

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

Primary #  
HRI#  
Trinomial

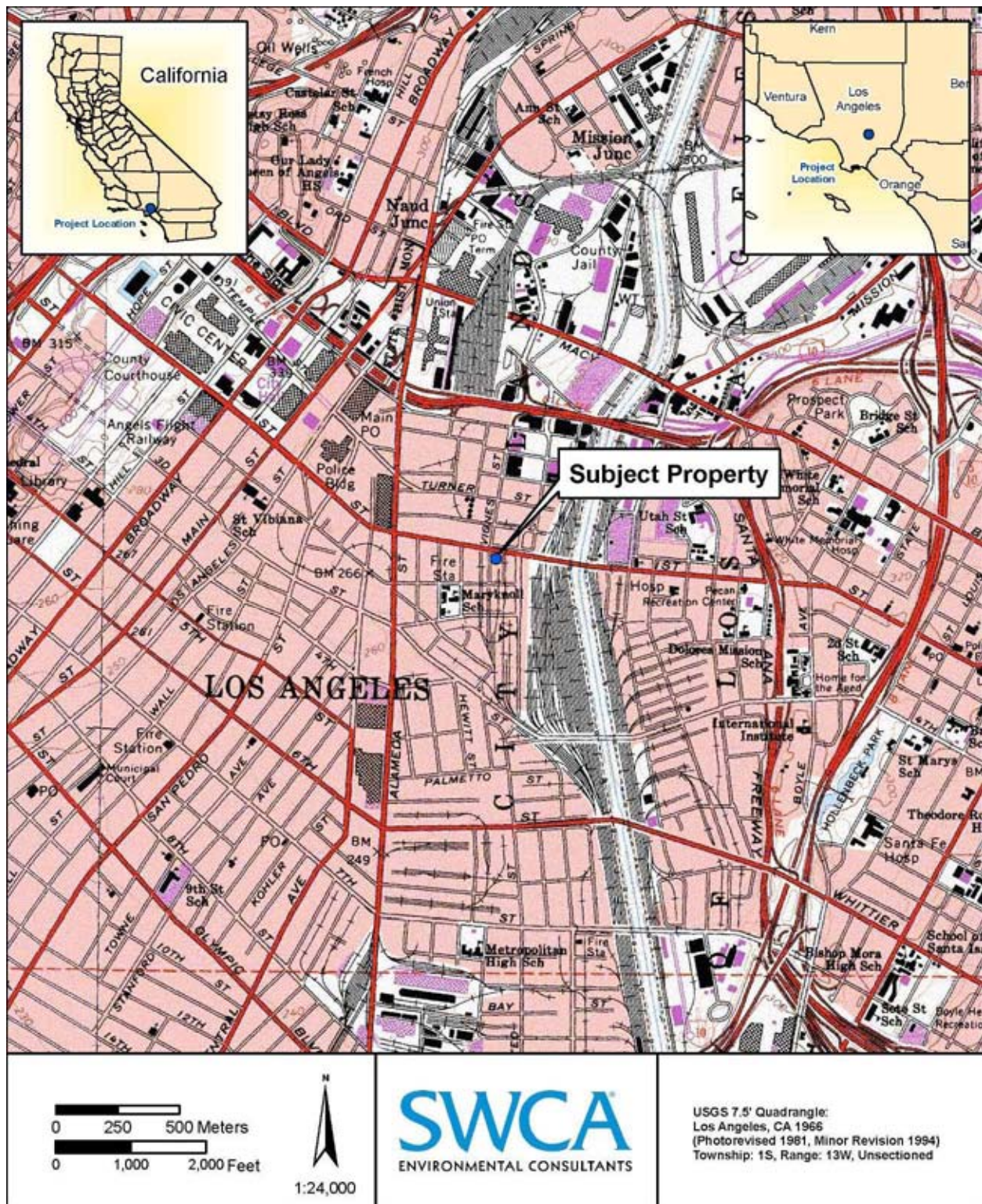
Page 2 of 2

\*Resource Name or #: 900 East 1<sup>st</sup> Street (No. 9R-6)

\*Map Name: Los Angeles, CA

\*Scale: 1:24,000

\*Date of Map: 1966 (PR 1981, minor revision 1994)





State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #

Trinomial  
NRHP Status Code 2S2

Other Listings City of Los Angeles Historic-Cultural Monument # 909, HAER CA-175

Review Code

Reviewer

Date

Page 1 of 2

\*Resource Name or #: 1st Street Viaduct (No. 9R-7)

**P1. Other Identifier:** 1<sup>st</sup> Street Viaduct, Bridge Number 53C-1166

**\*P2. Location:** ☐ Not for Publication ☒ Unrestricted

**\*a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad:** Los Angeles **Date:** 1966 (photo revised 1981 and 1994) **T 1S; R 13W;** unsectioned; **S.B.B.M.**

c. Address:

City: Los Angeles

Zip: 90012

d. UTM: Zone: 11 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

The 1<sup>st</sup> Street Viaduct is between Vignes Street and Mission Road.

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The 1<sup>st</sup> Street Viaduct was described in 2001:

The bridge is a reinforced concrete arch structure designed in the Neo-Classical style of architecture. It features a 125 foot open spandrel main span supported by four ribbed arches. The 71 foot wide bridge traverses the 1300 feet of Los Angeles River and Santa Fe Railway in 28 spans. Large triumphal arches rise above the river piers, behind which are projecting balconies with benches. The railings are simple arches, but the Neo-Classical detail extends to the entablature pattern of the fascia girders and to the bracketing for the sidewalks (Richard Starzak, Myra L. Frank & Associates, Inc. DPR 523 form, "1994/LAn/1<sup>st</sup>/ LA River," September 2001).

It is one of 12 significant bridges/viaducts that cross the Los Angeles River. Designed by Merrill Butler, the engineer of bridges for the City of Los Angeles in the 1920s, the bridge opened to traffic January 1, 1929. The resource was surveyed as part of the Caltrans Historic Bridge Survey in 1985, and was determined eligible for listing in the National Register under Criteria C (2001). Since that description was prepared, the bridge was significantly altered in a project that is nearly complete. The Viaduct was declared an Historic-Cultural Monument (#909) by the City of Los Angeles in 2008. Despite recent alterations which included widening, addition of light rail lanes and catenary poles, the Viaduct retains requisite integrity and remains an historic property.

**\*P3b. Resource Attributes:** (List attributes and codes) HP11 (Engineering structure); HP19 (Bridge)

**\*P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

**P5a. Photo or Drawing** (Photo required for buildings, structures, and objects.)



**P5b. Description of Photo:** (View, date, accession #) View east, December 21, 2009, IMG 259.jpg

**\*P6. Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric  
☐ Both

1929, Caltrans Historic Bridge Inventory

**\*P8. Recorded by:** (Name, affiliation, and address)

F. Smith  
SWCA Environmental Consultants  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030

**\*P9. Date Recorded:** December 21, 2009

**\*P10. Survey Type:** (Describe) Intensive

**\*P11. Report Citation:** (Cite survey report and

other sources, or enter "none.")

Built Environment Resources Technical Report, Regional Connector Transit Corridor Project, Los Angeles County, California (SWCA Environmental Consultants 2010)

**\*Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record  
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record  
☐ Artifact Record ☐ Photograph Record ☐ Other (List):



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

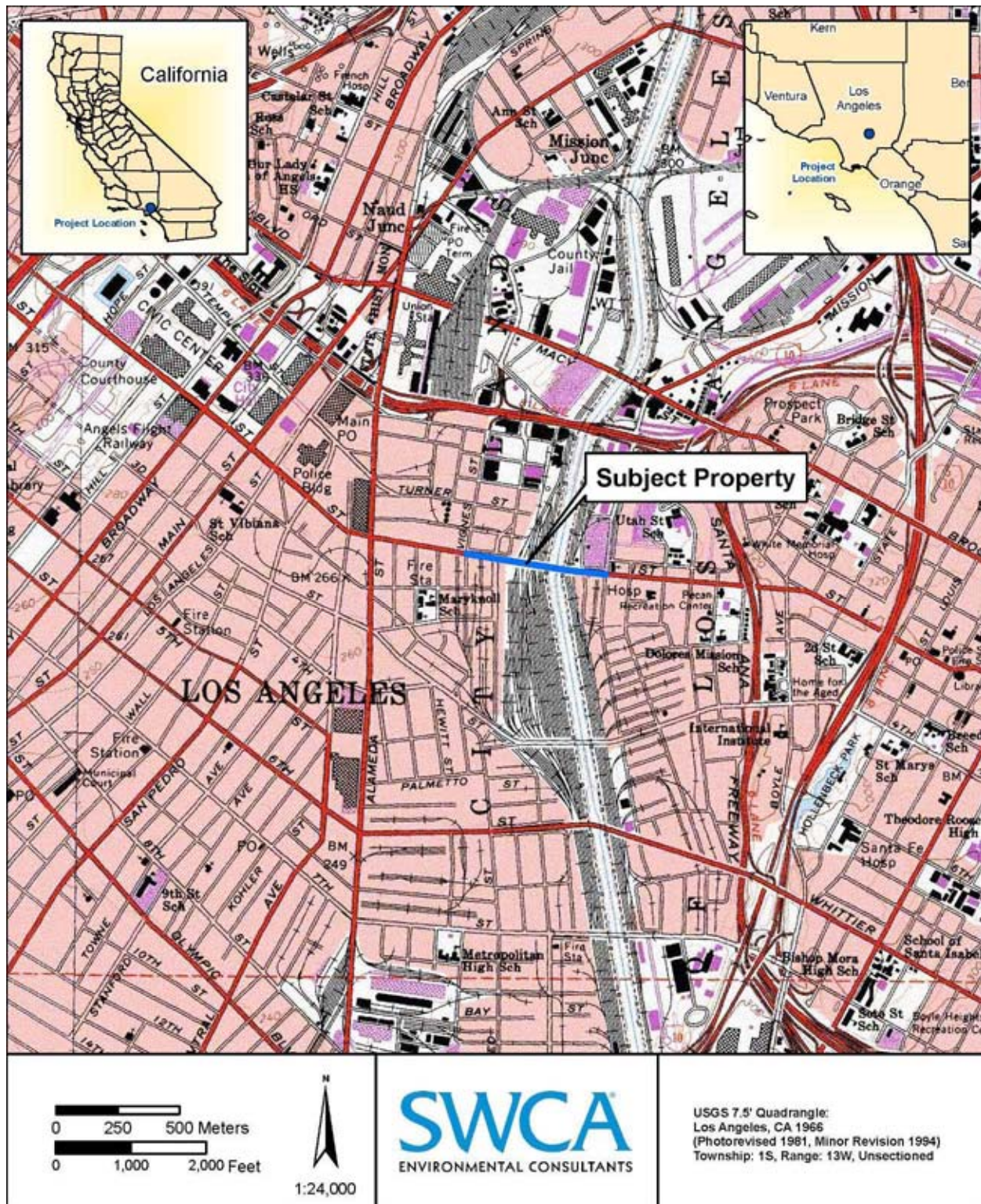
Primary #  
HRI#  
Trinomial

Page 2 of 2

\*Resource Name or #: 1<sup>st</sup> Street Viaduct (No. 9R-7)

\*Map Name: Los Angeles, CA

\*Scale: 1:24,000 \*Date of Map: 1966 (PR 1981, minor revision 1994)





State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 2

\*Resource Name or #: 901 East 1<sup>st</sup> Street building (No. 9R-8)

**P1. Other Identifier:** Bordello Bar, Little Pedro's Restaurant and Cantina

\***P2. Location:** ☐ Not for Publication ☒ Unrestricted

\***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\***b. USGS 7.5' Quad:** Los Angeles **Date:** 1966 (photo revised 1981 and 1994) **T** 1S; **R** 13W; unsectioned; **S.B.B.M.**

c. Address: 901 East 1<sup>st</sup> Street

City: Los Angeles

Zip: 90012

d. UTM: Zone: 11 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN 5173-013-014

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is a single-story, commercial building with a flat roof, a low continuous parapet and a single tower topped by a Moorish revival style dome. It is configured in a rectangle in plan. Exterior walls are clad in stucco siding and small square windows are punched and covered by decorative metal bars. Neon lighting traces a tile step pattern and Moorish revival style arch on the west side of the building. The side entrance is recessed under a tiled pointed arch. The utilitarian building has been significantly altered and longer retains distinguishing features of its original design (date unknown, circa 1980s). It is in the East Los Angeles State Enterprise Zone and Amended Little Tokyo Redevelopment Area and was previously evaluated in the Amended Little Tokyo Redevelopment Area Plan Final FEIR (2002) and given a National Register status code of "5S3" or "appears to be individually eligible for local listing or designation through survey evaluation." No information was found on its original use, owner, architect or builder. By 1915, the property is listed as Albert Lane Saloon (901, *Los Angeles City Directory*, 1915, 1241) and since 2006, the subject property has operated as the Bordello Bar while maintaining the sign for Little Pedro's. Review of Sanborn Fire Insurance Co. maps ("Maps of Los Angeles," 1906-Jan.1951, Volume 2, Sheet 195) depict the property as a restaurant. Because the previous evaluation was completed more than five years ago and because of described modifications, the building is no longer recognizable to its original appearance and lacks integrity. The building is not eligible for listing in the National or California registers. The building no longer retains integrity to its original design (Criteria C/3). It is not associated with any persons significant to history (Criterion B/2). No evidence was discovered to warrant consideration under Criteria D/4. The property is also not eligible as a contributor to a larger historic district.

\***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

\***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

**P5a. Photo or Drawing** (Photo required for buildings, structures, and objects.)



**P5b. Description of Photo:** (View, date, accession #) View north, December 21, 2009, IMG 0230.jpg

\***P6. Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric

☐ Both

1885, Los Angeles County Assessor's Office

\***P8. Recorded by:** (Name, affiliation, and address)

F. Smith  
SWCA Environmental Consultants  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030

\***P9. Date Recorded:** December 21, 2009

\***P10. Survey Type:** (Describe) Intensive

\***P11. Report Citation:** (Cite survey report and

other sources, or enter "none.")

Built Environment Resources Technical Report, Regional Connector Transit Corridor Project, Los Angeles County, California (SWCA Environmental Consultants 2010)

\***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

DPR 523A (1/95)



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

Primary #  
HRI#  
Trinomial

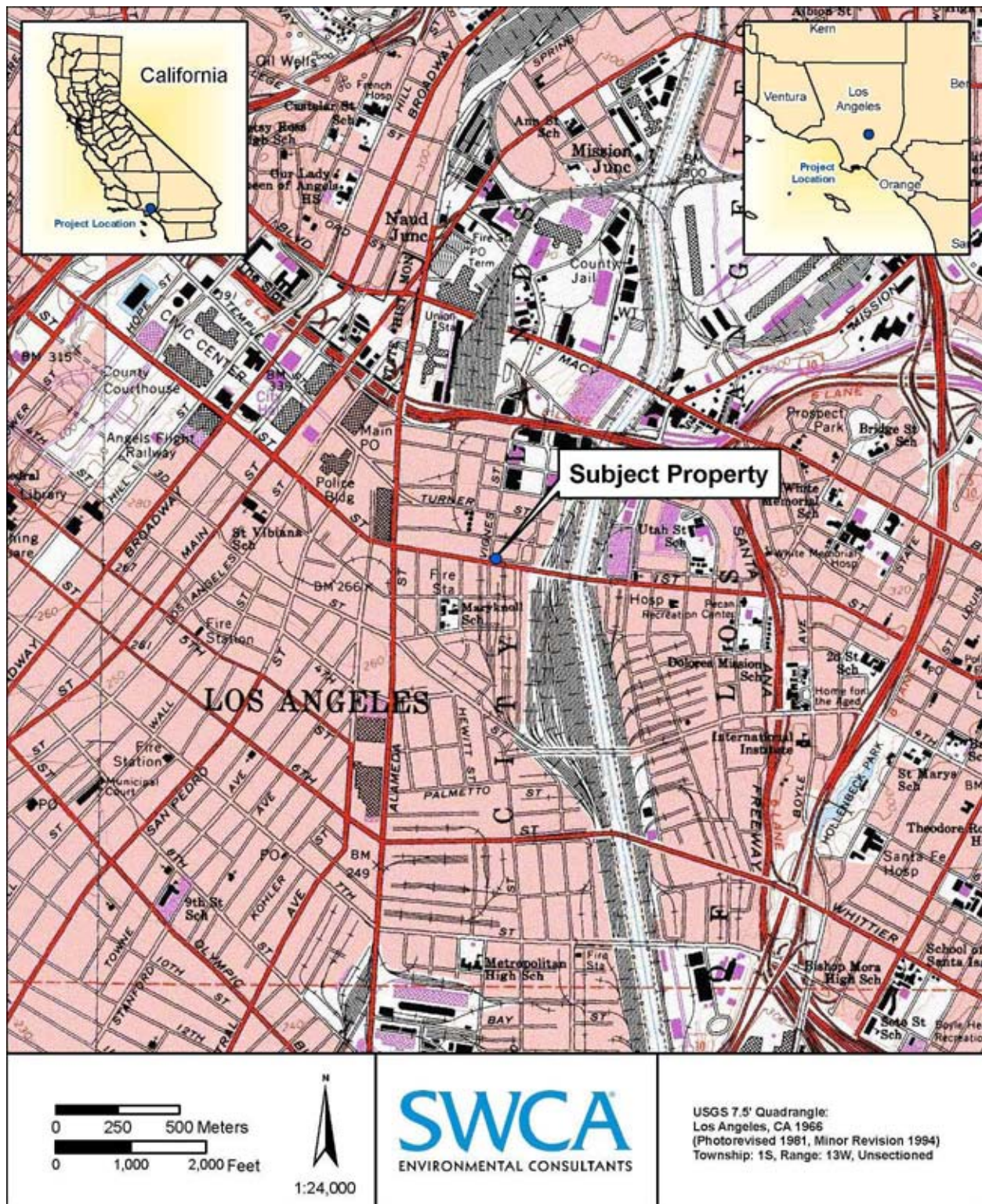
Page 2 of 2

\*Resource Name or #: 901 East 1<sup>st</sup> Street (No. 9R-8)

\*Map Name: Los Angeles, CA

\*Scale: 1:24,000

\*Date of Map: 1966 (PR 1981, minor revision 1994)



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # P-19-167029 (update)

HRI #

Trinomial

NRHP Status Code 6Z

Other Listings

Review Code

Reviewer

Date

Page 1 of 2

\*Resource Name or #: 617 East 1<sup>st</sup> Street building (No. 9R-9)

**P1. Other Identifier:** Los Angeles Soap Company

\***P2. Location:** ☐ Not for Publication ☒ Unrestricted

\***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\***b. USGS 7.5' Quad:** Los Angeles **Date:** 1966 (photo revised 1981 and 1994) **T** 1S; **R** 13W; unsectioned; **S.B.B.M.**

c. Address: 617 East 1<sup>st</sup> Street

City: Los Angeles

Zip: 90012

d. UTM: Zone: 11 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

APN 5173-012-900

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property building is no longer extant, located on the north side of 1<sup>st</sup> Street, between Alameda and Vignes Street. It was evaluated in 1977:

a complex of brick and concrete buildings. The earliest known existing structure consist[ed] of a two story brick building located on First Street [sic] with arched window openings [...] and decorative brickwork. A four story brick building added onto the back of [the] structure [was] the second oldest known structure. The company [...] cover[ed] several acres with warehouses, offices, and factory buildings (Hathaway 1977).

The complex was demolished sometime after 1977 and is now vacant land.

\***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building

\***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

**P5a. Photo or Drawing** (Photo required for buildings, structures, and objects.)



**P5b. Description of Photo:** (View, date, accession #)

\***P6. Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric

☐ Both

No longer extant

\***P8. Recorded by:** (Name, affiliation, and address)

Caprice "Kip" Harper  
SWCA Environmental Consultants  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030

\***P9. Date Recorded:** December 21, 2009

\***P10. Survey Type:** (Describe) Intensive

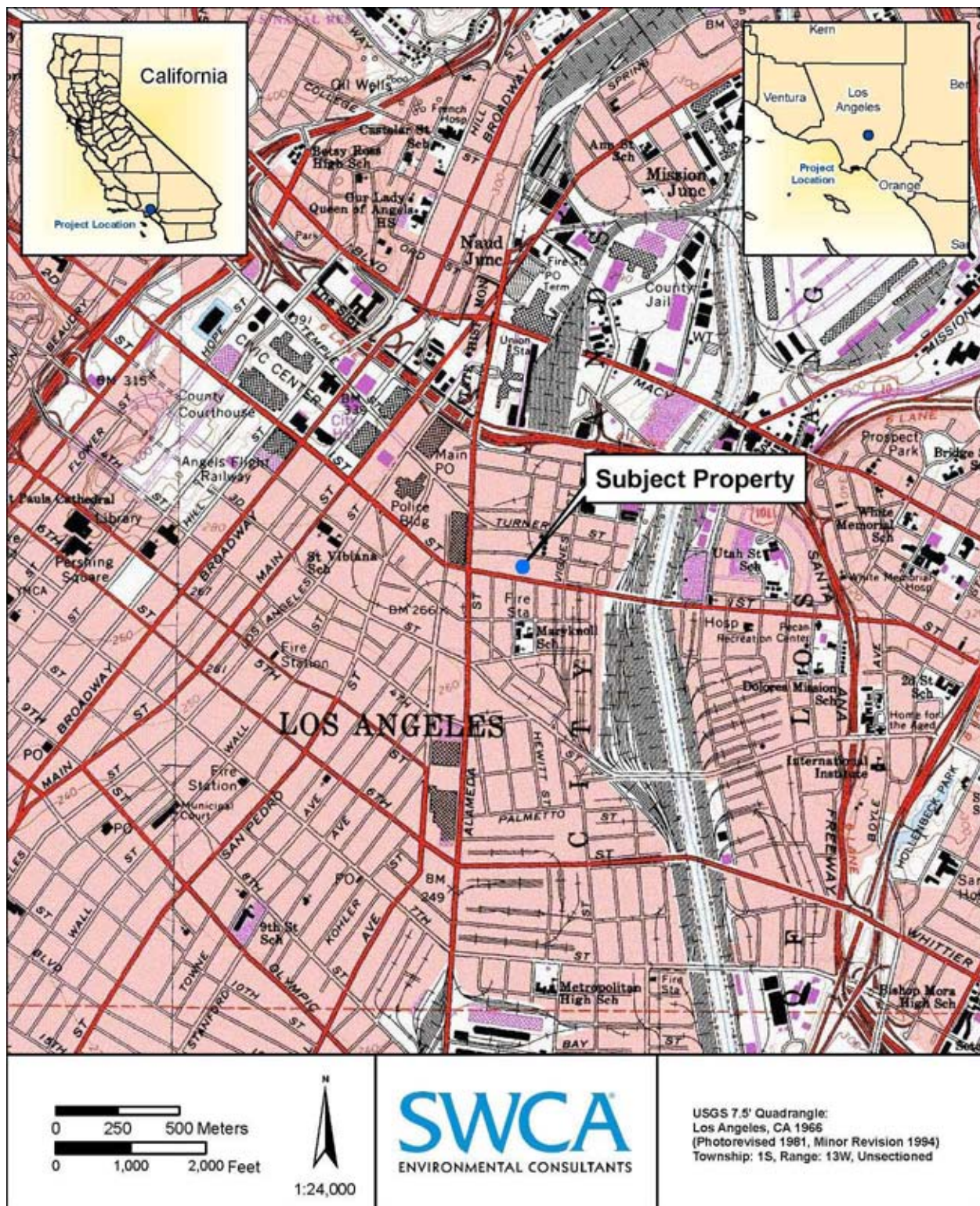
\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Built Environment Resources Technical Report, Regional Connector Transit Corridor Project, Los Angeles County, California (SWCA Environmental Consultants 2010)

\***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

DPR 523A (1/95)





State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION

# HISTORIC RESOURCES INVENTORY

## IDENTIFICATION

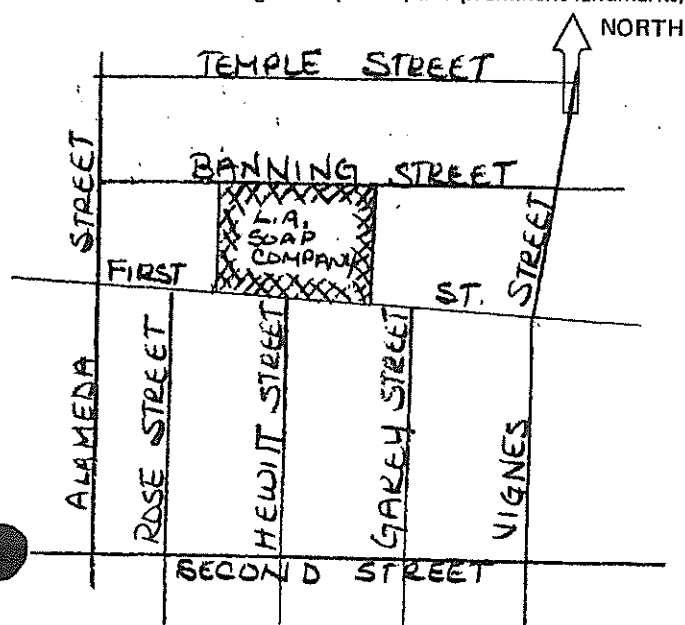
1. Common name: LOS ANGELES SOAP COMPANY 19-0053-147
2. Historic name, if known: Los Angeles Soap Company prop # 020964
3. Street or rural address 617 East First Street  
City: Los Angeles ZIP: 90054 County: Los Angeles
4. Present owner, if known: L.A. Soap Company Address: 617 E. 1st St.  
City: Los Angeles ZIP: 90054 Ownership is: Public ☐ Private ☒
5. Present Use: Soap Factory Original Use: Soap Factory
- Other past uses: \_\_\_\_\_

## DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This structure consists of a complex of brick and concrete buildings. The earliest known existing structure consists of a two story brick building located on First Street with arched window opening (now filled in), and decorative brickwork. A four story brick building added onto the back of this structure is the second oldest known structure. The company has considerably expanded and now covers several acres with warehouses, offices, and factory buildings.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



8. Approximate property size:

Lot size (in feet) Frontage \_\_\_\_\_  
Depth \_\_\_\_\_  
or approx. acreage 2.05+

9. Condition: (check one)

a. Excellent ☐ b. Good ☐ c. Fair ☒  
d. Deteriorated ☐ e. No longer in existence ☐

10. Is the feature a. Altered? ☒ b. Unaltered? ☐

11. Surroundings: (Check more than one if necessary)

a. Open land ☐ b. Scattered buildings ☐  
c. Densely built-up ☐ d. Residential ☐  
e. Commercial ☐ f. Industrial ☒  
g. Other ☐

12. Threats to site:

a. None known ☒ b. Private development ☐  
c. Zoning ☐ d. Public Works project ☐  
e. Vandalism ☐ f. Other ☐

13. Date(s) of enclosed photograph(s): June 1976



NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone ☐ b. Brick ☒ c. Stucco ☐ d. Adobe ☐ e. Wood ☐  
f. Other ☐
15. Is the structure: a. On its original site? ☒ b. Moved? ☐ c. Unknown? ☐
16. Year of initial construction 1895-1902 This date is: a. Factual ☐ b. Estimated ☒
17. Architect (if known): Morgan and Walls, Et. Al.
18. Builder (if known): \_\_\_\_\_
19. Related features: a. Barn ☐ b. Carriage house ☐ c. Outhouse ☐ d. Shed(s) ☐ e. Formal garden(s) ☐  
f. Windmill ☐ g. Watertower/tankhouse ☐ h. Other ☒ Building Company i. None ☐

#### SIGNIFICANCE

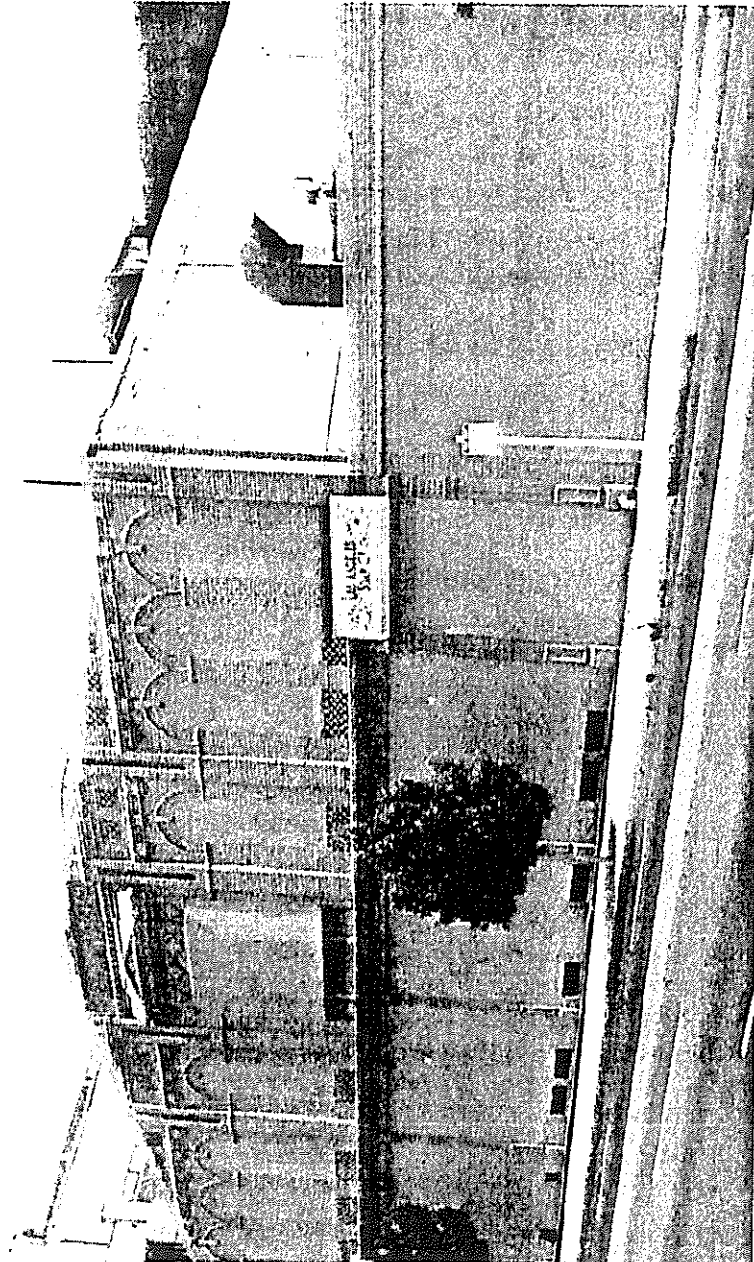
20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

The Los Angeles Soap Co. is one of the oldest existing manufacturing industries in Los Angeles. It was founded in 1860 and was under the ownership of J. Fortman and W. Bergin in 1874. The company has been in continuous operation under the same family ownership from 1874, and continues to manufacture numerous brands of soap for industrial and home use. The early establishment of the company in Los Angeles, its present size and continued use serve to make this one of the most historic industrial enterprises in the area.

21. Main theme of the historic resource: (Check only one): a. Architecture ☐ b. Arts & Leisure ☐  
c. Economic/Industrial ☒ d. Exploration/Settlement ☐ e. Government ☐ f. Military ☐  
g. Religion ☐ h. Social/Education ☐
22. Sources: List books, documents, surveys, personal interviews, and their dates: Los Angeles Times, May 20, 1893, p. 5; March 9, 1902, II, 1; December 6, 1903, V, 2; March 3, 1902, II, 1; December 1, 1911, V, 22. Los Angeles and Environs Illustrated. Los Angeles Times-Mirror Press, C. 1894, Southwest Contractor and Manufacturer, January 1, 1916, p. 32.
23. Date form prepared: July 1977 By (name): Roger Hatheway  
Address: 900 Exposition Blvd. City: Los Angeles ZIP: 90007  
Phone: (213) 746-0410 X241 Organization: Natural History Museum

(State Use Only)







State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**DISTRICT RECORD**

Primary #  
HRI #  
Trinomial

Page 1 of 10

\*NRHP Status Code: 3CS, 3D, 3CD

\*Resource Name or # (Assigned by recorder): Downtown Los Angeles street features

D1. Historic Name:

D2. Common Name: Downtown Los Angeles street features

**\*D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The subject district incorporates miscellaneous street features located throughout a discontinuous portion of downtown Los Angeles, including the Little Tokyo and Civic Center districts. The subject street district features include granite curbs, 1950s air-raid sirens, and ornamental street lighting, each of which contribute to the unique character of the downtown Los Angeles streetscape. These features are informally related to one another because of their placement or positions in the public rights-of-way, on the streets and sidewalks of the city.

The most common among these features are ornamental streetlight standards, or electroliers, as they are currently known. Street lighting in Los Angeles has been a part of the community since gas Street lamps were first implemented in 1870. Prior to that, any house on a major street with more than two rooms was required "to hang a lighted lantern ... from twilight to midnight" (*Historical*). In 1882, an enormous mast was installed at Main and Commercial streets that held a gas lamp at a height above a 6-story building. By 1905, Broadway has the city's first example of an incandescent ornamental lighting system at the intersection with Main Street (Feldman). Soon after, Hill, Spring and Main streets were each illuminated with streetlights. When City Beautiful advocate Charles Mulford Robinson made his early 20<sup>th</sup> century review and report on the city, he noted that the streetlighting system was "the handsomest in the United States" (Feldman). A new ornamental system on Broadway between 1<sup>st</sup> and 10<sup>th</sup> streets replaced the original system in 1920, and the street was effusively entitled "The Radiant Way" (*Los Angeles Times*). The Bureau of Streetlighting, under the Department of Public Works was established in 1925, and continues to retain the responsibility for all streetlighting in Los Angeles.

By the 1940s, another street feature was introduced to the streetscape, the air-raid siren. These features were primarily located on building roofs and collocated on traffic signals. The sirens were erected downtown to alert citizens, particularly in the Civic Center, to the threat of strikes during World War II. After the war, the sirens were reactivated in 1949 in light of the Cold War-era. Of these street features, the rarest among them is a small, remaining section of granite curb. When city streets were laid out, probably by about the 1880s, this section of granite curb may have been installed. The dressed granite curb is on the north side of 2<sup>nd</sup> Street, roughly between South Central and South Alameda streets. It is interrupted by a driveway curb cut, on the west side of the block, and terminates at the western edge of the central driveway curb cut. The granite curb is a rare resource type in Los Angeles and elsewhere in the United States, although known segments remain in Washington, D.C. area, New York, Raleigh, St. Petersburg, St. Cloud, Minnesota, and various other historic districts.

**\*D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

Refer to Civic Center DPR Form.

**\*D5. Boundary Justification:**

Refer to Civic Center DPR Form.

**\*D6. Significance: Theme:**

**Area:**

**Period of Significance:**

**Applicable Criteria:**

(Discuss district's importance in terms of its

historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Refer to Civic Center DPR Form.

See attached granite curb BSO form

**\*D7. References** (Give full citations including the names and addresses of any informants, where possible.):

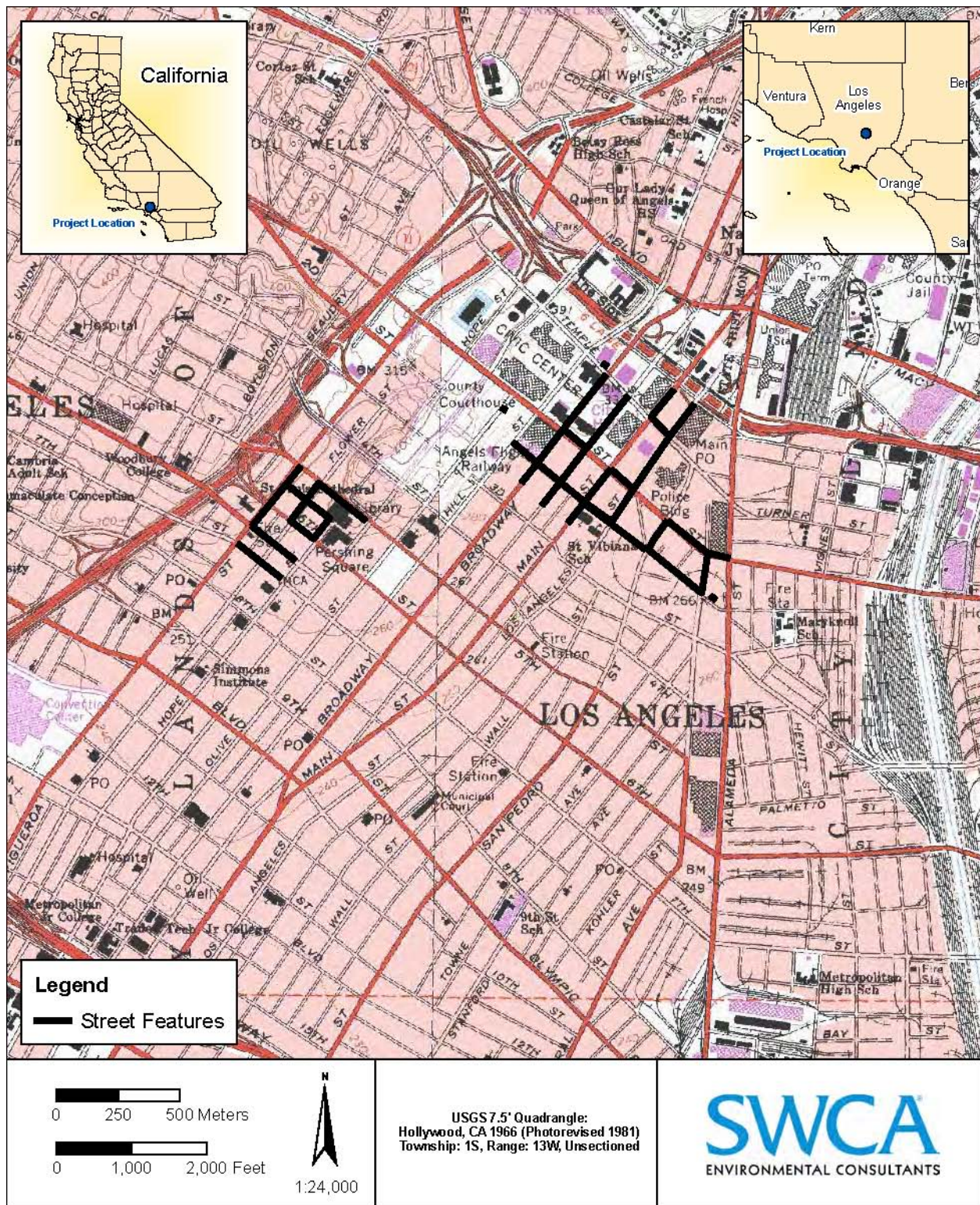
See Continuation Sheet.

**\*D8. Evaluator:** F. Smith

**Date:** June 1, 2009

**Affiliation and Address:** SWCA, Inc.







State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary #  
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Trinomial

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\*Resource Name or # (Assigned by recorder) various streetlight standards

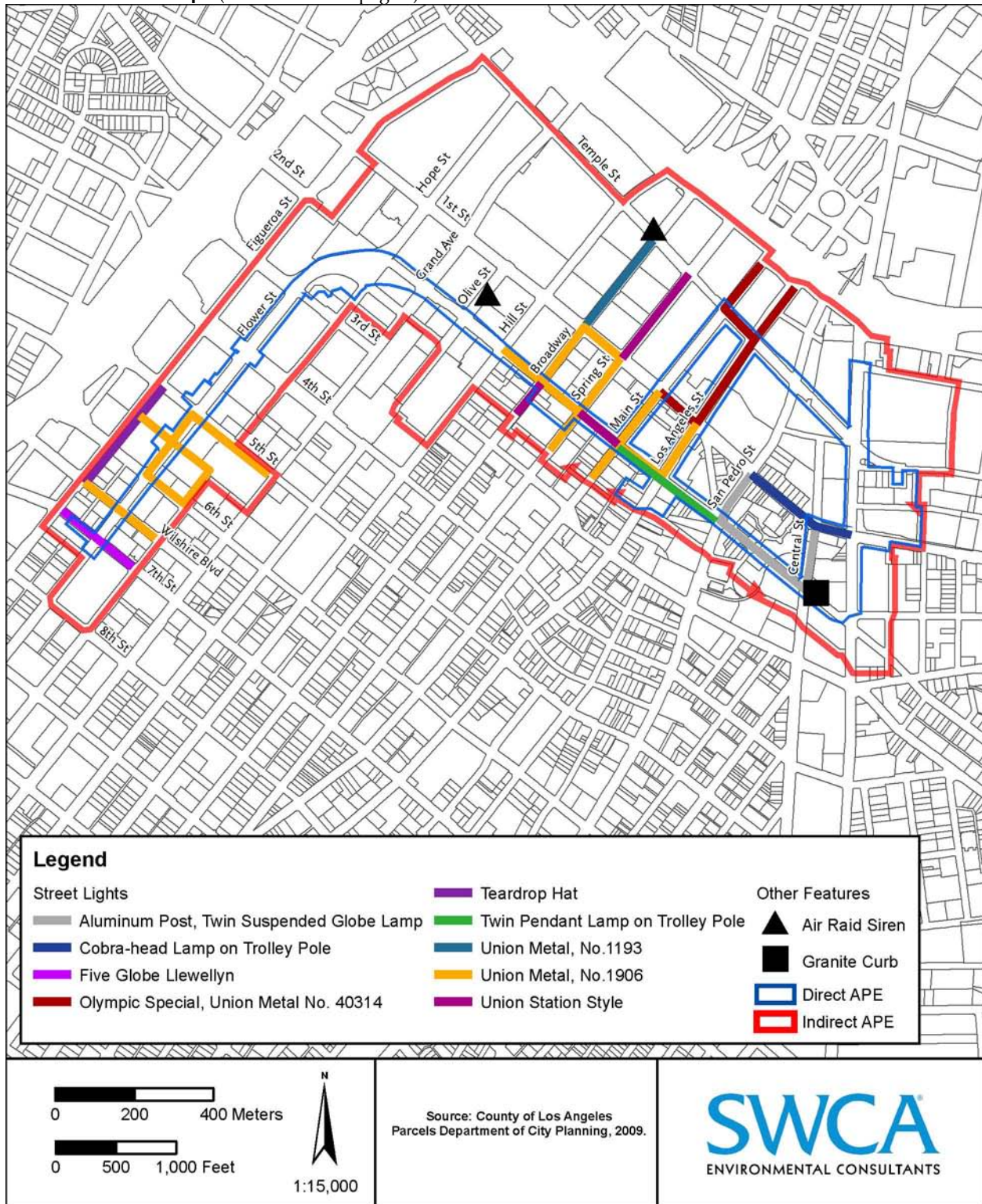
\*Recorded by: S. Francisco, S. Murray and F. Smith

\*Date: March 26, 2009

☒ Continuation

☐ Update

\*B10. Detailed Location Map: (continued from page 2)





# BUILDING, STRUCTURE, AND OBJECT RECORD

Page 4 of 10

\*NRHP Status Code 3CS

\*Resource Name or # (Assigned by recorder) West 2nd Street, curb between Alameda and Central Street

B1. Historic Name:

B2. Common Name:

B3. Original Use: curb B4. Present Use: curb

**\*B5. Architectural Style:**

**\*B6. Construction History:** Built circa 1880s (Sanborn Fire Insurance Company. *Insurance Maps of Los Angeles*, 1888: 23).

Alterations: portion east of current curb cut no longer extant (circa 2000), painted red in limited areas (dates unknown).

**\*B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A

**\*B8. Related Features:**

B9a. Architect:

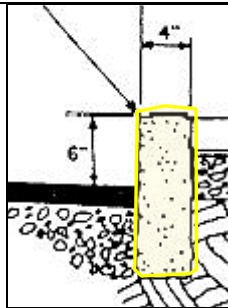
b. Builder:

**\*B10. Significance: Theme:** Commercial Development in Los Angeles: 19th Century **Area:** Los Angeles region

**Period of Significance:** 1880s-1959 **Property Type:** engineering, street improvement **Applicable Criteria:** 1 and 3



**Figure 1.** Photograph of granite curb section. View north of finished grade. May 14, 2009. Photograph #051409 01.



**Figure 2.** Standard detail of granite curb.

The subject property is a dressed granite curb, on the north side of 2nd Street, roughly between Alameda Street and Central Avenue. The curb is continuous on the west side of the block, terminating at the western curb of the central driveway curb cut. The granite curb is a rare resource type in Los Angeles and elsewhere in the United States, although Washington, D.C. continues to use granite for curb and gutter work in certain areas, its use is not common in current American public works. Granite as a curb material has a much longer life expectancy than concrete (upwards of 50 years versus 15). Review of masonry trade literature from the mid-20th century makes no mention of granite curbs, focusing on concrete finishing. Numerous records exist for construction data on granite curb projects in Los Angeles, but the latest was 1939 (*Engineering News & Record*).

The curb is not eligible for listing in the National Register because only a 40-60 foot segment remains, so its integrity does not meet the more stringent requirements. Because Los Angeles has few remaining concrete curbs, this section of concrete curb is eligible for listing for listing in the California Register under Criteria 1 and 3, at the local level of significance for its association with the development of the community and because it embodies the distinctive characteristics of a type (natural stone curbs, an archaic material), period (1880s or earlier), and method of construction (masonry stonework). It does convey its integrity of original, simple design, the location is assumed to be unchanged, the setting and configuration of nearby streets is nearly as it was in the 1880s, the materials remain (in the area where the curb is intact), it possesses its original workmanship, and retains its essential feeling, and basic associations.

B11. Additional Resource Attributes: (List attributes and codes) N/A

**\*B12. References:**

*Engineering News & Record*, 1939: 74.

Sanborn Fire Insurance Company. *Insurance Maps of Los Angeles*, 1888: 23

**13. Remarks:**

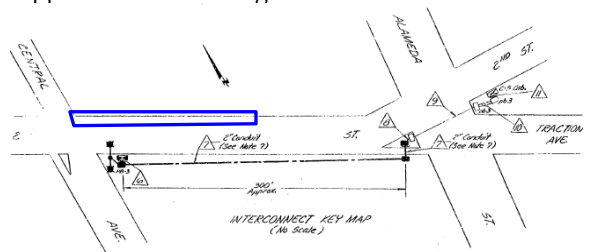
**B14. Evaluator:** F. Smith

**\*Date of Evaluation:** 3/26/09

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

Approximate limits of granite curb shown in blue



No scale

Excerpted from City of Los Angeles, Department of Transportation. "Traffic Signal System Plans," 1980: 8.

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 5 of 10

\*NRHP Status Code 3D, 3CD

\*Resource Name or # (Assigned by recorder) Siren Nos. 8 and 93

- B1. Historic Name: Air-raid warning signals  
B2. Common Name: Air-raid sirens  
B3. Original Use: Air-raid warning sirens B4. Present Use: no longer in use

**\*B5. Architectural Style:**

**\*B6. Construction History:** (Construction date, alterations, and date of alterations)

Circa 1956

**\*B7. Moved?** ☒ No ☐ Yes ☐ Unknown Date: N/A

**Original Location:** N/A

**\*B8. Related Features:**

B9a. Architect: Manufactured by Federal Enterprises, Inc.

b. Builder: Fischbach & Moore

**\*B10. Significance: Theme:** Civic Development

**Area:** Los Angeles region

**Period of Significance:** 1956

**Property Type:** Air raid siren

**Applicable Criteria:** A/1, C/3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The subject objects are two 1950s civil defense air-raid sirens located in downtown Los Angeles: Siren No. 8, located on the southeast corner of Temple and Spring streets; and Siren No. 93, located mid-block on South Olive Street between West 1<sup>st</sup> and West 2<sup>nd</sup> streets. Both sirens are Federal Signal SD-10 (Special Duty 10 Horsepower) models, also referred to as "Wire Spool" sirens. The SD-10 is an upgraded, dual-pitched or two-toned version of the earlier STL-10 model sirens (wirechief.com).

Air-raid sirens were first placed in downtown Los Angeles in the early 1940s as part of a civil defense warning system designed to alert citizens to potential Japanese air strikes during World War II. The sirens were primarily located on building roofs and traffic signals. These early warning systems were known to frequently short-circuit, creating false alarms and resulting in panic. After World War II, the sirens were silenced for several years.

Sirens came back in 1949 when Cold War-era fears of a nuclear attack were elevated after the Soviet Union successfully tested its first atomic bomb. In 1950, the State Director of Civil Defense, Walter M. Robertson, ordered that California's air raid warning system be activated. A *Los Angeles Times* article quoted Robertson: "Until the federal government perfects a uniform sounding device, individual cities are at liberty to use sirens, horns, or whistles for alarm purposes" ("Air Raid Warnings"). In 1951, mayor Fletcher Bowron declared that an adequate siren system in Los Angeles would cost \$1M, and that it was the responsibility of the federal government to provide such funding ("Adequate"). In 1956, a new half-million dollar siren system was unveiled and tested for the first time. The cost was borne by the federal government, city and state. A total of 216 sirens were installed throughout the City, including Siren Nos. 8 and 93. The new siren warning system was triggered through the telephone line, which allowed for twice the coverage of the older system, with sound covering approximately 95 percent of the city ("First Siren").

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes) N/A

**\*B12. References:**

"Air Raid Warnings Activated in State" *Los Angeles Times*, December 20, 1950.

"Adequate Siren System Cost Set at \$1 Mil" *Los Angeles Times*, July 9, 1951.

"First Siren Installed for New System" *Los Angeles Times*, March 10, 1956.

"Air Raid Sirens Silenced" *Los Angeles Times*, January 30, 1985.

"Air Raid Sirens are Relics of a Jittery Past" *Los Angeles Times*, April 20, 2007.

"Air Raid Sirens in the Los Angeles Area" <[wirechief.com/sirens](http://wirechief.com/sirens)>

**13. Remarks:**

**B14. Evaluator:** S. Murray and F. Smith

(This space reserved for official comments.)



**\*Date of Evaluation:** April 27, 2009



\*Recorded by: S. Murray and S. Carmack

\*Date: April 27, 2009

☒ Continuation

☐ Update

**\*B10. Significance** (Continued from page 5)

Over the next 20 years, tests were conducted on the last Friday of every month to ensure sirens remained in working order. By 1980, the County no longer received money from the federal government for siren upkeep and maintenance. Replacement parts became increasingly more difficult to find and it was determined that removal of the sirens would cost upwards of \$250,000 ("Air Raid Sirens"). In 1985, the County Board of Supervisors ordered that all siren testing stop. In support of this decision, Supervisor Kenneth Hahn asserted that the sirens gave citizens "a false sense of security" and that "there is no defense against nuclear missiles with warning time of as little as eight minutes from submarine-launched missiles" ("Air Raid Sirens Silenced").



More than 75 percent of the 1950s-installed sirens are extant in their original locations. There are four known types of 1950s air-raid sirens in the Los Angeles area. These include the Federal Signal 500T, Federal Signal 5, Federal Signal SD-10, and a fourth type of unknown make and model referred to as "Flattened birdhouse." ([wirechief.com](http://wirechief.com)). In 2008, Caltrans District 7 relocated a 500T model air-raid siren from Westchester to a local military heritage museum in San Pedro. No information was found regarding National or California Register eligibility [for that](#) project.

**Figure 1.** Print advertisement for the SD-10 model siren (1954 edition of *The American City*)

While there are approximately 200 similar air raid sirens known to exist in the Los Angeles area ("Air Raid Sirens- Los Angeles Area"), the sirens are considered increasingly rare objects. They are eligible for listing in the National and California Registers under Criteria A/1 and 3/C, as contributors to the Civic Center Historic District, for their connection to the second World War and cold war history. The sirens are not associated with any persons of significance and there is no reason to believe that they may yield important information about prehistory or history (Criterion B/2 and D/4).



**Figure 2 (left).** Siren No 8, view southeast, in front of City Hall (southeast corner of Temple and Spring streets). Photograph # siren\_8, April 27, 2009.

**Figure 3 (right).** Siren No 93, view northeast, in front of the portable parking structure (mid-block on Olive Street between 1<sup>st</sup> and 2<sup>nd</sup> streets). Photograph # siren\_93, April 27, 2009.



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary #  
HRI#  
Trinomial

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\*Resource Name or # (Assigned by recorder) various streetlight standards



\*Recorded by: S. Francisco, S. Murray and F. Smith

\*Date: March 26, 2009

☒ Continuation

☐ Update

\*B10. Significance: (continued from page 1)

PHOTOGRAPHS	DESCRIPTIONS	SIGNIFICANCE
 <p>Figure 1. Five-Globe Llewellyn, view northwest on 7<sup>th</sup> Street at Flower. Photograph # 0242, March 16, 2009.</p>	<p><u>Five-Globe Llewellyn</u> The original edition of this ornamental streetlight standard model was installed throughout downtown in the early 1900s. The majority of Five-Globe Llewellyns in operation today are not the original lights from the early 1900s. A limited number of originals are currently being used as architectural features in the plaza on the southeast corner of Temple and Main streets (Eslinger Gallery). The luminaires are 4-inch diameter, opaque, white globes set on horizontals at the tops of the that form Xes. This model of reproduction streetlight standard is on 7<sup>th</sup> Street between Hope and Figueroa streets in 2005, interspersed with 40-foot high Davits (City of Los Angeles "7<sup>th</sup> Street Ornamental Lighting" 2005, Index#SL-6008, sheets 1 and 2).</p>	<p>Not eligible for listing in National or California register; objects are reconstructions (installed 2005). These objects do not meet "exceptional significance" criteria (National Register) nor qualify under California Register Criteria 1, 2, 3 or 4. NRHP Status Code 6Z.</p>
 <p>Figure 2. Union Metal 40314, view northeast, on Los Angeles Street at Temple Street, in Civic Center district. Photograph # 0811, April 14, 2009.</p>	<p><u>"Olympic Special" Union Metal 40314</u> This model was originally designed and installed to commemorate the 1932 Olympic Games in Los Angeles ("Streetlights"). The arm embellishment was called a dragon, because of its motif. Many original poles are still in use today, including single and double luminaire, suspended globe styles along Los Angeles Street nearby City Hall East, nearby Parker Center and the Federal building. Globes replaced with stylized "pawn shop" type luminaires, circa 1974. Reproduction editions were approved for installation at Staples Center area, 1999.</p>	<p>Despite alterations, these ornamental streetlight standards and arms contribute to the significance of the Civic Center Historic District (see Civic Center DPR forms) under National and California Register Criteria A/1 and C/3 for their associations with the development of the Civic Center and as representative examples ornamental standards. NRHP Status Code 3D, 3CD.</p>



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\*Resource Name or # (Assigned by recorder) various streetlight standards




\*Recorded by: S. Francisco, S. Murray and F. Smith

\*Date: March 26, 2009

☒ Continuation

☐ Update

\*B10. Significance: (continued from page 7)

PHOTOGRAPHS	DESCRIPTIONS	SIGNIFICANCE
 <p>Figure 3. Union Metal No. 1906, view northeast, on Main Street at 1<sup>st</sup> Street, in Civic Center District. Photograph # 0390, March 17, 2009.</p>	<p><u>Union Metal No. 1906</u> This model replaced many of the original Five-Globe Llewellyns in downtown Los Angeles. Hundreds of these standards, called UM 1906s, with twin lanterns were installed throughout the City circa 1925. A common streetlight configuration on Spring Street is the "dual system," in which 40-foot tall modern davits are interspersed between the UM 1906s (Eslinger Gallery). This model was identified on Wilshire Boulevard between Hope and Figueroa streets, on South Figueroa Street, between Wilshire Boulevard and West 5<sup>th</sup> Street and on South Spring Street, from 2<sup>nd</sup> to Temple street, on North Main Street, from 2<sup>nd</sup> to 3<sup>rd</sup> streets, and on 2<sup>nd</sup> Street from Hill Street to east of Main Street. Various globes have been replaced by opaque Plexiglas (date unknown).</p>	<p>The UM No. 1906 streetlights are significant under National Register and California register Criterion A/ 1 for their associations with the development of the Los Angeles Civic Center Historic District as representative examples of ornamental standards, and under Criteria C/3 for their high artistic value representative of design ca. 1925. NRHP Status Code 3CD, 3D.</p>
 <p>Figure 4. Union Station style, view northwest on 1<sup>st</sup> Street at Main, in Civic Center district. Photograph # 0400, March 17, 2009.</p>	<p><u>Union Station style</u> This twin pendant, ornamental electrolier functioned as both a street light and trolley pole in the early 1900s ("Streetlights"). The trolley pole is fluted, tapered, and is capped by a rounded spirelet at its terminus. This style is primarily found outside of Union Station. However, two were identified outside of the future police administration building, wrapped in plastic inside a fenced off construction area.</p>	<p>The Union Station style streetlights are significant under National Register and California register Criterion A/ 1 for their associations with the development of the Los Angeles Union Station as representative examples of ornamental standards, and under Criteria C/3 for their high artistic value. NRHP Status Code 3CD, 3D.</p>
 <p>Figure 5 A. UM No. 1193, view northeast, on Broadway at Temple, in Civic Center district. Photograph # 0358, March 17, 2009.</p>	<p><u>United Metal No. 1193 with Broadway Rose Base</u> This model is a twin pendant lamp with a Broadway Rose base. The Broadway Rose base and poles feature distinct, ornate Spanish rosettes were originally installed along Broadway between Temple and Olympic streets in 1920 ("Streetlights"). No Broadway Rose poles were found in the project APE however several bases with a 1919 or 1924 date stamp were noted along Broadway and on Spring Street at Temple Street and on 6<sup>th</sup> between Flower and Hope streets. The poles appear to be UM No. 1193s.</p>	<p>The UM No. 1193 streetlights are significant under National Register and California register Criterion A/ 1 for their associations with the development of the Los Angeles Civic Center Historic District as representative examples of ornamental standards, and under Criteria C/3 for the forms and motifs that are character defining features of the Los Angeles 1920s streetscape. NRHP Status Code 3CD, 3D.</p>

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DEPARTMENT OF PARKS AND RECREATION  
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\*Resource Name or # (Assigned by recorder) various streetlight standards

\*Recorded by: S. Francisco, S. Murray and F. Smith

\*Date: March 26, 2009

☒ Continuation

☐ Update

\*B10. Significance: (continued from page 8)

PHOTOGRAPHS	DESCRIPTIONS	SIGNIFICANCE
 <p>Figure 7. Little Tokyo, view northeast on Judge John Aiso Street at 1<sup>st</sup>. Photograph # 0675, March 18, 2009.</p>	<p><u>Twin Pendant/Trolley Pole:</u> This light fixture on 1<sup>st</sup> Street and Judge John Aiso Street consists of a tapered, fluted standard post (trolley pole) with a twin pendant lamp.</p>	<p>Not eligible for listing in National or California register. These objects do not meet "exceptional significance" criteria (National Register) nor qualify under California Register Criteria 1, 2, 3 or 4. These objects do not contribute to the significance of the Little Tokyo Historic District. NRHP Status Code 6Z.</p>
 <p>Figure 8. Little Tokyo, southeast. Photograph # 0816, March 17, 2009.</p>	<p><u>Cobra-head/ Trolley Pole</u> This light fixture on 2<sup>nd</sup> Street between Main and Judge John Aiso Street consists of a tapered, fluted standard post with an altered single cobra-head type lamp. The resultant lighting configuration is likely the result of a replaced luminaire for a pre-existing lamp post or trolley pole. As noted by Eddy S. Feldman in <i>The Art of Street Lighting in Los Angeles</i>, "We are witnessing the rapid disappearance of many of the elegant and elaborate lighting units as replacements of earlier lighting nunits are made. Some replacements are not even totally new units, since it is not always cheaper to take down and throw away the old elements which may still be serviceable...often by putting together lighting units out of old posts, (and sometimes new) luminaires." (Dawson's Book Shop, 1972)</p>	<p>Not eligible for listing in National or California register. These objects do not meet "exceptional significance" criteria (National Register) nor qualify under California Register Criteria 1, 2, 3 or 4. These objects do not contribute to the significance of the Little Tokyo Historic District. NRHP Status Code 6Z.</p>



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

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\*Resource Name or # (Assigned by recorder) various streetlight standards



\*Recorded by: S. Francisco, S. Murray and F. Smith

\*Date: March 26, 2009

☒ Continuation

☐ Update

\*B10. Significance: (continued from page 9)

PHOTOGRAPHS	DESCRIPTIONS	SIGNIFICANCE
 <p>Figure 8. Little Tokyo, view northeast. Photograph # 02602, March 17, 2009.</p>	<p><u>Twin Suspended Globe/Aluminum Post</u> The type of street lighting on 1<sup>st</sup>, 2<sup>nd</sup>, Judge John Aiso and Central streets in Little Tokyo was erected ca. 1970s and consists of simple, round-shaft aluminum posts with twin suspended globe lanterns (City of Los Angeles. "Central Avenue (1<sup>st</sup> to 2<sup>nd</sup> Street), January 2001, Index #SL-5636, sheets 1 and 2).</p>	<p>Not eligible for listing in National or California register. These objects do not meet "exceptional significance" criteria (National Register) nor qualify under California Register Criteria 1, 2, 3 or 4. These objects do not contribute to the significance of the Little Tokyo Historic District. NRHP Status Code 6Z.</p>
 <p>Figure 9. Teardrop Hat, view southeast on Figueroa Street at Wilshire. Photograph # 0400, March 16, 2009.</p>	<p><u>Tear Drop Hat:</u> This ornamental streetlight standard type is a 15 feet ' high, octagonal aluminum pole, with 3-foot "Atlantic" arms, and "Viscount," teardrop-shaped luminaires. It is in the project APE on Figueroa Street, between 7<sup>th</sup> Street and Wilshire Boulevard.</p>	<p>Not eligible for listing in National or California register. As newly added features, these objects do not meet "exceptional significance" criteria (National Register) nor qualify under California Register Criteria 1, 2, 3 or 4. These objects do not contribute to the significance of a larger historic district. NRHP Status Code 6Z.</p>

\*D7. References (Give full citations including the names and addresses of any informants, where possible.):

Comer, Virginia. *Streetlights*. Los Angeles: Balcony Press, 2000.

Feldman, Eddy S. *The Art of Street Lighting in Los Angeles*. Los Angeles: Dawson's Book Shop, 1972.

"The George A. Eslinger Street Lighting Photo Gallery," *City of Los Angeles Bureau of Street Lighting*, 2009

<http://www.ci.la.ca.us/BSL/gallery/bslphoto.htm>

*Historical and Biographical Record of Los Angeles and Vicinity*. Chicago, 1901.

# APPENDIX E

## PROJECT-RELATED FTA/SHPO CORRESPONDENCE







Preserving America's Heritage

March 31, 2009

Mr. Roger Snoble  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**RE:    *Regional Connector Transit Project***  
          *Los Angeles County, California*

Dear Mr. Snoble:

On March 17, 2009, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). At this time, we do not expect to attend meetings or provide formal comments at environmental review milestones. However, we retain the right to become involved in the environmental review for this action in the future if, based on information provided by the Federal Transit Administration (FTA) or other consulting parties, we determine that our involvement is warranted.

In order to ensure compliance with Section 106 of the *National Historic Preservation Act*, the ACHP encourages FTA to initiate the Section 106 process by notifying, at its earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, FTA and your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking. Please note that FTA, as the federal agency, must be involved in the notification of consulting parties.

FTA and the Los Angeles County Metropolitan Transportation Authority should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If you determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of an agreement document is necessary, FTA must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing agreement document, you should follow the process it outlines.



Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at [bsemmer@achp.gov](mailto:bsemmer@achp.gov).

Sincerely,

A handwritten signature in black ink that reads "LaShavio Johnson". The signature is written in a cursive, flowing style.

LaShavio Johnson  
Historic Preservation Technician  
Federal Permitting, Licensing, and Assistance Section  
Office of Federal Agency Programs



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam  
American Samoa,  
Northern Mariana Islands

201 Mission Street  
Suite 1650  
San Francisco, CA 94105-1839  
415-744-3133  
415-744-2726 (fax)

Mr. Milford Wayne Donaldson  
State Historic Preservation Officer  
Office of Historic Preservation  
California State Department of Parks and Recreation  
Post Office Box 942896  
Sacramento, CA 94296-0001

APR - 7 2009

Attention: Dr. Susan Stratton, Supervisor, Project Review Unit

Re: Regional Connector Transit Corridor Project

Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is pleased to initiate efforts in the identification of historic properties and the analysis of effects on those properties for various components of the proposed Regional Connector Transit Corridor Project in downtown Los Angeles, California. This letter is to request your review and concurrence with the Area of Potential Effects (APE) and to delegate the authority to consult directly with the LACMTA.

Cultural resources identification and analysis will be prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as required by the Advisory Council on Historic Preservation, with regulations contained in 36 Code of Federal Regulations (CFR), Part 800, and applicable sections of the California Environmental Quality Act (CEQA).

#### **Project Description**

The Regional Connector Transit Corridor Project is a proposed light rail transit infrastructure improvement project that would construct approximately 1.8 miles of a new set of dual tracks in order to connect four vital travel corridors that stretch across 50 miles of Los Angeles County. The proposed project would directly link the 7<sup>th</sup> Street/Metro Center Station (the terminus of the existing Metro Blue Line and Metro Expo Line under construction and opening in 2010) located at 7<sup>th</sup> and Figueroa Streets to the Little Tokyo/Arts District Station (a new Metro Gold Line Station opening in 2009) located at 1<sup>st</sup> and Alameda Streets. The project would include the construction of several new Metro stations in downtown Los Angeles and would create direct connections between Long Beach and Pasadena, as well as East Los Angeles and Culver City. It would also provide passengers with direct connections into the heart of the business and civic districts. These improvements would provide regional benefits to people throughout Los Angeles County.



Metro will evaluate the following four (4) alternatives in a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR):

- No Build (Baseline)
- Transportation System Management (TSM)
- Build Alternative 1: At-Grade Emphasis Light Rail Transit (LRT) Alternative (includes two options for station locations)
- Build Alternative 2: Underground Emphasis LRT Alternative

### Stations

Proposed station locations would include the following (depending on the selected alternative):

- Build Alternative 1:
  - Underground station on Flower Street, just north of 5<sup>th</sup> (Option A only)
  - At-grade station on Flower Street, just south of 3<sup>rd</sup> Street (Option B only)
  - Underground station just south of the intersection of Hope and Flower Streets
  - At-grade northbound only station on Los Angeles Street, just north of 1<sup>st</sup> Street
  - At-grade southbound only station on Main Street, just north of 1<sup>st</sup> Street
- Build Alternative 2:
  - Underground station on Flower Street, just north of 5<sup>th</sup> Street
  - Underground station just south of the intersection of Hope and Flower Streets
  - Underground station on 2<sup>nd</sup> Street between Broadway and Los Angeles Streets.

### Area of Potential Effects

A proposed project-specific APE was established in accordance with 36 CFR Part 800.16 (d), which defines an APE as:

the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The proposed project APE (see enclosed map) was delineated to ensure identification of significant historic and architectural resources that may be directly or indirectly affected by the proposed project and are listed in or eligible for inclusion in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register). The APE was established using methodology consistent with those of previous LACMTA projects.

For historic and architectural resources, the proposed APE includes all parcels adjacent to both sides of the proposed project alignment, including stations, subway or open cut construction areas, and areas proposed for acquisition. In addition, the APE includes areas that may be subject to potential project-related effects, including visual or audible effects, and settlement effects that may

---

result from construction or implementation the proposed project. Additionally, the built environment APE includes the boundaries of two known identified historic districts that are listed in or eligible for the National Register.

For archaeological resources, the proposed APE includes the proposed at-grade and underground right-of-way and/or areas of direct ground disturbance. The APE also includes areas with permanent site improvements and areas for staging and temporary construction activities.

The proposed vertical APE extends from approximately 0 to 25 feet above the existing ground surface to approximately 100 feet below the existing ground surface.

Because the proposed project is expected to be constructed by 2018, identification efforts will be focused on parcels containing improvements constructed in or before 1968 (2018-50 years=1968). Those improvements will be evaluated for National and California register eligibility as part of the project identification phase, as well as noting all previously identified historic properties and historical resources.

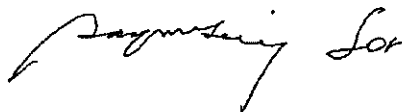
### **Consultation Coordination**

To the extent that it facilitates the review and approval process, FTA has authorized certain experienced and knowledgeable agencies to consult directly with you in addressing Section 106 requirements. In permitting this arrangement, agencies have been instructed to keep FTA informed by forwarding copies of all transmittals to our attention, and immediately contacting FTA on matters deemed to be of significant importance. Until further notice, this authority is extended to the LACMTA for the Regional Connector Transit Corridor project.

Previous scoping efforts have taken place and are expected to continue over the next several months. On behalf of FTA, the LACMTA supported by its consultants Camp Dresser and McKee (CDM) and Steven W. Carothers & Associates (SWCA), is currently contacting local historic groups, Native American groups, and other stakeholders that may have an interest in the project. The LACMTA also expects to meet with the Los Angeles Conservancy and the City of Los Angeles, Office of Historic Resources, to address their concerns.

Please let us know if you have comments on the project description, APE definition, methodology, or map. If you or your staff is interested in a site visit of the corridor, we would be pleased to accommodate your request. The LACMTA appreciates your assistance in the preservation of cultural resources related to all aspects of their transit system. If you or any members of your staff have questions, please contact Mr. Ray Tellis of our Los Angeles Metropolitan Office at (213) 202-3956.

Sincerely,



Leslie T. Rogers  
Regional Administrator

Enclosure: Draft Area of Potential Effects Map

cc: Dolores Roybal Saltarelli, Project Manager, LACMTA

---





**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.parks.ca.gov



September 9, 2009

Reply In Reference To: FTA090409B

Leslie T. Rodgers  
Regional Administrator  
U.S. Department of Transportation  
Federal Transit Administration, Region IX  
201 Mission Street, Suite 1650  
San Francisco, CA 94105-1839

RE: Section 106 Consultation for Proposed Regional Connector Transit Corridor Project, Los Angeles, CA

Dear Mr. Rodgers:

Thank you for initiating consultation with me pursuant to 36 CFR Part 800, the implementing regulation of Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended. On behalf of the U.S. Department of Transportation, Federal Transit Administration (FTA), you are both initiating consultation with me and seeking my comments on your initial documentation of the undertaking's Area of Potential Effect (APE).

As I understand it, the Regional Connector Transit Corridor Project is a proposed light rail transit infrastructure improvement project that will necessitate the construction of approximately 1.8 miles of new dual tracks. The project will connect four travel corridors that stretch across 50 miles of Los Angeles County. The proposed project will directly link the 7<sup>th</sup> Street/Metro Center Station located at 7<sup>th</sup> and Figueroa Streets to the Little Tokyo/Arts District Station located at 1<sup>st</sup> and Alameda Streets. The project will include the construction of several new Metro stations in downtown Los Angeles and would create direct connections between Long Beach and Pasadena, as well as East Los Angeles and Culver City. In addition to your project description, you have submitted descriptions of route and design alternatives, detailed aerial maps of the project area, and a summary of initial consultation efforts pertaining to potentially interested Native American groups, local government entities, and local historic preservation organizations.

Having reviewed this documentation, I have the following comments:

- 1) The initial APE for this undertaking has been adequately determined and documented pursuant to 36 CFR Part 800.4 (a) (1);
- 2) As outlined in conversations between State Historian Tristan Tozer, State Associate Archaeologist William Soule and Francesca Smith of SWCA Environmental Consultants, I will be sent draft cultural resource/built environment surveys and archaeology technical reports encompassing the project area. Once I have received this information, I will provide further comment;

3) Please submit proof of public notification and consultation, including copies of notification letters and any responses you may receive.

Thank you for considering historic resources during project planning. I look forward to continuing this consultation. If you have any questions or comments, please contact staff historian Tristan Tozer at (916) 651-0304 or email at [ttozer@parks.ca.gov](mailto:ttozer@parks.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Susan K. Shattuck for".

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer





# Metro

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

December 23, 2009

Mr. M. Wayne Donaldson, FAIA  
State Historic Preservation Officer  
California Department of Parks and Recreation  
Office of Historic Preservation  
1416 9<sup>th</sup> Street, Room 1442-7  
Sacramento, CA 95814

Attention: Dr. Susan Stratton, Supervisor, Project Review Unit and Mr. Tristan Tozer,  
Historian

**RE: Regional Connector Transit Corridor Project  
City of Los Angeles, Los Angeles County, California  
FTA Project #FTA0090409B**

Dear Dr. Stratton and Mr. Tozer:

With the Federal Transit Administration (FTA), Metropolitan Transportation Authority (Metro) is pleased to continue on-going efforts in the identification of historic properties and the analysis of effects on those properties for various components of the proposed Regional Connector Transit Corridor Project.

After consultation with your staff, the project Area of Potential Effects map was approved by your office on September 9, 2009. Revisions to the approved APE are proposed herewith to reflect recent modifications to the proposed project. Two (2) additional alternatives are proposed.

### **Project Description**

As previously described, the Regional Connector Transit Corridor Project is a proposed transit infrastructure improvement project that would construct 1.8 miles of a new set of dual tracks in order to connect four vital travel corridors that stretch across 50 miles of Los Angeles County. The proposed project would directly link the 7<sup>th</sup> Street/Metro Center Station (the Metro Blue Line and Metro Expo Line [2010] terminus) located at 7<sup>th</sup> and Figueroa Streets to the Little Tokyo/Arts District Station (a new Metro Gold Line Station opened in 2009) located at 1<sup>st</sup> and Alameda Streets. The project would include the construction of several new Metro stations in Downtown Los Angeles and would create direct trains between Long Beach and Pasadena, as well as East Los Angeles and Culver City. It would also provide passengers with direct trains into the heart of the business and civic districts. These improvements would provide regional benefits to people throughout Los Angeles County.

In addition to the four (4) previously described alternatives being considered in the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR), two (2) additional alternatives are being considered. The alternatives previously described were: No Build (Baseline), Transportation System Management (TSM), Build Alternative 1: At-Grade Emphasis Light Rail Transit (LRT) Alternative (includes two options for station locations) and Build Alternative 2: Underground Emphasis LRT Alternative. The new alternatives are each Fully Underground: LRT Alternative – Little Tokyo Variations 1 and 2.

The Fully Underground LRT Alternative - Little Tokyo Variation 1 would provide four new stations and a direct connection from 7<sup>th</sup> Street/Metro Center Station to the existing Metro Gold Line tracks to the north and east of 1<sup>st</sup> and Alameda Streets. The alignment would extend underground from the 7<sup>th</sup> Street/Metro Center Station under Flower Street to 2<sup>nd</sup> Street. The tracks would then proceed east underneath the 2<sup>nd</sup> Street Tunnel and 2<sup>nd</sup> Street to Central Avenue. At 2<sup>nd</sup> and Central, the tracks continue underground heading northeast under 1<sup>st</sup> and Alameda Streets. A three-way (wye) junction would be constructed underground beneath the 1<sup>st</sup> and Alameda intersection. To the north and east of the junction, trains would rise to the surface through two new portals to connect to the Metro Gold Line heading north to Azusa and east to Interstate-605 (I-605). One portal would be located northeast of the Little Tokyo/Arts District Station and tracks. This portal would rise to the north within the City of LA DWP Maintenance Yard and connect to the existing Light Rail Transit (LRT) bridge over the US-101 freeway, allowing a connection to the Metro Gold Line to Azusa. The portal would be connected to the 1<sup>st</sup> and Alameda junction by a new tunnel crossing beneath Temple Street and the property proposed for the Nikkei Development (the parcel on the northeast corner of 1<sup>st</sup> and Alameda Streets), running immediately east of the existing Little Tokyo/Arts District station and tracks. The second portal would be located within 1<sup>st</sup> Street between Alameda and Vignes Streets. Tracks would rise to the east within this second portal and connect at-grade to the existing Metro Gold Line tracks toward I-605. 1<sup>st</sup> Street would be widened to the north to accommodate the portal. The widening would initiate at Alameda and continue east, tapering down significantly as it crosses Hewitt Street in order to join the existing 1<sup>st</sup> Street LRT tracks, just west of the 1<sup>st</sup> Street Viaduct. Additional property would need to be acquired in order to stage construction of both portals, to connect to the Gold Line LRT Bridge and to construct the tunnels beneath 2<sup>nd</sup> Street and the Nikkei Development property. The Fully Underground Alternative – Little Tokyo Variation 1 would be located entirely underground from east of the intersection of 1<sup>st</sup> and Alameda Streets to the 7<sup>th</sup> Street/Metro Center Station.

#### New Stations

Station footprints are currently being developed, therefore "envelopes" were considered in establishing revised direct and indirect APE boundaries. Proposed new underground station locations are graphically depicted on the revised APE maps. Their proposed locations are: on Flower Street just north of 5<sup>th</sup> Street (Sheet 3R), just southwest of the intersection of 2<sup>nd</sup> and Hope Streets (Sheet 4), on 2<sup>nd</sup> Street between Broadway and Spring Street (Sheet 8R) and just northeast of the intersection at 2<sup>nd</sup> and Central

(Sheet 7R).

The Fully Underground LRT Alternative - Little Tokyo Variation 2 would provide four new stations and a direct connection from 7<sup>th</sup> Street/Metro Center Station to the existing Metro Gold Line tracks to the north and east of 1<sup>st</sup> and Alameda Streets. The alignment would extend underground from the 7<sup>th</sup> Street/Metro Center Station under Flower Street to 2<sup>nd</sup> Street. The tracks would then proceed east underneath the 2<sup>nd</sup> Street Tunnel and 2<sup>nd</sup> Street to Central Avenue. At 2<sup>nd</sup> and Central, the tracks continue underground heading northeast under 1<sup>st</sup> and Alameda Streets. A new two-level junction would be constructed underground beneath the 1<sup>st</sup> and Alameda intersection. Trains traveling north toward Azusa and east toward I-605 would use the lower level of the junction, and trains traveling south toward Long Beach and west toward Santa Monica would use the upper level. To the north and east of the junction, trains would rise to the surface through new portals to connect to the Metro Gold Line heading north to Azusa and east to I-605. One portal containing the northbound and southbound tracks from Azusa would be located northeast of the Little Tokyo/Arts District Station and tracks. This portal would rise to the north within the City of LA DWP Maintenance Yard and connect to the existing Light Rail Transit (LRT) bridge over the US-101 freeway, allowing a connection to the Metro Gold Line to Azusa. The portal would be connected to the 1<sup>st</sup> and Alameda junction by a new tunnel crossing beneath Temple Street and the property proposed for the Nikkei Development (the parcel on the northeast corner of 1<sup>st</sup> and Alameda Streets), running immediately east of the existing Little Tokyo/Arts District station and tracks. The new tunnel would feed southbound trains from the portal into the upper level of the junction, and carry northbound trains away from the lower level of the junction toward the portal. Two portals, each containing one track, would rise to the east within the widened median of 1<sup>st</sup> Street to allow a connection to the Metro Gold Line to I-605. The portal containing the westbound track would be located between Alameda and Garey Streets. The portal containing the eastbound track would be located adjacent to the westbound track between Hewitt and Vignes Streets. 1<sup>st</sup> Street would be widened to the north to accommodate the westbound portal. The widening would initiate at Alameda and continue east, tapering down significantly as it crosses Hewitt Street, where the new tracks would feed into the existing 1<sup>st</sup> Street LRT tracks, just west of the 1<sup>st</sup> Street Viaduct. 1<sup>st</sup> Street would also be widened to the south between Hewitt and Vignes Streets to accommodate the eastbound track portal. The widening would taper down as it approaches Vignes Street. No modification to the 1<sup>st</sup> Street Viaduct would be necessary. Additional property would need to be acquired in order to stage construction of both portals, to connect to the Gold Line LRT Bridge and to construct the tunnels beneath 2<sup>nd</sup> Street and the Nikkei Development property. The Fully Underground Alternative - Little Tokyo Variation 2 would be located entirely underground from east of the intersection of 1<sup>st</sup> and Alameda Streets to the 7<sup>th</sup> Street/Metro Center Station.

#### New Stations

As is the case in variation 1, station footprints are being developed, thus envelopes were considered establishing revised direct and indirect APE boundaries. Proposed new underground station locations are graphically depicted on revised APE maps.



Their proposed locations are: on Flower Street just north of 5<sup>th</sup> Street (Sheet 3R), just southwest of the intersection of 2<sup>nd</sup> and Hope Streets (Sheet 4), on 2<sup>nd</sup> Street between Broadway and Spring Street (Sheet 8R) and two-level station just northeast of the intersection at 2<sup>nd</sup> and Central (7R). Each level would have a single-track platform. Northbound trains to Azusa and Eastbound trains to I-605 would use the lower level. Southbound trains to Long Beach and Westbound trains to Santa Monica would use the upper level.

#### Revised Area of Potential Effects

The proposed project-specific Area of Potential Effects (APE) established in accordance with 36 CFR Part 800.16 (d) was approved on September 9, 2009. The proposed additional project APE was delineated to ensure identification of significant historic and architectural resources that may be directly or indirectly affected by the proposed project and are listed in or eligible for inclusion in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register). The APE was established using methodology consistent with those of previous Metro projects.

For historic and architectural resources, the proposed revised indirect APE includes all parcels adjacent to both sides of the proposed project alignment, including stations, subway or open cut construction areas, and areas proposed for acquisition. In addition, the indirect APE includes areas that may be subject to potential project-related effects, including visual or audible effects, and settlement effects that may result from construction or implementation the proposed project. Additionally, the indirect or built environment APE includes the boundaries of two known identified historic districts that are listed in or eligible for the National Register.

For archaeological resources, the proposed revised direct APE includes the proposed at-grade and underground right-of-way and/or areas of direct ground disturbance. The direct APE also includes areas with permanent site improvements and areas for staging and temporary construction activities.

The proposed revised vertical APE extends from approximately 0 to 25 feet above the existing ground surface to approximately 160 feet below the existing ground surface. Revisions to the approved APE are depicted on the attached revised maps (dated December 23, 2009) and show both the original APE (solid lines) and proposed revised APE, based on revisions described herein, depicted in dashed boundary and alignment lines.

Because the proposed project as previously proposed and revised is expected to be constructed by 2018, identification efforts will be focused on parcels containing improvements constructed in or before 1968 (2018-50 years=1968). Those improvements will be evaluated for National and California register eligibility as part of the project identification phase, as well as noting all previously identified historic properties and historical resources.

#### Scoping

### Scoping

Previous scoping efforts have taken place and are expected to continue over the next several months. On behalf of FTA, SWCA is currently consulting with local historic groups, Native American groups, and other stakeholders that may have an interest in the project. Additional meetings with the Los Angeles Conservancy and the City of Los Angeles, Office of Historic Resources have taken place since our last correspondence and we expect to continue these discussions to address their concerns.

Please let us know if you have comments on the additional alternatives' project descriptions, revised APE definition, methodology, or map. If you or your staff is interested in a site visit of the corridor, we would be pleased to accommodate your request. Metro appreciates your assistance in the preservation of cultural resources related to all aspects of their transit system. If you or any members of your staff have questions, please do not hesitate to call me (213) 922-3024.

Sincerely,



Dolores Roybal Saltarelli  
Project Manager  
LACMTA

enclosure: Revised Area of Potential Effects Map (December 23, 2009)

cc: Leslie T. Rogers, Regional Administrator, FTA  
Helene Kornblatt, CDM  
Francesca Smith, SWCA





# APPENDIX F

## CALIFORNIA HISTORICAL RESOURCE STATUS CODES



## California Historical Resource Status Codes

### **1 Properties listed in the National Register (NR) or the California Register (CR)**

- 1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
- 1S Individual property listed in NR by the Keeper. Listed in the CR.
  
- 1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
- 1CS Listed in the CR as individual property by the SHRC.
- 1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

### **2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)**

- 2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
- 2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
- 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
- 2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
- 2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
  
- 2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
- 2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
- 2CS Individual property determined eligible for listing in the CR by the SHRC.

### **3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation**

- 3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
- 3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
- 3S Appears eligible for NR as an individual property through survey evaluation.
  
- 3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
- 3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
- 3CS Appears eligible for CR as an individual property through survey evaluation.

### **4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation**

- 4CM Master List - State Owned Properties – PRC §5024.

### **5 Properties Recognized as Historically Significant by Local Government**

- 5D1 Contributor to a district that is listed or designated locally.
- 5D2 Contributor to a district that is eligible for local listing or designation.
- 5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
  
- 5S1 Individual property that is listed or designated locally.
- 5S2 Individual property that is eligible for local listing or designation.
- 5S3 Appears to be individually eligible for local listing or designation through survey evaluation.
  
- 5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

### **6 Not Eligible for Listing or Designation as specified**

- 6C Determined ineligible for or removed from California Register by SHRC.
- 6J Landmarks or Points of Interest found ineligible for designation by SHRC.
- 6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6T Determined ineligible for NR through Part I Tax Certification process.
- 6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
- 6W Removed from NR by the Keeper.
- 6X Determined ineligible for the NR by SHRC or Keeper.
- 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
- 6Z Found ineligible for NR, CR or Local designation through survey evaluation.

### **7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation**

- 7J Received by OHP for evaluation or action but not yet evaluated.
- 7K Resubmitted to OHP for action but not reevaluated.
- 7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
- 7M Submitted to OHP but not evaluated - referred to NPS.
- 7N Needs to be reevaluated (Formerly NR Status Code 4)
- 7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
- 7R Identified in Reconnaissance Level Survey: Not evaluated.
- 7W Submitted to OHP for action – withdrawn.





# APPENDIX G

## THE SECRETARY OF THE INTERIOR'S REHABILITATION GUIDELINES



The Secretary of the Interior's Rehabilitation Guidelines	
Recommended	Not Recommended
Setting (District/Neighborhood)	
<i>Identifying retaining, and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets, furnishings such as lights or benches, vegetation, gardens and yards, adjacent open space such as fields, parks, commons or woodlands, and important views or visual relationships.</i>	Removing or radically changing those features of the setting which are important in defining the historic character.
<i>Retaining the historic relationship between buildings and landscape features of the setting. For example, preserving the relationship between a town common and its adjacent historic houses, municipal buildings, historic roads, and landscape features.</i>	Destroying the relationship between the buildings and landscape features within the setting by widening existing streets, changing landscape materials or constructing inappropriately located new streets or parking.
<i>Protecting and maintaining historic building materials and plant features through appropriate cleaning, rust removal, limited paint removal, and reapplication of protective coating systems; and pruning and vegetation management.</i>	Failing to provide adequate protection of materials on a cyclical basis which results in the deterioration of building and landscape features.
<i>Evaluating the overall condition of the building and landscape features to determine whether more than protection and maintenance are required, that is, if repairs to features will be necessary.</i>	Failing to undertake adequate measures to assure the protection of building and landscape features.
<i>Repairing features of the building and landscape by reinforcing the historic materials. Repair will also generally include the replacement in kind – or with a compatible substitute material – of those extensively deteriorated or missing parts of features when there are surviving prototypes such as porch balustrades or paving materials.</i>	<p>Replacing an entire feature of the building or landscape when repair of materials and limited replacement of deteriorated or missing parts are appropriate.</p> <p>Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the building or landscape, or that is physically, chemically, or ecologically incompatible.</p>
<i>Replacing in kind an entire feature of the building or landscape that is too deteriorated to repair – when the overall form and detailing are still evident – using the physical evidence as a model to guide the new work. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.</i>	Removing a feature of the building or landscape that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.
Design for the Replacement of Missing Historic Features	
<i>Designing and constructing a new feature of the building or landscape when the historic feature is completely missing, such as row house steps, a porch, a streetlight, or terrace. It may be a restoration based on documentary or physical evidence; or be a new design that is compatible with the historic character of the setting.</i>	<p>Creating a false historical appearance because the replaced feature is based on insufficient documentary or physical evidence.</p> <p>Introducing a new building or landscape feature that is out of scale or otherwise inappropriate to the setting's historic character, e.g., replacing picket fencing with chain link fencing.</p>



The Secretary of the Interior's Rehabilitation Guidelines	
Recommended	Not Recommended
Alterations/Additions for New Use	
<p><i>Designing required new parking so that it is as unobtrusive as possible, thus minimizing the effect on the historic character of the setting.</i> "Shared" parking should also be planned so that several businesses can utilize one parking area as opposed to introducing random, multiple lots.</p> <p>Designing and constructing new additions to historic buildings when required by the new use. New work should be compatible with the historic character of the setting in terms of size, scale design, material, color, and texture.</p> <p>Removing nonsignificant buildings, additions or landscape features which detract from the historic character of the setting.</p>	<p>Placing parking facilities directly adjacent to historic buildings which result in damage to historic landscape features, such as the removal of plant material, relocation of paths and walkways, or blocking of alleys.</p> <p>Introducing new construction into historic districts that is visually incompatible or that destroys historic relationships within the setting.</p> <p>Removing a historic building, building feature, or landscape feature that is important in defining the character of the setting.</p>
New Additions To Historic Buildings	
Designing a rooftop addition when required for the new use, that is set back from the wall plane and as inconspicuous as possible when viewed from the street.	Constructing a rooftop addition so that the historic appearance of the building is radically changed.
Building Site	
<p><i>Identifying, retaining, and preserving</i> buildings and their features <i>as well as features of the site that are important in defining its overall historic character.</i> Site features may include circulation systems such as walks, paths, roads, or parking; vegetation such as trees, shrubs, fields, or herbaceous plant material; landforms such as terracing, berms or grading; furnishings such as lights, fences, or benches; decorative elements such as sculpture, statuary or monuments; water features including fountains, streams, pools or lakes; and subsurface archeological features which are important in defining the history of the site.</p>	<p>Removing or radically changing buildings and their features or site features which are important in defining the overall historic character of the property so that, as a result, the character is diminished.</p>
<p><i>Retaining the historic relationship between buildings and the landscape.</i></p>	<p>Removing or relocating buildings or landscape features, thus destroying the historic relationship between buildings and the landscape.</p> <p>Removing or relocating historic buildings on a site or in a complex of related historic structures – such as a mill complex or farm – thus diminishing the historic character of the site or complex.</p> <p>Moving buildings onto the site, thus creating a false historical appearance.</p> <p>Radically changing the grade level of the site. For example, changing the grade adjacent to a building to permit development of a formerly below-grade area that would drastically change the historic relationship of the building to its site.</p>
<p><i>Protecting and maintaining buildings and the site by providing proper drainage to assure that water does not erode foundation walls; drain toward the building; or damage or erode the landscape.</i></p>	<p>Failing to maintain adequate site drainage so that buildings and site features are damaged or destroyed; or alternatively, changing the site grading so that water no longer drains properly.</p>
<p><i>Minimizing disturbance of terrain around buildings or elsewhere on the site, thus reducing the possibility of destroying or damaging important landscape features or archeological resources.</i></p>	<p>Introducing heavy machinery into areas where it may disturb or damage important landscape features or archeological resources.</p>

The Secretary of the Interior's Rehabilitation Guidelines	
Recommended	Not Recommended
<i>Surveying and documenting areas where the terrain will be altered to determine the potential impact to important landscape features or archeological resources.</i>	Failing to survey the building site prior to the beginning of rehabilitation work which results in damage to, or destruction of, important landscape features or archeological resources.
<i>Protecting, e.g., preserving in place important archeological resources.</i>	Leaving known archeological material unprotected so that it is damaged during rehabilitation work.
<i>Planning and carrying out any necessary investigation using professional archeologists and modern archeological methods when preservation in place is not feasible.</i>	Permitting unqualified personnel to perform data recovery on archeological resources so that improper methodology results in the loss of important archeological material.
<i>Preserving important landscape features, including ongoing maintenance of historic plant material.</i>	Allowing important landscape features to be lost or damaged due to a lack of maintenance.
<i>Protecting the building and landscape features against arson and vandalism before rehabilitation work begins, i.e., erecting protective fencing and installing alarm systems that are keyed into local protection agencies.</i>	Permitting the property to remain unprotected so that the building and landscape features or archeological resources are damaged or destroyed.  Removing or destroying features from the building or site such as wood siding, iron fencing, masonry balustrades, or plant material.
<i>Providing continued protection of historic building materials and plant features through appropriate cleaning, rust removal, limited paint removal, and re-application of protective coating systems; and pruning and vegetation management.</i>	Failing to provide adequate protection of materials on a cyclical basis so that deterioration of building and site features results.
Evaluating the overall condition of the materials and features of the property to determine whether more than protection and maintenance are required, that is, if repairs to building and site features will be necessary.	Failing to undertake adequate measures to assure the protection of building and site features.
<i>Repairing features of the building and site by reinforcing historic materials.</i>	Replacing an entire feature of the building or site such as a fence, walkway, or driveway when repair of materials and limited compatible replacement of deteriorated or missing parts are appropriate.  Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the building or site feature or that is physically or chemically incompatible.
<i>Replacing in kind an entire feature of the building or site that is too deteriorated to repair if the overall form and detailing are still evident. Physical evidence from the deteriorated feature should be used as a model to guide the new work. This could include an entrance or porch, walkway, or fountain. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.</i>	Removing a feature of the building or site that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.
Replacing deteriorated or damaged landscape features in kind.	Adding conjectural landscape features to the site such as period reproduction lamps, fences, fountains, or vegetation that are historically inappropriate, thus creating a false sense of historic development.

The Secretary of the Interior's Rehabilitation Guidelines	
Recommended	Not Recommended
<b>Building Site: Design for the Replacement of Missing Historic Features</b>	
<p><i>Designing and constructing a new feature of a building or site when the historic feature is completely missing, such as an outbuilding, terrace, or driveway. It may be based on historical, pictorial, and physical documentation; or be a new design that is compatible with the historic character of the building and site.</i></p>	<p>Creating a false historical appearance because the replaced feature is based on insufficient historical, pictorial, and physical documentation.</p> <p>Introducing a new building or site feature that is out of scale or of an otherwise inappropriate design.</p> <p>Introducing a new landscape feature, including plant material, that is visually incompatible with the site, or that alters or destroys the historic site patterns or vistas.</p>
<b>Alterations/Additions for the New Use</b>	
<p><i>Designing new onsite parking, loading docks, or ramps when required by the new use so that they are as unobtrusive as possible and assure the preservation of the historic relationship between the building or buildings and the landscape.</i></p> <p><i>Designing new exterior additions to historic buildings or adjacent new construction which is compatible with the historic character of the site and which preserves the historic relationship between the building or buildings and the landscape.</i></p> <p><i>Removing non-significant buildings, additions, or site features which detract from the historic character of the site.</i></p>	<p>Locating any new construction on the building site in a location which contains important landscape features or open space, for example removing a lawn and walkway and installing a parking lot.</p> <p>Placing parking facilities directly adjacent to historic buildings where automobiles may cause damage to the buildings or landscape features, or be intrusive to the building site.</p> <p>Introducing new construction onto the building site which is visually incompatible in terms of size, scale, design, materials, color, and texture; which destroys historic relationships on the site; or which damages or destroys important landscape features.</p> <p>Removing a historic building in a complex of buildings; or removing a building feature, or a landscape feature which is important in defining the historic character of the site.</p>
Source: <i>Standards for Rehabilitation &amp; Guidelines for Rehabilitating Historic Buildings</i> , 102-108 and 112-113.	