were installed along the road and at all entrances and exits. Roadway signs, sometimes carried on striped posts, carried the seal of Automobile Club of Southern California.[2] There were five on- and off-ramp entrances and exits. Curves were banked to counteract centrifugal forces. Where property right-of-way was not sufficient, workers built "compressed" cloverleafs that required drivers to stop nearly perpendicular to the flow of traffic, and then quickly accelerate, and " acceleration/deceleration" ramps, which gave drivers more space to enter or leave the Parkway at the speed of moving traffic. These features were designed to eliminate the possibility of left-hand turns onto the Parkway.[3]

Roadway:

Engineers used Portland Cement Concrete (PCC) and Asphalt Concrete (AC) to pave the Arroyo Seco Parkway. Workers poured two lanes of PCC on 11'-0 by 15'-0 sections and one lane of 11'-0 wide AC lane in either direction on compacted native soil. Debates between concrete companies resulted in these two pavement types, which engineers justified as a safety feature to discourage drivers from needlessly switching lanes. The road did not require any special base material due to the excellent drainage characteristics of the local soil, legislation forbidding trucks and commercial vehicles, and the mild climate. PCC curbs and gutters also bordered the roadway in both directions.

Bridges

Six highway bridges and one railroad bridge were in place before Parkway construction began.[4] The design team of the Los Angeles Bureau of Engineering, supervised by Merrill Butler, constructed five of the six. While modest in scale, these incorporate the decorative emphasis of the Los Angeles River bridges of the 1920s and 1930s. Twenty-two new bridges, underpasses, and pedestrian crossings were built during the first phase of Parkway building. These overcrossings vary in width and length; most are of similar design, reinforced concrete with shallow arch spans, plain posts, and girders. Simple metal bridge railings were chosen by design

[2] "First Parkway for Los Angeles," *Engineering News-Record* (21 July 1938); S.V. Cortelyou, "Arroyo Seco 6-Lane Freeway," *California Highways and Public Works* (June 1939) 10-12.

[3] S.V. Cortelyou, "Arroyo Seco Parkway Unit Open," *California Highways and Public Works* (August 1940) 14-17.

[4] Material on the bridges was taken from "Many Types of Bridges and Structures Required for the Arroyo Seco Parkway," *Southwest Builder and Contractor* (4 October 1940). Statistics on bridges were taken from the California Department of Transportation Bridge Logs.

engineers for economy and harmony with the pared-down modernistic design of the bridges. Utilitarian and unornamented, railings were constructed with narrow pickets, closely spaced and finished with a single flat top and bottom rail. All new bridges for the Parkway were designed and constructed under the supervision of the State Division of Highways. No individual designer is mentioned in the context of an individual bridge. However, credit for the completed project was given to nine engineers of the State Division of Highways mentioned by name as Resident Engineers for the project: J.J. Brown, W.V. Cryderman, A.K. Gilbert, W.H. Johnson, G.I. Laird, J.E. McMahon, R.D. Thorson, R.W. Van Stan, and P.R. Watson.[5]

- Avenue 22, also known as Figueroa Street Off-ramp (1940) Bridge No. 53 0533L Post Miles 25.78
- Figueroa Street Off-Ramp Undercrossing (1940) Bridge No. 53 0533L Post Mile 25.78

The Avenue 22 structure, constructed for the Parkway in 1940, is an underpass that separates westbound Parkway traffic from eastbound Los Angeles traffic flowing into North Figueroa Street. A simply supported 30-inch thick reinforced concrete solid slab bridge, it has a span length of 44 feet and a clear roadway width of 35 feet with two sidewalks built on a 45 degree skew. Abutment walls are supported on footings carried on Raymond Concrete Pile Company cast-in-place piles. Figueroa Offramp Undercrossing, a contributor to the Parkway, retains a portion of the original railing of an earlier bridge at Avenue 22 that was incorporated into the construction of the Interstate 5 (I-5) Freeway.

- Avenue 26 Overcrossing (1925, 1939), Bridge No. 53-0372 and Br. No. 53C-1875, Post Mile 25.91

Built to span the Arroyo Seco Channel in 1925, under the direction of Merrill Butler by the City of Los Angeles Bureau of Engineering Bridge Department, Avenue 26 Overcrossing has a single 100-foot reinforced concrete arch span and a 43-foot concrete girder span at each end. The same city design and engineering team extended the structure in 1939 to span the Arroyo Seco Parkway. The new construction added a 43-foot reinforced concrete girder span at the north end, making the total overall length approximately 240 feet with a roadway of 40 feet and two sidewalks. Like the 1925 bridge, the addition has pierced arch railing and scalloped soffit ornamentation. Historic light standards are still in place with Venetian style aluminum lanterns and pole bases set into the railing in a decorative scroll mounting. The City of Los Angeles owns the eastern portion of the bridge (Bridge No. 53C-1875), beginning at pier 3 over the Channel;

[5] Material on the bridges was taken from "Many Types of Bridge and Structures Required for the Arroyo Seco Parkway," *Southwest Builder and Contractor* (4 October 1940). See also "Eighteen Bridge Structures Will Span Arroyo Seco Parkway," *California Highways and Public Works* (December 1937); "Arroyo Seco Freeway Required 26 Bridges," *California Highways and Public Works* (December 1917). Statistics on Bridges were taken from the California Department of Transportation Bridge Logs.

the California Department of Transportation owns the western portion (Bridge No. 53-0372) over the Parkway.

- Avenue 35 Railroad Underpass (1940), Bridge No. 53-0425, Post Mile 26.40

The Avenue 35 Railroad Underpass is a double track railroad bridge approximately 260 feet in length, consisting of two roadway spans of 75 and 68 feet and a channel span of 113 feet. The reinforced concrete substructure with two piers and two abutments was constructed by Works Progress Administration (WPA) work forces. The riveted superstructure is a continuous through plate girder. The structure was seismically retrofitted in the mid-1990s.

- Arroyo Seco Avenue 43 Ramp (1940), Bridge No. 53-0985S, Post Mile 27.08
- Avenue 43 Overcrossing (1939), Bridge No. 53-0427 and Bridge No. 53C-1877, Post Mile 27.12

The original bridge, built in 1925, at the site of the Avenue 43 Ramp was severely damaged in the flood of 1938. It was rebuilt in 1940 for the Arroyo Seco Parkway and extended across the channel. A 3-span reinforced concrete girder structure 65 feet in length and 24 feet in width with clear spans of 51 feet, 53 feet, and 69 feet, the structure retains its original pierced railing, which was restored after the flood. At Avenue 43 on the Parkway, a new overcrossing was constructed across the Arroyo Seco Channel on abutments built in the channel walls by the WPA crews. The railing duplicates that of an earlier bridge across Avenue 43. The City of Los Angeles owns the east span of the Avenue 43 Overcrossing (Bridge No. 53C-1877) over the Channel; the California Department of Transportation owns the west span (Bridge No. 53-0427) over the Parkway.

- Sycamore Grove Pedestrian Overcrossing (1940), Bridge No. 53-0344, Post Mile 27.64

Sycamore Grove Pedestrian Overcrossing allows park visitors to walk from a parking area to a playground on the opposite bank of the Arroyo Seco across from Sycamore Grove, a City of Los Angeles park. A 2-span, semi-rigid frame, box girder design, 220 feet in length and 8 feet in width, the structure’s west end is moveable. Clearance above the Arroyo Channel is 35 feet. Approach stairways allow pedestrian access on the east. On the west side, pedestrians travel through the Sycamore Grove tunnel running under the tracks of the Union pacific railroad spur line to Pasadena.

- Avenue 52 Overcrossing (1939), Bridge No. 53-0428, Post Mile 28.05

Avenue 52 Overcrossing spans the Parkway with an extension over the Channel. A rigid frame reinforced concrete structure with ramps and retaining walls, it measures 114 feet in length and 34 feet in width with two spans measuring 56 feet each. The channel extension, with a single 63-foot span and overall length of 68 feet, stands on abutments constructed by WPA workmen during the lining of the Channel.

- Via Marisol Overcrossing (1939), Bridge No. 53-0429, Post Mile 28.38

Via Marisol (Hermon Avenue) replaced an older structure at the same location. The Via Marisol Overcrossing has two spans 58 feet in length, and overall length of 126 feet and a clear roadway width of 44 feet. The 72-foot single-span Arroyo Seco Channel crossing has an overall length of 87 feet and a clear roadway also of 44 feet.

- Arroyo Seco Park Bridge, also known as Arroyo Seco Channel Pedestrian Bridge (1951), adjacent to the Parkway between Via Marisol and Avenue 60

Arroyo Seco Park Bridge provides pedestrian access to a portion of Arroyo Seco Park from adjoining land cut off by freeway construction on one side and the Arroyo Seco Channel on the other. The first among pre-stressed concrete bridges to be built in California, the 110 foot long, eight foot wide pedestrian bridge over the Arroyo Seco Channel near Avenue 58 is constructed of reinforced concrete using wires rather than bars for reinforcing. To counteract bending stresses, the wires were located and pre-stressed in advance of being subjected to passing loads. The bridge is constructed of two simply supported girders, 113 feet long, each with a clear span of 110 feet that support the eight-foot wide pedestrian walkway and also serve as handrails.

- Avenue 60 Overcrossing (1939), Bridge No. 53-0430 and Bridge No. 53C-1878, Post Mile 28.76
- Arroyo Seco Avenue 60 Ramp (1940), Bridge No. 53-0986S, Post Mile 28.86
- Avenue 60 Ramp Pedestrian Undercrossing (1940), 53-0988T, Post Mile 28.86

The Avenue 60 Overcrossing is a reinforced concrete arch spandrel bridge that connects Hermon Avenue (Via Marisol) with Pasadena Avenue (Figueroa Street) on Avenue 60; it was extended over the Parkway in 1939. Graveled approaches above dirt fills at each end have a 6-percent incline. Handrails are pierced in an elaborate pattern of ovals and inverted triangles. Piers are chamfered and ornamented with paneling. Bases of the fluted ornamental light standards have stepped Art Deco pedestals with sculptured side wings. The Avenue 60 Ramp (Bridge No. 53-0986S) was constructed in 1940 to connect the Parkway to Avenue 60. It is a reinforced concrete box girder structure with closed and rigid frame abutments and four reinforced concrete column bents. With a skew of sixteen degrees, the ramp’s total length is 127.9 feet, with one span of 118.2 feet and 29 feet wide. The ramp has two 11.5-foot lanes between concrete curbs with a one-foot raised dividing strip and steel-baluster railings. The Avenue 60 Ramp Pedestrian Undercrossing (Bridge No. 53-0988T) also built in 1940, is a ten-foot-tall by ten-foot wide reinforced concrete box that is 31 feet long on reinforced concrete abutments. In 1982, the original metal pipe rail on Bridge No. 53-0988T was replaced with steel guard rail. The California Department of Transportation owns the portion of the Arroyo Seco Avenue 60 Overcrossing from Piers 2 through 4 (Bridge No. 53-0430) over the Parkway; the City of Los

Angeles the portion from the abutment to Pier 2, and from Pier 4 to Pier 5 and the abutment (Bridge No. 53C-1878) over the Channel.

Two bridges were constructed for the Parkway at the site of the original Avenue 60 Overcrossing. To provide clearance of the six lanes of the Parkway and the service road, the existing 40-foot end span of the original bridge was removed and the bridge extended with a right frame structure of three 48 foot arched rib slab spans and a single clear span of 109 feet over the Arroyo Seco Channel. The decorative handrails, sidewalks, and street surfacing on the extension match those on the original overcrossing. The Avenue 60 service ramp and pedestrian undercrossing, constructed in 1940 on a new alignment, connect to the southbound lane of the Santa Fe Arroyo Seco Railroad Bridge.

- Santa Fe Arroyo Seco Railroad Bridge, also known as the Avenue 64 Underpass (circa 1900, 1923, 1993), 53-0431, PM 29.03

Engineers of the California Southern Railroad built the Santa Fe Arroyo Seco Railroad Bridge circa 1900. The bridge is believed to be the oldest in Los Angeles and is the highest railroad bridge in Los Angeles County, at 100 feet high. It was widened in 1923. The single-track steel structure, 750 feet long, has webbed steel support legs anchored in concrete bases designed to resist the floodwaters and mud flows of the unchanneled Arroyo Seco. It remained virtually unaltered until 1993 when the superstructure was disassembled, converted from single to double track, seismically strengthened, and then reassembled in place for adaptive reuse as part of the Metropolitan Transportation Authority's Pasadena-Los Angeles Gold Line. Despite these alterations, the structure has kept substantial integrity of feeling, association, setting, and design. The City of Los Angeles designated this bridge as Historic Cultural Monument #339, a designation it retains after its 1993 rehabilitation was completed.

- Arroyo Seco Marmion Way Offramp (1940), Bridge No. 53-0886S, Post Mile 29.20
- Marmion Way Overcrossing (1940), Bridge No. 53-0445 and Bridge No. 53C-1879, Post Mile 29.28

Arroyo Seco Marmion Way Offramp is a reinforced concrete through girder rigid frame service ramp with a clear span of 78 feet, roadway dimensions of eight feet in length and 24 feet in width, and a skew of 20 feet. Marmion Way Overcrossing, 252 feet in length and 35 feet in width, consists of five spans. Three spans are reinforced concrete, rigid-frame slabs and the remaining two spans are reinforced concrete girders with a 70-foot clear channel span and a cantilever end span. The California Department of Transportation owns the westerly portion of the Marmion Way Overcrossing (Bridge No. 53-0445) over the Parkway; the City of Los Angeles owns the easterly portion (Bridge No. 53C-1879).

- York Boulevard Overcrossing (1912), Bridge No. 53-0121 and Bridge No. 53C-1874, Post Mile 29.50

The first important concrete span across the Arroyo Seco, York Boulevard Overcrossing connected Highland Park on the west and South Pasadena on the east. Construction for the 6-span reinforced concrete arch spandrel structure began in 1910, financed by South Pasadena voters in a municipal bond election. The crossing remains substantially intact and has kept substantial integrity, although the original decorative handrails and light standards are gone. The principal decorative feature remaining is the small engaged bell-arch element placed at the tops of the massive arch piers. The California Department of Transportation owns the portion of the York Boulevard Overcrossing from Pier 2 to Pier 5 (Bridge No. 53-0121) over the Parkway; the City of Los Angeles owns the portion from the abutment to Pier 2 and from Pier 5 through pier 6 and the abutment (Bridge No. 53C-1875) over the Channel.

- Arroyo Seco Bridge (1939, 1993), Bridge No. 53-0276, Post Mile 30.10
- Arroyo Seco Pedestrian and Equestrian Undercrossing (1938), Bridge No. 53-0432, Post Mile 30.25

The Arroyo Seco Bridge, near Hough Street, carries traffic across the Arroyo Channel into the City of South Pasadena. Originally constructed in 1939 and seismically strengthened in 1993, the 5-span structure, 432 feet in length and 70 feet in width, has a skew of 42 degrees. The center main span accommodates park roads parallel to, and on either side of, the channel. A six-foot divider strip provides for two 35-foot one-way roadways and two sidewalks. The Arroyo Seco Pedestrian and Equestrian Undercrossing, a reinforced concrete rigid frame structure, 21 feet long and 76 feet wide, serves as a combination equestrian-pedestrian tunnel. The tunnel, which has an automatic lighting system, joins equestrian trails on opposite sides of the Parkway.

- Arroyo Drive Overcrossing (1938), Bridge No. 53-0433, Post Mile 30.30

The Arroyo Drive Overcrossing, a rigid frame structure 143 feet long and 48 feet wide, has a clear span of 97 feet and two 23-foot cantilever approach spans. The design of the single center span opening suggests a gateway where the Arroyo Seco Parkway leaves the Arroyo Channel to enter the residential areas of South Pasadena.

- Grand Avenue Overcrossing (1938), Bridge No. 53-0434, Post Mile 30.43

The Grand Avenue Overcrossing, a similar design to Arroyo Drive Overcrossing, spans the Arroyo Parkway at Grand Avenue. Eighty-nine feet long and 43 feet wide, the structure has two clear spans of 41 feet each and a vertical clearance of 17 feet.

- Orange Grove Avenue Overcrossing (1939), Bridge No. 53-0435, Post Mile 30.59
- Prospect Avenue Overcrossing (1939), Bridge No. 53-0436, Post Mile 30.70
- Meridian Avenue Overcrossing (1940), Bridge No. 53-0437, Post Mile 30.78

Orange Grove, Prospect Avenue, and Meridian Avenue Overcrossings utilize the same design plan as Grand Avenue Overcrossing. Each has two 40-foot spans bridging the Parkway and five foot sidewalks. Orange Grove Avenue Overcrossing is 87 feet in length and by 1960 the original concrete railings had been replaced with steel railing. Both the Prospect and Meridian Overcrossings are 86 feet in length. The Orange Grove Avenue clear roadway extends 56 feet, the Prospect Avenue roadway 36 feet, and Meridian Avenue roadway 42 feet.

- Fremont Avenue Overcrossing (1940), Bridge No. 53-0438, Post Mile 31.01
- Fremont Avenue Railroad Underpass (1940, 1997), Bridge No. 53-0439, Post Mile 31.03

A continuous, rigid frame, at-grade bridge, Fremont Avenue Overcrossing has two 40 foot spans and a 36 foot wide roadway carrying traffic over the Parkway. The Fremont Avenue Railroad Underpass, built in 1940 and seismically strengthened in 1997, is a double track through steel plate girder bridge with two 68 foot spans of three girders each on 19 foot centers. It stands where Fremont Avenue and the tracks of the Union Pacific and Santa Fe Railroad cross the Parkway center line at wide-angle intersections. The railroad tracks and streets adjacent to the Parkway were realigned to enable the construction of the two underpasses.

- Fair Oaks Avenue Overcrossing (1940), Bridge No. 53-0440, Post Mile 31.17

Fair Oaks Avenue Overcrossing has rigid frame construction, double 40-foot spans, and a clear roadway of 76 feet. Its wide sidewalks accommodated telephone conduits and gas mains and the roadway carried the double tracks of the Pacific Electric Railway (now removed).

Safety Features

Original safety features remain generally unmodified, including the cloverleafs and 5-mile and 10-mile entrances and exits. Between Parkway completion in 1940 and 1950, fifty “refuge areas” or ‘safety bays” were installed because no shoulders for emergency parking had been provided in the original construction. No original signage remains in place. Portions of original curbs, gutters, amber flashers, and reflectors still can be found in various locations. Changes have been made in road surfacing and original lighting has been replaced. The six-foot wide landscaped median first was replaced with chain-link fence and later by the present double-blocked-out metal-beam barrier.

2. Phase I Roadway – Current Appearance (2007)

The original roadway was paved in each direction with two lanes of Portland Cement Concrete (PCC) on 11-foot by 15-foot sections and one lane of 11-foot wide Asphalt Concrete (AC), with

PCC curbs and gutters in both directions. The original PCC curbs and gutters remain in excellent condition. Portions of the pavement have been resurfaced, but the majority of the original surface remains intact, showing clearly the distinction between the PCC and AC lanes. With the construction of the I-5 Freeway in the early 1960s, elevated connecting ramps were added between the Avenue 26 Overcrossing and the Avenue 35 Railroad Underpass and connect to the elevated structure (the Elysian Viaduct) carrying I-5 over the Parkway near the Los Angeles River.

Rubble Walls

Rubble walls remain at the following locations:
- approaching Avenue 26
- in the landscape approaching Avenue 43
- at the Avenue 52 interchange
- at the Marmion Way southbound including the pedestrian access at the end of Avenue 66
- at the westbound off ramp of Marmion Way
- on the east side of York Boulevard onramp
- at the northbound offramp from Bridewell to Howe Street

Wood Railings and Fencing

Redwood railing posts, 8”x 8” used as ramp guardrails and fencing, can be seen at the edge of the roadway and at the following locations:
- at northbound Avenue 52 Onramp
- Via Marisol onramp at Via Marisol Park
- on west abutments of Via Marisol Bridge
- north and south on and offramps at Fair Oaks and Orange Grove Avenues

Landscape

Approximately 25% remains of the original plant palette of 47 varieties propagated for the Parkway landscape. Many more kinds of trees, vines, and ground cover now grow along the Parkway, with tree varieties increasing from three (Toyon, Sycamore, and Coco Palm) to seventeen. Exotic species, consisting of vines, shrubs, and ground cover, have grown in place of the original cultivars. Vegetation now within the Parkway boundaries that is common to both the historic and contemporary palette consists of shrubs, such as purple sage, elderberry, and

oleander; vines such as morning glory, wild grape, and honeysuckle; and ground cover, such as ice plant and trailing lantana.[6]

Planters

Original Arroyo Seco Parkway planters are large concrete earth-filled bowls, which may contain small trees, shrubs, and other volunteer vegetation. Planters are located at the following locations:

- two in Arroyo Seco Park between Avenue 60 and Marmion Way
- two at the York Street Bridge, 1 in the center divider and 1 at the foot
- one in the island at Princess and Bridewell Streets
- one on the southbound side at the west pavement edge at Via Marisol
- one at Avenue 60 at the south edge of the Parkway

Lighting and Light Standards

Much of the historic lighting along the Parkway has been replaced. Most overcrossings, however, have original concrete light posts. The post lanterns have been replaced with cobra heads on some structures. When the Parkway opened, special sodium vapor lights were installed along the Parkway and at entrance and exit ramps. Fair Oaks Avenue Overcrossing has fluted metal poles that appear to be original; they are badly deteriorated and their lanterns have been replaced with cobra-head lights. Original metal hood lights are inset into support walls beneath the overcrossing at Fair Oaks Avenue in the City of South Pasadena.

On-off ramps

- eight northbound: Avenue 43, Avenue 52, Via Marisol, Avenue 60, Marmion Way/Avenue 64, Bridewell Street, Orange Grove Avenue, and Fair Oaks Avenue
- six southbound: Fair Oaks Avenue/South Pasadena, Orange Grove Avenue, Shults Street/Arroyo Drive, York Boulevard, Avenue 52, and Avenue 43

3. Phase I Integrity

Bridges built for Phase I retain substantial integrity of setting, workmanship, feeling, and association. The Arroyo Seco Parkway bridges retain the essential physical features to convey their significance as Parkway bridges. Their style reflects the stripped-down Modernistic utilitarian design, characteristic of the Pre World War II era. When the bridge construction

[6] See "Analysis of original and current plant palette." On file: Environmental Division, California Department of Transportation, District 7, Los Angeles, California. California Highways and Public Works (November-December 1944) 24-25 ill.

impacted older crossings built by City engineers, State Department of Highway engineers, in cooperation with the Los Angeles City, Bureau of Engineering, preserved or duplicated decorative details of earlier Merrill Butler bridges.

Roadway repairs and landscape replacements over time have impacted the Arroyo Seco Parkway's integrity of materials and workmanship. However, the road's basic design in form and plan has been retained and its location and street relationship remain unchanged. Its setting within the topographic features of the Arroyo Seco – low-lying hills and natural drainage – remains unchanged. Some aspects of feeling and association have been lost with the change in materials, but the road's curve patterns, its routing through parklands, and historic traffic control features, suggest auto travel of an earlier age.

C. Physical Description – Southerly Extension (1938-1943)

1. Phase II Roadway Construction – Historic Appearance

The Southerly Extension, a 1.7-mile, 8-lane roadway, added four southbound traffic lanes southerly from Avenue 22 to Adobe Street in Los Angeles. This solved a traffic bottleneck where the end of the Parkway fed into a 4-lane undivided highway that crossed San Fernando Road, the Los Angeles River, and the Southern Pacific Railroad on the Figueroa Street Viaduct, and then continued into the Figueroa Street Tunnels. New overcrossings at Bishops Road, Castelar, and Solano Avenue eliminated a connection to Riverside Drive that required southbound traffic to cross traffic at grade, and eliminated grade intersections that interrupted traffic flow at Solano Avenue, Bishops Road, Cottage Home, Castelar, and Bernard Streets.[7] Four southbound lanes were run through an open cut in the Elysian Park Hills at a higher elevation than the northbound lanes to the west, which emerged from the Figueroa Street Tunnels. The Extension provided four lanes of traffic with access on the north from the Parkway and Figueroa Street over the 4-lane steel girder viaduct, and the Los Angeles River Bridge[8]. Essentially a duplicate of the Figueroa Street Viaduct, the new crossing bridged five at-grade intersections.[9]

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[7] A.D. Griffin, "Proposed Arroyo Seco Parkway Extension to Los Angeles Business Center Through Elysian Park." *California Highways and Public Works* (October 1940) 6-9.

[8] At this point the Parkway is elevated. Beneath the Parkway, adjacent to the Los Angeles River, there are three bridges owned by the City of Los Angeles (Bridge Nos. 53C-1090, 53C-1091 and 53C-1309) and one railroad bridge. They are not associated with the Parkway and are underneath, and outside of, the boundaries for the historic district. Therefore, they have not been included as elements of the historic district.

[9] John G. Meyer, "Extending Arroyo Seco Parkway Into the Los Angeles Business Center," *California Highways and Public Works* (April 1941), 24.

Cuts for the extension were 60-feet wide at the bottom, allowing for a 45-foot roadway with a one-foot gutter and a four-foot high rubble wall on either side. As constructed on the east side through the park, a 5½-foot wide sidewalk was screened from the roadway by a wire fence. Rubble retaining walls along the roadway were built of 30,000 cubic yards of broken and discarded concrete sidewalks, curbs, gutters, and pavement that had been stockpiled for use as aggregate as it was needed. Resident Engineer Robert J. Hatfield described the walls as "of greater size than ever before seen in this area."[10] Material collected from blasting and grading at the Bishops Road site was used to extend the capacity of a city-owned reservoir, visible above the Solano Avenue Overcrossing. Its dam doubled as a highway embankment. The grading work excavated 550,000 cubic yards of earth and rock, amounting to 20,000,000 station yards of overhaul and requiring a fleet of 40 dump trucks. Blasting operations were done with care because the project was adjacent to Solano Avenue School, and numerous small dwellings in Chavez Ravine and east of the cut. Sodium vapor luminaries similar to those on the first six-mile unit lit the Extension. The Extension also incorporated similar safety features to those on the Phase I roadway, although engineers also added safety features developed from experience and observation of the conduct of traffic on the Parkway.[11]

Bridges and Tunnels

Highly important to the second phase of construction on the Arroyo Seco Freeway were the Figueroa Street Bridge and Tunnels, which were erected before the project began.[12]

Figueroa Street Tunnels:

- Bridge No. 53-0199R (1936), Post Mile 24.90
- Bridge No. 53-0200R (1931), Post Mile 25.14
- Bridge No. 53-0201R (1931), Post Mile 25.28
- Bridge No. 53-0202R (1931), Post Mile 25.37

Three Figueroa Street Tunnels opened to traffic in November of 1931, the fourth opened in 1936. The series of four bores permitted an uninterrupted flow of traffic without the hazard of cross streets, and saved as much as 10 minutes previously lost in traveling on the earlier route along

[10] Robert J. Hatfield, "Arroyo Seco Freeway Extension Becomes a $4,000,000 Defense Highway Project," *California Highways and Public Works* (September 1941).

[11] "Spectacular Highway Construction Job Through Elysian Park Hills on Parkway Extension," *Southwest Builder and Contractor*, July 4, 1941.

[12] "Tunnels to Relieve Overcrowded North Broadway," *Los Angeles Times*, Pt. VI, p. 1 (16 August 1936), Chas W. Jones, "End Barrier to Los Angeles Traffic," *Architect and Engineer* (March 1936), p. 42-44.

North Broadway. Eventually, Southwest Builder and Contractor reported, a viaduct would carry tunnel traffic to a "high-speed road" to be constructed through the Arroyo to Pasadena.[13]

The first three tunnels were constructed in 1931. Uniform in width and height, at 46½ feet and 28¼ feet respectively, the tunnels carry a 40-foot roadway, allowing for four lanes of traffic with a five-foot sidewalk on one side and an 18-inch guardrail on the other.

The most southerly tunnel of the initial group (No. 1, 461 feet long) and the northern tunnel (No. 3, 405 feet long) were bored beneath the surface of the hill, and were completed from midpoint to ends. The middle tunnel (No. 2, the shortest at 130 feet) was built by the open cut method, a method park commissioners approved when construction supervisors agreed to restore the hills and plant new trees after completion. Tunnel No. 4, which opened in 1935, was built following the completion of the first set of three. Identical in width and design, it was the longest at 755 feet, and ran from a point near Bishops Road to Solano Avenue.[14] The pedestrian subways under Figueroa Street at Solano Avenue allowed pedestrians to reach park grounds. Stairways from frontage roads permitted hikers to enter the park.

The tunnels and associated roadway have retained their original Art Deco ornamentation, which is identical on each tunnel. The framework above the open arch ascends from engaged pilasters at either end to a shallow peak above the centerpoint, where the Los Angeles city seal is positioned. Narrow rectangles, incised on each of the facework panels, graduate toward the peak. At the juncture of Riverside Drive, the roadway builders encountered a sandstone outcropping. At this point, a stone railing and ornamental light posts decorate the concrete columns and girders supporting the outer edges of the roadway. The tunnels, pedestrian subways, and stairs have kept almost total integrity in terms of location, design, setting, and workmanship. Substantial integrity of materials has been retained, although electroliers are missing and tunnel interior lighting has been changed. Feeling is somewhat impaired since the historic sense of a particular period in time is diminished by the amount of high-speed traffic, and tunnel traffic is now one-way. Association has been retained in the sense that the physical appearance of the tunnels has not changed, but pavement, roadway surfacing, and signage have been altered over time. The Figueroa Street Tunnels were designated City Monuments by the City of Los Angeles.

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[13] "Elysian Park Bores New Opened to Traffic, Southwest Builder and Contractor (November 1, 1931). See *Pasadena Star News*, "Arroyo Seco Boulevard Favored" (21 May 1928), also *Pasadena Star News*, "Parkway Link to be Open by June 1" (6 May 1936).

[14] William Wallace, "Construction of Tunnels Through Elysian Park Hills Pushed," *Southwest Builder and Contractor* (12 December 1930), 44-46. The article illustrates roadway machinery and has a view of the hillside showing the unstable rock formation.

- Los Angeles River Bridge, Westbound (1944), Bridge No. 53-0042L, Post Mile 25.48
- Figueroa Street Viaduct, also known as the Los Angeles River Bridge, Eastbound, (1936), Bridge No. 53-0042R, Post Mile 25.48
- Riverside Drive Offramp Viaduct, also known as N110-N5 Connector Sidehill Viaduct (1931), Bridge No. 53-2225G, Post Mile 25.48

The Figueroa Street Viaduct, crossing the Los Angeles River, is set on the line of the Figueroa Street north of the tunnels. Built in 1936, the structure has five continuous reinforced concrete girder spans and three continuous steel plate girder spans that rest on massive square concrete piers and abutments that were skewed to accommodate the existing right-of-way conditions. Four girders with curved soffits that are elaborated into flat arches support each span. Flanges have massive square plates. Handrails are pierced with closely spaced narrow arches; handrail posts are decorated on their outside faces with a single set of parallel scoring. Bridge engineers duplicated the features of the Figueroa Street Viaduct on the Los Angeles River Bridge in 1944, which is set further downstream. Both structures have kept substantial integrity in terms of location, design, and workmanship. Materials have been somewhat worn in the course of maintenance and repair over time. While the decorative handrails of the earlier Figueroa Street Viaduct are somewhat obscured by guardrails from some vantage points, the bridge generally has retained its historic feeling and association because its architectural and engineering features are substantially intact.

Built in 1931 by the City of Los Angeles, and located adjacent to the northbound State Route 110/northbound I-5 connector road, the Riverside Drive Offramp Viaduct is a 632-foot-long, 7.8-foot wide, reinforced concrete continuous 21-span T-beam sidewalk structure, with reinforced concrete pier walls on spread footings, and heavy concrete baluster railings. The viaduct has been closed since at least 1968. When it was originally built, it carried pedestrian traffic along the east side of the Riverside Drive Offramp, which carries vehicular traffic on a roadway cut into the side of the hill. In the 1990s, damaged portions of the baluster were replaced using reinforced concrete railings with a solid wall and one-half-inch deep reliefs that simulate the original windows in the baluster railing.

- Park Row Overcrossing (1942, 1999), Bridge No. 53-0542L, Post Mile 25.20

This reinforced concrete open-spandrel arch bridge, 191 feet in length with a beam and slab deck, was designed to carry Park Row, the central east-west road traversing the hills in Elysian Park, over the freeway. The structure's two arch ribs are buttressed against the sandstone slopes of a cut through a major hill on the freeway route. Twelve columns rise from 14 spandrels, three from footings on the banks. Spaced 12 feet on center, the columns graduate from 1'9" to 2'6" and are square in cross section.[15] Handrails were the same standard post and rail design as that

[15] "Unusual Features of Concrete Arch Bridge Over Freeway," *Southwest Builder and Contractor* (2 January 1942),

used for the bridge structures built for the Parkway, using steel casing for the rail and iron pipe for the posts. A single rail separated equal segments of running posts at regular intervals.

With an arch spread of 130 feet and height at the crown of 50 feet above the roadway, the Park Row Overcrossing frames a dramatic, unobstructed view to the Easter Hills through the open arch. The deck top appears arrow-straight, visually shortening the distance between the hills divided by the cut. The overcrossing re-established the unity of park topography and the continuity of the Row, Elysian Park's main east-west road. The structure was seismically retrofitted in 1999.

- Solano Avenue Undercrossing (1942, 2001), Bridge No. 53-0541L, Post Mile 25.09
- Solano Avenue Pedestrian Undercrossing (1931, 1942), Bridge No. 53-0532R, Post Mile 25.10
- Elysian Park Pedestrian Undercrossing (1931, 1942), Bridge No. 53-0477R (1931), Post Mile 25.33; Bridge No. 53-047L (1942), Post Mile 25.36

Solano Avenue Grade Separation is a reinforced concrete bridge, 157 feet long, with three spans that carry the Parkway over Solano Street. Designed as a continuous girder structure, it carries a roadway that is 46 feet wide. In 2001, the undercrossing was widened. Its associated pedestrian undercrossing, 76 feet long and eight feet wide, runs across the Parkway between Tunnel No. 1 and Tunnel No. 2 in Elysian Park. In 1942 the WPA widened the Solano Avenue Pedestrian Undercrossing.

The Elysian Park Pedestrian Undercrossing (Bridge No. 53-0477L) is a reinforced concrete box structure that is six feet by 8.2 feet high and 70.5 feet long, built of rigid frame construction. It was closed to the public circa 1953 and was filled in with fine aggregate fill in 2006. The Elysian Park Pedestrian Undercrossing (Bridge No. 53-0477R) is similar to Bridge No. 53-0744L, and like that structure, was closed to the public in 1953 and filled in with shallow fill in 2006.

- Amador Street Undercrossing (1942, 2001), Bridge No. 53-0504L, Post Mile 25.04

Designed as a continuous girder structure, this reinforced concrete undercrossing is 43 feet long, with a single span and a 46-foot wide roadway under Amador Street. The south and northbound lanes of the freeway join Solano Street on the west side of the freeway. In 2001, the structure was widened.

- Bishops Road Overcrossing, also known as Stadium Way Overcrossing, (1942), Bridge No. 53-0540R, Post Mile 24.76
- Bishops Road Undercrossing, also known as Stadium Way Overcrossing, (1942, 1962, 1998, 2001), Bridge No. 53-0540L, Post Mile 24.73
- Yale Street Pedestrian Overcrossing (1962, 1991), Bridge No. 53-1105, Post Mile 24.37

- Yale Street Pedestrian Undercrossing (1940, abandoned 1961), Bridge. No. 53-0586M, PM 24.40
- Stadium Way Overcrossing (1962, 1994), Bridge No. 53-1635S, Post Mile 24.53

Originally two grade separations were constructed south of the Amador Overcrossing where Figueroa Street and the Parkway are only about 100 feet apart. The first separation at a higher level crossed Bishops Road with a reinforced concrete continuous girder bridge 103 feet long and 46 feet wide. On this lower level, Bishops Road passed under the freeway, but over Figueroa Street on a second rigid frame reinforced concrete bridge, 135 feet long and 24 feet wide, with cantilever approach spans. In 1962 this structure was widened 36 feet to add an additional southbound off-ramp on the west side of the highway. The Bishops Road under and overcrossings then were incorporated into new construction for Dodger Stadium and the structures were renamed Stadium Way. In 1998, the Stadium Way Undercrossing (Bridge No. 53-054L) was seismically retrofitted and in 2001 it was widened. In 1962, the Yale Street Pedestrian Overcrossing was constructed, replacing the Yale Street Pedestrian Undercrossing that was built in 1940. The Yale Street Pedestrian Undercrossing was abandoned in 1961, with its entrances now filled by concrete walls and its stairways back filled with soil.

- Hill Street Offramp Overcrossing (1942, 1962, 1985), Bridge No. 53-0539C, Post Mile 24.55

When the Southerly Extension was built, Figueroa Street and Castelar Street intersected at an acute angle south of Bishops Road. A steel girder span structure on steel columns with a 58-degree skew, the 189-foot long, 24 foot high structure carries southbound traffic off the freeway onto Figueroa Street. The streets were reconfigured in 1962 when Dodger Stadium was built, and the renamed Hill Street Offramp Overcrossing now diverts southbound traffic off the freeway via left lanes to enter Hill Street in Los Angeles' Chinatown. The structure was seismically retrofitted in 1985.

2. Phase II Roadway - Current Appearance (2007)

Roadway

- roadway surface is asphalt concrete on both highway and entrances and exits

Lane Width

- lane width varies, generally three lanes travel in each direction with width varying from 10-12 feet

On-off ramps

- three northbound exits: Golden State Freeway/Sacramento, Solano Avenue/Academy Road, and Dodger Stadium/Hill Street
- six southbound exits: Golden State Freeway/Sacramento, Golden State Freeway/Santa Ana, Avenue 26, Academy Road, Stadium Way/Dodger Stadium, Civic Center/Hill Street

Lighting and Light Standards

- series of circuit and multiple lower value high-pressure sodium with 100 and 310-watt luminaries

Signage

- green overhead guides, yellow warning, direction and regulation signs, black and white speed limit and orange construction zone markers

Rubble Walls

Rubble walls remain at the following locations:
- at the southbound off-ramp of Hill Street Overcrossing
- at the northbound off-ramp of Hill Street Overcrossing
- approaching Tunnels No. 1 through No. 4
- at the Los Angeles River Overcrossing extending to Riverside on and off ramps between the roadways of the Riverside Drive ramps to the Golden State (I-5) freeway

Landscape

The Park Row Bridge joined the sections of Elysian Park that had been divided by the Phase II roadway extension. In order to mitigate damage to park vegetation and roads during Phase II, the Los Angeles Parks Department, the WPA, and the State of California jointly undertook a landscape program that included development of parklands adjacent to and visible from the road. Actual replanting, however, was delayed until after the war.[16] The Los Angeles Parks Department donated the land taken for the cut. Funds also were allocated for the development of new public use areas.[17] Today park-lands on either side of the Park Row Bridge have moderately

[16] A.N. George, "Arroyo Seco Parkway Extension Adds Four Southbound Traffic Lanes," *California Highways and Public Works* (January-February 1944).

[17] John G. Meyer, "Extending Arroyo Seco Parkway Into the Los Angeles Business Center," *California Highways and Public Works* (April 1941), 24.

dense vegetation composed of both indigenous and volunteer species. Principal roadway plantings are ice plant, lantana, and occasionally ivy.

3. Phase II Integrity

Portions of the Parkway constructed during Phase II have lost integrity. An inside curve on the northbound lanes before the first Figueroa Street Tunnel was flattened and the road was slightly widened to improve sight lines. A section of historic retaining wall was removed and replaced in kind. A pedestrian underpass and several stairs and walkways, built concurrently with the tunnels linking the Solano canyon community, were bifurcated by the freeway.

Between 1999 and 2001, widening and geometric modification on the Southerly Extension added a southbound lane that replaced a historic walkway from Figueroa Street Tunnel No. 1 to Tunnel No. 4 with a cantilevered walkway. The new pedestrian walkway features historic replica lighting and a decorative retaining wall. Historic rubble walls were replaced in kind. When the I-5 Interchange was built in 1962, the former Riverside Drive access ramps became transition ramps from State Route 110 south to I-5 north. A new transition road from I-5 south to State Route 110 south now serves as a link to the 1943 roadway.

Modifications to the Figueroa Street Tunnels and roadway have resulted in a minimal loss of integrity. These structures appear to retain all their significant character-defining features. With the exception of the Atchison, Topeka & Santa Fe Railroad Bridge, none of the major bridges constructed before or concurrently with Phase II of the Parkway construction have had structural or design alteration. All have kept substantial integrity in the aspects of location, design, setting, materials, workmanship, feeling, and association. Condition is generally good. Maintenance repairs are visible on the roadways and superstructures, but these have not created major impacts to the essential aspects of integrity. While the roadbed of the Santa Fe Railroad Bridge lost some integrity of materials with the imposition of rails on its former roadbed for the Gold Line, the changes were sensitive and the structure retains all other respects of integrity. The Los Angeles River overhead complex of bridges, including the Figueroa Street Viaduct and the Los Angeles River Bridge, has retained substantial integrity. The Park Row Overcrossing has retained almost total integrity. The bridge at Amador and Solano Avenues, as well as the Solano Avenue Pedestrian Undercrossing and historic stairways, are also substantially unchanged.

Construction in 1961-1962 to accommodate Dodger Stadium traffic impacted several structures built for the Southerly Extension. Castelar Street Bridge, part of the original design, was incorporated into the Hill Street offramp in 1961. This construction also impacted the Bishops Road under and overcrossings, also known as the Stadium Way Under- and Overcrossings. Although the original lower bridge is still discernible, setting and association were lost when the upper Bishops Bridge separation was widened and incorporated into new construction, resulting in a loss of integrity of design and materials. Taken together with the loss of the original Yale

Street Pedestrian Undercrossing, the 1962 Stadium Way Overcrossing resulted in a loss of integrity between Post Miles 24.37 and 24.76, the present day Stadium Way Overcrossing complex. The northern portion of the Extension from the Los Angeles River Bridge (Post Mile 25.48) to just above Bishops Road (Post Mile 24.70) remains substantially intact. The south portion from Bishops Road to the Yale Street Pedestrian Overcrossing, Post Mile 24.76 to 24.37, retains about 70% integrity.

D. Physical Description – Phase III (1948-1953)

1. Phase III Roadway Construction - Historic Appearance

The Los Angeles Bureau of Engineering built two bridges and an undercrossing simultaneously with the Arroyo Seco Parkway, anticipating the eventual extension of the Freeway through downtown Los Angeles. They were not incorporated into the freeway until the last half-mile connection to the Four-Level Interchange was completed.

- Pasadena Avenue Overcrossing (1940), Bridge No. 53-0426 and Bridge No. 53C-1876, Post Mile 26.48

The Pasadena Avenue Overcrossing, designed by the City of Los Angeles Bureau of Engineering, replaced an earlier structure, while retaining its 26 degree skewed alignment. With two spans of 51 feet over the Arroyo Seco Parkway, and a 78-foot span over the Arroyo Seco Channel, bridge construction required rerouting gas, sewer, and water mains as well as the city's main telephone trunk lines. Pasadena Avenue Bridge also retains a similar dedicatory plaque. The City of Los Angeles owns the southern portion of the bridge (Bridge No. 53C-1876), beginning at pier 2 over the Channel; the California Department of Transportation owns the northern portion (Bridge No. 53-0426) over the Parkway.

- College Street Overcrossing (1939) Bridge No. 50 0382 Post Mile 24.16

The College Street Overcrossing, also designed and built by the City of Los Angeles using Public Works Administration money granted to Lloyd Aldrich's Public Works Administration Division, has the decorative engineering elements, such as flange girders and face plates, pierced railing, and ornamental light posts, which are characteristic of Merrill Butler's City Bureau of Engineering designers. The plaque attached to the structure incorrectly identifies the structure as the College Avenue Bridge, but reads:

> Federal Works Agency / Public Works Administration / John M Carmody / Federal Works Administrator / Franklin Delano Roosevelt / President of the United States / College Avenue Bridge over Arroyo Seco / 1940

Sunset Boulevard and Alpine Street Overcrossings were constructed concurrently with the Four Level Interchange during Phase III of the Arroyo Seco Freeway construction. These overcrossings are similar in design to one another and to the 1939-1940 overcrossings built during the Parkway construction for Phase I.

- Alpine Street Overcrossing (1948), Bridge No. 53-0592, Post Mile 23.96
- Sunset Boulevard Overcrossing (1948, 1999), Bridge No. 53-0246, Post Mile 23.83

Alpine Street Overcrossing is a rigid frame, concrete structure, 131 feet in length and 44 feet in width, with travel-way width under the bridge of 92 feet. Like other state-built parkway bridges, it has plain rectangular columns, a plain soffit, and cantilevered sidewalks. The columns were seismically retrofitted with steel jackets at the same time as the Four-Level Interchange in 1996. Metal railings have plain pickets divided at regular intervals by steel posts.

Sunset Boulevard Overcrossing is similar in design to Alpine Street Overcrossing with dimensions of 337 feet in length and 72 feet in width. Sidewalks measure 12 feet. It was designed to carry trolley traffic and still has the Union Metal 4006Y-1 ornate standards. While the pole shafts are original, the standards have lost integrity due to a conversion from a 2-arm pole to a single-arm. Historic lanterns have been replaced with cobra-head lights.

- Beaudry Avenue Overcrossing (1949, 1999) Bridge No. 53-0621H Post Mile 23.75

Beaudry Avenue Overcrossing, built in 1949, is a single-span reinforced concrete box girder structure, with closed end rigid frame abutments supported on steel piles. It is 68.9 feet long and 35.9 feet wide from curb to curb. It was seismically retrofitted in 1999.

- The Four Level Interchange (1949), Bridge Nos. 53-0622 (level 2), 53-0622F (level 3), 53-0622G (connector), 53-0622L (level 4), 53-0622R (level 4), Post Mile 23.69

The Four Level Interchange – a structure of four stacked bridges located about one-half mile northwest of the Los Angeles Civic Center – provides a junction where State Route 110 and U.S. 101 freeways come together: the Arroyo Seco Parkway continues south as the State Route 110 (known as the Harbor Freeway from this point south), and the US. 101 Freeway turns southeast toward Santa Ana (Santa Ana Freeway) and northwest through Hollywood (Hollywood Freeway) on its way to Ventura and points north. The Hollywood Freeway crosses the structure on the top (fourth) level, and State Route 110 occupies the second level. The first and third levels provide interchange ramps between these two major freeway routes. The architectural engineering of the Four Level Interchange arranged the four roadway levels to pass one another at one point in a single bridge structure. The two major freeways (the US. 101 and the State Route 110, of which the Parkway is a portion) intersect one another at approximately right angles on different levels, while the two pairs of interchange roadways occupy positions that bisect the quadrants made by the main freeway crossings.

The top level is constructed as two continuous box girder bridges supported on four column bents. Heavy reinforced concrete beams at three central bents tie the two parallel decks together. The third level decks are continuous box girder construction supported on single column bents or skewed beams. The second level deck consists of continuous slab construction on three column bents. The bottom deck consists of paved approaches. Ten U-shaped abutments and 73 steel jacketed columns on individual hexagonal footings support the structure, with steel bearing piles providing additional support.[18]

2. Phase III Roadway - Current Appearance (2007)

Roadway

- roadway surface is asphalt concrete both on the Parkway and on the entrances and exits
- lane width varies; generally three lanes travel in each direction with width varying from 10-12 feet

On-off ramps

- two northbound exits: Pasadena Freeway (also called the Arroyo Seco Parkway but signed as the Pasadena Freeway; State Route 110) and the Hollywood Freeway (U.S. 101)
- four southbound exits: Sunset Boulevard, Hollywood Freeway (U.S. 101), Santa Ana Freeway (U.S. 101), and Harbor Freeway (State Route 110)

Lighting and Light Standards

- series of circuit and multiple lower value high-pressure sodium with 100 and 310-watt luminaries

Signage

- green overhead guide, yellow warning, direction and regulation signs, black-and-white speed limit and orange construction zone markers

Landscape

- landscaping of the final segment of the freeway is similar to that on the Southerly Extension portion of the road; plantings largely are lantana, ivy, and ice plant

[18] H.R. Lendecke and C.G. Beer, "Four Level," *California Highways and Public Works* (February 1949).

3. Phase III Integrity

The College Street, Pasadena Avenue, Sunset Boulevard, and Alpine Street Overcrossings all retain substantial integrity. In 1996, the integrity of the Four Level Interchange was slightly compromised when the columns, formerly scored in a vertical pattern, were encased in steel jackets to seismically strengthen the structure. The railing of the second and fourth decks also was removed and replaced with concrete railing incised with a small modified-arch form. While the integrity of the structure was compromised by the seismic work, the overall integrity and most of the structure's essential physical features remain intact.

The Federal Highway Administration (FHWA) determined the Four Level Interchange individually eligible for inclusion in the National Register of Historic Places (National Register) in September 1986 because it is the first freeway-to-freeway interchange in America; the California State Historic Preservation Officer (SHPO) concurred in this determination. Additionally, the SHPO concurred with the FHWA that the seismic strengthening project had no adverse effect on the qualities that make the Four Level Interchange individually eligible for inclusion in the National Register.

E. Physical Description – Associated Features and Structures

- Arroyo Seco Maintenance Station (1931), Post Mile 29.3

The Arroyo Seco Maintenance Station, built in 1931, is a 0.3-acre facility located at 6740 Marmion Way, just off of the Arroyo Seco Parkway (Route 110). The station complex consists of two buildings, a storage/equipment building and a gas-house. Both buildings are of masonry/rubble construction with a stone veneer exterior consisting of broken concrete, sized and laid like masonry bricks. The storage building, a single-story side-gable structure, has a low-pitched roof covered with asphalt shingle that exhibits exposed rafter ends. Cladding is flagstone veneer set in stucco. The structure has three bays on its southern elevation with wood doors that exhibit intricate chevron patterns. The gable ends have 10-inch channel rustic siding with circular louvered attic vents. Windows are wood frame, tilt-out uppers with three-light lower panes, now protected with heavy iron bars. The gas-house, a single-story, rectangular gabled structure, 20 by 30 feet, with two bays on its northern elevation, is similar in construction. Sited in the middle of the station yard to the west, the structure's exterior is faced with broken concrete with a very smooth surface.

The Maintenance Station complex has maintained a high degree of integrity with only minor door and window alterations. In July 1997, in compliance with state environmental laws, the California Department of Transportation determined that the Arroyo Seco Maintenance Station

meets the criteria for inclusion in the National Register as a contributing element of the Arroyo Seco Parkway Historic District.[19]

- Arroyo Seco Channel (1938) - Post Mile 25.48 to 30.10

The Arroyo Seco Channel adjacent to the Arroyo Seco Parkway was an important and integral component of Arroyo Seco Parkway planning and construction because the Arroyo Seco itself was prone to flooding. The need for proper drainage was critical to the successful completion of the Parkway. The channel begins south of Devil's Gate Dam, between the towns of La Canada-Flintridge and Altadena, and extends to the Los Angeles River. Construction on the portion of the channel adjacent to the parkway – from just west of Arroyo Drive in South Pasadena (Post Mile 30.10) to the vicinity of North Avenue in Los Angeles (Post Mile 25.48) – began in 1938.

Designed with side slopes held by grouted rock and vegetation, the watercourse has rectangular and trapezoidal bottom configurations varying in width from 40 to 80 feet, depending on the angle of the walls. Originally, the 80-foot width had an unpaved invert where trees and vegetation took root. At the present time, many slopes retain the grouted cobbles but vegetation has been discouraged. While some of the natural bottom inverts remain, they, along with the side banks, have been lined with concrete to minimize flood danger.

Very limited integrity remains in rectangular sections under Avenue 26, York Boulevard Bridge, and the Santa Fe Railroad Bridge. The rectangular configuration generally has been retained beneath other bridges that extend over the channel and in sections beneath the 1939-1940 bridges built for the parkway. Some original invert configuration was lost when a bike path was constructed in the early 1980s by lining the bottom with concrete the York Boulevard Overcrossing at the north end to the Avenue 52 Overcrossing at the south end of the channel.

[19] See Arroyo Seco Maintenance Station Thematic District recordation, July 1997, by Jim Fisher. On file: California Department of Transportation, Division of Environmental Analysis, Sacramento, California.

Contributing and Non-contributing Resources

MAP #.	RESOURCE	BRIDGE NUMBER	POST MILE*	C/NC**
1	Roadway: Six-lane concrete and asphalt roadway, including concrete curbs and gutters, shoulders, on- and off-ramps, wood railings and fencing, chain-link fencing, original landscaping	n/a	PM 23.69-31.89	C
2	The Four Level Interchange (1949)	Br. No. 53-0622 Br. No. 53-0622F Br. No. 53-0622G Br. No. 53-0622L Br. No. 53-0622R	PM 23.69	C
3	Sunset Boulevard Overcrossing (1948, 1999)	Br. No. 53-0246	PM 23.83	C
4	Alpine Street Overcrossing (1948)	Br. No. 53-0592	PM 23.96	C
5	College Street Overcrossing (1939)	Br. No. 53-0382	PM 24.16	C
6	Yale Street Pedestrian Overcrossing (1962, 1991)	Br. No. 53-1105	PM 24.37	NC
7	Yale Street Pedestrian Undercrossing (1940, abandoned 1961)	Br. No. 53-0586M	PM 24.40	NC
8	Stadium Way Overcrossing (1962, 1994)	Br. No. 53-1635S	PM 24.53	NC
9	Hill Street Offramp Overcrossing (1942, 1962, 1985)	Br. No. 53-0539C	PM 24.55	NC
10	Stadium Way Sidehill Viaduct (2001)	Br. No. 53-2859L	PM 24.73	NC
11	Bishops Road Undercrossing (former name), currently known as Stadium Way Undercrossing (1942, 1962, 1998, 2001)	Br. No. 53-0540L	PM 24.73	NC
12	Bishops Road Overcrossing, also known as Stadium Way (1942)	Br. No. 53-0540R	PM 24.76	NC
13	Figueroa Street Tunnel #4 (1936)	Br. No. 53-0199R	PM 24.90	C
14	Amador Street Undercrossing (1942, 2001)	Br. No. 53-0504L	PM 25.04	C
15	Solano Avenue Undercrossing (1942, 2001)	Br. No. 53-0541L	PM 25.09	C
16	Solano Avenue Pedestrian Undercrossing (1931, 1942)	Br. No. 53-0532R	PM 25.10	C
17	Figueroa Street Tunnel #1 (1931)	Br. No. 53-0200R	PM 25.14	C
18	Park Row Overcrossing (1942, 1999)	Br. No. 53-0542L	PM 25.20	C
19	Figueroa Street Sidehill Viaduct (2001)	Br. No. 53-2857L	PM 25.27	NC
20	Figueroa Street Tunnel #2 (1931)	Br. No. 53-0201R	PM 25.28	C
21	Elysian Park Pedestrian Undercrossing (1931)	Br. No. 53-0477R	PM 25.33	NC
22	Elysian Park Pedestrian Undercrossing (1942)	Br. No. 53-0477L	PM 25.36	NC
23	Figueroa Street Tunnel #3 (1931)	Br. No. 53-0202R	PM 25.37	C
24	Arroyo Seco Channel	n/a	PM 25.48-30.10	C

MAP #.	RESOURCE	BRIDGE NUMBER	POST MILE*	C/NC**
25	Riverside Drive Offramp Viaduct (1931)	Br. No. 53-2225G	PM 25.48	NC
26	Figueroa Street Viaduct, also known as Los Angeles River Bridge, Eastbound (1936)	Br. No. 53-0042R	PM 25.48	C
27	Los Angeles River Bridge, Westbound (1944)	Br. No. 53-0042L	PM 25.48	C
28	Elysian Viaduct (1962)	Br. No. 53-1424	PM 25.75	NC
29	Figueroa Street Offramp Undercrossing (1940)	Br. No. 53-0533L	PM 25.78	C
30	Avenue 26 Overcrossing (1925, 1939)	Br. No. 53-0372 Br. No. 53C-1875	PM 25.91	C
31	Northbound SR 110 connector from I-5 Overcrossing-I-5 PM 20.33 (1962)	Br. No. 53-1456H	PM 26.07	NC
32	Westbound SR 110 to I-5 Connector Overcrossing (1962, 1994)	Br. No. 53-1457F	PM 26.12	NC
33	Cypress Avenue Pedestrian Overcrossing (1961, 1992)	Br. No. 53-0538	PM 26.19	NC
34	Avenue 35 Railroad Underpass (1940)	Br. No. 53-0425	PM 26.40	C
35	Pasadena Avenue Overcrossing (1940)	Br. No. 53-0426 Br. No. 53C-1876	PM 26.48	C
36	Arroyo Seco Avenue 43 Ramp (1940)	Br. No. 53-0985S	PM 27.08	C
37	Avenue 43 Overcrossing (1939)	Br. No. 53-0427 Br. No. 53C-1877	PM 27.12	C
38	Sycamore Grove Pedestrian Overcrossing (1940)	Br. No. 53-0344	PM 27.64	C
39	Avenue 52 Overcrossing (1939)	Br. No. 53-0428	PM 28.05	C
40	Via Marisol Overcrossing (1939)	Br. No. 53-0429	PM 28.38	C
41	Arroyo Seco Park Bridge (1951)	n/a	n/a	C
42	Avenue 60 Overcrossing (1939)	Br. No. 53-0430 Br. No. 53C-1878	PM 28.76	C
43	Arroyo Seco Avenue 60 Ramp (1940)	Br. No. 53-0986S	PM 28.86	C
44	Avenue 60 Ramp and Pedestrian Undercrossing (1940)	Br. No. 53-0988T	PM 28.86	C
45	Santa Fe Arroyo Seco Railroad Bridge, also known as Avenue 64 Underpass (1900, 1923, 1993	Br. No. 53-0431	PM 29.03	C
46	Arroyo Seco Maintenance Station (2 buildings) 6749 Marmion Way, Los Angeles	n/a	PM 29.3	C
47	Arroyo Seco Marmion Way Offramp (1940)	Br. No. 53-0886S	PM 29.20	C
48	Marmion Way Overcrossing (1940)	Br. No. 53-0445 Br. No. 53C-1879	PM 29.28	C
49	York Boulevard Overcrossing (1912)	Br. No. 53-0121 Br. No. 53C-1874	PM 29.50	C
50	Arroyo Seco Bridge (1939, 1993)	Br. No. 53-0276	PM 30.10	C

MAP #.	RESOURCE	BRIDGE NUMBER	POST MILE*	C/NC**
51	Arroyo Seco Pedestrian and Equestrian Undercrossing (1938)	Br. No. 53-0432	PM 30.25	C
52	Arroyo Drive Overcrossing (1938)	Br. No. 53-0433	PM 30.30	C
53	Grand Avenue Overcrossing (1938)	Br. No. 53-0434	PM 30.43	C
54	Orange Grove Avenue Overcrossing (1939)	Br. No. 53-0435	PM 30.59	C
55	Prospect Avenue Overcrossing (1939)	Br. No. 53-0436	PM 30.70	C
56	Meridian Avenue Overcrossing (1940)	Br. No. 53-0437	PM 30.78	C
57	Fremont Avenue Overcrossing (1940)	Br. No. 53-0438	PM 31.01	C
58	Fremont Avenue Railroad Underpass (1940, 1997)	Br. No. 53-0439	PM 31.03	C
59	Fair Oaks Avenue Overcrossing (1940)	Br. No. 53-0440	PM 31.17	C

* This list follows the California highway mileage system for even-numbered state routes by first listing those with the lowest post miles to correspond with the route post miles. The lowest number is at the westernmost point and increases as one travels east. The Arroyo Seco Parkway began construction at the northeastern end and progressed to the southwest.

** C: Contributing element N: Non-contributing element

8. Statement of Significance

Summary Paragraph

The planning and construction of the Arroyo Seco Parkway, 1928-1953, marks a significant turning point in the history of roadway development and transportation planning in the Los Angeles Basin and in the state. Planning for the first and second phases of construction hinged on the parkway/freeway debate. As finally completed, the parkway became a freeway, influenced by citizen choices of suburban and single family housing and the primacy of the automobile as the principal transportation vehicle. The original six-mile Arroyo Seco Parkway segment, the West's first fully grade-separated, limited access, landscaped freeway built as a non-toll state highway, provided the initial link in California's statewide system of high-speed urban roadways. It was the prototype freeway in California, and served as a test bed for later freeway projects. From this project, lessons were learned and applied in subsequent designs. These included lessons of median width adequacy and landscaping therein, acceleration and deceleration lane provision, super elevation and minimum curve radius, shoulder width, lane width, and curb configuration.[20] The completion of the Arroyo Seco Freeway by the Southerly Extension and final half-mile extension to the Four-Level Interchange determined that future mass transportation development in the Los Angeles Basin would take the form of a regional metropolitan freeway system.

The Arroyo Seco Parkway (Post Mile 23.69 to 31.89) qualifies for the National Register of Historic Places, with a period of significance from construction of the original six-mile segment, which commenced in 1938, to completion of the southerly extension in 1953. The Freeway qualifies under Criterion A in the areas of transportation planning in the Los Angeles Basin and roadway construction, Los Angeles to Pasadena. The Arroyo Seco Parkway is also significant under Criterion B for its association with Los Angeles City Engineer Lloyd Aldrich who was the dominant figure throughout the planning and construction of the entire 8.2 miles of roadway, from 1933 to 1953, guiding the roadway's metamorphosis from parkway to freeway to link in a regional highway system. As the Los Angeles City Engineer for 22 years, Aldrich initiated and guided planning studies, financing, and construction priorities to insure development of a roadway system that would further the vision of downtown Los Angeles as the hub of a comprehensive regional system of express highways. Aldrich used his influential position to secure cooperation in each phase of roadway development between cities, the county, the state and federal government, an effort that had significant influence on the future spatial and

[20] John Snyder, "An Evaluation of Arroyo Seco Parkway, prepared for California Department of Transportation, June 30, 1982.

development configuration of the Los Angeles region. The Arroyo Seco Parkway is significant under Criterion C in the area of engineering, for the application of innovative and original highway engineering design in Los Angeles, 1938-1953. As the prototype freeway in California, the first six-mile section of the parkway built between 1938 and 1940 is significant for new concepts in highway design, engineering, and safety features that served as design and construction models for later freeways throughout the state. The 1.7-mile Southerly Extension and final half-mile extension to the Four-Level Interchange, 1948-1953, are significant as the final road segments to downtown Los Angeles that enabled the plan for regional freeway linkages to go forward. The final segment is also significant for the Four-Level Interchange, the prototype direct freeway interchange and the original freeway-to-freeway interchange in California. The Parkway is also significant under Criterion C in the fields of design construction for its bridge and tunnel architecture.

Exhibiting several important architectural styles, decorative elements, and functional ornamentation, these contributing structures mirror the evolution of architectural ornament and structural design in building bridges within the expansive program of freeway construction.

Historic Context

The Arroyo Seco Parkway Historic District is significant under Criterion A in the context of transportation planning in the Los Angeles Basin, 1928-1953, an endeavor that made possible the development of the modern high-speed roadway. As the first far-sighted planners envisioned the road in 1928, two concepts competed. The first concept derived from the historic California ideal of the primacy of an existing “natural” landscape, beneficial to residents and worthy to be considered in proposed improvements. The second concept was evolving gradually from the growing influence of the automobile. If the motor car was the most efficient method of transportation between the city downtown and the growing suburbs, a transportation linkage was needed between the two points, slowly, but inevitably spreading farther apart. The competition first resulted in compromise, and planners and engineers built and named the initial six miles of the roadway the Arroyo Seco “Parkway.” However, the way the Arroyo Seco roadway evolved into the Arroyo Seco Freeway significantly set the pattern for future road building in the Los Angeles region.

Planning for a vehicular road along the Arroyo began in the last years of the 19th century. In 1897, two competing plans were offered for consideration. Los Angeles City Engineer Henry Dockweiler suggested a parkway in the Arroyo as a segment of a seventeen-mile road system linking five Los Angeles city parks, while Pasadena resident Henry Dobbins purchased a six mile right-of-way for his “California Cycleway” as a money-making venture linking Pasadena

with downtown Los Angeles via the Arroyo.[21] These plans symbolize the seminal controversy in the planning of the Arroyo Seco Parkway - should it be a landscaped parkway, or a limited access roadway that reduced congestion and offered the most efficient route to carry traffic.

The two views increasingly became polarized. Los Angeles city planners, strongly influenced by the ideals of the City Beautiful movement, along with the members of the city's Parks Commission, favored the parkway idea. In 1913, the Park Commission published its Arroyo Seco Parkway plan, "to preserve to posterity the most beautiful example of natural scenery within the limits of the city."[22] Planners in Pasadena, however, were increasingly drawn to an efficient high-speed throughway. Pasadena City Engineer Harvey Hinks drew up a plan in 1916 for a parkway between Pasadena, South Pasadena, and Los Angeles beginning at East Glenarm Street in Pasadena, meeting the Arroyo, and continuing toward downtown Los Angeles.[23] In 1921, the Automobile Club of Southern California and its Chief Engineer Earnest E. East also advocated a road down the Arroyo, utilizing tunnels and viaducts to connect to downtown Los Angeles.[24]

The freeway/parkway controversy stimulated the production of expert reports. Lloyd Aldrich, then a consulting engineer for the Automobile Club, was chairman of the Traffic Commission of the City and County of Los Angeles. That body commissioned *A Major Traffic Street Plan of 1924*. Ratified that same year by voters, it included a road down the Arroyo Seco. Parks and recreation advocates in turn hired America's premier city planners Frederick Law Olmsted Jr., Harland Bartholomew and Charles Henry Cheney, who presented their reports titled *Parks, Playgrounds and Beaches for the Los Angeles Region in 1924 and 1930*, respectively. Both reports took a middle ground, advocating a "balanced scheme for handling a tremendous traffic flow… with adequate relief from congestion,"[25] then later recommending "parkways amid pleasant surroundings, pleasure roads that were to be free of cross traffic intersections.[26]

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[21] Los Angeles Park Commission, *The Arroyo Seco Parkway: A Brief Discussion of the Proposed Arroyo Seco Parkway and Its Relation to a Boulevard from the Mountains to the Sea* (Los Angeles: Los Angeles Park Commission, 1933), 4, 14.

[22] *Pasadena Star News*, "High Speed Way Endorsed by Auto Club" (19 May 1916).

[23] Correspondence from E.E. East to S.V. Cortelyou, 28 May 1940. In the Earnest E. East collection, archives of the Automobile Club of Southern California, Los Angeles. Cortelyou, Senior Engineer with the State Division of Highways, was the Chief Engineer of the Arroyo Seco project.

[24] "Lloyd Aldrich," on file in the Los Angeles Biography Vertical File, History and Genealogy Department, Los Angeles Public Library, Central Library.

[25] Frederick Law Olmsted, Harland Bartholomew and Charles Henry Cheney, *A Major Traffic Street Plan for Los Angeles* (Los Angeles, May 1924), 9.

In 1934, the Los Angeles Regional Planning Commission proposed an Arroyo Seco Freeway that generally adopted the 1916 Hinks plan with a southerly extension to downtown Los Angeles utilizing the newly completed Figueroa Street tunnels.[27] By 1939, the Los Angeles City Transportation Engineering Board, over which Lloyd Aldrich (now City Engineer) presided, had prepared and published the official parkway plan for Los Angeles, titled *A Transit Plan for the Los Angeles Metropolitan Area*. The timing and scope of his proposal are significant. Construction on the first phase of the Arroyo Seco Parkway had begun a year earlier, but not a single lane of roadway had been opened to traffic. However, *A Transit Plan* called for a regional roadway system of 600 miles, including radial and circumferential routes, a downtown bypass, and inter-district routes to suburban cities, as well as bus transportation, park, and recreation facilities.[28]

Route Selection

Before agreement could be reached on route selection for the Arroyo Seco Parkway, cities and counties needed a secure means of financing the road. State legislation, passed in 1933, apportioned a share of the gas tax to the cities, increased the counties' share, and shifted additional highway mileage from county to state control. Most important in the legislation, according to transportation historian David W. Jones, were funds for urban mileage in Los Angeles. Aldrich also secured federal relief funds when the Roosevelt administration allocated money for urban highway construction through New Deal agencies. City Engineer Aldrich then took the initiative on the Arroyo Seco project, cobbling together sufficient funds to begin grading on the project, to the relief of the Los Angeles City Council, which had been searching for ways to provide employment during the Depression.[29]

Yet disagreements about route selections remained and again brought into focus again the freeway vs. parkway dispute. Arroyo Park lay on South Pasadena's northwestern border, Los Angeles' Montecito Heights Park lay on the eastern site of the proposed route, and Sycamore Grove Park, located on the eastern bank of the Arroyo in Highland Park, had been parkland since

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[26] Olmsted Brothers and Bartholomew and Associates, *Parks, Playgrounds and Beaches for the Los Angels Region* (Los Angeles, 1930), 3.

[27] See *A Comprehensive Report on the Master Plan of Highways for the Los Angeles Regional Planning District,* vol. 1 (Los Angeles: The Regional Planning Commission, 1941), 74.

[28] David W. Jones, *California's Freeway Era in Historical Perspective*. (Berkeley: University of California Institute of Transportation Studies, June 1989), Chapter 2, *passin.*

[29] Jones, *op cit*. See Chapter Six, "The Depression, the New Deal, and Road Money."

1895. Residents and merchants formed competing associations and lobbied their legislators to take sides. South Pasadena stood to lose streets, residences, and parkland if the shortest route along the Arroyo from the cities of Los Angeles and Pasadena was followed.[30] If the road went through with a compromise to protect the parklands, it would be constructed as a pleasure road, a parkway drive. If a route was planned to have all the features of a high-speed, limited access, grade-separated throughway, the parkway ideal would be rejected. In the ensuing moths, Aldrich's grading crews worked intermittently as the parties attempted to reach agreement on whether the road would go down the east or west bank of the Arroyo. While disagreements between the three cities delayed the process of route selection, Aldrich put his Works Progress Administration (WPA) crews into the field.

Meanwhile, political forces in Pasadena – in favor of a roadway that would cut travel time between their city and Los Angeles – revived the 1916 Hinks plan. With small modifications, this was the route followed for the six-mile, first phase of Parkway construction. After much political finagling, the State Legislature passed Assembly Bill 2345, authorizing the Arroyo Seco Parkway on July 13, 1935.[31] The bill did not specify a detailed route. Finally, in April 1936, the State Highway Commission acted to secure final agreement on the route, at which time State Highway engineers presented plans for the route through South Pasadena. No streets in the city would be blocked. Instead a cut of the Arroyo Seco roadway would allow existing streets to continue across the freeway on at-grade bridges. In addition, a portion of the route would traverse public parklands.

At the dedication ceremony on December 30, 1940, city and state officials emphasized the Parkway's landscaping and gracefully curving route through parklands and following the natural terrain. Nevertheless, the Parkway's cream-on-brown directional signs, 26 bridges and overcrossings, sodium vapor lighting, red and amber flashers at entrances and exits, angled curbs, on- and off-ramps, and limited access warranted its description as the first freeway in the western United States. As Governor Cuthbert Olsen had boomed out in his dedication speech, "This is only the first freeway."[32] The six-lane controlled access Arroyo Seco Parkway, a hybrid design of both freeway and parkway, soon would prove to be only the first of the region's highway network.

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[30] H. Marshall Goodwin, Jr., "The Arroyo Seco From Dry Gulch to Freeway." *Historical Society of Southern California Quarterly*, 47 No. 1 (March 1956). Goodwin's history is an invaluable chronology of events and an in-depth survey of the personalities and interests that put motorists on the parkway.

[31] Goodwin, "Arroyo Seco," 82-84, *Los Angeles Times*, 14 July 1935.

[32] Amerigo Bozzani, "Governor Olsen Dedicates and Opens Arroyo Seco Freeway," *California Highways and Public Works* (January 1941).

Plans for the 1.7-mile Southerly Extension to the downtown business district in Los Angeles had already begun before the dedication ceremony, moving toward the historic goal of extending the roadway toward the Los Angeles city center. The plans called for construction of a limited access freeway. However, the road went through Elysian Park, and once again the freeway vs. parkway issue arose. Resident Engineer R.J. Hatfield stated, "In keeping with the policy established on the Arroyo Seco Parkway, Elysian Park is being developed and recreational areas are being created so that Los Angeles' most beautiful park will be made more accessible and usable to all of its citizens."[33] Economy and wartime material restrictions may have dictated the choice of open cuts, but engineers may have rationalized that the excavations offered possibilities for landscaping to preserve the beauty of the park.

The city's long-range regional freeway plans were culminated when the Four Level Interchange opened in 1953; this interchange was a single structure to transfer motorists between roadways and is the first freeway to freeway connector of its kind. In 1940, during the constriction of the Arroyo Seco Parkway, Lloyd Aldrich's city engineers had built the College Street Overcrossing and Pasadena Avenue Overcrossing with WPA funds. These crossings were already in place in 1948 and facilitated the completion of the final leg of the high-speed roadway. The Four-Level Interchange did not immediately follow the end of construction on the Southerly Extension, but once again planners had a goal in mind. Upon its completion, the Four-Level Interchange provided links to the Hollywood, Pasadena, Santa Ana, and Harbor Freeways.

The plan to transform the Arroyo Seco from dry gully to high-speed freeway took nearly fifty years. In the course of that process the public conception of the purpose of a roadway was radically transformed. That transformation had significant and far-ranging effects on travel and settlement patterns within the region. Los Angeles residents had abandoned public transportation and made the automobile their machine for extending outward their occupational and residential travel. As the plan for the road evolved, it became clear to builders that the natural terrain was not pristine or park-like. They could take advantage of the parklands that were there and simply run the road through them, in some measure respecting the City Beautiful ideal. Alternatively, they could decide to build a state-of-the-art limited access road, which could be justified by the need for safe and efficient vehicular movement along the roadway.

An Arroyo Seco Parkway from downtown Los Angeles to Pasadena was, from the beginning, a plan to ease commuters' traffic woes and obviate inconvenient and slow public transportation. Voters had ratified Lloyd Aldrich's traffic and transit plans to promote ease of travel within the Los Angeles city center. Much of the controversy over whether the road would go down the east or west side of the Arroyo resulted from merchants who feared the loss of local business. Yet,

[33] R.J. Hatfield, "Arroyo Seco Freeway Extension," *California Highways and Public Works* (September 1941).

planning from downtown businessmen and the Automobile Club always returned to the concept of the center city because Aldrich's aim was to plan transportation from a regional standpoint.

The building of the Arroyo Seco Parkway highlights an important transition in the history of metropolitan road construction. Once the decision was made that safety, limited access, and efficiency in moving traffic would be the principal objectives, Aldrich, his engineering staff, the Automobile Club, and the Chamber of Commerce worked as an influential coalition to make their vision a reality. However, City planners and engineers alone could not accomplish the long-range goal of a network of high-speed freeways. Cooperation among all departments of government and government services had to be secured and state legislators influenced. While Aldrich spared no effort to obtain federal government funds designed for Depression relief, Los Angeles County was enlisted to construct the Arroyo Seco Channel to remove the danger of flooding down the Arroyo in rich water years. The California Division of Highways, having committed significant manpower and funds, supervised much of the day-to-day construction.

During the half-century of planning for the initial six miles of the Arroyo Seco Parkway, the early concept of a pleasure road was compromised. Yet, the emphasis on a median, slopes and verges landscaped with native plants, as well as routing through existing urban parks, indicate that the City Beautiful planning ideals still were observed. The processes of political compromise, together with the desire to link downtown and suburbs utilizing new roadway engineering technology, created a hybrid roadway that in some measure justified the term "Arroyo Seco Parkway". Through the years, the growing emphasis on regional planning, commercial and residential growth outside the city center, and the public's desire for efficient, high-speed roadways would justify the descriptor, "Freeway."

While in 1996, the California Department of Transportation determined that the Phase II (1942 Southerly Extension) and Phase III (half-mile segment to the Four Level Interchange) construction were not eligible for inclusion in the National Register of Historic Places[34], the passage of time and changing views warranted re-evaluation. The Southerly Extension is significant because this stretch of roadway eliminated the remaining traffic bottlenecks, making the Arroyo Seco Parkway a high-speed limited-access road into downtown Los Angeles. In addition, the Phase II Southerly Extension and Phase III half-mile segment to the Four Level Interchange signal the road's gradual metamorphosis from parkway to freeway. After Phase III construction was completed, the Parkway was renamed the Pasadena Freeway in 1954. Beautification and landscaping ideas, accepted as requisite to the original six-mile stretch,

[34] The California Department of Transportation was delegated the authority to make determinations of eligibility under the terms of the Programmatic Agreement Regarding the Seismic Retrofit of Bridge Structures in California, signed in 1995 by the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation.

yielded to the wartime necessities of speed and economy. The road's arrow-straight alignment plunged through Elysian Park in sharp contrast to the earlier Figueroa Street Tunnels that followed the natural terrain.

Builders constructed the handsome Park Row Overcrossing and agreed to make park improvements to maintain the integrity and beauty of adjoining parklands. This intent shows the strength of the planning that promoted the parkway ideal, and indicated that the parklands concept, urged on decision-makers in the early roadway planning, could not totally be abandoned in the rush to build a high-speed freeway. While the bridges for the Southerly Extension have the pared-down, unornamented aesthetic suitable to a modern freeway, the care given to siting the Park Row Overcrossing asserted its function as a structure that unified parklands and mitigated the impacts to residential districts through which the high-speed roadway passed.

The Park Row Overcrossing exemplifies the roadway's status as both a transitional road and a hybrid between parkway and freeway. Chief Engineer Cortelyou called the Phase I Arroyo Seco "the last word in express freeway design," stating that the roadway's route through the City of Los Angeles parklands would allow a large number of citizens to drive every day through beautified park areas, and the city would secure maximum beneficial use of the parklands. The transportation planners of the Parkway saw no essential contradiction between the concepts of parkway and freeway, believing that the landscape would be respected whether the road ran alongside parklands or cut through them.

By 1954, the Parkway had been renamed the Pasadena Freeway and retained that name until 1993. In the early 1990s, renewed interest in the historical significance and preservation of the old Parkway triggered legislation to designate a section of the Pasadena Freeway as a California Historic Parkway. In 1993, as a result of that designation, the section of the old Parkway from Post Mile 25.7 to Post Mile 31.9 (roughly from the Elysian Viaduct in Los Angeles to East Glenarm Street in Pasadena) was reclassified as a historic parkway, and renamed the Arroyo Seco Historic Parkway.[35] In 1999, the American Society of Civil Engineers designated a 6.2-mile segment of the Arroyo Seco Parkway as a National Historic Civil Engineering Landmark, and in 2002, the Arroyo Seco Parkway was designated a National Scenic Byway through the Federal Highway Administration's National Scenic Byway Program.

The Arroyo Seco Parkway Historic District is significant as a roadway that embodies the attributes of both freeway and parkway. It marks the moment in time when speed, efficiency, even wartime necessity had not quite overtaken the historic Southern California emphasis on preserving the integrity of the landscape and exhibiting the design skill of the bridge engineer. The prototype of the limited access freeway of the future, the Parkway documents the earlier planning concepts of the pleasure road and scenic byway. At the same time, the Southerly

[35] 1993 California Assembly Bill 1247, and California Streets and Highways Code Sections 280-284.

Extension and the half-mile segment of Phase III construction decided the issue firmly in favor of a high-speed road.

Lloyd Aldrich

The Arroyo Seco Parkway Historic District is significant under Criterion B for its association with Los Angeles City Engineer Lloyd Aldrich (1900-1985). Significance is derived from his record and efforts since he became City Engineer in 1933. He came to the job with 24 years of experience after engineering school in Illinois, working for the United States Reclamation Service in Colorado, as a consulting engineer on irrigation and water systems in Los Angeles, Orange, Riverside, and San Diego Counties. Aldrich also had the appropriate qualification for roadway engineering, gained as the deputy county surveyor for Fresno County and as a highway engineer for Stanislaus and Sonoma counties. Immediately before joining the City of Los Angeles as City Engineer, he served as an engineering consultant for the Automobile Club of Southern California. Aldrich did not fear becoming embroiled in city politics, and took a leave of absence in 1949 to run against a popular incumbent mayor, Fletcher Bowron.

Aldrich took the first step to realize his plans for the Arroyo Seco by securing the cooperation of leaders in South Pasadena and Pasadena, as well as the neighborhoods of Highland Park and Garvanza, to gain consensus on the roadway route. Aldrich also brought together local, state and federal governmental agencies and transportation planners to finance the Parkway, an endeavor that would have been impossible without joint effort and cooperation. In addition, Aldrich's years of experience in highway engineering, city and county service, and finally his longevity as City Engineer, made him highly influential in regional planning. Aldrich had the advice and support of influential members of the Los Angeles establishment, particularly the Automobile Club of Southern California and its Chief Engineer, Earnest E. East. This liaison was crucial, since the Club's support was essential to the success of any proposed Southern California transportation issue.

Transformed by the Depression and the New Deal legislation, the economics of urban transportation in California operated on both the state and national level. In order to start the road, Aldrich secured federal money from relief funds of the WPA, as well as an allotment set aside to eliminate railroad grade crossings. Using new legislation on the State level, he also was able to tap the gas tax funds allotted to Los Angeles, Pasadena, and South Pasadena, and to persuade the California Division of Highways to provide engineering services and to contribute toward the cost of construction. Aldrich also persuaded the Pasadena and South Pasadena engineering bureaus to become involved the production of drawings and construction documents. He influenced the Automobile Club's Chief Engineer Ernest E. East to promote the Arroyo roadway throughout the membership. Mr. East also benefited Aldrich by giving advice and

approval for safety features, roadway elements and signage throughout the three stages of roadway construction.

Aldrich rejected the idea of staging construction over a long-term period, arguing for a bond-financing program that would enable right-of-way to be acquired and an area-wide freeway system to be built within fifteen years. The City Engineer had the necessary patience for long-term planning. He foresaw that once the Figueroa Street Tunnels were well established in the popular mind as important traffic control features, he could use their placement to extend downtown Los Angeles' main arterial, Figueroa Street, northward toward Highland Park, and ultimately to Pasadena on a high-speed road. Four years after he took charge of the City Engineer's office the Figueroa Street Viaduct was built in 1936, not only as a traffic and river control feature, but also as the logical and spatial continuation of the roadway elements of the Arroyo Seco Parkway to the second-phase Southerly Extension. When World War II began in Europe, the extension was declared one part of the National Strategic System of Roads. This designation by the federal government allowed builders to continue the roadway construction, procuring scarce wartime materials and securing federal financial grants. Aldrich, who could utilize his connections, made while securing WPA funds, was recognized as the father of those plans.[36]

The City Engineer's projects, such as the College Street and Pasadena Avenue bridges, as well as the Sunset Boulevard, Alpine Street, and Hill Street grade separations, were planned at the same time as the Parkway, but only became a part of it when the Four-Level Interchange was constructed. From the beginning, the City Engineer's purpose aimed at his ultimate goal to bring the Arroyo Seco into a transportation hub in downtown Los Angeles that would connect to a regional freeway system.

Engineer Aldrich guided both the City Transportation board's *Transit Program for the Los Angeles Metropolitan Area* of 1939, and the *Transportation Program for the Metropolitan Area*, published in 1945. While many of the concepts set out in the plans were not completely carried out, both plans were highly ambitious, making the Los Angeles region the starting place for California's subsequent leadership in freeway development. Many of the ideas presented in the two documents were later developed in the parkway and freeway plans. With these plans as groundwork, Aldrich was able to influence the ultimate appearance of the Parkway and its incorporation into the larger metropolitan freeway network. These plans, and the construction that followed from them, show Aldrich to be the most significant figure in transportation planning for the Los Angeles region during his 22-year tenure as City Engineer.

[36] "New Engineer Assumes Duties," Van Nuys News (3 August 1933), "City Engineer Lloyd Aldrich Retiring After 23 Years," El Pueblo (September 1955). For additional biographical material see Vertical File "Lloyd Aldrich," in the California Biography Collection of the Los Angels Public Library's Riordan Central Library.

While many people were influential in envisioning and implementing a far-seeing program to prepare for the automobile future of Los Angeles, Aldrich's longevity as Los Angeles City Engineer, his connections in the city, particularly with Earnest East of the Automobile Club, and the experience that came from three decades as an engineer in California, allowed him to direct the course of freeway planning in the region. Roadway historian David Jones notes that Aldrich's plans for staging construction over a ten- to fifteen-year period put forward in the "Transportation Program for the Metropolitan Area," published by Aldrich and his Committee in 1945, became the blueprint that guided freeway development in Los Angeles during the post war years.[37] First adopted with minor modifications by the County Planning Commission, it served as the working guide for route and location studies of the California Division of Highways, after Aldrich's municipal engineering staff made initial location studies under contract to the Division. Design was undertaken jointly.

Mayor Bowron reported in testimony to the Joint Fact-Finding Committee on Highways and Bridges of the State Legislature:

> "the plan, the plan on which we are all united… the Automobile Club of Southern California, the Central Business District Association, the Downtown Businessmen's Association, the Western Oil and Gas Association, and the Metropolitan Transit Committee of the Los Angeles Chamber of Commerce."[38]

Engineering

The Arroyo Seco Parkway Historic District is significant under Criterion C for innovative engineering features. As designed and later modified for increased use and safety, landscaped medians, acceleration and deceleration lanes, super-elevation and minimum curve radii, shoulder widths, lane widths and curb configurations, served as a laboratory for engineering subsequent high-speed access roadways. While some materials and engineering features have been lost through maintenance and widening or surface change (see Section 7), the Arroyo Seco Parkway Historic District has retained substantial integrity of location, design, setting, association, and feeling.

Contributing Tunnels and Bridges

Four "sunburst" tunnels along Figueroa Street, built between 1931 and 1934, are Parkway contributors, exhibiting the significant character-defining features of Art Deco design. The

[37] Jones, *op cit*. See Chapter Six, "The Depression, the New Deal, and Road Money."

[38] Quoted in Jones, *ibid*., pp 53-54.

tunnels are Historic-Cultural Monuments of the City of Los Angeles. The Figueroa Street Viaduct (1936), also planned to facilitate the flow of traffic northward from Los Angeles, is a contributor. On a direct line with the tunnels, the Figueroa Street Viaduct, also known as the Los Angeles River Bridge Eastbound (Bridge No. 53-0042R), was engineered to span the tracks of the Southern Pacific Railroad that occupied both banks of the river, as well as San Fernando Road (U.S. Highway 66) and the Los Angeles Railway street car right-of-way.

Contributing bridges built for the Southerly Extension completed in 1943 are the Los Angeles River Bridge Westbound, Bridge No. 53-0042L, built in 1944 – essentially duplicating the Figueroa Street Viaduct, the Solano Avenue and Amador Avenue Pedestrian Undercrossings, and the Park Row Overcrossing.

The 1912 York Boulevard Overcrossing and the Santa Fe Arroyo Seco Railroad Bridge (also known as the Avenue 64 Underpass), built circa 1900, are contributors to the significance of the Parkway, within the historic context of transportation in the Arroyo. Each is also significant for the architectural qualities they exhibit. The Santa Fe Arroyo Seco Railroad Bridge is a classic example of a late-nineteenth-century metal truss railroad bridge. Arroyo Seco Parkway designers scaled the road to fit into the spaces created by the distance between its triangular support legs. The York Boulevard Overcrossing is representative of early reinforced concrete arch spandrel bridge construction across the Arroyo in the second decade of the twentieth century. The City of Los Angeles designated the Arroyo Seco Railroad Bridge as Historic Cultural Monument #339. After its 1993 rehabilitation and seismic strengthening was completed, in 1999 the structure was rededicated and retains its city monument status.

New bridges constructed between 1939 and 1940 for the Arroyo Parkway itself also contribute to its significance. Avenue 35 Railroad Underpass, Sycamore Grove Pedestrian Overcrossing, Avenue 52 Overcrossing, Via Marisol Overcrossing, Arroyo Seco Avenue 60 Ramp, Avenue 64 Underpass, Marmion Way Overcrossing and Offramp, Arroyo Seco Bridge, Arroyo Drive Overcrossing, Grand Avenue Overcrossing, Orange Grove Avenue Overcrossing, Prospect Avenue Overcrossing, Meridian Avenue Overcrossing, Fremont Avenue Overcrossing, Fremont Avenue Railroad Underpass, and Fair Oaks Avenue Overcrossing are significant contributors as examples of the Public Works Administration (PWA) Moderne architectural style, exhibiting the simplified, pared-down aesthetic of the Depression-New Deal era.

The new bridges constructed for the Parkway do not have the applied ornament or details characteristic of the designs of Los Angeles City Bridge Department design engineer Merrill Butler. The new Parkway structures display their function as essential elements in a freeway transportation scheme. As functional grade separations, they were designed to assure continuous, delay-free traffic flow on the Parkway. Each is a contributor to the Parkway, adding to the roadway by association with its planning and construction, and by architectural function through providing access, exit, and continuity of travel along the roadway.

Constructed in three stages from 1938 to 1953, the 8.2-mile Parkway combined the parkway concept of eastern pleasure drives with modern freeway design. When the second phase Southerly Extension was finished in 1943, Arroyo Seco Parkway had fulfilled its planners' objective to link the business centers of Los Angeles and Pasadena with a commuter road. With the completion of the Four-Level Interchange during the third phase, a convenient and efficient linkage of high-speed roads was finally achieved and the Arroyo Seco Parkway became the Pasadena Freeway.

Contributing Arroyo Seco Channel

With a channel slope of 235 feet per mile and stream length of 11½ miles, the Arroyo Seco channel presented a serious impediment to the successful construction of the Arroyo Seco Parkway. Drainage from a 13,700 acre waterbed in the San Gabriel Mountains caused the Channel watercourse to overflow in rainy years, sending high water, debris flows, and mud down to its confluence with the Los Angeles River, north of the Figueroa Street Viaduct.[39] An integral part of Parkway Planning, the Arroyo Seco Channel is an important feature. Project Engineer H.W. Fraim of the Los Angeles Bureau of Engineering reported, "Highway and channel designs were considered together."[40]

Original plans called for landscaping alongside the channel with natural rock and vegetation, reflecting the City Beautiful scheme of the Park Commission's 1912 Lippincott Plan. It recommended a reverted channel with a boulevard on each bank and the acquisition of contiguous land for a park. This planning concept was partially carried out where the route encompassed green park areas alongside the Channel. The Channel retains approximately 55-65 percent integrity in the portion adjacent to the Parkway, from South Pasadena to the Los Angeles River[41]. While there have been modifications over time, most were the result of maintenance or spot check repairs.[42]

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[39] Another member of the planning group was F.L. Olmsted, Jr.

[40] H.W. Frain, "Flood Control and Parkway Project Along Arroyo Seco at Los Angeles," *Western Construction News* (June 1938).

[41] Dan Sharp, Engineer, Department of Public Works, County of Los Angeles, Personal communication to Portia Lee, author of the draft nomination, August 27, 2003. The Department of Public Works maintains the Channel.

[42] Ibid.

Contributing Arroyo Seco Maintenance Station

The Arroyo Seco Maintenance Station complex was built in 1931 and is a 0.3-acre facility, consisting of two buildings, a storage/equipment building and a gashouse. In July 1997, in compliance with the state environmental laws, the California Department of Transportation determined that the Arroyo Seco Maintenance Station meets the criteria for inclusion in the National Register of Historic Places as a contributing element of the Arroyo Seco Parkway Historic District.[43]

Contributing Landscape

In keeping with the parkway ideal, much attention was paid to the landscape. A comprehensive landscape plan was a characteristic Southern California element that builders emphasized. The California Division of Highways, under District Engineer Cortelyou, was in charge of all major construction. However, each of the jurisdictions along the Parkway played a part in the roadway's landscaping. Putting aside the sharp controversy over the taking of public parklands, the Parks Departments of the three cities jointly selected, grew, and planted shrubs and plans they had propagated.[44] The planting scheme reflects both the early planning concepts of a scenic parkway, and the Southern California tradition of landscape beautification in public areas. Original plantings also comprise one of the earliest, if not the first, large-scale examples in Southern California of a designed landscape using native plant materials. "This new highway," said Engineer Cortelyou, "will be truly a 'Parkway,' beautiful as well as serving traffic to the fullest extent."[45]

[43] See Arroyo Seco Maintenance Station Thematic District recordation, July 1997, by Jim Fisher. On file: California Department of Transportation, Division of Environmental Analysis, Sacramento, California.

[44] Dana Bowers, "What Expense is Justified for Aesthetic Treatment of Parkways?" *California Highways and Public Works* (January-February 1945).

[45] S.V. Cortelyou, "Arroyo Seco Parkway Unit Open," *California Highways and Public Works* (August 1940), 14.

9. Major Bibliographical References

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Goodwin, H. Marshall, *The Arroyo Seco from Dry Gulch to Freeway*, Historical Society of Southern California Quarterly, Volume 47, no. 1

Historic American Engineering Record CA-265, Narrative History and Drawing Set, "Arroyo Seco Parkway," Library of Congress Prints and Photographs

Jones, David W., *California's Freeway Era in Historical Perspective*, Berkeley University of California Institute of Transportation Studies, June 1989

Newspapers

Los Angeles Times
Pasadena Star News

Journals

California Highways and Public Works
Architect and Engineer
Southwest Builder and Contractor

Planning Documents

Automobile Club of Southern California, 1937, *Traffic Survey, Los Angeles Metropolitan Area*

City of Los Angeles, Transportation Engineering Board, 1939, *A Transit Program for the Los Angeles Metropolitan Area*

City of Los Angeles, Transportation Engineering Board, 1945, *Transportation Program for the Metropolitan Area*

Los Angeles Park Commission, 1913, *The Arroyo Seco Parkway: A Brief Discussion of the Proposed Arroyo Seco Parkway and Its Relation to a Boulevard from the Mountains to the Sea*

Los Angeles, The Regional Planning Commission, 1941, *A Comprehensive Report on the Master Plan of Highways for the Los Angeles Regional Planning District*

Olmsted, F.L., H. Bartholomew, and C.H. Cheney, 1924, *A Major Traffic Street Plan for Los Angeles*

Olmsted, F.L., H. Bartholomew, and C.H. Cheney, 1930, *Parks, Playgrounds and Beaches for the Los Angels Region*

Unpublished References

California Department of Transportation Bridge Logs

Arroyo Seco Maintenance Station Thematic District recordation, July 1997, Jim Fisher, California Department of Transportation

Previous Documentation on File (NPS)

Determination of Eligibility by the Keeper of the National Register (1983), 6.43 miles from Bridge 53 0042LR at Post Mile 25.48 in Los Angeles to East Glenarm Avenue in Pasadena at Post Mile 31.91

Historic American Engineering Record, #CA-265, “Arroyo Seco Parkway” 8.2 miles from the Four Level Interchange at Post Mile 23.70, Los Angeles, California to East Glenarm Avenue, Pasadena, California

Other Documentation

State of California Historic Parkway, California Streets and Highways Code Sections 280-284. Historic Parkway designation is reserved for freeways constructed prior to 1945. For the Arroyo Seco Parkway, which was reclassified as a Historic Parkway in 1993, the Historic Parkway classification applies to that portion of Route 110 from Postmile 25.7, in the vicinity of the Elysian Viaduct in Los Angeles to Postmile 31.9, near East Glenarm Avenue in Pasadena

National Historic Civil Engineering Landmark, designated by the American Society of Civil Engineers in 1999, designation encompasses the original 6.7-mile section from the south end of the Los Angeles River Bridge in Los Angeles to Glenarm Street in Pasadena (similar to that of the state scenic highway designation)

Primary Location of Additional Data

Automobile Association of Southern California, Los Angeles, California

California Department of Transportation, District 7, Los Angeles, California

California Department of Transportation Division of Environmental Analysis, Sacramento, California

California Department of Transportation History Library, Sacramento, California

Historic American Engineering Record, Library of Congress, Washington, DC

10. Geographical Data

UTM References: With contributing elements

UTM references for the following beginning and end points, change in direction and contributing resources were calculated using the North American Datum (NAD) 1983 series of the United States Geological Survey (U.S.G.S.), which is the California State Standard.

Map #	RESOURCE	Zone	Easting	Northing	Quadrant Map
1	Begin Historic Roadway	11	562411	1977325	Los Angeles
2	The Four Level Interchange (Br. No. 53-0622, 53-0622F, 53-0622G, 53-0622L, 53-0622R)	11	562411	1977325	"
3	Sunset Boulevard OC* (Br. No. 53-0246)	11	562567	1977146	"
4	Alpine Street OC (Br. No. 53-0592)	11	562678	1977322	"
5	College Street OC (Br. No. 53-0382)	11	562782	1977614	"
13	Figueroa Street Tunnel #4 (Br. No. 53-0199R)	11	562954	1977909	"
14	Amador Street UC** (Br. No. 53-0504L)	11	563869	1978580	"
15	Solano Avenue UC (Br. No. 53-0541L)	11	563895	1978653	"
16	Solano Avenue Pedestrian UC (Br. No. 53-0532R)	11	563935	1978667	"
17	Figueroa Street Tunnel #1 (53-0200R)	11	563925	1978692	"
18	Park Row OC (Br. No. 53-0542L)	11	563955	1978720	"
20	Figueroa Street Tunnel #2 (Br. No. 53-0201R)	11	564056	1978815	"
23	Figueroa Street Tunnel #3 (Br. No. 53-0202R)	11	564191	1978950	"
24	Arroyo Seco Channel begins				"
26	Figueroa Street Viaduct, aka† Los Angeles River Bridge, Eastbound (Br. No. 53-0042R)	11	564332	1979086	"
27	Los Angeles River Bridge, Westbound (Br. No. 53-0042L)	11	564351	1979084	"
29	Figueroa Street Offramp UC (Br. No. 53-0533L)	11	564548	1979330	"
30	Avenue 26 OC (Br. No. 53-0372, 53C-1875)	11	564729	1979541	"
34	Avenue 35 Railroad UP*** (Br. No. 53-0425)	11	565060	1980233	"
35	Pasadena Avenue OC (Br. No. 53-0426, 53C-1876)	11	565079	1980365	"
36	Arroyo Seco Avenue 43 Ramp (Br. No. 53-0985S)	11	565834	1980988	"
37	Avenue 43 OC (Br. No. 53-0427, Br. No. 53C-	11	565832	1980966	Los

Map #	RESOURCE	Zone	Easting	Northing	Quadrant Map
	1877)				Angeles
38	Sycamore Grove Pedestrian OC (Br. No. 53-0344)	11	566561	1981340	"
39	Avenue 52 OC (Br. No. 53-0428)	11	566908	1981876	"
40	Via Marisol OC (Br. No. 53-0429)	11	567014	1982367	"
41	Arroyo Seco Park Bridge	11	567204	1982701	"
42	Avenue 60 OC (Br. No. 53-0430, 53C-1878)	11	567433	1982825	"
43	Arroyo Seco Avenue 60 Ramp (Br. No. 53-0986S)	11	567493	1982902	"
44	Avenue 60 Ramp and Pedestrian UC (Br. No. 53-0988T)	11	567502	1982912	"
45	Santa Fe Arroyo Seco Railroad Bridge, aka Avenue 64 U (Br. No. 53-0431)	11	567785	1982986	"
46	Arroyo Seco Maintenance Station, 2 buildings at 6749 Marmion Way, Los Angeles	11	567736	1983328	"
47	Arroyo Seco Marmion Way Offramp (Br. No. 53-0886S)	11	567795	1983330	"
48	Marmion Way OC (Br. No. 53-0445, 53C-1879)	11	567813	1983353	"
49	York Boulevard OC (Br. No. 53-0121, 53C-1874)	11	568002	1983644	"
50	Arroyo Seco Bridge (Br. No. 53-0276)	11	568556	1984497	"
24	Arroyo Seco Channel exits parkway boundaries	11	568556	1984497	"
51	Arroyo Seco Pedestrian and Equestrian UC (Br. No. 53-0432)	11	568608	1984702	"
52	Arroyo Drive OC (Br. No. 53-0433)	11	568619	1984739	"
53	Grand Avenue OC (Br. No. 53-0434)	11	568676	1984948	"
54	Orange Grove Avenue OC (Br. No. 53-0435)	11	568705	1985195	"
55	Prospect Avenue OC (Br. No. 53-0436)	11	568687	1985378	"
56	Meridian Avenue OC (Br. No. 53-0437)	11	568688	1985508	"
57	Fremont Avenue OC (Br. No. 53-0438)	11	568691	1985872	"
58	Fremont Avenue Railroad UP (Br. No. 53-0439)	11	568691	1985908	"
59	Fair Oaks Avenue OC (Br. No. 53-0440)	11	568701	1986132	"
	Parkway changes direction	11	568847	1986466	"
1	Historic Parkway ends	11	569613	1986416	Pasadena "

†aka = also known as *OC = Overcrossing
**UC = Undercrossing ***UP = Underpass

Verbal Boundary Description

The Arroyo Seco Parkway Historic District boundaries are the California Department of Transportation right-of-way on the Arroyo Seco Parkway (State Route 110), 8.2 miles from the Four-Level Interchange at Post Mile 23.69 in Los Angeles to East Glenarm Street at Post Mile 31.89 in Pasadena, including the service lanes and the landscaping, the Arroyo Seco Channel paralleling the State Route 110 from the Los Angeles River to approximately Stoney Drive in South Pasadena, where the channel is no longer adjacent to the parkway, and the Arroyo Seco Maintenance Station property on the southwest side of the Arroyo Seco Parkway at Post Mile 29.3.

Boundary Justification

The boundaries include the roadway itself and related structures, including bridges, tunnels, fences, walls, and landscaping that historically have been part of the Arroyo Seco Parkway, and that retain integrity.

11. Form Prepared By

The California Department of Transportation (Caltrans) prepared this National Register nomination, which revised and updated the consultant-prepared draft version, written under a grant from the Federal Highway Administration's Scenic National Scenic Byways Discretionary Grant Program to Caltrans. The draft form was prepared on August 1, 2004 by Portia Lee, PhD, California Archives, 3315 Griffith Park Blvd., #303, Los Angeles, CA 90027.

Property Ownership

Arroyo Seco Parkway roadway to edge of right-of-way, and Bridge Numbers 53-0042L, 53-0042R, 53-0121, 53-0199R, 53-0200R, 53-0201R, 53-0202R, 53-0246, 53-0276, 53-0344, 53-0372, 53-0382, 53-0425, 53-0426, 53-0427, 53-0428, 53-0429, 53-0430, 53-0431, 53-0432, 53-0433, 53-0434, 53-0435, 53-0436, 53-0437, 53-0438, 53-0439, 53-0440, 53-0445, 53-0477/L, 53-0477R, 53-0504L, 53-0532R, 53-0533L, 53-0538, 53-0539C, 53-0540L, 53-0540R, 53-0541L, 53-0542L, 53-0586M, 53-0592, 53-0621H, 53-0622, 53-0622F, 53-0622G, 53-0622L, 53-0622R, 53-0886S, 53-0985S, 53-0986S, 53-0988T, 53-1105, 53-1424, 53-1456H, 53-1457F, 53-1635S, 53-2225G, 53-2857L, 53-2859L

Owner:
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Owner Contact:
Attention: Mr. Jay Norvell, Chief
Division of Environmental Analysis (M.S. 27)
California Department of Transportation
1120 N Street
Sacramento, CA 95814
Telephone (916) 653-7507

Arroyo Seco Maintenance Station, Bridge Numbers 53C-1874, 53C-1875, 53C-1876, 53C-1877, 53C-1878, 53C-1879, Arroyo Seco Park Bridge (also known as Arroyo Seco Channel Pedestrian Bridge)

Owner:
City of Los Angeles
City Hall
200 North Spring Street
Los Angeles, CA 90012

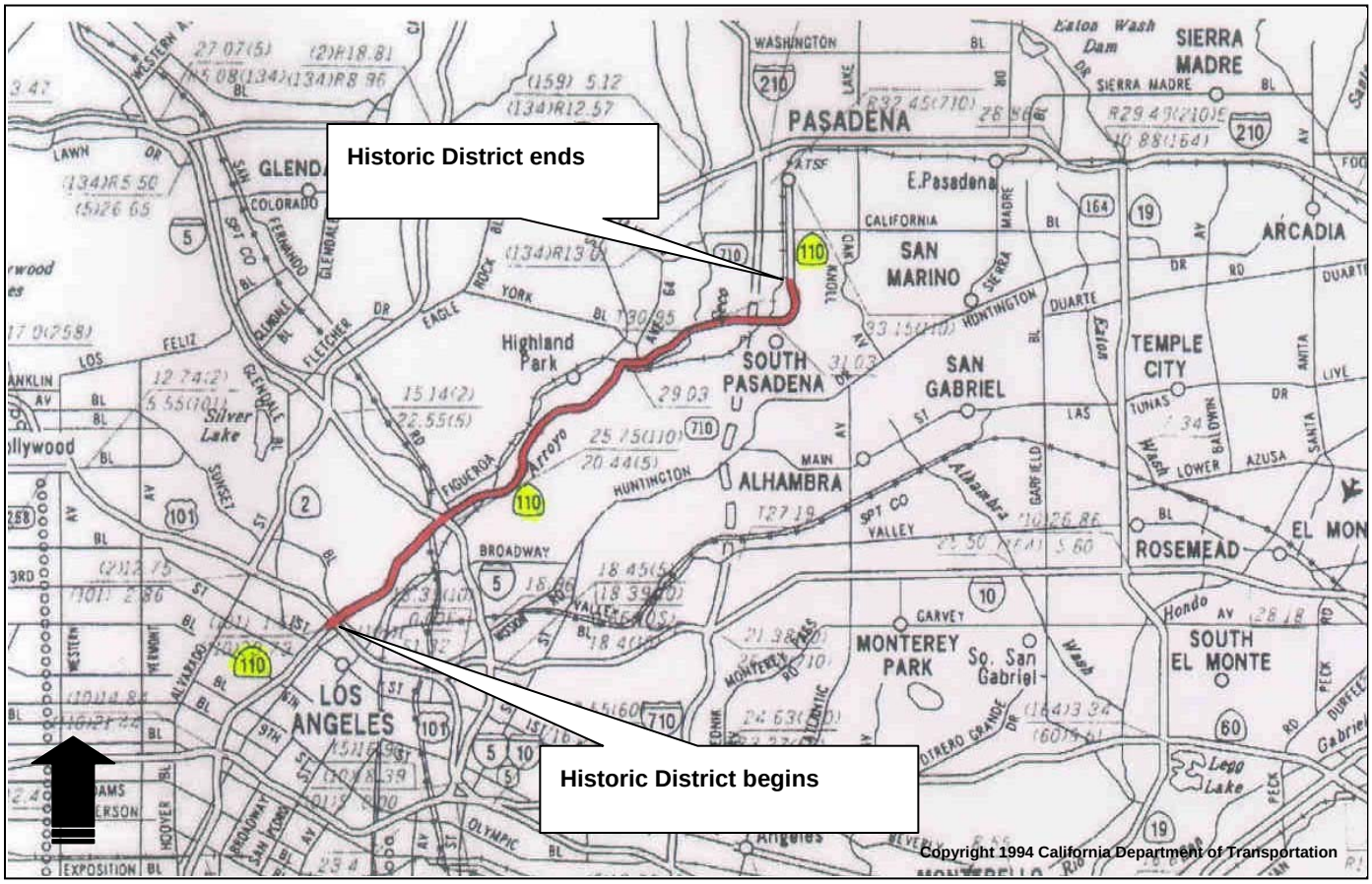
Owner contact:
Attention: Mr. Gary Lee Moore, City Engineer
City of Los Angeles Bureau of Engineering
Executive Division
1149 S. Broadway St., Suite 700, Mail Stop 490
Los Angeles, CA 90015
Telephone (213) 485-4935

Arroyo Seco Channel

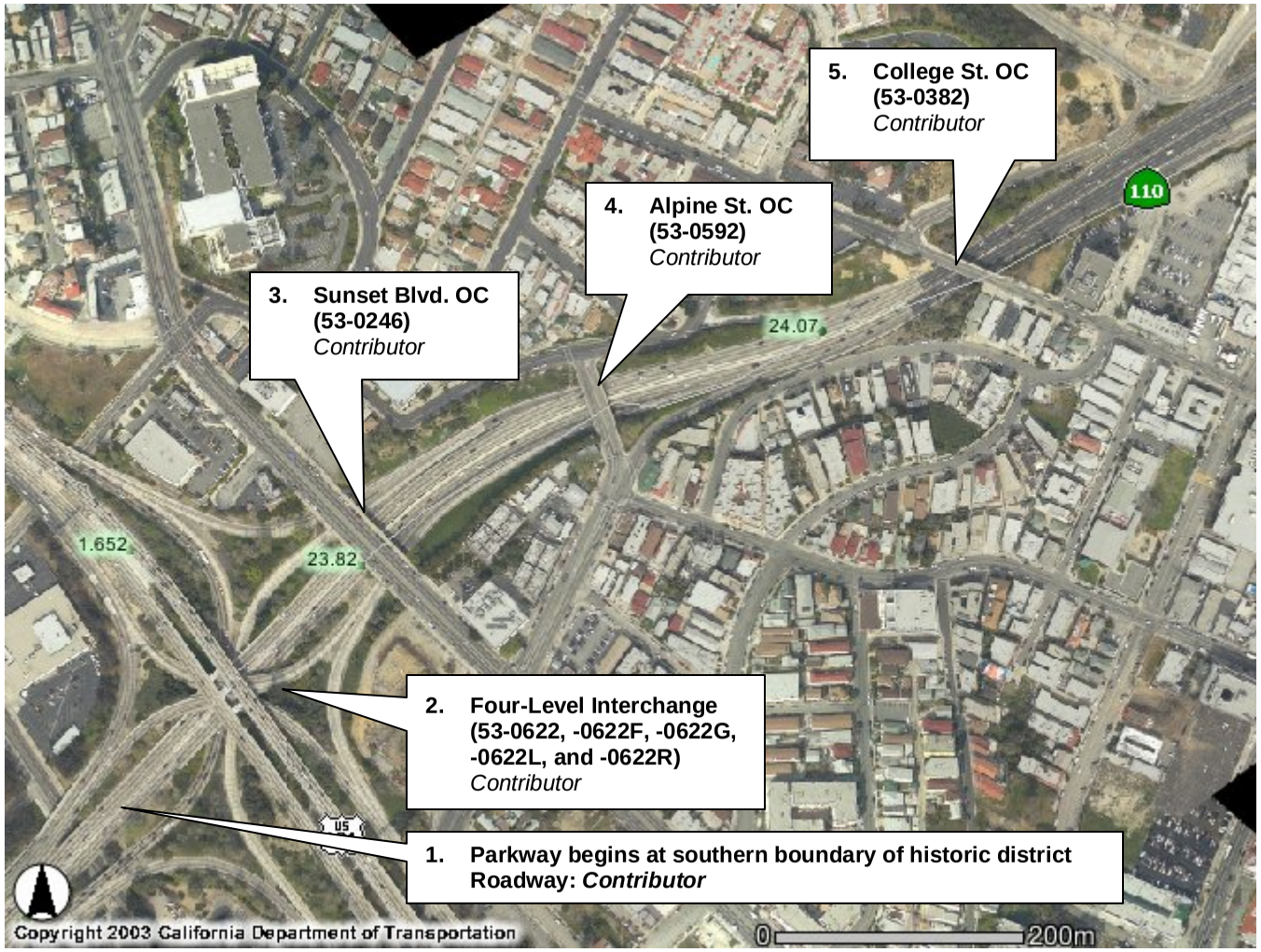
Owner:
County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Owner Contact:
Attention: Ms. Gail Farber
Director of Public Works
County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Additional Documentation



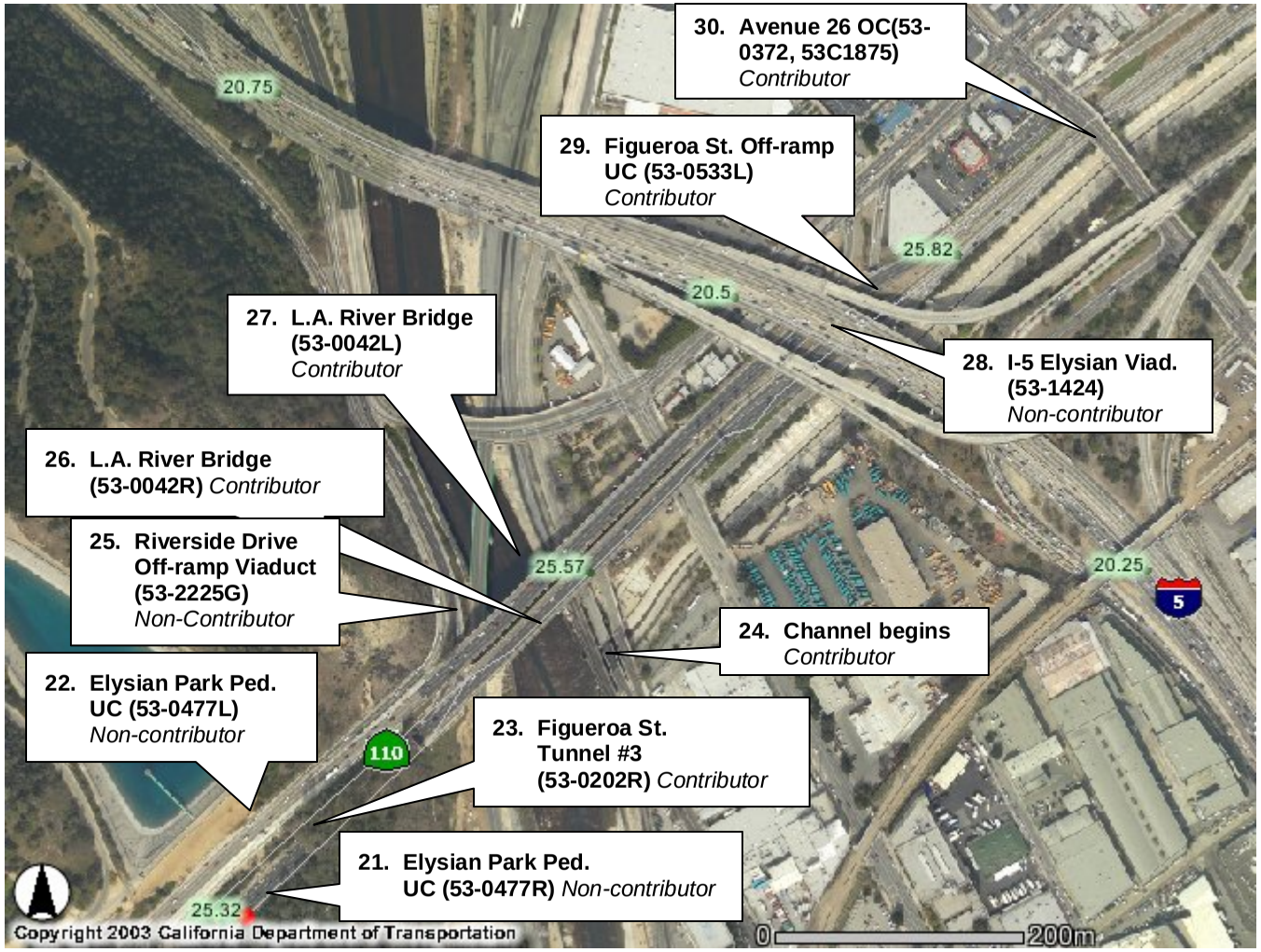
Arroyo Seco Parkway Historic District begins at the Four-Level Interchange in Los Angeles, passes through South Pasadena, and ends at East Glenarm Street in Pasadena, California



Arroyo Seco Parkway Historic District
Segment A

Arroyo Seco Parkway Historic District
Segment B

Arroyo Seco Parkway Historic District
Segment C



Arroyo Seco Parkway Historic District
Segment D

Arroyo Seco Parkway Historic District
Segment E

Arroyo Seco Parkway Historic District
Segment F

Arroyo Seco Parkway Historic District
Segment G

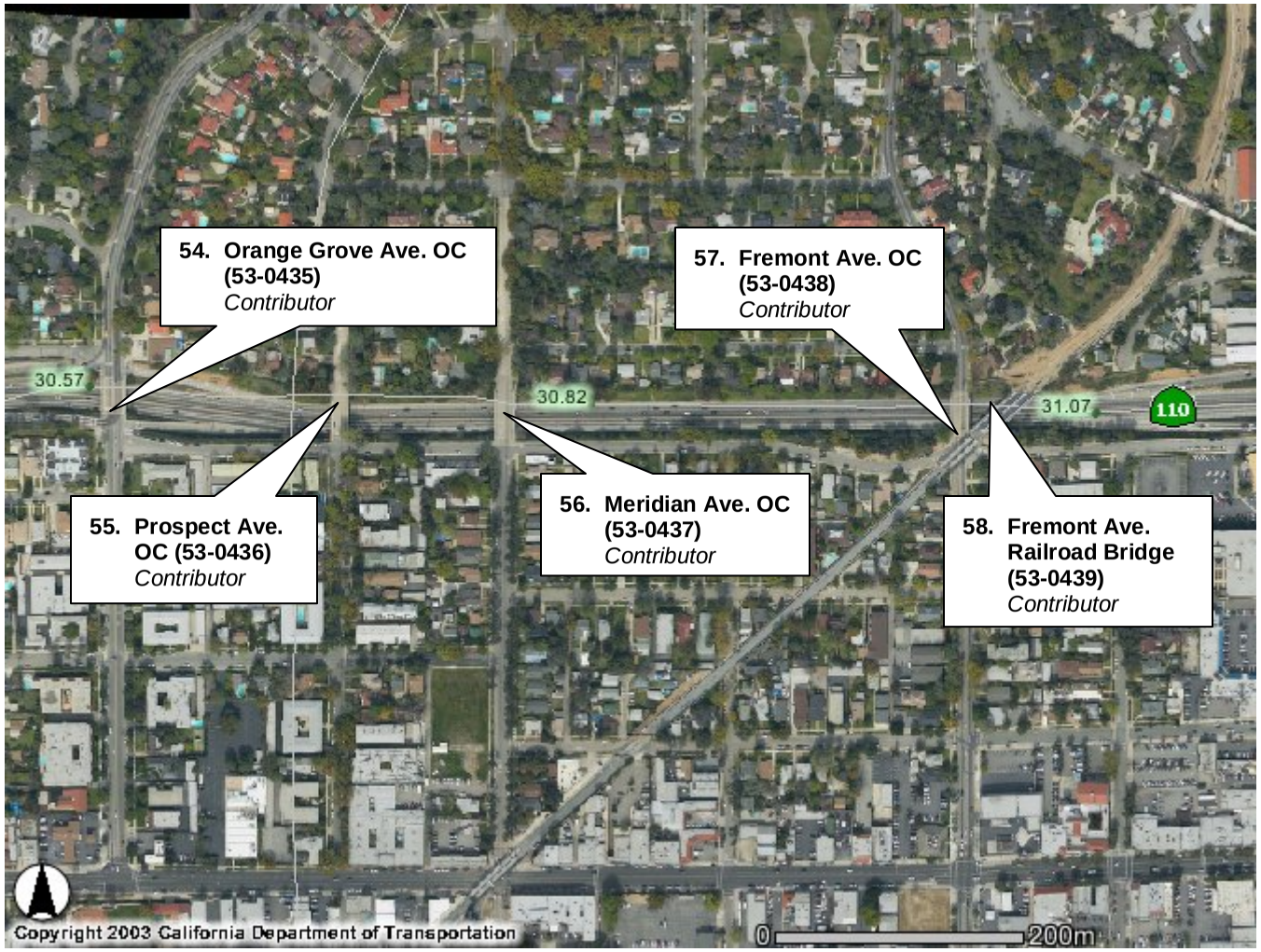
Arroyo Seco Parkway Historic District
Segment H

Arroyo Seco Parkway Historic District
Segment I

Arroyo Seco Parkway Historic District
Segment J

Arroyo Seco Parkway Historic District
Segment K

Arroyo Seco Parkway Historic District
Segment L



Arroyo Seco Parkway Historic District
Segment M

Arroyo Seco Parkway Historic District
Segment N

Arroyo Seco Parkway Historic District
Segment O

Photographs[1]

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Brian Grogan, Historic American Engineering Record No. CA-265
Date of Photograph:	1999
Location of original negative:	Library of Congress, Prints and Photograph Division, Washington, D.C.
Description:	Property #1: View looking south along westbound traffic lanes and "Historic Arroyo Seco Parkway" sign, near Wallis St., photo HAER CAL, 19-LOSAN, 83-39 *[Photo Key Segment O]*
Photograph No.:	1 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Brian Grogan, Historic American Engineering Record No. CA-265, 83J-1
Date of photograph:	1999
Location of original negative:	Library of Congress, Prints and Photograph Division, Washington, D.C.
Description:	Properties 28 and 29: Figueroa Street / Los Angeles River Viaduct at I-5 Interchange, looking north, photo HAER CAL, 19-LOSAN, 83J-1 *[Photo Key Segment D]*
Photograph No.:	2 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Andrew Hope, Caltrans HQ
Date of photographer:	2008
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property 54: View looking west from Prospect Avenue Overcrossing toward Orange Grove Avenue Overcrossing, illustrating contributing elements that include six-lane concrete and asphalt roadway, concrete curbs and gutters, shoulders, and on- and off-ramps *[Photo Key Segment M]*
Photograph No.:	3 of 39

[1] "Photo Key Segments" refer to the location of the photograph on the multiple-page Photo Key map of this linear resource.

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #2: Western terminus of the Arroyo Seco Parkway Historic District at the Four Level Interchange, looking south from Sunset Boulevard Overcrossing *[Photo Key Segment A]*
Photograph No.:	4 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #4: Alpine Street Overcrossing, looking northeast *[Photo Key Segment A]*
Photograph No.:	5 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #5: College Street Overcrossing, looking east from near New Depot Street *[Photo Key Segment A]*
Photograph No.:	6 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #13: Figueroa Street Tunnel #4, looking northeast from the eastbound traffic lanes *[Photo Key Segment C]*
Photograph No.:	7 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #13: Figueroa Street Tunnel #4, looking southwest from Solano Avenue vicinity *[Photo Key Segment C]*
Photograph No.:	8 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #13: Figueroa Street Tunnel #4 detail, looking southwest from Solano Avenue vicinity *[Photo Key Segment C]*
Photograph No.:	9 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph:	1999
Location of original negative:	Library of Congress, Prints and Photograph Division, Washington, D.C.
Description:	Property #15: Solano Avenue Undercrossing, looking northeast with Park Row Overcrossing in the rear on the left and Figueroa Tunnel #1 on the right, , photo HAER CAL, 19-LOSAN, 83H-1 *[Photo Key Segment C]*]
Photograph No.:	10 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #15: Solano Avenue Pedestrian Undercrossing, looking north *[Photo Key Segment C]*
Photograph No.:	11 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #17: Figueroa Street Tunnel #1, looking northeast from Solano Avenue *[Photo Key Segment C]*
Photograph No.:	12 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #18: Park Row Overcrossing, looking south from Grand View Drive *[Photo Key Segment C]*
Photograph No.:	13 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Andrew Hope, Caltrans HQ
Date of photograph:	2008
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #24: Arroyo Seco Channel, looking southwest from York Boulevard Overcrossing *[Photo Key Segment J]*
Photograph No.:	14 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph:	1999
Location of original negative:	Library of Congress, Prints and Photograph Division, Washington, D.C.
Description:	Property #26: Figueroa Street Viaduct (also known as Los Angeles River Bridge), eastbound, looking west, photo HAER CAL, 19-LOSAN, 83J-5 *[Photo Key Segment D]*
Photograph No.:	15 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #27: Los Angeles River Bridge, westbound, looking southeast from Figueroa Street *[Photo Key Segment D]*
Photograph No.:	16 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #30: Avenue 26 Overcrossing, looking east *[Photo Key Segment D]*
Photograph No.:	17 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #34: Avenue 35 Railroad Underpass, looking southwest from Pasadena Avenue Overcrossing *[Photo Key Segment E]*
Photograph No.:	18 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #35: Pasadena Avenue Overcrossing, looking east from near Marmion Way *[Photo Key Segment E]*
Photograph No.:	19 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #37: Avenue 43 Overcrossing, looking northeast from near Carlota Boulevard and East Avenue 42 *[Photo Key Segment G]*
Photograph No.:	20 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #38: Sycamore Grove Pedestrian Overcrossing, looking west from near Griffin Avenue *[Photo Key Segment H]*
Photograph No.:	21 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #39: Avenue 52 Overcrossing, looking southwest from near the Avenue 52 off-ramp *[Photo Key Segment H]*
Photograph No.:	22 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #40: Via Marisol Overcrossing, looking northeast from eastbound traffic lanes *[Photo Key Segment I]*
Photograph No.:	23 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #42: Avenue 60 Overcrossing, looking northeast from near Shults Street *[Photo Key Segment I]*
Photograph No.:	24 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #45: Santa Fe Arroyo Seco Railroad Bridge (also known as Avenue 64 Underpass), looking west from Arroyo Seco Park *[Photo Key Segment J]*
Photograph No.:	25 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Noah Stewart, Caltrans District 7
Date of photograph:	2008
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #46: Arroyo Seco Maintenance Station, 6749 Marmion Way, Los Angeles, looking north. Oil house is on the left; Equipment Shop (also known as the Truck Shed) is on the right *[Photo Key Segment J]*
Photograph No.:	26 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Noah Stewart, Caltrans District 7
Date of photograph:	2008
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #46: Arroyo Seco Maintenance Station, 6749 Marmion Way, Los Angeles, looking northeast at the Equipment Shop *[Photo Key Segment J]*
Photograph No.:	27 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Noah Stewart, Caltrans District 7
Date of photograph:	2008
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #46: Arroyo Seco Maintenance Station, 6749 Marmion Way, Los Angeles, looking northwest at the Oil House *[Photo Key Segment J]*
Photograph No.:	28 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #48: Marmion Way Overcrossing, looking east from eastbound traffic lanes *[Photo Key Segment J]*
Photograph No.:	29 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #49: York Boulevard Overcrossing, looking southwest from Bridewell Street *[Photo Key Segment J]*
Photograph No.:	30 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #50: Arroyo Seco Bridge, looking southwest from Stoney Drive *[Photo Key Segment K]*
Photograph No.:	31 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #51: Arroyo Seco Pedestrian and Equestrian Undercrossing, looking north from Arroyo Drive *[Photo Key Segment L]*
Photograph No.:	32 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Portia Lee, California Archives
Date of photograph:	2004
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #53: Grand Avenue Overcrossing, looking east from Arroyo Drive Overcrossing *[Photo Key Segment L]*
Photograph No.:	33 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph:	1999
Location of original negative:	Library of Congress, Prints and Photograph Division, Washington, D.C.
Description:	Property #54: Orange Grove Avenue Overcrossing, looking west, photo HAER CAL, 19-LOSAN, 83AB-1 *[Photo Key Segment L]*
Photograph No.:	34 of 39

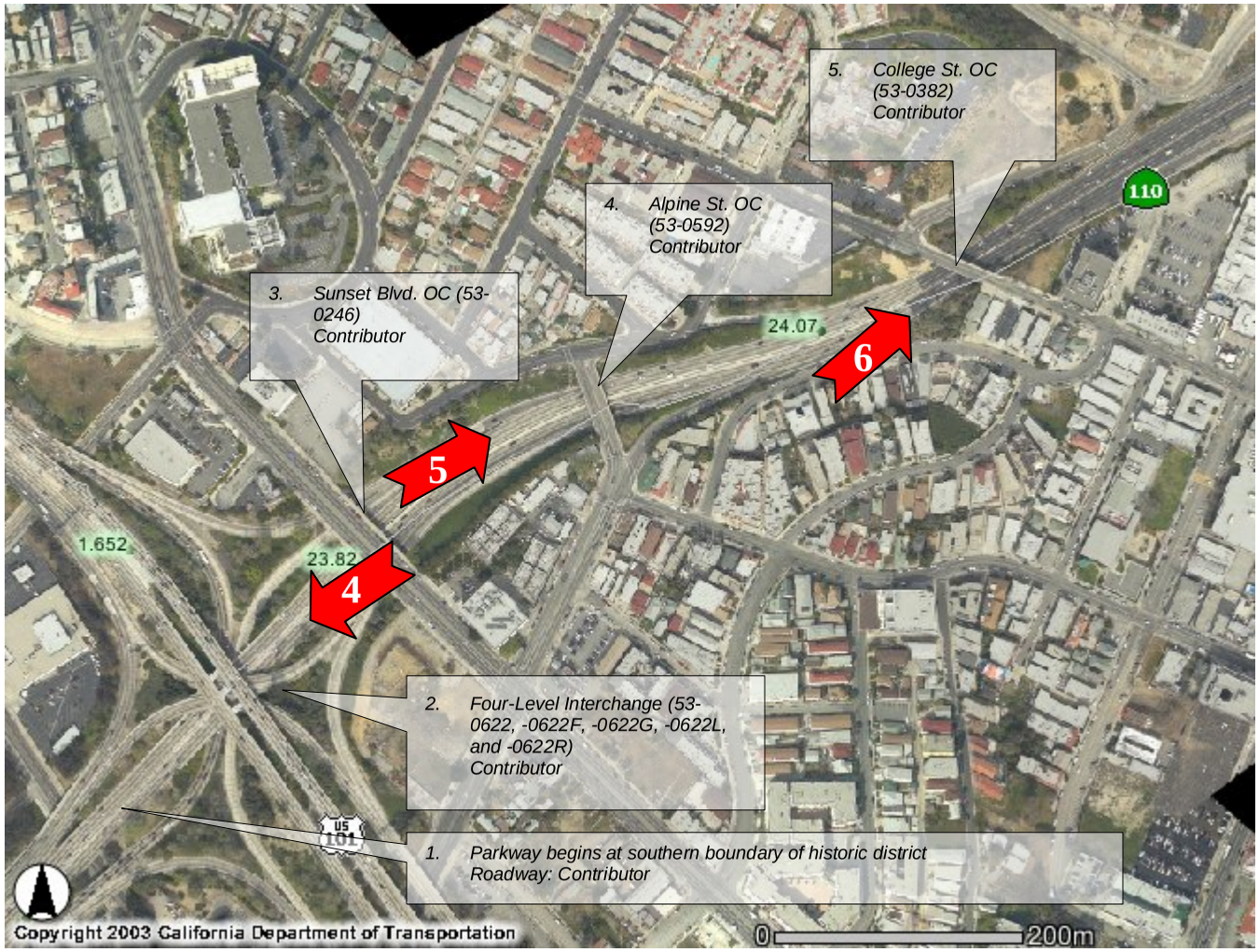
Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph:	1999
Location of original negative:	Library of Congress, Prints and Photograph Division, Washington, D.C.
Description:	Property #55: Prospect Avenue Overcrossing, looking east from the westbound traffic lanes, photo HAER CAL, 19-LOSAN, 83AC-1 *[Photo Key Segment M]*
Photograph No.:	35 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph:	1999
Location of original negative:	Library of Congress, Prints and Photograph Division, Washington, D.C.
Description:	Property #56: Meridian Avenue Overcrossing, looking southwest along westbound traffic lanes, photo HAER CAL, 19-LOSAN, 83AD-1 *[Photo Key Segment M]*
Photograph No.:	36 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Andrew Hope, Caltrans HQ
Date of photograph:	2008
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Properties #1 and 56: View of traffic lanes looking eastward toward Meridian Avenue Overcrossing, showing differing pavements (asphalt and concrete overlay), part of original construction *[Photo Key Segment M]*
Photograph No.:	37 of 39

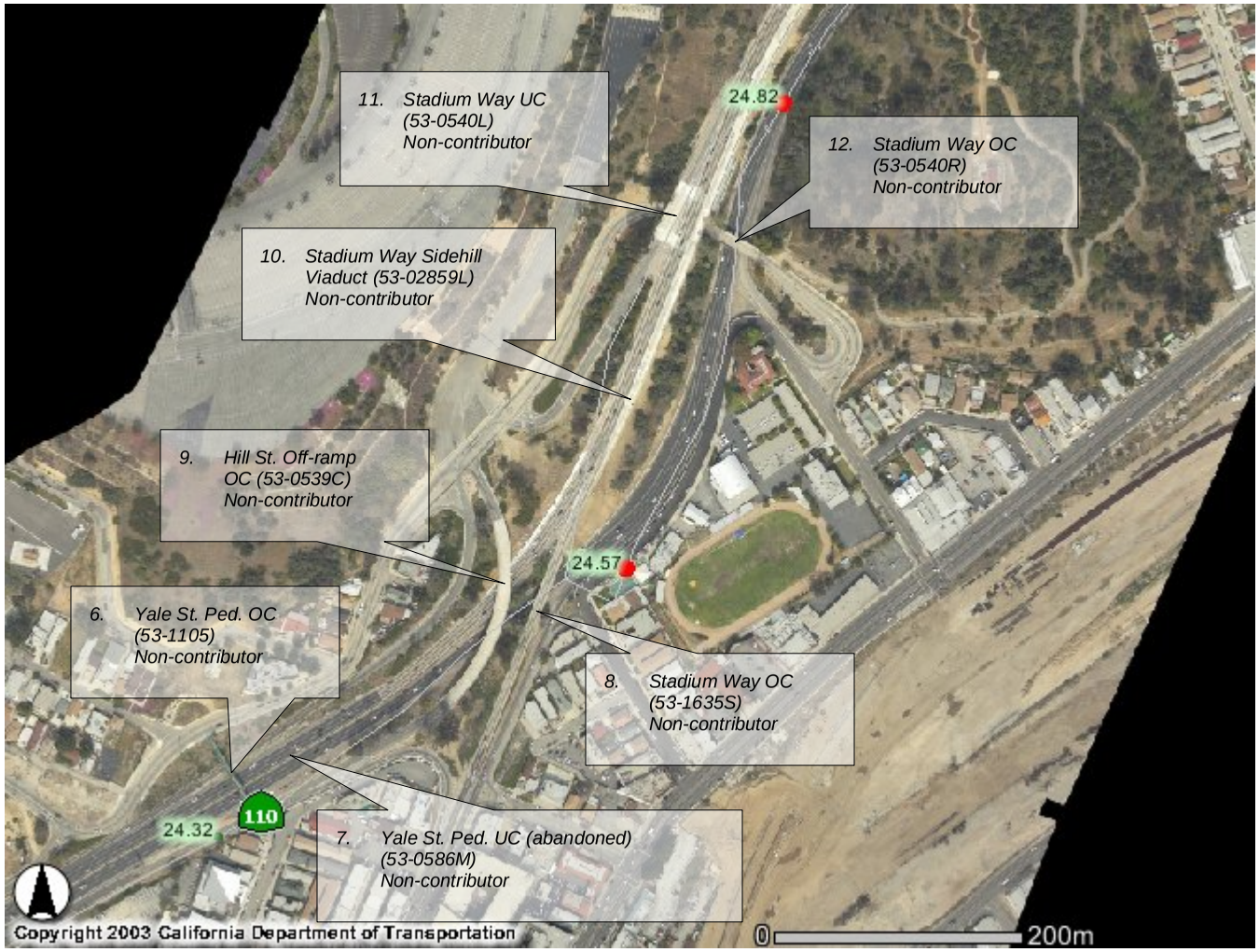
Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph:	1999
Location of original negative:	Library of Congress, Prints and Photograph Division, Washington, D.C.
Description:	Property #59: Fair Oaks Avenue Overcrossing, looking southwest along westbound traffic lanes, photo HAER CAL, 19-LOSAN, 83AF-2 *[Photo Key Segment N]*
Photograph No.:	38 of 39

Name:	Arroyo Seco Parkway Historic District
County/State:	Los Angeles County, California
Photographer:	Andrew Hope, Caltrans HQ
Date of Photograph:	2008
Location of original negative:	Digital image on file, California Department of Transportation Headquarters, Sacramento
Description:	Property #1: Eastern terminus of the Arroyo Seco Parkway Historic District at East Glenarm Street, view looking south *[Photo Key Segment O]*
Photograph No.:	39 of 39



Photograph Key
Segment A

Photograph No.: 4, 5 and 6

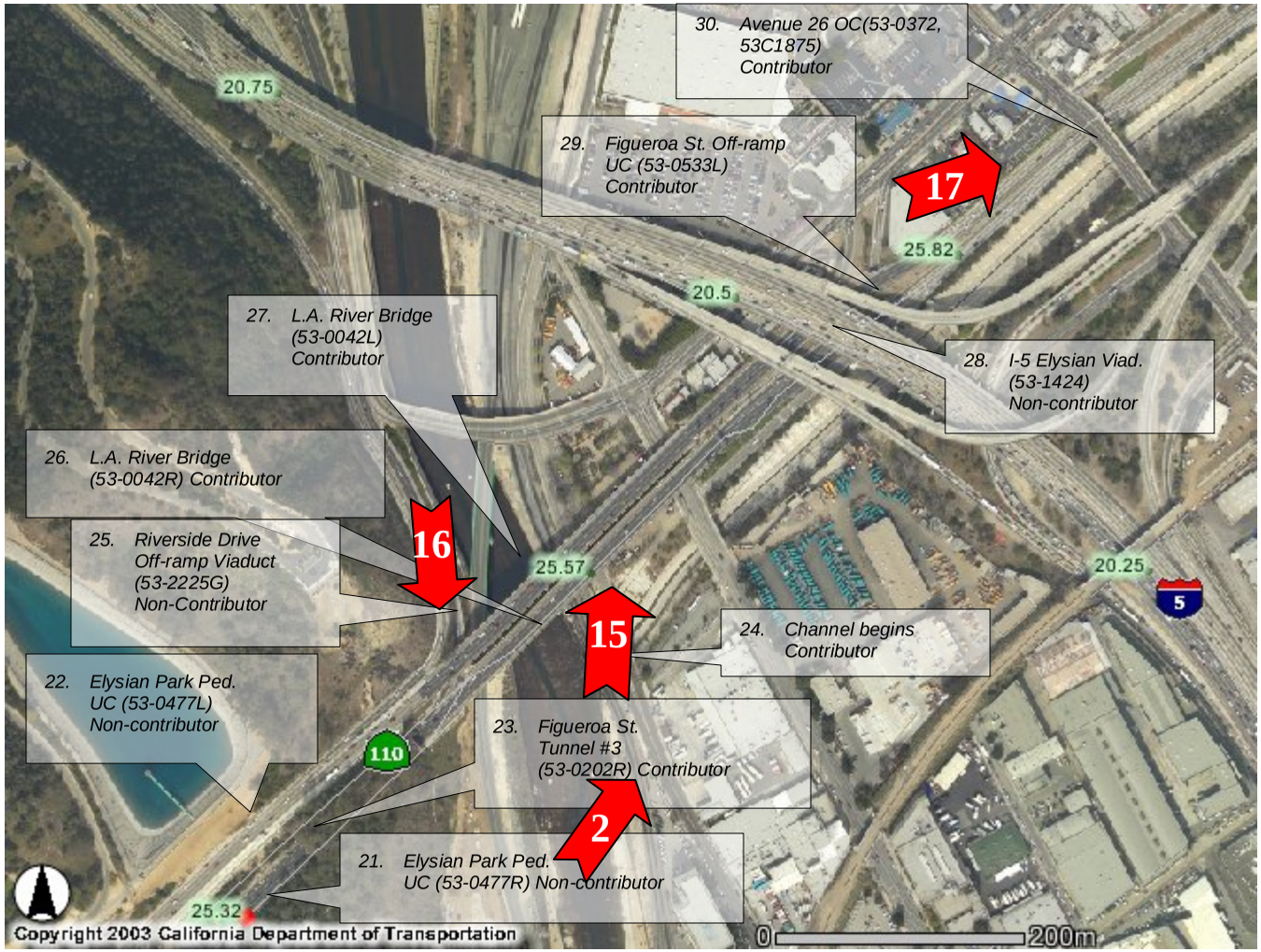


Photograph Key
Segment B

No photographs in this segment

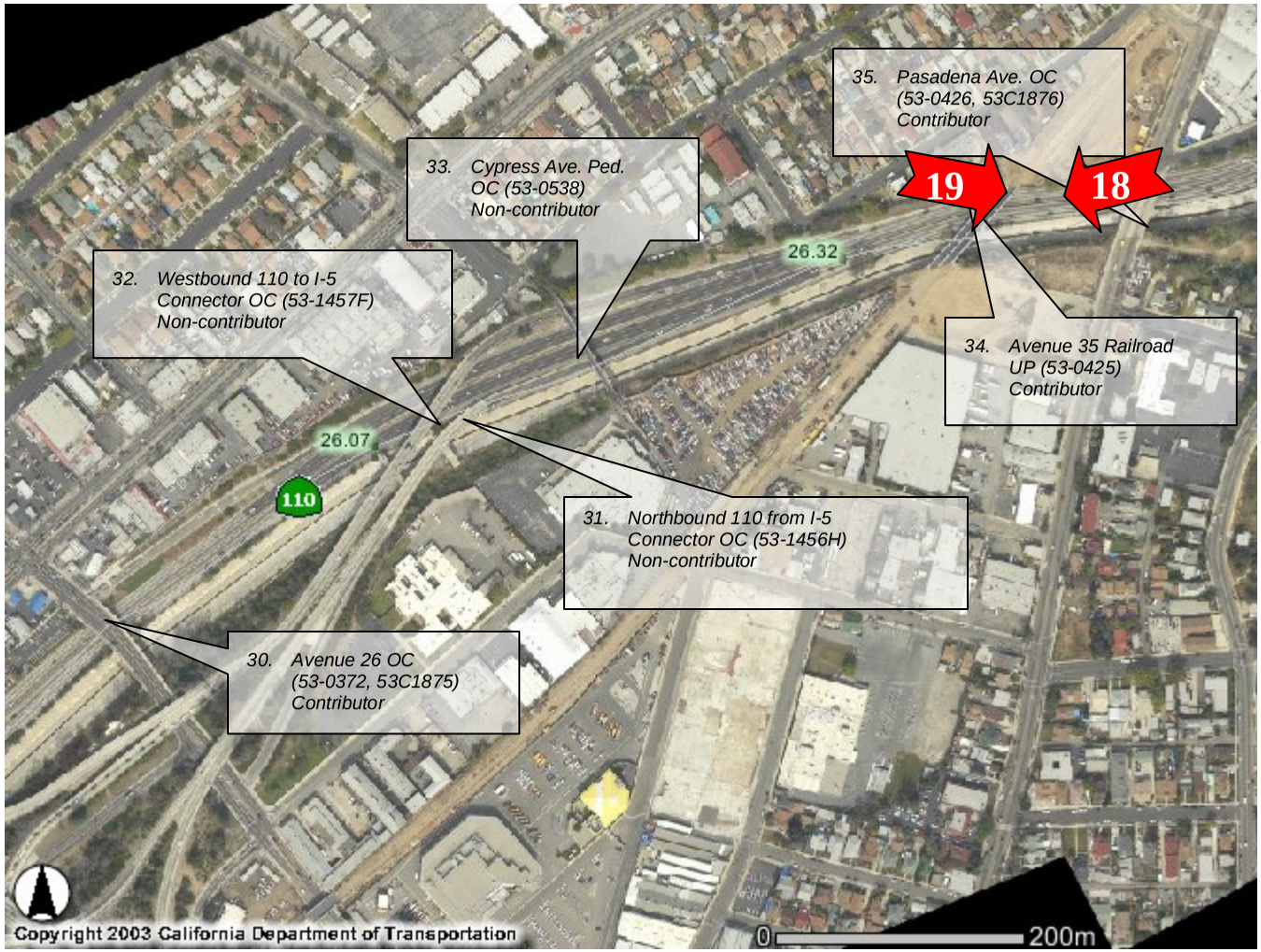
Photograph Key
Segment C

Photograph No.: 7, 8, 9, 10, 11, 12, and 13



Photograph Key
Segment D

Photograph No.: 2, 15, 16 and 17



Photograph Key
Segment E

Photograph No.:18 and 19

Photograph Key
Segment F

No photographs in this segment

Photograph No. 20

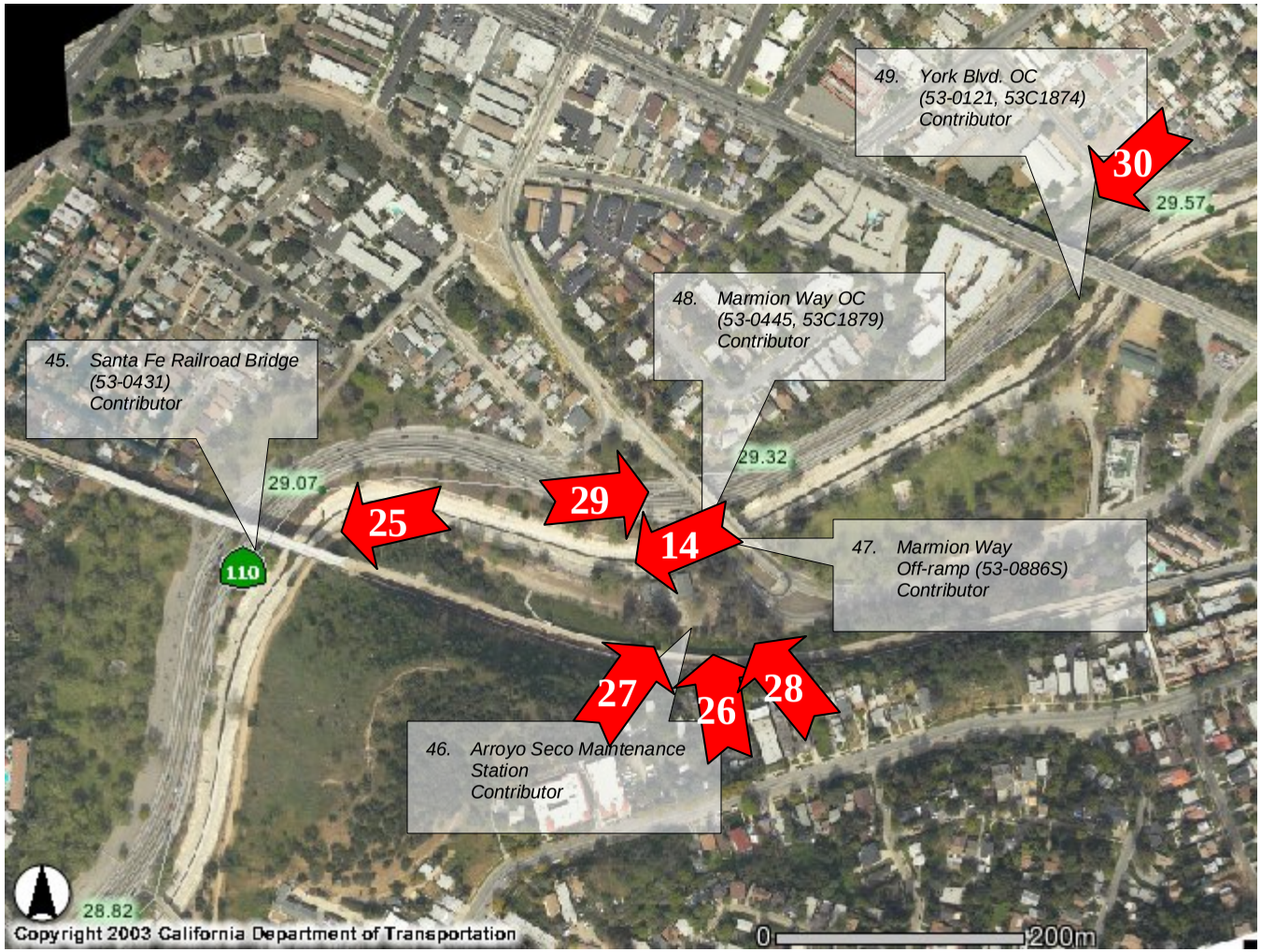
Photograph Key
Segment G

Photograph No.: 21 and 22

Photograph Key
Segment H

Photograph Key
Segment I

Photograph No.: 23 and 24



Photograph Key
Segment J

Photograph No.: 14, 25, 26, 27, 28, 29 and 30

Photograph No.: 31

Photograph Key
Segment K

Photograph Key
Segment L

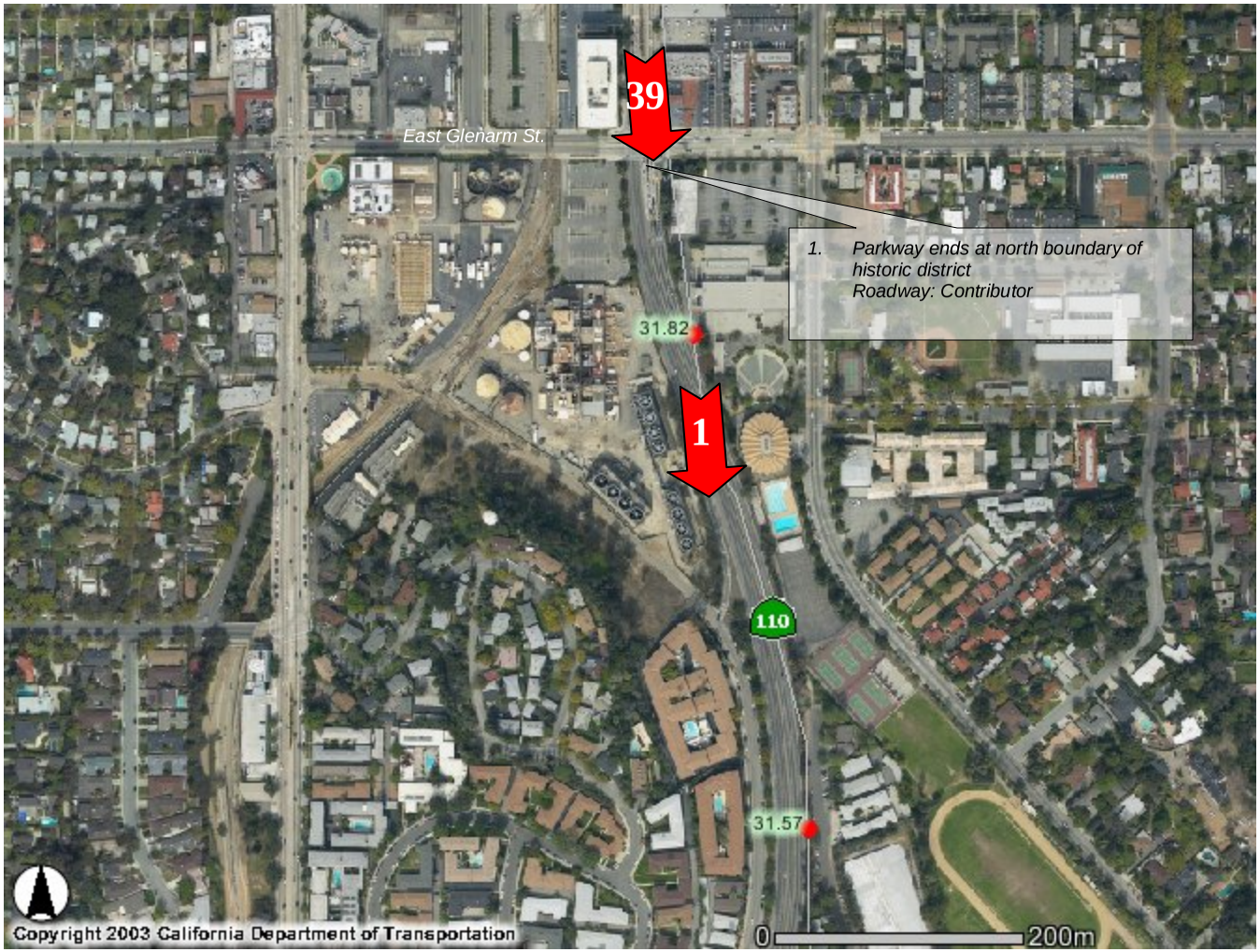
Photograph No.: 32, 33 and 34

Photograph Key
Segment M

Photograph No.: 3, 35 36, and 37

Photograph Key
Segment N

Photograph No.: 38



Photograph No. 1 and 39

Photograph Key
Segment O