



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

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam

211 Main Street  
Room 1160  
San Francisco, California 94105

**APR 28 1994**

Ms. Cherilyn Widell  
State Historic Preservation Officer  
Office of Historic Preservation  
Department of Parks and Recreation  
P.O. Box 942896  
Sacramento, CA 94296-0001

Attention: Dr. Hans Kreuzberg

Dear Ms. Widell:

Since 1983 your office has been asked by our agency, the Federal Transportation Agency (FTA), to comment on various aspects of compliance with Section 106 of the National Historic Preservation Act related to potential impacts the Los Angeles Rail Rapid Transit Project (Metro Rail) may have on specific cultural resources in the Los Angeles area. In July 1991, the FTA authorized the Los Angeles County Metropolitan Transportation Authority (MTA) to proceed with the project planning process that would fulfill federal and state environmental requirements for a possible extension of the Red Line to the Eastside Corridor. Subsequently, the MTA completed an Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) for the Eastside Corridor in April 1992.

In June 1993, the MTA Board of Directors selected a Locally Preferred Alternative (LPA) for the East Side Extension of the Metro Red Line (MRL) in the City of Los Angeles and unincorporated portions of the County of Los Angeles. The next step for the East Extension of the MRL is the preparation of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for this LPA which requires the identification of historic properties which appear eligible for inclusion in the National Register and the subsequent application of the criteria of effect and adverse effect using the rules and regulations found in 36 CFR Part 800. To this end, this letter requests concurrence with the findings of FTA regarding:

- suitability of the Area of Potential Effects (APE);
- determinations of eligibility of 23 historic properties and ineligibility of 20 historic properties for inclusion in the National Register of Historic Places among all properties located within the APE of the LPA;
- findings of *No Effect* on 17 historic properties and findings of *No Adverse Effect* on 5 historic properties following application of the Criteria of Effect and Adverse Effect for those 23 historic properties found to be listed in, determined eligible for, or appearing eligible for listing in the National Register, and;

- restrictions or conditions necessary to ensure preservation of the historic property's significant historic features for those 5 eligible properties which the undertaking would acquire during construction, and may subsequently transfer, lease or sell to a non-Federal party.

The following sections of this letter summarize the findings of eligibility (See Attachment B), findings of effect (See Attachment C), and preservation stipulations and covenant (See Attachment D). Additional detailed information per 36 CFR 800.8(a) is provided in the attachments to this letter, including: a description of the undertaking (Attachment A--Project Description--Chapter 2 of the FEIS/FEIR); identification of historic properties (Attachment B--Request for Determination of Eligibility Report); description of potentially affected properties (Attachment C--Findings of Effect Report); statement of how and why the Criteria of Adverse Effect were found inapplicable (Attachment C--Findings of Effect Report and Attachment D--Preservation Stipulations and Covenants).

### **Suitability of the Area of Potential Effects**

FTA requests your concurrence with the suitability of the Area of Potential Effects (APE) for the LPA of the MRL East Side Extension to ensure identification of significant historical, architectural, or archaeological resources. The APE definition used for the LPA is consistent with that used in previous surveys for the Metro Rail project.

For historic and architectural resources, it includes all parcels located above off-street tunnel configurations, when the tunnel is less than 200 feet deep; and all parcels within 200 feet of any station area, cut-and-cover or open cut construction area or proposed acquisition. Whenever reasonable, property lines or street rights-of-way were used to establish the APE boundary. In cases of very large parcels or open space, a 200-foot distance (rather than the parcel limits) was used to create the APE boundaries. For archaeological resources, it is the area which would be disturbed during construction of the undertaking. The APE Maps are included in Attachment B--Request for Determination of Eligibility Report.

### **Request for Determination of Eligibility**

Your concurrence is also requested with FTA's conclusions regarding National Register eligibility for those historic properties detailed in Attachment B--Request for Determination of Eligibility Report and summarized below. The numbers preceding the property name are the map reference numbers shown on the APE maps.

Properties previously listed in the National Register.

- 1 *Union Passenger Terminal, 800 North Alameda Street, Los Angeles*
- 42 *Golden Gate Theatre/Vega Building, 5170-5188 East Whittier Boulevard, East Los Angeles. (Vega Building now demolished, Golden Gate Theatre still appears eligible.)*

Properties previously determined eligible for listing in the National Register through a consensus determination by a federal agency and your office.

- 2 *First Street Viaduct, 900-1100 Blocks of East 1st Street, Los Angeles*
- 6 *Fourth Street Viaduct, 900-1700 Blocks of East 4th Street, Los Angeles*

Properties found to appear eligible for listing in the National Register by the FTA for this undertaking and requiring a consensus determination from your office.

- 3 *Greybar Electric Co. Warehouse, 201-213 South Santa Fe Avenue, Los Angeles*
- 4 *Craig Co. Wholesale Grocery, 215-243 South Santa Fe Avenue, Los Angeles*
- 5 *AT&SF Outbound Freight House, 970 East 3rd Street, Los Angeles*
- 8 *Simon Gless Farm House, 131 South Boyle Avenue, Los Angeles*
- 9 *Jewish Home for Wayfarers, 127 South Boyle Avenue, Los Angeles*
- 10 *Walter & Lillie Webb Residence, 125 South Boyle Avenue, Los Angeles*
- 11 *Hotel Mount Pleasant, 103-105 North Boyle Avenue, Los Angeles*
- 14 *Ralph H. Tombs Residence, 1814 Pennsylvania Avenue, Los Angeles*
- 20 *Congregation Talmud Torah, 247 North Breed Street, Los Angeles*
- 23 *Alfred W. Guest Cottage, 319 North Mathews Street, Los Angeles*
- 24 *Rev. Edwin S. Chase Residence, 2423 Michigan Avenue, Los Angeles*
- 27 *Brooklyn Theatre, 2524 East Brooklyn Avenue, Los Angeles*
- 30 *Charles Fisher Residence, 334 North Fickett Street, Los Angeles*
- 33 *Evergreen Cemetery & Ivy Chapel, 204 South Evergreen Street, Los Angeles*
- 39 *Siewart/Johnson Mortuary, 3827 East Whittier Boulevard, East Los Angeles*
- 40 *Boulevard Theatre, 4549 East Whittier Boulevard, East Los Angeles*
- 41 *United Artists Theatre, 5136 East Whittier Boulevard, East Los Angeles*
- 42 *Golden Gate Theatre, 5170-5188 East Whittier Boulevard, East Los Angeles*

Properties found to be conditionally eligible for listing in the National Register by the FTA for this undertaking and requiring a consensus determination from your office.

- 29 *Luna & Harry Patty Residence, 2533 Michigan Avenue, Los Angeles*
- 37 *Shingle/Queen Anne Residence, 118 South Alma Avenue, East Los Angeles*

Properties found to be ineligible for listing in the National Register by the FTA for this undertaking and requiring a consensus determination from your office.

- D1 *Cesar Chavez Avenue (formerly Brooklyn Avenue) Thematic Brick-Block District*
- 7 *Aliso Village (Extension at Clarence & 3rd), 1401 East 1st Street, Los Angeles*
- 12 *George B. Kellick Block, 1832 East 1st Street, Los Angeles*
- 13 *Tenement House for O. J. Beeson, 1719 Pleasant Avenue, Los Angeles*
- 15 *Felhandler Block and Bakery\*, 2100-2102 East Brooklyn Avenue, Los Angeles*
- 16 *Beer Brothers Block\*, 2116-2118 East Brooklyn Avenue, Los Angeles*
- 17 *Jacob Simon Block\*, 2132-2138 East Brooklyn Avenue, Los Angeles*
- 18 *Saylin Block\*, 2200-2206 East Brooklyn Avenue, Los Angeles*
- 19 *Segal Block & Dance Hall\*, 2228-2232 East Brooklyn Avenue, Los Angeles*
- 21 *Rosen Block & Lodge\*, 2334 East Brooklyn Avenue, Los Angeles*
- 22 *Brooklyn Hotel\*, 2418-2420 East Brooklyn Avenue, Los Angeles*
- 25 *Apartments for Elija S. Ginsburg, 334 North Mathews Street, Los Angeles*
- 26 *Eugene P. Fallis Residence, 338 North Mathews Street, Los Angeles*
- 28 *Residence for Fred Gottschalk, 329 North Fickett Street, Los Angeles*
- 31 *Lowenthal Stores\*, 2626-2632 East Brooklyn Avenue, Los Angeles*
- 32 *William J. Dinneen Residence, 2719 Michigan Avenue, Los Angeles*
- 34 *George and J. Hollis House, 3310 East 1st Street, Los Angeles*
- 35 *Patrick Dooley House, 3318 East 1st Street, Los Angeles*
- 36 *G. E. Platt Dairy House, 3464 East 1st Street, Los Angeles*
- 38 *Cladic Seminary; El Sinai, 508-512 South Indiana Street, East Los Angeles*

\* *These historic resources were evaluated both individually and as part of the Brooklyn Avenue Thematic District.*

## Request for Determination of Effect

Your concurrence is also requested with FTA's conclusions regarding the application of the Criteria of Effect and Adverse Effect for those properties listed in, determined eligible for listing in, or appearing eligible for listing in the National Register, as detailed in Attachment B--Findings of Effect Report and summarized as follows:

### Findings of No Effect

- 1 *Union Passenger Terminal, 800 North Alameda Street, Los Angeles*
- 2 *First Street Viaduct, 900-1100 Blocks of East 1st Street, Los Angeles*
- 3 *Greybar Electric Co. Warehouse, 201-213 South Santa Fe Avenue, Los Angeles*
- 4 *Craig Co. Wholesale Grocery, 215-243 South Santa Fe Avenue, Los Angeles*
- 6 *Fourth Street Viaduct, 900-1700 Blocks of East 4th Street, Los Angeles*
- 8 *Simon Gless Farm House, 131 South Boyle Avenue, Los Angeles*
- 11 *Hotel Mount Pleasant, 103-105 North Boyle Avenue, Los Angeles*
- 14 *Ralph H. Tombs Residence, 1814 Pennsylvania Avenue, Los Angeles*
- 20 *Congregation Talmud Torah, 247 North Breed Street, Los Angeles*
- 23 *Alfred W. Guest Cottage, 319 North Mathews Street, Los Angeles*
- 29 *Luna & Harry Patty Residence, 2533 Michigan Avenue, Los Angeles*
- 30 *Charles Fisher Residence, 334 North Fickett Street, Los Angeles*
- 33 *Evergreen Cemetery & Ivy Chapel, 204 South Evergreen Street, Los Angeles*
- 37 *Shingle/Queen Anne Residence, 118 South Alma Avenue, East Los Angeles*
- 39 *Mortuary, 3827 East Whittier Boulevard, East Los Angeles*
- 40 *Boulevard Theatre, 4549 East Whittier Boulevard, East Los Angeles*
- 41 *United Artists Theater, 5136 East Whittier Boulevard, East Los Angeles*

### Findings of No Adverse Effect

The effects of the undertaking would be limited to the transfer, lease, or sale of five (5) historic properties, and adequate restrictions or conditions would be included to ensure preservation of the property's significant historic features. Therefore the effects of the undertaking on the following properties would be *Exceptions to the Criteria of Adverse Effect* according to the conditions set forth in 36 CFR 800.9(c)(3):

- 5 *AT&SF Outbound Freight House, 970 East 3rd Street, Los Angeles*  
*[Acquisition and No Alteration--Little Tokyo Station: Options 1 and 2]*
- 9 *Jewish Home for Wayfarers, 127 South Boyle Avenue, Los Angeles*  
*[Acquisition and temporarily move off lot during construction]*
- 10 *Walter & Lillie Webb Residence, 125 South Boyle Avenue, Los Angeles*  
*[Acquisition and temporarily move off lot during construction]*
- 27 *Brooklyn Theatre, 2524 East Brooklyn Avenue, Los Angeles*  
*[Acquisition and No Alteration]*
- 42 *Golden Gate Theatre, 5170-5188 East Whittier Boulevard, East Los Angeles*  
*[Acquisition and No Alteration]*

## Description of the Undertaking's Effects

We look forward to your response on this matter as rapidly as your schedule will allow. We appreciate your assistance on preservation of cultural resources related to the Metro Rail Project in the past, and hope to have your continued cooperation and support in the future. As you may be aware, funding for this project is dependent upon an accelerated schedule for the FEIS and Section 106 compliance. If it would expedite your review of this documentation, we would be happy to arrange a meeting between yourself and our consultant staff to immediately resolve any issues or concerns you may have regarding this project. If you have any questions, please call Robert Hom of my staff at (415) 744-3116 for assistance. Thank you.

Sincerely,

  
Stewart F. Taylor  
Regional Administrator

Enclosures: Attachment A-Description of the Project  
Attachment B-Request for Determination of Eligibility Report  
Attachment C-Findings of Effect Report  
Attachment D-Preservation Stipulations and Covenants

cc: Ken Mowll, FTA, Washington D. C.  
Robert Hom, FTA, Region IX, San Francisco  
Leslie Rogers, Region IX, San Francisco  
Jim de la Loza, MTA, Los Angeles  
Diego Cardoza, MTA, Los Angeles

**Site #10** *Walter & Lillie Webb Residence, 125 South Boyle Avenue, Los Angeles*

The cut-and-cover construction of the First and Boyle Station would require acquisition of this property, a temporary move of the building off the lot during construction activities, and a return to its original setting after construction of the station is completed. A ventilation shaft would be permanently located in the front of the Webb Residence property. A ventilation shaft consists of a grating set flush to the ground and has no above-ground vertical elements. It will be placed in an unobtrusive location, probably the sidewalk, and will not alter the characteristics of the property which qualify it for inclusion in the National Register of Historic Places. If the ventilation shaft must be located on the property, it will be designed in accordance with Part IV. B. of the November 1983 Memorandum of Agreement.

The MTA, acting on behalf of the FTA, shall ensure that the property is moved in accordance with the approaches recommended in *Moving Historic Buildings* (John Obed Curtis, 1979, American Association for State and Local History), in consultation with your office, by a professional mover who has the capability to move historic structures properly. The MTA shall ensure that the Webb Residence is properly secured and protected from vandalism and weather damage during the period it is unoccupied.

The conditions regarding transfer, lease, or sale of the Webb Residence following construction are detailed in Attachment D--Preservation Stipulations and Covenants.

**Site #27** *Brooklyn Theatre, 2524 East Brooklyn Avenue, Los Angeles*

The construction of the Brooklyn/Soto Station would require acquisition of this property for a construction shaft on the rear 44 feet of this 150 foot parcel. The depth of the Brooklyn Theatre building is only 70 feet, so that the construction shaft would be 20 feet from its rear wall, and would not result in its alteration. A non-historic building located on the same parcel to the rear of the theater would, however, be demolished. The contractor would be required to confine all subsequent construction traffic to a safe distance from the *Brooklyn Theatre* to avoid accidental damage.

The conditions regarding transfer, lease, or sale of the Brooklyn Theatre following construction are detailed in Attachment D--Preservation Stipulations and Covenants.

**Site #42** *Golden Gate Theatre, 5170-5188 East Whittier Boulevard, East Los Angeles*

The construction of the Whittier/Atlantic Station would require permanent acquisition of the entire block located between Whittier Boulevard, Atlantic Boulevard, Woods Avenue, and Louis Place, which includes the Golden Gate Theatre parcel. No demolition or alteration of the Golden Gate Theatre is required for the construction of the station. Although plans are not finalized, a four- to six-story parking garage may be built adjacent to the theater at some time in the future, as well as potential joint development commercial facilities. Any facilities built adjacent to the theater will meet the design compatibility provisions in Part IV. A. and B. of the November 1983 Memorandum of Agreement.

The conditions regarding transfer, lease, or sale of the Golden Gate Theatre following construction are detailed in Attachment D--Preservation Stipulations and Covenants.

If your review of this letter and the restrictions and conditions presented in Attachment D leads you to concur with our findings that this undertaking would have "No Adverse Effect" on historic properties, we will prepare the required summary documentation and submit it to the ACHP in accordance with 36 CFR 800(d). If the ACHP does not object to these findings within 30 days or proposes acceptable changes, the FTA would not be required to take any further steps in the Section 106 process other than compliance with any agreements between us concerning this undertaking.

Findings of No Adverse Effect with Conditions

The effects of the undertaking would be limited to the transfer, lease, or sale of the following historic properties. Adequate restrictions or conditions to ensure preservation of each property's significant historic features will be included in stipulations to the Memorandum of Agreement for this project for buildings to be temporarily moved, and in a preservation covenant for properties to be acquired but not altered.

*Site #5 AT&SF Outbound Freight House, 970 East 3rd Street, Los Angeles*

The MTA is proposing to acquire the parcel at the southwest corner of Santa Fe Avenue and Third Street adjacent to the Little Tokyo Station which would be located under Santa Fe Avenue. The parcel consists of 9.8 acres, most of which is currently vacant except for the AT&SF Outbound Freight House which extends for over 1200 feet from Third Street to Fourth Street on the eastern edge of the property and fronting on Santa Fe Avenue. The MTA would use the vacant portion of this parcel as a storage and laydown area for the contractor constructing the Little Tokyo Station and adjoining tunnel segments.

There are two options for a station entrance. Under Option 1 of the Little Tokyo Station, the AT&SF Outbound Freight House would be acquired, and the station entrance would be located adjacent to the west (rear) of the historic building. To provide passenger access to the station, a tunnel would be dug under the historic building to the station under Santa Fe Avenue. Construction of the passenger access tunnel will be undertaken in such a way that it would not damage or cause the alteration of the AT&SF Outbound Freight House. The contractor would be required to confine all construction traffic to a safe distance from the AT&SF Outbound Freight House to avoid accidental damage. The design of the new station entrance will conform to the guidelines specified in Part IV.A. of the November 1983 Memorandum of Agreement.

Option 2 of the Little Tokyo Station would also acquire the AT&SF Outbound Freight House property, and use the vacant portion of the parcel to the rear of the building as a temporary construction lay-down area, but in this option the station entrance would be located across (east of) Santa Fe Avenue in the Metro Rail yard. There would be no need to demolish or alter any portion of the historic building. The contractor would be required to confine all construction traffic to a safe distance from the AT&SF Outbound Freight House to avoid accidental damage.

For all options, the conditions regarding transfer, lease, or sale of the AT&SF Outbound Freight House are detailed in Attachment D--Preservation Stipulations and Covenants.

*Site #9 Jewish Home for Wayfarers, 127 South Boyle Avenue, Los Angeles*

The cut-and-cover construction of the First and Boyle Station would require acquisition of this property, a temporary move of the building off the lot during construction activities, and a return to its original setting after construction of the station is completed. Construction may require grading of part of the property, however, the site topography will be returned to its original condition before the building is returned.

The MTA, acting on behalf of the FTA, shall ensure that the property is moved in accordance with the approaches recommended in *Moving Historic Buildings* (John Obed Curtis, 1979, American Association for State and Local History), in consultation with your office, by a professional mover who has the capability to move historic structures properly. The MTA shall ensure that the Jewish Home for Wayfarers is properly secured and protected from vandalism and weather damage during the period it is unoccupied.

The conditions regarding transfer, lease, or sale of the Jewish Wayfarer's Home following construction are detailed in Attachment D--Preservation Stipulations and Covenants.

37526153

# **SECTION 106 DOCUMENTATION**

for the

**METRO RAIL RED LINE EAST EXTENSION  
IN THE CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

Prepared For:

Lead Agency:  
Federal Transit Administration  
Department of Transportation  
Washington, D. C. 20590

Cooperating Agency:  
Los Angeles Metropolitan Transportation Authority  
818 West 7th Street  
Los Angeles, California 90017

Prepared By:

Myra L. Frank & Associates, Inc.  
811 West 7th Street  
Los Angeles, California 90017

April 1994

*Metro Red Line East Extension*  
*Section 106 Documentation*

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# *Attachment A*

## **DESCRIPTION OF THE PROJECT (FEIS Chapter 2)**

for the

### **METRO RAIL RED LINE EAST EXTENSION IN THE CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

Prepared For:

Lead Agency:

**Federal Transit Administration  
Department of Transportation  
Washington, D. C. 20590**

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818 West 7th Street  
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811 West 7th Street  
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**April 1994**

## CHAPTER 2: ALTERNATIVES CONSIDERED

### 2-1 INTRODUCTION

This chapter describes the alternatives that are evaluated in this Final EIS/EIR for the Los Angeles Eastside Corridor. Two alternatives are reviewed: (1) the No Project Alternative, and (2) the Locally Preferred Alternative.

Following public review of the ten alternatives presented in the April 1992 Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR), the MTA Board of Directors selected in June 1993 a Locally Preferred Alternative (LPA). This heavy rail LPA has been refined, based on Preliminary Engineering findings and is presented in this Final EIS/EIR. A more detailed description of the LPA, as modified during Preliminary Engineering, is included in the Metro Red Line Segment Three East Side Extension Preliminary Engineering Design Report, 1994. This report and all other documents referenced in this Final EIS/EIR are available for public review at the Los Angeles County Metropolitan Transportation Authority's (MTA's) offices and are incorporated herein by reference.

Background assumptions, physical and operating characteristics, capital costs and operating and maintenance costs are provided in this chapter. Alternatives considered during selection of the LPA and reasons for the LPA selection are also provided; and changes that have occurred to the project since circulation of the AA/DEIS/DEIR are discussed.

In the development of the future transit alternatives, the Federal Transit Administration (FTA) requires a definition of transportation facilities and services reasonably expected to be in place in the future analysis ("forecast") year. For analysis purposes, this common set of transportation capacity and service levels (called background assumptions) is held constant for the region outside the Eastside Corridor study area. The forecast year for this Final EIS/EIR is 2010. The year 2010 background assumptions include transportation improvements not only in the County of Los Angeles but also in the urbanized portion of SCAG's regional transportation planning area.

Transportation improvements with the most significant effects on the Eastside Corridor would be projects and programs for the Los Angeles County portion of the regional plan. The current Los Angeles County plan is detailed in the MTA's April 1992 30-Year Integrated Transportation Plan (30-Year Plan), which establishes a framework of highway, bus, rail and demand management strategies and matching financial strategies designed to address current and projected mobility needs in Los Angeles County. The background assumptions used for the Eastside Corridor study are all consistent with the "fundable plan" component of the 30-Year Plan.

The background assumptions for the two alternatives include the following transportation improvements:

- Freeway capacity improvements and gap closures (Table 2-1.1),
- Regional high occupancy vehicle (HOV) lanes and transitway network (Table 2-1.2),
- Urban rail network (Table 2-1.3),
- Regional commuter rail network (Table 2-1.4), and
- Freeway express and local bus systems increases.

**TABLE 2-1.1: FREEWAY GAP CLOSURES/NEW FREEWAYS**

COUNTY	ROUTE	DESCRIPTION
LOS ANGELES COUNTY	SR-30	Gap closure from SR-66 to San Bernardino County line.
	SR-71	Gap Closure from Holt/Valley Boulevard to SR-60.
	SR-126	Newly aligned freeway from I-5 north to Ventura County line.
	SR-138	Widen from Avenue T to 165th Street.
	I-5	Widen from Orange County Line to I-605 interchange.
	I-105	New Century Freeway built between Norwalk (I-605) and Sepulveda Boulevard (SR-1).
	I-710	Gap closure from I-10 to I-210/SR-134.
ORANGE COUNTY	I-5	Widen from Fourth Street interchange to Los Angeles County line.
	SR-73	New San Joaquin Hills Transportation Corridor from MacArthur Boulevard to I-5 South.
	SR-231	New Eastern Transportation Corridor (freeway) from SR-91 to Jamboree Road.
	SR-241	New Foothill Transportation Corridor (freeway) from SR-231 to San Diego County line.
VENTURA COUNTY	SR-126	Newly aligned freeway from Los Angeles County line to Fillmore.
RIVERSIDE COUNTY	SR-91	Widen from Magnolia Avenue interchange to Orange County line.
	SR-60	Widen from Redlands Boulevard interchange to Valley Way interchange.
	SR-74	Widen from I-15 to I-215 interchanges.
	I-215	Convert to freeway from south of Van Buren to SR-60 junction.
	SR-71	Gap closure from SR-91 interchange to San Bernardino County line.
SAN BERNARDINO COUNTY	SR-30	Gap closure from Los Angeles County line to I-215.
	SR-60	Widen freeway from Los Angeles to Riverside County lines (both ways).
	SR-71	Gap closure from Riverside to Los Angeles County lines.
	I-215	Widen freeway from I-10 to SR-30 interchanges.

Source: Fundable Plan of Highway Component, MTA 30-Year Integrated Transportation Plan, April 1992; SCAG 1989 Regional Mobility Plan.

**TABLE 2-1.2: REGIONAL HOV AND TRANSITWAY NETWORK**

COUNTY	ROUTE	LIMITS
Los Angeles County	I-5	From Route 14 to I-10.
	I-10	From El Monte to San Bernardino County Line.
	SR-14	From I-5 to Avenue P-8 in Palmdale.
	SR-30	From SR-57 to Foothill Freeway.
	SR-57	From Orange County line to SR-60.
	SR-60	From San Bernardino County line to I-710.
	SR-71	From Holt/Valley Boulevard to SR-60.
	SR-91	From Harbor Freeway (I-110) to Orange County line.
	I-105	From Norwalk to LAX.
	I-110	From I-10 to I-5 north.
	SR-118	From Ventura County line to I-5.
	I-110	From I-405 to I-10.
	SR-134	From Routes 101/170 to I-210.
	SR-170	From I-5 to Routes 101/134.
	I-210	From SR-30 to SR-134.
	I-405	From I-5 south to Orange County line.
	I-605	From I-10 to I-405.
I-710	From I-10 to I-210.	
Orange County	I-5	SR-1 interchange in San Clemente to Los Angeles County line.
	SR-91	Riverside to Los Angeles County line.
	I-405	El Toro interchange to Los Angeles County line (existing).
	SR-55	I-405 to SR-91.
	SR-57	Los Angeles County line to I-5/SR-22 interchange.
	SR-73	I-405 to I-5 south.
	SR-231	SR-91 to I-5.
	SR-133	SR-241 to I-405.
SR-241	SR-133 to San Diego County Line.	
Riverside County	SR-91	Orange County line to SR-91/I-215/SR-60.
	SR-71	SR-91 to San Bernardino County line.
	I-215	SR-91/SR-60 interchange to San Bernardino County line.
San Bernardino County	SR-30	Los Angeles County line to I-215.
	SR-60	Los Angeles County line to I-15 interchange.
	I-10	Los Angeles County line to I-15 interchange.
	SR-71	SR-71 Riverside County line to SR-71/SR-60 interchange.

Sources: Fundable Plan of Highway Component, MTA 30-year Integrated Transportation Plan (April 1992); SCAG Constrained Improvements, Regional Mobility Plan (in counties other than Los Angeles).

**TABLE 2-1.3: URBAN RAIL TRANSIT NETWORKS IN  
LOS ANGELES AND ORANGE COUNTIES**

LINES	SEGMENTS/CORRIDORS	BOUNDARIES
<b>LOS ANGELES COUNTY</b>		
RED LINE	Segments 1,2,3	Union Station to North Hollywood, with leg to Mid-City Segment.
	San Fernando Valley	North Hollywood to Sepulveda Boulevard.
BLUE LINE	Southern Pacific Railway/Long Beach Boulevard	7th and Flower to Long Beach Mall.
	Santa Fe Railway/Foothill Freeway	Union Station to Sierra Madre.
	Downtown Connector	Union Station to 7th/Flower.
	Santa Fe Railway	Sierra Madre To Azusa.
	Exposition Branch	7th/Flower to University of Southern California (USC).
	Burbank to Los Angeles	Union Station to Burbank Airport.
GREEN LINE	Century Freeway	Norwalk to El Segundo (Freeman/El Segundo).
	Eastern extension to Orange County/Commuter Rail (Imperial Highway)	Norwalk to Studebaker Road.
	North Coast extension to Westchester Parkway	El Segundo to north of LAX.
	South Coastal to Torrance (Hawthorne Boulevard)	El Segundo to Torrance.
OTHER LINES	I-405/SR-14 (high-speed rail corridor)	LAX to Palmdale.
<b>ORANGE COUNTY (Initial Urban Rail Network)</b>		
FIXED GUIDEWAY/ AUTOMATED TECHNOLOGY	Alton Parkway/Main Street/Katella Avenue/Harbor Boulevard	Irvine to Fullerton.
FIXED GUIDEWAY/ AUTOMATED TECHNOLOGY	Santa Fe Railway/Imperial Highway	Fullerton to Norwalk.
LIGHT RAIL TRANSIT	Pacific Electric Right-of-way	Santa Ana to Garden Grove.

Source: Fundable Plan of Rail Component, MTA 30-Year Integrated Transportation Plan (April 1992); OCTA Urban Rail Master Plan (October 1991).

**TABLE 2-1.4: REGIONAL COMMUTER RAIL NETWORK COVERAGE**

<b>RAIL CORRIDOR (LINE)</b>	<b>EXISTING PASSENGER SERVICES</b>	<b>ADDITIONAL COUNTIES TO BE SERVED IN THE FUTURE</b>
LOSSAN - Oceanside to Los Angeles (Santa Fe Railway)	San Juan Capistrano-Los Angeles Commuter Rail and AMTRAK (San Diego-Los Angeles)	None
Santa Clarita to Los Angeles (Southern Pacific Railroad)	Santa Clarita-Los Angeles	Los Angeles From I-5 to Avenue P-8 in Palmdale
Palmdale to Santa Clarita	N/A	Los Angeles
Moorpark to Los Angeles (Southern Pacific Railroad)	AMTRAK (Santa Barbara to Los Angeles) Moorpark-Los Angeles	Ventura, Los Angeles
San Bernardino To Los Angeles (Southern Pacific Railroad and Santa Fe Railway)	San Bernardino - Los Angeles	None
San Bernardino-Riverside-Fullerton (Santa Fe Railway)	N/A	San Bernardino, Riverside, Orange
Riverside to Los Angeles (Union Pacific Railroad)	Riverside	San Bernardino
San Bernardino-Riverside-Orange-Santa Ana-Irvine (Santa Fe Railway)	N/A	San Bernardino, Riverside, Orange
San Bernardino-Mentone (Santa Fe Railway)	N/A	San Bernardino
Riverside to Hemet (Santa Fe Railway)	N/A	Riverside

Source: Fundable Plan of Rail Component, MTA 30-Year Integrated Transportation Plan (April 1992).

**2-2 NO-BUILD ALTERNATIVE**

Review of the No-Build Alternative allows for an evaluation of impacts associated with not building the LPA. Analysis of the No-Build alternative should aid decision-makers in their review of the benefits to be derived from the LPA when weighed against its costs. Cost considerations include such factors as future traffic congestion, air quality levels, economic development and the ability of the region to continue to meet its basic transportation needs. The No-Build Alternative includes the transportation improvements identified as the year 2010 background assumptions presented in Section 2-1.

**2-2.1 HIGHWAYS**

No new major capital highway projects are programmed within the Eastside Corridor study area (see Figure 1-1.2). One of the two major highway improvements programmed in proximity to the Eastside Corridor study area is an extension of the existing HOV lanes (one lane in each direction) on the I-10 (San Bernardino Freeway) from the current terminus at the El Monte Bus Center to the I-15 freeway in San Bernardino. The other proposed improvement is the I-710 (Long Beach Freeway) gap closure, which includes three general traffic lanes and one HOV lane

in each direction from Valley Boulevard (just north of I-10) to the I-210 (Foothill Freeway) in Pasadena. A description of existing highway facilities is given in Section 1-3.1.1.

## **2-2.2 TRANSIT**

There are no new major capital transit projects programmed for the Eastside Corridor area. However, regional improvements to peak hour frequencies and the implementation of other regional rail projects are expected to result in a general increase in transit accessibility for residents to employment and retail centers. Due to the current ridership levels and forecasted growth in the study area, the local bus frequencies would probably be increased. Feeder bus access to Eastside Corridor rail stations would also improve. The proposed Metro Red Line bus/rail interface plan for the eastern extension which describes the feeder bus access is presented below in Section 2-3.4.1. Express services on freeways do not currently serve residents of the study area; therefore, current express service levels (with minor adjustments) are assumed for the background 2010 bus/rail system. The bus routes for the study area are shown in Figure 2-2.1.

For the No-Build alternative, proposed increases in peak period service are shown in the No-Build column of Table 2-1.5. As shown in Table 2-1.5, major east-west and north-south lines would receive increased transit service. It is assumed for the No-Build alternative that no new physical facilities (none is planned by the City of Los Angeles and the County of Los Angeles) would be constructed to improve bus transit travel times, except for those that might be needed for new developments in the area. A description of the existing transit services is given in Section 1-3.1.2.

## **2-3 LOCALLY PREFERRED ALTERNATIVE (LPA)**

As selected by the MTA Board of Directors in June, 1993, and consistent with the technology decision in the 1980 Final Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report on Transit System Improvements in the Los Angeles Regional Core<sup>1</sup>, incorporated herein by reference, the LPA for the Eastside Corridor would be a heavy-rail system that would represent an extension of the Metro Rail Red Line currently in operation in downtown Los Angeles. The LPA would consist of cut-and-cover and open-cut underground stations connected by tunnel line sections that generally would be located within public streets rights-of-way. The design criteria and standards used for the LPA are consistent with the latest Metropolitan Transportation Authority/Rail Construction Corporation (MTA/RCC) Metro Red Line System Design Criteria and Standards documents. The five volumes discuss in detail: (1) general system criteria, (2) station criteria, (3) subsystems criteria, (4) civil/structural criteria, and (5) mechanical/electrical criteria.

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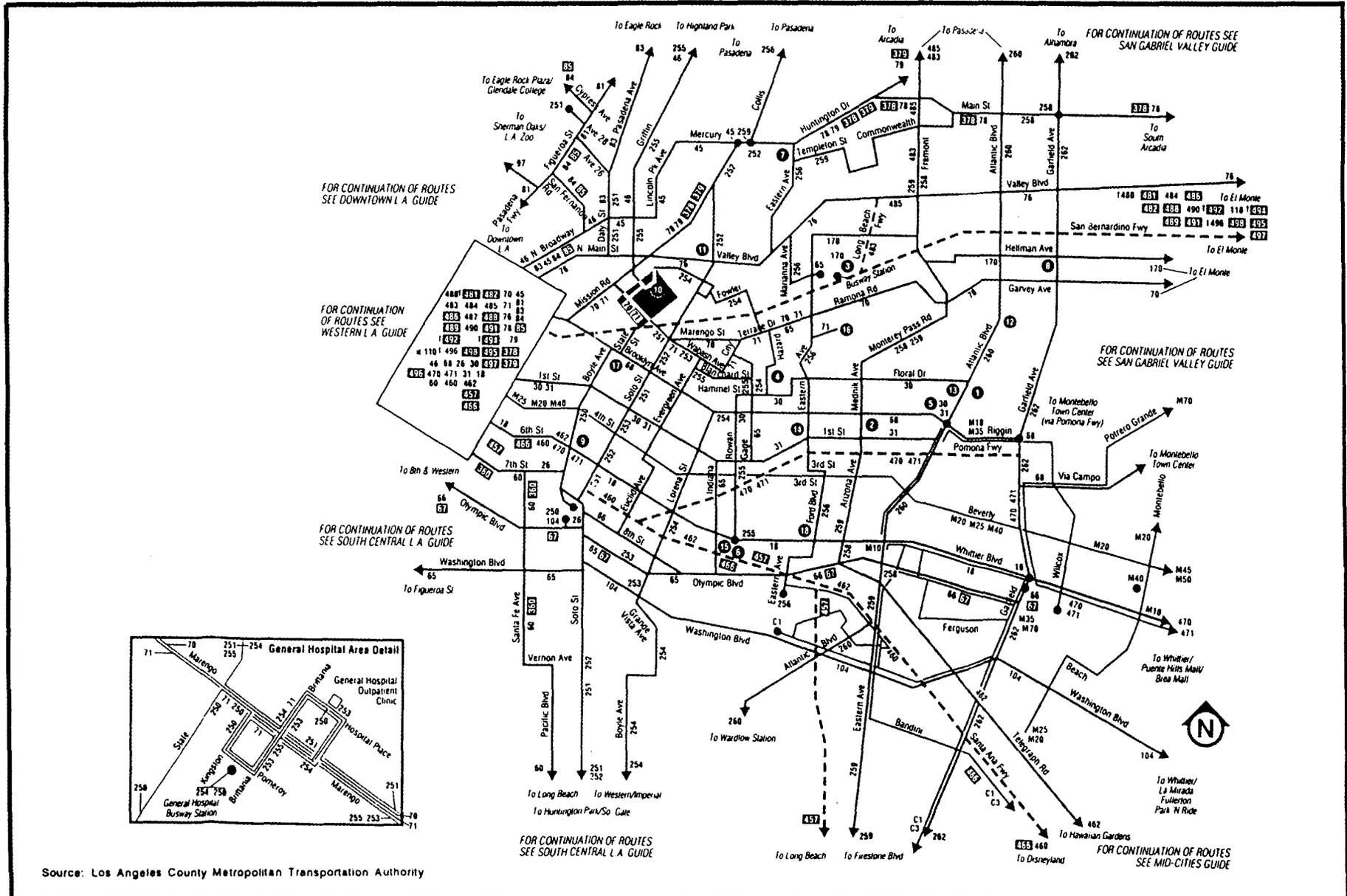
<sup>1</sup> This Tier I EIS reviewed transit mode alternatives for the Los Angeles Regional Core and identified the Wilshire Corridor as the priority corridor. Heavy rail was identified as the recommended transit technology.

**TABLE 2-1.5: LOCAL BUS ROUTES SERVING EASTSIDE CORRIDOR  
PEAK PERIOD HEADWAYS**

LINE NUMBER	DESCRIPTION	HEADWAYS (minutes)				
		EXISTING	NO-BUILD (YEAR 2010)	LPA (YEAR 2010)	IOS-1 (YEAR 2010)	IOS-2 (YEAR 2010)
18	Whittier	7	5	4	4	4
18L	Whittier-Limited	-	-	-	-	-
30/31	First	5	4	4	4	4
30L/31L	First-Limited	-	-	-	-	-
65	Washington, Indiana, Gage	16	15	6	6	6
66/67	Olympic	5	5	4	4	4
68	Brooklyn	8	6	4	4	4
68L	Brooklyn-Limited	-	-	-	-	-
70	Garvey/City Terrace	10	10	10	10	10
104	Brooklyn	30	30	30	30	30
250/253	Boyle-State, Evergreen	20	20	10	10	10
251/252	Soto	6	6	5	5	5
254	Lorena	25	25	6	6	6
255/46	Rowan	45	40	6	6	6
256	Ford/Eastern	22	20	6	6	6
258/259	Arizona	20	15	5	5	5
260	Atlantic	10	10	6	6	6
262	Garfield	30	15	10	10	10
460 <sup>[a]</sup>	I-5	20	20	20	20	20
462 <sup>[a]</sup>	I-5	20	10	10	10	10
466 <sup>[a]</sup>	I-5	25	15	15	15	15
470/471 <sup>[a]</sup>	SR60	15	15	10	10	10
620	Boyle Heights Shuttle	20	20	10	10	10
M10	Whittier/Atlantic	10	10	6	6	6
M35	Garfield, Riggan	30	30	12	12	12
M40	Fourth	10	6	8	8	8

Notes: <sup>[a]</sup> Express Bus Route serving Eastside Corridor

Source: MTA Modeling/GIS Division, April 1994; ICF Kaiser Engineers, April 1994; (Parsons Brinckerhoff Quade & Douglas, Inc. and Mundle & Associates, March 4, 1993, AA/DEIS/DEIR Los Angeles Eastside Corridor, April 1993.)



### 2-3.1 ALIGNMENT DESCRIPTION

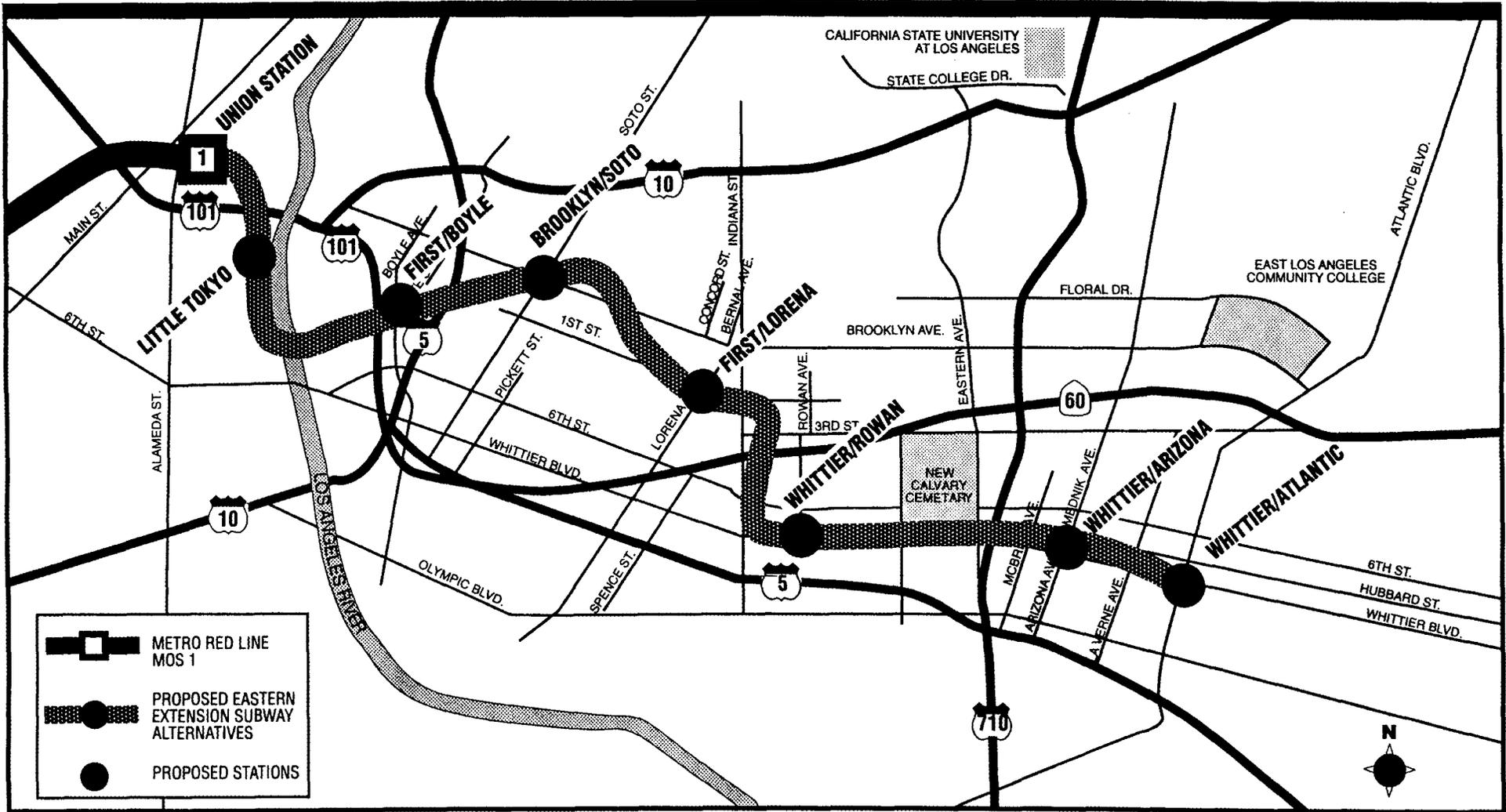
The LPA is a 6.8-mile below-grade alignment with seven stations extending from Los Angeles Union Station east to the intersection of Whittier Boulevard and Atlantic Boulevard (Figure 2-3.1). The depth of the tunnel (from top of rail to ground surface) would generally range from 45 feet as it passes under the Los Angeles River to approximately 110 feet as it passes under State Route 60 (Pomona) freeway. Appendix 4 contains plan and profile drawings for the tunnel sections of the LPA. These drawings illustrate the location and depth of the tunnel and stations for the LPA. For a more detailed description of the stations, see Section 2.3.2 below.

The LPA alignment would begin approximately 130 feet east of the Union Station platform where the tracks would branch from the existing tunnel structure that include the tracks leading to the Metro Yard and Shops. The tracks (one for each direction) would branch off each side of the existing tunnel structure and proceed south in separately mined tunnels beneath the U.S. 101 (Hollywood) freeway, swing apart to allow for the inbound tunnel to pass under the current Metro Rail yard lead tracks, pass under private property and come together at the Little Tokyo station under street right-of-way at the intersection of Santa Fe Avenue and Third Street. The large separation between tunnels precludes cross passages between the two tunnels. For this segment, therefore, two emergency exits to the surface would need to be provided for each tunnel to meet Fire/Life Safety requirements.

After leaving the Little Tokyo station, the alignment would proceed in twin mined tunnels through a long eastward curve, passing beneath the Metro Yard and Shops and crossing under the Los Angeles River just north of the Fourth Street Bridge. The alignment would leave the curve in a northeasterly direction, passing under private property and the U.S. 101 (Hollywood) freeway before reaching a station located near the intersection of First Street and Boyle Avenue (First/Boyle station). A 375-foot crossover would be located at the southwestern end of this station.

From the First/Boyle station, the alignment would proceed in a northeasterly direction, passing below private property and the I-5 (Golden State) freeway. It would then run under private property parallel to and approximately midway between Brooklyn Avenue and New Jersey Street before entering an off-street station southeast of the intersection of Brooklyn Avenue and Soto Street (Brooklyn/Soto station).

From the Brooklyn/Soto station, the alignment would make an S-curve bringing it further south under First Street, still parallel to Brooklyn Avenue. Generally 750 and 1,000 foot radius curves are required in this segment to avoid entering Evergreen Cemetery property and to avoid potential impacts associated with changing the location and orientation of the Brooklyn/Soto station. Once under First Street, the alignment would pass through a station under the street right-of-way at the intersection of First Street and Lorena Avenue (First/Lorena station). A 375-foot crossover would be located as the western end of this station.



METROPOLITAN  
TRANSPORTATION AUTHORITY

# METRO EASTERN EXTENSION

## Los Angeles Eastside Corridor Locally Preferred Alternative

SCALE: 1 INCH = 0.7 MILE

DATE: June 1993

From the First/Lorena station, the alignment would make a southerly turn east of Indiana Street, bending back to run under Indiana Street immediately south of State Route 60 (Pomona) freeway. This curve goes past Indiana Street, since the First/Lorena station is too close to Indiana Street and the short curve that would be required to connect directly onto Indiana Street would jeopardize the speed of the train. The alignment would then continue south under Indiana Street until approximately Princeton Street, where it would make an easterly curve to run east beneath Whittier Boulevard. After completing this curve, the alignment would pass through a station under the street right-of-way at the intersection of Whittier and Rowan Avenues (Whittier/Rowan station). A 375-foot crossover is proposed for the western end of the Whittier/Rowan station.

From the Whittier/Rowan station, the LPA would continue east under Whittier Boulevard past the New Calvary Cemetery. The alignment would deviate from Whittier Boulevard as the boulevard turns to head southeast immediately west of the I-710 (Long Beach) freeway. The alignment would continue east past the freeway before making a slight curve to come parallel to Whittier Boulevard. The alignment would continue in a southeasterly direction under private property and through an off-street station near the intersection of Whittier and Arizona boulevards (Whittier/Arizona station) before swinging south via an S-curve to continue heading southeast under Whittier Boulevard. The alignment would pass through a station under the street right-of-way at the intersection of Whittier Boulevard and Atlantic Avenue (Whittier/Atlantic station) and would end with a 750-foot tail track section. A 375-foot crossover is proposed for the western end of the Whittier/Atlantic station.

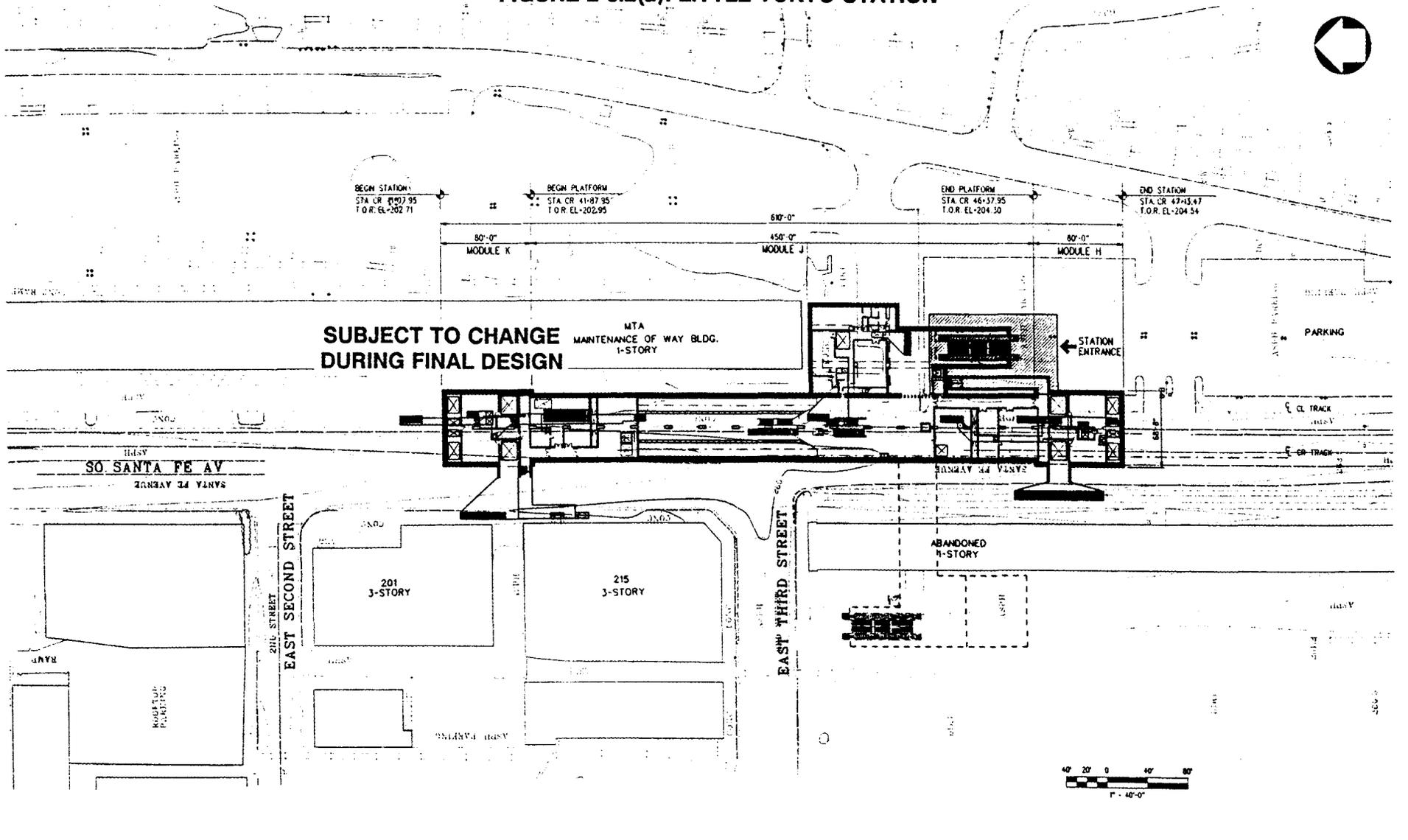
### **2-3.2 STATION DESCRIPTIONS**

Figures 2-3.2 through 2-3.8 show the proposed vertical and horizontal locations and orientations, based on preliminary engineering, of the seven stations included in the LPA. The stations would utilize standard modular station designs consistent with the latest MTA/RCC Metro Red Line System Design Criteria and Standards documents. A standard modular double-end and single-end mezzanine subway station, with double-height public space over the platform, has been developed for use on the Red Line Eastern Extension. Four of the stations are designed with crossovers to enable the trains to move from one track to the other. With the exception of the Little Tokyo Station, all under-street stations and crossovers would be excavated from the surface and covered with a deck. Off-street stations, crossovers and the Little Tokyo station would be constructed using an open cut technique.

In locating the stations, efforts have been made during the planning and engineering phases to minimize, to the extent possible, the acquisition of private property as well as the possible impacts on residential property and local businesses. A mix of on- and off-street stations has therefore been adopted for the LPA to best meet these objectives. Primary station entrance locations have been identified for all stations. Criteria used for identifying these station entrances included efforts to:

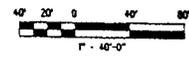
- minimize residential acquisitions/displacement of active retail/commercial businesses,
- facilitate rail/bus transfers,
- create a pedestrian supporting environment,
- evaluate joint development potential,
- provide an area around rail station entrances that creates a sense of safety, and
- minimize major environmental issues.

**FIGURE 2-3.2(a): LITTLE TOKYO STATION**



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1-STORY



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**J. ARQUELLO/M.S.**  
DRAWN BY  
**M.S. ARANA**  
CHECKED BY  
**F. KARIM/A. KOHAN**  
IN CHARGE  
**A. KOHAN**  
DATE  
**22 APR 94**

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**ENGINEERING MANAGEMENT CONSULTANTS**  

 1000 Wilshire Blvd. Suite 1000  
 Los Angeles, CA 90017  
 Phone: (213) 487-1000  
 Fax: (213) 487-1001  
 Website: www.emic.com

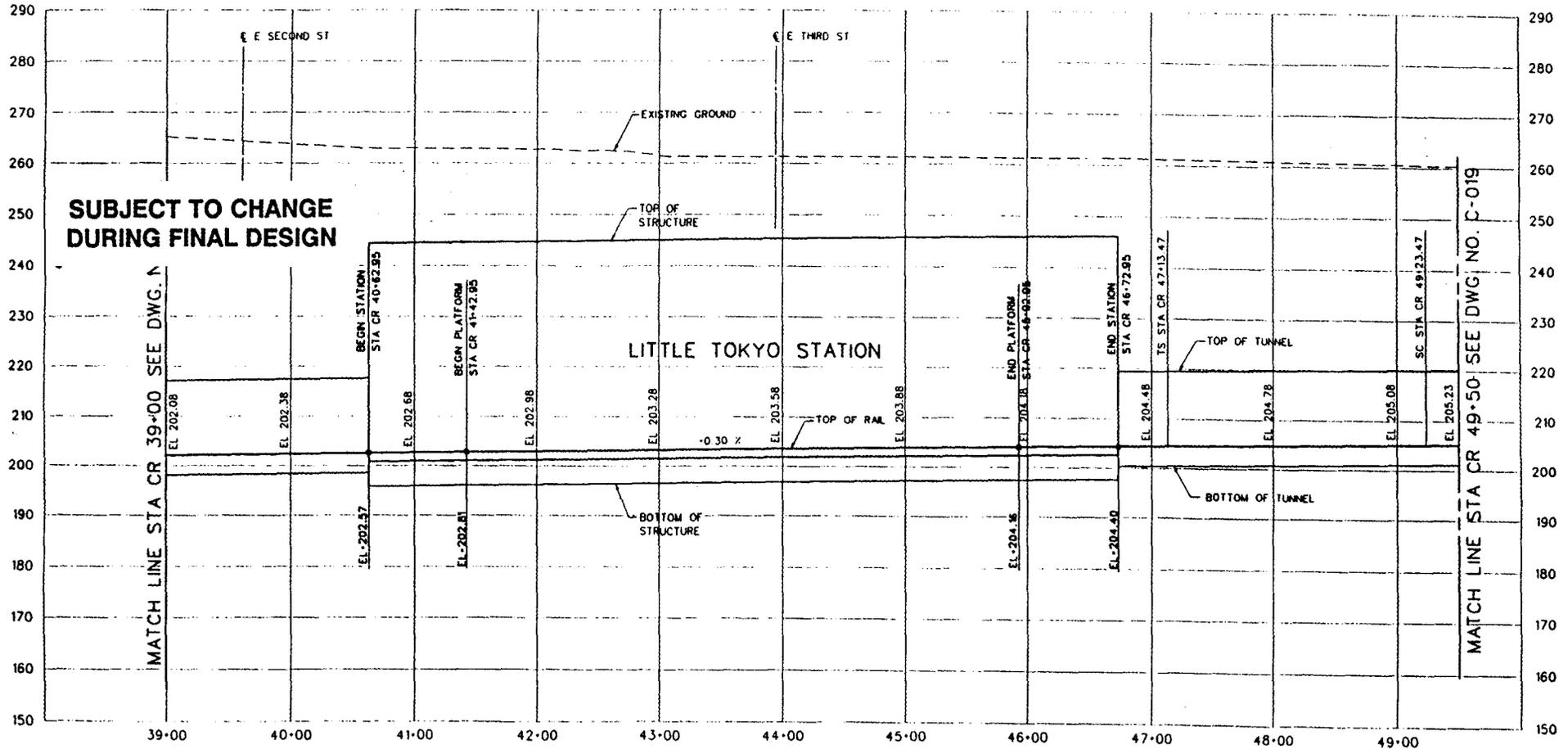
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APPROVED: \_\_\_\_\_

**EAST SIDE EXTENSION  
LITTLE TOKYO STATION  
SITE PLAN**

CONTRACT NO.	C0501
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SCALE	1" = 40'-0"
SHEET NO.	

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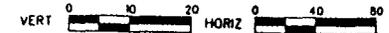
FIGURE 2-3.2(b): LITTLE TOKYO STATION



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MATCH LINE STA CR 49+50 SEE DWG. NO. C-019



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**M. HURWITZ**

DRAWN BY  
**S. BRAHM**

CHECKED BY  
**S. BRAHM**

IN CHARGE  
**J. IVYNIAN**

DATE

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CHECKED BY \_\_\_\_\_

IN CHARGE \_\_\_\_\_

DATE \_\_\_\_\_

EAST SIDE EXTENSION  
TUNNEL LINE SECTION  
PROFILE  
STA CR 39+00 TO STA CR 49+50

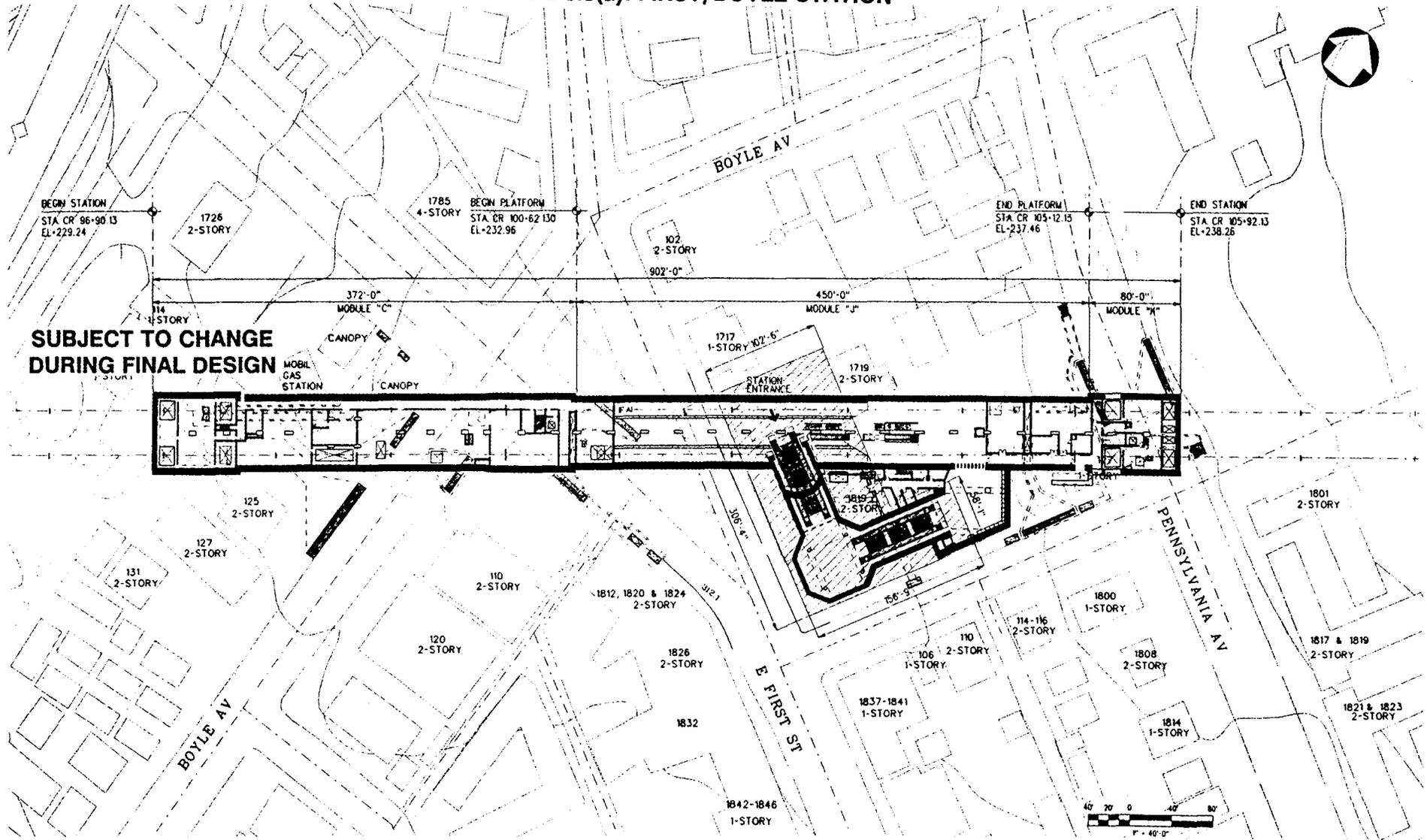
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**C0501**

DESIGNED BY  
**C-017**

SCALE  
HORIZ. 1"=40'  
VERT. 1"=10'

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**24**

**FIGURE 2-3.3(a): FIRST/BOYLE STATION**



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J. ARGUELLO/M.S.  
DRAWN BY:  
M.S. ARANA  
CHECKED BY:  
A. KOHAN/M.P.  
IN CHARGE:  
A. KOHAN

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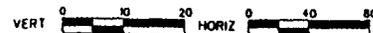
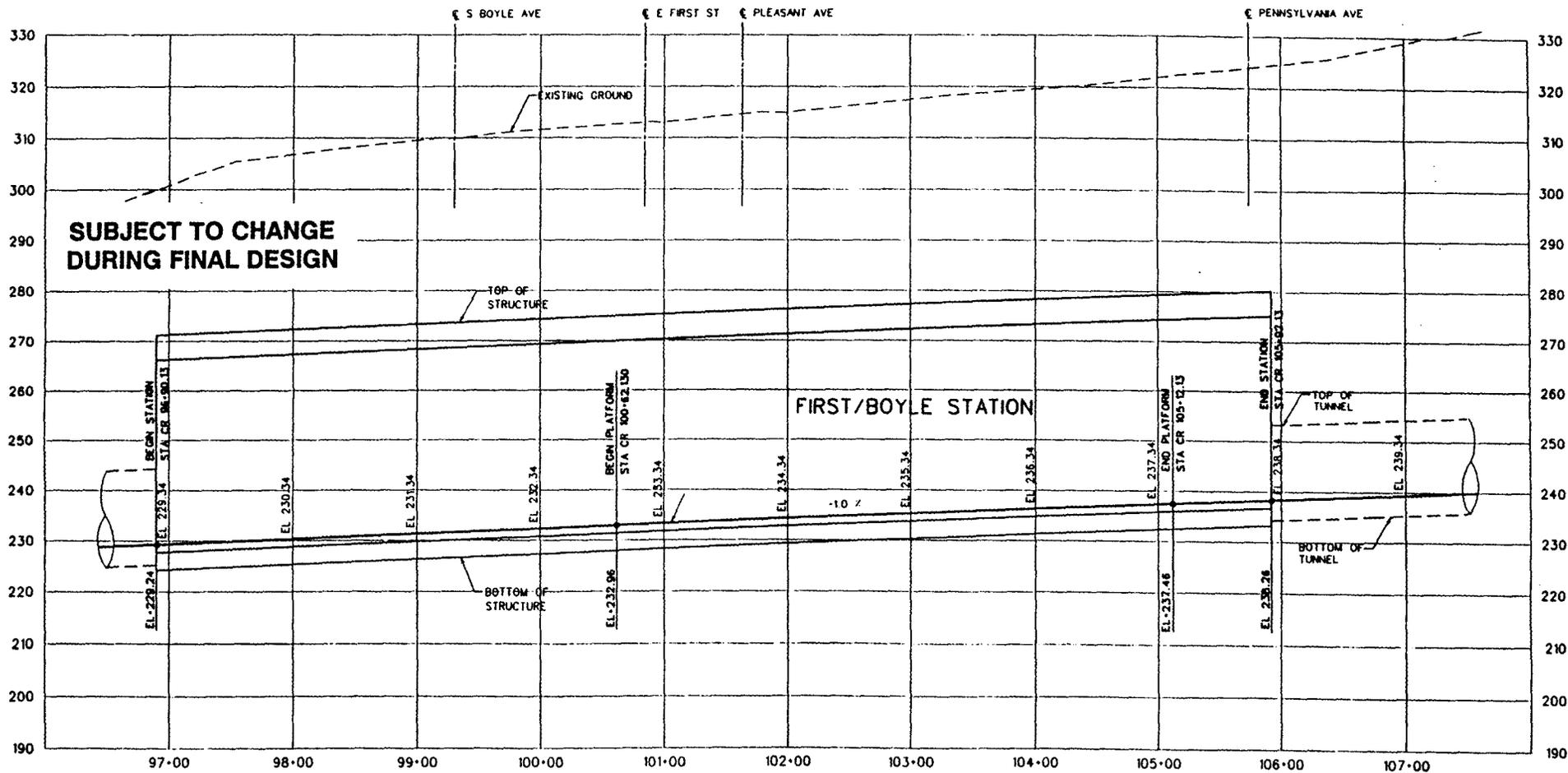
ENGINEERING MANAGEMENT CONSULTANT  
 an affiliate of  
 Parsons Brinckerhoff Jones & Jacobs, Inc.  
 1000 Wilshire Blvd., Suite 2000  
 Los Angeles, CA 90017  
 Telephone: (213) 463-1000

SUBMITTED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_

**EAST SIDE EXTENSION  
 FIRST/BOYLE STATION  
 SITE PLAN**

CONTRACT NO. C0521  
 SHEET NO. 0  
 SCALE: 1" = 40'-0"  
 SHEET NO.

FIGURE 2-3.3(b): FIRST/BOYLE STATION



REV	DATE	BY	CHKD	APP	DESCRIPTION

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DRAWN BY S. BRAHM
CHECKED BY M. HURWITZ
IN CHARGE J. IVYMAN
DATE

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTANTS

Project: East Side Extension  
 Station: First/Boyle Station  
 Drawing: Profile

DATE: \_\_\_\_\_

**EAST SIDE EXTENSION**  
**FIRST/BOYLE STATION**  
**PROFILE**

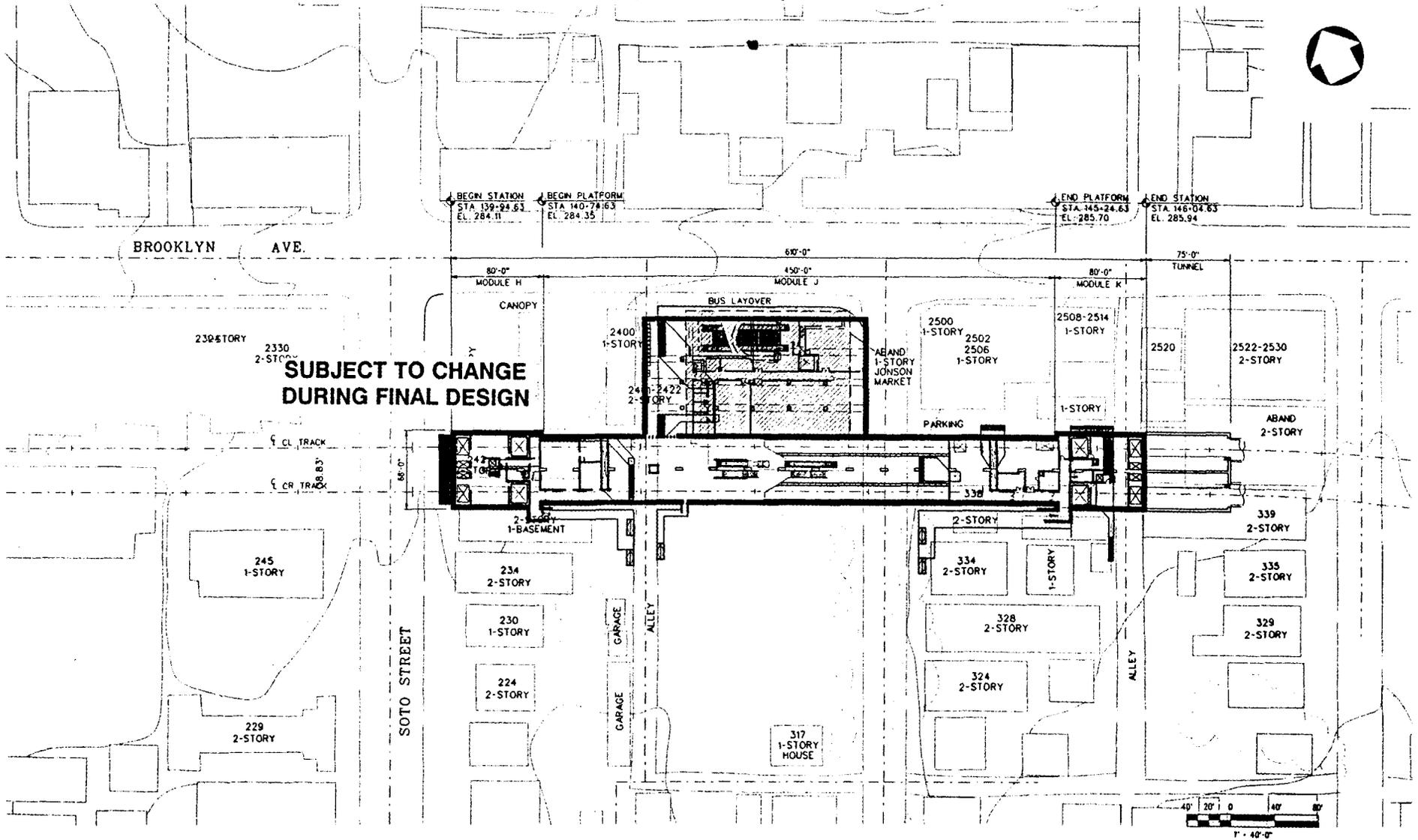
CONTRACT NO. C0521

DRAWING NO. C002

SCALE: HORIZ. 1"=40'  
 VERT. 1"=10'

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**FIGURE 2-3.4(a): BROOKLYN/SOTO STATION**



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 DRAWN BY  
**M.S. ARANA**  
 CHECKED BY  
**J. ARQUELLO/A.K.**  
 IN CHARGE  
**A. KOHAN**  
 DATE  
**22 APR 84**

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTANT  
 10000 Wilshire Blvd., Suite 1000  
 Beverly Hills, California 90210  
 Telephone: (310) 206-1000  
 Telex: 271100  
 Fax: (310) 206-1000

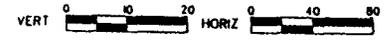
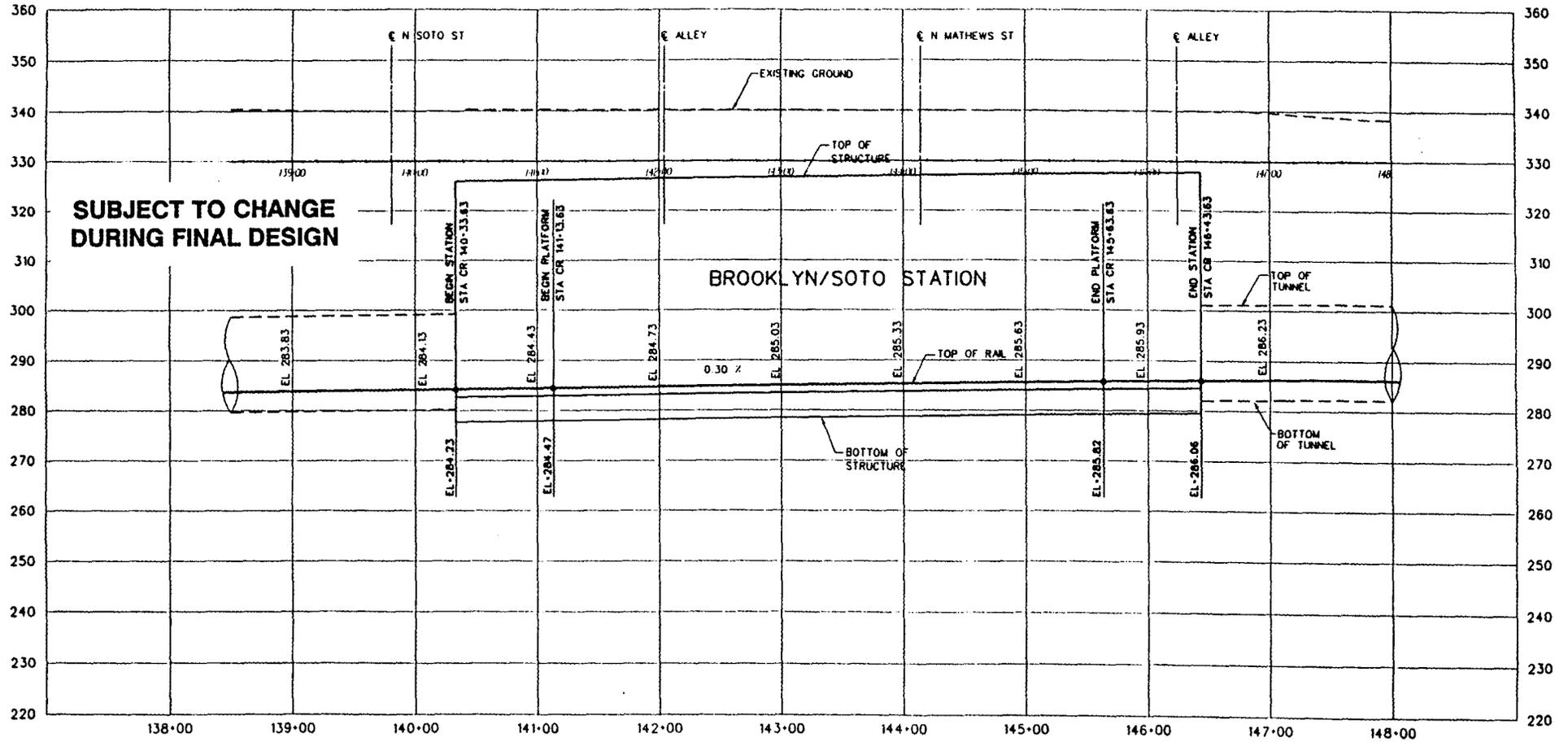
SUBMITTED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_

**EAST SIDE EXTENSION  
 BROOKLYN/SOTO STATION  
 SITE PLAN**

CONTRACT NO.	C0531
DRAWING NO.	REV 0
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CONTRACT NO. C0531 DRAWING NO. REV 0 SHEET NO. 1 OF 1

FIGURE 2-3.4(b): BROOKLYN/SOTO STATION



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CHECKED BY  
**S. BRAHM**  
IN CHARGE  
**J. IVYMAN**

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTANTS  
A MEMBER OF  
PETER D'AMICO GROUP & ASSOCIATES INC.  
10000 Wilshire Blvd, Suite 1000  
Los Angeles, California 90024  
Tel: (213) 746-1000  
Fax: (213) 746-1001  
www.peterdamico.com

SUBMITTED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_

**EAST SIDE EXTENSION  
BROOKLYN/SOTO STATION  
PROFILE**

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**C0531**

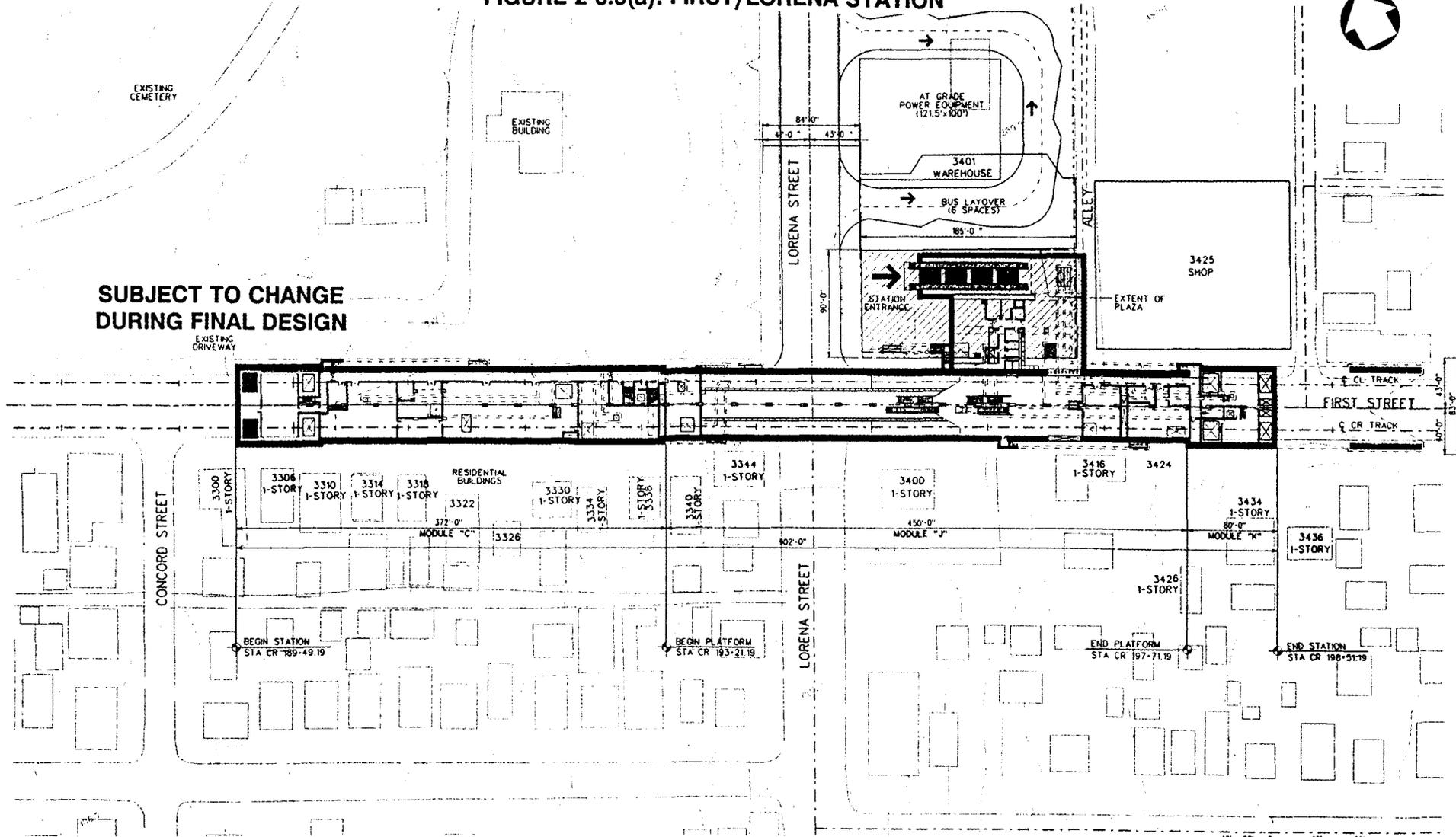
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**C002**

SCALE  
HORIZ. 1"=40'  
VERT. 1"=10'

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**FIGURE 2-3.5(a): FIRST/LORENA STATION**



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**M. PONDREXTER/MS**  
CHECKED BY  
**V. DE RAMOS**  
F. KARIM/A.K.  
AZIZ KOHAN  
DATE  
**22 APR 94**

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11000 Wilshire Blvd., Suite 1000, Beverly Hills, CA 90210  
213-949-1100  
4000 Wilshire Blvd., Suite 1000, Los Angeles, CA 90010  
213-480-1100

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**EAST SIDE EXTENSION  
FIRST/LORENA STATION  
SITE PLAN**

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**C0551**

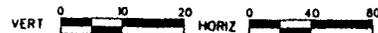
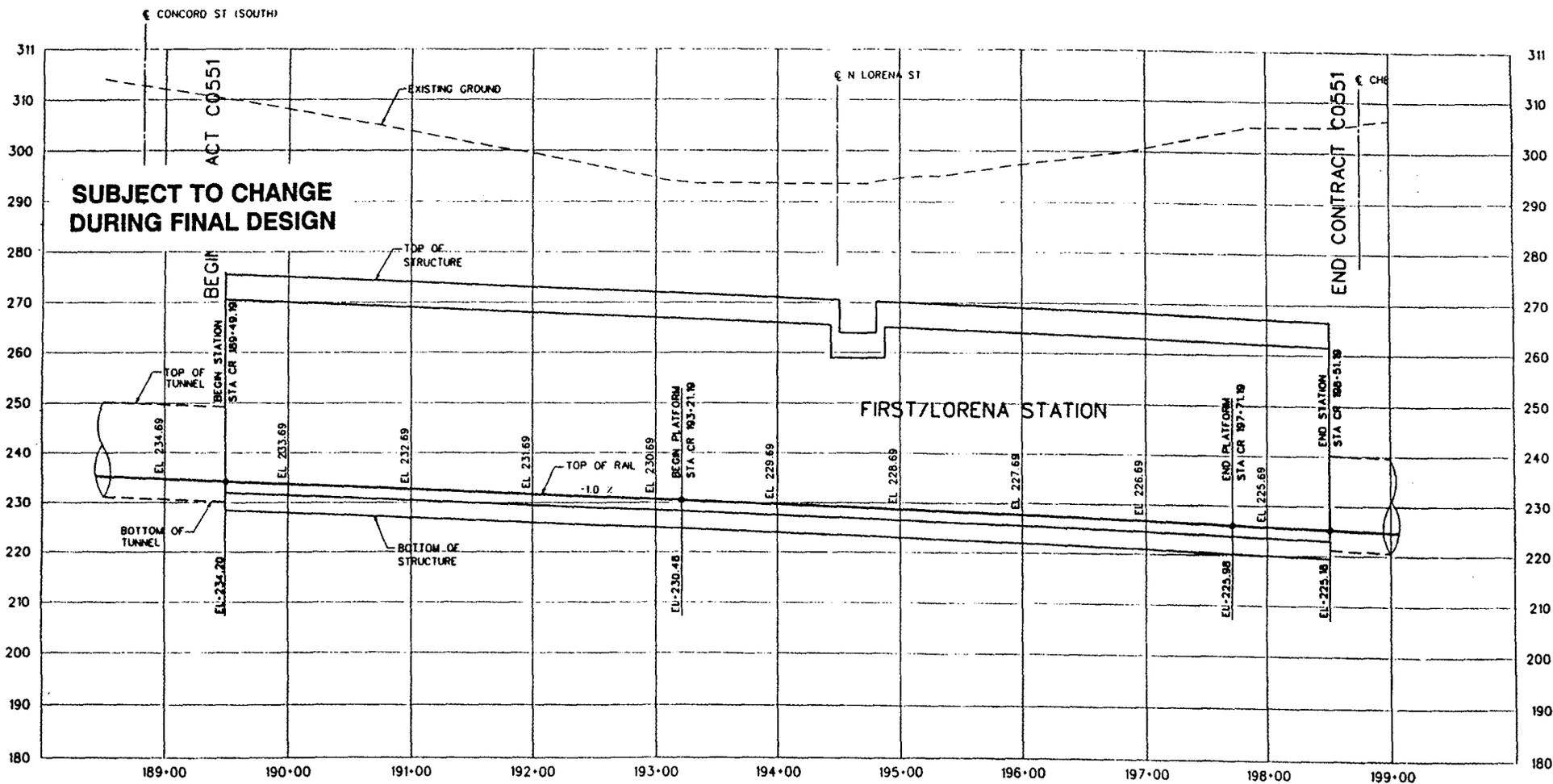
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**0**

SCALE  
**1" = 40'-0"**

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FIGURE 2-3.5(b): FIRST/LORENA STATION



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**M. HURWITZ**

DRAWN BY  
**S. BRAHMI**

CHECKED BY  
**Y. WAGNER**

IN CHARGE  
**J. IVYMAN**

DATE

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTANT

1000 Wilshire Blvd. Suite 1000  
Los Angeles, California 90017  
Tel: (213) 473-1000  
Fax: (213) 473-1001

SUBMITTED BY

APPROVED

EAST SIDE EXTENSION  
FIRST/LORENA STATION  
PROFILE  
STA CR 188+50 TO STA CR 199+00

CONTRACT NO. C0551

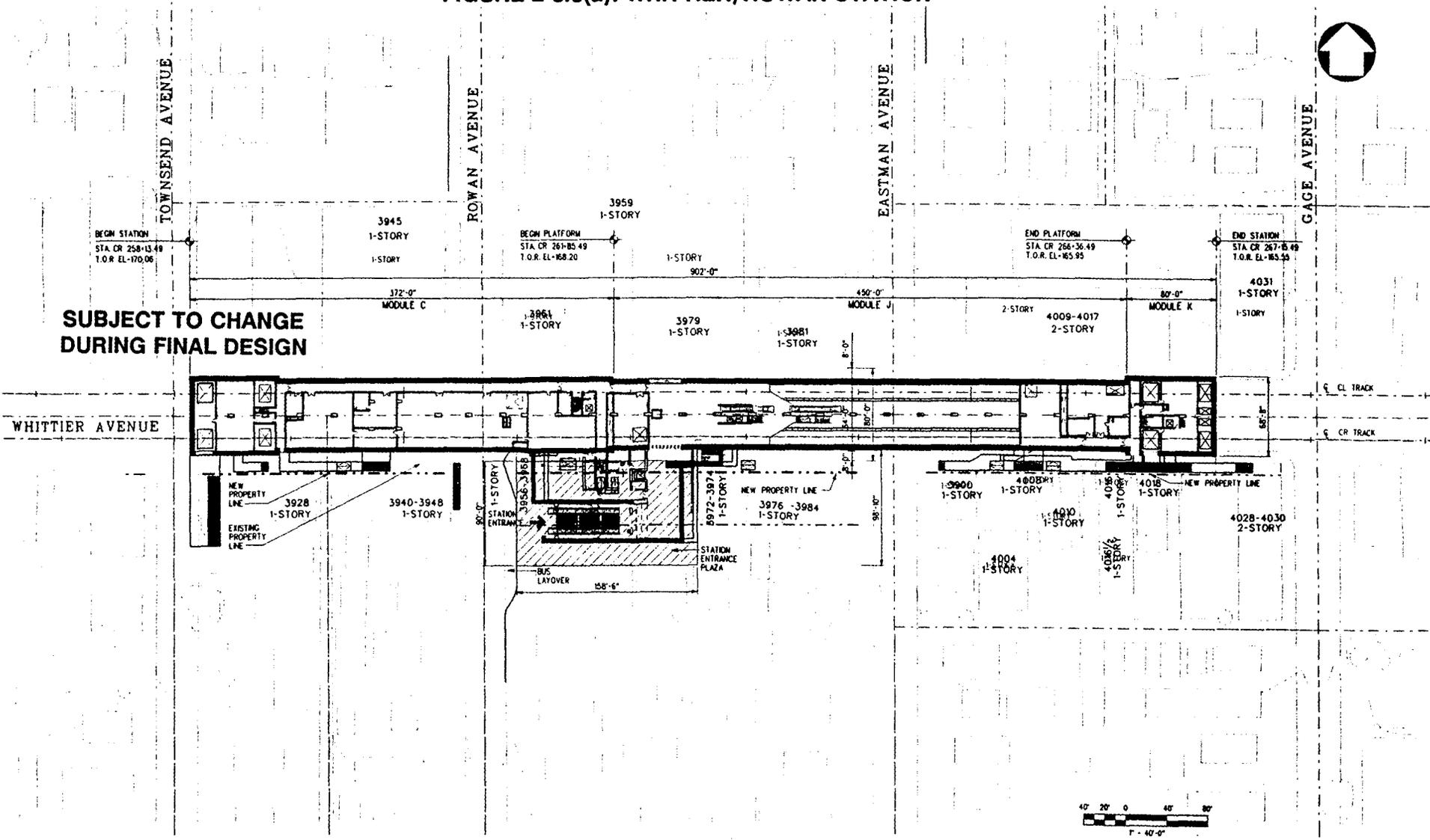
DRAWING NO. C002

SCALE: HORIZ. 1"=40'  
VERT. 1"=10'

VERT. NO. 174

REV.	DATE	BY	CHKD.	APP.	DESCRIPTION

FIGURE 2-3.6(a): WHITTIER/ROWAN STATION



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J. ARCUELLO/M.S.  
DRAWN BY:  
M.S. ARANIA  
CHECKED BY:  
A. KOHAN/M.P.  
IN CHARGE:  
A. KOHAN  
DATE:  
22 APR 94

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTING  
an affiliate of:  
Arcuello, Arduini, Basso & Basso, Inc.  
10000 Wilshire Blvd., Suite 1000  
Beverly Hills, California 90210  
Telephone: (310) 206-1100  
Fax: (310) 206-1101

SUBMITTED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_

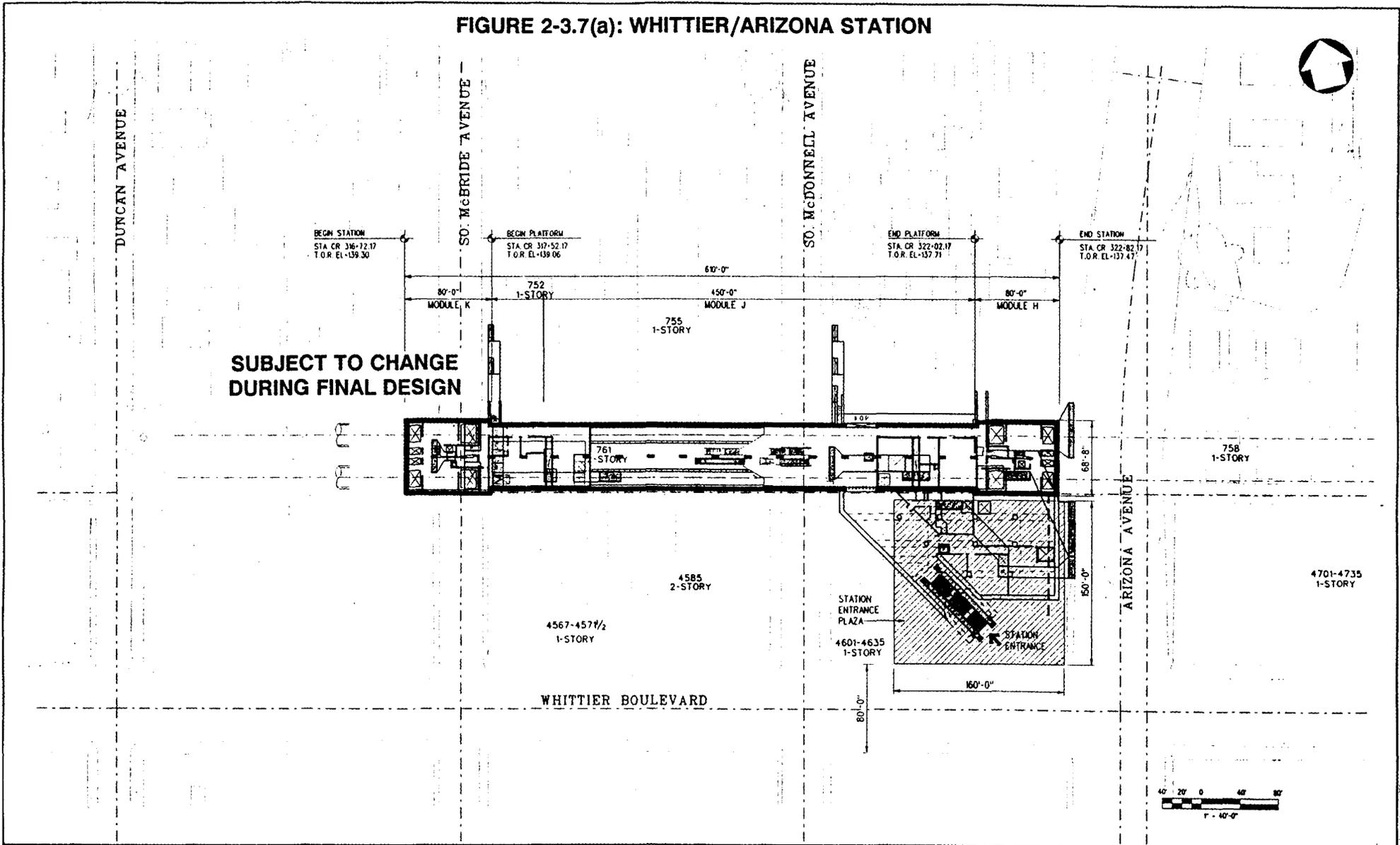
EAST SIDE EXTENSION  
WHITTIER/ROWAN STATION  
SITE PLAN

CONTRACT NO.  
C0561  
DRAWING NO.  
REV. 0  
SCALE  
1" = 40'-0"  
SHEET NO.

PLOTTED BY: J. ARANIA



FIGURE 2-3.7(a): WHITTIER/ARIZONA STATION



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DESIGNED BY  
F. KARIM/M.S.  
DRAWN BY  
Y.O. ZHANG  
CHECKED BY  
J. ARGUELLO/A.K.  
IN CHARGE  
A. KOHAN  
DATE

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTANT  
in association with  
Perrone International Group & Douglas Inc.  
David Perry, President & Managing Director  
John Douglas, President & Managing Director  
10000 Wilshire Blvd., Suite 1000  
Beverly Hills, California 90210  
Phone: (310) 206-1000  
Fax: (310) 206-1001

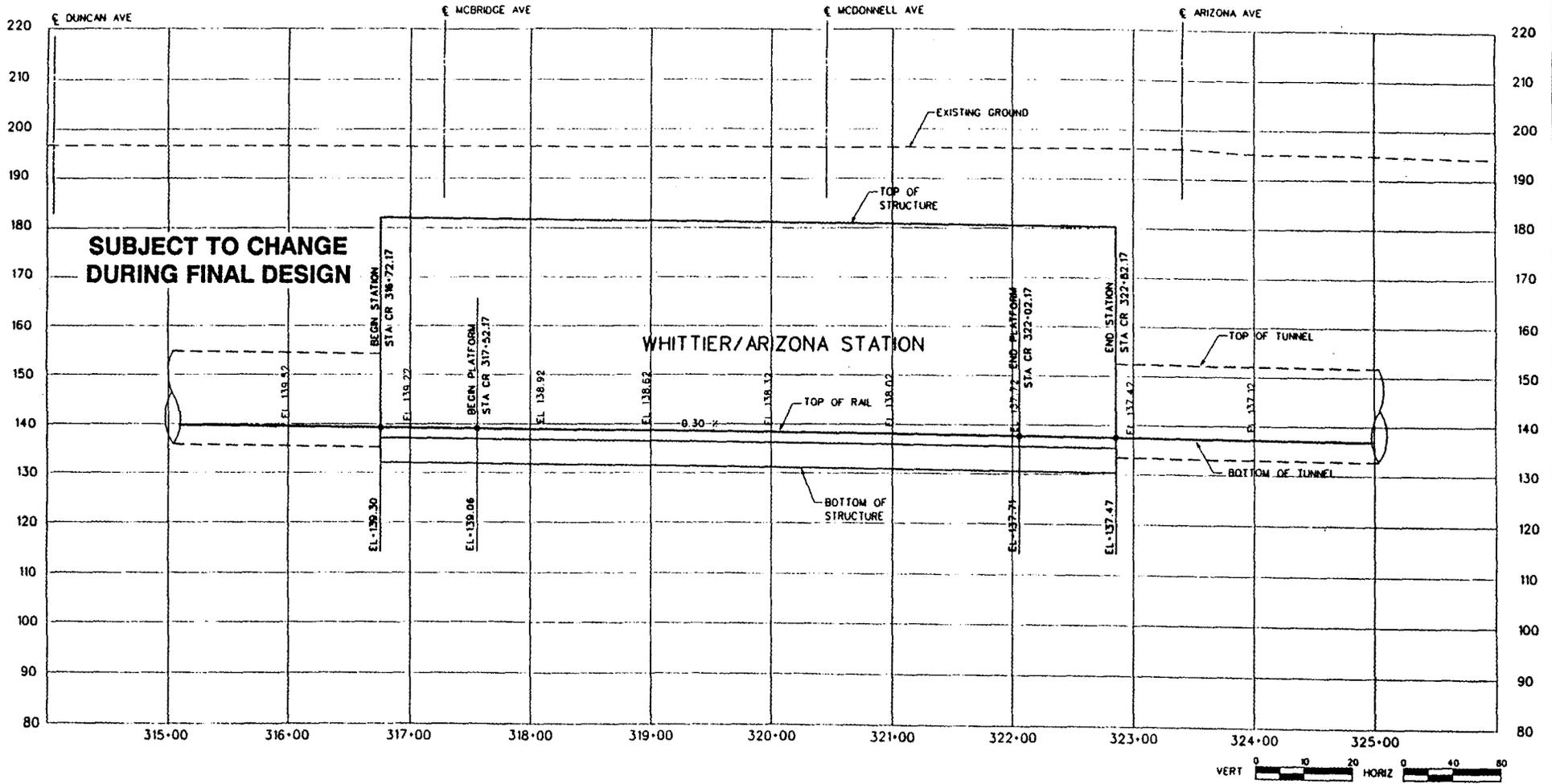
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EAST SIDE EXTENSION  
WHITTIER/ARIZONA STATION  
SITE PLAN

CONTRACT NO. C0571  
DRAWING NO. \_\_\_\_\_  
SCALE: 1"=40'-0"  
SHEET NO. \_\_\_\_\_

DATE PLOTTED: 11/11/03 10:58 AM

FIGURE 2-3.7(b): WHITTIER/ARIZONA STATION



DESIGNED BY	
DRAWN BY	
CHECKED BY	
IN CHARGE	
DATE	

REV	DATE	BY	APP	DESCRIPTION

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**

ENGINEERING ADVISORS CONSULTANTS  
 A member of  
 Parsons Brinckerhoff Group & Associates, Inc.  
 1000 Wilshire Blvd., Suite 2000  
 Los Angeles, California 90017  
 Telephone: (213) 692-1000  
 Fax: (213) 692-1001

SUBMITTED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_

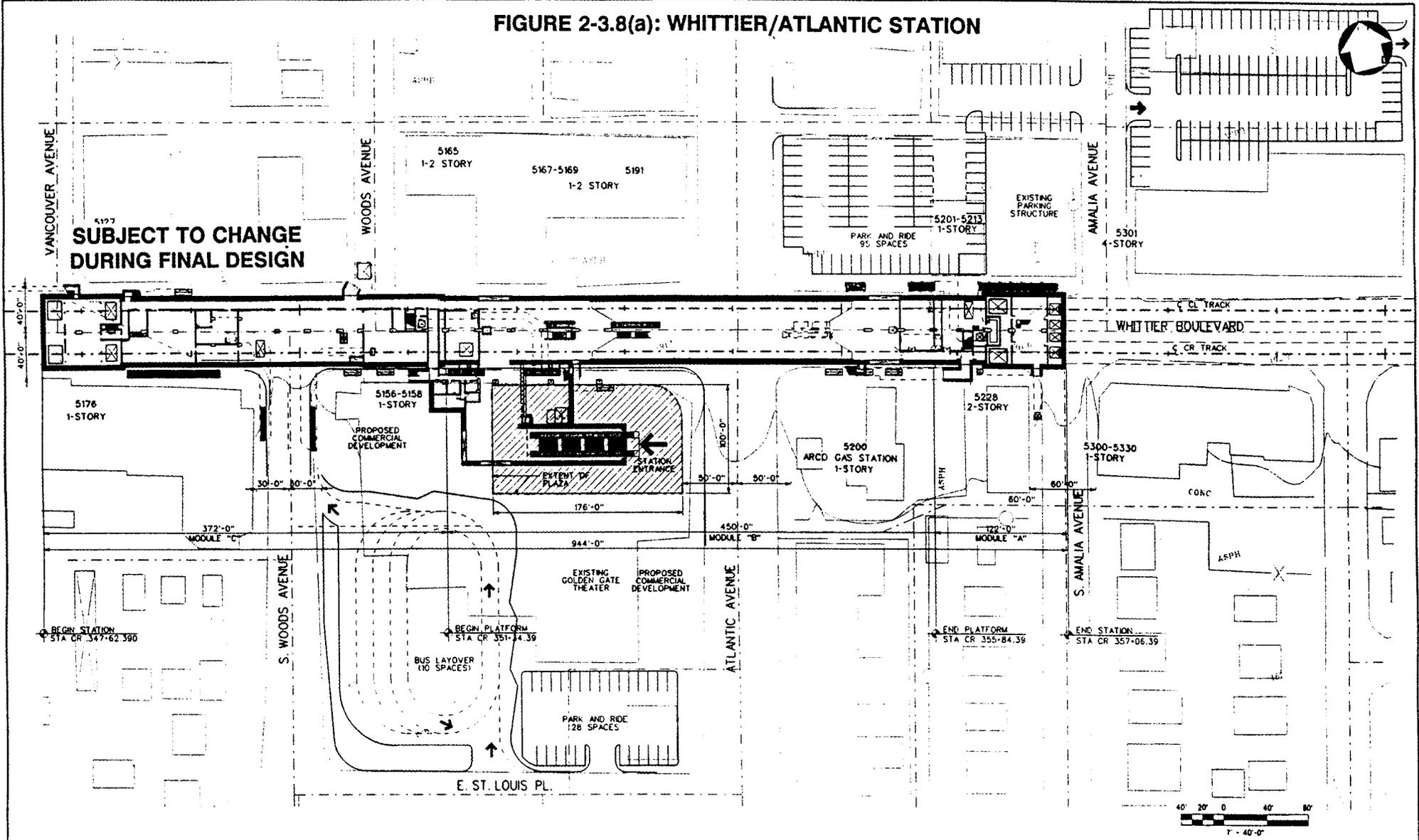
EAST SIDE EXTENSION  
 PROFILE  
 STA CR 316+72.17 TO STA 322+82.17

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 DRAWING NO. C-028  
 SCALE: HORIZ. 1"=40'  
 VERT. 1"=10'

REV. 0  
 SHEET NO. 35

DATE: 11/17/03

FIGURE 2-3.8(a): WHITTIER/ATLANTIC STATION



REV.	DATE	BY	CHKD.	DESCRIPTION

PREPARED FOR THE (OWNER): METRO TRANSPORTATION AUTHORITY A DIVISION OF THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSPORTATION ADMINISTRATION UNDER THE FEDERAL TRANSIT ACT OF 1964 AS AMENDED AND IN PART BY THE TITLE OF THE CHARTER OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA	CONSULTING ENGINEER: M. PONDEXTER/MS ARCHITECT: M.S. ARANA ENGINEER: F. KARIM/AK ARCHITECT: A. KOHAN DATE: 22 APR 94
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**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**METRO RED LINE**  
 ENGINEERING MANAGEMENT CONSULTANT  
 in association with  
 M. S. ARANA ARCHITECTS & ASSOCIATES  
 10000 Wilshire Blvd., Suite 2000  
 Los Angeles, California 90024  
 Telephone: (213) 746-1000  
 Fax: (213) 746-1001

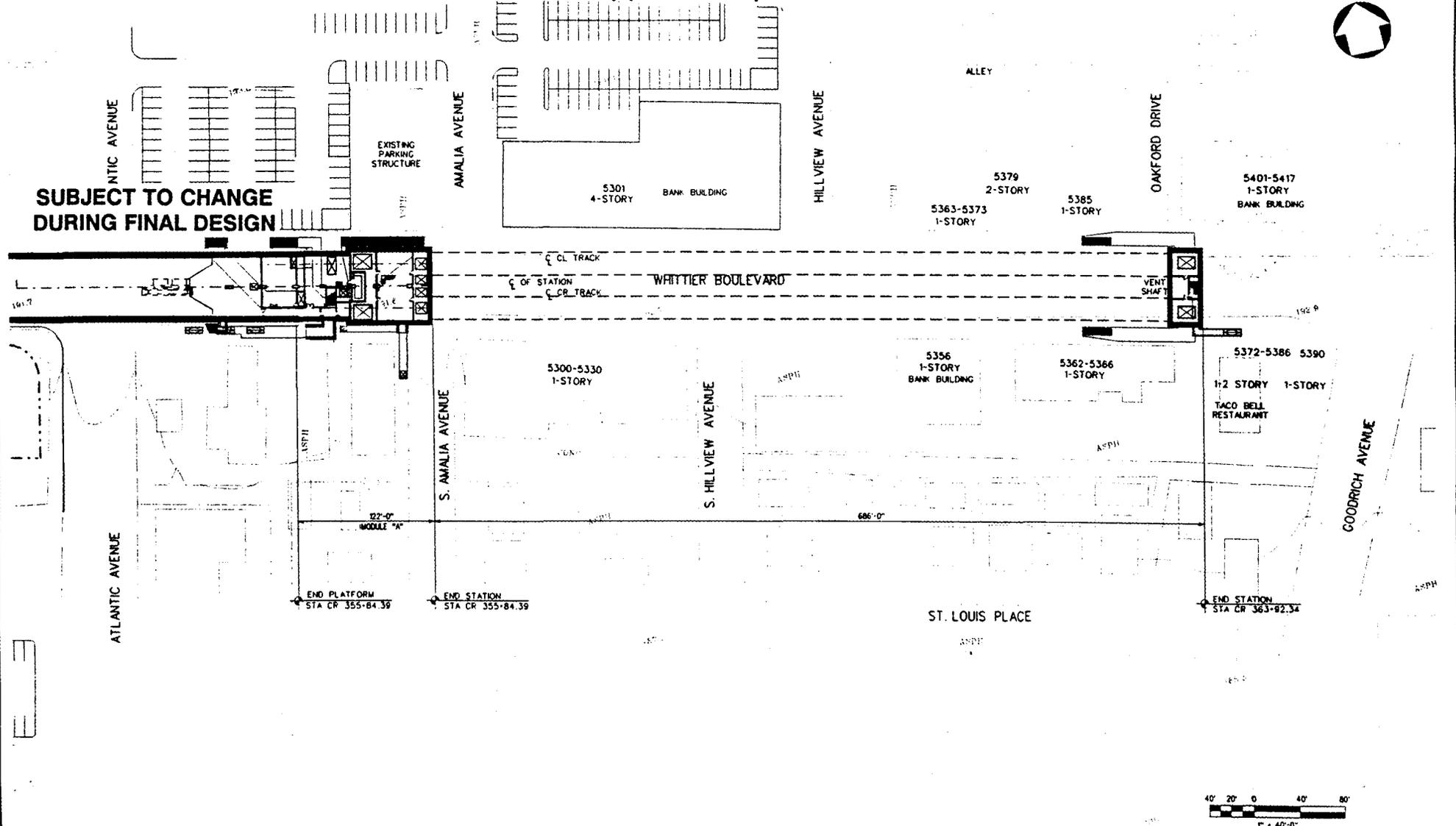
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 APPROVED: \_\_\_\_\_

**EAST SIDE EXTENSION**  
**WHITTIER/ATLANTIC STATION**  
**SITE PLAN**  
**SHEET 1 OF 2**

CONTRACT NO. **C0591**  
 DRAWING NO. **0**  
 SCALE: **1"=40'-0"**  
 SHEET NO.

**FIGURE 2-3.8(b): WHITTIER/ATLANTIC STATION**

**SUBJECT TO CHANGE  
DURING FINAL DESIGN**



REV.	DATE	BY	APP.	DESCRIPTION

DESIGNED BY <b>M. PONDEXTER/MS</b>
DRAWN BY <b>M.S. ARANA</b>
CHECKED BY <b>F. KARIM/A.K.</b>
IN CHARGE <b>A. KOHAN</b>
DATE

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**METRO RED LINE**

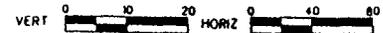
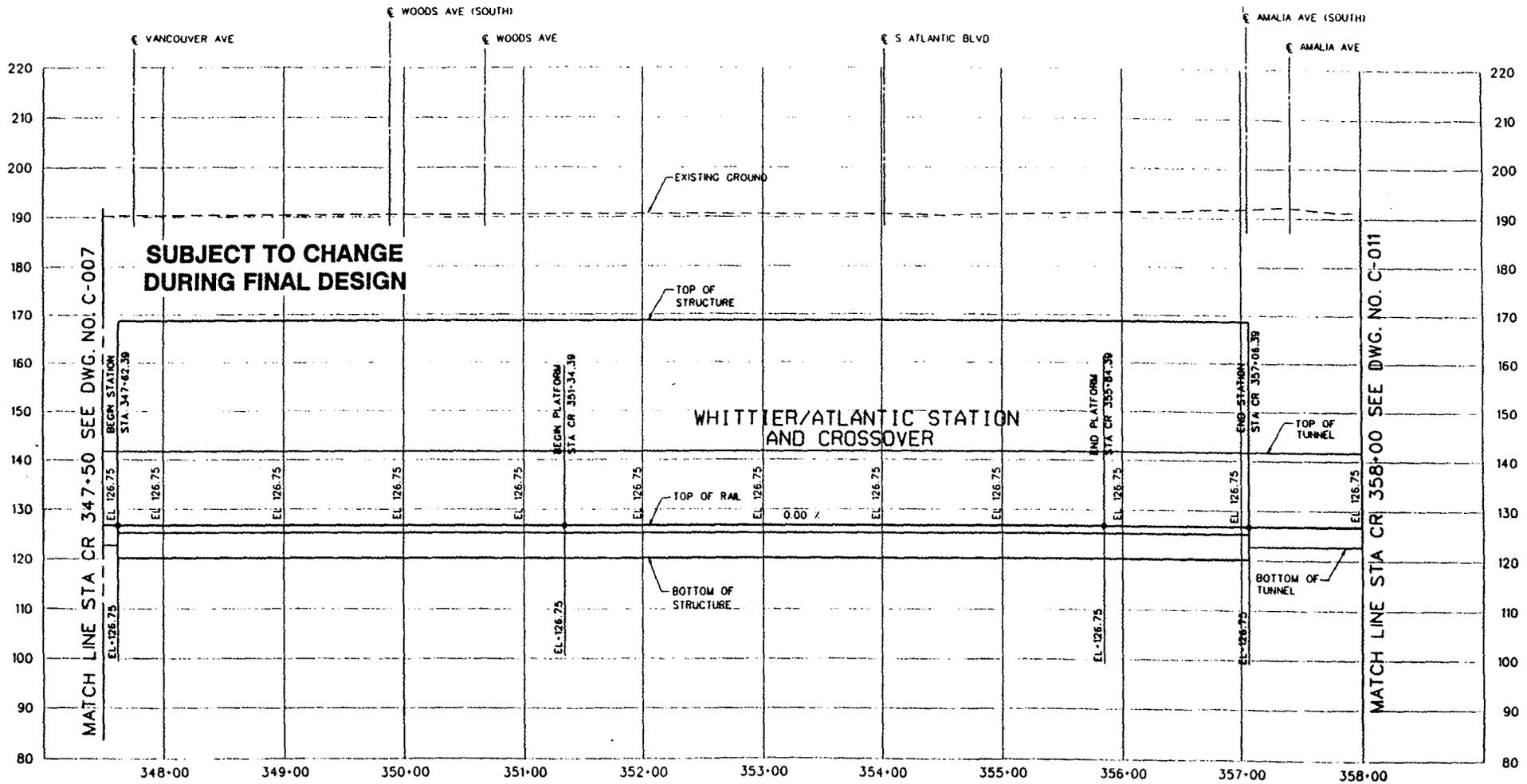
ENGINEERING MANAGEMENT CONSULTANT  
 an affiliate of  
 Parsons Brinckerhoff & Dodge, Inc.  
 3900 Wilshire Blvd., Suite 1000  
 Los Angeles, California 90010  
 Telephone: (213) 229-1000  
 Fax: (213) 229-1001

SUBMITTED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_

**EAST SIDE EXTENSION  
 WHITTIER/ATLANTIC STATION  
 SITE PLAN  
 SHEET 2 OF 2**

CONTRACT NO. **C0591**  
 SHEET NO. **0**  
 SCALE **1"=40'-0"**  
 SHEET NO.

FIGURE 2-3.8(c): WHITTIER/ATLANTIC STATION



REV	DATE	BY	CHKD	APP	DESCRIPTION

THE PREPARATION OF THIS DRAWING HAS BEEN FINISHED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSPORTATION ADMINISTRATION UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964 AS AMENDED AND IN PART BY THE TALENT OF THE ENGINEERS OF LOS ANGELES COUNTY, AND OF THE STATE OF CALIFORNIA.

DESIGNED BY: M. HARRITZ  
 CHECKED BY: S. BRAHM  
 IN CHARGE: T. WAGNER  
 J. IVYMAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTANTS  
 A DIVISION OF  
 ENGINEERING CONSULTANTS & ARCHITECTS, INC.  
 1000 WEST 10TH STREET, SUITE 1000  
 LOS ANGELES, CALIFORNIA 90015  
 PHONE: (213) 621-1000  
 FAX: (213) 621-1001

SUBMITTED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_

EAST SIDE EXTENSION  
 TUNNEL LINE SECTION  
 PROFILE

CONTRACT NO: C0591  
 DRAWING NO: C-009  
 SCALE: HORIZ. 1"=40'  
 VERT. 1"=10'  
 SHEET NO: 15

CONTRACT NO:	C0591
DRAWING NO:	C-009
SCALE:	HORIZ. 1"=40' VERT. 1"=10'
SHEET NO:	15

Final orientation of station entrances may be revised based on negotiations with the community, landowners and developers during final design. The general location of all other structures that affect station areas, such as vent shafts, fresh air intakes, and emergency exit stair hatches was established during the preliminary engineering phase. Important features identified before and during preliminary engineering for each of the stations in the LPA are discussed below.

#### **2-3.2.1 Little Tokyo Station**

The Little Tokyo station would be located approximately 60 feet under Santa Fe Avenue at Third Street, directly opposite the existing MTA Rail Maintenance-of-Way Building. There are two optional locations for the station entrance. The first entrance option would be located at the southwest corner of the intersection and the second on the east side of Santa Fe Avenue, in the Metro Yard just east of the maintenance-of-way building (see Figure 2-3.2).

#### **2-3.2.2 First/Boyle Station**

The First/Boyle station would be located just east of the U.S. 101 (Hollywood) freeway approximately 80 feet under First and Boyle streets (see Figure 2-3-3). The station would extend diagonally under the present First/Boyle intersection and cross private property and Pennsylvania Avenue at the north end, just prior to ending below the White Memorial Hospital parking lot. The entrance to the station would be located at the northwest corner of First and Bailey Streets. The entrance design was developed to accommodate the future development of the Mariachi Plaza. The station would also include a 375-foot double crossover on the southwesterly end, located under private property (to be acquired).

#### **2-3.2.3 Brooklyn/Soto Station**

After the route crosses Soto Street, the Brooklyn/Soto station would begin. The station would be located approximately 200 feet south of and parallel to Brooklyn Avenue (see Figure 2-3.4). It would lie 55 feet under private property (to be acquired) for about one and a half blocks. The main entrance would be located at the northwest corner of Brooklyn Avenue and Mathews Street under an existing abandoned one-story structure to be acquired and demolished. All proposed structures, shafts, emergency stairs, fresh-air intakes, etc., would be located at the perimeter of each lot, leaving land suitable for future development.

#### **2-3.2.4 First/Lorena Station**

The First/Lorena station would be located 65 feet under First Street and include a 375-foot crossover on the western end (see Figure 2-3.5). A combination of hilly terrain along First Street and deep sewers would force the station to be as deep as 85 feet on the eastern end. In order to keep the station from being any deeper, a notch has been designed into the roof to allow a major storm sewer to remain in place. The station entrance would be located at the northeast corner of First Street and Lorena Street and provide access to a single-end mezzanine station containing one knock-out panel. The station would also include up to a 500-space parking structure located at the northeast corner of First Street and Lorena Street north of the station entrance.

### 2-3.2.5 Whittier/Rowan Station

The Whittier/Rowan station and a 375-foot crossover would be located 55 feet under Whittier Boulevard between Townsend Avenue and Gage Avenue, with the station entrance at the southeast corner of Whittier Boulevard and Rowan Avenue (see Figure 2-3.6).

### 2-3.2.6 Whittier/Arizona Station

The Whittier/Arizona station would be located immediately north of the first alley north of Whittier Boulevard, about 55 feet below private property (see Figure 2-3.7). The eastern end of the station would abut the western edge of Arizona Avenue. The station entrance would lie at the northwest corner of Whittier Boulevard and Arizona Avenue.

### 2-3.2.7 Whittier/Atlantic Station

The Whittier/Atlantic station would be located 65 feet under Whittier Boulevard and include a 375-foot crossover beginning at Vancouver Avenue with the station itself nearly centered at Atlantic Boulevard (see Figure 2-3.8). The entrance would be located in front of an historic theater on the southwest corner of Whittier Boulevard and Atlantic Avenue. Up to 1,200 parking spaces are ultimately anticipated to be provided in one or two structures at the northeast and/or southwest corners of Whittier Boulevard and Atlantic Avenue. A mined tail track would exist east of this station.

## 2-3.3 INITIAL OPERABLE SEGMENTS (IOSs)

In the event that funding constraints lengthen the construction period for the entire LPA, two less expensive subsets, known as Initial Operable Segments (IOSs), have been developed for environmental review. Each of these IOSs would be independently operable, with the remainder of the LPA to be constructed at some point in the future. The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provides the mechanism for implementation of an initial segment of the Eastside Corridor. The Eastside Corridor extension in ISTEA is defined as "one line consisting of an initial line of approximately three miles in length, with at least two stations, beginning at Union Station and running generally east." The specific definition and application of this language is controlled by the provisions of the MOS-3 Full Funding Grant Agreement (FFGA) executed on May 14, 1993 by the Federal Transit Administration (FTA) and the MTA. The two IOSs identified for the LPA are as follows:

IOS IDENTIFIER	NUMBER OF STATIONS	LENGTH	STATIONS INCLUDED
IOS-1	2	2.0 mile	<ul style="list-style-type: none"><li>● Little Tokyo</li><li>● First/Boyle</li></ul>
IOS-2	4	3.7 mile	<ul style="list-style-type: none"><li>● Little Tokyo</li><li>● First/Boyle</li><li>● Brooklyn/Soto</li><li>● First/Lorena</li></ul>

Source: Metropolitan Transportation Authority, 1994

## **2-3.4 OPERATING CHARACTERISTICS**

The following sections describe the planned operating service for the LPA and the IOSs along with the corresponding fleet sizes and facility and equipment requirements for the transit system.

### **2-3.4.1 Feeder Bus Access**

The proposed Metro Red Line bus/rail interface plan for the eastern extension includes the provision of feeder bus access to all rail stations. The major difference in the LPA-related bus service compared to the No-Build alternative is the provision of improved headways (more frequent service) in the north-south routes. These north-south bus routes (MTA lines 250/253, 251/252, 254, 255/46, 256, 258/259 and 260; Montebello lines 10 and 35), as shown in Table 2-1.5 and Figure 2-1.1, provide feeder service to the rail stations proposed in the LPA and IOSs. The bus/rail interface plan for the eastern extension is summarized in the following subsections.

#### **a. Little Tokyo**

For the Little Tokyo station, public bus transit access would be provided by MTA Line 30/31 via bus stops along First Street. Montebello Municipal Bus Line 40 would serve this station via Fourth Street. Feeder bus service to this station is also proposed via shuttle type service (similar to the current Los Angeles Department of Transportation [LADOT] DASH service) to be operated along the Alameda Street, Central Avenue and San Pedro Street corridors.

#### **b. First/Boyle**

Public transit access by bus to the First/Boyle Station would be provided by MTA Line 30/31 via bus stops along First Street. MTA Line 250 would also serve this station via bus stops along Boyle Avenue. The Boyle Heights shuttle, LADOT Line 620, would serve this station via First Street and Boyle Avenue.

#### **c. Brooklyn/Soto**

The Brooklyn/Soto Station bus access would be provided by MTA Line 251/252 via bus stops along Soto Street. MTA Line 68 would serve this station via bus stops along Brooklyn Avenue. MTA Lines 253 and 255 would be rerouted to serve this station via on-street bus stops. MTA Line 104 would be extended further north to terminate at this station, in an on-street terminal. Line 620, operated by LADOT, would also terminate at this station.

#### **d. First/Lorena**

Bus access to the First/Lorena Station would be provided by terminating all MTA Route 30 shortlines and Route 31 trips at this station in an off-street terminal. A shuttle service is proposed to operate along the segment of First Street to East Los Angeles College that will no longer be served by Route 31. MTA Lines 65 and 255 would be rerouted to serve this station via on-street bus stops. MTA Line 470/471, a freeway express route, would terminate at this station serving residents and patrons who live and work at sites to the East. This service would be provided for IOS-2 and would continue until the full LPA is completed.

**e. Whittier/Rowan**

Bus access to the Whittier/Rowan Station would be provided by MTA Line 18 via bus stops along Whittier Boulevard. An on-street terminal for MTA Line 255 is programmed to serve this station via Rowan Avenue. MTA Line 255 would terminate at this station.

**f. Whittier/Arizona**

Public bus access to the Whittier/Arizona Station would be provided by MTA Line 18 via bus stops along Whittier Boulevard. MTA Line 258 would serve the station via Arizona Avenue on-street stops. MTA Line 258 would terminate at this station, and it is proposed that MTA Line 256 be rerouted to also terminate at this station. MTA Line 259 would serve this station via bus stops along Arizona Avenue.

**g. Whittier/Atlantic**

Bus access to the Whittier/Atlantic Station would be provided by MTA Line 18 via Whittier Boulevard. This Line is proposed to terminate at this station. Patrons wishing to continue further east on Whittier could do so by transferring to Montebello Municipal Bus Lines, which offer frequent service. MTA Lines 460, 462, and 466 also are proposed to terminate at this station. Currently these lines operate on the Santa Ana Freeway passing Atlantic Boulevard to Downtown. MTA Line 470/471 is proposed to terminate at this station upon completion of the full LPA. It would operate to the proposed First/Lorena terminal station if IOS-2 is built.

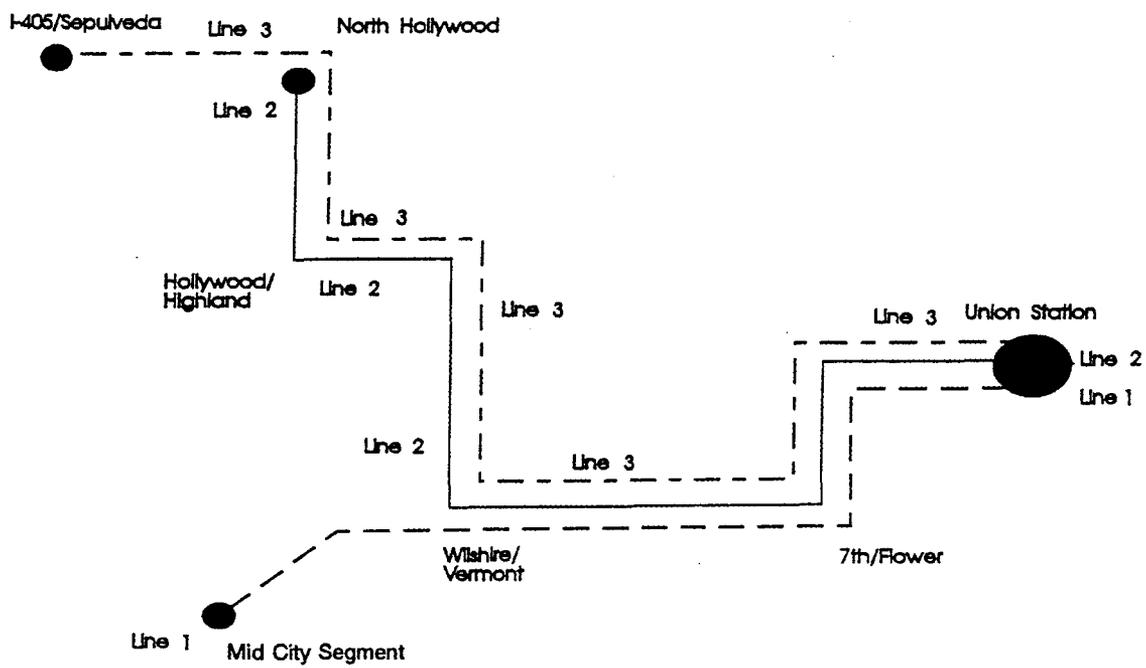
MTA Line 66/67 is proposed to be rerouted to serve the Whittier/Atlantic station. These lines currently serve this area via Olympic Boulevard. Route 67 trips would terminate at the station, where an off-street terminal would be provided for the many MTA Lines. It is assumed that the Montebello Municipal Bus Lines and the Orange County Transit Authority (OCTA) Lines also would terminate at this station.

**2-3.4.2 Service Plan**

The MTA 30-Year Plan Red Line operating configurations were assumed for this Final EIS/EIR. In the Year 2010, the Red Line, prior to the addition of the Eastern Extension LPA, is expected to consist of three operating lines (see Figure 2-3.9):

- Line 1: Mid-City Segment to Union Station
- Line 2: North Hollywood to Union Station
- Line 3: I-405/Sepulveda to Union Station

Traveling west from Union Station, all three lines run in a common section to the Wilshire/Vermont station. Line 1 branches at this location to a westside station in the Mid-City Segment. Lines 2 and 3 would operate north on Vermont Avenue, west on Hollywood Boulevard and under the Hollywood Hills to North Hollywood, where Line 2 would turn around. Line 3 would continue to the vicinity of the I-405/Sepulveda, where it would reverse direction and return to Union station.



Source: Parsons Brinckerhoff Quade & Douglas, Inc; Myra L. Frank & Associates, Inc., 1993.

**FIGURE 2-3.9: ASSUMED OPERATING LINES FOR RED LINE**

Based on MTA 30-Year Plan assumptions, the LPA would extend Lines 1 and 2 to the Whittier/ Atlantic station. The service headways shown in Table 2-3.2 have been assumed for the LPA.

**TABLE 2-3.2: 2010 FUTURE SERVICE LEVELS**

SEGMENT	OPERATING LINE	HEADWAYS (minutes)		CARS PER TRAIN	
		PEAK	OFF-PEAK	PEAK	OFF-PEAK
IOS-1	First/Boyle to Mid-City Segment	4	6	4	4
	First/Boyle to North Hollywood	8	12	4	4
	Union Station to I-405/Sepulveda	8	12	4	4
IOS-2	First/Lorena to Mid-City Segment	4	6	4	4
	First/Lorena to North Hollywood	8	12	4	4
	Union Station to I-405/Sepulveda	8	12	4	4
LPA	Whittier/Atlantic to Mid-City Segment	4	6	4	4
	Whittier/Atlantic to North Hollywood	8	12	4	4
	Union Station to I-405/Sepulveda	8	12	4	4

Source: Preliminary Engineering Report, Engineering Management Consultant/Rail Construction Corporation, 1994

The major difference in the Year 2010 Red Line transit operating plan between the No-Build and the LPA is the addition of the rail alternative east of Union Station (Lines 1 and 2 extended) and the increase in service frequencies (headways) for Line 1 (Mid-City Segment to the Eastside terminus) from eight minutes to four minutes in the peak period and from 12 minutes to six minutes in the off-peak period. This would provide an effective peak period headway of 2.7 minutes for the LPA. The off-peak headway would be 4.0 minutes. Because the LPA is an integral part of the regional system and not an isolated component, there would be, as in the case with the improved north-south headways, additional transit trips that do not have an origin or destination within the Eastside Corridor study area.

Weekday service is planned as follows:

- Peak Periods:
  - 6:00 AM - 9:00 AM
  - 3:00 PM - 6:00 PM
- Off-Peak Periods:
  - 5:00 AM - 6:00 AM
  - 9:00 AM - 3:00 PM
  - 6:00 PM - 1:00 AM

### 2-3.4.3 Travel Times

Estimated travel times for the LPA are based on the performance characteristics of the Red Line heavy rail vehicle now in operation in downtown Los Angeles between Union Station and MacArthur Park. Maximum operating design speed is 70 miles per hour, and station dwell times are assumed to be 20 seconds. Average speeds on the LPA, including station stops, acceleration and deceleration, would be 30 miles per hour. Travel times for the service routes

(including the IOSs) were determined by computer simulation and are shown below in Table 2-3.3.

**TABLE 2-3.3: SERVICE ROUTE TRAVEL TIMES  
(Minutes)**

OPERATING LINE		1-WAY TRAVEL TIMES	TERMINAL TIMES [a]		ROUND TRIP TIMES
			EAST TERM.	WEST TERM.	
LPA	Whittier/Atlantic to Mid-City Segment	31	2 ½	2 ½	67
	Whittier/Atlantic to North Hollywood	43	2 ½	2 ½	91
IOS-1	First/Boyle to Mid-City Segment	21	2 ½	2 ½	47
	First/Boyle to North Hollywood	33	2 ½	2 ½	71
IOS-2	First/Lorena to Mid-City Segment	25	2 ½	2 ½	55
	First/Lorena to North Hollywood	37	2 ½	2 ½	79
Union Station to I-405/Sepulveda	Union Station to I-405/Sepulveda	37	2 ½	2 ½	79

Notes: [a] Terminal Times are the amount of time that it takes for the train to reverse direction.

Source: Preliminary Engineering Report, Engineering Management Consultant/Rail Construction Corporation, 1994

#### 2-3.4.4 Fleet Size

The passenger vehicle for the LPA would be the same as the one being used on the existing Metro Rail Red Line, which is heavy rail. Each car is 75 feet long, with seating for 59 passengers. The cars are designed to accommodate a normal peak load of 169 people, with a maximum load of 301 people.

Trains would run via automatic train operation which would regulate train speeds and control programmed entry and stopping of trains at stations. All non-automatic train functions would be controlled by the operator in the train's lead car. These functions include the operation of passenger vehicle doors, train dwell times in stations, train departure and communications. In addition, the central control system would monitor all train operations, stations and sub-systems (electrical, communication, ventilation, etc.)

In order to provide the planned service described in Table 2-3.2 with the calculated round trip times shown in Table 2-3.3, 12 trains would be required for the Whittier/Atlantic to Mid-City Segment service, 17 trains would be required for the Whittier/Atlantic to North Hollywood service and 10 trains would be required for the Union Station to Union Station to I-405/Sepulveda service. Adding two four-car standby trains to put into service during either service disruptions or equipment failures and a 20 percent margin of spare vehicles to account for vehicles either needing repair or scheduled for maintenance, the total fleet size requirement would be 196 cars, as summarized in Table 2-3.4.

**TABLE 2-3.4: FLEET SIZE PROJECTIONS**

SERVICE		NUMBER OF PEAK TRAINS	CARS PER TRAIN	CAR REQUIREMENTS			
				REVENUE	STANDBY	SPARES	TOTAL
LPA	Whittier/Atlantic to Mid-City Segment	12	4	48	0	10	58
	Whittier/Atlantic to North Hollywood	17	4	68	4	14	86
	Union Station to I-405/Sepulveda	10	4	40	4	8	52
	LPA TOTAL	39	N/A	156	8	32	196
IOS-1	First/Boyle to Mid-City Segment	9	4	36	0	10	44
	First/Boyle to North Hollywood	12	4	48	4	8	62
	Union Station to I-405/Sepulveda	10	4	40	4	8	52
	IOS-1 TOTAL	31	N/A	124	8	26	158
IOS-2	First/Lorena to Mid-City Segment	10	4	40	0	12	48
	First/Lorena to North Hollywood	14	4	56	4	8	72
	Union Station to I-405/Sepulveda	10	4	40	4	8	52
	IOS-2 TOTAL	34	N/A	136	8	28	172

Source: Preliminary Engineering Report, Engineering Management Consultant/Rail Construction Corporation, 1994

The maximum number of cars that the current Red Line yard can accommodate is 180. Trains can also be stored overnight at terminal stations properly equipped with tail tracks of sufficient length. As currently designed, three trains could be stored overnight at the Whittier/Atlantic station: one in each tail track and a third train on one platform track. Additional trains could also be stored at the I-405/Sepulveda terminus if so designed. A shift from four-car to six-car trains would increase the fleet size requirements and would make necessary a review of additional storage and maintenance facilities for the full system.

**2-3.4.5 Crossovers**

Operating criteria adopted by the Rail Construction Corporation require that a minimum 10-minute, single-track headway be achievable anywhere along the line. In order to fulfill this criterion and to expedite terminal operations on the LPA and the two IOSs, crossovers are required as indicated in Table 2-3.5.

**TABLE 2-3.5: LPA CROSSOVER REQUIREMENTS**

STATION	CROSSOVER LOCATION
Little Tokyo	none
First/Boyle	west end
Brooklyn/Soto	none
First/Lorena	west end
Whittier/Rowan	west end
Whittier/Arizona	none
Whittier/Atlantic	west end

Source: Preliminary Engineering Report, Engineering Management Consultant/Rail Construction Corporation, 1994

#### **2-3.4.6 Tail Tracks**

Tail tracks are lengths of track that lie beyond the terminal station. They can serve two purposes. First, tail tracks provide "safe braking distance" enabling trains to enter a terminal station at reasonable speeds. For example, depending upon the grade of the track, a 300-400 foot tail track should enable the train on the Red Line to enter a station at 25 miles per hour. The second function of tail tracks is to enable the storage of trains. This can become critical when a disabled train must be removed from service to keep from severely disrupting the system operation. Overnight storage can also expedite the start of service in the morning from outlying areas.

At Whittier/Atlantic, a 750-foot tail track is planned at the end of each mainline track. This would provide 300 feet for braking distance and 450 feet for storage of 6-car trains. Tail tracks at First/Boyle and First/Lorena would be 80 feet if the station is operated as a temporary terminal. The 80 feet of track would enable trains to enter the station at nine miles per hour.

#### **2-3.4.7 Yard Access**

As currently configured, all trains entering and leaving the Red Line Yard are routed into Union Station. Trains would enter the Eastern Extension in one of the following ways:

- Trains would enter the Union Station platform from the Yard, reverse direction, and be routed east; or
- Trains would be dispatched into service first to the West Side from the Yard, then on the return trip, they would be routed through Union Station to the east.

#### **2-3.5 CAPITAL COSTS**

This section summarizes the capital costs for the LPA and the IOSs. Development of the capital costs took into account the latest unit costs for the Metro Rail Red Line construction.

Due to small differences in bus fleet estimates between the LPA and the current no-build service, no bus-related costs have been added to the LPA costs. Bus-related costs are assumed within the baseline of the MTA 30-Year Integrated Transportation Plan. Therefore, cost comparisons presented in this EIS/EIR are only between the LPA and the IOSs.

Table 2-3.6 provides a summary of capital cost estimates in 1994 dollars and escalated to the mid point of construction. Capital cost estimates are for guideways/structures, maintenance facilities, waste handling, water treatment, utility relocations, passenger vehicles, system-wide equipment, trackwork, testing & operations, insurance, city/county master agreements, general engineering, construction management, right-of-way, professional services and contingencies.

**TABLE 2-3.6: CAPITAL COST ESTIMATES**

ALTERNATIVE	1994 DOLLARS (millions)	ESCALATED TO MID- POINT OF CONSTRUCTION (millions of \$s)
LPA – Seven stations	\$1,642	\$1,821
IOS-1 – Two stations	507	583
IOS-2 – Four stations	1,015	1,072

Source: Preliminary Engineering Report, Engineering Management Consultant/  
Rail Construction Corporation, 1994

### 2-3.6 OPERATING COSTS

O&M costs included in the complete transit program adopted in the MTA 30-Year Plan cover six different transit modes: MTA bus operation, heavy rail (Red Lines), light rail (Blue Lines), other rail (Green Line and LAX-Palmdale), municipal bus operators and the commuter rail system (Metrolink). The adopted plan includes the extension of the Red Line to the Eastside Corridor. The estimated annual O&M costs are provided in Table-2.3.7 for the Red Line operating plan, as discussed in Section 2-3.4.

**TABLE 2-3.7: OPERATING AND MAINTENANCE COST ESTIMATES**

ALTERNATIVE	ANNUAL OPERATING AND MAINTENANCE COSTS (Millions of Dollars)
LPA – Seven stations	\$18.468
IOS-1 – Two stations	5.316
IOS-2 – Four stations	10.074

Source: Preliminary Engineering Report, Engineering Management Consultant/Rail  
Construction Corporation, 1994

## 2-4 COMPARISON OF THE ALTERNATIVES

### 2-4.1 ALTERNATIVES CONSIDERED IN AA/DEIS/DEIR

Ten transit alternatives were defined and evaluated in the AA/DEIS/DEIR for the Los Angeles Eastside Corridor. A no-build alternative was discussed and is described in Section 2.2 of this document. A brief description of the nine other alternatives follows. For a detailed discussion of these alternatives and their associated impacts, see the April 1993 Los Angeles Eastside Corridor AA/DEIS/DEIR.

#### **2-4.1.1 Transportation Systems Management (TSM)**

The Transportation System Management (TSM) Alternative for the Eastside Corridor study area presented in the AA/DEIS/DEIR included an increase in the east-west bus service in the Study Area. Additional north-south bus service was also included. The TSM alternative included all of the transportation improvements identified in the No-Build Alternative.

Alternatives 3 through 10 in the AA/DEIS/DEIR were rail alternatives over various routes in the Eastside Corridor (See Figure 2-4.1).

#### **2-4.1.2 Rail Alternative 3 - Brooklyn Avenue**

The 5.8-mile Brooklyn Avenue Alternative 3 subway alignment reviewed in the April 1993 AA/DEIS/DEIR traveled between Union Station and a proposed terminus at the intersection of Whittier and Atlantic Boulevards. This alignment generally followed Brooklyn Avenue to Indiana Street, where it curved south to Whittier Boulevard. The line then traveled east along Whittier Boulevard to Atlantic Boulevard, where it terminated. As shown on Figure 2-4.1, six stations were proposed for this alternative.

#### **2-4.1.3 Rail Alternative 4 - Brooklyn Avenue/East Los Angeles Community College**

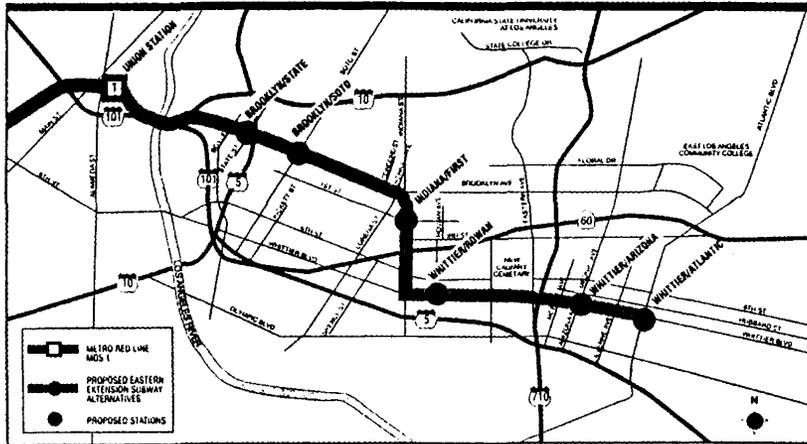
The 7.5-mile Brooklyn/College Alternative 4 subway alignment reviewed in the April 1993 AA/DEIS/DEIR traveled between Union Station and a terminus at Whittier Boulevard and Goodrich Boulevard. This alignment followed Brooklyn Avenue to East Los Angeles Community College. At the college, the line turned northerly and then continued east around the campus so that it could swing south and continue down Atlantic Boulevard. The line continued south until it reached Whittier Boulevard, where it turned east and then terminated just east of Atlantic Boulevard at Goodrich Boulevard. As shown on Figure 2-4.1, six stations were proposed for this alternative.

#### **2-4.1.4 Rail Alternative 5 - First Street**

The 5.6-mile First Street Alignment 5 subway alignment reviewed in the April 1993 AA/DEIS/DEIR travelled between Union Station and a terminus at Whittier and Atlantic Boulevards. The alignment followed First Street to Indiana Street, where it curved south. The line continued south to Whittier Boulevard, where it turned east and continued to a terminus at Atlantic Boulevard. As shown on Figure 2-4.1, six stations were proposed for this alternative.

#### **2-4.1.5 Rail Alternative 6 - First Street with Little Tokyo (previously called Metro Rail Yard) Station**

The 6.4-mile Alternative 6 reviewed in the April 1993 AA/DEIS/DEIR was virtually identical to Alternative 5 except that one station was added in Little Tokyo (previously called the Metro Rail yard station) located on the west bank of the Los Angeles River just south of First Street. Two options were included for the station in Little Tokyo: (1) Subway Option 6A, with a subway station under Santa Fe Avenue, and (2) Aerial Option 6B with an elevated Metro Rail yard station, an aerial structure over the Los Angeles River, and a transition back to a subway configuration to join the First Street alignment, already defined for Alternative 5.

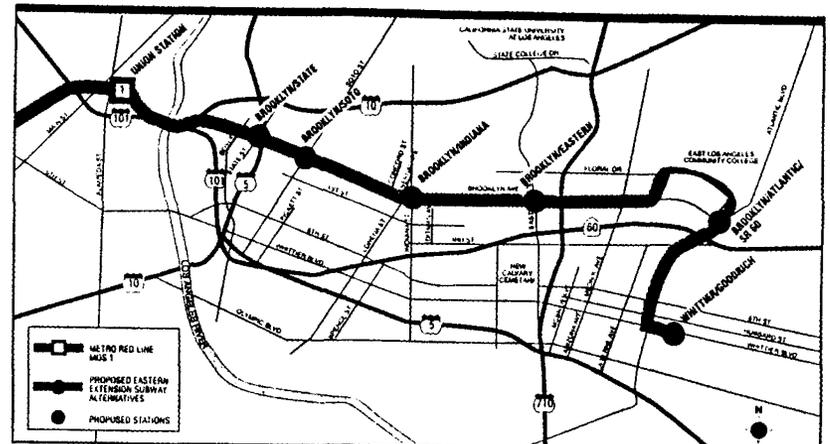


METROPOLITAN  
TRANSPORTATION AUTHORITY  
**METRO EASTERN  
EXTENSION**

ALIGNMENT  
ALTERNATIVES  
BROOKLYN AVENUE/ALT. 3

SCALE: 1 INCH = 1/2 MILE

DATE: APRIL 1993

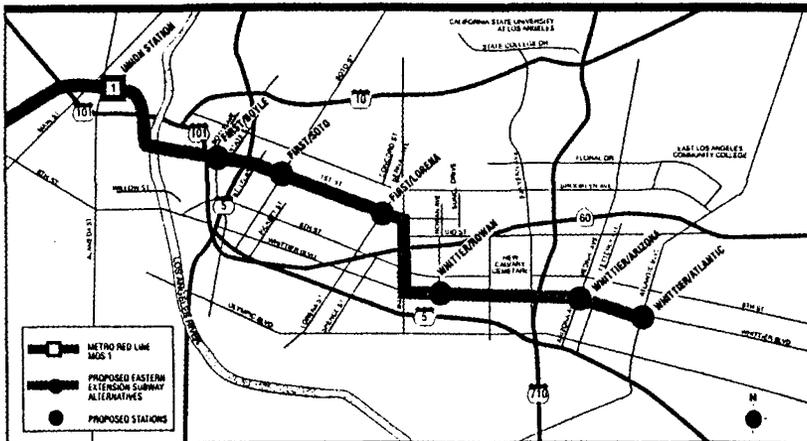


METROPOLITAN  
TRANSPORTATION AUTHORITY  
**METRO EASTERN  
EXTENSION**

ALIGNMENT  
ALTERNATIVES  
BROOKLYN/COLLEGE/ALT. 4

SCALE: 1 INCH = 1/2 MILE

DATE: APRIL 1993

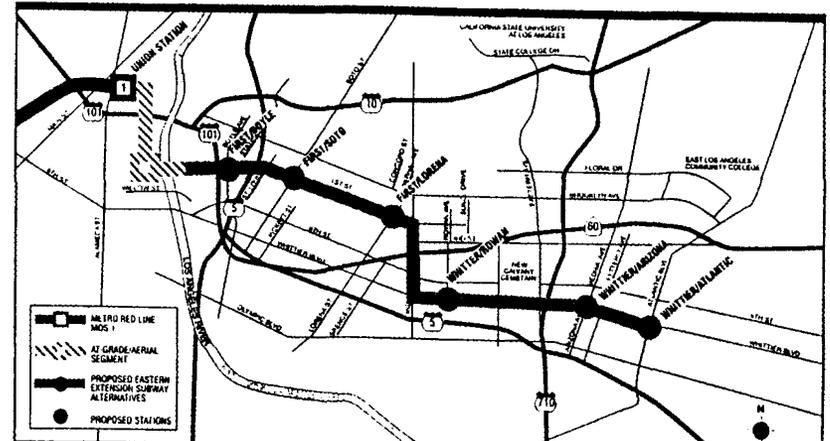


METROPOLITAN  
TRANSPORTATION AUTHORITY  
**METRO EASTERN  
EXTENSION**

ALIGNMENT  
ALTERNATIVES  
FIRST STREET/ALT. 5

SCALE: 1 INCH = 1/2 MILE

DATE: APRIL 1993



METROPOLITAN  
TRANSPORTATION AUTHORITY  
**METRO EASTERN  
EXTENSION**

ALIGNMENT  
ALTERNATIVES  
FIRST STREET (WITH METRO RAIL YARD STATION)/ALT. 6

SCALE: 1 INCH = 1/2 MILE

DATE: APRIL 1993

FIGURE 2-4.1 RAIL ALTERNATIVES IN THE AA/DEIS/DEIR

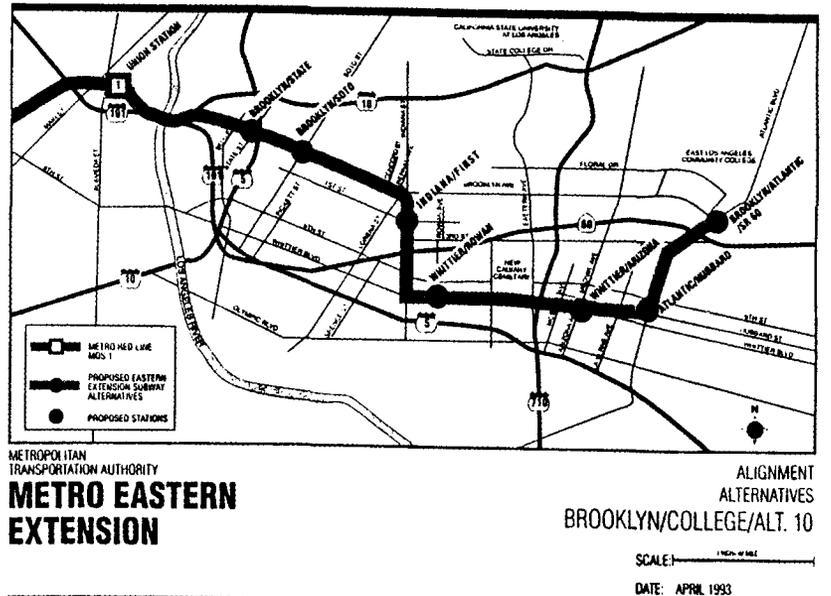
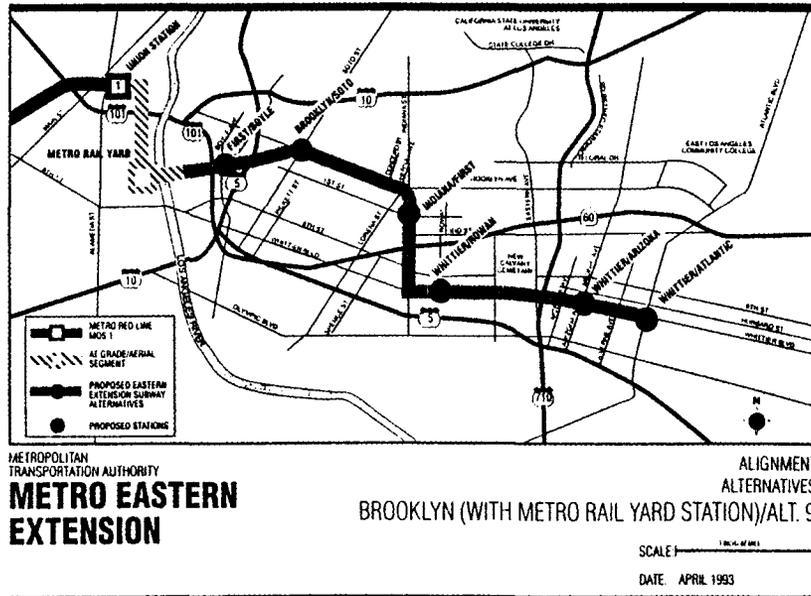
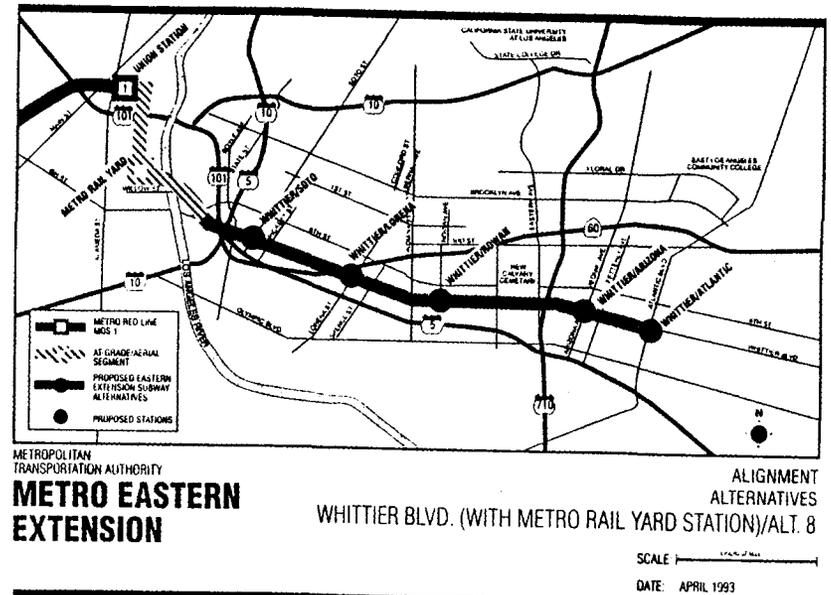
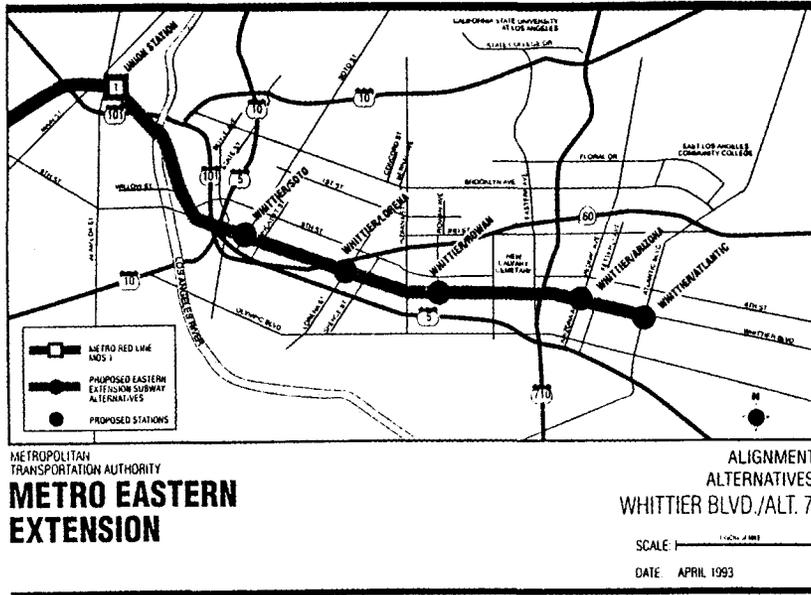


FIGURE 2-4.1 RAIL ALTERNATIVES IN THE AA/DEIS/DEIR

For both options, the line then followed First Street until Indiana Street, where it curved south and continued south to Whittier Boulevard. The alignment then turned east and continued to a proposed terminus at Atlantic Boulevard. As shown on Figure 2-4.1, seven stations were proposed for this alternative.

#### **2-4.1.6 Rail Alternative 7 - Whittier Boulevard**

The 5.4-mile Whittier Boulevard Alternative 7 subway alignment presented in the April 1993 AA/DEIS/DEIR traveled between Union Station and a proposed terminus at Whittier and Atlantic boulevards. The line followed Whittier Boulevard along its entire route. As shown on Figure 2-4.1, five stations were proposed for this alternative.

#### **2-4.1.7 Rail Alternative 8 - Whittier Boulevard with Little Tokyo (previously called the Metro Rail Yard) Station**

The 5.6-mile Alternative 8 presented in the AA/DEIS/DEIR was essentially identical to Alternative 7 except that one station was added in Little Tokyo (previously called the station in the Metro Rail yard). Similar to Alternative 6, there were two options for the station in the Little Tokyo Station. East of the Los Angeles River, this alternative joined the Whittier Boulevard alignment, already defined for Alternative 7. As shown on Figure 2-4.1, six stations were proposed for this alternative.

#### **2-4.1.8 Rail Alternative 9 - Brooklyn Avenue with Little Tokyo (previously called the Metro Rail Yard) Station**

The 6.5-mile Brooklyn Avenue Alternative 9 was similar to Alternative 3 except that it included a Little Tokyo station (previously called the Metro Rail yard station) and a station at First Street and Boyle Avenue before heading north-east to Brooklyn Avenue. It then followed Brooklyn Avenue to Indiana Street, where it curved south to Whittier Boulevard. The line then traveled east along Whittier Boulevard to Atlantic Boulevard, where it terminated. As with alternatives 6 and 8, two options were included for the Little Tokyo station. After crossing the Los Angeles River (either in subway [Alternative 9A] or in an aerial structure [Alternative 9B]), the line would travel to a station at First and Boyle and continue northeast to join the Brooklyn Alternative 3. As shown on Figure 2-4.1, seven stations were proposed for this alternative.

#### **2-4.1.9 Rail Alternative 10 - Brooklyn Avenue/Whittier Boulevard/East Los Angeles Community College**

The 7.1-mile Alternative 10 subway alignment defined in the AA/DEIS/DEIR traveled between Union Station and a proposed terminus at Brooklyn Avenue and Atlantic Boulevard. This alignment generally followed Brooklyn Avenue to Indiana Street, where it curved south to Whittier Boulevard. The line then traveled east along Whittier Boulevard to Atlantic Boulevard, where it turned north and terminated at Brooklyn Avenue. As shown on Figure 2-4.1, seven stations were proposed for this alternative.

## **2-4.2 CHARACTERISTICS OF AA/DEIS/DEIR ALTERNATIVES**

The Eastside Corridor AA/DEIS/DEIR process was undertaken to identify alternative transit improvements for the study area. This section presents a brief comparative evaluation of the alternatives considered in the AA/DEIS/DEIR, discusses the trade-offs among the alternatives and reviews the environmentally superior alternative. It draws on the background information and analyses presented in the chapters one through four of the AA/DEIS/DEIR.

Table 2-4.1 provides key characteristics for the AA/DEIS/DEIR alternatives including a comparison of capital and operating costs, levels of mobility and accessibility, environmental impacts and measures of equity.

### **2-4.2.1 Capital and Operating Costs**

As shown on Table 2-4.1, the capital costs for the AA/DEIS/DEIR alternatives ranged from minimal costs for the TSM to \$1.8 billion (1992 dollars) for Alternative 10, a 7.1-mile rail alternative with seven stations. The range of capital costs between the rail alternatives was \$433 million and varied for the most part due to three factors: (1) length of the alignment, (2) number of stations and (3) station box locations (i.e., costs for property acquisition). The lowest cost rail alternative was Alternative 7, which had the fewest number of stations -- five -- and was the shortest of the rail alternatives with a length of 5.4 miles.

Annual costs for operation of the full Red Line in 1992 dollars ranged from \$92 million for the No-Build Alternative to \$124 million annually for rail alternatives 4 and 10. Eastside corridor alternatives with the longer lengths and higher number of stations tended to exhibit higher annual Red Line operating costs. The lowest annual operating costs was associated with the shortest of the rail alternatives with the least number of stations. Because of the increased local bus feeder service over the TSM alternative, the build alternatives' bus operating costs were approximately \$5 million more annually over and above the Red Line operating costs.

### **2-4.2.2 Attainment of Goals and Objectives**

A number of transit-related goals and objectives have been identified for the Eastside Corridor study area, as discussed in Chapter 1. These include improved mobility and access, support for local land use plans, minimal environmental impacts for the community and ability to finance the selected alternative.

#### **a. Mobility and Accessibility**

Table 2-4.1 provides various measures of mobility and accessibility associated with the AA/DEIS/DEIR transit alternatives. The highest regional transit ridership among the alternatives was rail Alternative 9 with 1,529,900 riders in the Year 2010. The No-Build Alternative represented the fewest number of regional transit trips with 1,498,700, followed by an estimated 1,503,700 regional transit trips for the improved-bus TSM Alternative. The difference in total regional transit trips among the rail alternatives was approximately 4,500 daily.

Daily boardings/alightings within the Eastside Corridor for the AA/DEIS/DEIR rail alternatives ranged from 53,800 for Alternative 7 to 64,000 for Alternative 9, a difference of 10,200.

**TABLE 2-4.1: COMPARISONS OF KEY CHARACTERISTICS OF EASTSIDE CORRIDOR AA/DEIS/DEIR ALTERNATIVES**

CATEGORY	NO BUILD	TSM	ALT. 3	ALT. 4	ALT. 5	ALT. 6A	ALT. 6B	ALT. 7	ALT. 8A	ALT. 8B	ALT. 9A	ALT. 9B	ALT. 10
<b>COSTS</b>													
Capital costs (millions of 1992 dollars)	\$0	Minimal	\$1,473 - 1,488	\$1,651 - 1,669	\$1,448 - 1,451	\$1,601 - 1,604	\$1,593 - 1,596	\$1,337 - 1,340	\$1,460 - 1,464	\$1,406 - 1,409	\$1,707 - 1,722	\$1,631 - 1,646	\$1,750 - 1,770
Equivalent annual capital costs (millions of 1992 dollars)	\$0	Minimal	\$156 - 158	\$178 - 180	\$154 - 155	\$180 - 182	\$167 - 169	\$142 - 143	\$156 - 157	\$148 - 149	\$182 - 183	\$171 - 172	\$189 - 190
Number of rail miles in Eastside Corridor	0	0	5.8	7.5	5.6	6.4	6.3	5.4	5.7	5.6	6.5	6.4	7.1
Number of rail stations in eastside corridor	0	0	6	6	6	7	7	5	6	6	7	7	7
Full Red Line operating costs (millions of 1992 dollars)	\$94	\$94	\$120	\$124	\$120	\$123	\$123	\$117	\$120	\$120	\$123	\$123	\$124
<b>MOBILITY (YEAR 2010)</b>													
Daily transit trips in the region	1,498,700	1,503,700	1,529,300	1,525,800	1,525,400	1,526,200	1,526,200	1,527,100	1,529,000	1,529,000	1,529,900	1,529,900	1,527,400
Daily eastside corridor rail boardings/alightings	0	0	58,400	60,400	55,200	59,500	59,500	53,800	56,000	56,000	64,000	64,000	62,400
Increase in annual new transit trips over the TSM alternative (millions)	N/A	0	6.93	5.93	6.09	6.10	6.10	6.33	6.87	6.87	7.13	7.13	6.42
<b>ACCESSIBILITY</b>													
Transit travel times by walk access from Whittier/Atlantic to Los Angeles central business district (year 2010)	N/A	61 min.	35 min.	41 min.	36 min.	38 min.	38 min.	36 min.	37 min.	37 min.	35 min.	35 min.	38 min.
Transit travel times by walk access from Whittier/Atlantic to Studio City in San Fernando valley (year 2010)	N/A	82 min.	59 min.	65 min.	60 min.	62 min.	62 min.	67 min.	59 min.	59 min.	62 min.	62 min.	54 min.
Transit travel times by walk access from Whittier/Atlantic to Westwood -- UCLA main campus (year 2010)	N/A	103 min.	76 min.	82 min.	79 min.	79 min.	79 min.	74 min.	76 min.	76 min.	79 min.	79 min.	76 min.
Annual travel time dollars saved by TSM riders using rail alternatives (millions of 1992 dollars)	N/A	\$0	\$14.1	\$14.3	\$14.1	\$14.2	\$14.2	\$13.2	\$14.1	\$14.1	\$14.5	\$14.5	\$14.1
Percent households without private transportation within 0.4-Mile radius of stations (1990 census)	N/A	N/A	25%	24%	26%	27%	27%	21%	23%	23%	27%	27%	24%
Percent population between ages 6-18 within 0.4-Mile radius of stations (1990 census)	N/A	N/A	23%	22%	23%	23%	23%	23%	23%	23%	23%	23%	23%
Percent population over 65 within 0.4-Mile radius of stations (1990 census)	N/A	N/A	7%	9%	8%	7%	7%	8%	8%	8%	7%	7%	8%

**TABLE 2-4.1: COMPARISONS OF KEY CHARACTERISTICS OF EASTSIDE CORRIDOR AA/DEIS/DEIR ALTERNATIVES**

CATEGORY	NO BUILD	TSM	ALT. 3	ALT. 4	ALT. 5	ALT. 6A	ALT. 6B	ALT. 7	ALT. 8A	ALT. 8B	ALT. 9A	ALT. 9B	ALT. 10
<b>ENVIRONMENTAL</b>													
<b>TRAFFIC</b>													
Number of intersections with significant impacts under CEQA	N/A	N/A	3	4	4	4	4	1	2	2	2	2	3
<b>LAND USE</b>													
Total population within 0.4-Mile radius of stations	N/A	N/A	88,000	82,000	88,000	94,000	94,000	64,000	72,000	72,000	95,000	95,000	97,000
Total employment within 0.4-Mile radius of stations	N/A	N/A	33,000	47,000	35,000	42,000	42,000	26,000	34,000	34,000	42,000	42,000	30,000
<b>ECONOMIC</b>													
Number of annual jobs created during construction	0	MINIMAL	1,600 - 2,000	1,800 - 2,200	1,600 - 1,900	1,900 - 2,300	1,700 - 2,100	1,500 - 1,800	1,600 - 1,900	1,500 - 1,900	1,900 - 2,300	1,700 - 2,100	1,900 - 2,300
<b>ACQUISITION AND DISPLACEMENTS</b>													
Number of residential units acquired	0	0	5 - 78	0 - 53	3 - 22	2 - 22	20 - 40	6 - 20	0 - 20	0 - 20	5 - 78	23 - 96	5 - 78
Number of businesses and public/institutional facilities acquired	0	0	14 - 26	4 - 11	22 - 28	23 - 29	28 - 34	17 - 23	18 - 24	26 - 32	22 - 34	28 - 40	17 - 29
Number of parking spaces acquired	0	0	85 - 210	55 - 105	70 - 145	70 - 145	85 - 160	61 - 136	75 - 150	75 - 150	100 - 225	115 - 240	70 - 180
<b>VISUAL</b>													
Potentially significant visual impacts under CEQA							VISUAL IMPACT ON 4TH STREET BRIDGE			VISUAL IMPACT ON 6TH STREET BRIDGE		VISUAL IMPACT ON 4TH STREET BRIDGE	
<b>AIR QUALITY</b>													
Potential air emissions reductions in ROG'S, CO, NOX & PM10 over No-Build (pounds per day)	0	107	459	470	463	477	477	492	522	522	540	540	474
<b>NOISE/VIBRATION</b>													
Number of noise & vibration impacts before mitigation/after mitigation	0	0	247-368 /3-4	176-209 /0	252-338 /0	266-352 /0-1	271-357 /0-1	84-169 /0-1	77-162 /0-1	76-161 /0-1	359-450 /3	364-455 /3	275-395 /3-4

**TABLE 2-4.1: COMPARISONS OF KEY CHARACTERISTICS OF EASTSIDE CORRIDOR AA/DEIS/DEIR ALTERNATIVES**

CATEGORY	NO BUILD	TSM	ALT. 3	ALT. 4	ALT. 5	ALT. 6A	ALT. 6B	ALT. 7	ALT. 8A	ALT. 8B	ALT. 9A	ALT. 9B	ALT. 10
<b>SOILS/GEOLOGY</b>													
Number of potential pre-existing hazardous waste sites near rail alignments	N/A	N/A	79	127	70	71	72	89	90	88	75	72	123
<b>CULTURAL/HISTORIC</b>													
Number of potential adverse and adversely affected properties	0	0	3 - 4	0 - 1	3	3	4	4	4	4	3 - 4	4 - 5	0 - 1
<b>COMMUNITY FACILITIES</b>													
Number of community facilities served by rail transit	0	0	67	76	69	73	69	73	57	53	74	70	77
Number of community facilities within 300 feet of station construction sites	0	0	12	11	6	6	6	9	9	8	10	11	15
<b>RAIL CONSTRUCTION</b>													
Number of streets potentially affected	0	0	18 - 23	19 - 22	21 - 23	24 - 26	23 - 25	18 - 20	21 - 23	20 - 22	22 - 27	21 - 26	20 - 24
Number of on-street parking spaces affected	0	0	318 - 366	226 - 250	349 - 373	454 - 478	429 - 453	311 - 335	346 - 370	321 - 345	386 - 434	361 - 409	299 - 335
Number of major utility conflicts	0	0	2 - 3	2	1 - 2	3 - 4	3 - 4	2 - 3	3 - 4	2 - 3	3	2	2
Percent commercial adjacent to cut-and-cover construction	0	0	29 - 44%	35 - 43%	33 - 40%	30 - 36%	33 - 40%	41 - 50%	36 - 44%	41 - 50%	28 - 42%	27 - 40%	33 - 45%
<b>EQUITY</b>													
Percent of households below poverty level within 0.4-Mile radius of stations (1990 census)	N/A	N/A	25%	22%	25%	26%	26%	22%	24%	24%	26%	26%	23%
Percent hispanic persons within 0.4-Mile radius of stations (1990 census)	N/A	N/A	95%	90%	90%	93%	93%	96%	94%	94%	93%	93%	92%

Source: AA/DEIS/DEIR Table 5-1, pg. 5-3; Parsons Brinckerhoff Quade & Douglas, Inc.; Myra L. Frank and Associates, Inc. 1993

Transit travel times were estimated from the Whittier/Atlantic intersection to various locations in the Los Angeles County. As shown in Table 2-4.1 for example, the travel time for the rail alternatives from this origin to the Los Angeles Central Business District would range between 31 and 37 minutes, as compared to an all-bus trip of 55 minutes.

The Eastside Corridor includes a high level of households without access to private transportation. The areas within 0.4 miles of the possible transit stations for each AA/DEIS/DEIR rail alternative contain between 21 (Alternative 7) and 27 percent (alternatives 6 and 9) of such households, as compared to a City of Los Angeles figure of 15 percent and a County of Los Angeles figure of 11 percent. A high percentage of youth also reside in the Eastside Corridor area with 22 to 23 percent within the station areas as compared to City and County of Los Angeles percentages of 17 and 18 percent, respectively. The elderly population (+65 years of age) within the station areas ranges between seven to nine percent for the Eastside Corridor and is less than the City and County average of ten percent.

#### **b. Environmental Impacts**

A number of environmental impacts for the AA/DEIS/DEIR alternatives are summarized on Table 2-4.1 by alternative. As shown, the impacts vary among the alternatives for each environmental category. For the rail alternatives, the expected impacts are related to the actual location of the proposed alignments and stations in relation to the current physical and social environments.

The impacts associated with the No-Build Alternative are provided, at times, as a basis for comparison with the TSM and Rail alternatives. Environmental impacts associated with the TSM alternative were not substantial, since this would not entail major construction or operation changes.

For many environmental categories, the absolute number differences in environmental impacts among the AA/DEIS/DEIR rail alternatives were not significant, i.e., traffic, economic, air quality, cultural/historic, community facilities and Section 4(f).

Acquisitions and displacements of residential and commercial properties was necessary for construction and operation of the AA/DEIS/DEIR rail alternatives. The number and extent of these acquisitions varied, depending not only on the alternative but also on the station box and primary entrance locations within each alternative. Moreover, the proposed off-street stations (Brooklyn/Soto [Alternatives 3, 4, 9 and 10] and Whittier/Arizona [Alternatives 3, 5, 6, 7, 8, 9 and 10]) involved higher numbers of acquisitions than the corresponding on-street stations. Table 2-4.1 shows the ranges of residential and non-residential acquisitions involved with each AA/DEIS/DEIR rail alternative. Overall, the alignments with the least number of total stations and the least number of off-street stations involved the fewest acquisitions.

Few significant visual impacts under CEQA were anticipated for the alternatives except for the proposed aerial structures over the Los Angeles River for Alternatives 6B, 8B and 9B. Under CEQA, these alternatives had potentially significant visual impacts on either the Fourth or Sixth Street historic bridges, as shown in Table 2-4.1.

After mitigation, only three significant noise and vibration impacts under CEQA were anticipated to remain from the operation of the rail transit alternatives. The variation in these impacts both before and after mitigation for the AA/DEIS/DEIR rail alternatives is shown in Table 5-1.

Following an analysis of historic records and a survey of the Eastside Corridor, a number of sites were identified as potentially containing hazardous materials. The number of these sites ranged from 70 for Alternative 5 to 127 for Alternative 4.

Construction impacts are mainly related to cut-and-cover activities at the stations, and vary according to the station box locations and the alternatives. Some stations were proposed with both on- and off-street locations (Brooklyn/Soto [Alternatives 3, 4, 9 and 10] and Whittier/Arizona [Alternatives 3, 5, 6, 7, 8, 9 and 10]). Typically, the on-street stations had the higher levels of construction impacts on businesses in these station areas, while the off-street stations had less effect on the business and greater impacts on the adjacent residential areas.

### **2-4.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

An environmentally superior alternative needs to be identified under CEQA. Although the No-Build and TSM alternatives would involve fewer environmental impacts, they would not provide the desired levels of mobility and accessibility for this lower-income, transit-dependent and principally hispanic community. The AA/DEIS/DEIR rail alternatives, on the other hand, would provide access to a broader range of employment, shopping, educational and cultural opportunities, consistent with the goals and objectives for this Eastside Corridor.

The environmental impacts vary by subject area for each of the rail alternatives and by the sub-alternative station box locations within each rail alternative. Overall, none of the rail alternatives can be identified as necessarily superior in terms of environmental considerations.

The determination of superiority requires weighing the varied impacts among the alternatives, and the reader is invited to apply his or her values as to the significance of these impacts by subject area, location, and alternative.

### **2-5 SELECTION AND RATIONALE OF THE LOCALLY PREFERRED ALTERNATIVE**

In June 1993, the MTA Board of Directors selected a Locally Preferred Alternative (LPA) from among ten alternatives (as presented in the April 1993 Eastside Corridor AA/DEIS/DEIR). The alternative selected was identified as Alternative 9B with modifications to avoid the Evergreen Cemetery by passing the route to the south of the cemetery and placing a station at First and Lorena rather than at First/Indiana. The MTA Board also recognized that this modification would eliminate the impacts that otherwise would have occurred to the narrow Indiana Street and Ramona High School under Alternative 9 before modification.

Based on the preliminary engineering findings, other changes have occurred to the project since the MTA Board selected the LPA, and these changes are described in Section 2-6 below.

Following circulation of the AA/DEIS/DEIR, the MTA reviewed the public comments and evaluated each of the above alternatives against the following criteria: the environmental impacts associated with the alternatives after mitigation, community support, support for the economic

development of the community and system-wide benefits including increased ridership and operational advantages.

Based on this review, Rail Alternative 9B with some modifications was selected as the LPA. The modification was designed to respond to public comments by avoiding impacts to Evergreen Cemetery and Ramona High School. Table 2-4.1 above summarizes critical characteristics of the alternatives reviewed in the AA/DEIS/DEIR.

A number of reasons led to the selection of the LPA by the MTA Board of Directors:

- Alternative 9B had the highest ridership of all the alternatives evaluated in the AA/DEIS/DEIR. In addition, Alternative 9B had the highest potential increase in new transit trips of all the alternatives evaluated in the AA/DEIS/DEIR. The LPA would provide East Los Angeles with a direct connection (via the Red Line) to downtown Los Angeles, mid-Wilshire, Hollywood, and the San Fernando Valley. With a single transfer, the LPA would provide connection to the Blue Line to Long Beach and Pasadena, and all of the regional Metrolink destinations.
- Alternative 9B had the highest potential reduction in potential air emissions.
- Alternative 9B had the highest potential annual travel time savings.
- Alternative 9B had the highest total population within a 0.4 mile radius of the stations.
- Alternative 9B had the third highest number of community facilities within 300 feet of the stations.
- Alternative 9B had the second lowest number of intersections with significant impacts. Within the Eastside Corridor, the LPA (modified Alternative 9B) connects major activity centers including:
  - Little Tokyo East,
  - the First/Boyle area, which includes the current retail area and the area to be developed as Mariachi Plaza,
  - the Brooklyn/Soto area, which includes the current active retail area,
  - the First/Lorena area, which includes the El Mercado and other retail activities,
  - the Whittier/Rowan area, which includes the intersection of two major thoroughfares in East Los Angeles, and
  - the highly active Whittier commercial area, which is bracketed by the Whittier/Arizona and Whittier/Atlantic intersections.

These centers would be linked to other commercial areas such as Broadway Street in the CBD, the Wilshire District, Vermont Avenue, Hollywood Boulevard, North Hollywood, and other areas as the Metro Red Line is expanded.

The LPA's costs and benefits were reviewed based on established criteria and found to be comparable to the other alternatives. At \$1.64 billion (in 1992 dollars), the LPA fell in the middle of the \$1.34 to \$1.75 billion range of cost for a rail extension all the way to Atlantic Boulevard. With the highest patronage of any of the alternatives considered, the LPA would increase the effectiveness and efficiency of the public transit system as a whole in a corridor where transit dependency is twice the county average.

Based on the public hearings and ongoing community participation process, the rail alternatives that emerged with the largest community support were 9B and 6B. The alternatives were identical from Union Station to the First/Boyle station and from First Street and Indiana Street to Atlantic Boulevard. The most significant difference was that Alternative 6B served First Street with a First/Soto station, while 9B served Brooklyn Avenue with a Brooklyn/Soto station. The Brooklyn/Soto station area is a more active retail center for the community.

Comments received during the public review period identified two issues related to Alternative 9B: tunneling under the north-east corner of Evergreen Cemetery and tunneling within 25 feet of Ramona High School. The variation incorporated into the LPA avoids these issues by dropping south to First Street before reaching Evergreen Cemetery and substituting the First/Indiana station with a new First/Lorena station.

## **2-6 PLANNING SINCE CIRCULATION OF THE DEIS/DEIR**

This section summarizes the planning that has occurred after circulation of the DEIS, during preliminary engineering. Preliminary engineering commenced in July 1993, immediately after the MTA Board approved Alternative 9B (modified) as the locally preferred alternative (LPA). In approving the LPA, the Board directed staff to revise the alignment so as to avoid: (1) going under any portion of Evergreen Cemetery, (2) impacts on Ramona High School and (3) impacts on the narrow Indiana Street in the vicinity of First Street. Alignment 9B, as discussed in Section 2-4.1.8, included an aerial station in the Metro Rail yard and six additional stations as shown in Figure 2-4.1.

During preliminary engineering, a number of additional studies were undertaken to refine location decisions. Based on these studies and on the direction of the MTA Board, some modifications have been made to Alternative 9B as presented in the AA/DEIS/DEIR. These location and other refinements have come about because of the more detailed analyses that are part of preliminary engineering. Work has included cost studies, operational criteria analyses, identification of conflicts with existing utilities and searching for ways to reduce environmental impacts. The refinements are not considered a significant change to the LPA; rather they are directed at mitigating environmental effects, reducing cost and enhancing the operational effectiveness of the LPA.

The changes to the LPA are briefly summarized here, and discussed in more detail in the sections that follow:

Revisions to station locations include:

- The Metro Rail yard station (now called the Little Tokyo station) was moved from aerial in the yard to subway under Santa Fe Avenue,
- The First/Boyle station has been rotated counter-clockwise to respond to improved (flatter) curves from the Little Tokyo station, and
- The First/Lorena station has been substituted for the First/Indiana station to respond to concerns about going under Evergreen Cemetery and impacts on a local high school and the narrow Indiana Street.

Alignment revisions include:

- A shift from aerial to subway configuration between Little Tokyo and First/Boyle stations, with resulting reduction in curves between these stations,
- An alignment shift between Brooklyn/Soto and First/Lorena stations to avoid the Evergreen Cemetery, and
- An alignment shift between First/Lorena and Whittier/Rowan stations to reflect the shift in the First/Lorena station location and to avoid Ramona High School.

Operational enhancements include:

- The addition of crossovers at the First/Boyle and Whittier/Rowan stations, and
- The definition of bus facilities for terminating bus lines at the Brooklyn/Soto, First/Lorena, Whittier/Rowan, Whittier/Arizona and Whittier/Atlantic stations.

Facility definition refinements include:

- The addition of parking facilities at the First/Lorena station.

Initial operating segment (IOS) definition revisions include:

- The addition of a shorter IOS to allow for various funding scenarios.

## **2-6.1 REVISIONS TO STATION LOCATIONS**

Station locations and alignments between stations are mutually dependent on each other. In some instances, e.g. Little Tokyo, a station shift required a shift in the alignment around the station, both horizontally and vertically. In other instances, a shift in alignment, e.g. avoidance of Evergreen Cemetery, required a change in station location (e.g. from First/Indiana to

First/Lorena). Stations are discussed in this section and alignments are discussed in the following section.

### **2-6.1.1 Metro Rail Yard (Little Tokyo Station)**

Alternative 9B included an aerial station on the east side of the Metro Rail yard. During preliminary engineering it was determined that a station in this location would adversely affect yard activities and would reduce, by almost one-third, the amount of track available for storage and maintenance of the Metro Rail fleet. Moving the station to Santa Fe Avenue resulted in alignment adjustments between the Little Tokyo station and First/Boyle station. (These adjustments are more fully discussed in Section 2-6.2.1.

There was a reduction in alignment impacts that occurred with the shift from an aerial to a subway configuration. In order to connect the previously proposed aerial station with the First/Boyle station on the east side of the Los Angeles River, an aerial structure would have had to portal immediately adjacent to the Aliso Village housing project, requiring significant right-of-way from both residential and industrial facilities. Both construction and operational impacts on the housing project would be adverse because the tunnel section would be shallow enough that it would be difficult to mitigate noise and vibration impacts.

Impacts on historic resources from the previously proposed aerial station and associated aerial segment over the Los Angeles River included adverse visual effects on the National Register eligible First and Fourth Street bridge structures. Portions of the Aliso Village housing project may also be eligible for the National Register and would have been adversely affected because of takings during construction and noise and vibration impacts after construction.

A number of studies were performed to reduce impacts on yard operations and to reduce the costs of the station. The proposed station under Santa Fe Avenue is essentially the same as the underground station shown in the AA/DEIS/DEIR in Alternative 9A. As part of preliminary engineering, it was identified as the least costly alternative, largely because it (1) allows a more direct subway connection to the First/Boyle station on the east side of the river, (2) involves less acquisition of property on the west side of the river for additional yard capacity and on the east side of the river for a portal, (3) would not involve a bridge over the river and (4) would not require any disruption, replacement or relocation of yard facilities.

### **2-6.1.2 First/Boyle Station**

The First/Boyle station was rotated counter-clockwise to respond to the change in the curves from the Little Tokyo station. The station entrance at Mariachi Plaza did not change, but the underground alignment of the station rotated counter-clockwise. Instead of being under First Street, it is now located diagonally under the First/Boyle intersection. This change reduced the curves both entering and leaving this station, allowing for higher rail system speeds. In addition, the change in station orientation would reduce the impacts on traffic by placing over two-thirds of the station off-street.

### **2-6.1.3 First/Lorena Station**

A station at First/Lorena (originally part of Alternative 6 in the AA/DEIS/DEIR) was substituted for the First/Indiana station shown in Alternative 9, when it was decided to change the alignment so as to avoid Evergreen Cemetery. Section 2-6.2.2 discusses the alignment alternatives studied to avoid Evergreen Cemetery.

The First/Lorena Station shown in the AA/DEIS/DEIR was shifted eastward slightly to avoid a driveway entrance to Evergreen Cemetery. The station entrance is on the northeast corner of First Street and Lorena Street, as shown in the AA/DEIS/DEIR. Shifting the station eastward also required "notching" the roof of the station to accommodate a 72-inch storm drain structure in Lorena Street.

## **2-6.2 ALIGNMENT REVISIONS**

Most of the alignment revisions were made to reflect changes in station locations or to avoid conflicts with sensitive uses.

### **2-6.2.1 Shift from Aerial to Subway Between Little Tokyo and First/Boyle Stations**

With an aerial station in the yard, the line section was also aerial. In order to get from the aerial yard station to the station at First/Boyle, an elaborate S-curve was required, heading first south out of the station, east across the river, north and then east to reach the First/Boyle station. With a subway configuration for the Little Tokyo station, it was possible to flatten the curve and reduce the length of track because the subway alternative does not require specific vertical clearances for bridge structures, other railroad structures and streets. The subway alternative also reduced acquisition costs by eliminating the need for acquiring industrial structures on the east side of the river for the portal.

### **2-6.2.2 Brooklyn/Soto Station to First/Lorena Station**

A number of comments on the AA/DEIS/DEIR were received from members of the eastside community expressing concern about the subway going under any portion of Evergreen Cemetery. The alignment for Alternative 9B proceeded east under Brooklyn Avenue from the Brooklyn/Soto station, and then curved south on to Indiana Avenue before proceeding to a station at First Street and Indiana Avenue. The curve from Brooklyn Avenue to Indiana Avenue crossed under the northeast corner of Evergreen Cemetery.

In order to avoid Evergreen Cemetery, there were basically two choices: 1) stay under Brooklyn Avenue and curve south to the east of the cemetery or 2) curve south to the west of the cemetery to get to First Street. The first alternative would have eliminated any opportunity for a station in the First/Indiana/Lorena area because the radius of the curve would swing too far east to serve this activity area. The second alternative, curving south just east of the Brooklyn/Soto station and then proceeding east under First Street to Lorena Street, was selected because it maintained service to the First/Indiana/Lorena area. The station entrance at First/Lorena would be about 350 feet west of the station entrance at First/Indiana.

### **2-6.2.3 First/Lorena Station to Whittier/Rowan Station**

As noted in Section 2-6.1.3, the First/Lorena Station was shifted eastward to avoid conflicts with a driveway entrance to Evergreen Cemetery. Because the station box is only about 350 to 400 feet west of Indiana Avenue, it was not possible to immediately curve south on Indiana Avenue; the curve radius would be too tight. In order to keep the alignment under a street and away from Ramona High School, the alignment was shifted eastward to Alma Avenue.

## **2-6.3 OPERATIONAL ENHANCEMENTS**

### **2-6.3.1 Crossovers**

Current operating criteria require that a minimum 10-minute single tracking headway be achievable anywhere along the line. In order to achieve this operating standard, crossovers are defined at the following stations: First/Boyle, First/Lorena, Whittier/Rowan and Whittier/Atlantic. The First/Lorena and Whittier/Atlantic crossovers were shown in the AA/DEIS/DEIR.

### **2-6.3.2 Bus Facilities**

Transportation planning during preliminary engineering has included analyses of bus operations and the need to provide facilities for terminating certain routes at LPA stations. All station plans, except Little Tokyo and First/Boyle, now include accommodations for terminating bus lines.

## **2-6.4 INITIAL OPERATING SEGMENTS**

The AA/DEIS/DEIR discussed an Initial Operating Segment (IOS) that would consist of the first four LPA stations: Little Tokyo, First/Boyle, Brooklyn/Soto and First/Lorena. In response to potential funding timing constraints, an additional IOS has been identified and impacts analyzed in this FEIS/FEIR. IOS-1 would consist of stations at Little Tokyo and First/Boyle. IOS-2 would consist of the first four stations.

## **2-6.5 PARKING FACILITIES**

In addition to the parking facilities identified for the Whittier/Atlantic station, the FEIS/FEIR has identified a parking facility at the First/Lorena Station. The facility could include up to 500 cars. It was identified as part of the IOS-2 definition under which the First/Lorena Station would function as a temporary end-of-line station.

## **2-6.6 STREET NAME CHANGE**

The City and County of Los Angeles have changed the name of Brooklyn Avenue to Cesar Chavez Avenue. For this final EIS/EIR, however, the street name of Brooklyn Avenue has been used due to its extensive use in the AA/DEIS/DEIR on various graphics and in numerous tables.

## **2-7            RELATED PROJECTS**

The purpose of identifying projects planned in the vicinity of the proposed project is to assess significant cumulative impacts that could occur in conjunction with the Red Line Eastern Extension. In accordance with Section 15130 of the Guidelines for the California Environmental Quality Act (CEQA), this FEIS/FEIR uses regional growth projections as a basis for assessing cumulative impacts.

### **2-7.1            LOCAL PROJECTS**

A number of mixed retail and residential developments are currently proposed in the area west of the Little Tokyo station. Included are the First Street South Plaza (820,000+ square feet) at the southeast corner of First and Alameda streets; Little Tokyo Square (279,900 square feet) at 333 South Alameda Street; and Sunshine Pacific Center (180,000+ square feet) at the southeast corner of Second and Alameda streets. The largest proposed development near the Little Tokyo station is the 2,713,055 square foot Mangrove Estate on the block bordered by Alameda, Temple, Banning, and First streets.

The stations east of the Los Angeles River have substantially less development planned in their surrounding areas. There are currently three projects under construction near the First/Boyle station: a Chevron gas station (25,100 square feet) at the corner of State and Brooklyn, Hollenbeck Youth Center (15,600 square feet) at 2015 First Street, and Puente Learning Center (40,000 square feet) at 501 South Boyle Avenue. The Selcer Shopping Plaza (19,500 square feet) at 3515 First Street is proposed near the First/Lorena station and a bowling alley (745,000 square feet) is proposed at the southeast corner of Whittier and Woods near the Whittier/Atlantic station.

The largest project currently planned east of the Los Angeles River in the vicinity of the project is the Los Angeles County/USC Medical Center (1,970,000 square feet) at Cummings and Marengo streets, just north of the I-10 (San Bernadino) freeway. The cumulative affect of construction of the LPA and the aforementioned projects is expected to be minimal, since construction of the related projects would likely be completed before construction of the LPA begins.

### **2-7.2            TRANSPORTATION PROJECTS**

A number of transportation projects are anticipated in Los Angeles County by year 2010, the planning horizon year of the Eastside Corridor. Transportation projects in the background assumptions for the Eastside Corridor include those in the Fundable Plan of the Los Angeles County Metropolitan Transportation Authority's 30-Year Integrated Transportation Plan, as well as projects anticipated by year 2010 in the Southern California Association of Governments's (SCAG) regional forecast study area (Los Angeles, Orange, Ventura, western Riverside, and western San Bernadino counties). Projects that are planned for Los Angeles County are listed in Tables 2-1.1, 2-1.2, 2-1.3, and 2-1.4.

In addition, the California Department of Transportation (Caltrans) proposes to widen Whittier Boulevard between Atlantic Boulevard and Garfield Avenue. Construction of the street widening is expected to begin this year.

### 2-7.3 GROWTH PROJECTIONS

As required under FTA guidelines for preparation of an Alternatives Analysis, regional growth projections from the metropolitan planning organization were used. Transportation growth projections for the study area were estimated using SCAG GMA1 forecasts for 1990 and 2010. The GMA1 forecasts are SCAG's baseline projections of future growth based on a continuation of trends with no new policy intervention by SCAG. SCAG had projected its 1990 and 2010 forecasts based on projections made for 1987, which had used the 1980 U.S. Census as its basis. By January of 1993, SCAG had not completed new forecasts for 2010 using the 1990 U.S. Census. As a result, a methodology was developed for the Red Line Eastern Extension AA/DEIS/DEIR to provide adjusted 1990 and 2010 figures in advance of the SCAG projections. Briefly, the procedure involved calculating the change in each population-related variable for the 1990 and 2010 SCAG GMA1 forecasts, and then applying that growth to the 1990 census figures. Sections 2.5 and 4.0 of the Eastside Corridor Ridership Forecasting Methods Report (January 1993) discuss the forecasting methodology used for the project in greater detail. In general, the 2010 projections reveal that the Eastside Corridor would experience moderate growth in housing, dwelling units, and employment. Please see Sections 3-1 and 4-4 of this FEIS/FEIR for additional discussion of these forecasts.

**B: Eligibility  
Determination**

# ***Attachment B***

## **REQUEST FOR DETERMINATION OF ELIGIBILITY REPORT**

for the

### **METRO RAIL RED LINE EAST EXTENSION IN THE CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

Prepared For:

Lead Agency:

**Federal Transit Administration  
Department of Transportation  
Washington, D. C. 20590**

Cooperating Agency:

**Los Angeles Metropolitan Transportation Authority  
818 West 7th Street  
Los Angeles, California 90017**

Prepared By:

**Myra L. Frank & Associates, Inc.  
811 West 7th Street  
Los Angeles, California 90017**

**April 1994**

**REQUEST FOR DETERMINATION OF ELIGIBILITY REPORT**  
**for the**  
**METRO RAIL RED LINE EAST EXTENSION**  
**IN THE CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

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Lead Agency:  
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**811 West 7th Street**  
**Los Angeles, California 90017**

Prepared By:

**Myra L. Frank & Associates, Inc.**  
**811 West 7th Street**  
**Los Angeles, California 90017**

**April 1994**

# *Metro Red Line East Extension*

## *Request for Determination of Eligibility*

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## **SUMMARY OF FINDINGS**

## SUMMARY OF FINDINGS

The following document incorporates pertinent information from cultural resources technical reports prepared for the Federal Transit Administration (FTA) regarding the Locally Preferred Alternative (LPA) of the proposed East Side Extension of the Metro Red Line in the City of Los Angeles and unincorporated portions of the County of Los Angeles. As selected by the Los Angeles Metropolitan Transportation Authority (MTA) Board of Directors in June, 1993, and consistent with the technology decision in the 1980 Final Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report on Transit System Improvements in the Los Angeles Regional Core, the LPA for the Eastside Corridor would be a heavy-rail system that would represent an extension of the Metro Red Line currently in operation in downtown Los Angeles. The LPA would consist of cut-and-cover and open-cut underground stations connected by tunnel line sections that generally would be located within public streets rights-of-way. The LPA is a 6.8 mile below-grade alignment with seven stations extending from Los Angeles Union Station east to the intersection of Whittier Boulevard and Atlantic Boulevard. The depth of the tunnel (from top of rail to ground surface) would generally range from 45 feet as it passes under the Los Angeles River to approximately 110 feet as it passes under State Route 60 (Pomona) freeway.

This Request for Determination of Eligibility Report (RDE) is a key document used by FTA to fulfill its legal responsibility for compliance with Section 106 of the National Historic Preservation Act of 1966. Section 106 requires that the head of any Federal Agency having jurisdiction over a proposed Federal or federally assisted undertaking shall take into account its effect on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register. Implementation of the Section 106 process is governed by Advisory Council on Historic Preservation (ACHP) regulations (36 CFR 800), published in 1986. These regulations require that federal agencies: identify all historic resources that may be affected by a proposed undertaking; evaluate the eligibility of these resources for the National Register of Historic Places; apply the Criteria of Effect

(36 CFR 800.9(a)) to eligible properties that may be affected; and, consult with the State Historic Preservation Officer (SHPO) regarding identification, evaluation and potential project effects.

In order to fulfill the requirements of 36 CFR 800, as these regulations apply to MTA projects and cultural resources, the RDE includes California Historic Resource Inventory Forms (DPR 523) for all significant archaeological, historic, and architectural resources within the project's Area of Potential Effects (APE).

The archaeological survey for this project did not identify any sites appearing eligible for inclusion in the National Register because it was limited to a research phase; however, it did indicate levels of probability for prehistoric and historical sites for each station. Because of the relatively extreme age of settlement of the project area, particularly its west end between Union Station and Boyle Avenue, there appears to be a high likelihood of subsurface deposits. If such deposits are encountered during construction activity, their eligibility would be assessed by a SOPA qualified archaeologist.

The historic architectural survey for this project identified 42 significant historic resources within the APE. This RDE is being prepared to seek the concurrence of the California State Historic Preservation Officer with the finding of 22 historic properties eligible and 20 historic properties ineligible for inclusion in the National Register of Historic Places.

**PROJECT DESCRIPTION**

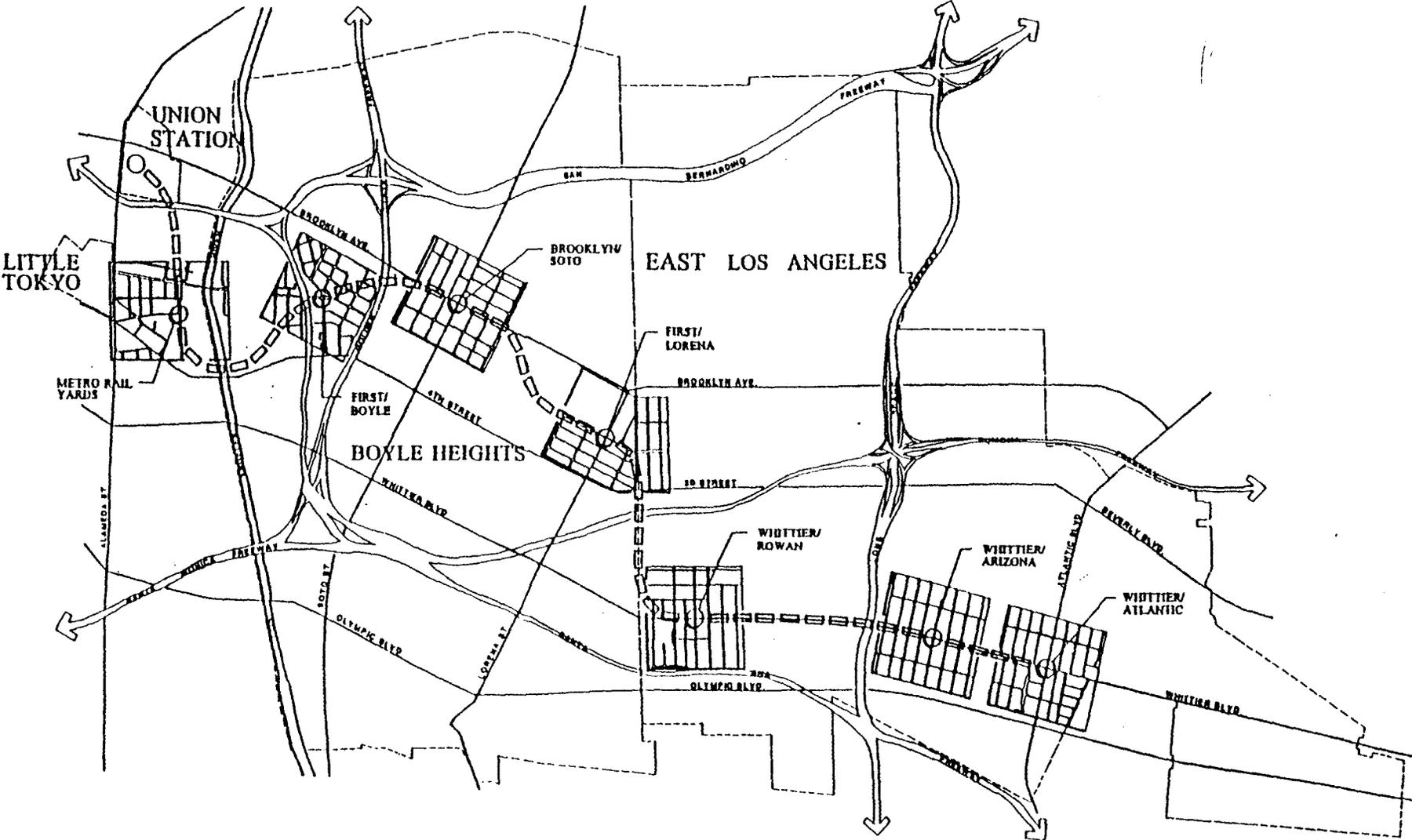
## PROJECT DESCRIPTION

The Los Angeles Metro Red Line system currently consists of an operating segment that runs from Union Station in downtown Los Angeles west to the intersection of Wilshire Boulevard and Alvarado Street. Two additional segments are currently under construction, extending from Wilshire/Alvarado to North Hollywood and from Wilshire/Alvarado to the intersection of Wilshire Boulevard and Western Avenue. In July 1991, the FTA authorized the MTA to proceed with the project planning process that would fulfill federal and state environmental requirements for a possible extension of the Red Line to the Eastside Corridor. Subsequently, the MTA completed an Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) for the Eastside Corridor in April 1992.

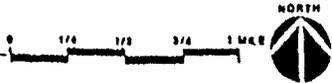
Following public review of ten alternatives presented in the AA/DEIS/DEIR, the MTA Board of Directors selected in June 1993 a Locally Preferred Alternative (LPA). This heavy rail LPA has been partially modified, based on Preliminary Engineering findings, and will be evaluated in the Final EIS/EIR along with a No-Build Alternative. The No-Build Alternative, as the name suggests, does not involve the development of any new systems, facilities, or services.

As selected by the MTA Board of Directors in June 1993, and consistent with the technology decision in the 1980 Final Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report on Transit System Improvements in the Los Angeles Regional Core, the LPA for the Eastside Corridor would be a heavy-rail system that would represent an extension of the Metro Red Line currently in operation in downtown Los Angeles. The LPA would consist of cut-and-cover and open-cut underground stations connected by tunnel line sections that generally would be located within public streets rights-of-way. The LPA is a 6.8 mile below-grade alignment with seven stations extending from Los Angeles Union Station east to the intersection of Whittier Boulevard and Atlantic Boulevard (See Figure 1). The depth of the tunnel (from top of rail to ground surface) would generally range from 45 feet as it passes under the Los Angeles River to approximately 110 feet as it passes under State Route 60 (Pomona) freeway. The locations, entry points, and depths of the seven stations are listed below:

LOCALLY PREFERRED ALTERNATIVE



Preferred Alternative  
**METRO RED LINE-EASTERN EXTENSION**  
Final EIS/EIR





**LOCALLY PREFERRED ALTERNATIVE STATION LOCATIONS**

STATION	LOCATION	ENTRANCE	DEPTH
Little Tokyo	Santa Fe Avenue at Third Street.	Two options: southwest corner of Santa Fe and Third or east side of Santa Fe, south of intersection.	60 feet
First/Boyle	Just east of U.S. 101 freeway, under the intersection of First and Boyle streets.	Northwest corner of First and Bailey streets.	80 feet
Brooklyn/Soto	Approximately 200 feet south of and parallel to Brooklyn Avenue, immediately east of Soto Street.	Northwest corner of Brooklyn Avenue and Mathews Street.	55 feet
First/Lorena	First Street at Lorena Street.	Northeast corner of First and Lorena Streets.	65 feet
Whittier/Rowan	Whittier Boulevard between Townsend and Gage Avenues.	Southeast corner of Whittier and Rowan Avenue.	55 feet
Whittier/Arizona	North of the first alley north of Whittier Boulevard immediately west of Arizona Avenue.	Northwest corner of Whittier and Arizona.	55 feet
Whittier/Atlantic	Southside of Whittier Boulevard, between Atlantic and Woods.	Southwest corner of Whittier and Atlantic.	65 feet

The LPA alignment would begin approximately 130 feet east of the Union Station platform, where the tracks would branch from the existing tunnel structure that includes the tracks leading to the Metro Yard and Shops. The tracks (one for each direction) would branch off each side of the existing tunnel structure and proceed south in separately mined tunnels beneath the U.S. 101 (Hollywood) and I-5 (Golden State) freeways, swing apart to avoid potentially contaminated soils, pass under private property, and come together at the Little Tokyo station under street right-of-way at the intersection of Santa Fe Avenue and Third Street.

After leaving the Little Tokyo station, the alignment would proceed through twin mined in a long eastward curve, passing beneath the Metro Yard and Shops and crossing under the Los Angeles River just north of the Fourth Street Bridge. The alignment would leave the curve in a northeasterly direction, passing under private property and the U.S. 101 (Hollywood) and

I-5 (Golden State) freeways before reaching a station located near the intersection of First Street and Boyle Avenue (First/Boyle station). A crossover would be located at the southwestern end of this station.

From the First/Boyle station, the alignment would proceed in a northeasterly direction, passing below the White Memorial Hospital complex, private property, and the I-5 (Golden State) freeway. It would then run under private property parallel to and approximately midway between Brooklyn Avenue and New Jersey Street before entering an off-street station near the intersection of Brooklyn Avenue and Soto Street (Brooklyn/Soto station).

From the Brooklyn/Soto station, the alignment would make an S-curve, bringing it further south under First Street, still parallel to Brooklyn Avenue. Generally sharp curves are required in this segment to avoid entering Evergreen Cemetery property and to avoid potential impacts associated with changing the location and orientation of the Brooklyn/Soto station. Once under First Street, the alignment would pass through a station under the street right-of-way at the intersection of First Street and Lorena Avenue (First/Lorena station). A crossover would be located at the western end of this station, along with a parking structure at the northeast corner of First and Lorena streets.

From the First/Lorena station, the alignment would make a southerly turn east of Indiana Street, bending back to run under Indiana Street immediately south of State Route 60 (Pomona) freeway. The curve overshoots Indiana Street because the First/Lorena station is too close to Indiana Street to allow for a short curve south onto it. The alignment would then continue south under Indiana Street until approximately Princeton Street, where it would make an easterly curve to run east beneath Whittier Boulevard. After completing this curve, the alignment would pass through a station under the street right-of-way at the intersection of Whittier and Rowan avenues (Whittier/Rowan station). A crossover is proposed for the western end of the Whittier/Rowan station.

From the Whittier/Rowan station, the LPA would continue east under Whittier Boulevard, past the New Calvary Cemetery. The alignment would deviate from Whittier Boulevard as the Boulevard turns to head southeast immediately west of the I-710 (Long Beach) freeway. The alignment would continue due east past the freeway before making a slight curve to come

parallel to Whittier Boulevard. The alignment would continue in a southeasterly direction under private property and through an off-street station near the intersection of Whittier and Arizona boulevards (Whittier/Arizona station) before swinging south via an S-curve to continue heading southeast under Whittier Boulevard. The alignment would pass through a station under the street right-of-way at the intersection of Whittier Boulevard and Atlantic Avenue (Whittier/Atlantic station) and would end with a 650-foot tail track section. A crossover is proposed for the western end of the Whittier/Atlantic station along with two parking structures at the northwest and southwest corners of Whittier Boulevard and Atlantic Avenue.

Funding constraints may defer construction of the entire LPA; thus three less expensive subsets, known as Initial Operable Segments (IOSs), have been developed for environmental review and to compete for available funding. Each of these IOSs would be independently operable, with the remainder of the LPA to be constructed at some point in the future. The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provides the mechanism for implementation of an initial segment of the Eastside Corridor. The Eastside Corridor extension in ISTEA is defined as "one line consisting of an initial line of approximately three miles in length, with at least two stations, beginning at Union Station and running generally east." The three IOSs identified for the LPA are as follows:

PROPOSED INITIAL OPERABLE SEGMENTS			
IOS IDENTIFIER	NUMBER OF STATIONS	LENGTH	STATIONS INCLUDED
IOS-1	2	2.0 mi.	<ul style="list-style-type: none"> <li>• Little Tokyo</li> <li>• First/Boyle</li> </ul>
IOS-2	4	3.7 mi.	<ul style="list-style-type: none"> <li>• Little Tokyo</li> <li>• First/Boyle</li> <li>• Brooklyn/Soto</li> <li>• First/Lorena</li> </ul>
IOS-3	5	6.8 mi.	<ul style="list-style-type: none"> <li>• Little Tokyo</li> <li>• First/Boyle</li> <li>• Brooklyn/Soto</li> <li>• First/Lorena</li> <li>• Whittier/Atlantic</li> </ul>
Note: Two LPA stations would be deferred under this IOS option: Whittier/Rowan, Whittier/Arizona			

Source: Metropolitan Transportation Authority, 1994



## RESUME OF SURVEY

A background research survey was undertaken to determine the proximity of previously documented historic, architectural, and archaeological resources to the project and to help establish a context for resource significance. Archaeological site records were examined to assess relative density and types of sites in order to help establish local tribal subsistence, settlement, and trading patterns, and lithic technology. National, state, and local inventories of architectural/historic resources were examined in order to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles.

The following section summarizes the inventories researched and persons consulted. The following inventories, sources, and persons were consulted in the process of compiling this report:

- ‡ U.S. Department of Interior. The National Register of Historic Places (1974): Federal Register Annual Supplemental Listings of Historic Properties 1979-1984. Volume 3, 1989. Updated to September 8, 1993.
- ‡ California Department of Parks and Recreation. California Historical Landmarks. 1979 revised 1990.
- ‡ Caltrans. Caltrans Historic Bridge Inventory. March 5, 1987.
- ‡ California Department of Parks and Recreation. California Points of Historical Interest. Revised May 1992.
- ‡ City of Los Angeles, Cultural Heritage Commission, Department of Cultural Affairs. Historic-Cultural Monuments. September 21, 1993, up to Monument #584.
- ‡ California State Office of Historic Preservation (SHPO). Statewide Database. 1989.
- ‡ A review of previous determination of eligibility surveys, including:

The Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) for the Metro Rail Red Line Eastside Corridor, April 1992.

The Boyle Heights I Revitalization Area (Mt. Pleasant) Architectural/Historical Survey Report, prepared in 1980 for the City of Los Angeles Community Redevelopment Agency.

The Boyle Heights I Revitalization Area Determination of Eligibility Report prepared in 1981 for the Community Redevelopment Agency of the City of Los Angeles.

The Expanded Portion of the Boyle Heights I Revitalization Area Architectural/Historical Survey Report, prepared in 1985 for the Community Redevelopment Agency of the City of Los Angeles.

The Boyle Heights II Revitalization Area Architectural/ Historical Survey Report, prepared in 1981 for the Community Redevelopment Agency of the City of Los Angeles.

The Expanded Portion of the Boyle Heights II Revitalization Area Architectural/Historical Survey Report, prepared in 1985 for the Community Redevelopment Agency of the City of Los Angeles.

The City of Los Angeles Bureau of Engineering "Historical and Cultural Resources Survey" of a portion of Boyle Heights and completed in 1981-1982.

‡ Gebhard, David and Robert Winter. Architecture in Los Angeles: A Compleat [sic] Guide. Salt Lake City, UT: Peregrine Smith Books, 1985.

‡ Archaeological Information Center, University of California, Los Angeles.

‡ TRW REDI Property Data--DAMAR Real Estate Information Services, Real Property Files: Los Angeles County, 1994.

- ‡ Cultural Heritage Commission, City of Los Angeles Cultural Affairs Department. Coordination with Jay Oren, Staff Architect.
  
- ‡ Los Angeles Conservancy, coordination with Barbara Hoff, Director of Preservation Issues.

In order to support the evaluation of eligibility for inclusion in the National Register of Historic Places, additional research was undertaken to establish a historical and architectural context of the Boyle Heights, Brooklyn Heights, and East Los Angeles neighborhoods of Los Angeles. This was augmented by site specific construction and biographical records research following the field investigation and identification of those properties which appeared to be potentially eligible for the National Register or California Register of Historical Resources.

The archaeological survey consisted of a records search by the Archaeological Information Center of the University of California at Los Angeles.

**PUBLIC PARTICIPATION  
AND COORDINATION**

## PUBLIC PARTICIPATION AND COORDINATION

The City of Los Angeles Cultural Affairs Department and the Los Angeles Conservancy were contacted to determine whether there are records of buildings, sites, districts, or landscapes of local significance within the project area.

A comprehensive outreach program was designed and conducted to properly coordinate and consult with public agencies, private interest, and the public at large on the Eastside Corridor's FEIS/FEIR and AA/DEIS/DEIR processes. Community outreach efforts, including scoping meetings, community meetings and public hearings, were held throughout the development of the FEIS/FEIR and AA/DEIS/DEIR.

Four scoping meetings were designed to obtain maximum public participation and feedback by reviewing the AA/DEIS/DEIR process and alternatives proposed for the project. Three of the meetings were located in the Eastside community, and one meeting was held for interested public agencies in the MTA offices. Approximately 100 individuals attended the meetings. Each meeting consisted of an open house and a formal scoping meeting. Afterwards, written input was reviewed and additional community meetings were held to present and receive input on the refined alternatives and on the MTA's public involvement program.

Community meetings were held to receive input regarding generalized possible effects of the proposed transportation improvements on the local environment. With the same intent, MTA also held focus group meetings with employees and community representatives. Four public hearings were conducted to obtain public feedback on the project, and comments were received from 117 commentors.

Consistent with the requirements of the California Environmental Quality Act (CEQA), a Notice of Preparation (NOP) was sent to public agencies for their review and comment.

During the AA/FEIS/FEIR process the MTA reviewed all public responses regarding the AA/DEIS/DEIR, and the only responses regarding cultural resources were concerned with the relationship of the Whittier and Atlantic station plans to the historical Golden Gate Theater.

**RESOURCES IDENTIFIED:  
CONTEXT**

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## RESOURCES IDENTIFIED

### Area of Potential Effects

To ensure identification of significant historical, architectural, or archaeological resources, an Area of Potential Effects (APE) was defined for the LPA of the Metro Red Line East Side Extension and is consistent with that used in previous surveys for the Metro Rail project.

For historic and architectural resources, it includes all parcels located above off-street tunnel configurations, when the tunnel is less than 200 feet deep; and all parcels within 200 feet of any station area, cut-and-cover or open cut construction area, or proposed acquisition. Whenever reasonable, property lines or street rights-of-way were used to establish the APE boundary. In cases of very large parcels or open space, a 200-foot distance (rather than the parcel limits) was used to create the APE boundaries. For archaeological resources, it is the area which would be disturbed during construction of the undertaking.

### Background and Contextual Information

#### INTRODUCTION:

The historic context statement that follows is a narrative describing the historic development patterns of the area in Los Angeles County due east of the historic center of Los Angeles, including the Atchison, Topeka & Santa Fe Yard, Boyle Heights, Brooklyn Heights, and East Los Angeles. Development patterns may be categorized according to specific significant historical events which may have induced or depressed development pressures. The following section attempts to categorize such events as beginning and end points of periods of significance and help support an appropriate time line for further clarification of historic context. The statement also describes property types and/or historic resources integral to the project area's development for each stage from its inception through 1950.

The project tunnel alignment reflects a demographic time line of the history of Los Angeles, beginning at its earliest days just outside Yang Na and later El Pueblo; traveling east through

what was Chinatown until it was replaced by Union Station; through the once magnificent Santa Fe passenger and freight depot area's; an underground solution to the age old problem of crossing the Los Angeles River; up to El Paredon Blanco or Boyle Heights, a wealthy nineteenth century Anglo neighborhood which prospered during the booms of the late 1880s; via Brooklyn (now Cesar Chavez) Avenue through Brooklyn Heights, the heart of Jewish settlement in the area in the 1920s-1950s; and finally down Whittier Boulevard into the unincorporated and primarily Hispanic neighborhood of East Los Angeles.

### Pre-Spanish Settlement (Pre-1769)

The project area, was originally inhabited by the Gabrielino Indians. Their village was called *Yang-na* and was located near the twentieth century intersection of Alameda and Commercial Streets in downtown Los Angeles. In 1769, Franciscan Father Crespi kept a daily account of his observations with the 62 member Gaspar de Portola expedition and on August 3 described the area near the village of *Yang-na*.

*At half-past six we left the camp and forded the Pornicula River. After crossing the river we entered a large vineyard of wild grapes and an infinity of rose bushes in full bloom. All the soil is black and loamy, and is capable of producing every kind of grain and fruit which may be planted. We went west, continually over good land well covered with grass. After traveling about half a league we came to the village of this region, the people of which, on seeing us, came out into the road. As they drew near us they began to howl like wolves; they greeted us and wished to give us seeds, but as we had nothing at hand in which to carry them, we did not accept them.<sup>1</sup>*

The Indians of *Yang-na* built no permanent structures, their modest rounded grass huts appearing Shosonean in origin. The area between the village and harbor would have been a free range, devoid of any buildings and entirely suitable for hunting and preparing game, but the living quarters remained at the village. The only evidence of habitation by Native Americans which survives is in archaeological sites.

The project vicinity was first visited by Europeans in 1769, when the Spanish expedition of Spaniard Gaspar de Portola passed through and camped near what is now Elysian Park. Two years later, when the fourth of the twenty-one Franciscan missions of Alta California was founded at San Gabriel, portions of the area were used for grazing land and for vineyards. A decade later, the pueblo known as Nuestra Senora Reina de Los Angeles, and now the City of Los Angeles, was founded and incorporated some of these lands. The areas currently known as Boyle Heights, Lincoln Heights, Echo Park, and a portion of Silver Lake all fall

within this four square league parcel (36 square miles) of the original City of Los Angeles.

Spanish Colonial (1769-1821)  
The street pattern of the original 36 square mile pueblo is still evident around



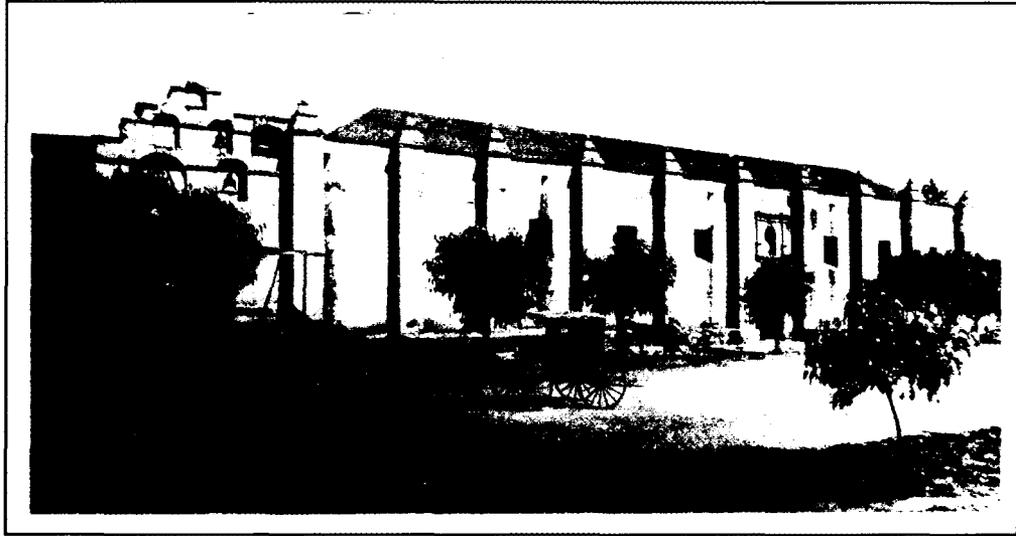
**Figure 2:** *Yang-na*, reconstructed from *The Yang-na Indians*, LA City School Publication #420. In Robinson, *Panorama*, 1953.

downtown Los Angeles and affected the character and later development patterns of the project area. The original street pattern is recognizable by its northeast orientation common to all Spanish settlements, rather than the cardinal compass point orientation favored by the Americans. Its western, southern, and eastern boundaries are still clearly defined as Hoover Street, Martin Luther King Boulevard, and Indiana Street, respectively, but the northern boundary, roughly present day Fountain Avenue is less distinguishable because of the hilly terrain. In the project area, the transition from City to County of Los Angeles is accentuated by the shift in grid orientation at Indiana Street.

Few remnants of the Spanish Colonial period remain in 1994. The most important which may have influenced subsequent early development of the project area are the Mission San Gabriel Archangel (1771), and the Avila Adobe (1818) in *El Pueblo de la Reina de Los Angeles de Porciuncula* (1781), and the former route which connected El Pueblo with the mission, roughly equivalent to that of present day Macy Street, Los Angeles; Mission Road, Lincoln Heights; Valley Boulevard, El Sereno; Alhambra Avenue, El Sereno; Mission Road, Alhambra; and Juniper Serra Drive, San Gabriel.

Mexican Period  
(1822-1846)

During the Mexican period, the character of the land along either side of the Los Angeles River was largely due to the vineyards planted there.



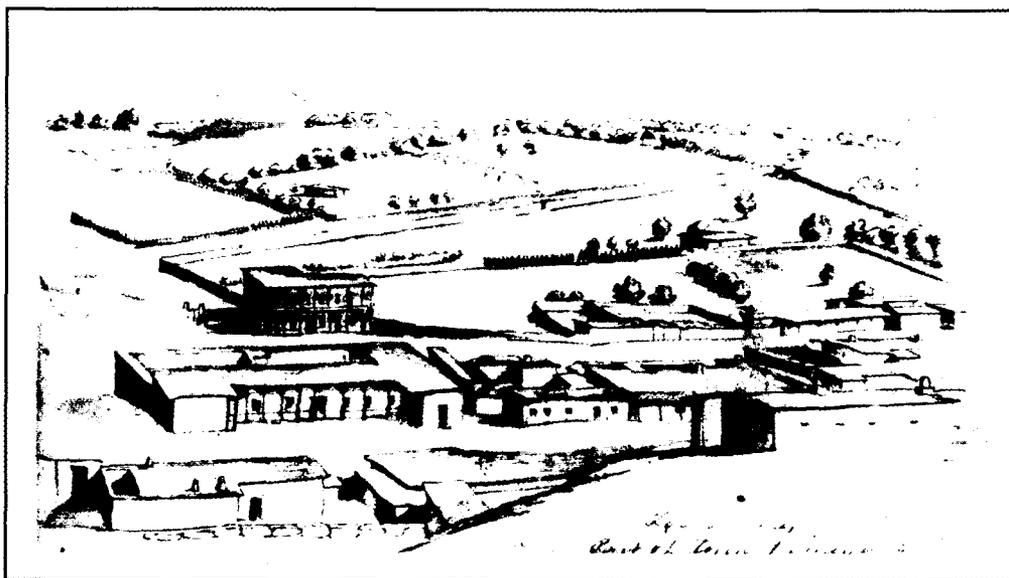
**Figure 3:** Mission San Gabriel Archangel, founded in 1771. Source: Seaver Center, Natural History Museum in Rios-Bustamante, 1986 p. 13.

Construction of *La Iglesia de Neustra Senora de Los Angeles* in 1822 further distinguished the density of El Pueblo from the surrounding agrarian community. The area just above the Los Angeles River was known as *El Paredon Blanco*, or the White Cliffs--now known as Boyle Heights. Cultivating grapes and winemaking had become a common activity in much of the area between the Pueblo and the San Gabriel Mission. The mission property had introduced grape cultivation from a native wild variety.

Following secularization of the missions in 1832, many of the old mission vineyards became the source of cuttings and recultivation, as Jose Rubio in 1835, Francisco Lopez in the 1840s<sup>2</sup>, and Andrew Boyle in the late 1850s would all undertake in El Paredon Blanco.<sup>3</sup> Jean Louis Vignes was a Frenchman who had arrived in Los Angeles in 1829. He built an adobe with prominent wall on Commercial Street near Alameda Street, planted a fine vineyard and boasted of possessing twenty year old wine as early as 1857.<sup>4</sup> Vignes is also credited with planting the first oranges in El Pueblo from the San Gabriel Mission Valley.<sup>5</sup> Newmark described Vignes' 104 acre property as follows:

*From a spot about fifty feet away from the Vignes adobe extended a grape arbor perhaps ten feet in width and fully a quarter of a mile long, thus reaching to the river; and this arbor was associated with many of the early celebrations in Los Angeles. The northern boundary of the property was Aliso Street; its western boundary was Alameda; and part of it was surrounded by a high adobe wall, inside of which, during the troubles of the Mexican War, Don Louis enjoyed a far safer seclusion than many others.<sup>6</sup>*

William  
Wolfskill, who  
had arrived  
overland in  
1831 with the  
Ewing Young  
party, married  
into the Antonio  
Maria Lugo  
family who  
owned the  
29,000 acre  
Rancho San  
Antonio, and



**Figure 4:** View southeast of El Pueblo, 1847. Note El Paredon Blanco in upper left corner. Source: Huntington Library, in Rios-Bustamante, 1986, p. 17.

thereby inherited hundreds of cultivated acres of grapes and oranges. Wolfskill's orange grove, the first to ship commercially, was located just west of the project area, between Alameda, San Pedro, Fourth and Seventh streets.<sup>7</sup> Nathaniel Pryor was another Yankee immigrant who planted a vineyard in the project area. Pryor was a member of the James Pattie party which blazed the Gila River Route and arrived in Los Angeles in 1828. He married into the Sepulveda family and developed an orchard south of Vignes, bounded by First, Commercial, and Alameda streets and the Los Angeles River.<sup>8</sup> Pryor had an adobe on Jackson Street which remained standing into the twentieth century.<sup>9</sup> Harris Newmark reminisced on the success of the local grape market:

*When I first passed through San Francisco, en route to Los Angeles, I saw grapes from this section in the markets of that city bringing twenty cents a pound; and to such an extent for a while did San Francisco continue to draw on Los Angeles for grapes, that [Phineas] Banning shipped thither from San Pedro, in 1857, no less than twenty-one thousand crates, averaging forty-five pounds each. It was not long, however, before ranches nearer San Francisco began to interfere with this monopoly of the South, and, as a consequence, the shipment of grapes from Los Angeles fell off.<sup>10</sup>*

The irrigation system for drinking water and agricultural purposes was through a system of seven or eight *zanjas* which had probably been engineered by the mission padres. These open ditches all sprang from the *zanja madre* which connected directly to the Los Angeles

River. The *zanjas* were often hooked up by wooden pipes directly to adobes, but the drinking water quality was considered very poor because animals and children were allowed to bathe freely in them.

The most common building type during the Spanish and Mexican colonial periods was the adobe.

Hannaford and Edwards,

describing extant examples as

they appeared in 1931, described California adobes as follows:

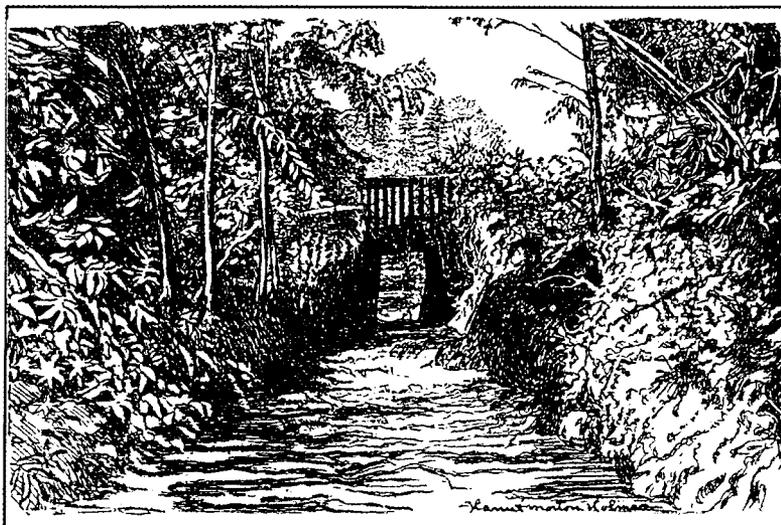


Figure 5: Zanja No. 7, below Boyle Heights Bluff in 1885. Source: Workman, 1935, p. 110.

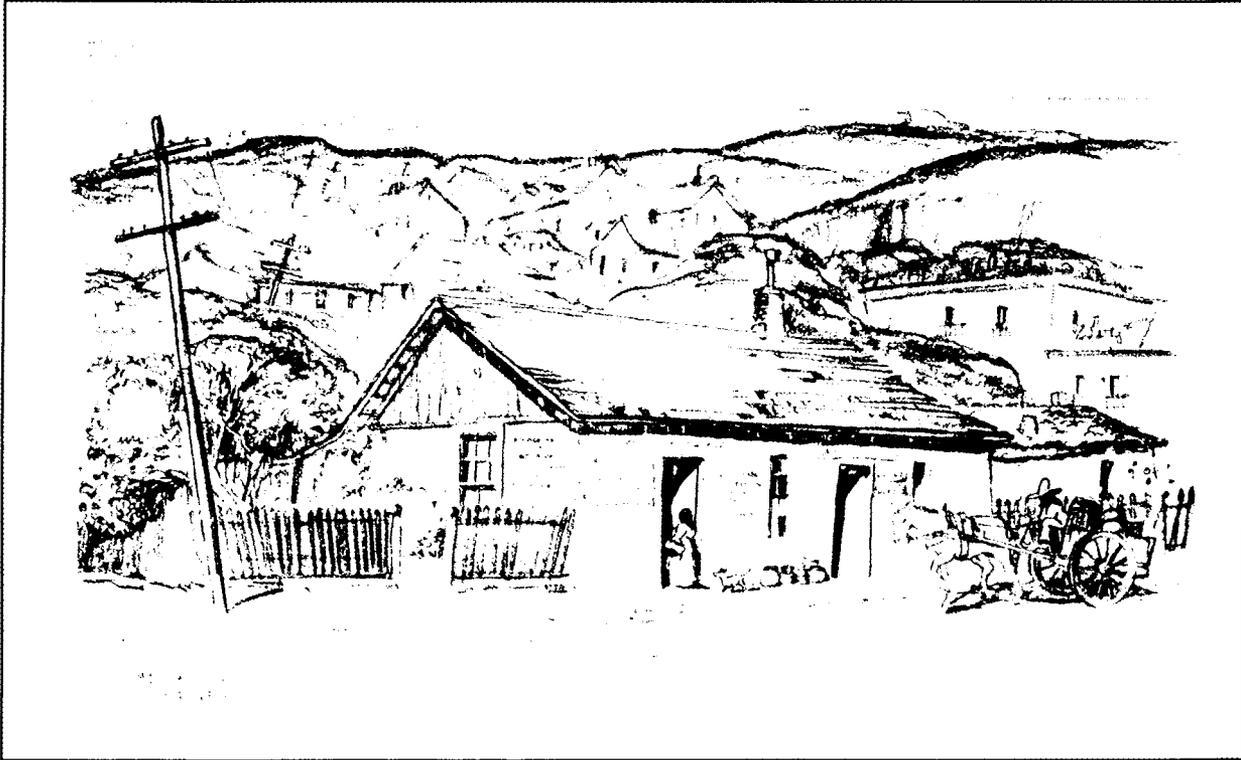
*Except in the towns-where the established streets to a certain extent dictated the orientation-the houses, as a rule, were placed crosswise to the points of the compass so the sun, at some time of day, would shine into every room. The patio or courtyard was used as much for living as the house, usually facing south with the veranda on the north side (of patio) so it would get the warmth of the sun all day during the winter months. In many cases the veranda extended around the three sides of the patio and was used as a corridor for rooms that would otherwise have been inter-communicating.*

*...On the ground floor was the living room, dining room, ball room (if any), kitchen and storage rooms, and the veranda from which stairs led up to the balcony. All bed rooms were usually on the second floor and entered off the balcony; they were also inter-communicating. Of course some of the houses, particularly those built for the Yankees, had inside stairs. But these were few. Later, however, practically all the outside stairs were removed and new ones built inside...*

*On the ground floor, walls average about three feet in thickness and on the upper, about two feet. The offset, as a rule, being on the inside to add greater floor space to the rooms. Occasionally, it was on the outside with a few buttresses, the full width of the lower wall, extending up to the roof...Walls were laid with approximately one inch wide, mud mortar joints. Chips of tile or small bits of broken pottery were often mixed with the mortar to give added strength.*

*The walls of the better houses were covered with mud plaster, which, by the way, was remarkably smooth and even in texture; after this, they were heavily whitewashed at least once a year to protect the surface from rain...*

*Balconies were of three distinct types. The first, and most common, with supporting posts from the ground to the roof; second, the cantilevered balcony with posts supporting the roof; and third, of which only one example remains, the cantilevered*



**Figure 6:** The Avila House, Olvera Street, Los Angeles as it appeared in 1931. (Source: Hannaford and Edwards, 1931, rep. 1990 p. 76)

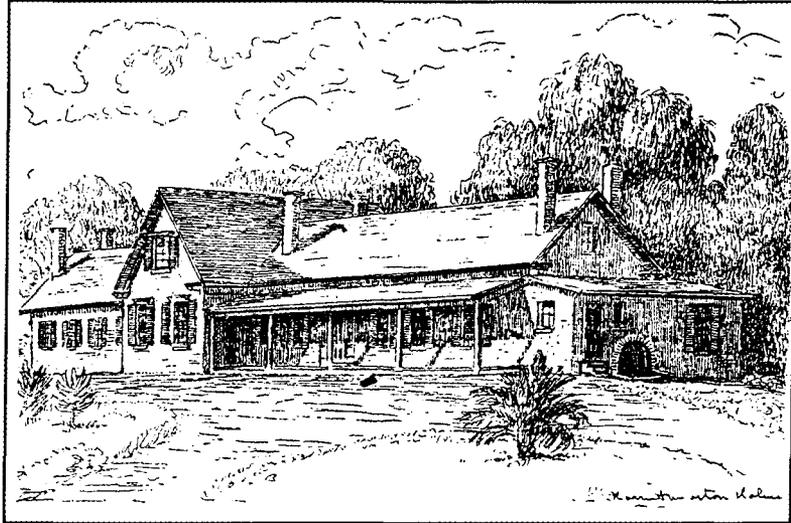
*balcony and cantilevered roof with no supporting posts. Practically all balconies and verandas had closed ends of wide vertical boarding or simple lattice work which gave more privacy and partial protection from the wind...*

*The massive walls seem to radiate a welcome...It is the satisfying proportions of the rooms, rather than studied detail, that gives to them this friendly feeling.<sup>11</sup>*

### Early American Settlement (1846-1884)

In many ways, the life of Andrew Boyle typified early American migration patterns to Southern California. An Irish immigrant in 1832, Boyle soon found himself fighting in the Texas war for independence and narrowly escaped execution following the loss of the Battle of Goliad. In 1851 he was lured to San Francisco, still booming from the gold rush of 1849, and established a boot and shoe business with Benjamin Hobart. A former Texas companion, Matthew Keller, convinced Boyle to come to Los Angeles. Keller owned the Malibu Rancho and a vineyard located between El Pueblo and the Los Angeles River and urged Boyle to purchase the "Old Mission Vineyard" on the east side of the river. On April 30, 1858, Andrew A. Boyle purchased the bluffs of El Paredon Blanco from Jose Rubio, Petra Barelmas, and

Francisco Lopez for \$4,650 and built his residence atop the bluffs the same year out of bricks manufactured on the site. The walls, basement, and wine cellar of the residence would remain in the same location, at 325 S. Boyle Avenue, until May 1987, when they were torn down as part of the expansion of the Japanese Home for the Aged. In 1935, his grandson Boyle Workman described the property:



**Figure 7:** Andrew A. Boyle Residence, built of brick in 1858 on El Paredon Blanco [now Boyle Heights]. Source: Workman, 1935, p. 101.

*Even in those days he paid \$3,000 an acre for the vineyard. It was worth it, for Mission grapes sold in San Francisco for 15 and 25 cents a pound.*

*For the unirrigated hill land, which was the nucleus of Boyle Heights, he paid but 25 cents an acre at public auction, for land which did not border the river and zania was considered almost worthless.*

*It was not an attractive spot, except for the vineyard which lay between the river and the Boyle Heights bluff. The hills were beautiful when green with the winter rain, but in seasons when there was little or no rain not even sheep could be pastured on the Boyle Heights mesa land.<sup>12</sup>*

The Boyle house was atypical among non-adobe buildings because brick construction in Los Angeles was still rare, and generally reserved for civic or commercial buildings. Jacob Weixel established the first large capacity brick yard and kilns about 1854 or 1855. At that time, even lumber was imported from the Mormon colony in San Bernardino, and Los Angeles didn't have its own lumber yard until 1861 when William H. Perry set one up with a saw-mill and planing-mill.<sup>13</sup> Once the lumberyard was established, frame buildings began to dominate construction practices. By 1875 Perry had amassed a fortune that would allow him to build an enormous mansion in Boyle Heights. The house is no longer extant.

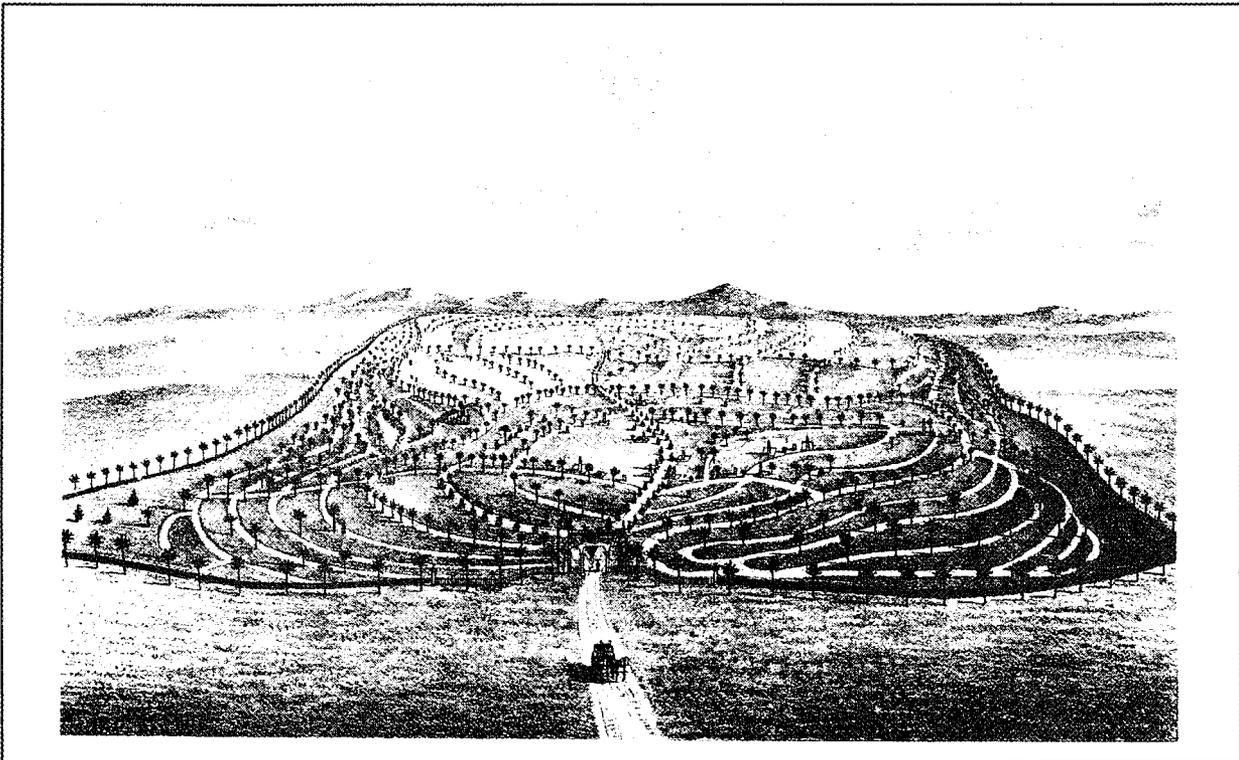
In 1857, when Los Angeles' population was 3,000, the lands east of the river were quite

In 1857, when Los Angeles' population was 3,000, the lands east of the river were quite isolated and only populated by a few families. "When Mr. Boyle went to live on the heights, in 1858, there was but one way of getting there, which was by a long lane via what is now called Lyon and Macy streets, thence diagonally across the river, down to a narrow lane to Aliso Street [now East First Street]. Mr. Boyle immediately set to work and secured the opening of Aliso Street, making of it a handsome thoroughfare."<sup>14</sup> The crossing of the river proved treacherous, and in 1870, a low, covered bridge was built for the Macy Street crossing, but even this regularly washed out during the winter rains. On October 17, 1867, Boyle's daughter Maria Elizabeth married William H. Workman, who had arrived in Los Angeles in 1854.

Following Andrew Boyle's death in 1871, his property was subdivided into thirty-five acre tracts by son-in-law Workman in 1876 and the subdivision named Boyle Heights in his honor. In 1875, another portion of El Paredon Blanco which had remained in the possession of Francisco Lopez was subdivided as The Mount Pleasant Tract by Lopez' son-in-law John Lazzarevich. Another of Lopez' son-in-laws, George Cummings, purchased 40 acres in Boyle Heights and planted orchards. In 1875 Workman had built the first single-horse car line from the center city, across Aliso Street to Pleasant Avenue in Boyle Heights, assuring easy downtown access. In 1876 Workman also paid the City of Los Angeles \$30,000 to extend water mains to his new subdivision, and Boyle Heights quickly became a primary residential suburb of the City. As a result, land in Boyle Heights that Workman had purchased for \$5-\$10 per acre in 1867 was sold for \$200 per acre in 1876.<sup>15</sup> The Workman & Hollenbeck Tract was surveyed in 1883, out of lands owned by Workman and John Edward Hollenbeck, founder of the First National Bank.

In 1876, public sentiment began to consider the removal of the city cemetery on Fort Moore Hill to the outskirts of town for sanitary reasons. On August 17, 1876, the *Evening Express* editorialized hygienic concerns about the current condition of the Fort Moore cemetery, and the possibility that it was related to the local scarlet fever epidemic.<sup>16</sup> Objections were raised about hygiene in East Los Angeles, since it was already partly settled, however the decision was made to relocate beyond Boyle Heights. On August 23, 1877, the city council passed a resolution "granting a burial permit on certain...lands and establishing a cemetery thereon...known as Evergreen Cemetery..."<sup>17</sup> The cemetery is located between First,

Lorena, Evergreen, and Brooklyn [Cesar Chavez] and still retains [in 1994] the picturesque landscape qualities and curvilinear paths laid out by E. T. Wright. It is also significant for having a section dedicated exclusively for Chinese burials. The Chinese population of Los Angeles had become established after the 1849 Gold Rush and escalated with the construction of the Southern Pacific through the city in 1876. The local Chinatown was historically located at the western limits of the project, but was razed in the late 1920s in anticipation of the construction of Union Station.



**Figure 8:** *Evergreen Cemetery* in 1880. Source: Thompson & West, 1880, rep. 1959, p. 53.

Prior to the boom of the 1880s and the rapid infill of its subdivisions, the character of Boyle Heights was dominated by a series of large mansions owned by several of Los Angeles' wealthiest citizens. These included John Hollenbeck's Italianate style mansion on Boyle Avenue, on the present site of the Hollenbeck Home for the Aged; *Ganahl*, the Italianate tour-de-force of lumberman William Perry, William H. Workman's own Gothic Revival residence on the old Boyle property, and the still extant, more modest Second Empire Cottage built by carpenter and carriage maker George Ellis at 1914 Michigan Avenue. The French Second



**Figure 9:** Workman Residence, Hollenbeck Mansion, Perry Mansion, and the Ellis Cottage in 1994. Sources: Workman, 1936, p. 365; Thompson & West, 1880 rep. 1959, p. 39 & 45.; also see L. A. Times, August 4, 1889.

Empire style had been popularized on the east coast in the early 1870s by architect A. B. Mullet, and was still finding its expression on the west coast fifteen years later, as evidenced by the Ellis Cottage.

Prior to the boom period and river crossing improvements, there was little or no commercial or industrial activity in the Boyle Heights area. Lambourn and Turner's Grocery store, later incorporated as the base of the Hotel Mount Pleasant at the northwest corner of Boyle Avenue and East First Street, was constructed in 1876. Its cast iron supports constructed by the Coronado Foundry are still visible in 1994. Other common commercial designs would

have been of the vernacular wood frame, western false-front variety, no examples of which appear to be extant from this era.

### Boom of the 1880s (1885-1892)

Although growth in agriculture and continued breakup of the ranchos into affordable subdivisions steadily contributed to the growth of Los Angeles in the 1870s, the real estate "boom" became a phenomenon after completion of the Atchison, Topeka & Santa Fe Railway in 1885. When the Santa Fe reached Los Angeles, the Southern Pacific faced direct competition for the first time and tried to maintain its nine-year old monopoly at all costs. According to Glenn Dumke, writing in 1944:

*The manner in which the railroads contributed to the boom was by means of a rate war which occurred shortly after the Santa Fe reached Los Angeles on its own roadbed. The Santa Fe quit the Transcontinental Traffic Association in 1886, and thereupon a steady decline of rates began. Early in 1887 the Santa Fe suggested a pooling arrangement with the Southern Pacific, whereby the former would take fifty per cent of the southern-California business and twenty-seven per cent of the northern. When its offer was refused, the Santa Fe decided to exert pressure which would destroy once and for all the Big Four's monopoly in the state.*

*Normal rates from the Mississippi Valley to southern California fluctuated in the neighborhood of \$125. By 1885 they were down to \$100, and when the Santa Fe drove its golden spike at Cajon Pass on November 9, 1885, they immediately dropped to \$95. There was thus such a precedent of cutthroat competition, but the battle rose to a sudden fury in March of 1887... the climax came on March 6, when both the Southern Pacific and the Santa Fe settled down to a finish fight over the fares between Kansas City and Los Angeles. In the morning the Southern Pacific met the Santa Fe at twelve dollars. The latter then dropped to ten dollars, and the Southern Pacific followed suit. The Santa Fe cut again to eight, and was met. Then the Southern Pacific, through some apparent misunderstanding, underbid itself, cutting to six dollars, then to four. Finally shortly after noon, the Southern Pacific announced a rate of one dollar. These ridiculous levels did not persist long...For approximately a year, however, fares remained below twenty-five dollars to Missouri River points and did not soon regain their former heights.<sup>18</sup>*

The Boyle Heights area was soon swept up in the enthusiasm and boosterism accompanying the boom. In 1887 William Henry Workman became mayor of Los Angeles and as one of Boyle Heights subdividers and most avid boosters, he was instrumental in construction of the Boyle Heights section of the Los Angeles Cable Railway. George Cummings repeatedly subdivided his property in 1886, 1887, and again in 1892. He then built the first hotel and large brick block east of the Los Angeles River on the foundation of the 1876 Lambourn & Turner grocery at First and Boyle. The Cummings Block/Hotel Mount Pleasant is still extant

and his legacy also continues through the street named after him. In 1893 Hollenbeck Park was donated to the City of Los Angeles, a two-thirds portion from Workman and the remainder by Hollenbeck's widow Elizabeth.

In typical booster fashion, neighborhood and street nomenclature was selected to appeal to arrivals from the eastern and midwestern United States seeking homes in new surroundings. The area east of Boyle Avenue was boosted as the "Brooklyn Heights of Los Angeles," and even included its own Prospect Park, which had been donated to the city in 1877. Boyle Heights and Brooklyn Heights have retained perhaps more booster nomenclature than any other part of Los Angeles, with the possible exception of Highland Park. An inventory of street names which have persisted over a century include: Brooklyn Avenue (changed to Cesar Chavez Avenue in 1994), Michigan Avenue, Pennsylvania Avenue, New Jersey Avenue, Indiana Street, Pennsylvania Avenue, St. Louis Street, Chicago Street, New York Street, Arizona Street, Oregon Street, Houston Street, Cincinnati Street, Savannah Street and even Dacotah [sic] Street. In more self-promotional fashion but also to help identify lots quickly, some subdividers helped lure investors by naming the streets after themselves, for example: Mathews, Fickett, Rogers, Bailey, Rowan, Ditman, Gleason, and Hicks.

The 1886-1887 issue of the Los Angeles City Directory joined the boosterism revolving around Boyle Heights and attempted to explain its popularity in a detailed article:

*There is scarcely a square mile of territory in this county which does not possess some attractions and some special advantages peculiar to itself...Of all the suburbs or surroundings of Los Angeles the elevated tract of land east of the river is in many respects the most desirable. The first improvements made in the Boyle Heights was in 1877, when Mr. W. M. Workman bought the property and named it Boyle Heights, after a Mr. A. A. Boyle, a relative of Mr. Workman's wife. Mr. Boyle was the first American who settled on the east of the river near this suburb. In 1878 Mr. Workman, with others whom he succeeded in interesting in the site, got a line of horse cars in operation and had the city water introduced into the town. It may be said the town was really not commenced till 1880.*

*About this time the 3,000 acres of land in Boyle Heights was assessed at \$10 an acre, making a total of \$30,000. Last year the assessment reached \$1,250,000.*

*On the usual basis of estimate, the Directory of this city for 1884-85, the canvass being made late in 1884, would show a population in East Los Angeles [now Lincoln Heights] and Boyle Heights of 2,650 people. The canvass, which was a careful one, made in March 1866, on this Directory, shows a population in the same territory of about 7,500. The school census, taken in May 1886, in Boyle Heights, shows that the population has doubled within a year.*

*Now, no place will double its population every year unless there is a good reason for it. Let us see why Boyle Heights is increasing faster than her sister suburb, East Los Angeles, and very much faster than the metropolitan city of Los Angeles.*

*First. The tendency of business men all over the country is to get away from their business where, when they are at home, they can have plenty of space for recreation, a healthful residence for their families, fresh fruit and vegetables, etc. Boyle Heights fills this bill better than any other place in the county, for it is within fifteen minutes' ride of the center of the city; it is healthy beyond dispute; free from malaria, fog, and on this score is not surpassed by any place in the world.*

*Second. The land is not more than half as high priced in Boyle Heights as in Los Angeles, at the same distance from the business center,*

*Third. The drainage is perfect, so that purchasers of property here have that question and an abundant water supply question settled forever.*

*Fourth. It has now a horse railroad running through the town; it has the city waste supply and the electric light; it will, within a month or two, have an electric railway between this city and itself-the first in California-the rails for which are on the way here and the capital all provided to complete the road. In addition to this, the Second-streetcable road-the first in Southern California- is to be extended down Second street across the river and up through Boyle Heights, passing Mr. Hollenbeck's place and Mr. Benedict's property.*

*Fifth. It has the pure sea breeze, unadulterated by any impure contact with the city. A glance at the map shows that the breeze from the ocean could not by any possibility blow from Los Angeles to Boyle Heights, as the current striking Los Angeles would carry any impurities in a direct line much to the west of Boyle Heights.*

*It is impossible to do justice to Boyle Heights without taking the reader to this beautiful suburb, and with him visiting some of the elegant residences and inspecting the grounds.<sup>19</sup>*

The Cable Railway opened on August 3, 1889, and signaled the opening of Boyle Heights to the rest of the City. The First Street Viaduct had been built to accommodate the Cable Railway Company's line, and it offered more reliable passage across the Los Angeles River than the old covered bridge at Macy Street. The Cable Railway traversed the city in a manner very similar to the METRO Red Line, starting at 7th and Alvarado, along 7th to Broadway, up Broadway to 1st Street and east on 1st Street to Chicago Street. Harrison Gray Otis offered this sentiment in regard to the opening of the Cable Railway:

*Boyle Heights--no longer separated from the parent city by an impossible stream or by broken bridges, nor dependent on the burro line, the rope or the raft, but joined by a*

*bridge of iron and a cable of steel: the two sections have yet a stronger bond of union in the true hearts of their united citizens.*<sup>20</sup>

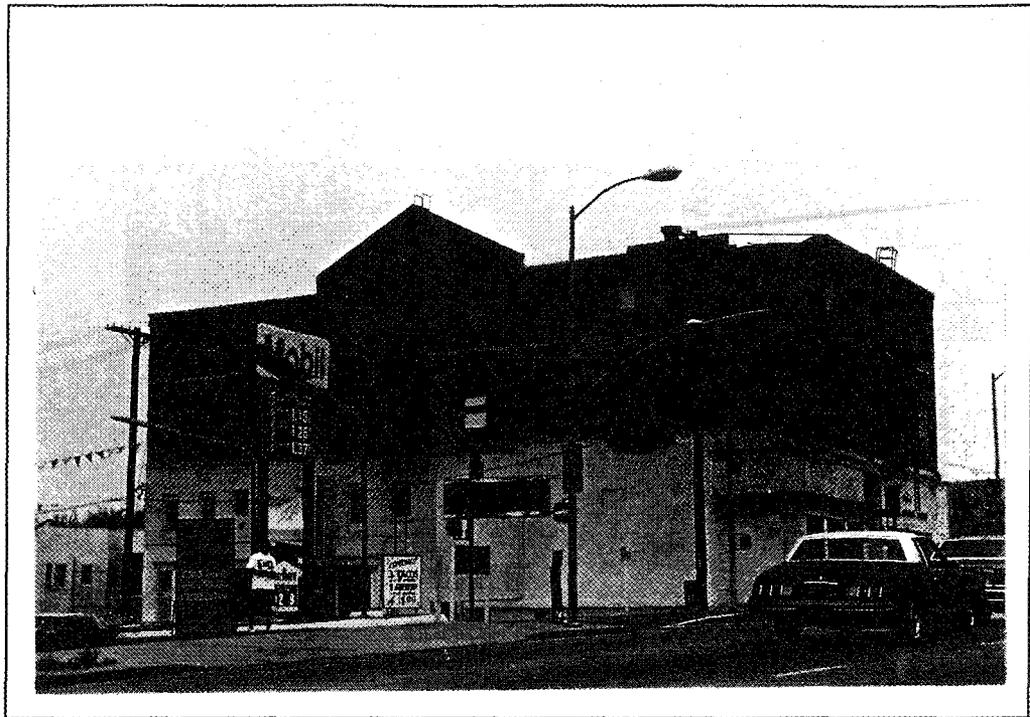
The railway connection sparked further development for a while, but the panic of 1893 slowed growth, and by the time it picked up again, enthusiasm and wealth had turned towards the west.

The most common commercial building type of the Victorian era, the two part commercial block, was basically built with a public use on the first floor such as retail stores, bank, insurance office, or lobby and more private use, such as offices, meeting rooms or hotel rooms on the floors above. Between 1865 and 1880, most examples were constructed of brick supported by cast iron or heavy timber and had little ornamentation other than corbeling or protective cornices. During the *Victorian era (1880-1895)* these structures were often built of cast iron frame with brick walls and were embellished with elaborate ornamentation. Typical features included Italianate brackets; large scale surrounds or hoods on upper story windows, often with keystones or pediments; elaborate cornices and string courses; quoining; and/or turrets, towers, or parapets interrupting the roof line. Lower story windows were generally large showcase types, while the upper floor windows often appeared in unusual arched shapes or oriel configuration, or may have been accentuated by pronounced bays.

The Hotel Mount Pleasant, built atop the 1876 Lambourn & Turner Grocery store by George Cummings in 1892-94, is the best nineteenth century example of this building type in Boyle Heights. Its cast iron supports, patterned brickwork, and no longer extant cupola all typified the Victorian interpretation of the two part commercial block.

Residential architecture of the period was dominated by the Queen Anne style. Although derived in name, if little else, from an English architectural movement centered around architect Richard Norman Shaw, the local interpretation of the Queen Anne style was a purely American phenomenon. Queen Anne buildings are characterized by complex roofs of fairly steep pitch; combinations of siding materials such as lap boards and patterned shingles; rounded and three-sided slant bays of one or more stories; towers and turrets; porches and balconies, sometimes rounded in configuration; and by the incorporation of ornamental elements such as turned wood columns and spindles, sawn bargeboards and brackets,

stained and leaded glass, and molded plasterwork. Examples range from small, L-shaped cottages with a bay window on the projecting wing and a porch with a couple of columns and brackets on the



**Figure 10:** Lambourn & Turner Grocery/Hotel Mount Pleasant/Cummings Block, 103-105 North Boyle Avenue in 1994.

perpendicular wing to two and a half story "tower houses" with a profusion of architectural elements and ornamental embellishments. *Eastlake* or *Stick* influenced houses of this era are generally similar in massing, with squared bays and a linear, two dimensional quality to their ornament.

Boyle Heights has one of the most dense collections of Queen Anne residential buildings remaining in Los Angeles, along with Angelino Heights, Lincoln Heights, and the Trinity/Adams area. Since Boyle Heights was a rather wealthy community during the height of popularity of the Queen Anne style, examples still extant in this neighborhood exhibit a consistently high standard of design quality. A particularly fine corridor of this building type is the corridor of Mount Pleasant Avenue and Boyle Avenue, however, fine examples are scattered throughout the neighborhood. Many of the examples found in Boyle Heights, perhaps from its earlier development history, appear to have retained some *Shingle* elements, even though this style, which had its origins with Henry Hobson Richardson and the firm of McKim, Mead and White, had begun to run its course on the East Coast.

## Turn of the Century 1894-1913

By the time of the economic collapse known as the *Panic of 1893*, the feverish pitch of development started in the late 1880s had already ground to a halt. When development picked up again, the prime land was considered west of the downtown area. As a result, development in Boyle Heights and Brooklyn Heights had lost its appeal to the very wealthy, and the area, began to fill in with more modest housing and large institutional buildings like the Orphan's Home and the Hollenbeck Home for the Aged. In 1905 the Los Angeles Daily Times expressed some of the reasons for this trend in a promotional article for Boyle Heights: "The drawback that has kept Boyle Heights from advancing more rapidly until within the past few years has been the lack of transportation facilities. Today the eastern city limits [Indiana Street] may be reached by electric cars from the business center in twenty minutes. The street-car facilities will soon be increased, as the heights builds up with a larger resident population."<sup>21</sup>

It appears that the east side lacked modern street car facilities at a pivotal time in Los Angeles' development history, and Workman's fifteen year old cable system must have been viewed as obsolete or inadequate.



**Figure 11:** Queen Anne Cottage, 2514 Pennsylvania Avenue, Boyle Heights in 1994.



Another indicator of a neighborhood beginning to reach some maturity was the proliferation of churches of various denominations. Some tended to maintain eastern influences, probably intending to seem more traditional to the midwestern and eastern congregational stock. An architectural style which met this goal, yet didn't require costly materials was the *Carpenter Gothic*. At its height of popularity in the 1840s-1860s, the *Gothic Revival* found its way into many communities as kind of a mail order picturesque movement. The writings of Andrew Jackson Downing and designs of Alexander Jackson Davis were enthusiastically received by a populace which was beginning to fear the evils of urban life and the erosion of natural settings. Because of its clear identification with medieval Cathedrals, the *Carpenter Gothic* interpretation of the style persisted for religious buildings long after the general picturesque movement had faded. Characterized by elaborate wooden tracery and pointed arch windows and doors, these churches stretched height limits for wood frame construction and dominated neighborhood streetscapes. One of the finest examples remaining in Southern California is the Boyle Heights Presbyterian Church, designed by Howard & Train in 1895 on Chicago Street, north of East First Street.

The area between the river and El Pueblo had remained virtually undeveloped during the earlier boom period. Much of it would be acquired by the Atchison, Topeka & Santa Fe which

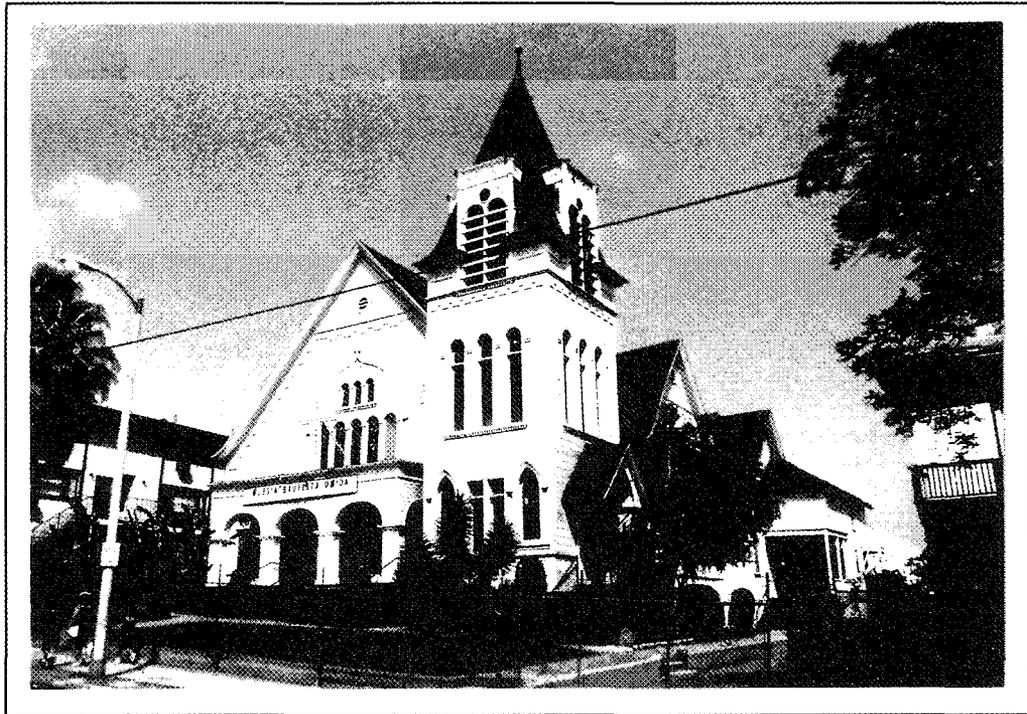


Figure 13: Boyle Heights Presbyterian Church, 1895, 126 North Chicago Street.

would construct freight houses, a roundhouse and a splendid Moorish Revival depot. After Santa Fe developed Santa Fe Avenue between 2nd and 4th streets, the character of the old

vineyards yielded to heavy industrial use. The Union Pacific Railroad paralleled the Santa Fe along the east side of the river, but industrial development did not overtake the grazing area and vineyards on this side of the river until the teens.

During this period, residential architecture began to take on new forms, some revival in nature, like the *Mission Revival*, others locally inspired, like the *Craftsman*, and still others transitional between the *Queen Anne* and the *Craftsman*, commonly known as *Turn of the Century Cottages*. In Southern California these period styles were adapted for all of the income strata, however, in Boyle Heights, Brooklyn Heights, and East Los Angeles, these were usually constructed in a relatively more modest form than those styles constructed in the nineteenth century. Stylistic examples in the project area, are illustrated below.

- *Mission Revival (circa 1901-1914)*

The Mission Revival was popularized in this region when Los Angeles architect Arthur B. Benton converted Frank Miller's adobe home and Victorian style Glenwood Inn into this style in 1902.



**Figure 14:** Mission Revival Theater, 2314 Whittier Street.

Miller's decision to revive the California Mission architectural style for his inn was probably influenced by the works of Helen Hunt Jackson, Charles F. Lummis and George Wharton James. The Mission Inn may be regarded as the inspiration of the Mission Revival movement throughout Southern California from about 1902 to 1914, and nowhere was this

influence felt stronger than in the City of Riverside itself. Structures of every conceivable private and public use, including bridges, libraries, museums, theaters, and residences were constructed with a curvilinear parapet. The Riverside adaptation of the Mission Revival style often included an arched opening at the peak of the curvilinear parapet, reminiscent of a belfry.

- *Prairie (circa 1898-1920)*

Frank Lloyd Wright is usually credited with the origin and development of the Prairie style home. The style was presented in stark contrast with the ornate embellishment of the Victorian



**Figure 15:** Prairie style residence, 927 South Concord Street.

era. Said to be a response to the endless flat stretches of land and unbroken horizons of the midsection of the country, Prairie styling is generally characterized by strong horizontal lines, overhanging flat or slightly hipped roofs with flat, enclosed soffits, and the clustering of windows into bands of three, four, or more openings. The Prairie style shared with the Craftsman movement a love for wood, seen both on the exterior treatment of windows and doors and in the interior finishes.

- *American Foursquare (circa 1898-1908)*

This is really a subclass of the Prairie style. Found throughout the country with minor variations, American Foursquare houses are recognized by their square proportions, often

given a horizontal emphasis by roof or siding treatments; by the nearly always present hipped roof and dormer; and by a front porch, either recessed or attached, spanning all or part of the facade.



**Figure 16:** American Foursquare style residence, 1907 East 2nd Street.

Columns suggestive of the classical orders, dentils, and traditional moldings, endboards treated as pilasters, and boxed cornices tied these homes to the tradition of the American Colonial Revival; they can also be referred to as a "Classic Box." The one story cottage version was usually a modest box-like structure capped by hipped roofs. Usually a dormer, which was also hipped, was centered over the facade, although a front gable over a three-sided bay was also a favored variation of the basic roof form. A front porch, often recessed into the facade, visually opposing a bay window, was a ubiquitous element.

- *Craftsman (circa 1900-1925)*

The Craftsman movement, named after a magazine published by Gustav Stickley, was the American counterpart of the English Arts and Crafts Movement. In part a reaction against the excesses, both aesthetic and otherwise, of the Victorian era, Craftsman architecture stressed the importance of simplicity, of adapting form to function, and of relating the building to both its designer, through the incorporation of craftsmanship, and to the surrounding landscape, through its hugging of the ground, massing, and siting. It was an outgrowth of the *Shingle Style* and certain variants were influenced by Japanese architecture. The Craftsman bungalow was usually characterized by a rustic aesthetic of shallowly pitched overhanging

gable roofs;  
earth-colored  
wood siding;  
spacious, often  
L-shaped  
porches;  
windows, both  
casement and  
double-hung  
sash, grouped  
in threes and  
fours; extensive  
use of natural  
wood in the  
interior and for  
front doors;



**Figure 17:** Craftsman style residence/Airplane Bungalow, 3458 Percy Street.

and exposed structural elements such as beams, rafters, braces, and joints. Cobblestone or brick was favored for chimneys, porch supports, and foundations. The heyday of Craftsman design was the decade between 1906 and 1916; after that the Craftsman style was simplified, often reduced to signature elements such as an offset front gable roof, tapered porch piers, and extended lintels over door and window openings. In many cases, the Craftsman style incorporated distinctive elements from other architectural styles, resulting in numerous variations.

- *American Colonial Revival*

The American Colonial Revival went through several phases, beginning in the late nineteenth century when such features as columns, dentils, gable ends treated as pediments and double-hung sash windows were associated locally with the Queen Anne, Turn of the Century, and American Foursquare types. In the 1920s and 1930s, Colonial styling became one of the choices of the revivalist architect. Larger homes were usually two stories, with hipped or gabled roofs, wood or brick exteriors, and a symmetrical arrangement of features. Precedents included the southern plantations, especially Mount Vernon, with their two story porticos; the Georgian and Federal homes of the Virginia Tidewater; the gambrel roofed

homes of the Dutch Colonial settlements; and the tidy wood boxes of New England. Two story structures often featured a full length portico, and are generally referred to as *Neoclassical*.



**Figure 18:** Colonial Revival style residence, 3469 Percy Street.

More common, however, was the Colonial Revival Bungalow. Usually built between 1920 and 1925, these one-story residences were side-gabled, wood-sided, with central entrances often treated as gabled porticos, and a symmetrical disposition of windows. One popular sub-type combined the more formal Colonial elements such as Tuscan columns and a central entry with the more rustic Craftsman vocabulary of exposed rafters and pergolas, resulting in the "Colonial/Craftsman" bungalows.

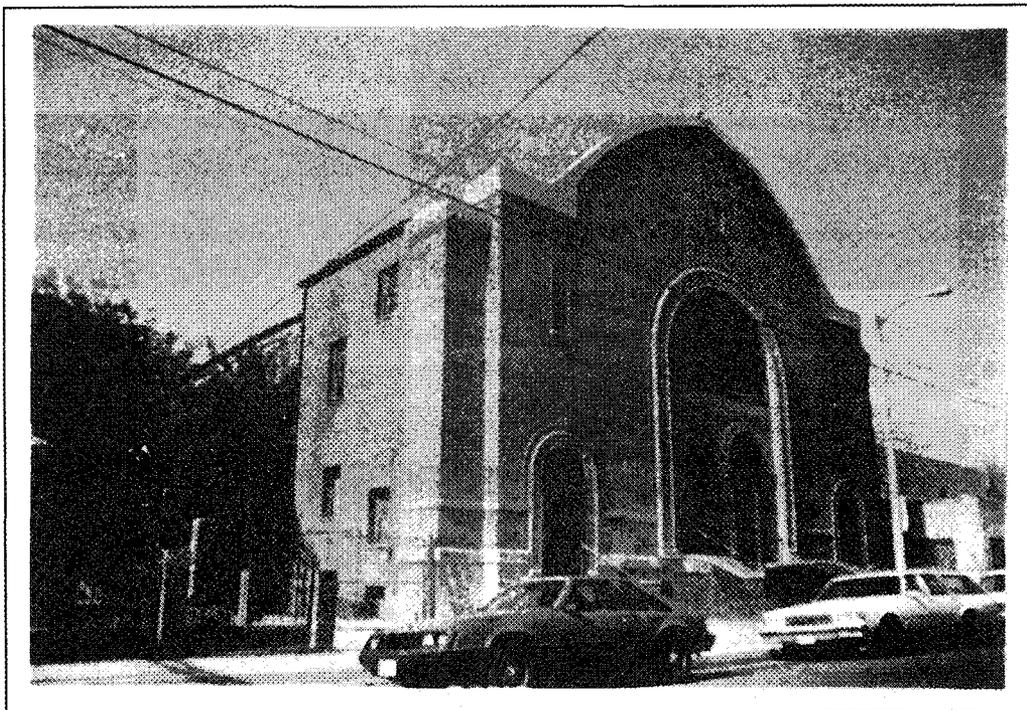
#### Diversification (1914-1929)

The onset of World War I greatly diminished the nation's available work force and may have slowed the project area's remaining grape and citrus industries' recuperation from the great freeze of 1913. When a period of national prosperity began to return after the war, the area, had replaced its agricultural commitment entirely with real estate speculation. The influence of the generation of early settlers and single large landowners was waning, and commercial interests attempted to diversify. As a result, development and architectural styles in the area, began to take on a more national and less locally unique character. Generally, residential, civic, and commercial styles differed little from styles popular throughout the rest of Southern

California. These styles persisted despite a demographic shift in the East Side of Los Angeles, first with Russian fundamentalists known as Molokans and then to a predominantly Jewish neighborhood along the Brooklyn Avenue corridor and near First and Boyle.

In commemoration of this early Jewish neighborhood, which remained until the 1950s, when it migrated to the west side, Brooklyn Avenue (now Cesar Chavez Avenue) between Cummings and Mott streets was designated a City of Los Angeles Historic Cultural Monument in 1994. This commercial corridor is characterized by a series of two-story brick blocks built in the teens and twenties. These brick blocks were predominantly Jewish built and owned, and represented a livelihood centered around shops and stores on the ground floor and living quarters above. Their brick surfaces tended to fulfill the "Brooklyn" character of the neighborhood. A traditional feature of Jewish architecture are *mikvah* or wedding baths, which were usually located in the basement. The building at the northeast corner of 1st and Chicago is known to have intact examples of *mikvah*. Synagogues were constructed for the local populace in an architectural style quite different from the common local *Carpenter Gothic* or *Spanish Colonial Revival*. An example, in excellent condition, is the Congregation Talmud Torah at 247 North Breed Street, just south of Brooklyn (Chavez) Avenue. The

Talmud Torah is a City of Los Angeles Historic-Cultural Monument (#359), noted for its architectural qualities as well as one of the locations for the filming of the pioneer sound motion



**Figure 19:** Congregation Talmud Torah, 247 North Breed Street.

picture *The Jazz Singer*. The former Boyle/Workman property was converted for use by the Hebrew Home for the Aged in the 1920s, and the Jewish Wayfarer's Home was located directly north of it. Much of the 1920s campus was demolished in the 1980s for its replacement by the Japanese Home for the Aged.

Further to the east, towards the project limits, new development was occurring. Hispanic culture was beginning to reassert itself in the built environment. A seminary for the training of priests for the South American Baptist Church was constructed in 1931 at 5th and Indiana. This trend would continue to grow, eventually supplanting the Jewish character of the community.

The regional proclivity toward residential revival styles remained dominant until the stock market crash of 1929, which slowed development throughout most of the country. The revival movement can even be seen in the architectural styles of the river crossings in the project area. Gothic Revival features are clearly identifiable on the Fourth Street Viaduct, while the First Street Viaduct is Neoclassical. Some typical residential revival property types popular during this period are listed below.

- *Spanish Colonial Revival (circa 1915-1939)*

Given impetus by the design of Bertram Goodhue and Carleton Winslow of the Pan Pacific Exposition in Balboa Park, San Diego in 1915, the Spanish style caught hold of the public imagination. In its simplest form, Spanish styling is characterized by white (usually) stucco exteriors and red tile roofs, with an occasional arched opening. More elaborate examples incorporate rejas and grilles of wood, wrought-iron, or plaster; extensive use of terra cotta and tile; and balconies and patios integrated into plans. Asymmetric massing utilizes features such as stair towers, projecting planes set off by corbeling, and a variety of window shapes and types. An earlier trend, the *Mission Revival (circa 1895-1915)*, had also been largely defined by stucco walls and red tile roofs; however, it tended to be less delicate and more heavily proportioned with characteristic elements such as espanadas (curvilinear or "Alamo" parapets) and bell-towers. During the revival eras, other regions of the Mediterranean were also used for inspiration, including Italy, France, North Africa, and the Middle East, resulting in endless variations on the stucco and tile theme.

- *English and Tudor Revivals (1920s and 1930s)*

The medieval traditions of English architecture, especially those of the countryside, were also enthusiastically explored. Sometimes as simple as a bungalow with steeply pitched, offset gables and a stuccoed exterior, the English Revival could also achieve a high degree of fantasy, quaintness and charm. A favorite conceit was the incorporation of pseudo half-timbering reminiscent of the Tudor era. Also associated with Tudor styling were leaded glass windows, openings detailed like Gothic arches, chimneys of exaggerated heights, and the use of brick and stone for all or part of the exterior.

- *Other Revival Styles (1910s-1930s)*

During the 1920s it became popular to create a residential design based on virtually any traditional European style, probably influenced by interaction during World War I. Interpretations were wide-ranging in authenticity as modern materials were used to "replicate" centuries old features. Commonly derived sources included French, Norman, Italian, Dutch, Swiss Chalet, and Gothic.

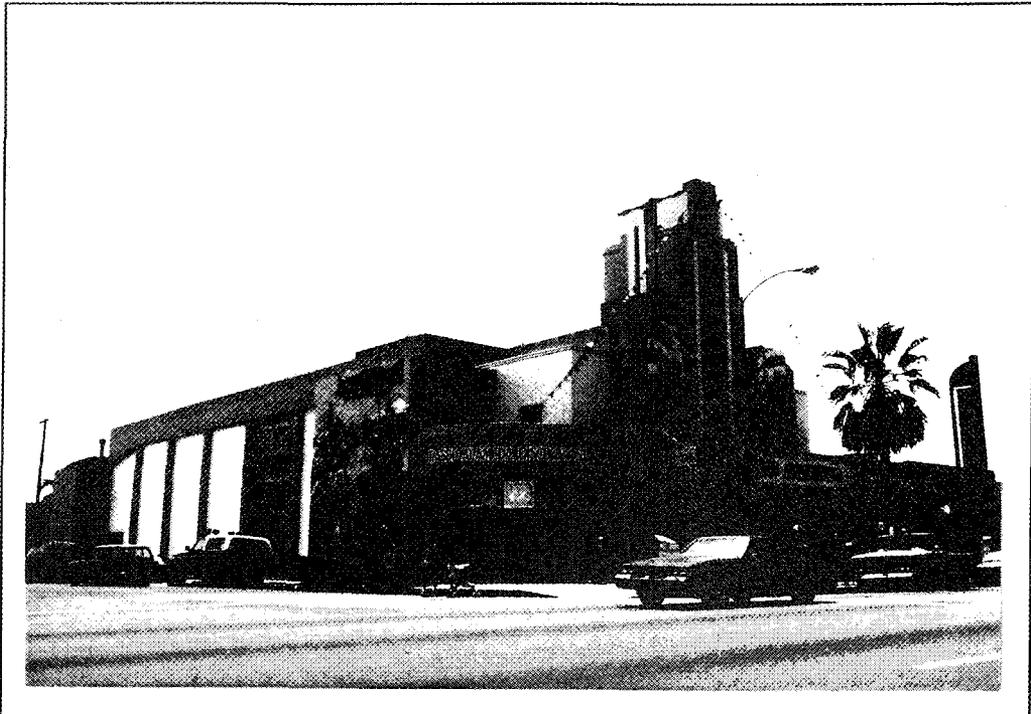
### The Great Depression Years and World War II (1930-1945)

Following the stock market crash, development in the region staggered and did not revive until after the end of World War II. During this period, the eastern portion of the project was largely developed, with the most intriguing architectural styles employed being the Art Deco, Streamline Moderne, and International.

- *Art Deco (circa 1925-1940)*

Several impulses were merged in Art Deco architecture, most notably, the urge to be modern without completely abandoning traditional forms or the integration of decorative elements into design. In its earlier phase, sometimes referred to locally as "Zig Zag Moderne," a pronounced verticality, articulated by uninterrupted stepped piers and cornices, endless variations on triangular and chevron motifs, and the frequent use of tall marquees to catch the eye of the motorized passerby, can be observed. In the thirties, the skyward reach of buildings was tempered by a horizontal thrust suggestive of the streamlined, aerodynamic forms of the ocean liner, the locomotive, and the aeroplane. Raised bands of horizontal moldings often doubled or tripled, canopies, and pipe railings appeared, along with rounded

corners,  
porthole  
windows, and  
openings  
glazed with  
glass brick.  
Metal elements  
were popular,  
for example,  
metal  
casement  
windows,  
decorative  
panels, and  
stainless steel  
storefront trim.



**Figure 20:** The United Artists Theatre, 5136 Whittier Boulevard.

Public buildings during this era, often constructed as part of the Works Progress Administration program, formalized the vocabulary, superimposing Art Deco piers and decorative elements on traditional Classical and Renaissance Revival building forms *PWA Moderne (circa 1933-1940)*.

● *International and Corporate International (circa 1935-present)*

The conception of the International style occurred in Europe in the 1920s by LeCorbusier, Walter Gropius, and Mies Van der Rohe and in Southern California by Rudolph Schindler and Richard Neutra. The style is characterized by cantilevered horizontal volumes, with walls and glass surfaces in the same plane. Corporate International became popular after World War II and generally involves an exterior wall surface of metal and glass independent of the steel skeleton.

**Archeological Sites**

## Archaeological Sites

An Historical and Archaeological Evaluation of the seven station areas was completed for this project. The results of this report did not indicate any known sites listed on or eligible for the National Register of Historic Places, however, it did indicate levels of probability for prehistoric and historical sites for each station.

The research reviewed archaeological site records and excavation reports, historical maps and literature, and the prior environmental documents to predict sensitive areas within the construction footprints of the seven station locations. The archaeological study does not address standing structures, but some of the older buildings may be associated with subsurface remains which would qualify as significant archaeological resources. These vestiges might include foundations, cellars, or other architectural and structural evidence; trash pits; privies; wells; or other discrete features important by reason either of their structure or their contents.

Each of the stations has low probability for prehistoric sites but reasonable potential for historical sites. They are summarized as follows:

- Little Tokyo - relatively low potential. Earliest land use was agricultural, with subsequent development largely industrial and wholesale commercial. Some potential for ethnic workingman occupation and railroad discards.
- First and Boyle - possibly highest potential of the stations. There were adobes, locations unknown. The Workman House, later the Jewish Home and ultimately the Japanese Home for the Aged, has been demolished, but a tunnel which connected Workman's wine cellar to the bluff is said to remain intact (Starzak, personal communication 1994). The complex ultimately included at least 11 structures, including a synagogue, scattered broadly over a very old and historic property.
- Brooklyn and Soto - possibly the second most sensitive of the seven stations. A house directly within the impact zone was present by 1906, and possibly a cigar

factory. The area is within the core of the historic Jewish settlement in Boyle Heights, and any subsurface deposits may have research potential.

- First and Lorena - The street was not cut through until after 1884 and was settled first by small dwellings. Evergreen Cemetery would be a major concern, if any impacts are likely.
- Whittier and Rowan - Moderate potential for encountering remains of small shops and dwellings.
- Whittier and Arizona - Historical maps do not depict this area around the turn of the century, implying little if any development. By 1921, there were modest dwellings fronting Arizona and McDonnell.
- Whittier and Atlantic - The station area was vacant until the street was cut through after 1926. The settlement pattern at that time included shops lining Whittier, with dwellings on the side streets. Relatively low potential for significant remains.

**Buildings, Structures  
and Objects**

## **Buildings, Structures and Objects**

### Field Methodology

With regard to the defined historical context, an intensive architectural/historical survey was conducted of the APE of the Locally Preferred Alternative, and the results recorded according to the following methodology:

1. Review of previously recorded surveys and inventories of significant historic properties.
2. Mapping of above information onto preliminary engineering maps of each of the alternative alignments.
3. A field investigation consisting of a visual on-site examination of every building within the defined APE boundaries.
4. Photography and notation of architectural specifics, condition, and alteration of all structures previously documented and any additional structures built prior to 1945 and retaining the integrity of their historic fabric or appearing to have unique historic or cultural significance.
5. Cataloging of the above information and updating results of the documentation search whenever necessary.
7. Background historical research, including City of Los Angeles Building Permits, Los Angeles County Assessor's Records, Los Angeles Daily Journal construction records, historic Sanborn Insurance Company maps, and Los Angeles City Directories.
8. Preparation of California Historic Resources Inventory forms (DPR 523 Test 10/93) for all structures appearing eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

### Results

As part of the 1992 AA/DEIS/DEIR process, MTA surveyed over 144 properties that were within the APE for any of the 10 proposed transit alternatives. For the LPA, The Historic Architectural Survey evaluated 42 significant individual resources and one district. One building is still listed in the National Register of Historic Places. One property was previously listed in the National Register but a partial demolition precipitated its decertification. Two structures were previously determined eligible for the National Register as part of the Caltrans Historic Bridge inventory. As a result of this survey, eighteen properties (including the remaining building on the previously listed property) were found to appear to meet the criteria for listing in the National Register, and two buildings were found conditionally eligible. One district and twenty other properties were found not to meet the criteria for listing in the National Register but are of state or local interest. All other remaining buildings, structures, and objects within the APE have either lost substantial integrity of their historic fabric through alteration or relocation or are less than 50 years of age and possess no other overriding significance.

- **Historic properties previously listed in the National Register**

*Union Passenger Terminal, 800 North Alameda Street, Los Angeles (Map Reference #1), one of the last great American railroad depots, was listed on November 13, 1980. Its Spanish Colonial Revival and Streamline Moderne design was by the prominent Los Angeles architectural firm of John and Donald B. Parkinson.*

- **Historic properties formerly listed in the National Register but Requiring Re-evaluation**

*Golden Gate Theatre/Vega Building, 5170-5188 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County (Map Reference #42), was formerly listed in the National Register with its companion Vega Building, but was decertified after the Vega Building was demolished in 1992. The remaining theater building appears eligible in its own right (See Appears Eligible listings).*

- **Historic properties previously determined eligible for listing in the National Register through a consensus determination by a federal agency and your office.**

- Historic properties found to appear eligible for listing in the National Register as a result of this survey and requiring a consensus determination from the State Historic Preservation Officer.

*First Street Viaduct, 900-1100 Blocks of East 1st Street, Los Angeles (Map Reference #2). This Neo-Classical style bridge engineered by Merrill Butler in 1927-28 was determined eligible for inclusion in the National Register in 1986 as a result of the Caltrans Historic Bridge Survey.*

*Fourth Street Viaduct, 900-1700 Blocks of East 4th Street, Los Angeles (Map Reference #6). The Fourth Street Viaduct was determined eligible for inclusion in the National Register of Historic Places in 1986 as a result of the Caltrans Historic Bridge Survey. The Gothic Revival style bridge utilizes an unusual fixed hinge design and was the first to use cast aluminum lanterns. Engineered by Merrill Butler, it was constructed in 1930-31 by Fisher, Ross MacDonald & Kahn, Inc. and the Raymond Concrete Oil Co.*

- Historic properties found to appear eligible for listing in the National Register as a result of this survey and requiring a consensus determination from the State Historic Preservation Officer.

*Greybar Electric Co. Warehouse, 201-213 South Santa Fe Avenue, Los Angeles (Map Reference #3), at the local level of significance under Criterion C, as a good example of an Art Deco and PWA Moderne style commercial office building designed by Harry T. Miller. Built in 1934, its contextual period of significance is 1930-1945.*

*Craig Co. Wholesale Grocery, 215-243 South Santa Fe Avenue, Los Angeles (Map Reference #4), at the local level of significance under Criterion C, as a rare example of an industrial warehouse designed by the master architectural firm of Morgan & Walls. Built in 1907, its contextual period of significance is 1893-1913.*

*AT&SF Outbound Freight House, 970 East 3rd Street, Los Angeles (Map Reference #5), at the local level of significance under A with its association with the development of the Atchison, Topeka & Santa Fe Railway in Los Angeles, and under Criterion C, as one of the last extant examples of a railroad freight shed in Los Angeles, for its Neoclassical design by Harrison Albright, and for its concrete craftsmanship by Carl Leonardt. Built in 1906, its contextual period of significance is 1894-1913.*

*Simon Gless Farm House, 131 South Boyle Avenue, Los Angeles (Map Reference #8), at the local level of significance under Criterion C as a good example of a Queen Anne style farmhouse and under Criterion A for its association with the settlement patterns of the Jewish Community by serving as the first Jewish Home for the Aged in Boyle Heights. Originally built in 1886-1887, its contextual periods of significance are the 1887-93 boom period and from about 1910 to 1922.*

*Jewish Home for Wayfarers, 127 South Boyle Avenue, Los Angeles (Map Reference #9), at the local level of significance under Criterion A, for its association with the settlement patterns of the Jewish Community in Los Angeles. Built in 1938, its contextual period of significance is 1930-1945.*

- Historic properties found to appear eligible for listing in the National Register as a result of this survey and requiring a consensus determination from the State Historic Preservation Officer.

*Walter & Lillie Webb Residence, 125 South Boyle Avenue, Los Angeles (Map Reference #10), at the local level of significance under Criterion C, as a good example of a Shingle Style residence with Queen Anne and Classical Revival details, designed by early Los Angeles master architect James H. Bradbeer. Built in 1892, its contextual period of significance is the 1880s boom, roughly 1886-1893.*

*Hotel Mount Pleasant, 103-105 North Boyle Avenue, Los Angeles (Map Reference #11), at the local level of significance under Criterion A for its association with the early commercial development of Los Angeles as a grocery (1876) and hotel (1894); under Criterion B for its association with several Los Angeles pioneers, grocers Lambourn & Turner and Boyle Heights developer George Cummings; and under Criterion C, as an increasingly rare example of a Queen Anne and Richardsonian Romanesque style commercial building featuring cast iron supports. Its period of significance from 1876 to 1898 is related to its construction history in stages and development from a grocery to hotel.*

*Ralph H. Tombs Residence, 1814 Pennsylvania Avenue, Los Angeles (Map Reference #14), at the local level of significance under Criterion C, as a good example of a hipped roof cottage with Colonial Revival details. Built about 1900, its contextual period of significance is 1893-1913.*

*Congregation Talmud Torah, 247 North Breed Street, Los Angeles (Map Reference #20), at the local level of significance under Criterion A for its association with the settlement patterns of the Jewish community in Los Angeles and as one of the locations for the filming of the first sound film, The Jazz Singer, and under Criterion C, as a rare example of a Byzantine Revival Influence synagogue design by Abraham Edelman & A. C. Zimmerman. Built in 1922, its contextual period of significance is 1914-1929. It has also been designated as City of Los Angeles Historic-Cultural Monument #359.*

*Alfred W. Guest Cottage, 319 North Mathews Street, Los Angeles (Map Reference #23), at the local level of significance under Criterion C, as a good example of an early settlement era, vernacular, hipped-roof cottage. Built about 1885, its contextual period of significance is 1848-1884.*

*Rev. Edwin S. Chase Residence, 2423 Michigan Avenue, Los Angeles (Map Reference #24), at the local level of significance under Criterion C, as a good example of a late nineteenth century cottage, for its high degree of craftsmanship by builder E. E. Harriman, its unusual curved interior porch wall, and its exceptionally high retention of integrity and excellent condition for a residence in Los Angeles nearly a century old. Built in 1896, its contextual period of significance is 1893-1913.*

*Brooklyn Theatre, 2524 Brooklyn Avenue, Los Angeles (Map Reference #27), evaluated in the Historic Resources Inventory of the State Office of Historic Preservation as level 3, appearing eligible for inclusion in the National Register of Historic Places. This Classical Revival style theater was designed by L. A. Smith. Built in 1925, its contextual period of significance is 1914-1929.*

*Charles W. Fisher Residence, 334 North Fickett Street, Los Angeles (Map Reference #30), at the local level of significance under Criterion C, as a good example of a Tudor Revival*

- Historic properties found to appear eligible for listing in the National Register as a result of this survey and requiring a consensus determination from the State Historic Preservation Officer.

*style residence and for the quality of its design early in the career of one of Southern California's most influential architects, Arthur B. Benton, when Benton was still in association with W. C. Aiken. Built in 1894, its contextual period of significance is 1893-1913.*

*Evergreen Cemetery/Ivy Chapel, 204 South Evergreen Street, Los Angeles (Map Reference #33), at the state level of significance under Criterion A for its association with the early development of public health practices in Los Angeles, as well as the development of local assimilation of the Chinese community. Also under Criterion C, as a good example of an early cemetery and the quality of design of its mausoleums, crematorium, and the Gothic Revival Chapel designed by Arthur B. Benton in 1903. Laid out in 1877, its period of significance spans several contextual periods from 1848 to 1929. It has also been designated as City of Los Angeles Historic-Cultural Monument #496.*

*Siewert/Johnson Mortuary, 3827 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County, (Map Reference #39), at the local level of significance under Criterion C, as a rare example of the Streamline Moderne style with Gothic Revival details designed for use as a mortuary. Its period of significance is 1930-1945.*

*Boulevard Theatre, 4549 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County (Map Reference #40), at the local level of significance under Criterion C, as a good example of a Moderne style Theater designed by Balch & Stanberry. Built in 1935, its contextual period of significance is 1930-1945.*

*United Artists Theatre, 5136 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County (Map Reference #41), at the local level of significance under Criterion C, as an increasingly rare example of a Zig Zag Moderne style theater designed by the prominent Los Angeles architectural firm of Walker & Eisen in association with C. A. Balch. Built in 1931, its contextual period of significance is 1930-1945.*

*Golden Gate Theatre, 5170-5188 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County, (Map Reference #42), formerly listed in the National Register until its companion Vega Building was demolished in 1992, the Golden Gate Theatre remains eligible at the local level of significance under Criterion C, as an excellent example of a Spanish Churrigueresque theater building designed by the Balch Brothers. Built in 1927, its contextual period of significance is 1914-1929.*

- Historic properties found to be conditionally eligible for listing in the National Register as a result of this survey pending reversal of alteration.

*Luna & Harry Patty Residence, 2533 Michigan Avenue, Los Angeles (Map Reference #29), if its original windows or period facsimiles were replaced, it would appear eligible at the local level of significance under Criterion C, as a fine example of a Queen Anne*

residence. Built in 1891, its contextual period of significance is the 1880s boom, roughly 1886-1893.

2-Story, Shingle/Queen Anne Residence, 118 South Alma Avenue, East Los Angeles, Unincorporated Los Angeles County, (Map Reference #37), if its original windows or period facsimiles were replaced and the bay restored, it would appear eligible at the local level of significance under Criterion C (Potentially), as a good example of a Shingle/Queen Anne style residence. Its period of significance is the 1880s boom period, roughly 1886-1893.

- Properties found not to meet the criteria for listing in the National Register as a result of this survey and requiring a consensus determination from the State Historic Preservation Officer. These properties should be considered, however, for inclusion in the California Register of Historical Resources.<sup>1</sup>

<u>Map Reference</u>	<u>Name of Resource and Address</u>
D1	Brooklyn Avenue (Chavez Avenue) Thematic Brick Block District
7	Aliso Village (Extension at Clarence & 3rd), 1401 East 1st Street, Los Angeles
12	George B. Kellick Block, 1832 East 1st Street, Los Angeles
13	Tenement House for O. J. Beeson, 1719 Pleasant Avenue, Los Angeles
15	Felhandler Block and Bakery <sup>2</sup> , 2100-2102 East Brooklyn Avenue, Los Angeles
16	Beer Brothers Block <sup>2</sup> , 2116-2118 East Brooklyn Avenue, Los Angeles
17	Jacob Simon Block <sup>2</sup> , 2132-2138 East Brooklyn Avenue, Los Angeles
18	Saylin Block <sup>2</sup> , 2200-2206 East Brooklyn Avenue, Los Angeles
19	Segal Block & Dance Hall <sup>2</sup> , 2228-2232 East Brooklyn Avenue, Los Angeles
21	Rosen Block & Lodge <sup>2</sup> , 2334 East Brooklyn Avenue, Los Angeles
22	Brooklyn Hotel <sup>2</sup> , 2418-2420 East Brooklyn Avenue, Los Angeles
24	Roy W. Elliot Residence, 2423 Michigan Avenue, Los Angeles
25	Apartments for Elja S. Ginsburg, 334 North Mathews Street, Los Angeles
26	Eugene P. Fallis Residence, 338 North Mathews Street, Los Angeles
28	Residence for Fred Gottschalk, 329 North Fickett Street, Los Angeles
31	Lowenthal Stores <sup>2</sup> , 2626-2632 East Brooklyn Avenue, Los Angeles
32	William J. Dinneen Residence, 2719 Michigan Avenue, Los Angeles
34	George and J. Hollis House, 3310 East 1st Street, Los Angeles
35	Patrick Dooley House, 3318 East 1st Street, Los Angeles
36	G. E. Platt Dairy House, 3464 East 1st Street, Los Angeles
38	Cladic Seminary; El Sinai, 508-512 South Indiana Street, East Los Angeles

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<sup>1</sup> Properties which appear eligible for the National Register of Historic Places also qualify for the California Register of Historical Resources. Of the historic properties not eligible for the National Register, all except three would appear eligible for the California Register: The Aliso Village Extension (#7); the Hollis House (#34); and the Dooley House (#35).

<sup>2</sup> Each of these historic resources was evaluated both individually and as part of the Brooklyn Avenue Thematic District.

California Historic Resource Inventory forms (DPR 523) are included in this report for the 42 significant resources and the district. The final eligibility status of these resources will be determined following review of this documentation and concurrence with its findings by the State Historic Preservation Officer.

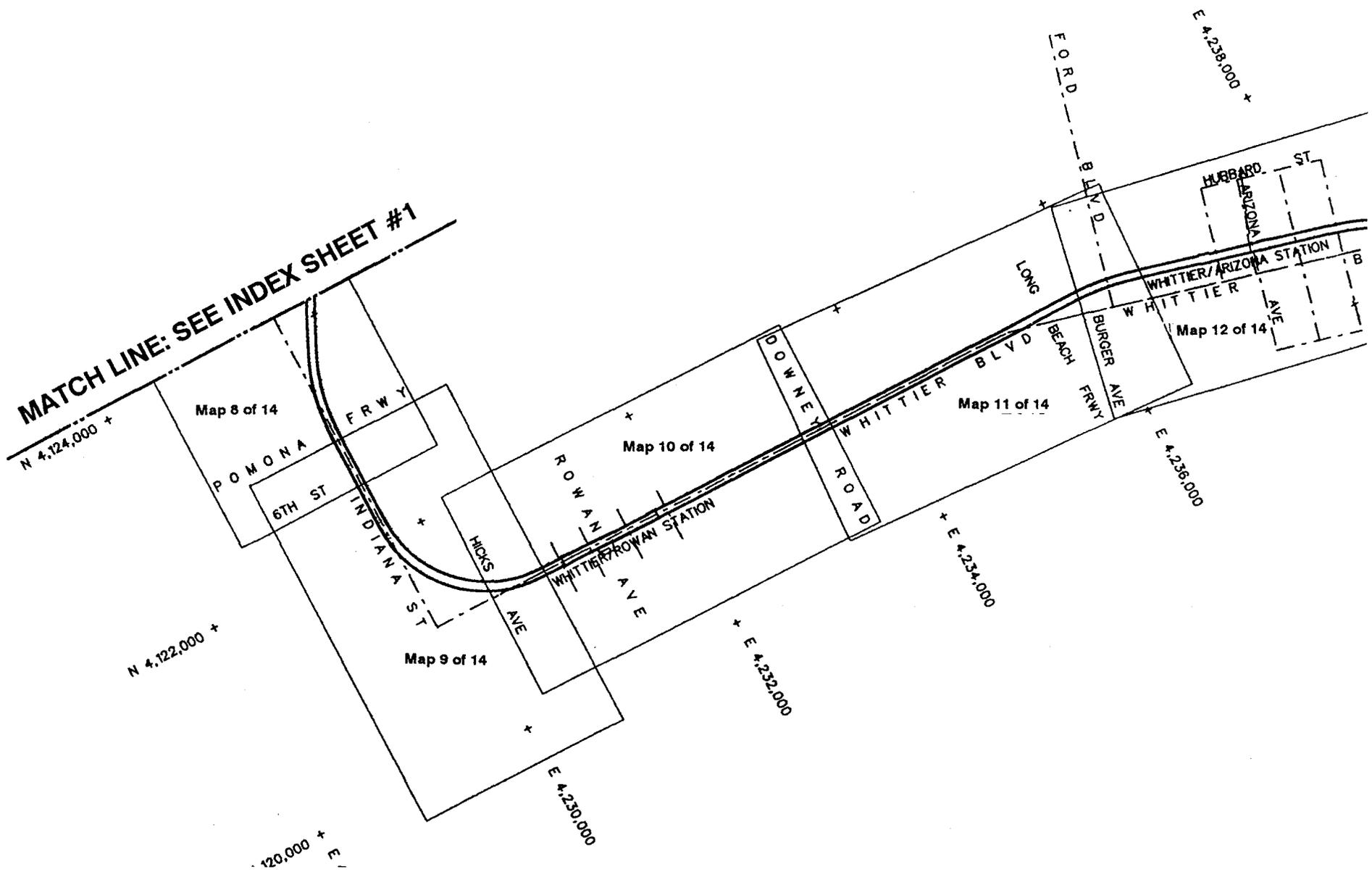
## Endnotes

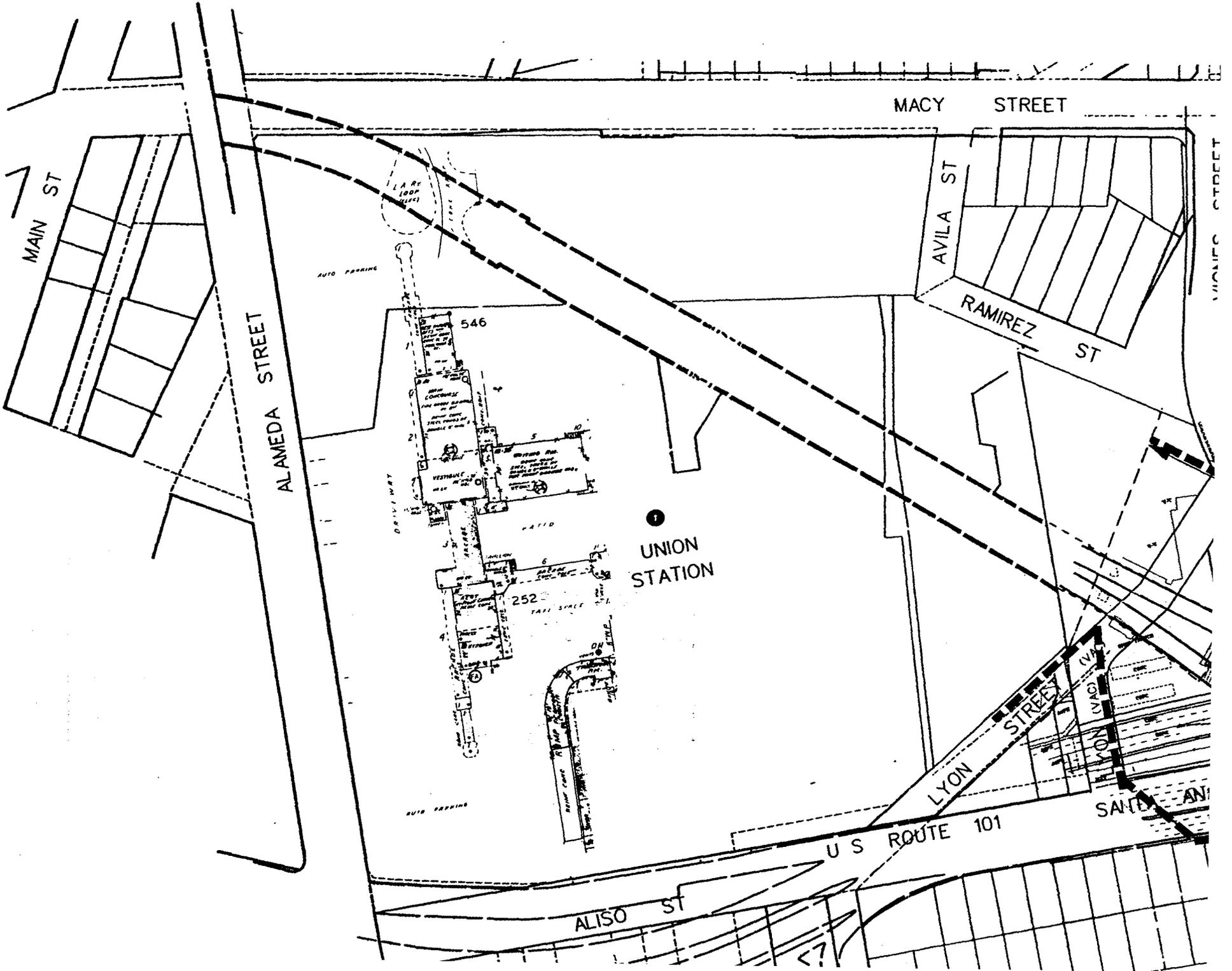
1. Hill, Laurence L. La Reina: Los Angeles in Three Centuries. Los Angeles: Security Trust & Savings Bank, 1929, p. 8-9.
2. Layne, J. Gregg. Annals of Los Angeles. California Historical Society, San Francisco, pp. 80, 81.
3. Workman, Boyle. The City That Grew. Los Angeles: The Southland Publishing Co., 1936, p. 23-24.
4. Newmark, Harris. Sixty Years in Southern California: 1853-1913. 1916 (Reprinted 1984). Los Angeles: Dawson's Book Shop, p. 200.
5. Hill, 1929, p. 22.
6. Newmark, 1984, p. 197.
7. Robinson, W. W. Panorama: A Picture History of Southern California. Los Angeles: Title Insurance and Trust Company, 1953, part 24.
8. Hill, 1929, p. 19.
9. Newmark, 1984, p. 293.
10. Newmark, 1984, p. 199.
11. Hannaford, Donald R. and Edwards, Revel. Spanish Colonial or Adobe Architecture of California: 1800-1850. Stamford, CT: Architectural Book Publishing Co., Inc., 1990.
12. Workman, Boyle. The City That Grew. Los Angeles: The Southland Press, 1935, p. 23.
13. Newmark, 1984, p. 81.
14. Los Angeles Daily Times. "Boyle Heights Well Named", May 12, 1905.
15. Dumke, Glenn S. The Boom of the Eighties in Southern California. San Marino, California: Huntington Library, 1944, p. 43.
16. Evening Express. August 17, 1876, as referenced in Carpenter, 1973, p. 36.
17. Ordinances and Resolutions. Vol. {1} 1878, pp. 459-460, No. 685, as referenced in Carpenter, Edwin. Early Cemeteries of the City of Los Angeles. 1973, p. 39.
18. Dumke, 1944, pp. 23-25.
19. Los Angeles City Directory. 1886-87, pp. 304-308.
20. Los Angeles Times. August 4, 1889, p. 9.
21. Los Angeles Daily Times. May 12, 1905, "In Sound of City, In Sight of Sea."





MATCH LINE: SEE INDEX SHEET #1





MAIN ST

ALAMEDA STREET

MACY STREET

AVILA ST

RAMIREZ ST

1  
UNION STATION

546

252

LYON STREET

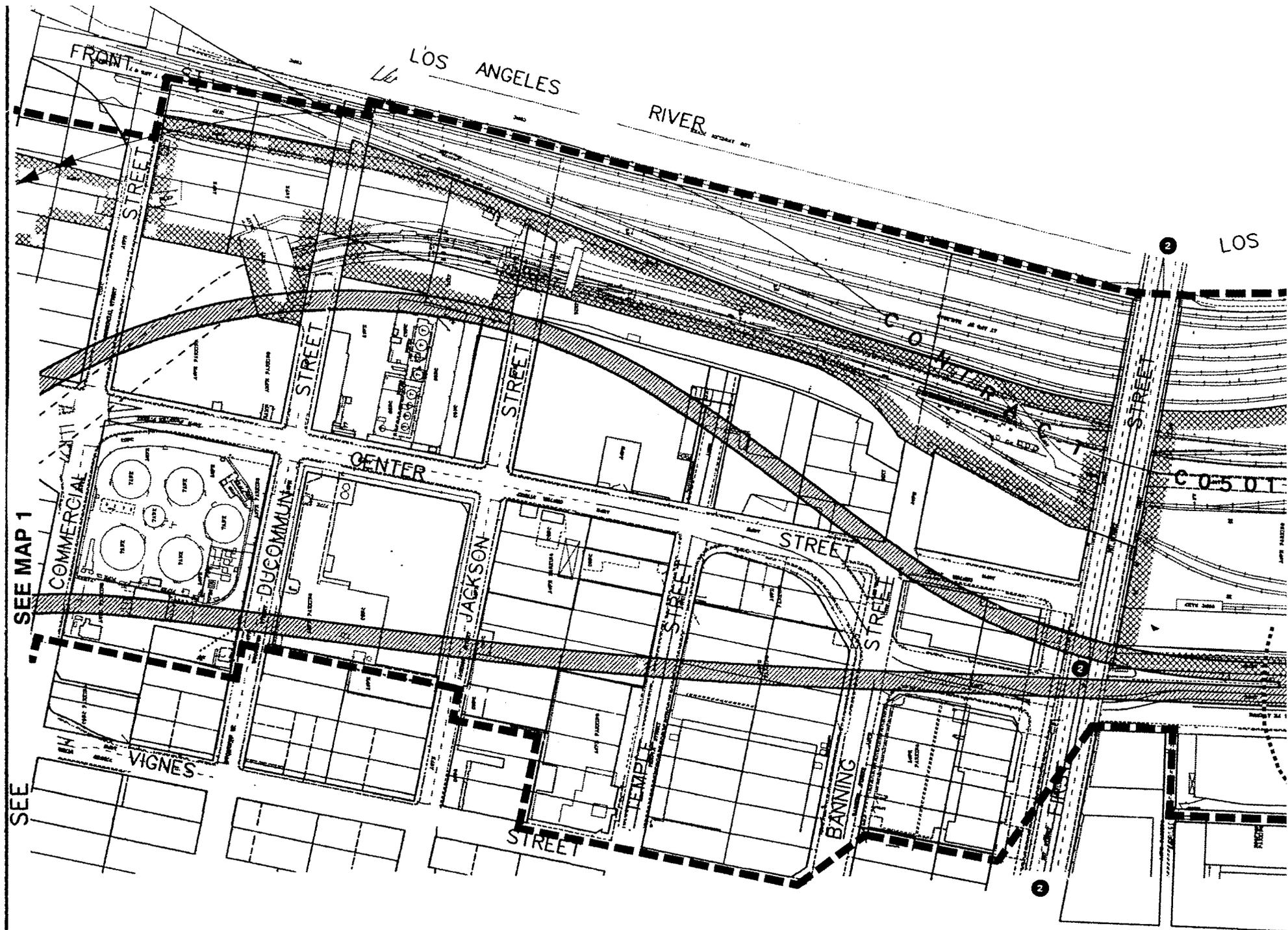
U S ROUTE 101

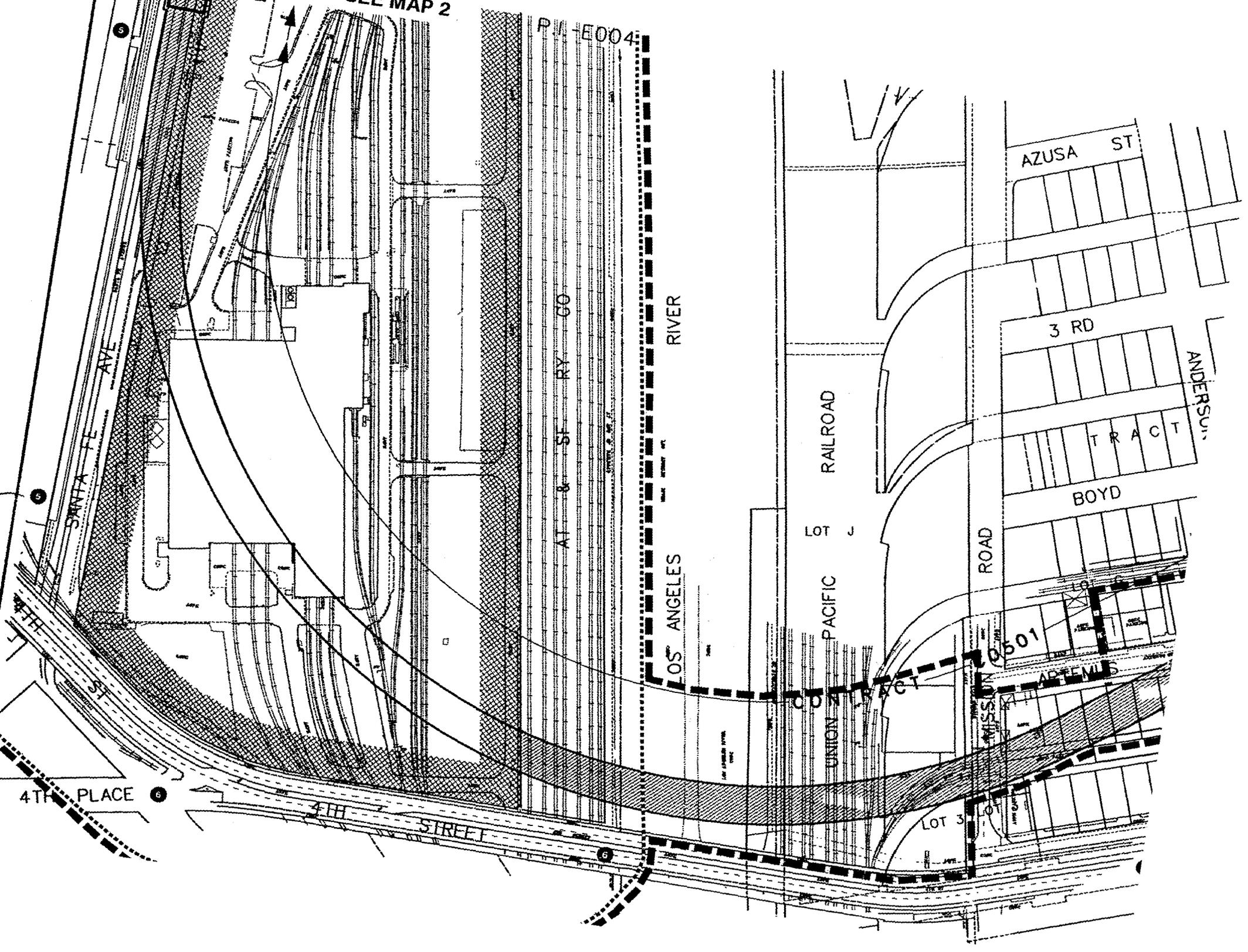
ALISO ST

SAINT AN

VALENTINE STREET

<7





... MAP 2

E004

SANTA FE AVE

4TH PLACE

4TH STREET

AT & SFRY GO

LOS ANGELES RIVER

UNION PACIFIC RAILROAD

LOT J

UNION PACIFIC TRACT

LOT 3

MISSION ROAD

AZUSA ST

3 RD

BOYD

TRACT

ANDERSUN

ARTEMIS

0501



UTAH

CLARENCE STREET

GLESS STREET

PECAN STREET

1ST STREET

SANTA ANA ROUTE 101

FREEMAN

PLEASANT

BOYLE AVE

BOYLE 501 AVE

BOYLE/BOYLE STATION

C O N T R A C T O R S

SEE MAP 4



SAN BENITO ST

GOLDEN STATE  
FREEWAY

INTERSTATE ROUTE 5

CUMMINGS ST

MICHIGAN AVE

NEW JERSEY ST

ST. LOUIS ST

CHICAGO ST

BREED ST

Brooklyn Avenue Brick-Block Thematic Dist

CF-1

CF-2

CF-3

CF-4

CF 15

16

CF 17

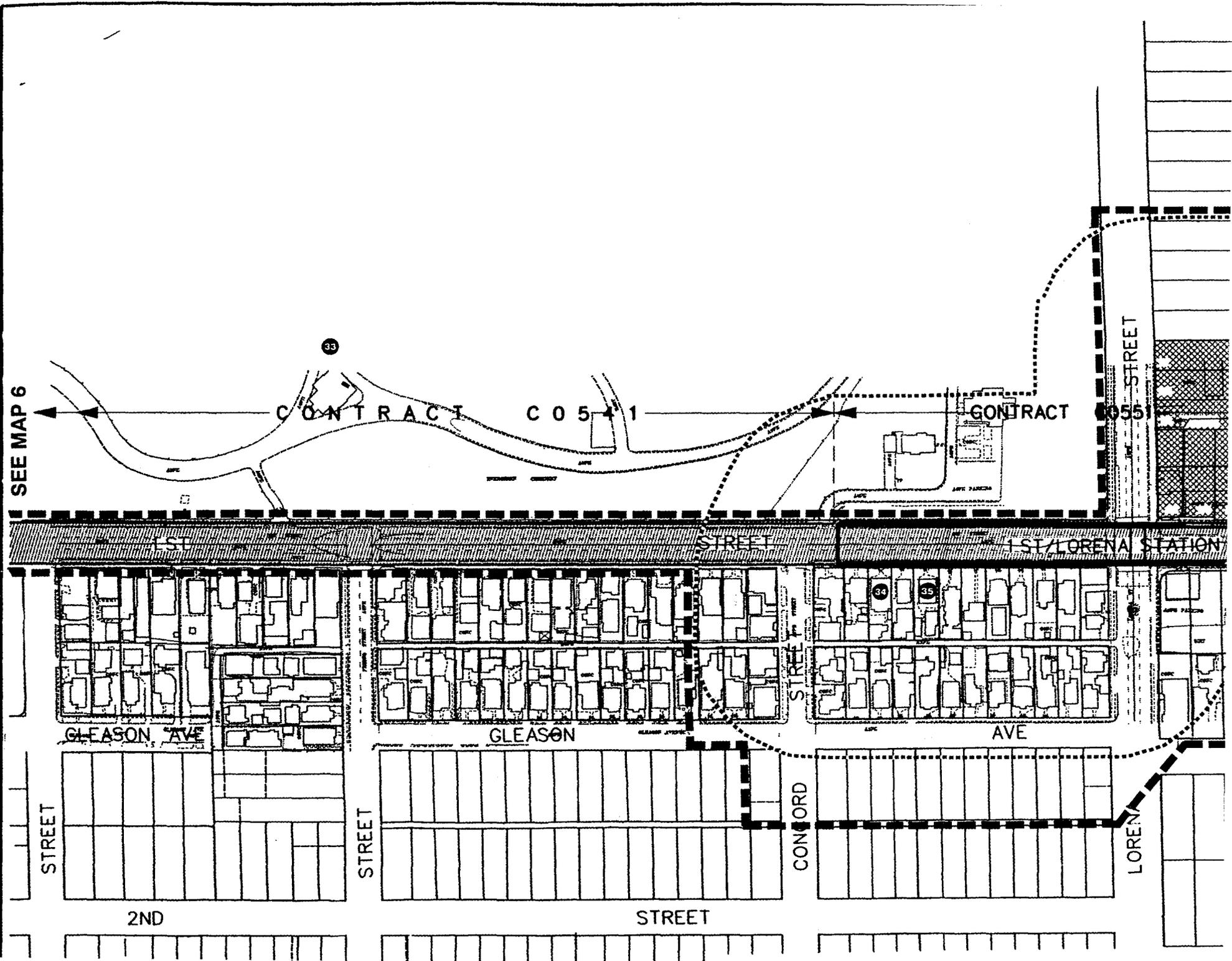
CF 18

CF 19

18

CF = Contributing Feature of Brooklyn Avenue Br





SEE MAP 6

CONTRACT C 0541

CONTRACT 0551

ST. LORENA STATION

GLEASON AVE

GLEASON

AVE

STREET

STREET

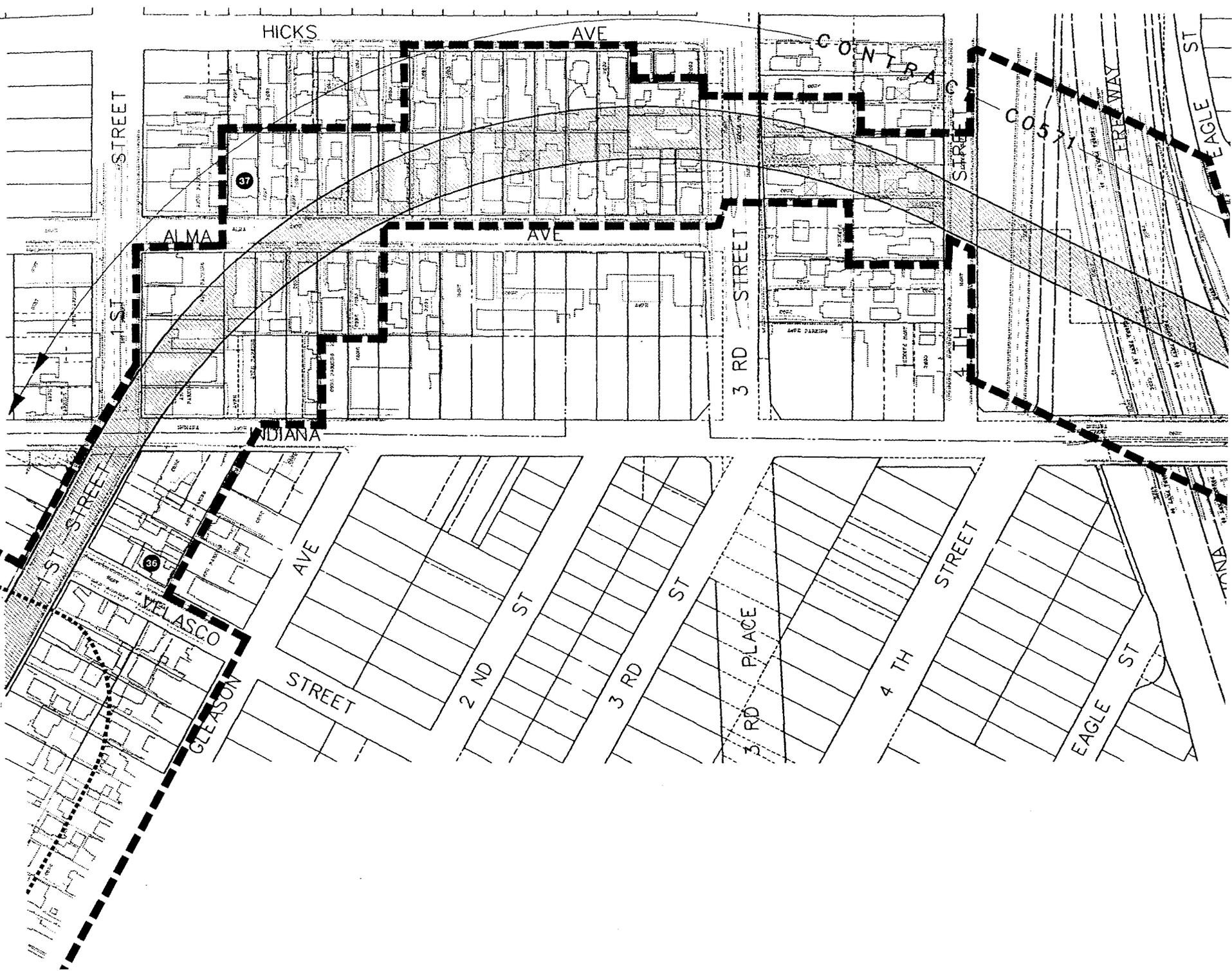
CONCORD

LOREN

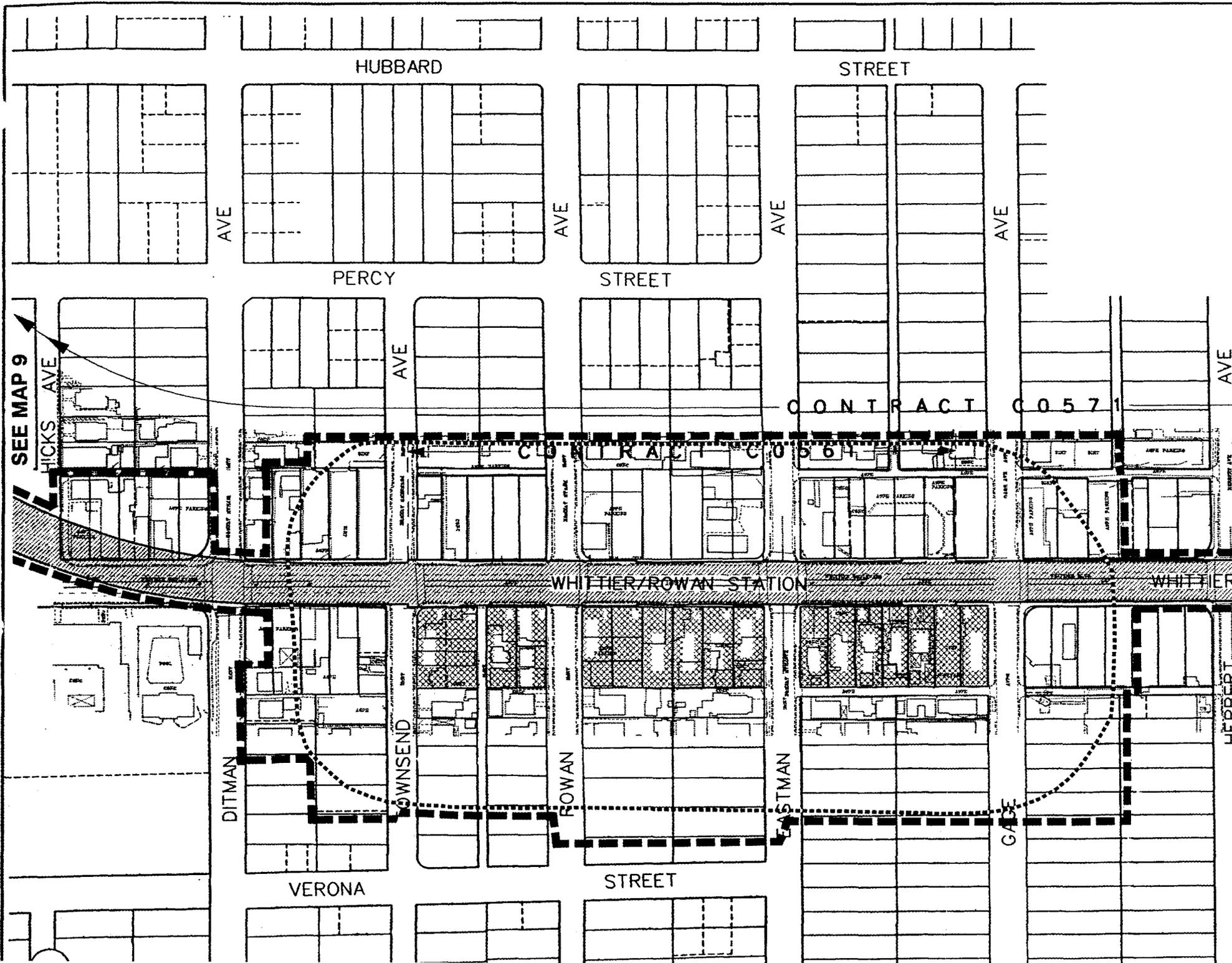
2ND

STREET

SEE MAP 7:







SEE MAP 10

ROAD

AVENUE

CONTRACT C 0571

CALYPT GARDEN

WILLIAMS BOULEVARD

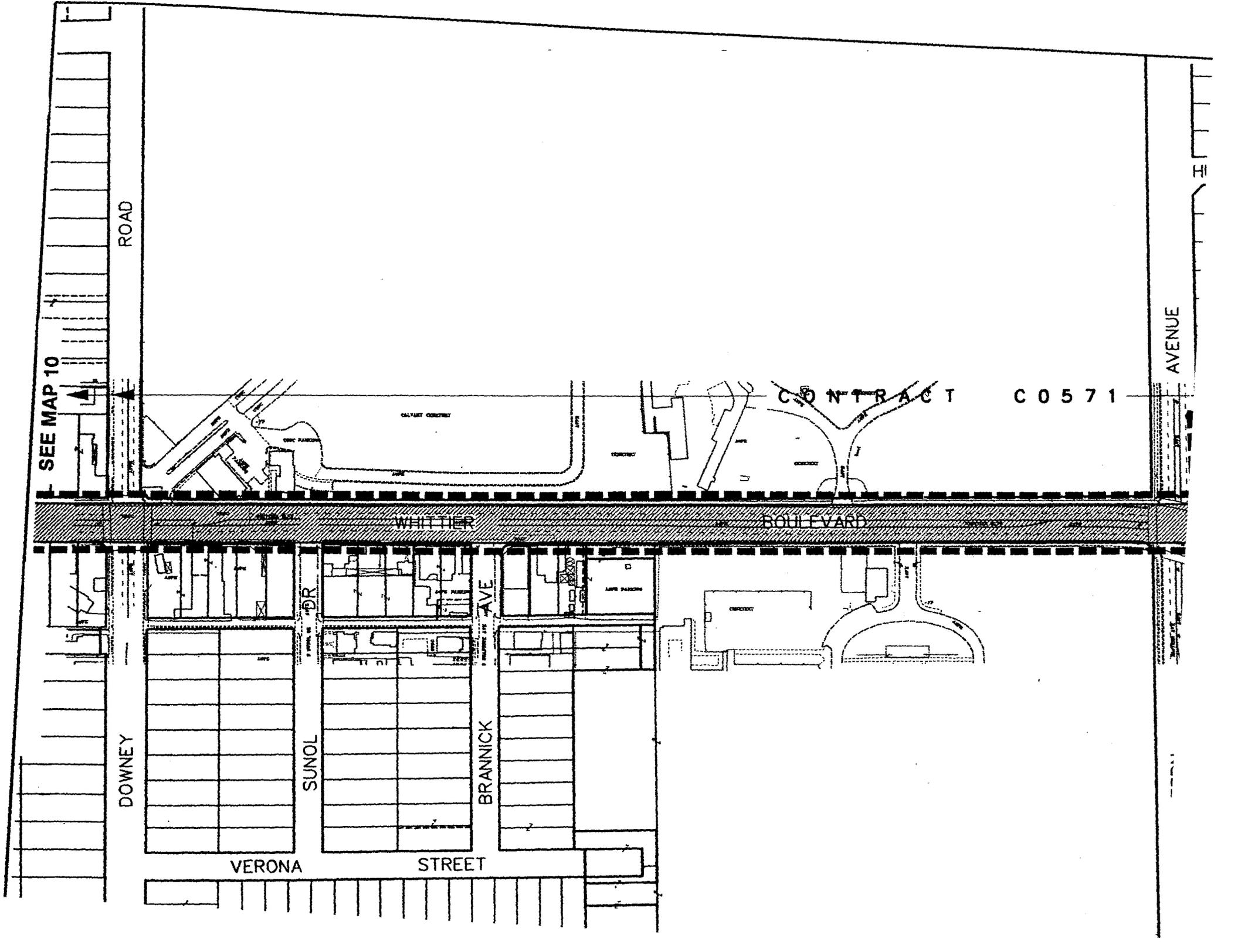
DOWNEY

SUNOL DR

BRANNICK AVE

VERONA

STREET



SEE MAP 11

BLVD

AVE

AVE

HUBBARD

AVE

AVE

AVE

CONTRACT C0590

CONTRACT C0571

WHITTIER ARIZONA

WHITTIER

FORD

DUNCAN

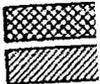
McBRIDE

McDONNELL

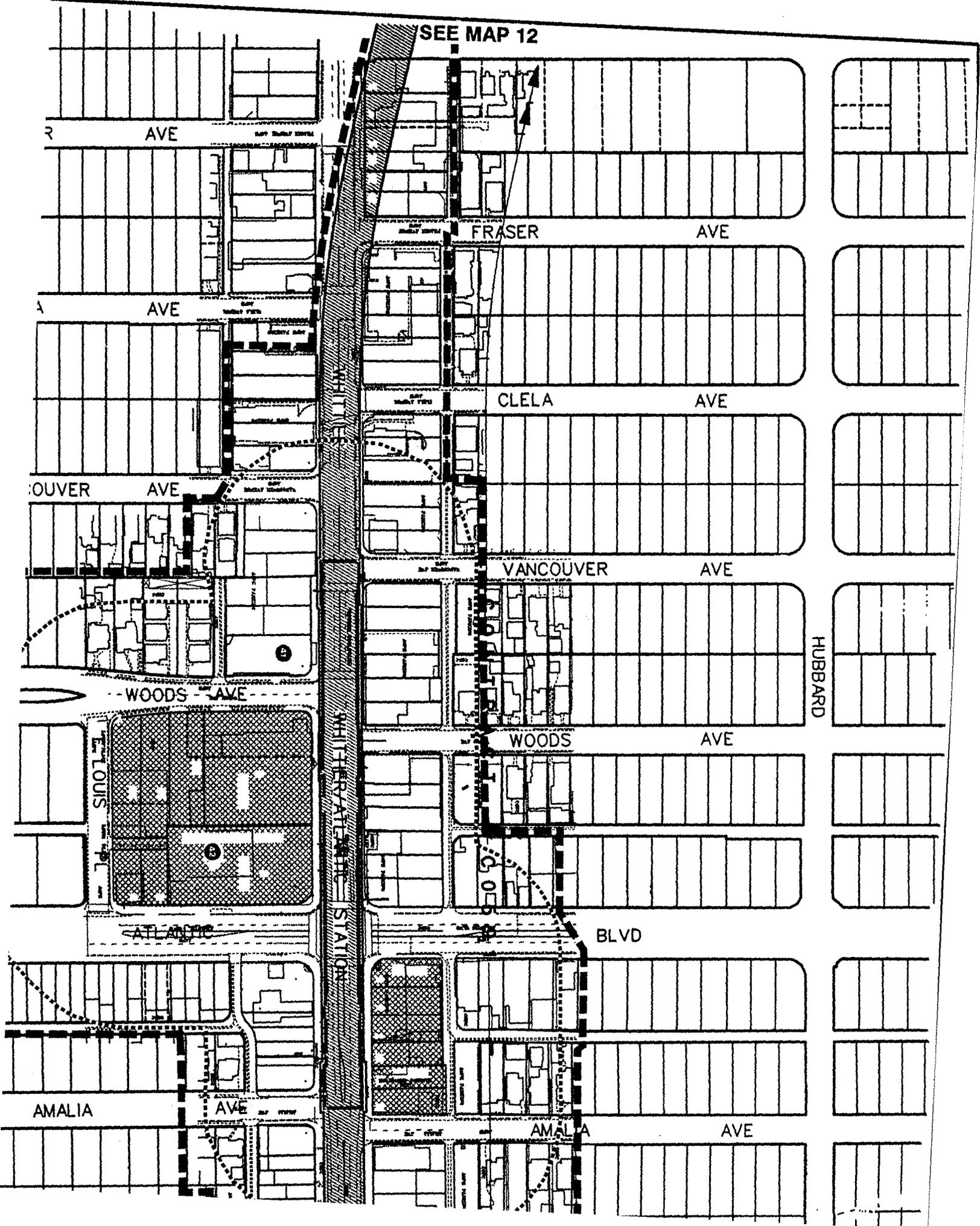
ARIZONA

KERN

40



SEE MAP 12



R AVE

A AVE

OUVVER AVE

WOODS AVE

AMALIA AVE

SEE MAP 12

FRASER AVE

CLELA AVE

VANCOUVER AVE

WOODS AVE

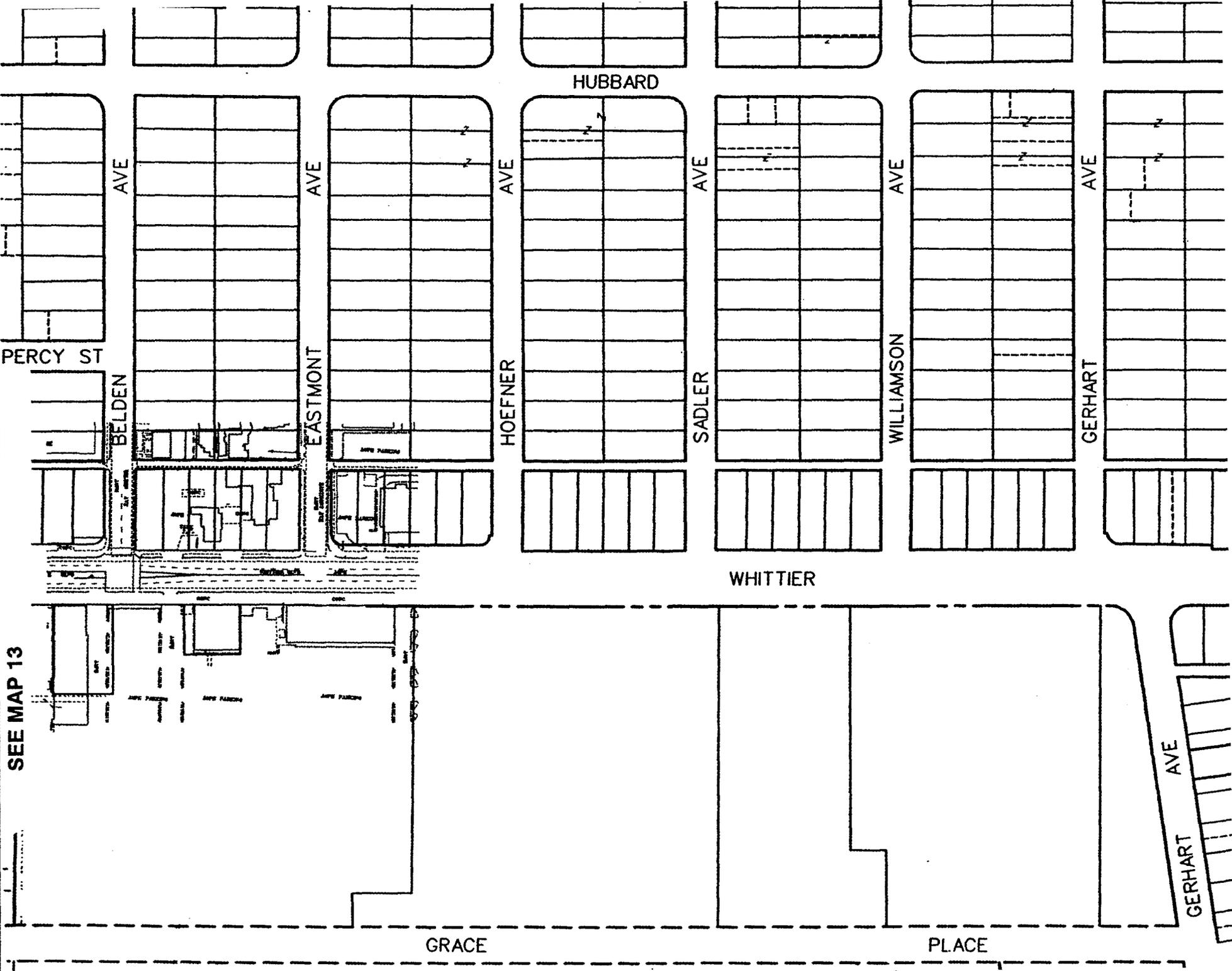
AMALIA AVE

HUBBARD

WHITEHALL STATION

BLVD

SEE MAP 13



PERCY ST

AVE

BELDEN

AVE

EASTMONT

AVE

HOEFNER

HUBBARD

AVE

SADLER

AVE

WILLIAMSON

AVE

GERHART

WHITTIER

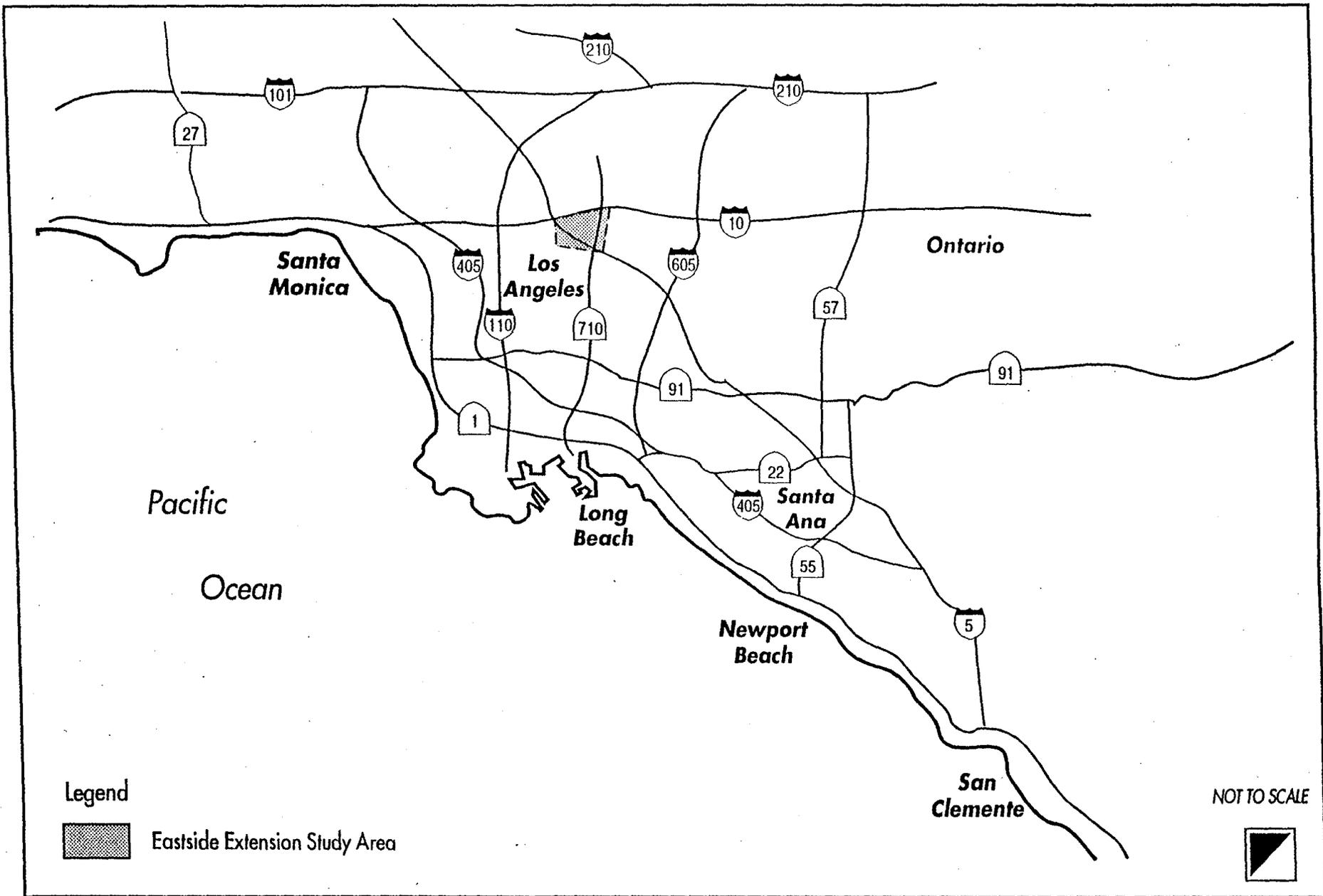
GRACE

PLACE

AVE

GERHART

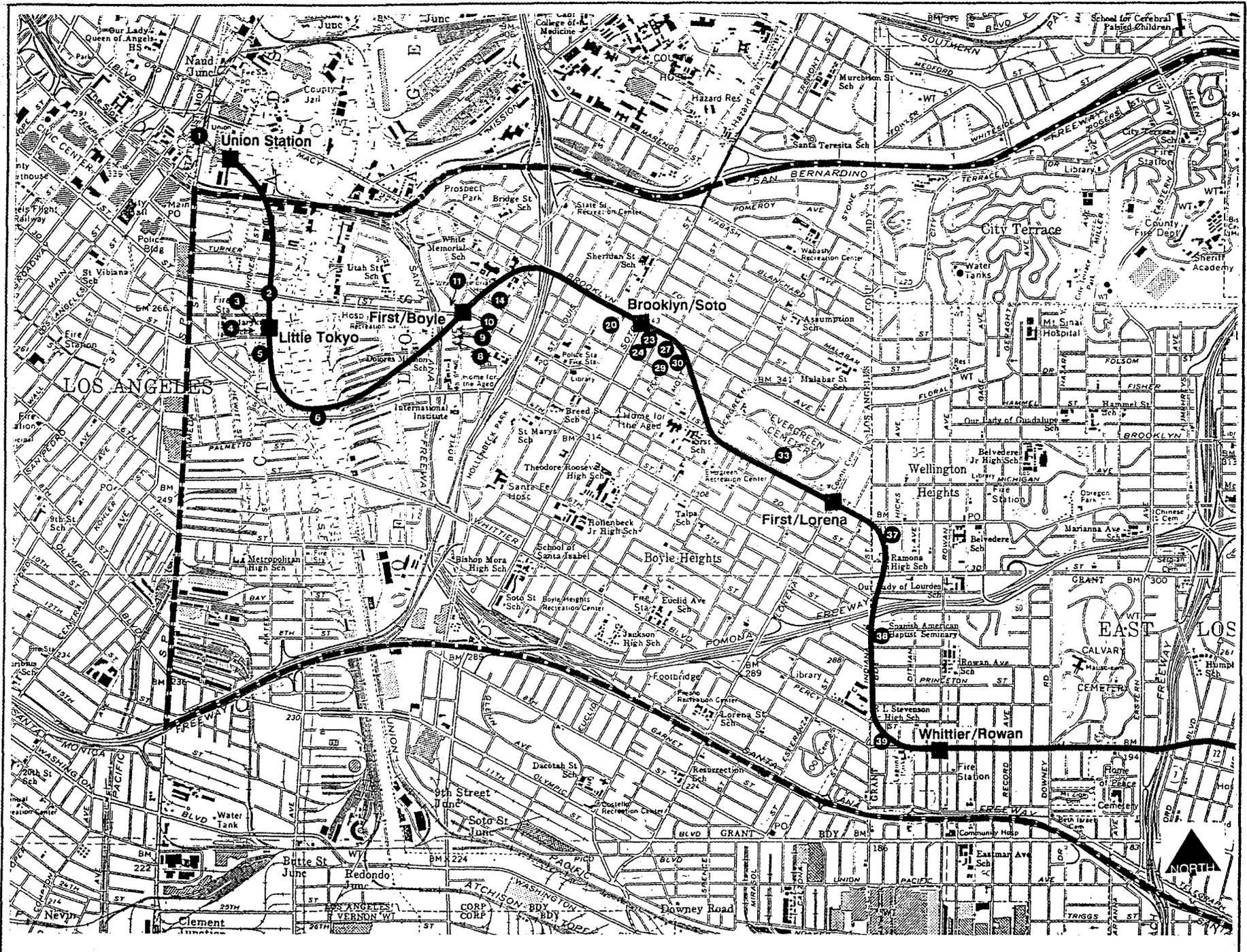
**VICINITY MAP**



Los Angeles Metro Red Line -- East Side Extension

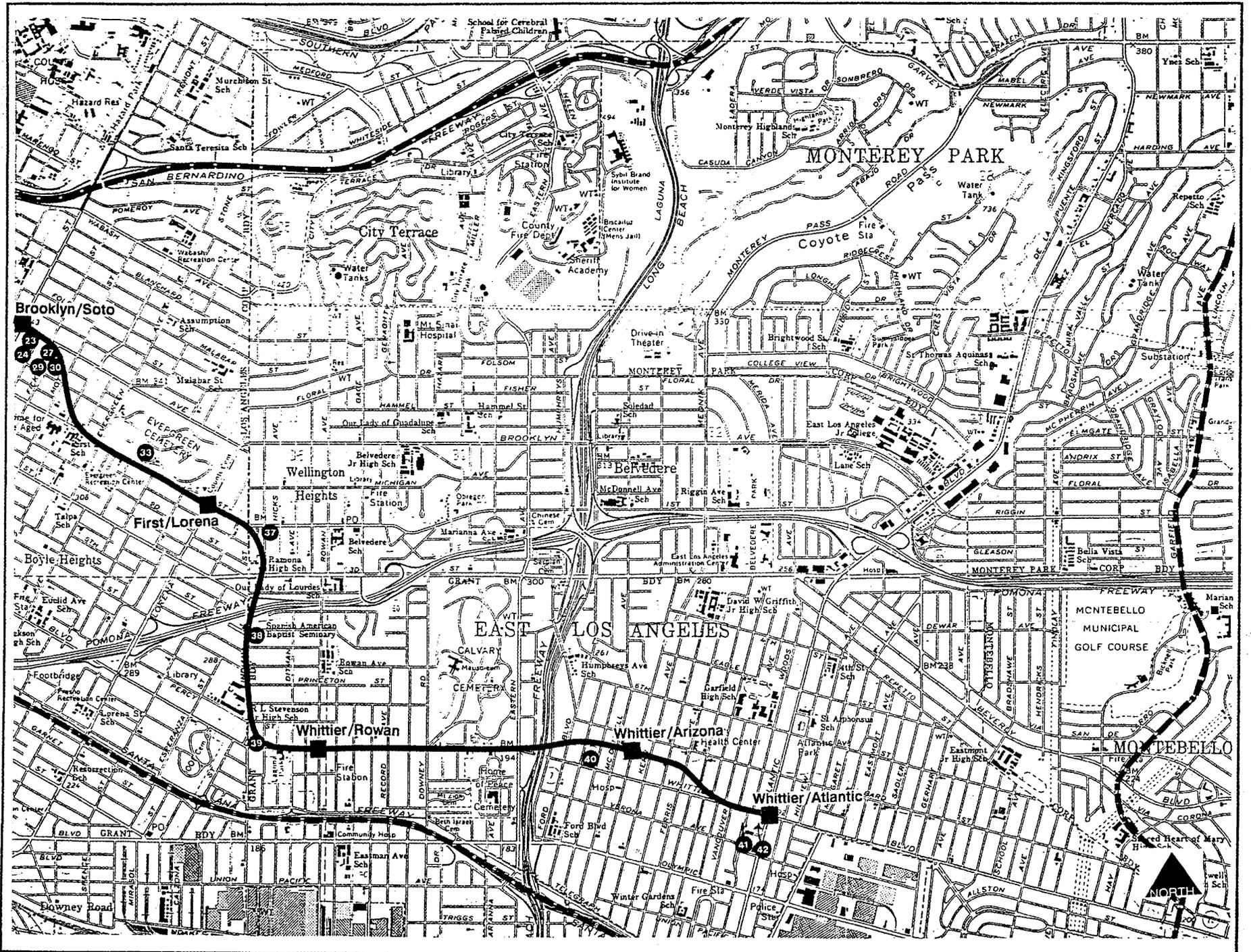
PROJECT VICINITY MAP

**LOCATION MAP**



Los Angeles Metro Red Line -- East Side Extension

PROJECT LOCATION MAP (Western Portion)



Los Angeles Metro Red Line -- East Side Extension

PROJECT LOCATION MAP (Eastern Portion)

## **APPENDICES**

**INVENTORY FORMS**

**APPENDIX A**  
**California Historic Resource Inventory Forms**

Listed in the NRHP

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 1S

Page 1 of 2

Other Listings City of Los Angeles Monument #101, 8/22/1972  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5409-023-017

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 800 North Alameda Street  
City Los Angeles Zip 90012

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 1, Site 1. Southeast corner of Macy and Alameda. Los Angeles County Assessor's Parcel Number 5409-023-017.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Union Station is one of the premier examples of the Spanish Colonial Revival style with Stramline detailing in Los Angeles, and has survived with few significant alterations.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1935-1939 F.

P7. Owner and Address:  
Catellus Development Corp.  
201 Mission Street  
San Francisco, CA  
94105

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 West 7th Street, #800  
Los Angeles, CA 90017

Date Recorded: 03/04/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5409-023-017

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 800 North Alameda Street  
City: Los Angeles County: Los Angeles Zip: 90012  
B2. Historic Name: Union Passenger Terminal B3. Common Name: Union Station  
B4. Zoning: M3 B5. Threats: None Known.  
B6. Architectural Style: Spanish Colonial Revival/Streamline Moderne details  
B7. Alterations and Date(s): Minor due to renovation work.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:  
Railroad tracks and passenger platforms.

B10. Architect: Parkinson, John & Donald B. Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP17. Railroad Depot

B12. Significance: Theme Railroad Transportation Area Los Angeles  
Period of Significance 1930-1945 Property Type Train Station Applicable Criteria C

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

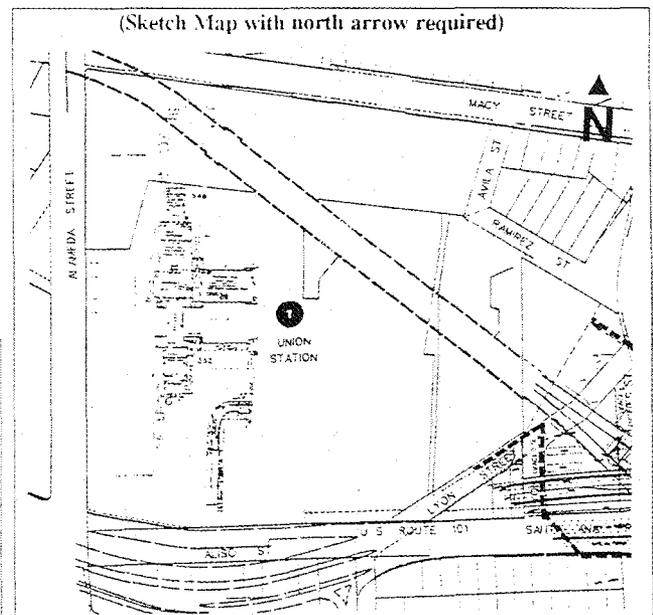
Union Station, one of the last great American railroad depots, was listed on the National Register of Historic Places on November 13, 1980. It was designed by the prominent Los Angeles architectural firm of John and Donald B. Parkinson, and cost an estimated \$2,000,000 to construct from 1935-1939. Recently restored, it is one of Los Angeles most familiar landmarks.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:  
Los Angeles Dept. of Building & Safety, April 4, 1935 Permit #5444

(This space reserved for official comments.)



*The following inventory form,  
the GOLDEN GATE THEATRE,  
is duplicated in two results sections because of partial demolition:  
Previously Listed in the National Register, and  
Appears Eligible for the National Register*

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S (Extant Portion);6W

Page 1 of 3

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5245-001-019

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 5170-5188 East Whittier Boulevard

City East Los Angeles (Unincorporated) Zip 90022

b. UTM: USGS Quad \_\_\_\_\_ (7.5/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

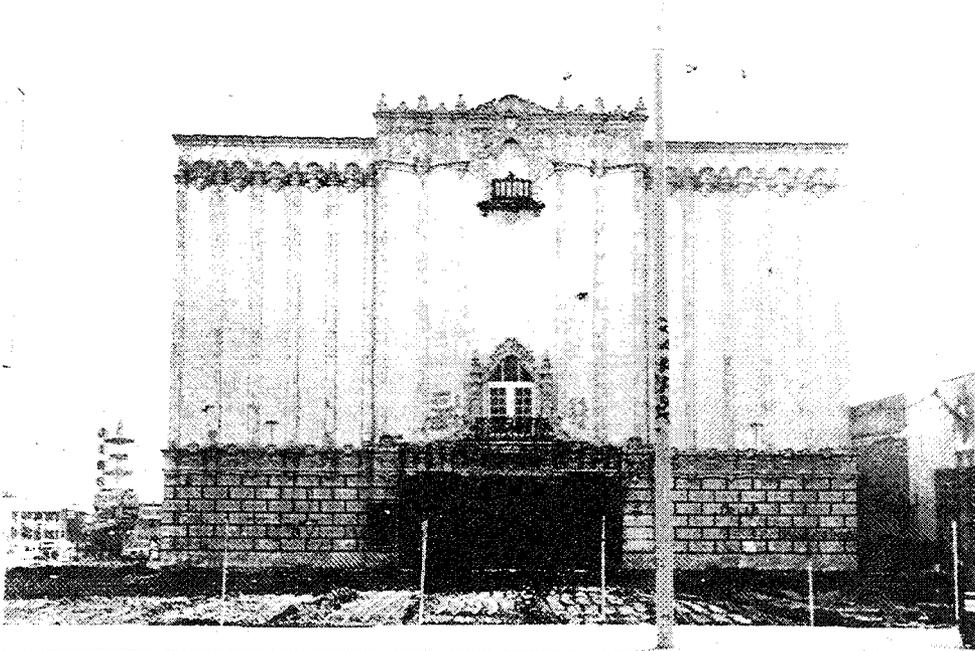
Project APE Map No. 13, Site No. 42. Southwest corner of Whittier and Atlantic boulevards.  
Los Angeles County Assessor's Parcel Number 5245-001-019.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Golden Gate Theatre is an outstanding example of the Spanish Churrigueresque style of architecture, made all the more imposing by the sheer verticality of the main facade. The entrance to the theatre is contained within three contiguous arched openings, all set within a slightly projecting central bay. A heavily rusticated base is located on either side of the entrance area. A course of Churrigueresque ornament crowns the top of the rusticated base; a series of half-round narrow piers are then thrust upward; and are crowned in turn by another course of even more elaborate Churrigueresque ornament. The protruding entrance bay features a balcony above the entrance with Churrigueresque surrounds, and a corresponding niche just below the roofline. The roofline itself, particularly the entrance bay, is dominated by a wide course of Churrigueresque ornament, with finials projecting above. The building is virtually devoid of ornament along the sides, probably because of its original courtyard orientation within the Vega Building, however the dramatic mass and sheer verticality of the Whittier Boulevard (north ) elevation more than compensates for this lack.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1927 Factual

P7. Owner and Address:

James N. Angelopoulos Co.  
George & Maria Frousaikis  
9131 Gainford Street  
Downey, CA 90240

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/16/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5245-001-019

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

- B1. Address: 5170-5188 East Whittier Boulevard  
City: East Los Angeles (Unincorporated) County: Los Angeles Zip: 90022  
B2. Historic Name: Golden Gate Theatre B3. Common Name: \_\_\_\_\_  
B4. Zoning: M1-C3 B5. Threats: Project Related  
B6. Architectural Style: Spanish Churrigueresque  
B7. Alterations and Date(s): Demolition of retail stores formerly fronting on both Whittier and Atlantic boulevards.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

- B10. Architect: Balch Brothers Builder: Vega Corporation  
B11. Historic Attributes: (List attributes and codes) HP10, Theater  
B12. Significance: Theme Commercial Architecture Area East Los Angeles  
Period of Significance 1914-1929 Property Type Theater Applicable Criteria C

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

The Golden Gate Theatre was formerly listed on the National Register of Historic Places along with its companion retail stores--The Vega Building. The Vega Building was damaged by the 1987 Whittier earthquake and was demolished in 1992, leaving only the detached theater building on the property. This remaining portion, however, still appears eligible for inclusion in the National Register under Criterion C, as it embodies the characteristics of the Spanish Churrigueresque style and because its design possess high artistic values. Gebhard & Winter did not qualify their remarks about the Golden Gate Theatre when they wrote in 1985: "The entrance to the theater is one of the finest examples of the Spanish Churrigueresque to be found in Southern California." It was designed for the Vega Corporation in 1927, by the Balch Brothers who were also responsible for the design of the apartments for Edward C. Williams at 920 South Hobart (1927) and the Gore Market at 4315-41 Beverly Boulevard (1930). The subsequent partnership of Balch and Stanbury designed the El Rey Theatre at 5519 Wilshire Boulevard (1928); the Fox Theatre, Pomona (1931); the Boulevard Theatre, 4549 Whittier Boulevard; the Metro Goldwyn Mayer Film Exchange Building at 1620 Cordova Street (1929); and the Powell Apartments at 520 South Hobart Blvd. (1928).

B13. Evaluator: \_\_\_\_\_

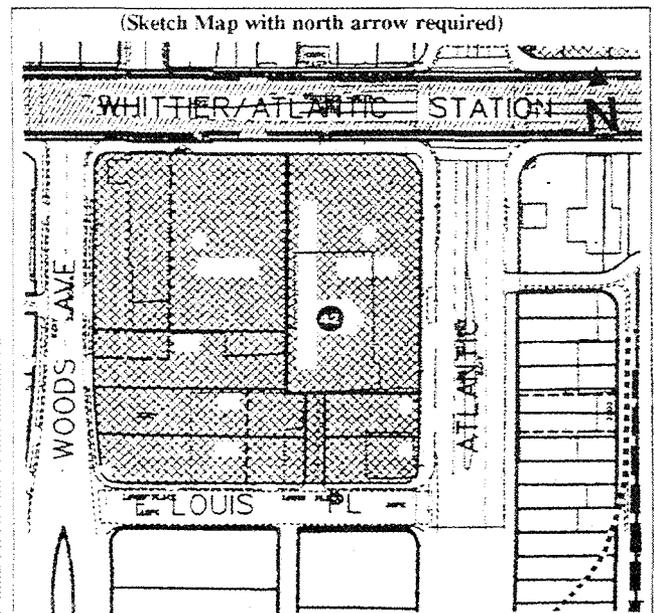
B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

National Register listing February 23, 1982.

Gebhard & Winter. "Architecture in Los Angeles: A Compleat Guide." 1985.

(This space reserved for official comments.)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5245-001-019

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

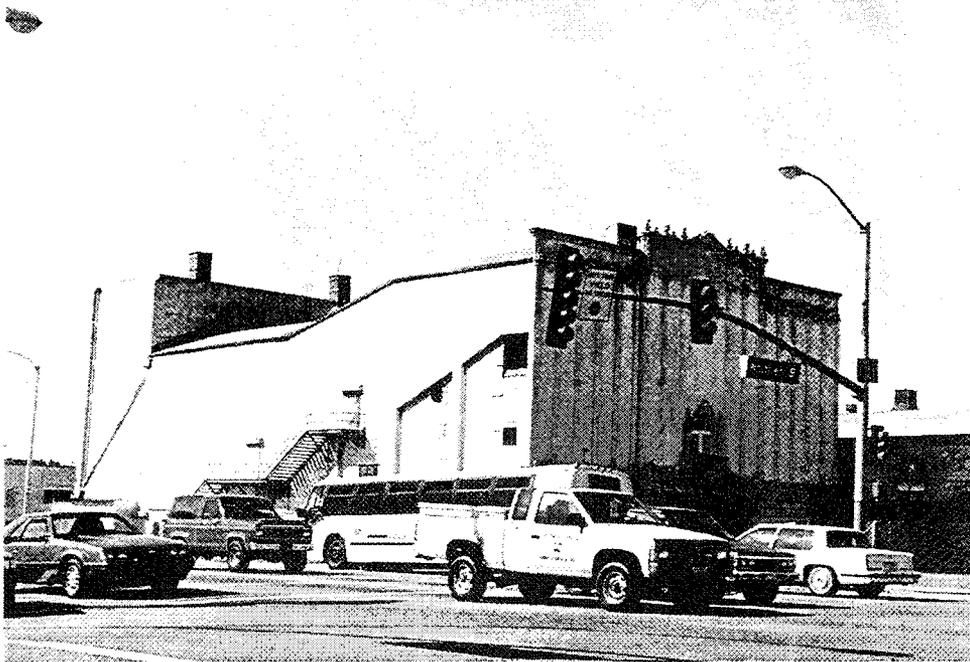
Page 3 of 3

Continuation     Update

## P5. Photographs

Top--1994 looking southwest toward Golden Gate Theatre.

Bottom--1991 looking southwest toward no longer extant Vega Building.





# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 2S2

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/1st/LA River

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 900-1100 Blocks of East 1st Street

City Los Angeles Zip \_\_\_\_\_

b. UTM: USGS Quad Los Angeles (7.5'/15') Date \_\_\_\_\_; Zone 11 386624 mE/ 3768001 mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

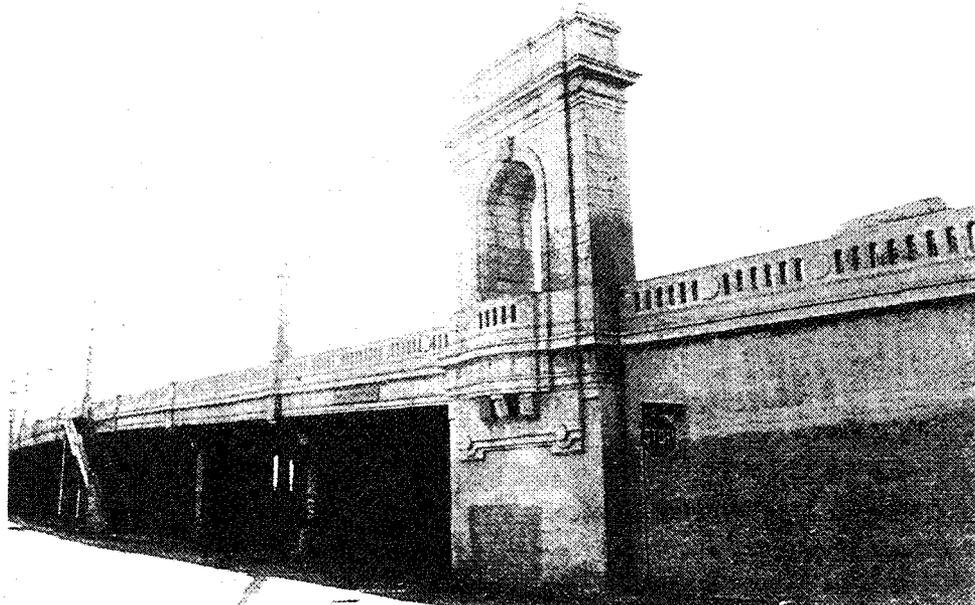
Project APE Map 2, Site 2. East First Street as it crosses the Los Angeles River.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

[The following description is excerpted from the Caltrans Historic Bridge Inventory.] The First Street Viaduct is a reinforced concrete bridge designed in the Neo-Classical style of architecture. It features a 125 foot open spandrel main span supported by 4 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 on the fascia girders and to the bracketing for the sidewalk. It is unaltered.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1927-28 Factual

P7. Owner and Address:

City of Los Angeles

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/31/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none") \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/1st/LA River

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 900-1100 Blocks of East 1st Street  
 City: Los Angeles County: Los Angeles Zip: \_\_\_\_\_  
 B2. Historic Name: First Street Viaduct B3. Common Name: First Street Viaduct  
 B4. Zoning: \_\_\_\_\_ B5. Threats: Project Related  
 B6. Architectural Style: Neo-Classical  
 B7. Alterations and Date(s): Virtually unaltered.  
 B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
 B9. Related Features: \_\_\_\_\_

B10. Architect: Butler, Merrill (Engineer) Builder: North Pacific Const. Co.; Mittray Bros.

B11. Historic Attributes: (List attributes and codes) HP19, Bridge

B12. Significance: Theme Civic Architecture Area Los Angeles  
 Period of Significance 1914-1929 Property Type Neoclassical Bridge Applicable Criteria C

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

The First Street Viaduct was determined eligible for inclusion in the National Register of Historic Places in 1986 as a result of the Caltrans Historic Bridge Survey. The Caltrans survey indicated that the First Street Viaduct has retained an excellent degree of integrity and is a major example of a significant designer, Merrill Butler. The construction contract was awarded to the North Pacific construction Company in September, 1927 and the bridge was opened to traffic on January 1, 1929.

B13. Evaluator: Steve Mikesell

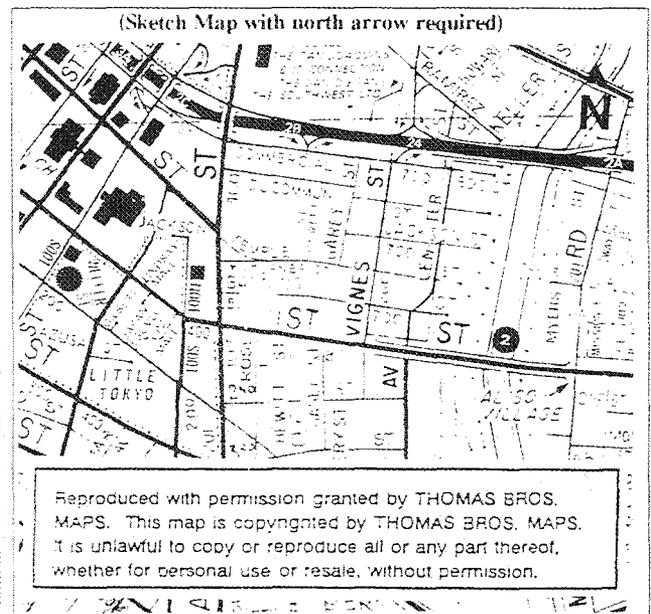
B14. Date of Evaluation: 4/4/1986

B15. Sources:  
 CALTRANS Historic Bridge Inventory, 1987.  
 Bridge #1166, Category 53 C.

Los Angeles Times, "New Street Span Opens to Travel." January 2, 1929.

Part II, Page 7.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 2S2

Page 1 of 3

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/4th/LA River

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 900-1700 Blocks of East 4th Street

City Los Angeles Zip 90012

b. UTM: USGS Quad \_\_\_\_\_ (7.5"15") Date \_\_\_\_\_; Zone \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

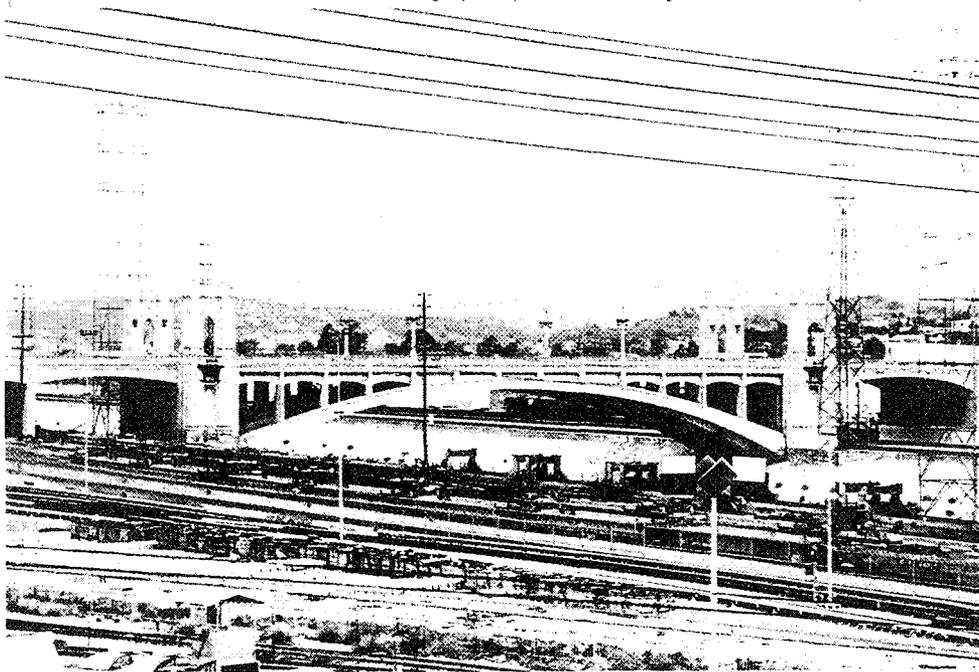
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map 3, Site 6. East Fourth Street as it crosses the Los Angeles River.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Gothic Revival style Fourth Street Viaduct was described in detail by Merrill Butler, Engineer of Bridges, City of Los Angeles, in an article in the August 7, 1931 "Southwest Builder and Contractor". In that article the Viaduct's designer states: "The Fourth Street viaduct is 2730 feet in length, and carries that thoroughfare over several streets, the tracks of the Santa Fe and Union Pacific railroads and the Los Angeles river...To bridge the river and maintain an unobstructed channel a clear span of 254 feet was required. As head room was not a matter of concern an arch span offered the most satisfactory solution of the problem. Naturally this became the central feature of the viaduct and to emphasize its importance pylons extending to 40 feet above the sidewalk were placed at either end of the arch section. The spans carrying the roadway over the railroad tracks...consist of a series of girders...averaging about 63 feet in length in the clear. The soffits...were chambered to give the appearance of very flat arches to harmonize with the arched sections of the viaduct. Because of the different types of structural design used it was deemed advisable to divide the structure into different parts by emphasizing" (Continued)

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1931 Factual

P7. Owner and Address:  
City of Los Angeles

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/10/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/4th/LA River

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

B1. Address: 900-1700 Blocks of East 4th Street

City: Los Angeles

County: Los Angeles

Zip: 90012

B2. Historic Name: Fourth Street Viaduct

B3. Common Name: \_\_\_\_\_

B4. Zoning: \_\_\_\_\_ B5. Threats: Project Related

B6. Architectural Style: Gothic Revival Influence

B7. Alterations and Date(s): Virtually unaltered.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Butler, Merrill (Engineer)

Builder: Fisher, Ross, Macdonald & Kahn

B11. Historic Attributes: (List attributes and codes) HP19, Bridge

B12. Significance: Theme Civic Architecture

Area Los Angeles

Period of Significance 1930-1945

Property Type Bridge

Applicable Criteria C

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

The Fourth Street Viaduct was determined eligible for inclusion in the National Register of Historic Places in 1986 as a result of the Caltrans Historic Bridge Survey. The Caltrans survey indicated that the Fourth Street Viaduct "utilizes an unusual fixed hinge design for the river spans, in which the hinges were fixed after dead load settlement." At the time of its construction in 1931, the bridge had the longest reinforced concrete arch span (254 feet) in Southern California. An article in the "Southwest Builder & Contractor" describe the construction of this arch span..was featured by the use of temporary hinges at the crown and at the haunches during the pouring of arch ribs and deck to reduce the secondary or rib-shortening stresses which occur in a fixed arch. So far as known, this is the first bridge designed in the U. S. to be constructed in this manner." It was also the first viaduct to use cast aluminum lanterns. Construction of the Fourth Street viaduct was begun on May 16, 1930 and was completed in July 1931. Fisher, Ross, Macdonald & Kahn, Inc. were contracted to place approximately 44,200 cubic yards of Class F concrete and 2905 tons of reinforcing steel at a total estimated cost of \$1,246,000. The Raymond Concrete Oil Co. cast-in-place the concrete piles and footings. Total cost of the viaduct including the construction contract, land acquisition, damages and track changes was \$1,960,000, and was shared by Los Angeles City and County (25.5% each), the Santa Fe Railway Co. (21.5%), the Los Angeles Railway Corp. (14.5%), and Union Pacific Railway Co. (13%).

B13. Evaluator: Steve Mikesell

B14. Date of Evaluation: 6/19/1986

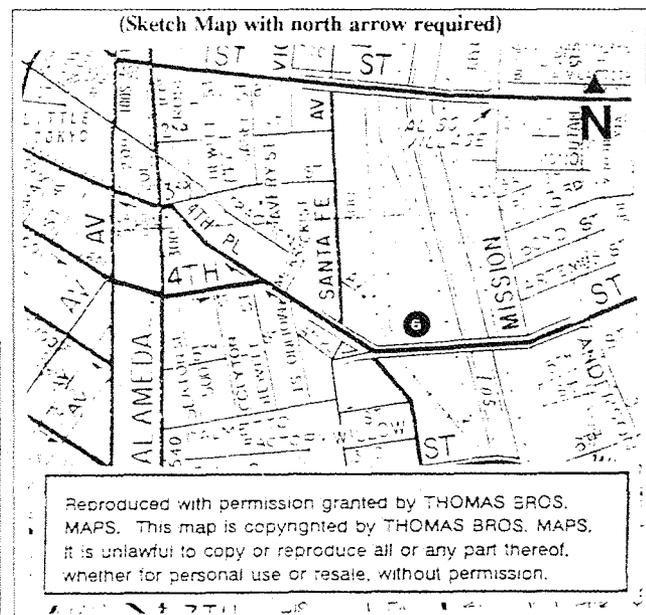
B15. Sources:

CALTRANS Historic Bridge Inventory, 1987.  
Bridge #44, Category 53 T.

Southwest Builder & Contractor, 4/24/1931, p.  
46-48

Southwest Builder & Contractor, 8/7/31,  
p. 49-50.

(This space reserved for official comments.)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/4th/LA River

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

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Continuation     Update

## P3. Description

(article from 8/7/31 Southwest Builder & Contractor)

"the vertical elements at the main abutments separating the different sections. This accentuation of vertical lines was carried into the handrail, providing a vertical motif instead of the horizontal emphasis naturally produced by a series of horizontal elements...The vertical lines of the Gothic stonework were simplified into a severely plain treatment, quite in keeping with the massive concrete structure to be embellished. The precast concrete panels of the handrail, while expressing Gothic ornament, were designed to facilitate quantity production, but are in fact not Gothic. The vertical elements of the handrail are carried up into the ornamental bases of the precast concrete lighting standards. The lanterns are designed to harmonize with the remainder of the structure and yet carry ornamentation to its greatest elaboration. They are cast in aluminum and are the first viaduct lighting units to be made of that metal. They harmonize with the natural concrete in the structure better than if they were cast in bronze."

The 2703 foot viaduct begins on the west in Fourth Street at Molino, crosses Santa Fe Avenue and the former Santa Fe railroad yards, the Los Angeles River, the Union Pacific railroad tracks, Mission Road and comes to grade at Anderson Street. A 425 foot long branch on the south side of the viaduct comes to grade in Fourth Place at Mateo Street.

The Fourth Street viaduct has survived with virtually no alterations, with the exception of removal of the two sets of trolley tracks originally constructed for the Los Angeles Railway Co.

**Eligible to the NRHP:  
Requesting Concurrence**

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3 Temp

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5163-006-003

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 201-213 South Santa Fe Avenue

City Los Angeles Zip 90012

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

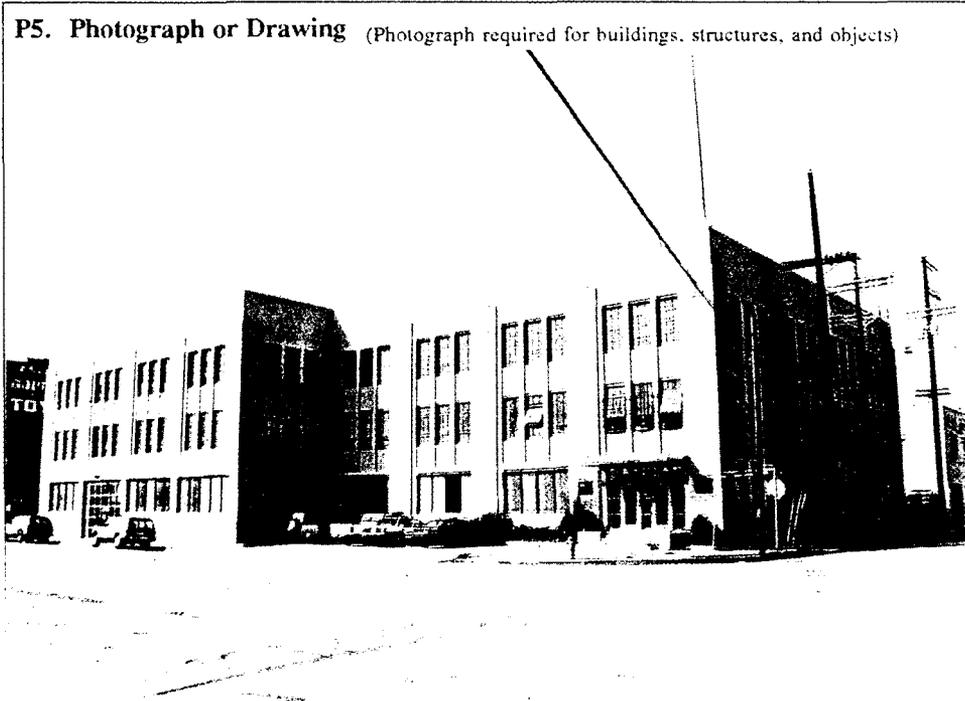
Project APE Map 2, Site 3. Southwest corner of East 2nd Street and Santa Fe Avenue. Los Angeles County Assessor's Parcel Number 5163-006-003.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This three-story concrete building is built in an L-shaped plan and visually dominates the industrial area along Santa Fe Avenue south of 1st Street. It was designed with architectural elements characteristic of the Art Deco and PWA Moderne movements, exemplified by the broad, fluted pilasters with decorative capitals. Each pilaster accentuates the building's corners and division of its window bays. Each bay is comprised of a series of three industrial type windows, with pivoting central panels. The building is in excellent condition, apparently having undergone a recent renovation. Although the first floor windows and doors have been replaced by modern aluminum frames with sliding and fixed panels, the building substantially retains its historic fabric.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1934 F.

P7. Owner and Address:  
Anderson, Carroll S.  
Blake, Barbara A.  
2412 Glendower Avenue  
Los Angeles, CA 90027

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 80C  
Los Angeles, CA 90017

Date Recorded: 03/10/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5163-006-003

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 201-213 South Santa Fe Avenue

City: Los Angeles

County: Los Angeles

Zip: 90012

B2. Historic Name: Greybar Electric Co. Warehouse B3. Common Name: Riverfront/Shoji Shimizu Architect

B4. Zoning: M3-3 B5. Threats: None Known.

B6. Architectural Style: Art Deco

B7. Alterations and Date(s): First story windows and doors replaced.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:  
None.

B10. Architect: Miller, Harry T. Builder: Neil, William P. Co.

B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-3 stories

B12. Significance: Theme Commercial Development Area Los Angeles

Period of Significance 1930-1945 Property Type Deco Commercial Office Applicable Criteria C

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

Despite alterations to the first floor windows and doors, the Greybar Electric Company Warehouse at 201 South Santa Fe Avenue, Los Angeles appears eligible for inclusion in the National Register of Historic Places under Criterion C because it is an excellent example of a rare type, a warehouse building with Art Deco and PWA Moderne details. Originally constructed in 1934 for an estimated cost of \$84,000, the building was designed by architect Harry T. Miller and constructed by the William P. Neil Company. This pairing of architect and builder enjoyed moderate success in Los Angeles during the years of the Great Depression. In addition to the Greybar Electric Co. Warehouse, they were responsible for the design and construction of the Smart & Final Iris Warehouse at 5000 San Fernando Road in 1934 and the Continental Baking Company Addition at 6019 Saint Andrews Place in 1936. The exterior appearance of the Greybar Warehouse building, now commonly known as "Riverfront", was not significantly altered above the first floor during a recent restoration, and therefore it has substantially retained its architectural integrity.

B13. Evaluator: \_\_\_\_\_

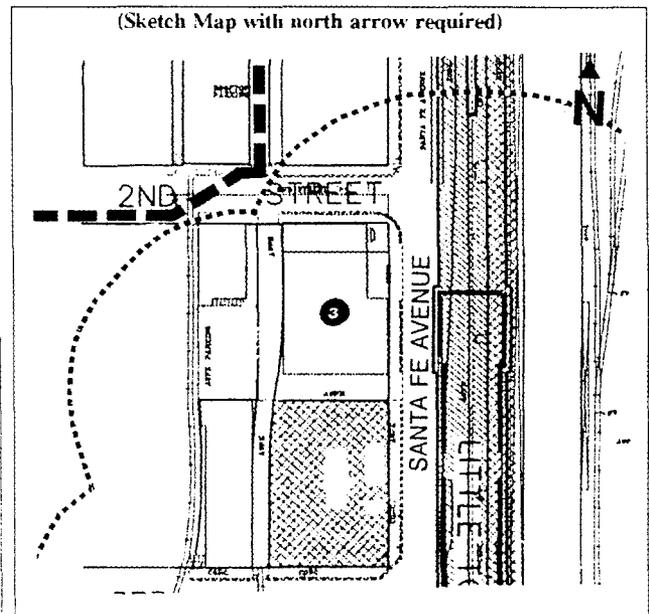
B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Los Angeles Dept. of Building & Safety, October 10, 1934 Permit #13478

Los Angeles Dept. of Building & Safety, September 25, 1934 Permit #12477

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 3

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5163-006-002

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 215-243 South Santa Fe Avenue

City Los Angeles Zip 90012

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 2, Site 4. Northwest corner of East 3rd Street and Santa Fe Avenue. Los Angeles County Assessor's Parcel Number 5163-006-002.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This three-story brick building is a wonderfully understated expression of the industrial vernacular. Morgan & Walls used a canted corner to relieve the severity of the walls, and accentuated the diagonals of the corners by slight overlap of the brick. The corner entrance is recessed and raised, resulting in an unusual solid over void treatment which successfully calls attention to the entrance. A simple horizontal brick course clearly separates the ground floor from upper levels. Brick highlighting was also used to define the second and third story bays of lone windows, and triple window bay at the corner. Brick piers with concrete caps form the ground level demarcation between loading doors and windows. The roof line is turned out slightly by the understated use of corbelling. The building has survived in relatively intact condition, even retaining the majority of its second and third story windows.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1907 F.

P7. Owner and Address:

Snyder, Arthur & Delia  
355 S. Grand Ave #3788  
Los Angeles, CA 90071

P8. Recorded by: (Name, affiliation, and address) Richard Starzak

Myra L. Frank & Assoc., Inc.  
811 West 7th Street, #800  
Los Angeles, CA 90017

Date Recorded: 03/04/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5163-006-002

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

- B1. Address: 215-243 South Santa Fe Avenue  
City: Los Angeles County: Los Angeles Zip: 90012  
B2. Historic Name: Craig Co. Wholesale Grocery B3. Common Name: Pensick & Gordon Toy Wholesalers  
B4. Zoning: M3-3 B5. Threats: Project Related  
B6. Architectural Style: Industrial/ Utilitarian  
B7. Alterations and Date(s): Minor alterations to entrance area, some ground floor windows replaced.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

B10. Architect: Morgan & Walls Builder: Alta Planing Mill; F. O. Engstrum Co.

B11. Historic Attributes: (List attributes and codes) HP8. Industrial Building

B12. Significance: Theme Citrus Industry Area Los Angeles

Period of Significance 1893-1913 Property Type Produce Warehouse Applicable Criteria C

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

The R. L. Craig Company Wholesale Grocery Building was built in 1907 chiefly to store and ship citrus fruit. The site selection at the northwest corner of 3rd and Santa Fe Avenue was a prime location because of the proximity of the Santa Fe freight houses. The building was designed by Morgan & Walls and built by the Alta Planing Mill and F. O. Engstrum Company (foundation) for an estimated construction cost of \$55,000. All of the firms responsible for its design and construction were among the most prominent operating in Los Angeles at the time. The quality of design and craftsmanship still apparent in this industrial building appears to meet Criterion C of the National Register. The architectural firm of Morgan & Walls was part of a lineage of the oldest and possibly the most prestigious and prolific in the history of Los Angeles. The architectural career of Octavius Morgan in California originated in the pioneering offices of Ezra Kysor in 1874. Their partnership dominated the design of all major buildings in Los Angeles until the end of the boom of the 1880s, including: the Sisters of Charity Hospital; the old Court House; St. Vincent's College; the Orphan's Home; the Grand Opera House; the old Trinity Methodist Church; and the Nadeau Block. The only major survivors of this early collaboration are the Capitol Milling Company buildings in Chinatown. After Mr. Kysor's retirement in 1887, Morgan formed a partnership with J. A. Walls in 1889 and the pair received commissions for many of the commercial buildings in the burgeoning downtown, including: the Irvine Block (a.k.a. Pan American Building) in 1894 at 249 S. Broadway;

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

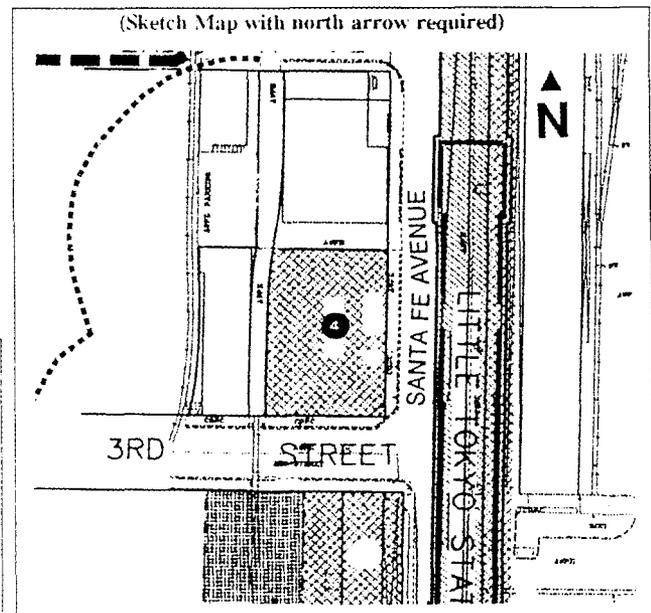
B15. Sources:

Los Angeles Dept. of Building & Safety, original permit 1907 #3590

Excavation/Foundation 1907 #1871

Sanborn Insurance Co. Maps, 1952-updated

(This space reserved for official comments.)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5163-006-002

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

Page 3 of 3

Continuation     Update

## B12. Significance

(Morgan & Walls, continued)

the Hollenbeck Home for the Aged (1896) in Boyle Heights; the Van Nuys Hotel (1895-96) at 101 W. 4th; the I. W. Hellman Building (1905-06) at 411 S. Main St.; the M. A. Newmark Building (1906) at 716 S. Broadway; the Bumiller Building (1906) at 430 South Broadway; the western annex of the Santa Fe Building (1907-08) at 558 S. Main; the W. P. Story Building (1908) at 600 S. Broadway; the Eshman Building (1908) and Hollenbeck Block (1912), both part of downtown Bullock's; and the Farmer's & Merchant's Bank Building.

In 1910 Octavius W. Morgan, son of the senior partner, joined the firm and contributed to its continued success into the 1920s. Designs of Morgan, Walls & Morgan include: the Arcade Theatre (1910) at 532 S. Broadway; the Van Nuys Building (1911) at 701 S. Spring; the Title Guarantee Building (1912-13) at 500 S. Broadway; the eastern annex of the Santa Fe Building (1916) at 561 Los Angeles; the Stock Exchange (1920) at 639 S. Spring; and the Bank of Italy Building (1922) at 651 S. Olive.

After the senior Morgan died in 1922, the firm was joined by Stiles O. Clements and the firm produced many of their most memorable works in the Art Deco and Spanish Churrigueresque styles. Designs included the Atlantic-Richfield Building at 5th and Flower; the Old Belasco Theatre (1926) at 1044 S. Hill; the Mayan Theatre (1936-27) at 1036 S. Hill; the Pig & Whistle (1919) at 6718 Hollywood; Bank of America (1914) at 6780 Hollywood; Watchtower Theatre (1931-32) at 3341 West 43rd; Hollywood Post Office (1925) at 1717 North Vine; Hollywood Chamber of Commerce (1925) at 6520 West Sunset; Chapman Park Market (1929) at 3451 West 6th; the El Capitan Theatre (1926) at 6834 Hollywood Boulevard; and the Samson Tire and Rubber Factory (now the Citadel). Stiles Clements later formed his own firm which continues under the direction of his son Robert in Pasadena.

The Kysor-Morgan-Walls-Morgan-Clements legacy are best known for their commercial architecture, particularly Beaux Arts, Art Deco and Streamline and very few of their industrial buildings are known to have survived. Since the Capitol Mills was designed in a vernacular/utilitarian wood frame style, and the Samson Tire and Rubber Company was designed in an eclectic Assyrian style, the R. L. Craig Company Wholesale Grocery is the only known industrial brick building still extant from the Morgan & Walls phase of this firm's legacy.

The Alta Planing Mill also was responsible for construction of some of the city's most important architectural works, most notably the Herald Examiner Building (designed by Julia Morgan in 1913). F. O. Engstrum was also known as a high quality builder at this time, having built the Exposition Building (1913) and Posey/Doheny Mansion on Chester Place at the turn of the century.

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 3

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5163-016-003

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 970 East 3rd Street  
City Los Angeles Zip 90013

b. UTM: USGS Quad Los Angeles (7.5'/15') Date \_\_\_\_\_; Zone 11 386620 mE/ 3767300 mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

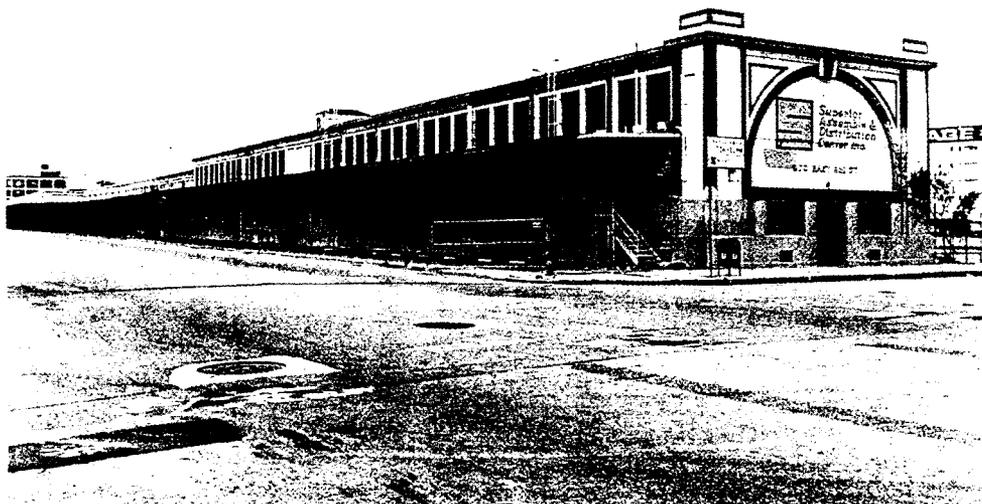
Project APE Map 2, Site 5. Southwest corner of 3rd and Santa Fe Avenue, then south 1260 feet to 4th Street (301-395 S. Santa Fe Avenue). Los Angeles County Assessor's Parcel Number 5163-016-003.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Atchison, Topeka and Santa Fe Railway Outbound Freight House, located at the southwest corner of 3rd Street and Santa Fe Avenue, was built in an elongated rectangular plan to facilitate loading of railway cars. It is 1260 feet in length and 40 feet in width, with an additional 10 foot width of overhang above the Santa Fe Avenue loading area. The office portion at the 3rd Street end is 2 stories in height for a distance of 180 feet, and the balance of the building is one story in height. The reinforced concrete building features a steel-truss shed roof supported on steel posts. It is essentially utilitarian in design, with the Santa Fe Avenue facade relentlessly punctuated with loading door openings, each protected by steel roll down doors. Apparent alterations to the structure have been replacement of all windows and some of these doors, particularly along the north end, with cinder block enclosures. The only architecturally distinct features occur at the 3rd Street, or north, facade where the office was originally located. Here a Neoclassical design of arch with keystone and narrow cornice has accentuated the otherwise plain concrete wall surface.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1906 F.

P7. Owner and Address:  
Catellus Development Corp.  
201 Mission Street  
San Francisco, CA 94105

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/04/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5163-016-003

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

B1. Address: 970 East 3rd Street

City: Los Angeles

County: Los Angeles

Zip: 90013

B2. Historic Name: AT&SF Outbound Freight House B3. Common Name: Western Carloading Company

B4. Zoning: M3-3 B5. Threats: Project Related

B6. Architectural Style: Industrial/Classical Revival

B7. Alterations and Date(s): Significant -- Second story windows removed, alterations to the office entrance area windows and doors, blocking in of several loading door openings.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

None remaining. Associated railroad tracks and Inbound Freight House across Santa Fe Avenue have all been removed.

B10. Architect: Albright, Harrison Builder: Leonardt, Carl

B11. Historic Attributes: (List attributes and codes) HP17. Railroad Depot (Freight); HP8. Industrial Building

B12. Significance: Theme Railroad Transportation Area Los Angeles

Period of Significance 1894-1913 Property Type Industrial Buildings Applicable Criteria A and C

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

The Atchison, Topeka & Santa Fe Railway Outbound Freight House was constructed in 1906 to accommodate the majority of goods shipped out of Los Angeles on rail by AT&SF. AT&SF commissioned architect Harrison Albright to design the building and contracted reinforced concrete specialist Carl Leonardt to build it for an estimated cost of \$150,000. The structure appears to have retained its architectural integrity with the exception of the filling of several of its loading docks with cinder blocks. It was originally paired with the now demolished AT&SF Railway Inbound Freight House directly across Santa Fe Avenue. It now stands as the last remaining historic reference to the AT&SF Railway along Santa Fe Avenue in Los Angeles since the Moorish Revival Santa Fe La Grande Depot at the northeast corner of 3rd and Santa Fe was demolished in 1946 and the roundhouse at the northeast corner of 4th and Santa Fe has also been razed. It would appear to be eligible for the National Register under Criterion A for its association with the Atchison, Topeka & Santa Fe Railway and the development of railroad operations in Los Angeles and also under Criterion C on the condition that its integrity be restored, because it is one of Harrison Albright's last extant designs in Los Angeles, for the quality of its construction by Carl Leonardt, and as one of the last extant railroad freight sheds in Los Angeles. (See the continuation sheet for biographical information on Albright and Leonardt.)

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

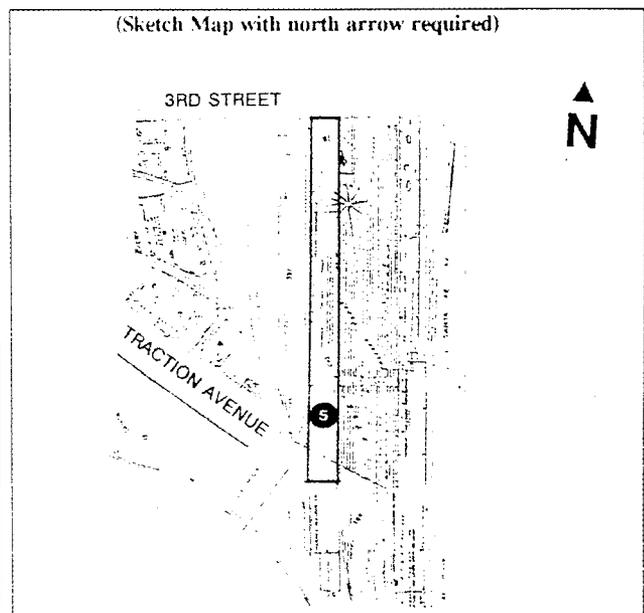
Los Angeles Dept. Building & Safety, original permit June 6, 1906 #4337.

Burdette, Robert J. "Greater Los Angeles and So. Calif.", 1910, p. 238.

Withey, H. "Biographical Dictionary of American Architects (Deceased). 1970.

(This space reserved for official comments.)

(Sketch Map with north arrow required)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5163-016-003

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

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Continuation     Update

## B12. Significance:

Architect Harrison Albright (1866-1933) enjoyed a brief but successful career in Los Angeles during the early part of the twentieth century, with large commissions also completed in San Diego. Educated at the Pierce College of Business Spring Garden Institute, Philadelphia, he began his practice in that eastern city and Ogontz, PA from 1886 to 1891, and then in Charlestown, West Virginia until 1905. At Charlestown he designed the Capitol Annex, Marshall College dormitory and Library Annex and four buildings at the West Virginia State Insane Asylum at Huntington, W. Va. In 1905, he established himself in Los Angeles and practised here until retirement in 1925. His best known works in Los Angeles were: the Citizen's National Bank Building (1905) at the southwest corner of 3rd and Main; the Homer Laughlin Building Annex now known as the Grand Central Market; the Clark Hotel (1912) at 412-426 South Hill Street; and the Consolidated Realty Building (1907-00) at the southwest corner of 6th and Hill. For commissions built in San Diego, he designed the U. S. Grant Hotel (National Register), the Public Library, Tinkham and Union Office Buildings for John D. Spreckels, and Spreckels own mansion at Coronado Beach. Albright also designed many buildings for Atchison, Topeka and Santa Fe Railway, included roundhouses and freight stations in several cities, and the passenger station in Ash Forks, Arizona.

Carl Leonardt was perhaps Los Angeles's most prominent contractor from the early 1890s until about 1920, and was without peer among reinforced concrete specialists. Born in Germany in 1855, he received his schooling in cement chemistry in that country. He arrived in Los Angeles in 1887, just prior to recognition of the advantages of reinforced concrete construction. Carl Leonardt's expertise and ingenuity in reinforced concrete construction ushered Los Angeles into a new age of building techniques and helped shape that city's growth and expansion into a major metropolitan area. Leonardt was awarded most of the major concrete commissions at that time, including HAmurger's Department Store (later May Company) at 8th and Hill; the Orpheum Theater on Broadway; LA County General Hospital; the old Hall of Records; Van Nuys Hotel at 4th and Main; Pacific Electric Railway Building at 6th and Main; and much of the cities infrasturctre including bridges and sidewalks. Outside Los Angeles, he constructed the U. S. Grant Hotel in San Diego (National Register) and the Hotel Green in Pasadena.

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5174-033-022

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 131 South Boyle Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_ : Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map 4, Site 8. Los Angeles County Assessor's Parcel Number 5174-033-022.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story Queen Anne house is rectangular-shaped in plan with a centrally located hipped roof and asymmetrically placed front-facing and side-facing gables. Its farming history is evident in the simplicity of the design and the restraint of ornamentation. A two-story square tower lighted by two cutaway bay windows and capped by the front-facing gable is placed at one corner of the front facade. The exterior wall surface is covered with clapboard siding interrupted by a band of fishscale siding extending around the house between the first and second stories. Accenting the asymmetry of the floor plan, the first and second story porches, each with open railings and narrow wooden porch supports, wrap around one side of the house. Characteristic of the Queen Anne style, a delicate spindlework frieze extends under the first-story porch roof. A pentoid shaped attic ventilator decorates the front gable. The windows are one-over-one double hung sash with simple wooden surrounds. In sharp contrast to nearby commercial properties, the yard is landscaped with trees and bushes. The dormer, second floor sleeping porch and rear addition all were added in the late 1910s during conversion to the Hebrew Asylum Office and represent minor alterations to the structure.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1886-87 Factual  
1916-18 (Asylum office)

P7. Owner and Address:

Mendez, Cora  
627 N. Soto Street  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 West 7th Street, #800  
Los Angeles, CA 90017

Date Recorded: 03/04/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5174-033-022

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

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- B1. Address: 131 South Boyle Avenue  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Simon Gless Farm House B3. Common Name: Hebrew Asylum Office  
B4. Zoning: R4-2 B5. Threats: Project Related  
B6. Architectural Style: Queen Anne  
B7. Alterations and Date(s): Minor alterations--dormer (1908); second floor sleeping porch area (1916)  
Conversion to Hebrew shelter office (1918); 28' x 20' Rear addition (1919)  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

B10. Architect: \_\_\_\_\_ Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP2. Residence; HP36. Ethnic Minority Property, Jewish

B12. Significance: Theme Residential Architecture Area Los Angeles  
Period of Significance 1886-1922 Property Type Farm House Applicable Criteria A and C

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

This building was constructed in 1886-87 as a single family farm house for Simon and Juanita Gless. The Gless' tract, which originally extended another 150 feet to the south, was used for farming until the early 1890s, and then for raising sheep in 1894. The Glesses continued to reside at the house into the twentieth century, following their retirement. The property improvement value was assessed at \$1,800 in 1900, a rather high value for a residential property at that time. They were neighbors of the descendants of Andrew Boyle whose ranch was located immediately to the south of the Gless Tract. In 1867, Boyle's daughter Maria had married William Workman (mayor of Los Angeles from 1887-88) and their son William Workman, Jr. continued to live on the old Boyle property until turning it over to the Jewish Home for the Aged in the late 1910s. The Gless Farm House had become the property of the Hebrew Shelter Home and Asylum prior to 1916, and then served as its office until the Jewish Home for the Aged was built on the old Boyle/Worman property in 1922. The essentially unaltered Gless Residence appears eligible for the National Register of Historic Places under Criterion C, as it embodies the distinctive characteristics of a Queen Anne farm house, a type which is becoming increasingly rare in the City of Los Angeles. Furthermore, it appears eligible under Criterion A, as it is associated with the development of the Jewish community in the Boyle Heights area of Los Angeles.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

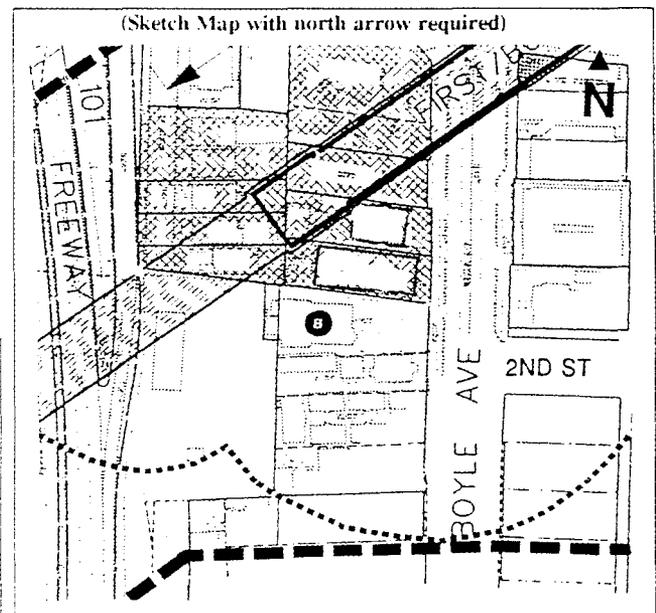
Los Angeles County Assessor's Map Books,  
Book 13 Page 27, 1900-1908.

L.A. Building & Safety, alterations 1908 #947;  
1916 #528, 529; 1918 #776;

1919 #5882; 1948 #16301

Los Angeles City Directories, 1884-99.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5174-013-012

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 127 South Boyle Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 4, Site 9. West side of Boyle Avenue, 220 feet south of 1st Street. Los Angeles County Assessor's Parcel Number 5174-013-012.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story frame and stucco building features some unusual Moderne detailing to accentuate the Boyle Avenue elevation. Most dramatic are the use of fluted piers: a pair reaching two-story height at the corners; a broad pair extending a single-story in height and acting as an entrance surround; and a narrow pair in the second story, just above the centrally located main entrance. The regularly spaced second-story windows have a vertical emphasis and are a casement type with transom above. The central window of the second story features a unique opening design with a single Deco influence triangular peak. The roof line above this window peak re-emphasizes the design by a slight parapet between the piers. The entire composition is topped by an unusual relief course of inverted curved waves, alternating in size and giving the effect of a fully open, scalloped, theatrical curtain. The building is a simple rectangle in plan, housing a total of fourteen units. It appears to have undergone only minimal alterations to the exterior, in the form of easily reversible security bars and a Regency style awning.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1938 F.

P7. Owner and Address:

Kikimaru Hiroko  
3839 S. Vicoria Avenue  
Los Angeles, CA 90008

P8. Recorded by: (Name, affiliation, and address) Richard Starzak

Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/22/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none") \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5174-013-012

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

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B1. Address: 127 South Boyle Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Jewish Home for Wayfarers B3. Common Name: Caballeros De Dimas-Al Ang Temple

B4. Zoning: R4-2 B5. Threats: Project Related

B6. Architectural Style: Moderne

B7. Alterations and Date(s): Security bars and Regency awning attached over and above entrance area.  
1946 interior partitions dividing one large room into fourths.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Coleman, David C. Builder: Freeman, H.

B11. Historic Attributes: (List attributes and codes) HP36. Ethnic Minority Property, Jewish; HP3. Multi-Family

B12. Significance: Theme Jewish Settlement Area Boyle Heights Area of Los Angeles

Period of Significance 1930-1945 Property Type Nursing Home Applicable Criteria A

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

The Jewish Home for Wayfarers was constructed in 1938 as a hotel/nursing home for temporary occupants drawn to the then large Jewish population of Boyle Heights. The building was constructed for an estimated cost of \$20,000 by H. Freeman according to a Moderne design by David C. Coleman, with Joseph Goldberg serving as the Home's agent. The Jewish Home for Wayfarers was established in October 1928 in Los Angeles by Dr. George J. Saylin. Until 1928, indigent Jewish transients were housed at the Jewish Sheltering Home for the Aged at 4th and Boyle. In addition to housing, the Home provided clothing, employment service and medical attention. Jacob Simon was its first president and Hyman Finerman was president in 1938 when this building, the organization's first non-temporary shelter, was erected. Changes in demographics in Boyle Heights are reflected in the primary tenants using this building. In the mid 1940s-1950s it was owned by the White Memorial Hospital and used as a "rooming house". In the 1970s-1986 the building was known as the "Caballeros de Dimas-Al Ang Building" and was used by the predominantly Spanish population. In 1986 it was purchased by a Japanese family, just as the Jewish Home for the Aged had become the Japanese Home for the Aged. Although the Moderne design elements are unusual, the building should be considered for inclusion in the National Register under Criterion A, for its association with the history of the Jewish population in Los Angeles and as evidence of the demographic changes in the Boyle Heights Community.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

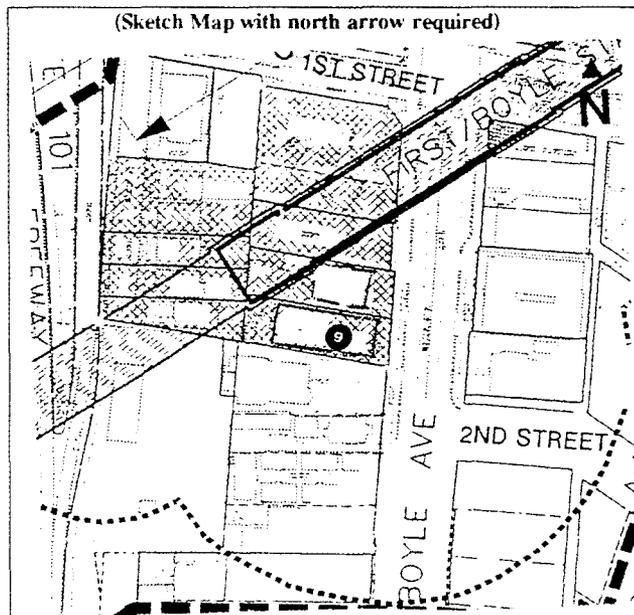
B15. Sources:

Los Angeles Dept. of Building & Safety, original permit 6/7/1938 \$25,000.

Interior alterations permit #26101, 1946.

"Western States Jewish Historical Quarterly." October 1982 Vol XV, No. 1, p.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5174-013-013

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 125 South Boyle Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 4, Site 10. 154 feet south of the southwest corner of Boyle Avenue and East 1st Street. Los Angeles County Assessor's Parcel Number 5174-013-013.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-and-one-half-story Shingle style residence, which also incorporates Queen Anne and Classical Revival features, was built in a rectangular plan. The main facade features a dominant front-facing gable with gambrel peak and an offset porch area accentuated by an ornamented pediment. The "triangular" appearance of the main facade, characteristic of the Shingle style, is further emphasised by the size of windows and their placement at the various levels; large voids at the extremities of the entrance level, three evenly spaced moderate width windows on the second floor, and a pair of vertically oriented vent openings just below the peak. Fixed transom windows are located above the picture windows and door at the ground floor level. Two Queen Anne cutaway bay windows are located at the southeast corner of the main facade and at the northern facade. Decorative features include the slender wooden porch supports, spindlework porch railing, sunburst motif in the knee braces, and modillions under the roof overhangs. The exterior wall surface is covered with narrow clapboard siding. The building has been altered by the addition of security bars to the windows and doors, a dormer, a rear unit, removal of porch columns, and concrete porch flooring. A four-foot high plaster wainscoting was added to

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1892 Factual

P7. Owner and Address:

Mieko M Ban Trust  
125 S. Boyle Avenue  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/22/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5174-013-013

Primary # \_\_\_\_\_

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Page 2 of 2

B1. Address: 125 South Boyle Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Walter & Lillie Webb Residence B3. Common Name: \_\_\_\_\_

B4. Zoning: R4-2 B5. Threats: Project Related

B6. Architectural Style: Shingle Style/ Queen Anne and Classical Revival details.

B7. Alterations and Date(s): Security bars attached to window and door openings; Dormer (1942);  
Addition to rear; porch columns removed, concrete floor (1959); 4' high plaster

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

Garage to rear (Built 1923).

B10. Architect: Bradbeer, James H. Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles

Period of Significance 1880s Boom Property Type Residential SF Applicable Criteria C

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

The residential building located at 125 S. Boyle Avenue was originally built as a single family dwelling for Walter L. and Lillie T. Webb in 1892. Walter L. Webb was a partner in a series of engraving and stationery firms, including Hanna & Webb, Weadon & Webb and the Webb-Peckham Company. In 1897 he served as a member of the Board of Education. The Webbs commissioned Los Angeles architect J. H. Bradbeer to design their house and it was constructed at a cost of \$1,900. By 1900, the assessed improvement value of the property had depreciated to \$450 but by 1902 increased by \$250, probably due to the rear addition. The building appears eligible for the National Register under Criterion C, because: despite alterations to the porch area, it embodies the characteristics the Shingle style, an increasingly rare style in Los Angeles; it is the work of a master architect, James H. Bradbeer. Bradbeer designed many important residences in Los Angeles at the end of the nineteenth century, in the Moorish Revival style for Charles Boothe (1893) at 824 S. Bonnie Brae and in the Queen Anne style for Frank Finlayson (1892) at 1981 Bonsallo and Helen Kimball (1895) at 1016 W. 23rd. His designs with Ferris include: the Queen Anne/Shingle style Farmdale School (1894), now at 2839 Eastern Ave.; Governor Stephens Mansion (1892), 1146 W. 27th; De Paun House (1894), 1120 W. 27th; Randolph Miner House (1898), 2301 Scarff; Earnest Bruck Residence (1895), 1038 W. 24th; George Deming House (1895), 1042 W. 24th; and two L.A. monuments (1893-94), at 2653 (the Cockins House) and at 2703 S. Hoover.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

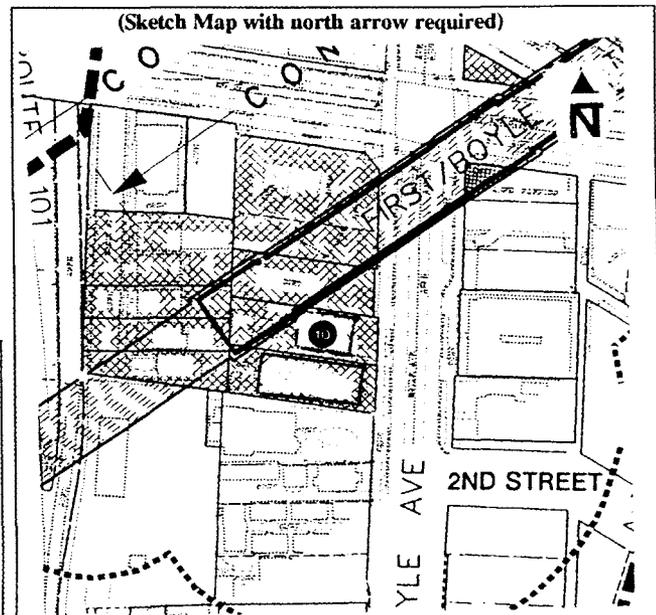
B15. Sources:

Los Angeles County Assessor's Map Books,  
Book 13 Page 26, 1900-1908.

Los Angeles Daily Journal, August 30, 1892, p.  
4, permit #2210.

Los Angeles City Directories, 1892-1900.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 3

Other Listings CRA 1981 Eligibility Rept.  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5174-024-020

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 103-105 North Boyle Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 4, Site 11. Northwest corner of East 1st Street and Boyle Avenue. Los Angeles County Assessor's Parcel Number 5174-024-020.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This brick block is a three-story commercial and residential building with influences of both the Queen Anne and the Richardsonian Romanesque. It is situated at the northwest corner of Boyle Avenue and 1st Street, and a third story circular corner bay (conical cap removed) with a hollow square siding pattern dominates this intersection. The remainder of the upper portion of the building is brick, which was corbeled at the roofline to form a thin cornice, and diagonally patterned to accentuate the spandrels. The southern elevation is topped by a centrally located triangular parapet with pyramidal and square patterned surfacing, and arched windows below. A second story double window near the circular bay is ornamented by spiral columns and an arched pediment. The eastern facade is accentuated by characteristic Richardsonian arches along the third story above the central entrance and two window openings towards the north. The first floor still features some cast iron spiral columns (designed by the Coronado Foundry & Machine Co.), a common nineteenth century feature now extremely rare in Los Angeles. Except for replacement of street level windows and doors and removal of the corner turret, the building retains much of its nineteenth century character.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1876 F. Base-SW corner  
1877-1894 F.-Upper Levels

P7. Owner and Address:

Arase, Kazuo & Yoko  
850 Redlen Avenue  
Whittier, CA 90601  
Last Sale: 5/12/1992

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/25/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5174-024-020

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

B1. Address: 103-105 North Boyle Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Hotel Mount Pleasant

B3. Common Name: Cummings Block

B4. Zoning: C2-2 B5. Threats: None known.

B6. Architectural Style: Queen Anne/ Richardsonian Romanesque

B7. Alterations and Date(s): Removal of corner turret, alterations to street level shop frontage.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:  
None.

B10. Architect: Norton, W. R. Builder: Cummings, George; Coronado Foundry

B11. Historic Attributes: (List attributes and codes) 06-Commercial Building, 1-3 Stories; 05-Hotel/Motel

B12. Significance: Theme Commercial Development Area Los Angeles - Boyle Heights

Period of Significance 1848-1898 Property Type Commercial/Hotel Applicable Criteria A, B and C

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

The structure located at the northwest corner of 1st Street and Boyle Avenue appears eligible for the National Register under Criteria A for its historical association with the commercial development of Los Angeles prior to the 1880s real estate boom and then throughout the remainder of the nineteenth century; under Criterion B for its association with several Los Angeles pioneers, Frederick Lambourn, William Turner, and George Cummings; and Criterion C, as an increasingly rare example of a Queen Anne and Richardsonian Romanesque style commercial building featuring cast iron supports. The building served the Boyle Heights/Mount Pleasant community from 1876-1891 as the site of the large grocery firm of Lambourn & Turner. The top two stories were added by 1894 and the building was converted into the Hotel Mount Pleasant, under the proprietorship of George Cummings. With the exception of the removal of the corner turret and alterations to the street level shop frontage, it is largely intact and remains one of the largest nineteenth century commercial buildings still extant in Los Angeles. The early construction history of the earliest use of this building as the Lambourn & Turner Grocery Store is best described in the words of J. J. Warner, writing in 1889: "Mr. [Frederick] Lambourn started in the grocery business in company with William F. Turner, his present partner, in one room of the brick block they now own and occupy, comprising numbers 23, 25, 27, 29, and 31 Aliso [now 1st] Street. The firm had erected the first story of that part of the block including numbers 29 and 31 the same year (Continued)

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

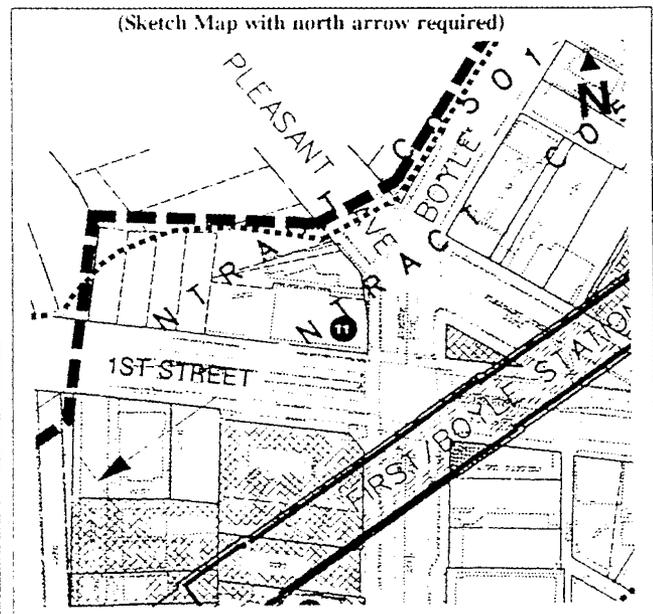
B15. Sources:

CRA. Determination of Eligibility-Boyle Heights I, November 1981, p. 115.

L.A. Times Yearly Review, 1/1/1890 p. 10; The Capital 9/28/1895 p. 12 & 16

Alto Angelino, 7/2/1898 and 11/2/1898  
(See Continuation Sheet)

(This space reserved for official comments.)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5174-024-020

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

Page 3 of 3

Continuation     Update

## B12. Significance

[Warner, 1889, cont.]

they opened their grocery in one of the rooms; and the following year [1877] built another story.

Two or three years later they erected the first story of the remainder of the block, and some four years later they erected the first story of the remainder of the block, and some four years ago [1885] added the second story to that part. The block has over ninety feet frontage on Aliso Street."

Mr. Lambourn was tutor to twice Los Angeles mayor William Workman's grandchildren in El Monte before 1875. In 1875-76 he served on the General Assembly of California. Los Angeles County Deeds indicate a transaction of the lot from William F. Turner to Fred K. Lambourn on October 1, 1875. Los Angeles City directories substantiate Warner's address listings as far back as 1881. The 1889 Dakin Insurance Company Map of Los Angeles shows the grocery building in the same size and configuration as the existing structure. Lambourn and Turner moved their grocery store out of this structure by 1891, and the lot was then sold to Sacramento de Cummings in 1892.

George Cummings, an early Boyle Heights resident, husband of ranchera Sacramento Lopez, real estate developer and produce farmer, began conversion of the building for use as a hotel. By 1894 the top two stories and corner turret had been added to the base in a decorative fashion more appropriate to hotel usage. The 1894 Los Angeles City directory listed it as "The Hotel Mount Pleasant, George Cummings proprietor, at the northwest corner of Pleasant Avenue and First Street." The local newspaper "Alto Angelino" had an advertisement for rooms in this hotel in the September 28, 1895 issue. By 1898 Mrs. A. J. Snodgrass had become the proprietor.

The property changed ownership regularly after 1892, according to deed records. the lot transferred by Sacramento Lopez de Cummings to George Cummings and herself in 1894; to John Harvey and Emma D. Paulin in 1896 for \$25,000; to Helena and Spencer R. Thorpe in 1897 for \$10; to Seymour J. Milliken in 1899 for \$5; to the Associated Mutual Trust and Investment Company in 1900; and to Etta Conner Travis and Mary C. Conner by 1916. Improvements on the lot had an assessed value of \$8,000 in 1900.

## B15. Sources:

Guinn, J. M.

1901. "Los Angeles and Vicinity: Historical and Biographical Record." Chapman Publishing Co., Chicago.

Newmark, Harris

1916. "Sixty Years in Southern California." The Knickerbocker Press, New York.

Warner, J. J., ed.

1889. "Illustrated History of Los Angeles County." The Lewis Publishing Co., Chicago.

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5174-014-042

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 1814 Pennsylvania Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15") Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 4, Site 14. South side of Pennsylvania mid-block between Bailey and State streets. Los Angeles County Assessor's Parcel Number 5174-014-042

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story Hipped Roof Cottage house incorporates aspects of the Colonial Revival style. The house is rectangular-shaped in plan with a centrally located, steeply pitched pyramidal shaped roof and narrow clapboard siding, both indicating an early construction date. There is a dominant front gable with a pent roof over a cutaway bay window and a side shed dormer. The front gable is embellished with a decorative floral motif inlaid in a panel at the peak, diagonal patterned shingling, and a single window pane. Decorative detailing includes modillions under the roof, the spindlework railing, and lattice work in the foundation. The cutaway bay window at the corner and the partial width porch is a typical Queen Anne floor plan. The Colonial Revival influence is evident in the full-length unfluted porch columns. The windows are rectangular shaped one-over-one double hung sash with simple surrounds. The front door is lighted by a transom and fixed rectangular-shaped pane of glass set in the upper half. The residence is set on a narrow city lot with a side driveway. The yard is minimally landscaped with trees and bushes. A concrete walkway leads to the front steps. There is an addition to the rear of the structure.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1900 Estimated

P7. Owner and Address:

Kondo, Emiko  
4313 Mountain Shadows Drive  
Whittier, CA 90601

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

Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/08/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5174-014-042  
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 1814 Pennsylvania Avenue  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Ralph H. Tombs Residence B3. Common Name: \_\_\_\_\_  
B4. Zoning: R4-2 B5. Threats: Project Related  
B6. Architectural Style: Hipped Roof Cottage/ Colonial Revival  
B7. Alterations and Date(s): Addition to rear, minor alterations to porch steps, otherwise unaltered.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:  
Garage to rear.

B10. Architect: \_\_\_\_\_ Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles  
Period of Significance 1886-1893 Property Type Residential SF Applicable Criteria C

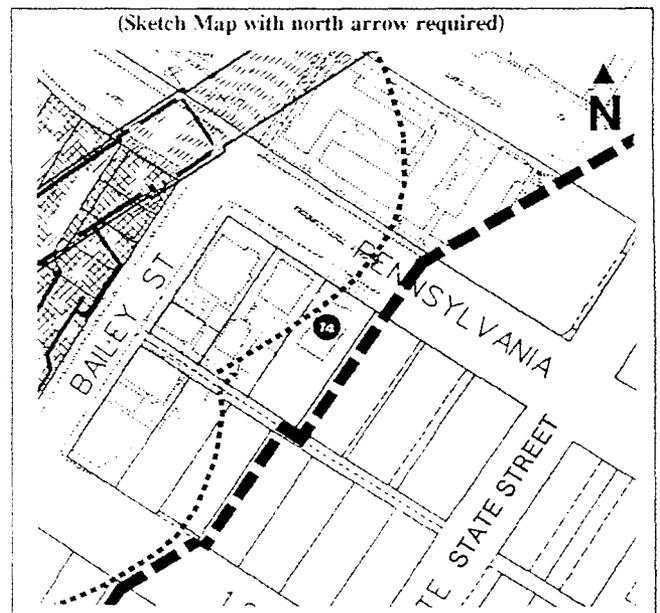
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The single family residence located at 1814 Pennsylvania Avenue was originally built just before the turn of the twentieth century by Walter Lampson, a warehouse worker for the Los Angeles Lime Company. The first known resident in 1901-02 was Ralph H. Tombs, a clerk for the Union Hardware & Metal Company. Assessed improvement values on the property were \$360 in 1900, representing approximately half the market value of the dwelling. Although the dwelling is modest in scale, it has survived in excellent condition with no significant alterations. Because of this retention of integrity of its historic fabric, because it is a fine example of a turn of the century Hipped Roof Cottage with Colonial Revival details, and because of the modest but fine craftsmanship still evident in the woodwork, this building appears eligible for inclusion in the National Register of Historic Places under Criterion C. Although other examples of this style are not uncommon in Los Angeles, few have survived in such intact condition.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:  
Los Angeles County Assessor's Map Books,  
Book 12 Page 6, 1900-1908  
Los Angeles City Directories, 1898-1902.



(This space reserved for official comments.)

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 2

Other Listings Los Angeles Monument #359, 06/07/1988.  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5183-003-005

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 247 North Breed Street  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map No. 5, Site No. 20. Los Angeles County Assessor's Parcel Number 5183-003-005.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story synagogue presents a massive yet elegant facade towards Breed Street, with a subtle use of brick texturing to create an illusion of a wall constructed of rows of large blocks. The main, or eastern, elevation is punctured by a series of perfectly circular arches with archivolts decorated in a Byzantine manner. The entrance to the building is through a pair of these arches, and they are set within a much larger arch which features a stained glass window above. This window has recently fallen into disrepair. Subordinate entrances at either side each feature a smaller arch. The roofline is trimmed in concrete and consists of a pointed arch placed in a concentric arrangement around the central facade arch. Except for the facade arches, a pair of relatively small second story windows and a bas-relief sculpture above the largest arch, the east elevation is unadorned. Two-story piers with basket weave capitals lend a measure of support to either end of the east elevation. The synagogue is constructed of concrete with brick facing. It is T-shaped in plan, with the nave pulled in slightly from the main facade.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1922 F.

P7. Owner and Address:  
Congregation Talmud Torah  
247 N. Breed Street  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/14/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none") \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5183-003-005

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 247 North Breed Street

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Congregation Talmud Torah

B3. Common Name: \_\_\_\_\_

B4. Zoning: R4-2

B5. Threats: Project Related

B6. Architectural Style: Byzantine Revival Influence

B7. Alterations and Date(s): Security bars attached to first floor window and door openings.  
One-story 19 x 40 foot frame addition (1930).

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Edelman, A.M. & Zimmerman, A.C.

Builder: Gorelnik, H.

B11. Historic Attributes: (List attributes and codes) HP 16. Religious Building; HP36. Ethnic Minority Property

B12. Significance: Theme Religious Architecture

Area Los Angeles

Period of Significance 1914-1929

Property Type Church

Applicable Criteria A, C

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

The Congregation Talmud Torah is the finest synagogue remaining in Boyle Heights. It was constructed in 1922 for an estimated cost of \$75,000. A. M. Edelman was commissioned to design the building, although his partner in the design has been noted as H. J. Barnett in a Times article and A. C. Zimmerman in the building permit application. Edelman (1864-1941) designed many significant still extant buildings in Los Angeles, including: the El Mio House (National Register 10-29-1982); Remick Building (1903) 517-521 S. Broadway (National Register--Broadway District); Horace Mann Junior High School (1930) Hillcrest Country Club (1921); Theosophy Hall, a Moorish Revival building located at 3320 South Grand (1927), and the Congregation B'nai B'rith (National Register 12/21/1981 with Allison & Allison). Some of his most notable works have been demolished, such as the Normal School (demo. 1925), Black Office Building (1912), and Los Angeles County Jail (1887). Adelman's productive partnership with H. J. Barnett which had begun in the nineteenth century lasted until the early 1920s, when he began to undertake designs with A. C. Zimmerman. The Congregation Talmud Torah appears eligible for inclusion in the National Register of Historic Places under Criterion A, for its association with the settlement patterns of the Jewish population and as one of the locations for the filming of the pioneer sound film "The Jazz Singer", and under Criterion C as a rare example of a Byzantine Revival influence synagogue design by Edelman & Zimmerman. It is also a City of Los Angeles Historic-Cultural Monument (#359).

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

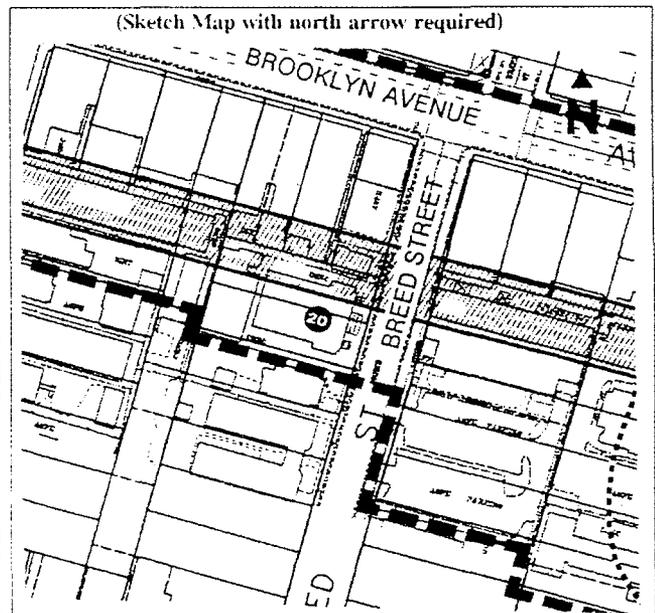
B15. Sources:

Los Angeles Dept. of Building & Safety, July 5, 1922 Permit #22608

CRA, Architectural/ Historical Survey of Boyle Heights I Expanded, 1985.

Los Angeles Times, July 18, 1920, V. 1.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

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Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-001-020

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 319 North Mathews Street  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map No. 5, Site No. 23. Los Angeles County Assessor's Parcel Number  
5180-001-020.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story vernacular Hipped Roof Cottage is square in plan with extended porch and features a moderately pitched hipped roof which has been extended to accomodate the full-length porch area. Although the building proper has closed soffits, the porch roof has exposed rafters, suggesting that it was added in the 1910s or 1920s. Classical detailing is evident in the use of a fascia board just below the soffit. Cornerboards neatly trim the ends of the narrow, horizontal clapboard siding. Evenly spaced square columns in the vernacular Doric style are used as porch roof supports. The doors and windows feature simple wood surrounds. The house is situated on a slightly raised lot surrounded by a low concrete wall and metal security fence. The front lawn is overgrown with trees and bushes.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1885 Estimated

P7. Owner and Address:

Fernando Carrillo &  
Saturnina Carrillo  
317 N. Mathews St  
Los Angeles, 90033

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak/Lora Zier  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/11/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none") \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-001-020

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 319 North Mathews Street  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Alfred W. Guest Cottage B3. Common Name: \_\_\_\_\_  
B4. Zoning: R4-1 B5. Threats: Project Related  
B6. Architectural Style: Vernacular Hipped Roof Cottage  
B7. Alterations and Date(s): Possible front porch addition.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

Concrete retaining wall around front of property perimeter.

B10. Architect: \_\_\_\_\_ Builder: Guest, Alfred W.

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles

Period of Significance 1846-1884 Property Type Residential SF Applicable Criteria C

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

The residential building located at 317 Mathews Street in Boyle Heights, appears to have been built just prior to the boom period of the late 1880s, and is therefore associated with the early settlement patterns of this neighborhood. Alfred W. Guest was a carpenter who built his own cottage and continued to own and reside here from about 1886 until well after the turn of the century. Also residing here in the mid-1890s was his son, Alfred W. Guest Jr., a clerk at John P. Wylie's. The Guest Cottage is an excellent example of an increasingly rare housing type, a vernacular Hipped Roof Cottage from the pre-1880s boom period, which has retained its architectural integrity, and therefore it appears eligible for inclusion in the National Register of Historic Places under Criterion C.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

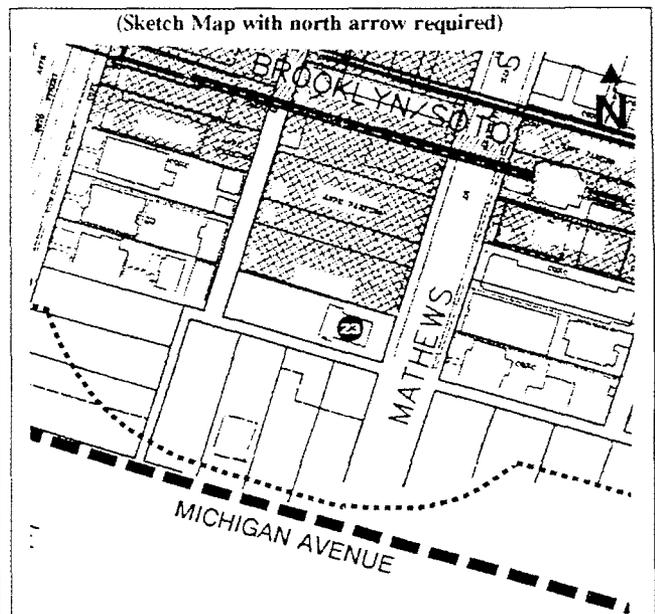
B15. Sources:

Los Angeles County Assessor's Map Books,  
Book 11 Page 22, 1900-1908

Los Angeles City Directories, 1884-1902.

TRW-REDI Property Data Disk, 1994.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-001-006

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2423 Michigan Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

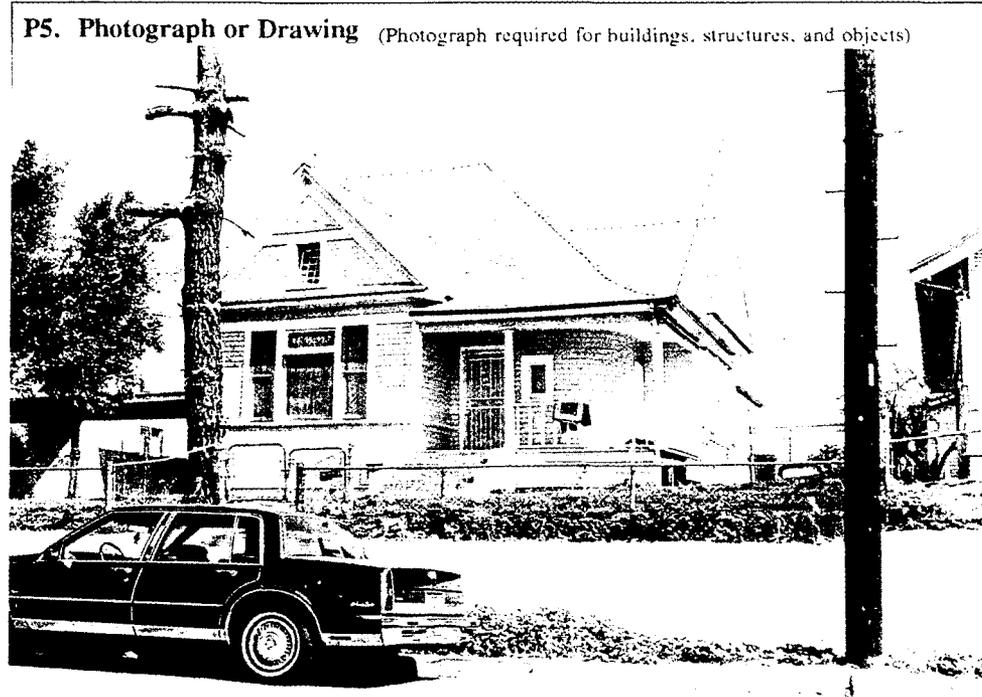
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 5, Site No. 24. Resubdivision of the Miles Tract, Lot 5. Los Angeles County Assessor's Parcel Number 5180-001-006.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story Turn of the Century Cottage is uniquely distinguished by its curved corner within the offset porch area, a treatment which is reminiscent of the Shingle Style. The original portion of the structure was built in a square plan, which was irregularized by a rear addition. The structure has a hipped roof with a flat ridge and flared eaves. There are two lower cross gables, one south-facing and one east-facing, both asymmetrically placed on their respective elevations. The open-rail, offset, half-width porch supported by turned columns accents the asymmetry of the front facade. Decorative detailing includes the a double medallion ornament in the gable peak, leaded glass above the square bay window, and fishscale shingling vent in the front gable. A pent roof encloses the front gable. The one-story square bay under the front gable has simple stickwork detailing and a cottage window bordered by two narrow rectangular panes and a narrow header. Simple wood surrounds frame the windows and door. Narrow clapboard siding covers the exterior wall surface and is neatly trimmed by cornerboards. The rear addition is small and unobtrusive. The house is built on a raised unlandscaped lot surrounded by a four foot high concrete wall.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1896 Factual

P7. Owner and Address:  
Fernando Carrillo &  
Rebecca Carrillo  
2423 Michigan Avenue  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zie  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 04/08/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-001-006  
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2423 Michigan Avenue  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Rev. Edwin S. Chase Residence B3. Common Name: \_\_\_\_\_  
B4. Zoning: R4-1 B5. Threats: Project Related  
B6. Architectural Style: Turn of the Century Cottage/Shingle Influence  
B7. Alterations and Date(s): Minor to porch area  
Addition to rear.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:  
Detached garage.

B10. Architect: \_\_\_\_\_ Builder: Harriman, E. E.

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles  
Period of Significance 1893-1913 Property Type Residential SF Applicable Criteria C

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

The single family dwelling located at 2423 Michigan Avenue in the Boyle Heights neighborhood of Los Angeles was built in 1896 for Reverend Edwin S. Chase, who resided in it until 1901. On July 7, 1896 Reverend Chase contracted E. E. Harriman to build the cottage for \$1,100. Harriman's craftsmanship is also still evident in the Colonial Revival style Mrs. Nellie B. Ferguson Residence (1903), designed by Thornton Fitzhugh, at 5723 Benner Street in Highland Park. By 1902 the Chase Cottage was occupied by Roy W. Elliot, who listed his occupation in the Los Angeles City Directory as a "dynamo tender". The building does not appear eligible for the National Register of Historic Places under criteria A or B because it has no known association with important historical events and neither Reverend Chase or Roy Elliot are known to be historically significant. It does, however, appear to qualify under Criterion C as a good example of a late nineteenth century cottage, for its high degree of craftsmanship by builder E. E. Harriman, its highly unusual curved interior porch wall, and its exceptionally high retention of integrity and excellent condition for a residence nearly a century old in Los Angeles.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

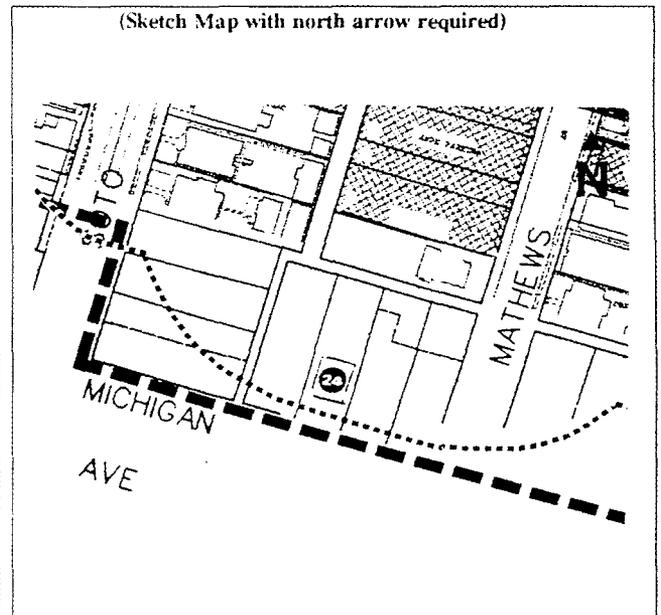
B15. Sources:

Los Angeles County Assessor's Map Books,  
Book 11 Page 22, 1900-1908

Los Angeles Daily Journal, July 7, 1896--Permit  
#9432.

Los Angeles City Directories, 1899-1902.  
TRW-REDI Property Data Disk, 1994.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-008-020

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2524 East Brooklyn Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 5, Site No. 27. Los Angeles County Assessor's Parcel Number  
5180-008-020.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story theater, lofts, and apartment building was originally designed in a Renaissance Revival style, but has undergone significant alterations, particularly to the first floor store windows. The exterior walls are constructed of brick and in a 130 x 150 foot rectangular plan. The roofline and fenestration of the second floor emphasize the separation of function within the building. The smaller, western portion of the north elevation features a pair of rectangular windows recessed within an arrangement of a curved hood molding supported on capitals, with a cartouche above the window. The western portion is topped by a bracketed frieze with heavily ornamented plasterwork. The eastern portion of the north elevation purposely lacks any sense of curvature, with the window openings immediately topped by a bracketed frieze, only with minimal ornamentation in the form of a central cartouche and medallions in the outer panels. The ground floor frontage has been altered nearly beyond recognition. In another apparent alteration to the eastern portion, the original marquee was removed, thereby exposing the sloped back nature of the roof on this side. The building was sandblasted in 1954, and the brick repainted.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1925 Factual

P7. Owner and Address:

Ebrahimi Nassir Trust  
3131 Deep Canyon Drive  
Beverly Hills, CA  
90210

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/24/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-008-020

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2524 East Brooklyn Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Brooklyn Theatre

B3. Common Name: \_\_\_\_\_

B4. Zoning: C2-1-R4B5. Threats: Project Related

B6. Architectural Style: Classical Revival

B7. Alterations and Date(s): Significant to 1st story windows and doors; marquee removed (1948)  
Sandblasted exterior brick wall surface (1954)

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Smith, L. A.

Builder: Lazar, David

B11. Historic Attributes: (List attributes and codes) HP10. Theater

B12. Significance: Theme Commercial Architecture Area Los Angeles

Period of Significance 1914-1929 Property Type Theater Applicable Criteria C

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

The Brooklyn Theatre located at 2524 Brooklyn Avenue in the Boyle Heights neighborhood of Los Angeles was evaluated in the Historic Resources Inventory of the State Office of Historic Preservation as appearing eligible for inclusion in the National Register of Historic Places. It was designed for West Coast Theaters, Inc. by L. A. Smith, and constructed in 1925 by David Lazar for an estimated construction cost of \$50,000. The building originally housed stores and apartments, in addition to the theater. It has undergone significant alterations, including removal of the original marquee in 1948 and sandblasting in 1954. The addition to the rear of the theatre, originally built on a different lot but now on the same parcel, does not contribute to the theatre's eligibility. Architect L. A. Smith was noted throughout the 1920s for his numerous designs of motion picture theaters in many neighborhoods in the greater Los Angeles area, including: the Beverly Theatre (1925) at 206 N. Beverly Drive, Beverly Hills; the Rialto Theatre (1925), at the northwest corner of Fair Oaks Avenue and Oakley Street, South Pasadena; the Vista Theatre (1923) at 4451 Sunset Boulevard, Silver Lake; the Highland Theatre (1924), 5600 Pasadena Avenue, Highland Park; the Taber Theater (1924) 2615 Temple Street, Echo Park; the Bard Theater (1925), 4409 West Adams Boulevard; the Manchester Theatre (1925), 316 W. Manchester Avenue; the Uptown Theatre (1925), 3272 W. Olympic Boulevard; Belmont Theatre (1925) 128 S. Vermont, Bimimi Hot Springs, and; many others for the West Coast Theaters, Inc. and Hollywood Theaters, Inc. chains.

B13. Evaluator: SHPO Inventory (Level 3)

B14. Date of Evaluation: Unknown

B15. Sources:

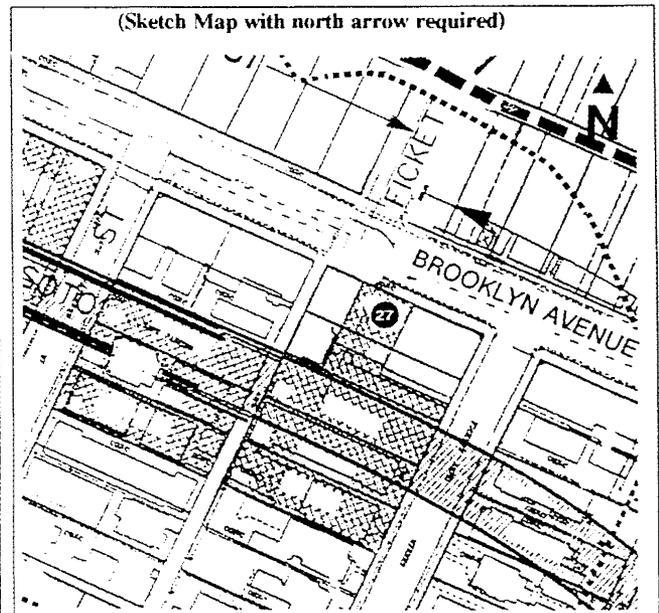
Southwest Builder and Contractor, 01/30/1925  
p. 55; 02/13/1925, p. 53

Original bldg permit-1925 #6690; Plumbing  
Shop-1925 #17628; Stairs-1925 #2175

Marquee-1948 #24195; Interior-1954 #80767  
Sandblasting-1954 #85287.

(This space reserved for official comments.)

(Sketch Map with north arrow required)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 3

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-009-011

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 334 North Fickett Street

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 6, Site No. 30. Los Angeles County Assessor's Parcel Number  
5180-009-011.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story Tudor Revival house was built in a rectangular-shaped plan with a steeply pitched front gable roof with flared eaves to work around the design constraints imposed by the narrow lot width. There is a lower level cross gable centrally located on the south side of the roof. Characteristic of some Tudor Revival houses, the recessed entry is situated beneath an upper-story room with a balcony under the front gable, creating a solid over void impression. The front gable is stuccoed with decorative half-timbering while the first-story wall is covered with narrow clapboard siding. The upper-level balcony in the front gable has a recessed entrance door lighted by a window header and sidelights. Decorative detailing includes the bargeboard in the front gable, balcony stickwork in a Roman grill motif and balcony brackets. Paired round half-length columns set on a closed rail support the half-width first-story porch recessed under the front gable. The cottage window on the main facade is lighted by sidelights and a fixed transom with leaded glass panels. The front door is lighted by a transom. The lot is minimally landscaped with a narrow street setback. The roof and southeast side were repaired in 1909 due to fire damage.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1894 Estimated

1909; 1922 alterations

P7. Owner and Address:

Nicolas C. & Manuela Romero  
336 N. Fickett Street  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zie  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/30/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-009-011

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

B1. Address: 334 North Fickett Street

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Charles W. Fisher Residence B3. Common Name: \_\_\_\_\_

B4. Zoning: R4-1 B5. Threats: Project Related

B6. Architectural Style: Tudor Revival

B7. Alterations and Date(s): Repairs undertaken for 1909 fire damage to the roof and south east side.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Aiken & Benton Builder: Strange

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles

Period of Significance 1893-1913 Property Type Residential SF Applicable Criteria C

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

The single family residence located at 334 Fickett Street was originally constructed in 1893 for Charles Fisher, who continued to reside here until after the turn of the century. Charles Fisher was an insurance agent, working for Northwestern Mutual Life Insurance Company and later the Union Central Life Insurance Company. He commissioned the architectural firm of Aiken & Benton and a contractor named Strange to design and build the residence for a cost of \$1,500 on September 23, 1894. The assessed property improvements were valued at \$720 at the turn of the century. The building underwent some changes after a fire in 1909 when then owner and resident Andrew Ericsson applied for a building permit to "make a new roof and fix the south east side which was damaged by fire". The building lacks sufficient historic significance for its association with Charles Fisher or Andrew Ericsson to qualify for the National Register of Historic Places under Criteria B, however, its quality of design by Aiken and Benton would appear to qualify it under Criterion C as the early work of a master architect. Within a few years of the design of this residence, Arthur B. Benton would gain architectural prominence in the southwestern United States for his development of the Mission Revival style, design of the Glenwood (Mission) Inn in Riverside, and as president of the Southern California Chapter of the A.I.A. (See continuation sheet for additional information on Benton.)

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

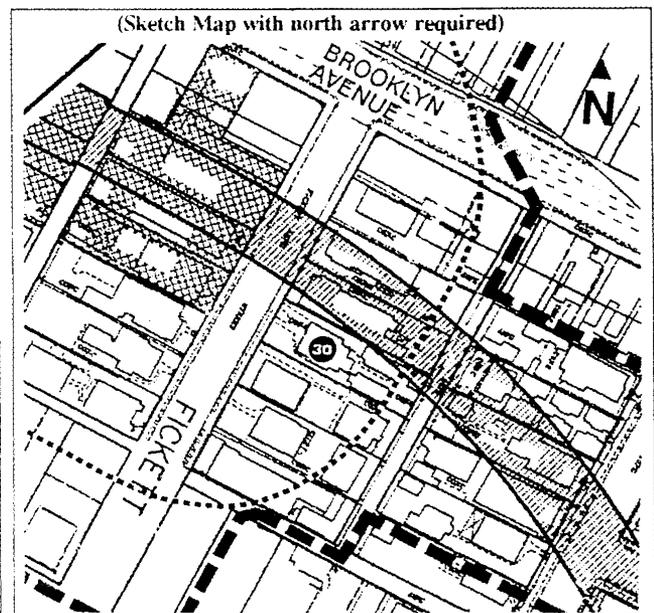
B15. Sources:

Los Angeles County Assessor's Map Books,  
Book 11 Page 18, 1900-1908

Los Angeles Daily Journal, 09/23/1894 -- Permit  
#5135.

Los Angeles City Directories, 1892-1899  
Bldg. permit-fire damage 1909 #4758

(This space reserved for official comments.)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-009-011

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

Page 3 of 3

Continuation  Update

## B12. Significance

Arthur B. Benton began his architectural career as a draftsman in the chief engineer's office of the Atchison, Topeka & Santa Fe Railway from 1888-1890 in Topeka, Kansas. While working at that position, he studied architecture in the School of Art and Design in 1890 in Topeka. He then worked as a draftsman in the chief engineer's office of the Union Pacific Railroad in 1890-1891 until moving to Los Angeles. His initial partnership with W. C. Aiken lasted from 1891 until 1896 when Benton bought out Aiken's interest. In addition to the Fisher Residence, Aiken & Benton designed the Shingle style Butts House (1894) at Ivy and Greystone avenues in Monrovia; the Queen Anne style George T. Barr Residence (1895) at 1034 W. 24th Street, Los Angeles; the American Foursquare style James F. T. Jenkins Residence (1896) at 1048 W. 24th Street, Los Angeles; the Eclectic Colonial Revival style Charles F. Noyes House at 1960 Park Grove Avenue, Los Angeles; and the Eclectic Gothic Revival style John and Martha Wigmore House at 2332 Portland Street, Los Angeles.

Benton established his own practice in 1896, and immediately began gaining influence and commissions from his wealthy neighbors in the Angelino Heights area of Los Angeles, where he designed his own home (1897) at 900 West Kensington. Benton gained prominence from about 1898-1902 when he converted Frank Miller's adobe home and Victorian style Glenwood Inn in Riverside into a massive interpretation of the vision of Helen Hunt Jackson, Charles F. Lummis and George Wharton James and created the California Mission Revival style. The style became immensely popular across Southern California from about 1902-1914 and still dominates the architecture of some communities, such as Riverside. Benton, however, did not restrict his designs to the Mission Revival style. Many of his designs incorporated the use of rustic stonework, such as the Romanesque style Mary Andrews Clark Memorial Home (1913) at 3rd and Loma streets in Los Angeles; the Gothic Revival Church of the Advent (1925) at 4976 West Adams Boulevard, Los Angeles; Eclectic Arroyo Stone residence (1923) for historian John S. McGroarty at 7570 McGroarty in Tujunga; and even in the Craftsman style, such as the magnificent Edward Brainerd Residence ("Pillar of Fire") at 4900 North Figueroa Street. Benton had numerous commissions for Y.M.C.A. and Y.W.C.A buildings in Los Angeles, Pasadena, and Riverside, and Episcopal churches in Los Angeles, Hollywood, Covina, Duarte, Upland, Montecito, Oxnard, and Hueneme. Other important residential works include the Dr. E. A. Bryant Residence (1916) at 3210 West Adams Boulevard, Los Angeles; the Santa Anita residence for Anita Baldwin McClaughery; the former Lieutenant Governor Wallace Residence in Glendale, the M. E. Tolerton Residence in Pasadena, and the George Linnard Residence in Riverside.

## B15. Sources.

"Who's Who in the Pacific Southwest." Los Angeles: Times-Mirror Printing & Binding Huse, 1913.

"Men of the Pacific Coast." San Francisco: Pacific Art Co., 1902-03, p. 426.

Withey, Henry & Elsie. "Biographical Dictionary of American Architects (Deceased)." Los Angeles: Hennessey & Ingalls, Inc., 1970, p. 52.

Gebhard & Winter. "Architecture in Los Angeles: A Compleat [sic] Guide." Salt Lake City: Gibbs M. Smith, Inc., 1985.

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 3

Other Listings Los Angeles Monument #496, 8/31/1990.  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5179-001-028 +

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 204 South Evergreen Street  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

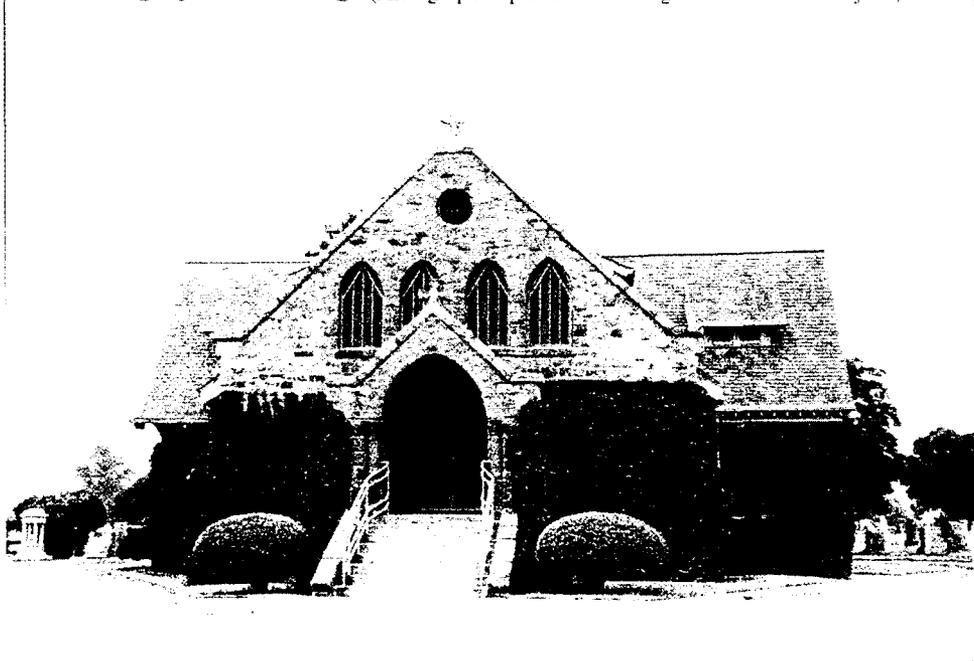
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map No. 6, Site No. 33. Bounded by Brooklyn Avenue, Evergreen Avenue, 1st Street, and Lorena Street. Los Angeles County Assessor's Parcel Number 5179-001-(028, 904, 928).

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Evergreen Cemetery covers about seventy acres of gently rolling hills between Brooklyn Avenue, Evergreen Avenue, East First Street, and Lorena Street. The elegant Gothic Revival gateway on Evergreen Street opens onto a series of narrow curvilinear driveways through a dense collection of monuments and mausoleums. In addition to the monuments, are two significant buildings, the Ivy Chapel and the Crematorium. The Ivy Chapel was designed in a rustic Gothic Revival style, with pointed arched, stained glass windows, and rough hewn stone walls. Stone voussiors accentuate the window arches and shed dormers punctuate the steeply pitched roof. The Crematorium is a rather austere interpretation of the Spanish Colonial Revival, with thick walls reminiscent of adobe construction yet arranged in subtle cubic forms in the manner of Gill. The grounds are well landscaped with mature trees, in particular guarding the perimeter of the property. Among the most intriguing monuments are those erected in the Chinese portion of the cemetery.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1877-Cemetery; 1903-Chapel  
1920s - Crematorium

P7. Owner and Address:  
Los Angeles Cemetery Assn.  
611 West Sunset Boulevard  
Los Angeles, CA 90012

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/14/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5179-001-028 +  
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 3

B1. Address: 204 South Evergreen Street  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Evergreen Cemetery/Ivy Chapel B3. Common Name: \_\_\_\_\_  
B4. Zoning: R3-1 B5. Threats: Project Related  
B6. Architectural Style: Gothic Revival  
B7. Alterations and Date(s): Security bars attached to window and door openings (Ivy Chapel)  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

B10. Architect: Benton, Arthur B.-1903 Chapel Builder: Wright, E. T. (Surveyor); Johnson, S. H.  
B11. Historic Attributes: (List attributes and codes) HP36. Ethnic Minority Property, CH. Chinese; HP40. Cemetery  
B12. Significance: Theme Public Health Area Los Angeles  
Period of Significance 1848-1929 Property Type Cemetery/Chapel Applicable Criteria A, C  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Evergreen Cemetery was laid out in 1877 by E. T. Wright, the Los Angeles County Surveyor, in order to displace the city cemetery from Fort Moore Hill. At the time, there was concern that scarlet fever was being spread from unsanitary conditions at the old Fort Moore Hill cemetery. Irvine W. Dunsmoor organized a stock company to establish the new cemetery in Brooklyn Heights, then considered remote from the downtown. Los Angeles' city council granted the burial permit to Evergreen Cemetery on August 23, 1877. The city also allowed the Chinese community to set up an altar and bury the dead at one end of the public area. The cemetery features many elaborate mausoleums from the late nineteenth and early twentieth century. The Ivy Chapel was designed by a master architect, Arthur B. Benton, whose most famous work is the Mission Inn in Riverside. Also located on the property is a crematorium, designed in an austere interpretation of the Spanish Colonial Revival style. The Evergreen Cemetery appears eligible for the National Register of Historic Places under both criteria A and C. It is associated with the development of public health practices in Los Angeles, as well as the development of Chinese assimilation in Los Angeles. Its picturesque curvilinear paths and landscaping, the architectural design of many of its mausoleums, the Ivy Chapel, and the crematorium make it the best example of a nineteenth century cemetery in Los Angeles. It is a Los Angeles Historic-Cultural Monument and was evaluated in the state historic resources inventory as appearing eligible for the National Register.

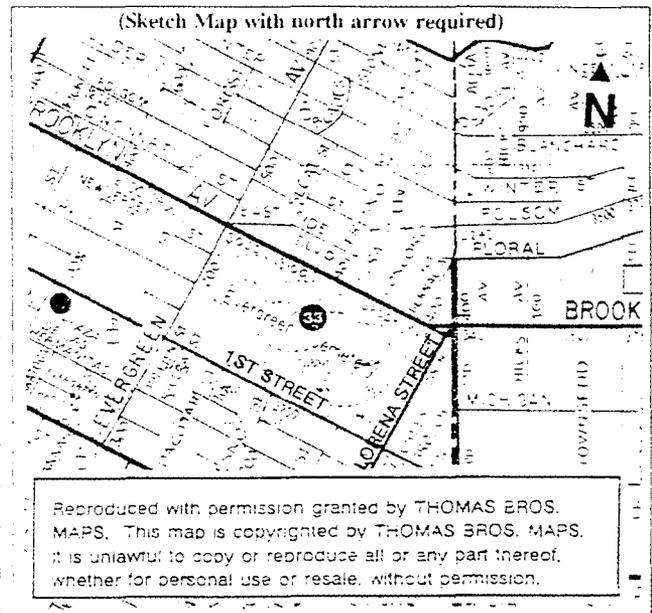
B13. Evaluator: \_\_\_\_\_  
B14. Date of Evaluation: \_\_\_\_\_  
B15. Sources:

Los Angeles Dept. of Building & Safety, June 22, 1937 Permit #20800

Carpenter, Edwin H. "Early Cemeteries of the City of Los Angeles". 1973.

Thompson & West. "History of Los Angeles County." 1959.

(This space reserved for official comments.)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5179-001-028+  
Primary # \_\_\_\_\_  
HRI #/Trinomial \_\_\_\_\_

Page 3 of 3

Continuation     Update

P5. Photograph

Crematorium, southwest corner of property.



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5239-002-044

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 3827 East Whittier Boulevard

City East Los Angeles (Unincorporated) Zip 90023

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_: Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 9, Site No. 39. Northwest corner of Whittier Boulevard and Alma Avenue. Los Angeles County Assessor's Parcel Number 5239-002-044.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The two-story building located at the northwest corner of Whittier Boulevard and Alma Avenue is a good example of the Streamline Moderne style interpreted for use as a mortuary. The curved corners and curved hoods are typical streamline features, but the usual banding is achieved by the horizontal emphasis of the railings and casement window muntins. Unusual decorative raised piers do not reach the street level but provide a vertical emphasis to the Whittier Boulevard (south) facade. The second story rooms take full advantage of the Streamline curvatures to achieve corner setbacks. Another pair of unusual features are the curved corner casement windows. In complete juxtaposition to the effect of the curved corner windows, the entrance corner is left intact and adjacent rectangular openings expose it as structural and also create a sense of solid over void. The whole Streamline virtuosity is rendered fantastic by the placement of a subdued chapel facade at the center of the Alma Street elevation. It has been altered by application of a rubble stone wainscoting.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1932 Estimated

P7. Owner and Address:

Manuel M. Avila  
3827 Whittier Boulevard  
Los Angeles, CA 90023

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/16/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5239-002-044

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 3827 East Whittier Boulevard

City: East Los Angeles (Unincorporated) County: Los Angeles Zip: 90023

B2. Historic Name: \_\_\_\_\_ B3. Common Name: Latino Americana Mortuary

B4. Zoning: M1 B5. Threats: Project Related

B6. Architectural Style: Streamline Moderne/Gothic Details in chapel area

B7. Alterations and Date(s): Rubble wainscoting applied to bottom of first story along Whittier Blvd.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: \_\_\_\_\_ Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP39. Other--Mortuary

B12. Significance: Theme Commercial Architecture Area Los Angeles

Period of Significance 1930-1945 Property Type Streamline Mortuary Applicable Criteria C

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

Despite the application of a rubble stone surface wainscoting, the Latino Americana Mortuary appears eligible for inclusion in the National Register of Historic Places under Criterion C, as it embodies the characteristics of the Streamline Moderne style of architecture interpreted in a unique fashion for use as a mortuary. Its treatment of decorative piers, casement windows, corners and railings indicate that it possesses high degree of artistic value in its design.

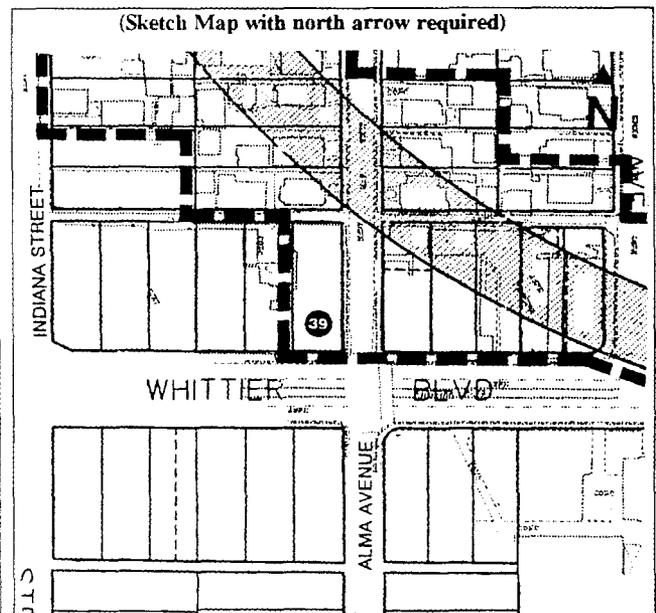
B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

TRW-REDI Property Data Disk, 1994.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5247-013-019

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 4549 East Whittier Boulevard

City East Los Angeles (Unincorporated) Zip 90022

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 12, Site No. 40. Los Angeles County Assessor's Parcel Number  
5247-013-019.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A simple but classic interpretation of the Moderne style. A triplet of swept finials brakes the float roofline in anticipation of the projected theater signage. The signage is the most dramatic feature of the building, as it appears to have been formed by stacking and offsetting three slightly acute rectangular slabs. These slabs appear to have grown out of the western end of the building, almost like a fault thrusting out of a stacked series of piers. The lettering of the signage juts out boldly, and each has a corresponding rectangular recess in the dign pylon, making each letter appear like a tab that has been pulled back. The marquee is relatively understated, with a shallow scallop edge along the top. The original Moderne ticket booth is still in place.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1935 Factual

P7. Owner and Address:

Jamie Q. Crespo &  
Maria G. Crespo  
719 S. Los Angeles St.  
Los Angeles, CA 90014

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/16/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5247-013-019

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 4549 Whittier Boulevard

City: East Los Angeles (Unincorporated)

County: Los Angeles

Zip: 90022

B2. Historic Name: Boulevard Theatre

B3. Common Name: \_\_\_\_\_

B4. Zoning: M1

B5. Threats: Project Related

B6. Architectural Style: Moderne

B7. Alterations and Date(s): May have been some texture treatment applied to exterior wall surface.

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Balch & Stanberry

Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP10. Theater

B12. Significance: Theme Commercial Architecture Area Los Angeles

Period of Significance 1930-1945

Property Type Moderne Theater

Applicable Criteria C

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

The Moderne design of the Boulevard theatre by Balch and Stanberry possesses a high degree of artistic merit and the Boulevard Theatre appears to qualify for inclusion in the National Register of Historic Places under Criterion C. Built in 1935, it is also represented in Gebhard & Winter's 1985 "Architecture in Los Angeles". W. Cliff Balch, often in partnerships such as Balch Brothers or Balch and Stanbury, designed several notable buildings in the late 1920s-early 1930s in Southern California besides the Boulevard Theater, including: The Golden Gate Theater/Vega Building at 5170 Whittier Boulevard (1927); El Rey Theatre, 5519 Wilshire Boulevard (1928); Fox Theatre, Pomona (1931); Metro Goyldwyn Mayer Film Exchange Building, 1620 Cordova Street (1929); Gore Market, 4315-41 Beverly Boulevard (1930); Williams Apartments at 920 South Hobart (1927) and Powell Apartments at 520 South Hobart (1928).

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

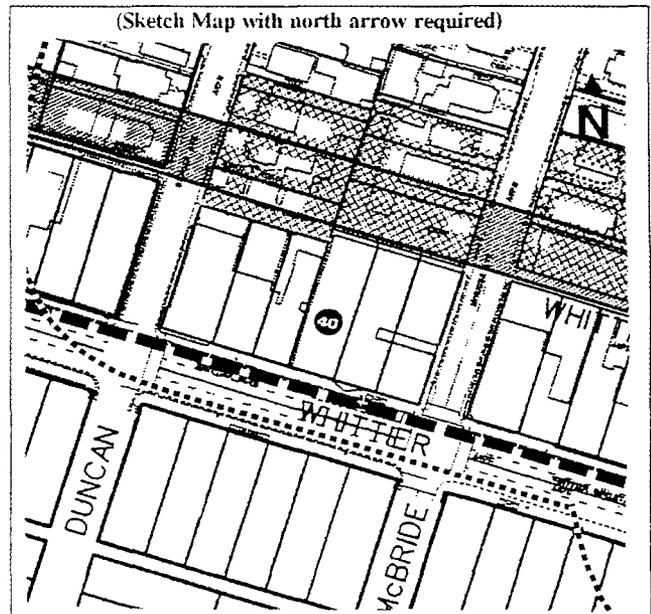
B15. Sources:

Gebhard & Winter. "Architecture in Los Angeles: A Compleat Guide." 1985.

Eastside Journal, August 15, 1935, page 2.

TRW-REDI Property Data Disk, 1994

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Page 1 of 3

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5245-002-003

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 5136 East Whittier Boulevard

City East Los Angeles (Unincorporated) Zip 90022

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 13, Site No. 41. Southwest corner of Whittier Boulevard and Woods Avenue. Los Angeles County Assessor's Parcel Number 5245-002-003.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The motion picture theater building located at the southwest corner of Whittier Boulevard and Woods Avenue in East Los Angeles is a wonderful execution of the Zig Zag Moderne style of architecture. Its most dramatic feature is a large, staggered pylon thrusting up above the main entrance area and marquee. The pylon is ornamented by vertical banding and fluting culminating in chevrons. The chevron motif is carried along the roofline, creating a sculpted, flush cornice. Much of the Moderne detailing has been painted bright colors to accentuate it even further. Murals have been added to panels above the marquee and on the side, probably done during the remodeling of 1987. The street level windows have been replaced with fixed windows in aluminum frames, however the entrance area still retains a Moderne look because of the curvature of the corners. The whole composition is visually striking and dominates this portion of Whittier Boulevard.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1931 Factual

P7. Owner and Address:

Paseo Alameda Properties  
1105 Towne Avenue  
Los Angeles, CA 90021

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/24/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5245-002-003

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

B1. Address: 5136 East Whittier Boulevard

City: East Los Angeles (Unincorporated) County: Los Angeles Zip: 90022

B2. Historic Name: United Artists Theatre B3. Common Name: Paseo Alameda

B4. Zoning: M1 B5. Threats: Project Related

B6. Architectural Style: Zig Zag Moderne

B7. Alterations and Date(s): Replacement of first level windows, doors, and interior (1987).

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Walker & Eisen and C. A. Balch Builder: Beller, Henry I. Construction Co.

B11. Historic Attributes: (List attributes and codes) HP10. Theater

B12. Significance: Theme Commercial Development Area Los Angeles

Period of Significance 1930-1945 Property Type Zig Zag Moderne Theater Applicable Criteria C

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

The theater building at the southwest corner of Woods Avenue and Whittier Boulevard in East Los Angeles was originally built for the United Artists Theaters of California in 1931. The prominent Los Angeles architectural firm of Walker & Eisen, in association with theatrical architect C. A. Balch, were commissioned to design the building. In April of 1931, the Henry I. Beller Construction Company was awarded the contract to erect the theater at a cost of \$75,000. Although remodeled in 1987, the United Artists Theatre appears eligible for inclusion in the National Register of Historic Places under Criterion C as: an excellent example of a Zig Zag Moderne style theater, a type which has become increasingly rare, and; for its design by a master architectural firm, Walker & Eisen in association with C. A. Balch. The architectural firm of Walker & Eisen were responsible for some of the greater Los Angeles area's finest commercial office buildings and hotels, and were one of the dominant firms in the 1920s. Albert Walker had apprenticed with the firms of Will S. Hebbard and Irving Gill of San Diego; John Parkinson and Edwin Bergstrom in Los Angeles; and A. F. Rosenheim, Sumner Hunt, and Elmer Grey of Los Angeles. Walker briefly established his own practice in 1909, then formed a partnership with John T. Vawter in 1910. Among their works were the no longer extant Bible Institute Building at 536 S. Hope Street (1913) and the First German Methodist Church at 447 S. Olive Street (1910). In 1919 Walker formed a partnership with Percy A. Eisen which was to prosper until 1941. (Continued)

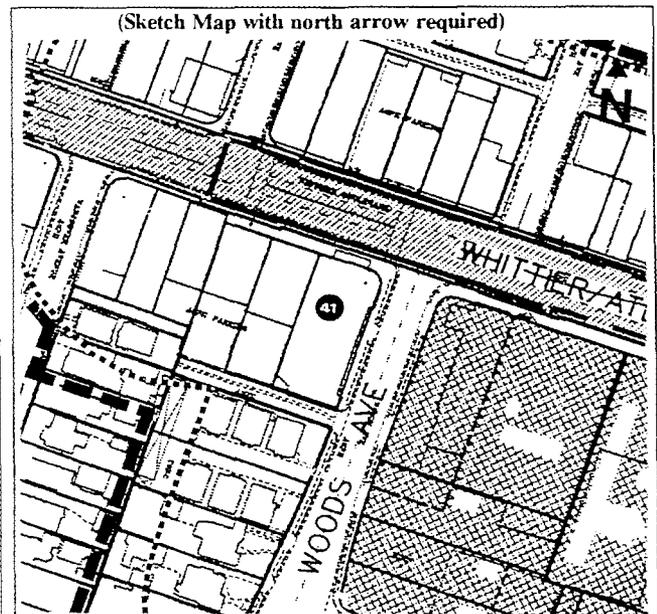
B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Southwest Builder & Contractor, April 17, 1931, page 60, column 1.

TRW-REDI Property Data Disk, 1994.



(This space reserved for official comments.)

# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5245-002-003

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

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Continuation     Update

## B12. Significance

Walker & Eisen would soon become one of Los Angeles' most prominent architectural firms, employing as many as 50 draftsman during one of that city's peak construction years, 1923. Percy A. Eisen was the son of an important early Los Angeles architect, Theodore Eisen, and grandson of Augustus Eisen, an architect during the gold rush era in San Francisco.

The collaborative design efforts of Walker & Eisen produced many fine luxury hotels in Southern California, including: the Beverly Wilshire Hotel (1926) at 9500 Wilshire Boulevard in 1926; the Breakers Hotel (1925) in Long Beach; the El Cortez Hotel (1926) in San Diego; the Arcady Apartment Hotel (1926) at 2619 Wilshire Boulevard; and the Plaza Hotel (1924) at 1637 Vine Street, Hollywood.

The quality of their commercial office buildings is still evident throughout the region and is generally characterized by a generous use of ornament in an interpretation of the Renaissance Revival style. Among their most important and recognizable commercial designs are: the Alexander & Oviatt Building (1927) at 615 S. Olive Street, including its lobby of Lalique glass; the Fine Arts Building (1926) at 811 W. 7th Street, with its two-story lobby of Batchelder tile; the Great Republic Life Insurance Building (\$437,000 in 1923) on the north side of 8th Street, between Spring and Main; the Commercial Exchange Building (\$600,000 in 1923) at 416 W. 8th Street, notable for the engineering feat of moving the facade when Olive Street was widening; the Taft Building (\$800,000 in 1923) at Hollywood and Vine; the National City Bank Building (\$800,000 in 1923) at 810 S. Spring; the Transportation Building (\$400,000 in 1923) at 701 S. Los Angeles; the Wurlitzer Organ Building (\$300,000 in 1923) at 816 S. Broadway; the Edwards-Wildey Building (\$900,000 in 1924) at 609 S. Grand, with extremely fine craftsmanship and detailing in the brickwork and terra-cotta; Security Title Building (\$1,000,000 in 1926) at 530-46 W. 6th; Merchants National Trust & Savings Bank (\$1,200,000 in 1927) at 650 S. Spring; Ferguson Building (\$1,500,000 in 1930); and the no longer extant California Fruit Growers Exchange, a.k.a. Sunkist at 707 W. 5th Street, and built for \$254,000 in 1935.

Walker & Eisen never received many theater commissions in their career. With the exception of the United Artists Theater in East Los Angeles, their only other motion picture theater design was the United Artists Theatre at 921-933 South Broadway, built in 1927 as part of the 13-story Texaco Building for \$1,300,000. The United Artists Theater at Woods and Whittier is, therefore, their only known design intended to function primarily as a theater.

Their collaboration with Claude A. Balch in its design brought additional theatrical design experience to the project. He was often associated with his brother William, who designed the Golden Gate Theater (1927) at 5170 Whittier Boulevard; Boulevard Theatre (1935) at 4549 Whittier Boulevard, El Rey Theatre (1928) at 5519 Wilshire Boulevard; and, Fox Theatre (1931) in Pomona. In 1933 Claude A. Balch remodeled the Hollywood Theater, originally built in 1913 and Hollywood's oldest motion picture theater.

*The following inventory form,  
the GOLDEN GATE THEATRE,  
is duplicated in two results sections because of partial demolition:  
Previously Listed in the National Register, and  
Appears Eligible for the National Register*

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S (Extant Portion);6W

Page 1 of 3

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5245-001-019

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 5170-5188 East Whittier Boulevard  
City East Los Angeles (Unincorporated) Zip 90022

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15") Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

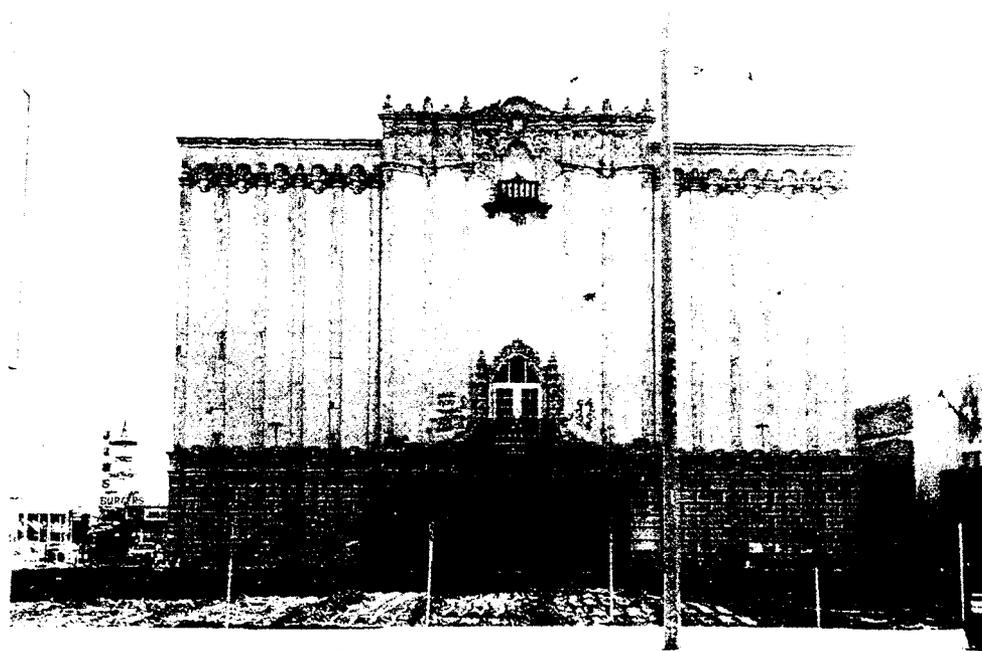
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map No. 13, Site No. 42. Southwest corner of Whittier and Atlantic boulevards. Los Angeles County Assessor's Parcel Number 5245-001-019.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Golden Gate Theatre is an outstanding example of the Spanish Churrigueresque style of architecture, made all the more imposing by the sheer verticality of the main facade. The entrance to the theatre is contained within three contiguous arched openings, all set within a slightly projecting central bay. A heavily rusticated base is located on either side of the entrance area. A course of Churrigueresque ornament crowns the top of the rusticated base; a series of half-round narrow piers are then thrust upward; and are crowned in turn by another course of even more elaborate Churrigueresque ornament. The protruding entrance bay features a balcony above the entrance with Churrigueresque surrounds, and a corresponding niche just below the roofline. The roofline itself, particularly the entrance bay, is dominated by a wide course of Churrigueresque ornament, with finials projecting above. The building is virtually devoid of ornament along the sides, probably because of its original courtyard orientation within the Vega Building, however the dramatic mass and sheer verticality of the Whittier Boulevard (north ) elevation more than compensates for this lack.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1927 Factual

P7. Owner and Address:  
James N. Angelopoulos Co.  
George & Maria Frousaikis  
9131 Gainford Street  
Downey, CA 90240

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/16/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5245-001-019  
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 3

- B1. Address: 5170-5188 East Whittier Boulevard  
City: East Los Angeles (Unincorporated) County: Los Angeles Zip: 90022  
B2. Historic Name: Golden Gate Theatre B3. Common Name: \_\_\_\_\_  
B4. Zoning: M1-C3 B5. Threats: Project Related  
B6. Architectural Style: Spanish Churrigueresque  
B7. Alterations and Date(s): Demolition of retail stores formerly fronting on both Whittier and Atlantic boulevards.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

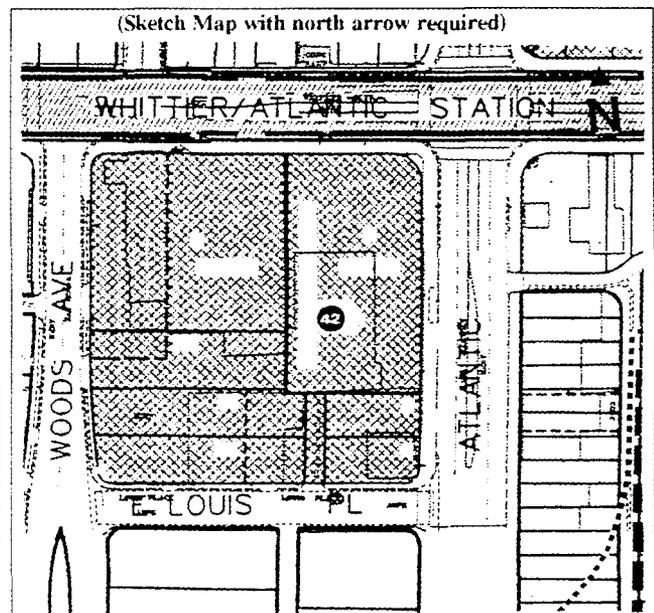
- B10. Architect: Balch Brothers Builder: Vega Corporation  
B11. Historic Attributes: (List attributes and codes) HP10. Theater  
B12. Significance: Theme Commercial Architecture Area East Los Angeles  
Period of Significance 1914-1929 Property Type Theater Applicable Criteria C  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Golden Gate Theatre was formerly listed on the National Register of Historic Places along with its companion retail stores--The Vega Building. The Vega Building was damaged by the 1987 Whittier earthquake and was demolished in 1992, leaving only the detached theater building on the property. This remaining portion, however, still appears eligible for inclusion in the National Register under Criterion C, as it embodies the characteristics of the Spanish Churrigueresque style and because its design possess high artistic values. Gebhard & Winter did not qualify their remarks about the Golden Gate Theatre when they wrote in 1985: "The entrance to the theater is one of the finest examples of the Spanish Churrigueresque to be found in Southern California." It was designed for the Vega Corporation in 1927, by the Balch Brothers who were also responsible for the design of the apartments for Edward C. Williams at 920 South Hobart (1927) and the Gore Market at 4315-41 Beverly Boulevard (1930). The subsequent partnership of Balch and Stanbury designed the El Rey Theatre at 5519 Wilshire Boulevard (1928); the Fox Theatre, Pomona (1931); the Boulevard Theatre, 4549 Whittier Boulevard; the Metro Goldwyn Mayer Film Exchange Building at 1620 Cordova Street (1929); and the Powell Apartments at 520 South Hobart Blvd. (1928).

- B13. Evaluator: \_\_\_\_\_  
B14. Date of Evaluation: \_\_\_\_\_  
B15. Sources:  
National Register listing February 23, 1982.

Gebhard & Winter. "Architecture in Los Angeles: A Compleat Guide." 1985.

(This space reserved for official comments.)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5245-001-019  
Primary # \_\_\_\_\_  
HRI #/Trinomial \_\_\_\_\_

Page 3 of 3

Continuation     Update

## P5. Photographs

Top--1994 looking southwest toward Golden Gate Theatre.  
Bottom--1991 looking southwest toward no longer extant Vega Building.



**Conditionally Eligible  
to the NRHP**

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 4S7

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-008-007

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2533 Michigan Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 6, Site No. 29. Northwest corner of Ficket Street and Michigan Avenue.  
Los Angeles County Assessor's Parcel Number 5180-008-007.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story Queen Anne house is built in a square plan with an irregular shaped roofline and asymmetrical facade. The steeply pitched hipped roof with a small gable crowning the hip has intersecting gables of various heights placed asymmetrically on their respective facades: a lower level corner gable, a side gable, a front gable dormer, and a protruding, front gable bay. The asymmetry of the front facade is accented by the partial width porch. Decorative detailing includes the quarter-circle knee braces under the porch frieze, turned porch supports, and quarter-circle wall overhangs left by the cutaway bay window. The closed front gable over the cutaway bay window is embellished with a bargeboard, an ornamental collar beam, fishscale shingles, and a vertical vent opening. The design uses bands of diagonally, horizontally, and vertically placed siding under the cutaway bay window and main roofline to create a textured wall surface. Simple wood surrounds frame the doors and windows. The narrow clapboard siding indicates an early construction date. The house is built on a lot landscaped with some trees and surrounded by a metal railing and concrete retaining wall. The windows and doors have been replaced.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1891 Estimated

P7. Owner and Address:

Rigoberto & Maria Garcia  
2533 Michigan Avenue  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zie  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/11/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none") \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-008-007  
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2533 Michigan Avenue  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Luna & Harry Patty Residence B3. Common Name: \_\_\_\_\_  
B4. Zoning: R4-1 B5. Threats: Project Related  
B6. Architectural Style: Queen Anne  
B7. Alterations and Date(s): Windows and doors replaced.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:  
Stone wall along Michigan Avenue property line.

B10. Architect: \_\_\_\_\_ Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles  
Period of Significance 1880s Boom Property Type Queen Anne Residence applicable Criteria C

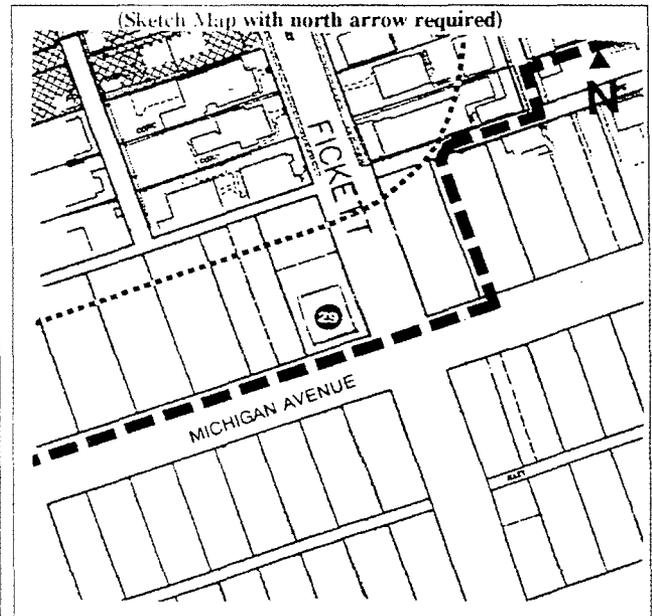
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building located at the northeast corner of Michigan Avenue and Fickett Street in the Boyle Heights neighborhood of Los Angeles served as the residence of Luna R. Patty from 1891 until after the turn of the century. Luna Patty was president of the Security Title Insurance Company until 1894 when she began searching titles for the Guaranty Abstract Company and then became an investment broker. Because its architectural integrity has been diminished by replacement of most of the windows with aluminum sliders and the front door, and because of the still common presence of other examples of the Queen Anne style in Boyle Heights, the building does not appear to meet National Register Criterion C at the present time. However, if the original windows were replaced, it would qualify because of the unusual gable treatment. The historic association with Luna Patty does not qualify it under Criterion B, as her historical role does not appear to have been prominent. The building does, however, retain enough integrity to be considered eligible for the California Register of Historical Places and it was included in Gebhard & Winter's 1985 "Architecture in Los Angeles".

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:  
Los Angeles County Assessor's Map Books,  
Book 11 Page 19, 1900-1908.  
  
Gebhard & Winter. "Architecture in Los Angeles: A Compleat Guide." 1985.  
  
Los Angeles City Directories, 1891-99.



(This space reserved for official comments.)

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 4S2 and 4S7

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5232-019-041

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 118 South Alma Avenue

City East Los Angeles (Unincorporated) Zip 90063

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map No. 8, Site No. 37. Los Angeles County Assessor's Parcel Number 5232-019-041.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This massive, two-story Shingle house is built in a square-shaped plan. It has an irregular outline created by an irregular, steeply pitched roof with cross gables, multi-level eaves, and an asymmetrical facade. Continuous clapboard siding on the first story and wood shingles on the second story enclose the complex shape, creating a smooth surface. The steeply pitched hipped roof has several intersecting gable elements: a pitched roof dormer with a cutaway balcony on the main facade; a steeply pitched side gable with a cutaway balcony, and a side gable. A separate one-story hipped element with a pediment overhangs the wrap-around porch. A shingled, polygonal tower, reminiscent of the Queen Anne style, bulges out from the front facade corner. The sparing use of decorative detailing, which is limited to the simple classical column porch supports, bargeboard in the gable dormer, and the patterned grillwork in the cutaway balconies, is characteristic of the Shingle style. The high arch in the front gable dormer is also a common feature of the Shingle style. Simple wood surrounds frame the windows and doors. The house is set on a minimally landscaped lot surrounded by a concrete block wall and wrought iron fence. Some windows have been replaced with aluminum sliders.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1887 Estimated

P7. Owner and Address:  
Sandoval, Soledad  
423 N. Lorena St.  
Los Angeles, CA 90063

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zie Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 04/11/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other  
Describe: METRO Red Line East Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5232-019-041

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

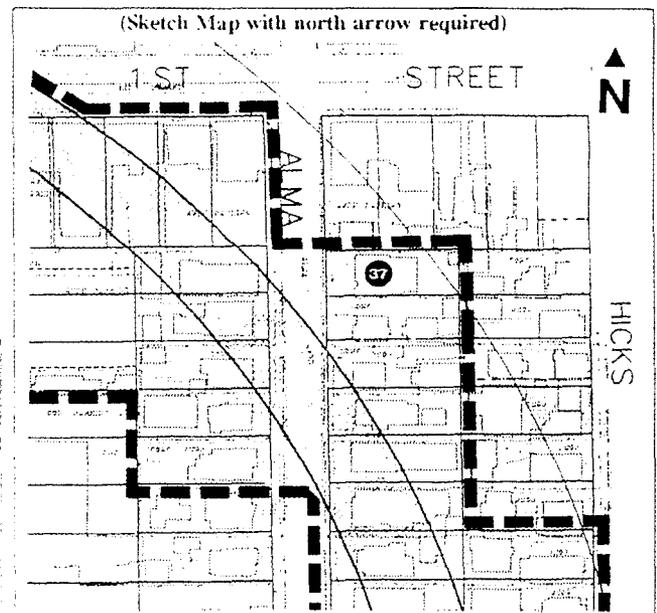
Page 2 of 2

- B1. Address: 118 South Alma Avenue  
City: East Los Angeles (Unincorporated) County: Los Angeles Zip: 90063  
B2. Historic Name: \_\_\_\_\_ B3. Common Name: \_\_\_\_\_  
B4. Zoning: R2 B5. Threats: Project Related  
B6. Architectural Style: Shingle/Queen Anne  
B7. Alterations and Date(s): Some windows replaced with aluminum sliders.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

- B10. Architect: \_\_\_\_\_ Builder: \_\_\_\_\_  
B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property  
B12. Significance: Theme Residential Architecture Area Los Angeles  
Period of Significance 1886-1893 Property Type Residential SF Applicable Criteria C (Potentially)  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The residential building now located at 116 South Alma Avenue still exhibits some features which indicate that it was once a finely crafted Shingle style building. Helen & Elmer Shaffer purchased the property in 1905 from the Los Angeles Building and Loan Association. Its assessed improvement value in 1900 was \$750 when the Building & Loan's property included the three lots at the southeast corner of 1st and Dorris Street (now Alma Avenue). The building is conditionally eligible for the National Register of Historic Places for two reasons. The first, it is not certain that its present location was its original site. It is located on lot 36 of Block 31 of Henry T. Hazard's East Side Addition, however, the Los Angeles County Assessor's records do not indicate any significant property improvements on this lot at the turn of the century, suggesting that the building may have been moved here at a later date. The second condition is based on its architectural integrity, particularly its windows and window openings. The enclosure of the bay and replacement of most windows with aluminum sliders significantly alters the character of the building. If it can be determined that the building is in its original location and the windows can be restored, it would be eligible to the National Register under Criterion C. Even with these changes, however, there is enough of the original building remaining to be considered for eligibility to the California Register of Historical Resources.

- B13. Evaluator: \_\_\_\_\_  
B14. Date of Evaluation: \_\_\_\_\_  
B15. Sources:  
Los Angeles County Assessor's Map Books,  
Book 67 Page 18, 1902-1910.  
TRW-REDI Property Data Disk, 1994.



(This space reserved for official comments.)

**Ineligible to the NRHP:  
Requesting Concurrence**

*DISTRICT(S)*

*Appearing Ineligible for the National Register of Historic Places,  
but  
Appearing Eligible for Local Listing  
or  
the California Register of Historical Resources*

*Brooklyn (Chavez) Avenue Brick-Block Thematic District*

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

NRHP Status Code 5S1

Page 1 of 3

Other Listings Los Angeles Historic-Cultural Monument #590.

Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: Brooklyn Ave. Brick-Blocks

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2100-2632 Brooklyn Avenue

City Los Angeles Zip \_\_\_\_\_

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Maps No. 5-6, Site No. D-1. Brooklyn Avenue (Cesar Chavez Avenue) between St Louis and Mott streets.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The overall characteristics of the Brooklyn (Cesar Chavez) Avenue Brick-Block Thematic District are limited to those of a specific building type which commonly links all of its contributors, namely, those characteristics of the two-story brick blocks which typified commercial arterials in the 1910s and 1920s. The brick blocks constructed along Brooklyn Avenue were uniformly dual in use, with commercial retail use at the ground floor and residential, office or assembly use on the second floor. Typically, they are located at corners and were built in rectangular plans to maximize lot area and street frontage. Architectural design is typically limited to the fenestration and articulation of window and entrance surrounds, usually in a buff colored terra cotta to complement the dark red brick exterior wall surface. On occasion, the articulation is achieved with patterned brick work in panels, diapers, or courses. Along the six blocks between Mott and St Louis streets, there are seven contributing features on the south side of Brooklyn Avenue (within the project APE) and four on the north side. Because of the selective nature of a thematic district there are no non-contributors, however, the district is not contiguous.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1910s-1920s

P7. Owner and Address:

Various  
(See individual forms)

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 04/27/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# DISTRICT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: Brooklyn Ave. Brick-Blocks

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 2 of 3

**D1. Detailed Description:** (Discuss overall coherence of the district, its setting, integrity, and minor features. List all elements of district.)

Contributing features of the district all feature a dark red brick exterior wall surface, usually with terra cotta or glazed brick acting as applied decoration. With one exception (2211 Brooklyn) they are all two-stories in height. On the south side of Brooklyn Avenue (within the project APE) are: the Felhandler Block and Bakery at 2100-2102 Brooklyn, retail shops, a bakery and apartments; the Simon Block at 2132-2138 Brooklyn, retail shops, a tobacco shop and apartments; the Saylin Block at 2200-2206 Brooklyn, retail shops and apartments; the Segal Block and Dance Hall at 2228-2232 Brooklyn, retail shops and dance hall above; the Rosen Block and Lodge at 2334 Brooklyn, retail shops and lodge meeting rooms above; and the Brooklyn Hotel at 2418-2420 Brooklyn, retail shops and hotel. Contributing features on the north side of Brooklyn Avenue (out of the project APE) include: the Vinograd Hotel at 2105-2509 Brooklyn, retail shops and hotel; the Gorelnik Block at 2129-2135 Brooklyn, retail shops and apartments; the Gorelnik Stores at 2135-2139 Brooklyn, retail shops and apartments; and the Gorelnik Bank and Stores at 2211 Brooklyn, retail stores and branch bank (1-story). The uniformity of period of construction, historic function, scale and use of brick as the exterior wall surface found in all of these buildings creates a dominant "New York" character to the casual observer, and lends an abstract understanding to the historic street nomenclature.

**D2. Boundary Description:** (Describe limits of district and attach map showing boundary and district elements.)

Scattered examples along either side of Brooklyn (Chavez) Avenue between St. Louis Street and Mott Street.

**D3. Boundary Justification:**

The boundary is not contiguous. It is a thematic district, and its overall boundary consists of the sum of each individual property boundary of all its contributing features.

**D4. Attributes of District:** (List major attributes and codes) HP6. Commercial Buildings, 1-3 Stories

**D5. Significance:** Theme Commercial Arch. Area Los Angeles Period of Significance 1914-1929

Applicable Criteria N/A (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.)

The Brooklyn Avenue Brick-Block Thematic District does not appear eligible for the National Register of Historic Places under Criterion C at the present time because of a lack of both integrity and high artistic values. However, the district does appear eligible for the California Register of Historical Resources as it embodies the distinctive characteristics of a commercial corridor largely composed of two-story brick blocks constructed in the 1910s and 1920s. Despite the high degree of alterations evident throughout the district, such architecturally compatible brick blocks grouped in such a high density are becoming extremely rare in Los Angeles and deserve some recognition. On March 8, 1994 it was declared a City of Los Angeles Historic-Cultural Monument (#590) because of its historic association with the western migration to Los Angeles from New York of a substantial Jewish population and for serving as the local center of that community from the 1920s to the 1950s. Although the significance of this historical association is not being diminished, it does not appear to qualify this corridor for the National Register under Criterion A. The declaration was clearly a political response to the renaming of Brooklyn Avenue to Cesar Chavez Avenue on March 31, 1994. The boundaries of the local designation were broader than the proposed thematic district, extending along Brooklyn from Mott to Cummings streets, but it includes many intrusions and buildings which have lost all clear association with the historic Jewish core.

**D6. References:** (Give full citations including the names and addresses of any informants, where possible)

Cultural Heritage Commission, City of Los Angeles, letter to Councilman Richard Allatorre regarding declaration of Brooklyn Avenue Neighborhood Corridor as an Historic Cultural Monument (#590).

**D7. Evaluator:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Affiliation and address:** \_\_\_\_\_

# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: Brooklyn Ave. Brick-Blocks

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

Page 3 of 3

Continuation     Update

April 26, 1994 Photographs

Top: Photographer facing northeast along Brooklyn Avenue at the Chicago Street intersection.

Bottom: Photographer facing southeast along Brooklyn Avenue at the St. Louis Street intersection.



# LOCATION MAP

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: \_\_\_\_\_

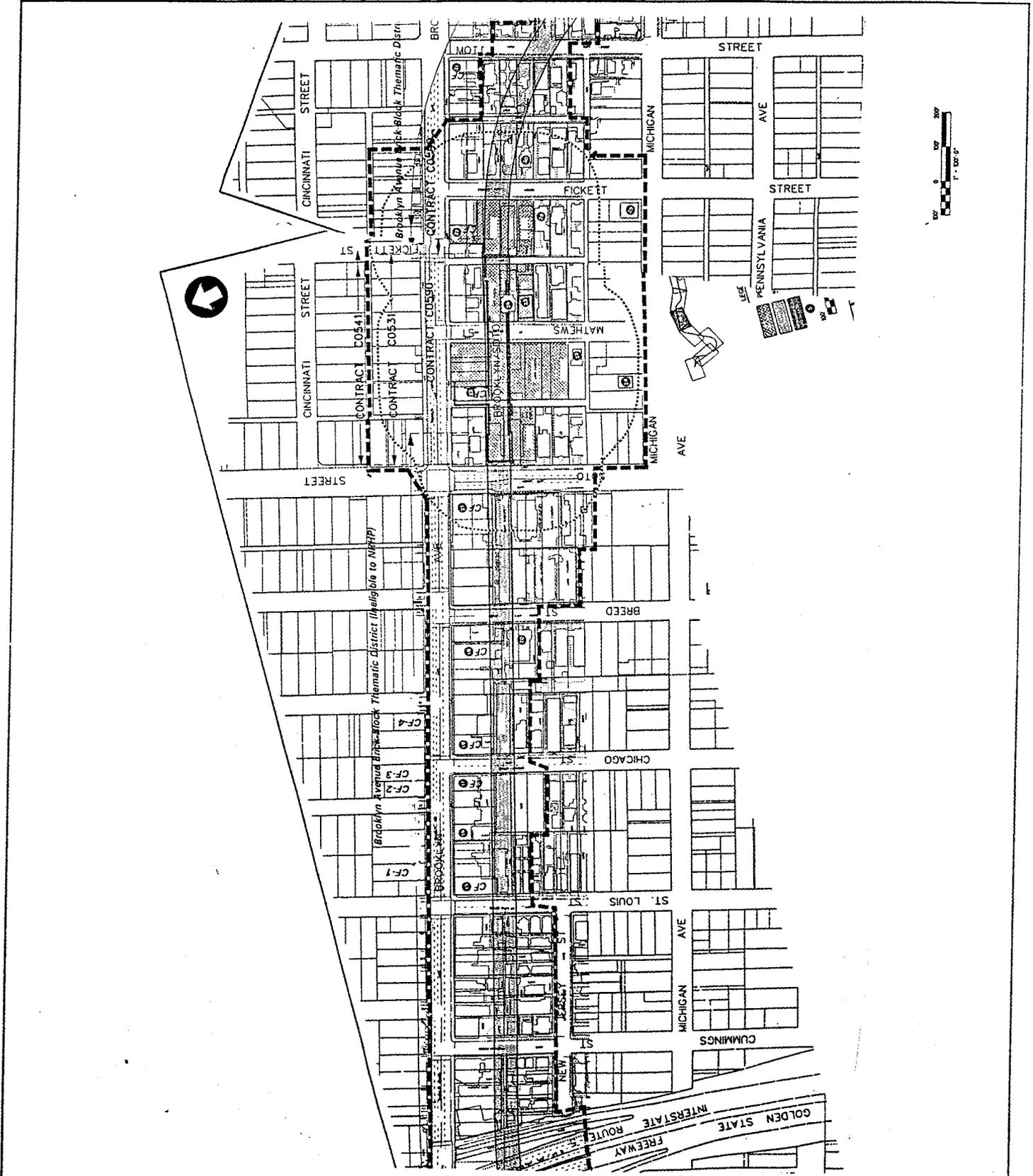
Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

Page \_\_\_\_\_ of \_\_\_\_\_

Note: Include bar scale and north arrow on map.

Map Name: \_\_\_\_\_ Scale: \_\_\_\_\_ Date: \_\_\_\_\_



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5D1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5183-002-007

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2100-2102 Brooklyn Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map No. 5, Site No. 15. Southeast corner of Brooklyn Avenue and St. Louis Street. Los Angeles County Assessor's Parcel Number 5183-002-007.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building located at the southeast corner of Brooklyn Avenue and St. Louis Street is ornamented by some Colonial Revival window surrounds at the second story level, and the casement windows feature an unusual curved peak. It is a two-story brick building designed as a two-part commercial block, a type characterised by its horizontal division into two distinct zones, each reflecting the different internal functions. The lower street-level story provides store front commercial space and features large expanses of fixed showcase windows. The upper-story features the mentioned movable casement windows to provide air circulation for the apartments within. This combination of ground floor retail and upper floor residential uses was a prevalent form of commercial development which dominated urban business districts nationwide from the 1850s to the 1950s. This and other brick blocks along Brooklyn Avenue typify this tradition in its most popular form of the 1910s and 1920s. Like most, this brick block is rectangular in plan in order to maximize its lot area, and is situated on a corner lot to maximize retail frontage. Some of the 2nd-story windows have been replaced with aluminum sliders, and the St. Louis ground level has been stuccoed.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1928 Factual

P7. Owner and Address:  
Mario & Grace De La Torre  
242 N. Soto St #106  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/31/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5183-002-007

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

- B1. Address: 2100-2102 East Brooklyn Avenue  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Felhandler Block and Bakery B3. Common Name: \_\_\_\_\_  
B4. Zoning: C2-2 B5. Threats: Project Related  
B6. Architectural Style: Commercial/ Colonial Revival details  
B7. Alterations and Date(s): First floor windows and doors replaced; Some second floor windows replaced with aluminum sliders. First floor on St. Louis elevation stuccoed.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

- B10. Architect: Weyer, Fred Builder: Zimmer, Max  
B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories  
B12. Significance: Theme Commercial Architecture Area Los Angeles  
Period of Significance 1914-1929 Property Type Commercial Applicable Criteria N/A

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

The commercial building located at 2100-2102 East Brooklyn Avenue was originally built to house stores, a bakery, offices, and apartments. It was built in 1928 for baker Louis Felhandler, who had commissioned Fred Weyer to design the building. Builder Max Zimmer was contracted to erect the building for an estimated cost of \$32,000. This building does not appear individually eligible for inclusion in the National Register of Historic Places under criteria A, B, or C because it has no known association with significant historic events or personages and its architecture has lost integrity and does not appear to be unique or possess high artistic values. It would be, however, a contributing feature of the Brooklyn Avenue Brick-Block Thematic District. The district does not appear eligible for the National Register of Historic Places under Criterion C because of a lack of both integrity and high artistic values, however, the district does appear eligible for the California Register of Historical Resources as it embodies the distinctive characteristics of a commercial corridor largely composed of two-story brick blocks constructed in the 1910s to 1920s. Despite the high degree of alterations, architecturally compatible brick blocks in this density are becoming extremely rare in Los Angeles and deserve recognition. Although the buildings in the district are not geographically contiguous, they dominate the streetscape of Brooklyn Avenue and provide a New York character, thereby clarifying the avenue's namesake.

B13. Evaluator: \_\_\_\_\_

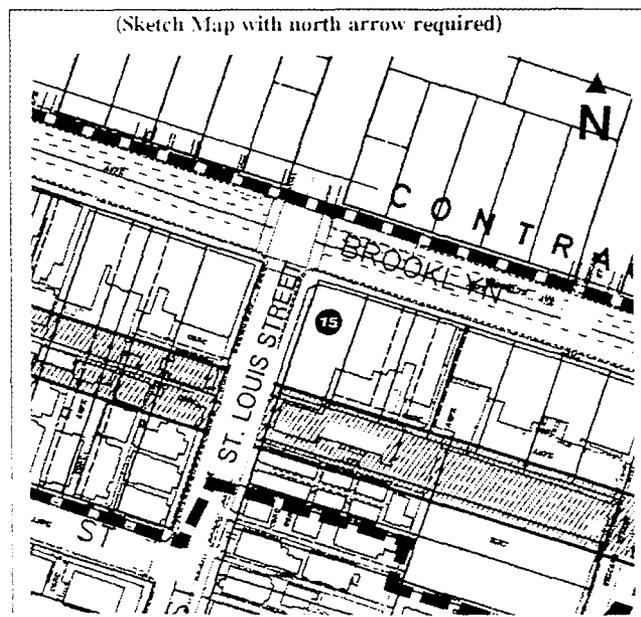
B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Los Angeles Dept. of Building & Safety, February 7, 1928 Permit #3515

CRA. Boyle Heights I--Expanded Area Architectural/Historical Survey, 1981.

Los Angeles City Directories, 1928



(This space reserved for official comments.)

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5D1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5183-002-001

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2132-2138 East Brooklyn Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_: Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map No. 5, Site No. 17. Southwest corner of Chicago Street and Brooklyn Avenue. Los Angeles County Assessor's Parcel Number 5183-002-001.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 52 x 72 foot, two-story building placed on a corner lot is designed as a two-part commercial block type characterized by a horizontal division separating the upper and lower levels into two zones. A horizontal wood course separates the upper residential and lower retail levels of this building. The lower level is used for commercial floor space as evidenced by the display windows and commercial signage. There are three ground level store front entrances, one of which is setback within the facade. An arched opening with shallow quoin surrounds frame another recessed entrance door. Another is framed by brick piers and a transom window. The second story has a patterned brick facing. A series of framed single and paired double hung recessed sash windows, one decorated with a semi-circular Colonial Revival pediment, dominate the upper level. Narrow, horizontally oriented clerestory windows with diamond panels punctuate the slightly stepped roofline. The display windows which once framed the curved corner entrance have been replaced by louvre doors, as has the corner entrance door. The building is located along a busy corner lot at the southwest corner of Brooklyn Avenue and Chicago Street.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1923 F.

P7. Owner and Address:  
Hyman & Riva Kosman  
6769 Aldea Avenue  
Encino, CA 91316

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zi  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/11/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5183-002-001

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2132-2138 East Brooklyn Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Jacob Simon Block

B3. Common Name: 3 Hermanos

B4. Zoning: C2-2 B5. Threats: Project Related

B6. Architectural Style: Commercial/ Utilitarian

B7. Alterations and Date(s): First floor windows and doors replaced  
Entrance enlarged from 6 to 11 feet deep in 1929.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: \_\_\_\_\_ Builder: Gorelnik, H.

B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories

B12. Significance: Theme Commercial Architecture Area Los Angeles

Period of Significance 1914-1929 Property Type Commercial Applicable Criteria N/A

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

The commercial building located at 2132-2138 East Brooklyn Avenue was originally built in 1923 for tobacconist Jacob Simon. Jacob Simon was the first president of the Jewish Home for Wayfarers in 1928. Builder H. Gorelick was contracted to erect the building for an estimated cost of \$20,000. The Simon Stores and Apartments does not appear individually eligible for inclusion in the National Register under Criterion A, because of its lack of association with major significant historical events, or Criterion B because Jacob Simon, although notable is not a significant historical figure, or Criterion C because of lack of integrity and high artistic merit. This building would be, however, a contributing feature of the Brooklyn Avenue Brick-Block Thematic District. The district does not appear eligible for the National Register of Historic Places under Criterion C because of a lack of both integrity and high artistic values, however, the district does appear eligible for the California Register of Historical Resources as it embodies the distinctive characteristics of a commercial corridor largely composed of two-story brick blocks constructed in the 1910s to 1920s. Despite the high degree of alterations, such architecturally compatible brick blocks grouped in this high density are becoming extremely rare in Los Angeles and deserve recognition. Although the buildings in the district are not geographically contiguous, they dominate the streetscape of Brooklyn Avenue and provide a New York character, thereby clarifying the avenue's namesake.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

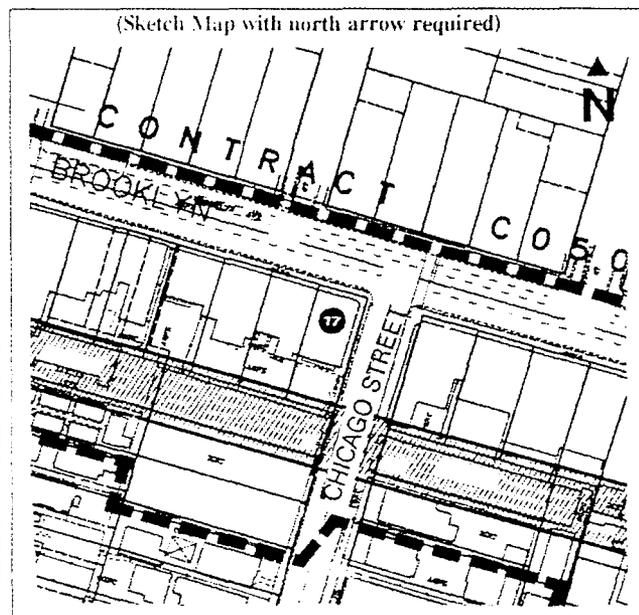
Los Angeles Dept. of Building & Safety, June 5, 1923 Permit #25345

CRA, Architectural/ Historical Survey of Boyle Heights I Expanded, 1985.

April 24, 1929 Permit #11109-Entrance

Los Angeles City Directories, 1923

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5D1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5183-003-026

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2200-2206 East Brooklyn Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_ Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 5, Site No. 18. Southeast corner of Brooklyn Avenue and Chicago Street. Los Angeles County Assessor's Parcel Number 5183-003-026.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a rectangular two-story commercial block type building situated on a corner lot. A glazed brick horizontal course clearly differentiates between the first and second stories. Large store front display windows, brick piers with glazed brick inlays, and a floor to ceiling entrance compose the street level facade. The large display windows and commercial wall signs indicate the ground level is used for commercial space as is typical of two-part commercial block buildings. Awnings overhang the ground level. The upper level facade is markedly different from the lower level in composition. It features a brick wall with two sets of decorative glazed brick, each in a rectangular pattern. Second-story sash windows alternate between the Chicago type and the paired double hung sash variety with mullions. Glazed brick surrounds frame the windows. The upper level includes a pair of arched window openings placed off-center on the front facade, with a narrow, horizontally oriented clerestory window immediately above. White glazed brick was employed to provide accent above the second story windows in the form of rectangular outlines. The ground floor level windows and doors have been replaced.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1924 Estimated

P7. Owner and Address:

Juan A. Ceballos  
4810 Whittier Boulevard  
Los Angeles, CA 90022

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zi  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/10/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5183-003-026  
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 2

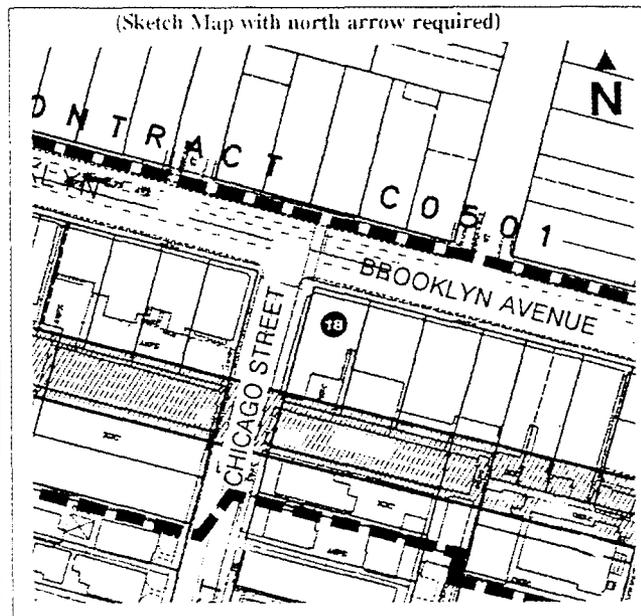
B1. Address: 2200-2206 East Brooklyn Avenue  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Saylin Block B3. Common Name: \_\_\_\_\_  
B4. Zoning: C2-2 B5. Threats: Project Related  
B6. Architectural Style: Commercial/ Utilitarian  
B7. Alterations and Date(s): First floor windows and doors replaced  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

B10. Architect: \_\_\_\_\_ Builder: \_\_\_\_\_  
B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories  
B12. Significance: Theme Commercial Architecture Area Los Angeles  
Period of Significance 1914-1929 Property Type Commercial Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The commercial brick-block located at 2200-2206 East Brooklyn Avenue was originally built in 1924. By 1936 it was owned by Jack and Dr. George Saylin. It does not appear individually eligible for inclusion in the National Register of Historic Places under Criterion A, B, or C because it lacks known association with significant historical events or personages and lacks a high degree of architectural merit. This building would be, however, a contributing feature of the Brooklyn Avenue Brick-Block Thematic District. The district itself does not appear eligible for the National Register of Historic Places under Criterion C because of a lack of both integrity and high artistic values, however, it does appear eligible for the California Register of Historical Resources as it embodies the distinctive characteristics of a commercial corridor largely composed of two-story brick blocks constructed in the 1910s to 1920s. Despite the high degree of alterations apparent in the district, such architecturally compatible brick blocks found in such a high density are becoming extremely rare in Los Angeles and deserve recognition. Although the buildings in the district are not geographically contiguous, they dominate the streetscape of Brooklyn Avenue and provide a New York character, thereby helping to clarify the avenue's namesake.

B13. Evaluator: \_\_\_\_\_  
B14. Date of Evaluation: \_\_\_\_\_  
B15. Sources:  
Los Angeles Dept. of Building & Safety, 1936 #30549.  
TRW-REDI Property Data Disk, 1994.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5D1

Page 1 of 3

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5183-003-002

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2228-2232 East Brooklyn Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 5, Site No. 19. Los Angeles County Assessor's Parcel Number  
5183-003-002.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The design of brick block located at 2228-2232 East Brooklyn Avenue is dominated by an unusually high, truncated, hipped roof intended to accomodate a dance hall. The hipped portion is very steep and faced with brick rather than asphalt shingling or composite roofing. The building was designed as a two-part commercial block, typically characterized by a horizontal division into two distinct zones, each reflecting the different internal functions. The lower street-level story provides store front commercial space and features large expanses of fixed showcase windows. The upper-story originally featured vertically elongated movable windows, probably casement, to provide air circulation for the dance hall within. The windows are ornamented by the use of terra cotta panels to separate them, and be a decorative lintel and surround above the easternmost window. The combination of ground floor retail and non-retail use above was a prevalent form of commercial deveelopment which dominated urban business districts nationwide from the 1850s to the 1950s. The brick blocks along Brooklyn Avenue typify this tradition in its most popular form of the 1910s and 1920s. Like most, the Segal Block & Dance Hall is rectangular in plan in order to maximize its lot area.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1926 F.

P7. Owner and Address:

Herta Sinykin  
10490 Wilshire Blvd. #301  
Los Angeles, CA 90024

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/11/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5183-003-002

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

- B1. Address: 2228-2232 East Brooklyn Avenue  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Segal Block & Dance Hall B3. Common Name: \_\_\_\_\_  
B4. Zoning: C2-2 B5. Threats: Project Related  
B6. Architectural Style: Commercial/ Applied Decoration  
B7. Alterations and Date(s): Significant: second floor windows and first floor doors filled in or replaced.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

- B10. Architect: Maltzman, Max Builder: Segal, Louis (Owner built)  
B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories  
B12. Significance: Theme Commercial Architecture Area Los Angeles  
Period of Significance 1914-1929 Property Type Commercial Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

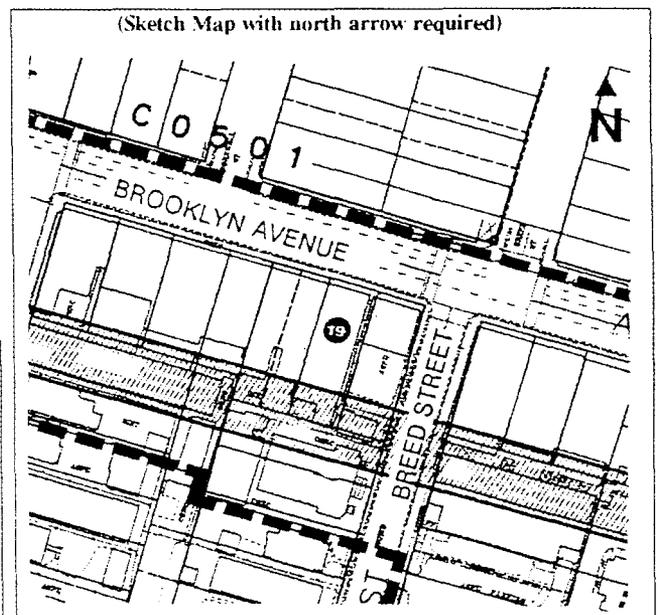
The commercial building located at 2228-2232 East Brooklyn Avenue was originally built in 1926 for photographer Louis Segal as a combination of retail stores and dance hall. Prolific Los Angeles architect Max Maltzman was commissioned to design the building which was constructed for an estimated cost of \$35,000. The Segal Block & Dance Hall does not appear eligible for National Register of Historic Places at this time, primarily because of its loss of integrity and lack of association with important events or persons. However, the Segal Block & Dance Hall would contribute to the Brooklyn Avenue Brick-Block Thematic District. The district itself does not appear eligible for the National Register of Historic Places under Criterion C because of a lack of both integrity and high artistic values, however, it does appear eligible for the California Register of Historical Resources as it embodies the distinctive characteristics of a commercial corridor largely composed of two-story brick blocks constructed in the 1910s to 1920s. Despite the high degree of alterations apparent in the district, such architecturally compatible brick blocks grouped in such a high density are becoming increasingly rare in Los Angeles and deserve recognition. Although the buildings in the district are not geographically contiguous, they dominate the streetscape of Brooklyn Avenue and provide a New York character, thereby clarifying the avenue's namesake. (Please see continuation sheet for more information on architect Maltzman.)

- B13. Evaluator: \_\_\_\_\_  
B14. Date of Evaluation: \_\_\_\_\_  
B15. Sources:

Los Angeles Dept. of Building & Safety, August 10, 1926 Permit #23069

CRA, Architectural/ Historical Survey of Boyle Heights I Expanded, 1985.

Los Angeles City Directories, 1926



(This space reserved for official comments.)

# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5183-003-002

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

Page 3 of 3

Continuation     Update

## B12. Significance

Architect Max Maltzman designed many apartment buildings, predominantly brick, throughout the Los Angeles area in the late 1920s and early 1930s. His career seems to have flourished from 1928-1931 due to a series of commissions for a few patrons. As a result, many neighborhoods in mid-Wilshire and East Hollywood still retain his characteristic brick apartment buildings with steeply pitched roofs. For Harry Feigenbaum, he designed a series of 4- to 5- story apartment buildings at 630 S. Kenmore (\$250,000 in 1928), 454 S. Catalina (\$85,000 in 1928), 427 S. Mariposa (\$110,000 in 1929), 608 Dunsmuir (\$60,000 in 1929), and a 13-story reinforced concrete apartment for \$610,000 in 1930 at 410 North Rossmore. For Maurice Feigenbaum, he designed similar brick apartment buildings at 450 S. Kenmore (\$90,000 in 1928), 508 S. Serrano (\$85,000 in 1928), 627 S. Normandie (\$250,000 in 1929), 326 S. Normandie (\$90,000 in 1929), 815 S. Irolo (\$50,000 in 1930), and an 8-story reinforced concrete apartment building for \$350,000 in 1930 at 570 N. Rossmore. Irving Seigal commissioned him to design apartments at 974 S. Gramercy (\$60,000 in 1928), 832 S. Oxford (\$70,000 in 1928), 835 S. Oxford (\$120,000 in 1929), 849 S. Oxford (\$80,000 in 1929), 808 S. Hobart (\$100,000 in 1930), 530 S. Kingsley (\$84,000 in 1930), and 745 S. Normandie (\$90,000 in 1930). In the Boyle Heights neighborhood, in addition to the Segal Block, Max Maltzman was also responsible for the design of the Beth Thepelo Temple on Cincinatti St. between Fickett and Mott Streets and the now demolished Hebrew Sheltering Home's dormitory and banquet hall in the late 1920s at the northeast corner of Boyle and Fourth.

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5D1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5183-004-018

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2334 East Brooklyn Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 5, Site 21. Southwest corner of Soto Street and Brooklyn Avenue. Los Angeles County Assessor's Parcel Number 5183-004-018.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a two-story brick building designed in the Renaissance Revival style for use as a two-part commercial block. The Renaissance Revival is evident in the use of large arched window openings along the entire second floor. A rather unique feature of the Rosen Block are the second story piers, corbelled at the crown, which do not meet the ground. Also unusual is the treatment of the entrance surround with rectangular block of brick in relief, probably designed for signage. The frieze is accentuated by raised vertical bricks between the corbelled pier crowns. Brick blocks such as the Rosen Block and Lodge are typically characterized by a horizontal division into two distinct zones, each reflecting the different internal functions. The lower street-level story provides store front commercial space and features large expanses of fixed showcase windows. The upper-story features movable double hung sash windows within large arched openings to provide light and air circulation for the second story lodge rooms. Like most of the brick blocks along Brooklyn, the Rosen Block and Lodge was built rectangular in plan in order to maximize its lot area, and is situated on a corner lot to maximize retail frontage.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1913; 1936

P7. Owner and Address:

Ezerzer, Mark  
2722 N. Broadway  
Los Angeles, CA 90031

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/10/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5183-004-018

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

- B1. Address: 2334 East Brooklyn Avenue  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Rosen Block & Lodge B3. Common Name: 2334 Building  
B4. Zoning: C2-2 B5. Threats: Project Related  
B6. Architectural Style: Romanesque  
B7. Alterations and Date(s): Significant--First floor windows and doors replaced and the Soto Street (eastern) elevation completely stuccoed over and filled in at ground level.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

- B10. Architect: \_\_\_\_\_ Builder: Rosen, John (Owner Built)  
B11. Historic Attributes: (List attributes and codes) HP6. Commercial Bldg.; HP13. Community Center/Social Hall  
B12. Significance: Theme Commercial Architecture Area Los Angeles  
Period of Significance 1893-1913 Property Type Commercial Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The commercial building located at 2334 East Brooklyn Avenue was originally built in 1913 for John Rosen. Rosen constructed the building, housing retail stores and lodge meeting rooms for an estimated estimated cost of \$8,000. The Rosen Block and Lodge does not appear individually eligible for inclusion in the National Register under criteria A, B, or C because of its lack of association with significant historical events or personages, and because of its loss of integrity, particularly along the Soto Street elevation. This building would be, however, a contributing feature of the Brooklyn Avenue Brick-Block Thematic District. The district does not appear eligible for the National Register of Historic Places under Criterion C because of a lack of both integrity and high artistic values, however, it does appear eligible for the California Register of Historical Resources as it embodies the distinctive characteristics of a commercial corridor largely composed of two-story brick blocks constructed in the 1910s to 1920s. Despite the high degree of alterations, such high density groupings of architecturally compatible brick blocks are becoming increasingly rare in Los Angeles and deserve recognition. Although the buildings in the district are not geographically contiguous, they dominate the streetscape of Brooklyn Avenue and provide the thoroughfare with a New York character, thereby clarifying and enhancing the avenue's namesake.

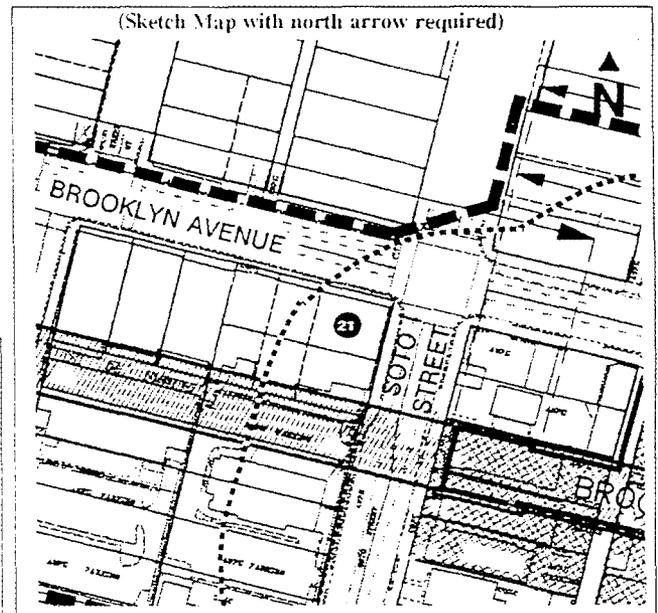
B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Los Angeles Dept. of Building & Safety, January 9, 1913 permit #397.

TRW-REDI Property Data Disk, 1994.



(This space reserved for official comments.)

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5D1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-001-019

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2418-2420 East Brooklyn Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_: Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 5, Site No. 22. Los Angeles County Assessor's Parcel Number  
5180-001-019.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story brick building was designed in the Renaissance Revival style for use as a 30-room hotel. Its rectangular plan is interrupted by a recessed full-height entrance bay. Although the street level windows and doors have been entirely replaced by fixed panels in aluminum frames, and the center window of the second floor has been filled in with stucco, many features of the Renaissance Revival still dominate the appearance of the northern or main elevation. The recessed entrance bay features an arched door opening with three arched windows above, each with three rows of brick voussoirs. The windows are separated by engaged columns supporting a bay overhang and cornice. The end bays are symmetrical, with the dominant feature in each being the second-story window. Each flat double-hung sash window features a balcony above with ornamental panels and ironwork, and a raised, rectangular brick hood above with cutout arch composed of brick voussoirs and cement springers and keystone. A cement course at the balcony line clearly forms a demarcation of stories. The high degree of masonic craftsmanship used in the construction is still apparent.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1925 F.

P7. Owner and Address:

Yogash K. Patel  
19216 Sheryl Avenue  
Cerritos, CA 90701

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/11/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-001-019

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2418-2420 East Brooklyn Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Brooklyn Hotel

B3. Common Name: \_\_\_\_\_

B4. Zoning: C2-1 B5. Threats: Project Related

B6. Architectural Style: Renaissance Revival

B7. Alterations and Date(s): Street level windows and doors replaced with fixed panes in aluminum frames. Center window of second story filled in with stucco.

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: West & Northern

Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP5. Hotel/Motel

B12. Significance: Theme Commercial Architecture

Area Los Angeles

Period of Significance 1914-1929

Property Type Hotel

Applicable Criteria N/A

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

The Brooklyn Hotel located at 2418-2420 East Brooklyn Avenue was originally built in 1925 for Jacob Winistzki, who commissioned West & Northern to design the building. The building was constructed at an estimated cost of \$22,000. The Brooklyn Hotel does not appear individually eligible for inclusion in the National Register under criteria A, B, or C because of its lack of association with significant historical events, personages, and lack of architectural integrity due to replacement of most windows and doors. The Brooklyn Hotel, however, would be a contributing feature of the Brooklyn Avenue Brick-Block Thematic District in both its use of building material and period of construction. The thematic district does not appear eligible for the National Register of Historic Places under Criterion C because of a lack of both integrity and high artistic values, however, it does appear eligible for the California Register of Historical Resources as it embodies the distinctive characteristics of a commercial corridor largely composed of two-story brick blocks constructed in the 1910s to 1920s. Despite the high degree of alterations, such highly dense groupings of architecturally compatible brick blocks are becoming increasingly rare in Los Angeles and deserve recognition. Although the buildings in the district are not geographically contiguous, they continue to dominate the streetscape of Brooklyn Avenue and provide it with the character of a New York street, thereby clarifying the avenue's namesake.

B13. Evaluator: \_\_\_\_\_

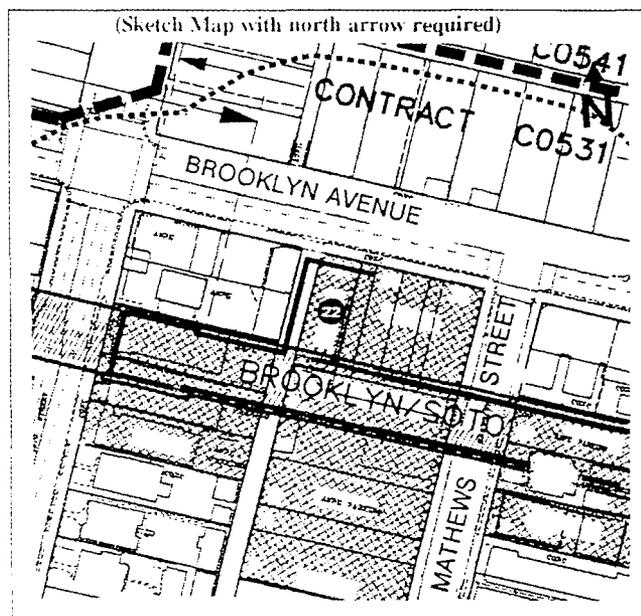
B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Los Angeles Dept. of Building & Safety,  
September 3, 1925 Permit #30424

Signage permit, 1947 #24149.

TRW-REDI Property Data Disk, 1994.



(This space reserved for official comments.)

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-009-006

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2626-2632 East Brooklyn Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 6, Site No. 31. Southwest corner of Brooklyn and Mott. Los Angeles County Assessor's Parcel Number 5180-009-006.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story brick commercial/residential building is designed in the two-part commercial block type characterized by a horizontal division into two distinct zones. A row of vertically aligned glazed brick separates the upper and lower levels in this building. Store front display windows and space for commercial wall signs define the first story indicating this level is used for retail purposes. The front entrance which leads to second story apartments is framed by a classical entablature and pilasters. The lower level also features a canted corner entrance. The upper level wall composition is distinctly different from the lower level indicating office or apartment use. The Brooklyn Avenue (north) elevation features four equally spaced windows framed by glazed brick lintels, sills, and surrounds, while the Mott Street (east) elevation features an alternating pattern of narrow and wide window openings. Glazed brick forming a series of rectangular patterns caps each of the upper level windows. A shallow corbelled brick course with medallions frames the roofline. The building has been altered by the removal of the original doors and windows. Portions of the lower level brick facade appear to have been altered.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1924 F.

P7. Owner and Address:

Ben & Betty Freeman  
828 N. Spaulding Avenue  
Los Angeles, CA 90046

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/22/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-009-006

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2626-2632 East Brooklyn Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Lowenthal Stores

B3. Common Name: \_\_\_\_\_

B4. Zoning: C2-1 B5. Threats: Project Related

B6. Architectural Style: Commercial/ Utilitarian

B7. Alterations and Date(s): Windows replaced with aluminum sliders.

Alterations to first floor shop frontage.

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Tcisorek, Louis

Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories

B12. Significance: Theme Commercial Development

Area Los Angeles

Period of Significance 1914-1929

Property Type Commercial

Applicable Criteria N/A

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

The commercial building located at 2626-2632 Brooklyn Avenue was originally built in 1924 for James Lowenthal. Louis Tcisorek was commissioned to design the building, and it was constructed at an estimated cost of \$26,000. The Lowenthal Stores do not appear individually eligible for inclusion in the National Register under criteria A, B, or C because of its lack of association with significant historical events, personages, and for its lack of outstanding architectural qualities. This building would be, however, a contributing feature of the Brooklyn Avenue Brick-Block Thematic District. The district itself does not appear eligible for the National Register of Historic Places under Criterion C at the present time because of a lack of both integrity and high artistic values. However, the district does appear eligible for the California Register of Historical Resources as it embodies the distinctive characteristics of a commercial corridor largely composed of two-story brick blocks constructed in the 1910s to 1920s. Despite the high degree of alterations evident throughout the district, such architecturally compatible brick blocks grouped in this high density are becoming extremely rare in Los Angeles and deserve recognition. Although the buildings in the district are not geographically contiguous, they continue to dominate the streetscape of Brooklyn Avenue and provide it with a New York character, thereby clarifying the avenue's namesake.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

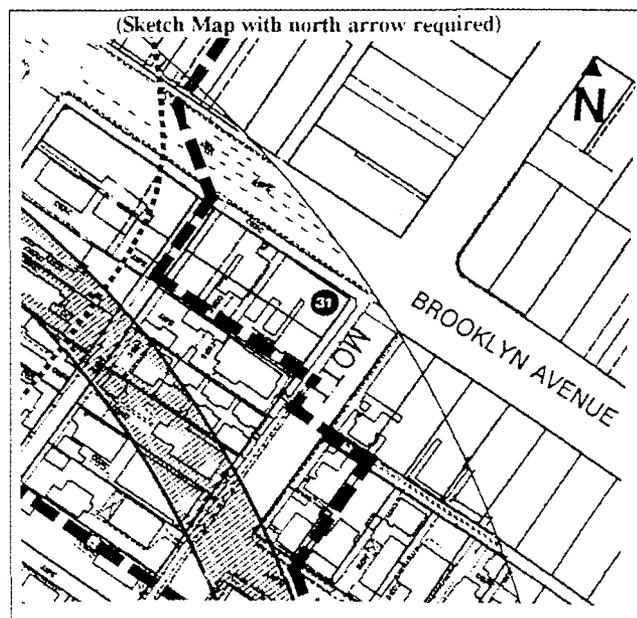
B15. Sources:

Los Angeles Dept. of Building & Safety,  
December 23, 1924 Permit #50524

Los Angeles City Directories, 1924.

TRW-REDI Property Data Disk, 1994.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5D1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5175-014-003

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2105-2107 Brooklyn Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

OUT OF PROJECT APE. Map Reference Sheet No. 5, Site No. CF-1. Los Angeles County Assessor's Parcel Number 5175-014-003.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story commercial brick block contains some rather elaborate Renaissance Revival detailing, particularly at the entrance and window surrounds. The second floor windows are shallow arched, with a slight scroll indent at the stiling. The main entrance opening is arched with generous ornament employed in the form of twisted, engaged columns with Corinthian capitals and an entrance frieze panel. The secondary entrance is rectangular and features an egg and dart surround. Just below the roofline, the building is embellished with a pair of cartouches and a signage panel within a slight parapet. The only apparent alterations are to the ground floor windows and doors, which appear to have been replaced and to the exterior brick wall surface which has been painted.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1927 F.  
1915

P7. Owner and Address:

Salvador Quesada &  
Serpia Quesada  
2237 N. Vermont Ave.  
Los Angeles, CA 90027

P8. Recorded by: (Name, affiliation, and address) Richard Starzak

Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 04/27/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5175-014-003

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2105-2107 Brooklyn Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Hotel Vinogard

B3. Common Name: Don Quixote Fashions

B4. Zoning: C2-2 B5. Threats: Project Related

B6. Architectural Style: Renaissance Revival

B7. Alterations and Date(s): First floor windows and doors replaced.  
Painting of brickwork.

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Schenk, J. R.

Builder: Rudnick, H.

B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories

B12. Significance: Theme Commercial Development Area Los Angeles

Period of Significance 1914-1929 Property Type Commercial Applicable Criteria N/A

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

The 51-room Vinogard Hotel was constructed at the request of Max and Lena Vinogard in 1927. It was designed by J. R. Schenk and constructed by H. Rudnick for an estimated cost of \$25,000. It is a contributing feature of the Brooklyn Avenue Brick-Block Thematic District, which does not appear eligible for the National Register of Historic Places but does appear eligible for the California Register of Historical Resources.

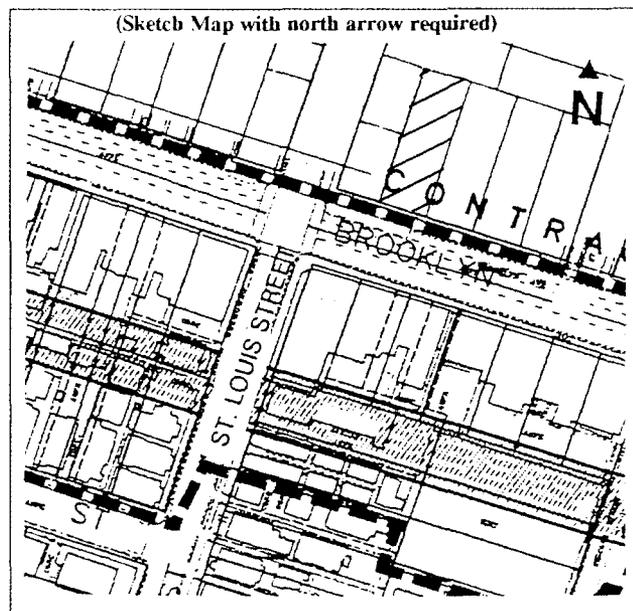
B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Los Angeles Dept. of Building & Safety, October  
28, 1927 Permit #32330

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

NRHP Status Code 5D1

Page 1 of 2

Other Listings \_\_\_\_\_

Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5175-013-002

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2127-2133 Brooklyn Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

NOT IN PROJECT APE. Map Reference Sheet No. 5, Site No. CF-2. Los Angeles County Assessor's Parcel Number 5175-013-002.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a rather typical interpretation of a two-story, two-part commercial brick block. It is rectangular in plan to maximize street frontage available at its corner lot, and has a canted corner entrance at the intersection to facilitate pedestrian access. Ornamentation is limited to glazed brick accentuation of second floor piers and rectangular panel borders between the second floor windows and roofline. The piers do not reach down to the first floor windows and appear supported by corbelled brick. The second floor double-hung sash windows reside in rectangular openings with cement lintels. Most of the ground floor store windows have been enclosed in brick.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1924 F.

P7. Owner and Address:

Valdes Valdemar &  
Maria L. Valdemar  
326 W. Glendon Way  
San Gabriel, CA 91776

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 04/27/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none") \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5175-013-002

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

- B1. Address: 2127-2133 Brooklyn Avenue  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Mr. H. Gorelnik Stores and Apartments Common Name: Los Amigos Sportswear  
B4. Zoning: C2-2 B5. Threats: Project Related  
B6. Architectural Style: Commercial/ Utilitarian  
B7. Alterations and Date(s): First floor windows and doors replaced, some bricked in.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

- B10. Architect: Genser, Harry Builder: Genser, Harry  
B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories  
B12. Significance: Theme Commercial Development Area Los Angeles  
Period of Significance 1914-1929 Property Type Commercial Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

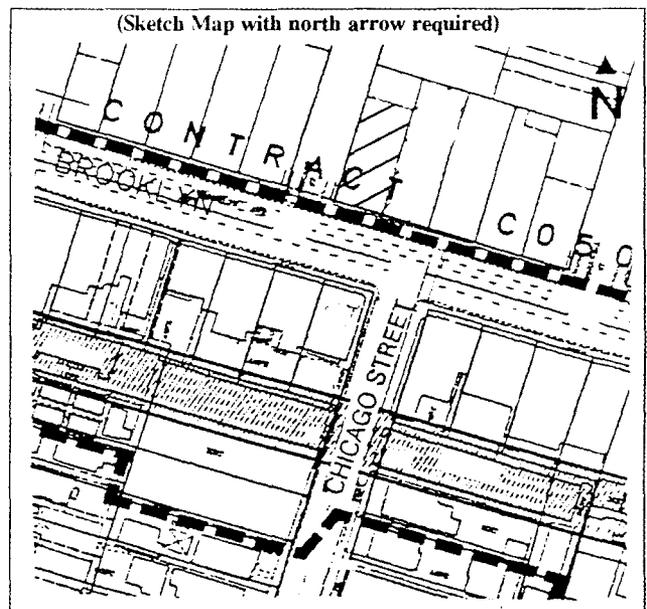
The two-part commercial and apartment block located at 2129-2135 Brooklyn Avenue was originally built in 1924 at the request of Brooklyn Heights developer H. Gorelnik. Harry Genser designed and built it for an estimated construction cost of \$23,000. It is a contributing feature of the Brooklyn Avenue Brick-Block Thematic District which does not appear eligible for the National Register of Historic Places but does appear eligible for listing in the California Register of Historical Resources.

- B13. Evaluator: \_\_\_\_\_  
B14. Date of Evaluation: \_\_\_\_\_  
B15. Sources:

Los Angeles Dept. of Building & Safety, March 19, 1924 Permit #14110

CRA, Architectural/ Historical Survey of Boyle Heights I Expanded, 1985.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5D1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5175-013-003

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2135-2139 Brooklyn Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

NOT IN PROJECT APE. Map Reference Sheet No. 5, Site No. CF-3. Los Angeles County Assessor's Parcel Number 5175-013-003.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A decorated glazed brick spandrel separates the upper and lower levels of this two-part commercial block building. As is common in two-part commercial block buildings, the ground level is defined by nearly floor to ceiling store front display windows and recessed entrances. Checkerboard tile framing the window bases draw the prospective customer's eye toward the recessed entrance door centered between the display windows. Simple illuminated wall signs extend just over the entrances. Brick piers with inlayed glazed brick frame the storefront windows. The upper level is defined by two sets of triple 6 over 1 double hung sash windows flanking two centrally located paired 6 over 1 double hung sash windows to create a unified and symmetrical appearance. The slightly recessed windows are framed by patterned glazed brick surrounds. The roofline features a slightly projecting narrow cornice line. Located just below the cornice line are glazed brick fashioned in a rectangular pattern, giving the upper level facade a horizontal and elongated appearance. A two-story brick pier with inlayed glazed brick frames the east side of the structure. One first floor window has been replaced by aluminum louvre doors.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1924 F.

P7. Owner and Address:

Valdemar Valdes &  
Maria L. Valdes  
326 W. Glendon Way  
San Gabriel, CA 91776

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak/Lora Zi  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 04/27/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none") \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5175-013-003

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2135-2139 Brooklyn Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Gorelnik Stores

B3. Common Name: Telas Arco Iris

B4. Zoning: C2-2 B5. Threats: Project Related

B6. Architectural Style: Commercial/ Utilitarian

B7. Alterations and Date(s): Minor to first floor windows, signage.

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Genser, Harry

Builder: Gorelnik, H. (owner built)

B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories

B12. Significance: Theme Commercial Development Area Los Angeles

Period of Significance 1914-1929 Property Type Commercial Applicable Criteria N/A

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

The two-part commercial and apartment building located at 2135-2139 Brooklyn Avenue was originally built at the request of Brooklyn Heights developer H. Gorelnik. He commissioned Harry Genser to design the building, which was constructed in 1924 for an estimated cost of \$19,000. The building is a contributing feature of the Brooklyn Avenue Brick-Block Thematic District which does not appear eligible for the National Register of Historic Places, but does appear eligible for the California Register of Historical Resources.

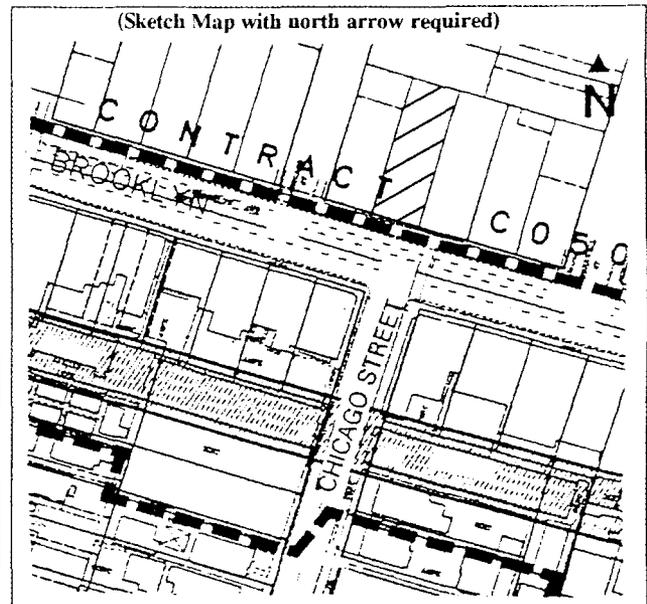
B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Los Angeles Dept. of Building & Safety, April 22,  
1924 Permit #19457

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5D1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5175-013-006

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2209-2211 Brooklyn Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

NOT IN PROJECT APE. Map Reference Sheet No. 5, Site No. CF-4. Los Angeles County Assessor's Parcel Number 5175-013-006.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story brick block was designed in the Renaissance Revival style, including a rather dramatic series of showcase windows forming an arcade along the Cornwell Street (east) elevation. The keystones of the arcade nearly reach the abbreviated cornice line. Alterations have resulted in the removal of the Brooklyn Avenue windows and filled in a former entrance on Cornwell.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1927 F.

P7. Owner and Address:

Riva & Hyman Kosman  
5769 Aldea Avenue  
Encino, CA 91316

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 04/27/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5175-013-006

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2209-2211 Brooklyn Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Gorelnik Bank & Stores

B3. Common Name: Mariscos Seafood

B4. Zoning: C2-2 B5. Threats: Project Related

B6. Architectural Style: Renaissance Revival

B7. Alterations and Date(s): Some windows replaced, and secondary entrance opening filled in.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Selden, Louis Builder: Gorelnik, H. (owner built)

B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-1 story

B12. Significance: Theme Commercial Development Area Los Angeles

Period of Significance Spanish Peri Property Type Commercial Applicable Criteria C

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

The building located at the northwest corner of Brooklyn Avenue and Cornwell Street was originally built in 1927 as a branch bank and retail store speculative development for H. Gorelnik. Louis Selden designed the building which was constructed for an estimated cost of \$10,000. It is a contributing feature of the Brooklyn Avenue Brick-Block Thematic District which does not appear eligible for the National Register of Historic Places but would appear to meet the criteria of the California Register of Historical Resources.

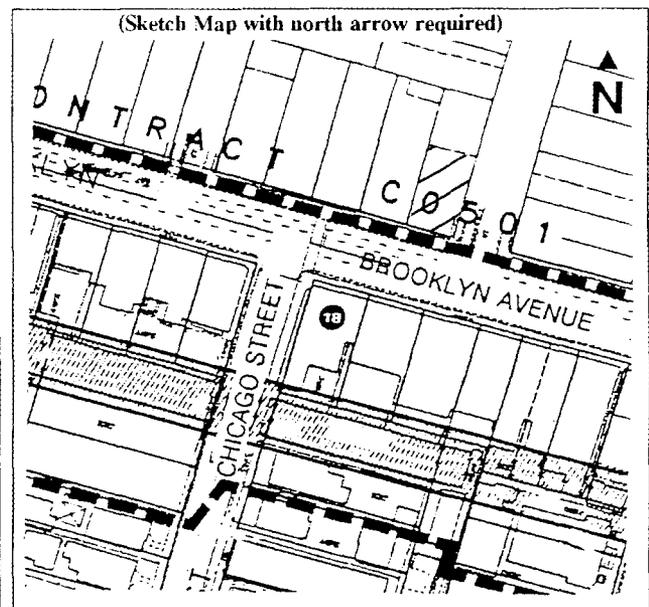
B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Los Angeles Dept. of Building & Safety, original permit #18538, 07/01/1927.

(This space reserved for official comments.)



*INDIVIDUAL PROPERTIES*

*Appearing Ineligible for the National Register of Historic Places,  
but  
Appearing Eligible for Local Listing  
or  
the California Register of Historical Resources*

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5174-018-029

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 1832 East 1st Street

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map 4, Site 12. Workman & Hollenbeck Tract, Lot 14. Los Angeles County Assessor's Parcel Number 5174-018-029.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This is a two-story building designed as a two-part commercial block characterized by a horizontal division into two distinct zones, each reflecting a different use inside. The one-story lower zone at street level provides store front commercial space. The one-story upper zone consists of apartments. This combination of ground floor retail and upper floor residential uses was a prevalent form of commercial development dominating the business districts of cities and towns from the 1850s to the 1950s. Red tile piers with white triangular tile inlays frame large store front windows and entrances at ground level. White tile borders the base of the plate glass windows. The upper level is defined by a brick facade highlighted by glazed brick vertically placed to form a horizontal row below the window ledges. A narrow row of vertically placed glazed brick is used to visually separate the lower half from the top half of the building. A belt course formed by vertically and horizontally spaced raised glazed brick frames the slightly stepped parapeted roofline. The second story windows are double hung sash. Window awnings decorate the upper and lower levels. The building remains virtually unaltered.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1923 F.

P7. Owner and Address:  
Prieto, Pedro & Mercedes  
1428 Appian Way  
Montebello, CA 90604

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/11/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5174-018-029

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 1832 East 1st Street

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: George B. Kellick Block

B3. Common Name: \_\_\_\_\_

B4. Zoning: C2-2 B5. Threats: Project Related

B6. Architectural Style: Commercial/ Utilitarian

B7. Alterations and Date(s): Appears to be essentially unaltered, with the exception of the signage and awnings, all easily reversible.

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B9. Related Features:

None.

B10. Architect: Tyler, Frank M.

Builder: Kellick, George B.

B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories

B12. Significance: Theme Commercial Development Area Los Angeles

Period of Significance 1914-1929

Property Type Commercial/Res

Applicable Criteria C

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

Built in 1923 for George Kellick, a grocer, at a cost of \$30,000, this building is rather typical of a 1920s brick block containing stores along the street frontage and apartments above. Because it is not a particularly rare type, it does not appear to be eligible for inclusion in the National Register under Criterion C at this time. However, since it has undergone very few significant alterations and was designed by a notable local architect, Frank Tyler, it should be considered eligible for inclusion in the California Register of Historical Resources. It appears to meet California Register criterion (c)(3) as it embodies the distinctive characteristics of a type, a 1920s brick block, and represents the work of an important creative individual, Frank Tyler. Frank Tyler was responsible for the design of many distinctive residential structures in Los Angeles during the 1910s and 1920s, including the George F. Getty mansion, formerly at Wilshire and Kingsley and J. F. Grass mansion formerly in Hollywood. Among his most notable extant works are: the Craftsman style "Chalet Apartments" at 2375 Scarff Street (L.A. Historic Cultural Monument #467); several Prairie style residences in the South Serrano Avenue Historic District (National Register, 01/28/1988); the Mission Revival S. J. Peters Residence in Victoria Park Circle; several residences in the Wilton Place National Register District; and several large scale Craftsman style residences in the Highland Park area, like the Elonzo Stagg Residence at 219 North Avenue 56 and Residence for John Engelke at 5930 Echo Street, which appear eligible for the National Register.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

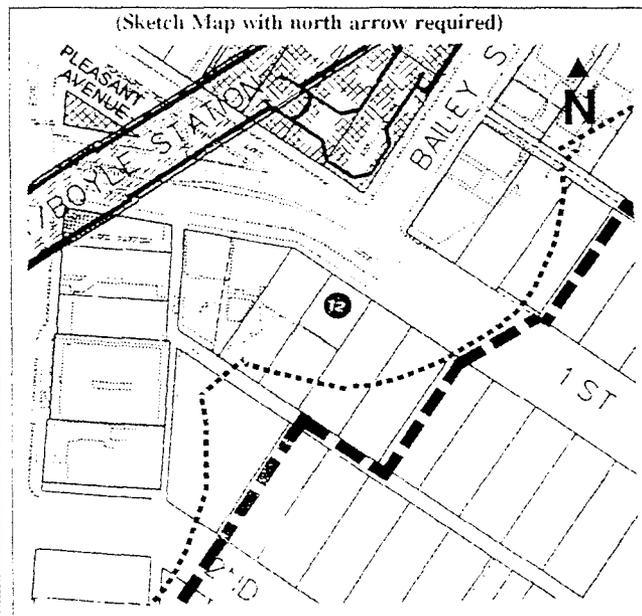
B15. Sources:

Los Angeles Dept. of Building & Safety, April 19, 1923 Permit #17669

CRA, Architectural/ Historical Survey of Boyle Heights I, 1980.

"From Pueblo to City." Los Angeles:  
Leberthon Publishing Co., 19\_\_.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5174-014-046

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 1719 Pleasant Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 4, Site 13. Northside of Pleasant Avenue, 150-200 feet west of Bailey Street. Los Angeles County Assessor's Parcel Number 5174-014-046.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The composition of this two-story Craftsman apartment building consists of three symmetrically grouped rectangular solids: a central mass with flat roof, overhanging eaves and exposed roof beams; a nearly full height, half-width porch, also with beams and overhang; and a rear unornamented mass of dwelling units which forms the leg of the T-shaped plan. The centrally located raised front entrance is set under a two-tiered porch which is supported by square wooden posts arranged in groups of three; the upper-level posts rest on a closed railing and the lower-level posts rest on stone piers. Concrete stairs framed by stepped stone piers lead to the wide entrance. The exterior wall surface is covered with clapboard siding. The front facade has typical cottage style fenestration with transoms and simple wooden surrounds. The side windows are rectangular shaped, vertically oriented, and grouped in both singles and pairs. The apartment building maximizes the lot area and is located between store front commercial buildings and has a long side driveway. The front yard is landscaped with trees and bushes and enclosed by a concrete border and fence. The building is in good condition and appears to have remained unaltered.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1911 F.

P7. Owner and Address:  
Iwanaga, George S.  
Miyuki Flores Trust  
1970 N. Arroyo Blvd.  
Pasadena, CA 91103

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zie  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/08/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5174-014-046

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 1719 Pleasant Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Tenement House for O. J. Beeson B3. Common Name: Famous Apartments

B4. Zoning: C2-2 B5. Threats: Project Related

B6. Architectural Style: Craftsman

B7. Alterations and Date(s): Virtually unaltered.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

None.

B10. Architect: \_\_\_\_\_ Builder: Mills, George H.

B11. Historic Attributes: (List attributes and codes) HP3. Multiple Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles

Period of Significance 1893-1913 Property Type Tenement Applicable Criteria N/A

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

The building located at 1719 Pleasant Avenue was originally built in 1911 as a 36 unit tenement house for O. J. Beeson. George H. Mills was contracted to erect it for an estimated construction cost of \$15,000. Although the building has survived in relatively intact condition, it was designed in the Craftsman style which is still quite common in the Los Angeles area, and does not appear to exhibit distinctively high levels of craftsmanship or possess high artistic values, and therefore does not appear to meet Criterion C of the National Register of Historic Places at this time. It is unique enough, however, to be considered for eligibility to the California Register of Historical Resources under the identical Criterion (c)(3) as a representative example of a Craftsman style tenement house.

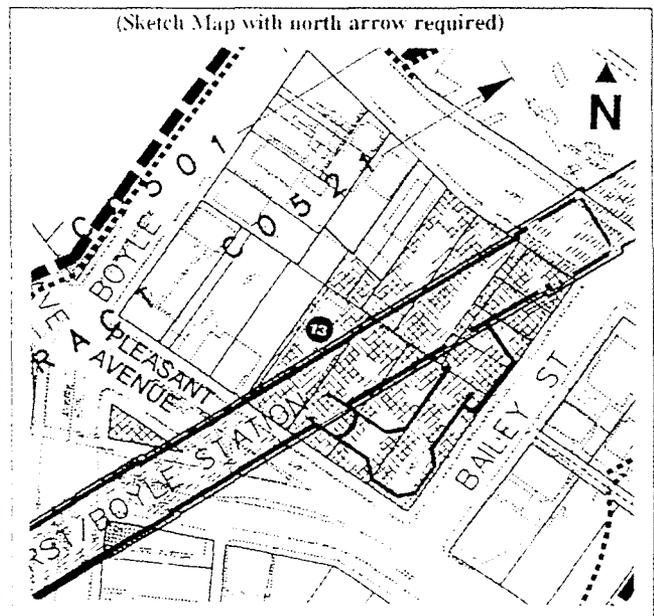
B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Los Angeles Dept. of Building & Safety, 1911 permit #2088.

Los Angeles Daily Journal, March 18, 1911.



(This space reserved for official comments.)

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5183-002-003

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2116-2118 East Brooklyn Avenue  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

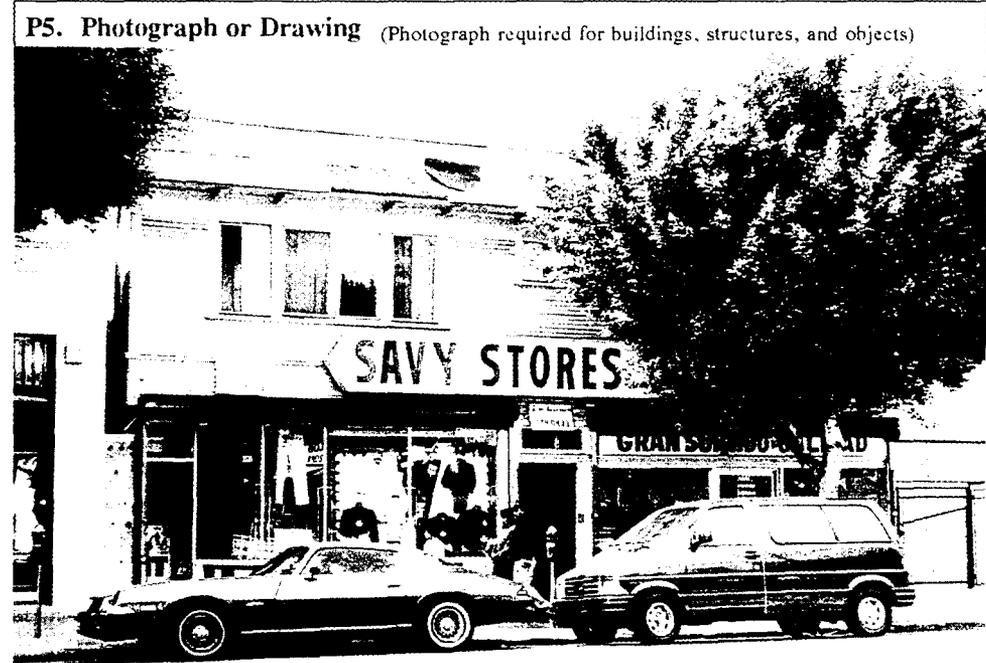
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map No. 5, Site No. 16. Los Angeles County Assessor's Parcel Number 5183-002-003.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The two-story commercial building located at 2116-2118 Brooklyn Avenue is a fairly simple interpretation of a two-part wood frame block. Nearly all of the window and doors have been replaced with aluminum frame and aluminum slider types, however, the building still retains the character of a western false front commercial building because of the thin clapboard siding, parapet roof, and simple wooden cornice with block modillions. The second story windows are the Chicago type, while the street level windows are all fixed, large pane. The building is constructed in a rectangular plan and is essentially devoid of ornamentation.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1908 F.

P7. Owner and Address:  
David & Molly Rendel  
354 S. Reeves Drive  
Beverly Hills, CA  
90212

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/14/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5183-002-003

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 2116-2118 East Brooklyn Avenue

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Beer Brothers Block

B3. Common Name: Savy Stores

B4. Zoning: C2-2 B5. Threats: Project Related

B6. Architectural Style: False Front Commercial

B7. Alterations and Date(s): First floor windows and doors replaced

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: \_\_\_\_\_ Builder: Beer, Herbert E. & H. George

B11. Historic Attributes: (List attributes and codes) HP6. Commercial Building-2 stories

B12. Significance: Theme Commercial Architecture Area Los Angeles

Period of Significance 1893-1913 Property Type Commercial Applicable Criteria N/A

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

The combination stores and apartments building located at 2116-2118 Brooklyn Avenue was originally built in 1908 by contractors and owners Herbert E. and H. George Beer. Because the windows and doors have been replaced, its architectural integrity has been diminished and the building would not qualify for inclusion in the National Register of Historic Places under Criterion C at the present time. No known important historical events have occurred at this building for it to be considered under Criterion A, and the association with the Beer brothers would not appear to qualify it under Criterion B. Despite the alterations, however, it may be eligible for the California Register of Historical Resources because it is such an unusual type in Los Angeles, a western style false-front commercial block.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

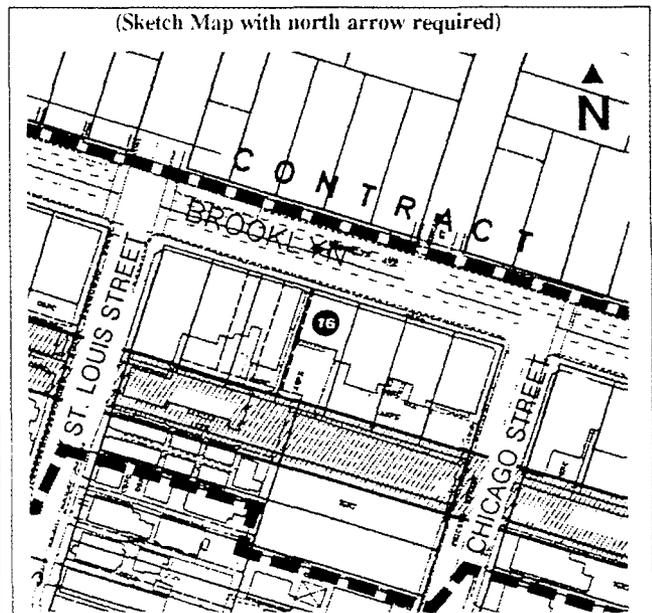
B15. Sources:

Los Angeles Dept. of Building & Safety,  
December 22, 1908 Permit #7214

Los Angeles City Directories, 1908.

TRW-REDI Property Data Disk, 1994

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-008-016

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 334 North Mathews Street  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map No. 5, Site No. 25. Los Angeles County Assessor's Parcel Number 5180-008-016.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story Spanish Colonial Revival fourplex was built essentially in a rectangular plan with a variation due to a centrally located, full height, recessed entrance bay. The recessed entrance bay is distinguished by a protruding, open porch supported on twisted columns and featuring a pitched red tile roof enclosing a pediment with cartouche. The second story of the entrance bay features a pair of bell arched openings separated by a slender, twisted, engaged column, and is crowned by a shallow corbelled cornice. The two end bays of the main or western elevation are topped by a low pitched gables and contain a shallow inscribed two-story arch which defines the window bay. Each set of windows are grouped according to a central fixed pane with vertically elongated, multipaned flanking windows with compatible arch type, rounded at the second story and flate at the first. The central windows are separated from their flanking partners by a pair of two-story, engaged, twisted columns. A series of cartouches are used to separate the first floor window groups from the second. Other ornamental details include quioning at the outside corners and ornamental garlands in the gable peak.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1928 F.

P7. Owner and Address:  
Sadao Sawai  
334 1/2 N. Mathews St.  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/11/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-008-016  
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 2

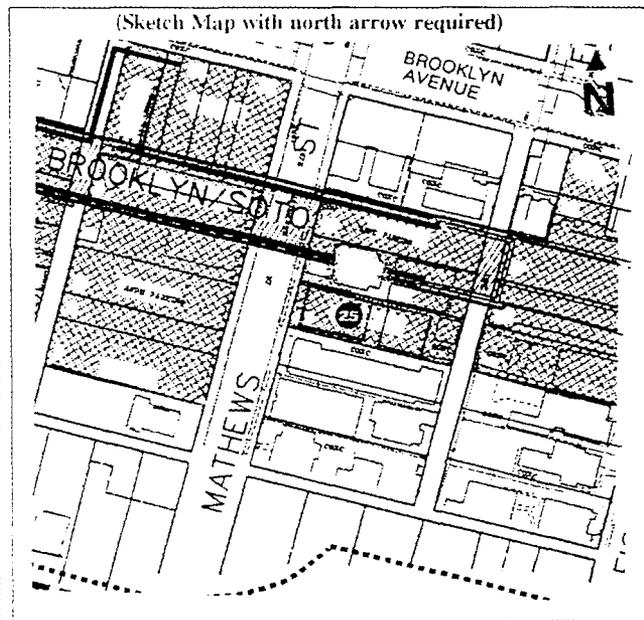
- B1. Address: 334 North Mathews Street  
City: Los Angeles County: Los Angeles Zip: 90033  
B2. Historic Name: Apartments for Elja S. Ginsburg B3. Common Name: \_\_\_\_\_  
B4. Zoning: R4-1 B5. Threats: Project Related  
B6. Architectural Style: Spanish Colonial Revival  
B7. Alterations and Date(s): Virtually unaltered.  
B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
B9. Related Features:

- B10. Architect: Goldberg, Joseph M. Builder: Falb, Harry & Falb, Morris  
B11. Historic Attributes: (List attributes and codes) HP3. Multiple Family Property  
B12. Significance: Theme Residential Architecture Area Los Angeles  
Period of Significance 1914-1929 Property Type Residential Fourplex Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The residential fourplex located at 334 North Mathews Street was built for bottle dealer Elja S. Ginsberg in 1928. Ginsberg commissioned Joseph M. Goldberg to design the building and the Falb Brothers to erect it at an estimated construction cost of \$12,000. Although it is a good example of a Spanish Colonial Revival fourplex, it is not particularly unique and numerous other examples of this type are still commonly found in good condition throughout Los Angeles. It would not, therefore, appear eligible for consideration for inclusion in the National Register of Historic Places under Criterion C. Furthermore, there are no known important historical associations with either events or persons which would qualify this building for consideration under criteria A or B. The quality of design and degree of craftsmanship is good enough, however, for this building to be considered for eligibility to the California Register of Historical Resources.

- B13. Evaluator: \_\_\_\_\_  
B14. Date of Evaluation: \_\_\_\_\_  
B15. Sources:  
Los Angeles Dept. of Building & Safety, original permit #10432, 04/10/1928  
TRW-REDI Property Data Disk, 1994  
Los Angeles City Directories, 1928

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-008-018

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 338 North Mathews Street

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_: Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 5, Site 26. Los Angeles County Assessor's Parcel Number 5180-008-018.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This massive, two-story American Foursquare house incorporates aspects of the Classical Revival style. This Classical Box is built in a square-shaped plan, but has an asymmetrical front facade created by the first-story half-width porch. The first story has a cottage window with a header. Paired one-over-one double hung sash windows with bracketed sills, flank a centrally located second story window. The porch has been substantially altered by an enclosure and probable conversion to quarters. Classical Revival detailing includes the decorative, paired modillions beneath the soffits of the main roofline, dormer, and porch roof. The clapboard, square porch columns with ionic capitals and wood molding with floral pattern motifs are further examples of the Classical Revival style, as is the wooden antepagment surrounding the recessed door. Narrow clapboard siding covers the exterior wall surface. The house is built on a lot landscaped with a single mature tree and surrounded by a metal security fence. A garage was added to the property in 1910. Some windows have been covered or replaced by plywood.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both

1903 Factual

1910 (Garage)

P7. Owner and Address:

Diaz, Fernando

& Lynetta Diaz Cruz

338 N. Mathews St.

Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak/Lora Zie

Myra L. Frank & Assoc., Inc.

811 W. 7th Street, Suite 800

Los Angeles, CA 90017

Date Recorded: 03/11/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none"

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-008-018

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 338 North Mathews Street

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Eugene P. Fallis Residence

B3. Common Name: \_\_\_\_\_

B4. Zoning: R4-1 B5. Threats: Project Related

B6. Architectural Style: American Foursquare/Classical Rev.

B7. Alterations and Date(s): Partial porch enclosure

Garage added to back in 1910.

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B9. Related Features:

Detached garage.

B10. Architect: \_\_\_\_\_

Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture

Area Los Angeles

Period of Significance 1893-1913

Property Type Residential SF

Applicable Criteria N/A

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

This residential building was constructed in the year 1903 by owner Eugene P. Fallis, an insurance agent. The first year of assessed improvements on the property, 1904, indicated a value of \$1,800, roughly half the cost of construction. The historical association with Eugene Fallis does not appear sufficient to warrant consideration under Criterion B of the National Register of Historic Places. Two-story American Foursquare residences are still quite common in the Los Angeles area, but few are ornamented with Classical Revival capitals. It would not appear to qualify for the National Register under Criterion C because of the loss of integrity due to the porch enclosure. It would, however, appear to qualify for inclusion in the California Register of Historical Places.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

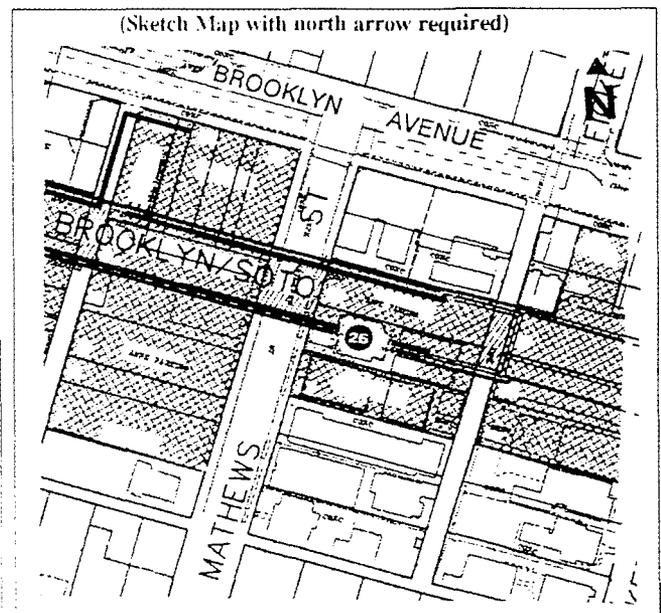
B15. Sources:

Los Angeles Dept. of Building & Safety, garage permit #10104, 12/6/1910.

Los Angeles County Assessor's Map Books, Book 11 Page 19, 1900-1908

Los Angeles City Directories, 1904-05.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

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Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-008-013

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 329 North Fickett Street

City Los Angeles

Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 6, Site No. 28. Lot 11 of Dennis & Cook's Subdivision of Lot 3 of the Mathews and Fickett Tract. Los Angeles County Assessor's Parcel Number 5180-008-013.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The residential building located at 329 North Fickett Street was designed in a fairly early interpretation of the Craftsman style of architecture, although the clarity of this has been somewhat diminished as a result of the porch enclosure. It is built in a simple rectangular plan, although the asymmetrical cross gable gives the second story an L-shaped arrangement. The most characteristic Craftsman features are the use of exposed rafter tails, simple bargeboards with scrolled ends, and a series of brackets and knee braces to support the roof overhang above the gable. The exterior siding is a wide clapboard, with shingling used in the gable. The transition from clapboard to shingle marks the physical limit of the gable and accentuates the extent of the broad overhang. The entrance area is currently a cutaway opening, situated between a square bay and porch enclosure which probably was built when the dwelling was converted into a duplex. Another vestige of the duplex transition is the second story separate access provided by the staircase along the southern elevation. The second story windows are 6 over 1 double hung sash and the bay window features a large fixed pane with multipane fixed transom.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1907 Factual

P7. Owner and Address:

Martinez, Jose & Guadalupe  
331 N. Fickett Street  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation, and address) Richard Starzak

Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/25/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-008-013

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

B1. Address: 329 North Fickett Street

City: Los Angeles County: Los Angeles Zip: 90033

B2. Historic Name: Ferdinand Gottschalk Residence B3. Common Name: \_\_\_\_\_

B4. Zoning: R4-1 B5. Threats: Project Related

B6. Architectural Style: Craftsman/Shingle Influence

B7. Alterations and Date(s): Staircase added to the south side; conversion to duplex evident at entrance area; enclosure of porch area at south end.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:  
Garage to rear.

B10. Architect: Heineman, Arthur S. Builder: Heineman, Arthur S.

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles--Boyle Heights  
Period of Significance 1893-1913 Property Type Craftsman Applicable Criteria N/A

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

The residential building located at 329 North Fickett Street was built for Ferdinand Gottschalk in 1907. Gottschalk (b. 1819) immigrated from Germany in 1831, and settled in St. Louis. Initially working as a carpenter, he served in the Missouri legislature from 1852 until 1881 when he moved to Los Angeles. During the boom period of the late 1880s he purchased a lot at 1337 Wright Street and constructed his own home. In 1887 he developed the realty/architectural firm known as Strange & Gottschalk, although this partnership appears to have come to an abrupt halt with the end of the boom. He continued to work as a carpenter and reside at Wright Street until construction of this home on Fickett Street, amassing a good fortune during the interim. He commissioned architect Arthur S. Heineman to design and build the home for an estimated cost of \$2,700. Arthur S. Heineman, often in association with Alfred Heineman, designed many wonderful Craftsman style homes in Pasadena and Los Angeles from about the time the Gottschalk house was constructed until the mid-1920s, well after it began to lose its popularity. Heineman's stylistic range and command has been appreciated by Gebhard & Winter to such an extent that they included two of his designs to only one of the Greene & Greene in their 1985 book's "photographic history" section. Compared to Heineman's later command and virtuosity of the style, the Gottschalk Residence is a fairly simple, altered design and does not appear to meet Criterion C of the National Register. Furthermore, the fact that Ferdinand Gottschalk was an (Continued)

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

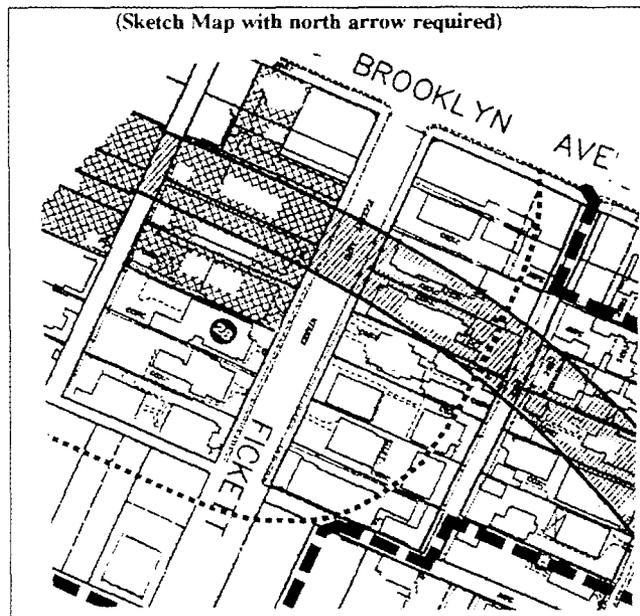
Gebhard & Winter. "Architecture in Los Angeles: A Complete Guide." 1985.

Guinn, J. M. "History of California & Its Southcoast Counties." 1907.

Los Angeles City Directories, 1886-1908  
L.A. Building Permit #1950, 04/15/1905.

(This space reserved for official comments.)

(Sketch Map with north arrow required)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-008-013

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

Page 3 of 3

Continuation     Update

## B12. Significance

immigrant carpenter who became well-to-do would not appear sufficient to qualify it under Criterion B for this association. However, despite significant alterations of the porch enclosure, conversion to duplex and addition of an exterior, 2nd-story staircase, the strength of Arthur Heineman's design of the Ferdinand Gottschalk Residence appears to qualify it for inclusion in the California Register of Historical Resources.

Arthur and Alfred Heineman's Craftsman residential designs are well represented in Pasadena, and to a somewhat lesser degree in Los Angeles. In Pasadena, his works include: the Hindry House (1909) at 781 Prospect Place; the Ross House (1911) at 674 Elliot Drive; 885 S. El Molino (1911); the O'Brien House (1912) at 1327 S. Oak Knoll; the Freeman House (1913) at 1330 Hillcrest; Bowen Court (1913) at 539 Villa Street, which has been listed in the National Register (06/17/1982); and the house at 1233 Wentworth which was built in 1913. The Parsons Bungalow (1909), moved to 1605 E. Altadena Drive in Altadena was declared by Gebhard & Winter writing in 1985 as "simply one of the finest, most characteristic California bungalows to be found anywhere."

In Los Angeles, works by the Heinemans in addition to the Gottschalk Residence include: the Lucien Gray Residence (1909) at 2515 4th Avenue; 1974 W. 22nd Street (1905); the Dr. H. H. Smith Residence at 2523 4th Avenue (1912); the Gless House (1924) at the southwest corner of Plymouth and 6th; and the group of bungalows at 110, 179, 201, and 228 S. Ardmore and 720 and 741 Irolo.

Several of the Heinemans' best designs would clearly be eligible for National Register consideration, but the Gottschalk Residence is only noteworthy as one of Arthur Heineman's earliest known works. For this reason and because of the extent of its alterations, its eligibility to the California Register appears to be more appropriate than to the National Register.

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5180-017-027

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 2719 Michigan Avenue

City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map 6, Site 32. Los Angeles County Assessor's Parcel Number 5180-017-027.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This modest, one-story Queen Anne house is rectangular shaped in plan with a steeply pitched pyramidal shaped hipped roof with a protruding closed front gable bay and a separate hipped element over the partial-width front porch. The structure has an asymmetrical front facade created by the partial-width front porch and corner bay. The front gable has a pent roof and is embellished with fishscale shingles, a bargeboard, gable molding, and a multi-paned attic window. Decorative Queen Anne detailing includes the turned porch posts and the decorative wall overhangs left by the cutaway bay window in the corner bay. The windows are predominantly narrow, rectangular shaped with one-over-one double hung sashes. The front door is lighted by a fixed transom window. Simple wooden surrounds frame the windows and door. The house is situated on a slightly raised, minimally landscaped lot surrounded by a metal security fence set on a low concrete wall. The structure has been altered by the addition to the rear and the replacement of the porch steps.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1894 Estimated

P7. Owner and Address:

Padilla, Henry & Dolores  
2723 Michigan Avenue  
Los Angeles, CA 90033

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zi  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/14/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5180-017-027

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

- B1. Address: 2719 Michigan Avenue  
City: Los Angeles County: Los Angeles Zip: 90033
- B2. Historic Name: William J. Dinneen Residence B3. Common Name: \_\_\_\_\_
- B4. Zoning: R4-1 B5. Threats: Project Related
- B6. Architectural Style: Queen Anne
- B7. Alterations and Date(s): Addition to rear.  
Replacemnt of porch steps.
- B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_
- B9. Related Features:

B10. Architect: \_\_\_\_\_ Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles--Boyle Heights

Period of Significance 1893-1913 Property Type Queen Anne Residence applicable Criteria N/A

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

The single family residential building located at 2719 Michigan Avenue appears to have been built in 1894 for William J. Dinneen, a conductor of the Los Angeles Railway Company, cable division. Dinneen continued to own and reside at the property until well after the turn of the century. Assessed improvements on this property reached a value of \$400 in 1900, representing roughly half the market value. The historical association with Dinneen does not appear important enough to meet Criterion B of the National Register. The building's architectural integrity has been diminished because of the replacement of the porch steps, porch railings, side shed awning and rear addition. Because of these alterations, the William J. Dinneen Residence does not appear to qualify for the National Register under Criterion C. It does represent an important enough type, a Queen Anne residence, with enough integrity intact to be considered for the California Register of Historical Resources.

B13. Evaluator: \_\_\_\_\_

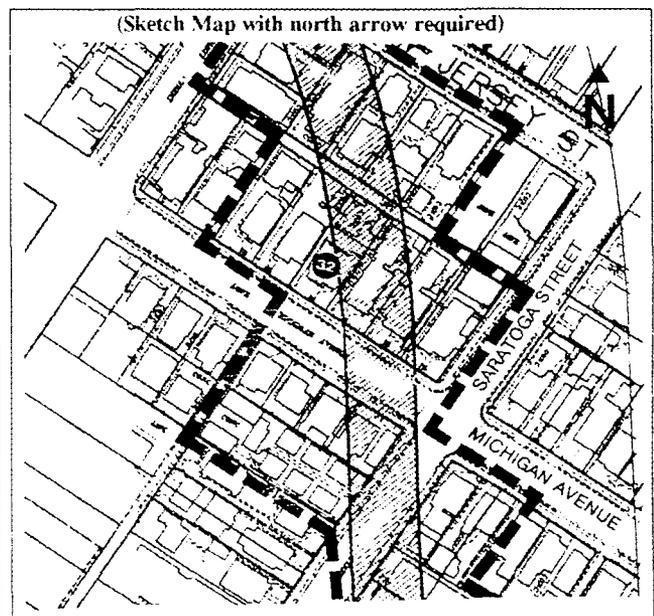
B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

Los Angeles County Assessor's Map Books,  
Book 11 Page 17, 1900-1908

Los Angeles City Directories, 1894-1899.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5179-015-005

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 3464 East 1st Street

City Los Angeles Zip 90063

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

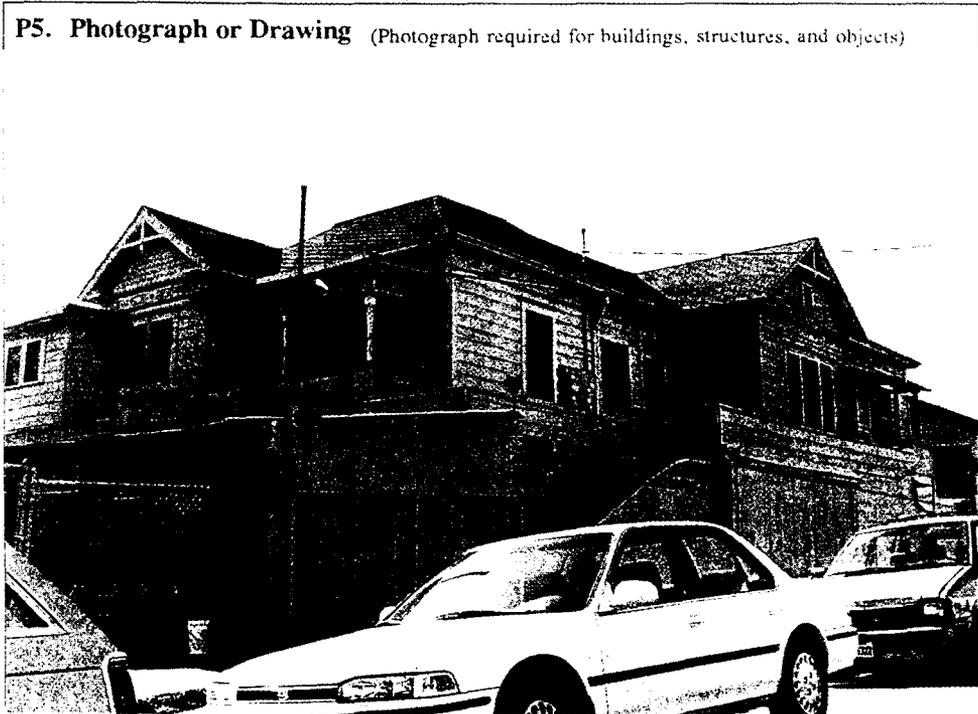
Project APE Map 7, Site 36. Southeast corner of East 1st and Velasco Streets. Los Angeles County Assessor's Parcel Number 5179-015-005.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The residential building situated to the rear of the lot at the southeast corner of Velasco and East 1st Streets was a once good example of the Eastlake style which has undergone a move and some significant alterations which tend to obscure its finest qualities. When it was moved to the rear of the same lot in 1930, it was raised up onto a garage and the new lower level was insensitively built up and enclosed with staircases and storage areas. An addition was also attached to the northeast corner of the original building, partially obscuring the square bay which typified the style. Some of the nicer craftsmanship of the building is still visible, however, most notably the gable stickwork, turned columns, patterned shingling, and rosette frieze. The original exterior siding was horizontally laid shiplap, and the roof was designed in a truncated hipped style. The original windows appear to be intact, an unusual condition for a building which pre-dates the late-1880s boom period in Los Angeles.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1884 c.

P7. Owner and Address:

Behar Properties, Ltd.  
3455 East 1st Street  
Los Angeles, CA 90063

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/15/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5179-015-005  
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 2

- B1. Address: 3464 East 1st Street  
City: Los Angeles County: Los Angeles Zip: 90063  
B2. Historic Name: G. E. Platt Dairy House B3. Common Name: \_\_\_\_\_  
B4. Zoning: C2-1 B5. Threats: Project Related  
B6. Architectural Style: Eastlake  
B7. Alterations and Date(s): Major alterations to lower level (1930). Moved to rear of lot (1930).  
Various multi-family additions, partially obscuring main facade at NE corner.  
B8. Moved?  No  Yes  Unknown Date: 07/28/1930 Original Location: From front of same lot to rear.  
B9. Related Features:

B10. Architect: \_\_\_\_\_ Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles  
Period of Significance 1846-1884 Property Type Residential SF Applicable Criteria N/A

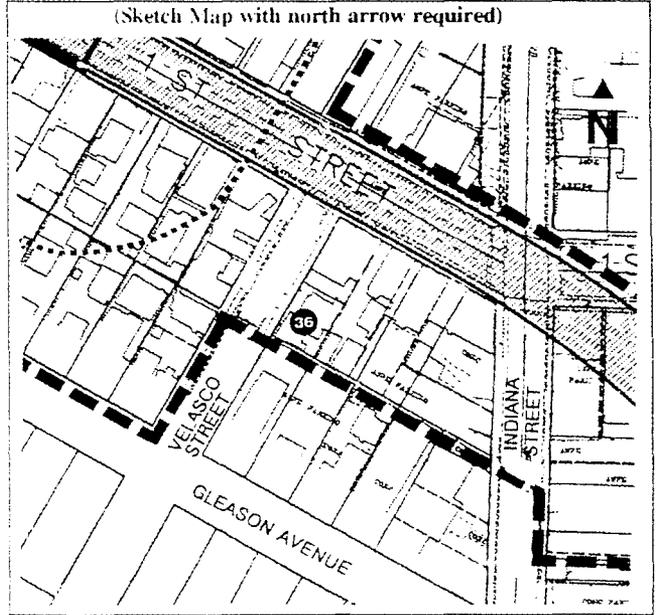
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Although the building located at the southeast corner of 1st Street and Velasco in Boyle Heights appears to have been used as the residential portion of the G. E. Platt Dairy in the nineteenth century, a 1930 move to the rear of the same lot and extensive alterations have diminished its architectural integrity and integrity of setting. The insensitive treatment of the new lower level has severely compromised the feeling of a nineteenth century dairy house. The Eastlake style is still well represented in the Boyle Heights neighborhood of Los Angeles, as exemplified by the Egleston Residence at 1519 Pleasant Avenue, Munger Residence at 121 Echandia, and cottages at 2016 New Jersey and 224 Cummings. The Eastlake style is also still represented in parts of Los Angeles, such as Highland Park, Lincoln Heights, and the Trinity/23rd Street neighborhoods. Because of its lack of integrity and the presence of other Eastlake style homes of this quality in Boyle Heights, this building does not appear to qualify for inclusion in the National Register under Criterion C at this time. Because of its unusual history as having once served as a nineteenth century dairy farmhouse in what is now a densely built up major metropolitan area, it appears eligible for the California Register of Historical Resources.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

- B15. Sources:  
Los Angeles County Assessor's Map Books,  
Book 11 Page 3, 1900-1908  
  
Los Angeles Dept. of Building & Safety, July 28,  
1930 permit #17544.  
  
Los Angeles City Directory, 1897 p. 1304



(This space reserved for official comments.)

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAN/5238-002-040

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 508-512 South Indiana Street

City East Los Angeles (Unincorporated) Zip 90063

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 8, Site No. 38. Los Angeles County Assessor's Parcel Number  
5238-002-040.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story brick building is built in an H-shaped plan, with one of the crossings emphasized by its crowning with a dome upon a cube shaped bell house. The frequent use of concrete for banding and lintels offsets the regularity of the brickwork. The first floor metal casement windows are typical of those used in the 1930s, and they are fitted in flat arched openings with concrete lintels. The second story windows are arched and are topped by a continuous band of concrete, flush with the wall surface. Each of the two wings facing Indiana Avenue (west elevation) received a different window and surface ornamentation. The northern wing features a round, stained glass window and flush concrete trim, producing an illusion of a stepped pyramid. The southern wing features a flat window arch with simple horizontal concrete banding, and no trim at the roofline. The entrance area is protected by a tile roof.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both

1936 Estimated

1963 - Alterations

P7. Owner and Address:

Latin American Council

of Christian Churches

508 S. Indiana Avenue

Los Angeles, CA 90063

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak

Myra L. Frank & Assoc., Inc.

811 W. 7th Street, Suite 800

Los Angeles, CA 90017

Date Recorded: 03/16/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5238-002-040

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 508-512 South Indiana Street

City: East Los Angeles (Unincorporated) County: Los Angeles Zip: 90063

B2. Historic Name: Spanish American Baptist Seminary Common Name: Indiana Senior Care Center; El Sinai

B4. Zoning: C3 B5. Threats: Project Related

B6. Architectural Style: Renaissance Revival

B7. Alterations and Date(s): Alterations due to cinder block window and door enclosures.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: \_\_\_\_\_ Builder: \_\_\_\_\_

B11. Historic Attributes: (List attributes and codes) HP16. Religious; HP36. Ethnic Minority Property, LA-Latino

B12. Significance: Theme Religious Development Area Los Angeles

Period of Significance 1930-1945 Property Type Religious Applicable Criteria N/A

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

The Spanish American Baptist Seminary purchased the lots located at the southeastern corner of Indiana and East 5th Streets on January 25, 1930 from Herbert Francis Key. Construction occurred in 1930 when the assessed property improvements increased from \$260 to \$21,880. According to Leland Hines writing in 1966, "In 1932, the Spanish American Baptist Seminary was established in Los Angeles as a joint project of the Home Mission Society, the State Convention, and the Los Angeles City Mission Society. Although it never achieved a large student body or full academic status by American seminary standards, it trained a majority of the Mexican pastors for the Southwest and many for Latin America. In 1964 it concluded its classroom instructions and turned its assets into a scholarship fund for the education of Spanish-speaking youth." It later became known as the Cladic Seminary, El Sinai, and Indiana Senior Care Center. It appears to have been altered by cinder block enclosures of some doors and windows. Because of this loss of integrity, the building does not appear to be eligible for the National Register of Historic Places at this time. It should be considered, however, for inclusion in the California Register of Historical Resources.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

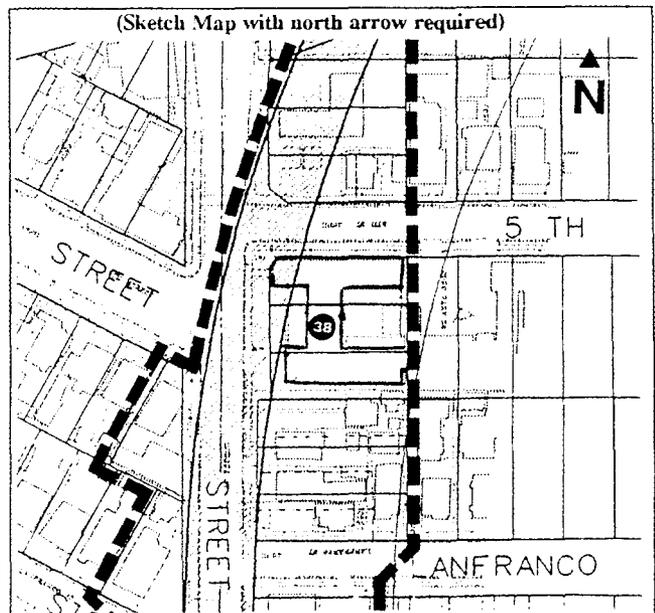
B15. Sources:

Los Angeles County Assessor's Map Books,  
Book 304 Page 9, 1926-1933.

Hines, Leland D. "Baptists in Southern  
California." Valley Forge: The

Judsen Press, 1966, p. 161.

(This space reserved for official comments.)



*INDIVIDUAL PROPERTIES*

*Appearing Ineligible  
for either  
the National Register of Historic Places,  
or  
the California Register of Historical Resources*

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 5S1

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5172-021-900

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 1401 East 1st Street  
City Los Angeles Zip 90033

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map 3, Site 7. Bounded by East 3rd, East 4th, Clarence, and Gless streets. Los Angeles County Assessor's Parcel Number 5172-021-900.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This International style public housing project includes nine three-story dormitory buildings planned in a linear arrangement of three by three. The three rows are separated by an asphalt parking strip with mature trees and grassy lots appearing regularly along the project periphery. The multi-family units are constructed of reinforced concrete, and present a rather uninspired interpretation of the International style. Each dormitory unit is designed in a rectangular block placed on the horizontal, with the center bisected by a vertical stair shaft. On either side of the shaft are evenly spaced windows in ABA configuration, with the center window somewhat smaller in dimension. The long side of each block is protected by a horizontal slab cornice. A pair of narrow horizontally oriented windows punctuate the sheer facade of the end walls, which project above the flat roofline. The modest landscape features do not alleviate the severity of the design as they tend to do in the original campus of Aliso Village, located to the north of First Street.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:  
 Prehistoric  Historic  Both  
1942 F. (This extension)  
1941-1953 (Aliso Village)

P7. Owner and Address:  
Los Angeles City  
Housing Authority

P8. Recorded by: (Name, affiliation, and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/16/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other  
Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5172-021-900

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 1401 East 1st Street

City: Los Angeles

County: Los Angeles

Zip: 90033

B2. Historic Name: Aliso Village (Extension at Clarence & Gless) Corridor Name: \_\_\_\_\_

B4. Zoning: M1-2 B5. Threats: Project Related

B6. Architectural Style: International

B7. Alterations and Date(s): None apparent.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

Aliso Village Public Housing Project, located at 1832 East 1st Street.

B10. Architect: Flewelling, Adams, Davis, Weston Builder: Derrick, C.J. (Eng.); Campbell, R.E.

B11. Historic Attributes: (List attributes and codes) HP3. Multiple Family; HP35. New Deal Public Works Project

B12. Significance: Theme Residential Architecture Area Los Angeles

Period of Significance 1930-1945 Property Type Public Housing Complex Applicable Criteria N/A

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

The Aliso Village Housing Project is a typical example of a public housing project of the early 1940s. The original plan of the project, which exhibits a much higher quality of design, is located to the north of 1st Street, between Mission Road and the 101 Freeway. This extension to the original was constructed beginning in 1942, and does not directly relate either geographically or architecturally to the main campus. The extension is related to the rest of Aliso Village, however, by the group of architects responsible for its design, its period of construction, and funding. Ralph C. Flewelling was Chief architect of all phases of the project from 1941 to 1953, overseeing design efforts by George Adams, Walter Davis, Eugene Weston, and Lloyd Wright and landscape architecture by Katherine Bashford and Fred Barlow Junior. Flewelling studied architecture at MIT from 1916-17, worked as a draftsman in Los Angeles from 1920-23, and opened his own Beverly Hills practice in 1924. Other commissions included the Beverly Hills Post Office (1933); USC's Harris Hall of Architecture and Fine Arts (1939); the Mudd Memorial Hall of Philosophy (1926), also at USC; and the Robert Lee Frost Auditorium of Culver City High School (1965). The main campus of Aliso Village might qualify for inclusion in the National Register under Criterion C, however, this relatively uninspired dormitory procession quality of its remote extension south of 3rd Street would not appear to qualify under the same criterion.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

B15. Sources:

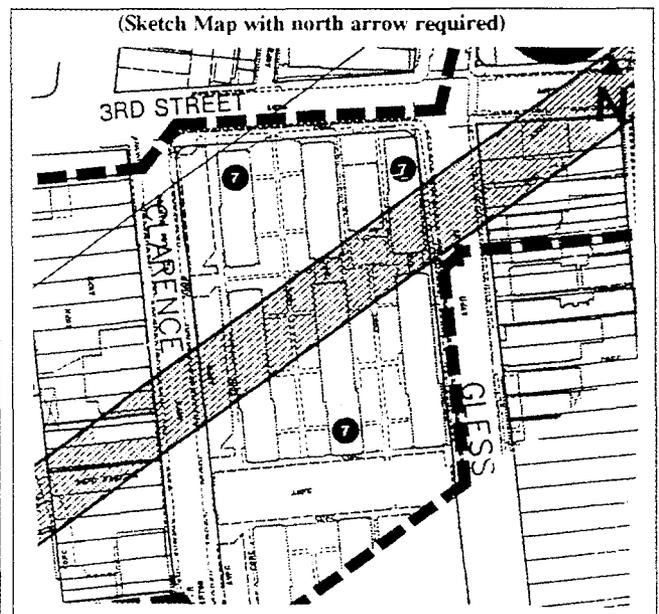
Los Angeles Dept. of Building & Safety, February 25, 1942 Permit #2801.

February 25, 1942, Permit #2776 (\$107,000).

Gebhard & Winter, 1985 page 246.

Gebhard & Von Breton, 1989 p. 93 & 1083

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5179-008-003

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 3310 East 1st Street

City Los Angeles Zip 90063

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

Project APE Map No. 7, Site No. 34. Los Angeles County Assessor's Parcel Number  
5179-008-003.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story Craftsman house was built in a long, rectangular plan, thereby maximizing use of the narrow lot. The structure has a steeply pitched hipped roof, a shingled front gable dormer, and brick chimney. The extended eaves and exposed rafter tails in the hipped roof and dormer are typical Craftsman features. Clapboard siding covers the exterior wall. The front gable dormer sports a small window pane flanked by louvered vents. The hipped roof overhangs the broad, full-length, recessed front porch which is supported by a dentiled arched lintel carried on battered half-length wood posts resting on rusticated stone piers. A latticework stone balustrade encloses the porch. Stepped, rusticated stone piers border the porch steps. The slightly off-center main door is located between two large Chicago style windows. A simple wooden entablature surrounds the front door. Fenestration along the side facade includes a bay window and rectangular one-over-one double hung sash windows of varying sizes with wood lintels and sills. The house is situated on a minimally landscaped lot enclosed by a security fence set on a block wall. The structure has been altered by the stone facing applied to the porch and the painted stone work.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1910 Factual

P7. Owner and Address:

Franz, Fred A. Trust  
2024 S. Angelcrest Dr.  
Hacienda Heights, CA  
91745

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zie  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/24/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5179-008-003

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 3310 East 1st Street

City: Los Angeles

County: Los Angeles

Zip: 90063

B2. Historic Name: George and J. Hollis House

B3. Common Name: \_\_\_\_\_

B4. Zoning: C2-1 B5. Threats: Project Related

B6. Architectural Style: Craftsman

B7. Alterations and Date(s): Some stone facing applied to porch area, painted stonework.

B8. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: \_\_\_\_\_

Builder: Easler, James

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture

Area Los Angeles

Period of Significance 1893-1913

Property Type Residential SF

Applicable Criteria N/A

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

This single family residential building was erected for George and Mrs. J. Hollis in 1910 by contractor James Easler for an estimated construction cost of \$1,350. While residing at this house in 1911, George H. Hollis listed his occupation in the Los Angeles City Directory as a conductor for the Southern Pacific Railroad. The Hollis House is a typical example of the Craftsman style, a style which is still commonly represented throughout Los Angeles with unaltered examples of similar quality. It has also lost some of its architectural integrity as a result of the stone facing applied to the original wood exterior wall surface. It does not appear eligible for either the National Register of Historic Places or California Register of Historical Resources because it is a typical example of such a common style, and because it has no known association with important historical persons or events.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

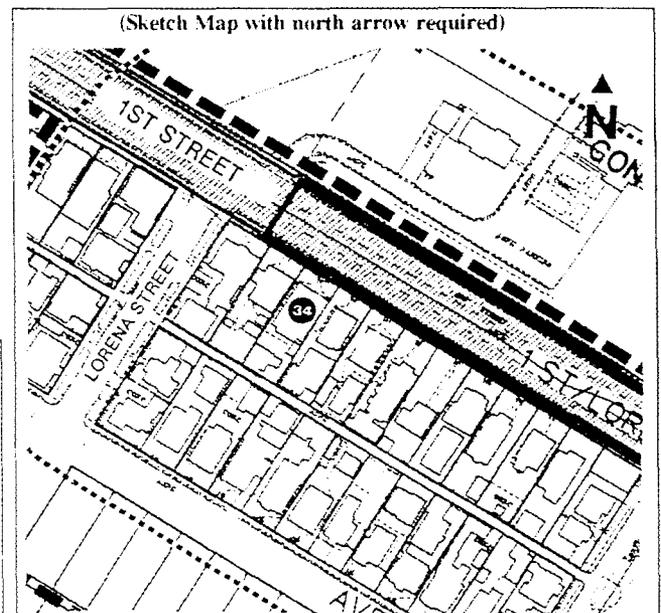
B15. Sources:

Los Angeles Dept. of Building & Safety,  
November 30, 1910 permit #9909.

TRW-REDI Property Data Disk, 1994.

Los Angeles City Directories, 1911.

(This space reserved for official comments.)



# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/5179-008-005

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 3318 East 1st Street

City Los Angeles Zip 90063

b. UTM: USGS Quad \_\_\_\_\_ (7.5'/15') Date \_\_\_\_\_; Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map 7, Site 35. Los Angeles County Assessor's Parcel Number 5179-008-005.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This modest, one-story Turn of the Century Cottage was built in a rectangular-shaped plan with a steeply pitched, pyramidal shaped roof with flared eaves. An off-center front gable poking through the hipped roof is set above the recessed, partial-width front porch. Detailing in the front gable is limited to a rectangular-shaped louvered vent and slightly up-turned eaves. There is a simple frieze band under the cornice. The partial-width front porch is supported by round, half-length columns set on brick piers connected by a decorative, concrete balustrade. The cottage window on the front facade is embellished with a narrow decorative header inlaid with a row of vertically arranged hexagonal-shaped window panels. The structure has a composition shingle roof and narrow clapboard siding exterior set on a cement block foundation. It is built on a slightly raised, minimally landscaped lot accessed by concrete steps and surrounded by a concrete retaining wall. There are no visible alterations to the structure.

P4. Resources Present:  Building  Structure  Object  Site  Element of District  District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1908 Factual

P7. Owner and Address:

Martone, Angela B.  
36124 42nd Street  
Palmdale, CA 93552

P8. Recorded by: (Name, affiliation, and address) Richard Starzak/Lora Zie  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/24/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/5179-008-005

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 2

B1. Address: 3318 East 1st Street

City: Los Angeles

County: Los Angeles

Zip: 90063

B2. Historic Name: Patrick Dooley House

B3. Common Name: \_\_\_\_\_

B4. Zoning: C2-1 B5. Threats: Project Related

B6. Architectural Style: Turn of the Century Cottage

B7. Alterations and Date(s): Virtually unaltered.

B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: \_\_\_\_\_ Builder: Muegenburg, Charles

B11. Historic Attributes: (List attributes and codes) HP2. Single Family Property

B12. Significance: Theme Residential Architecture Area Los Angeles

Period of Significance 1893-1913 Property Type Residential SF Applicable Criteria N/A

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

The single family dwelling located at 3318 East 1st Street was built for Patrick Dooley in 1908 by contractor Charles Muegenburg for an estimated cost of \$1,100. While residing in this house in 1908, Patrick Dooley listed his occupation as "laborer" in the Los Angeles City Directory. The Dooley House is a typical example of a residential building built around the turn of the century in Los Angeles, and many examples similar in style and superior in design quality are still commonplace in the Los Angeles area. Because it is a modest example of a common type, it does not appear to be eligible for either the National Register of Historic Places or the California Register of Historical Resources for its architectural merit. Furthermore, it has no known association with an important historical event or person to be further considered for eligibility.

B13. Evaluator: \_\_\_\_\_

B14. Date of Evaluation: \_\_\_\_\_

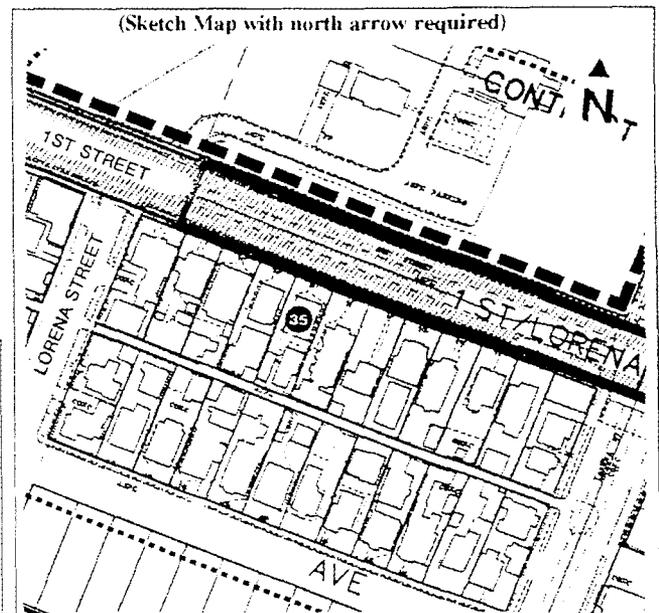
B15. Sources:

Los Angeles Dept. of Building & Safety, March 23, 1906 permit #2329.

TRW-REDI Property Data Disk, 1994.

Los Angeles City Directories, 1908.

(This space reserved for official comments.)



**HISTORICAL and  
ARCHAEOLOGICAL  
EVALUATION**

**APPENDIX B**  
**Historical and Archaeological Evaluation**

**METRO RAIL RED LINE EASTERN EXTENSION:  
HISTORICAL AND ARCHAEOLOGICAL EVALUATION  
OF SEVEN STATIONS**

Stations: Little Toyko; First/Boyle; Brooklyn/Soto; First/Lorena; Whitter/Rowan;  
Whitter/Arizona; and Whitter/Atlantic

Prepared for

Cordoba Corporation  
811 Wilshire Boulevard, 18th Floor  
Los Angeles, California 90017

Prepared by

Judith A. Rasson, Ph. D.

March 1994

GREENWOOD AND ASSOCIATES  
725 JACON WAY  
PACIFIC PALISADES, CALIFORNIA 90272

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## INTRODUCTION

This technical report is a contribution to the studies in support of the Eastside Corridor of the Metro Red Line Extension which extends eastward from the Los Angeles Central Business District to just east of Atlantic Boulevard. The AA/DEIS/DEIR identified cultural resources as a potential issue of impact. This concern prompted site-specific research for each of the station areas where construction would affect historic/archaeological resources. The locations reported here are: Little Tokyo, First and Boyle, Brooklyn and Soto, First and Lorena, Whittier and Rowan, Whittier and Arizona, and Whittier and Atlantic (Figure 1).

The study is based upon historical maps, archives, and literature, with the objective of documenting past land uses, occupation, and structures which may have left important evidence on or below the surface, and characterizing the communities or populations represented for the purpose of identifying and assessing any remains found to be present. The data are applied to recommendations about the potential sensitivity of each station location and measures to be taken during construction to avoid significant impacts.

Impacts upon archaeological remains, of either prehistoric or historical origin, may be caused by any process of disturbance which scatters, damages, transports, or destroys important information. Such disturbance may be caused by utility relocation, grading, trenching, boring, materials storage, traffic, or even unauthorized collecting of artifacts. Loss of data or costly delays after construction has begun can most effectively be avoided by advance knowledge of where significant remains may be encountered.

This research was conducted for Greenwood and Associates by Dr. Judith A. Rasson.

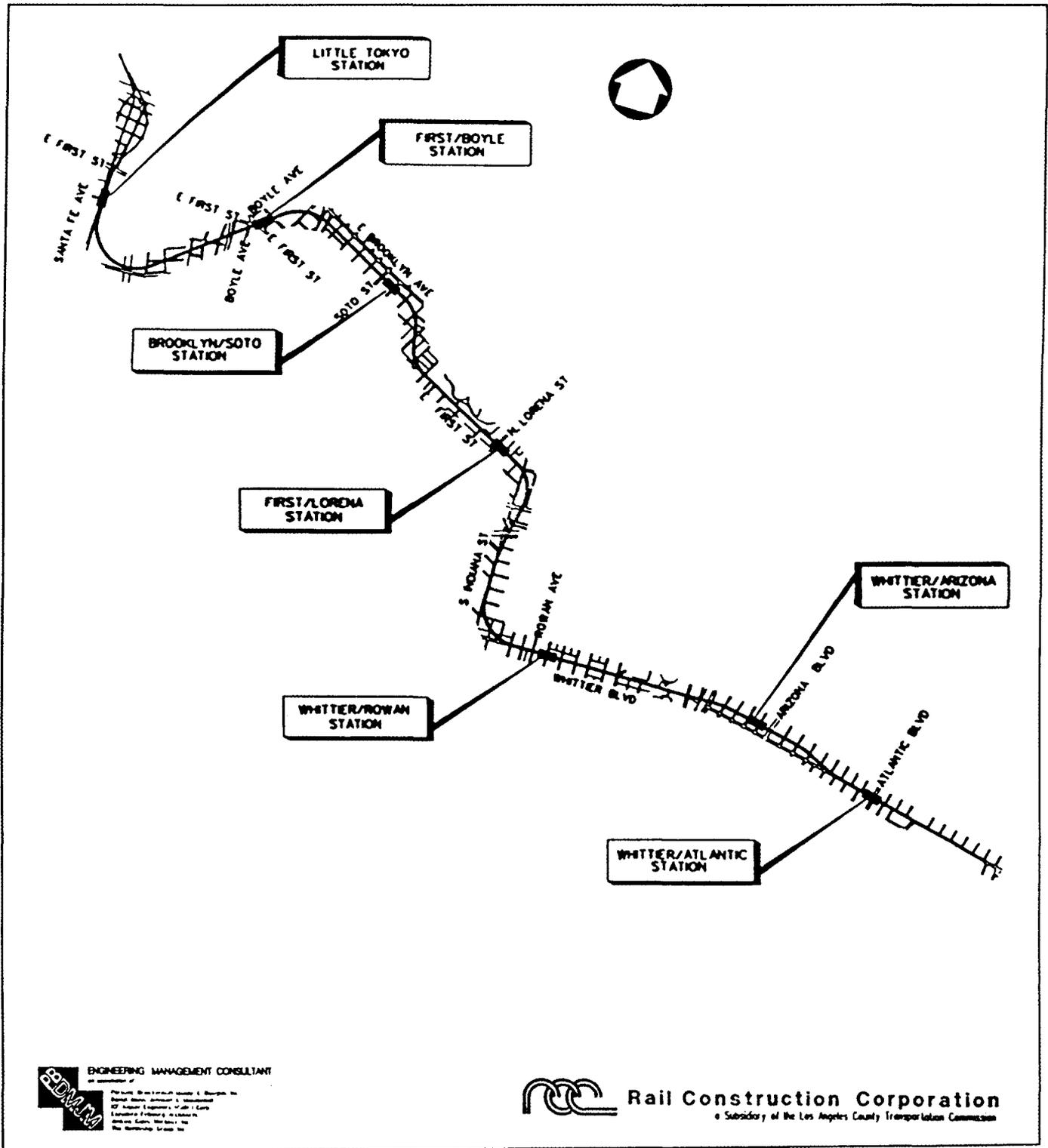


Figure 1. Metro Red Line Project  
East Side Extension Tunnel Line Section (Draft)

## LITTLE TOKYO STATION

The Little Tokyo Metro Rail station will be located on South Santa Fe Avenue at the East Third Street intersection (Figure 2). Across Santa Fe Avenue to the west there are presently three buildings: a one-story building (abandoned) on the southwest corner of the Santa Fe-Third Street intersection, a three-story structure on the northwest corner of the same intersection, and another three-story structure on the southwest corner of the intersection of East Second Street and South Santa Fe Avenue. The Maintenance of Way Building of the Light Rail/Metro Rail stands on the east side of South Santa Fe Avenue. Behind this building lie the railyards for Metro Rail. The Los Angeles River runs roughly north-south east of the railyards.

On the most recent USGS quadrangle (Los Angeles 1981), the 260 foot contour parallels the river, passing through the rail yards on the floodplain. On the first map of the city to show landscape features, this area is depicted as having a distinct escarpment, although the height is not given. The river is shown as flowing in two courses in its bed below the escarpment (Ord and Hutton 1849 reproduced in Harlow 1976:Map 3). The Ord survey was commissioned by the city just after annexation of California by the United States. The city government wanted to establish which lands were occupied, by whom, and which lands were available for sale (Harlow 1976:33).

The area of the Little Tokyo Metro Rail station lies in an historical area of agricultural land along the river (Figure 3). At the date of the survey, the map key indicates that the two fields surrounded by hedges, probably willows (Newmark 1916:25), were in corn and vines. These fields, part of the land allotted to the earliest settlers from Mexico, were among the lowest-lying in the pueblo. No *zanjas* were shown on the map for these fields, perhaps because the land was so low or was served by small feeder ditches. Later maps show *Zanja* No. 1 running between the project area and Alameda Street (Stevenson 1876). An unnamed path or road passed just north of the parcels, in the approximate location of First Street today. It connected the river bank with an unnamed road in the location of Alameda Street today, meeting it approximately at right angles, but did not connect with Main Street, farther north.

The settlement in Los Angeles was concentrated rather than dispersed from the earliest European arrival in numbers in 1769. Houselots were assigned to the first settlers around a plaza, in the Spanish manner. The plaza became the center of town, surrounded by businesses and residences. Farmland stretched from the core of settlement east to the river, where land for crops and gardens was assigned. There was common land, as well, for "pasturage, woods, water, water privileges, hunting, fishing, stone

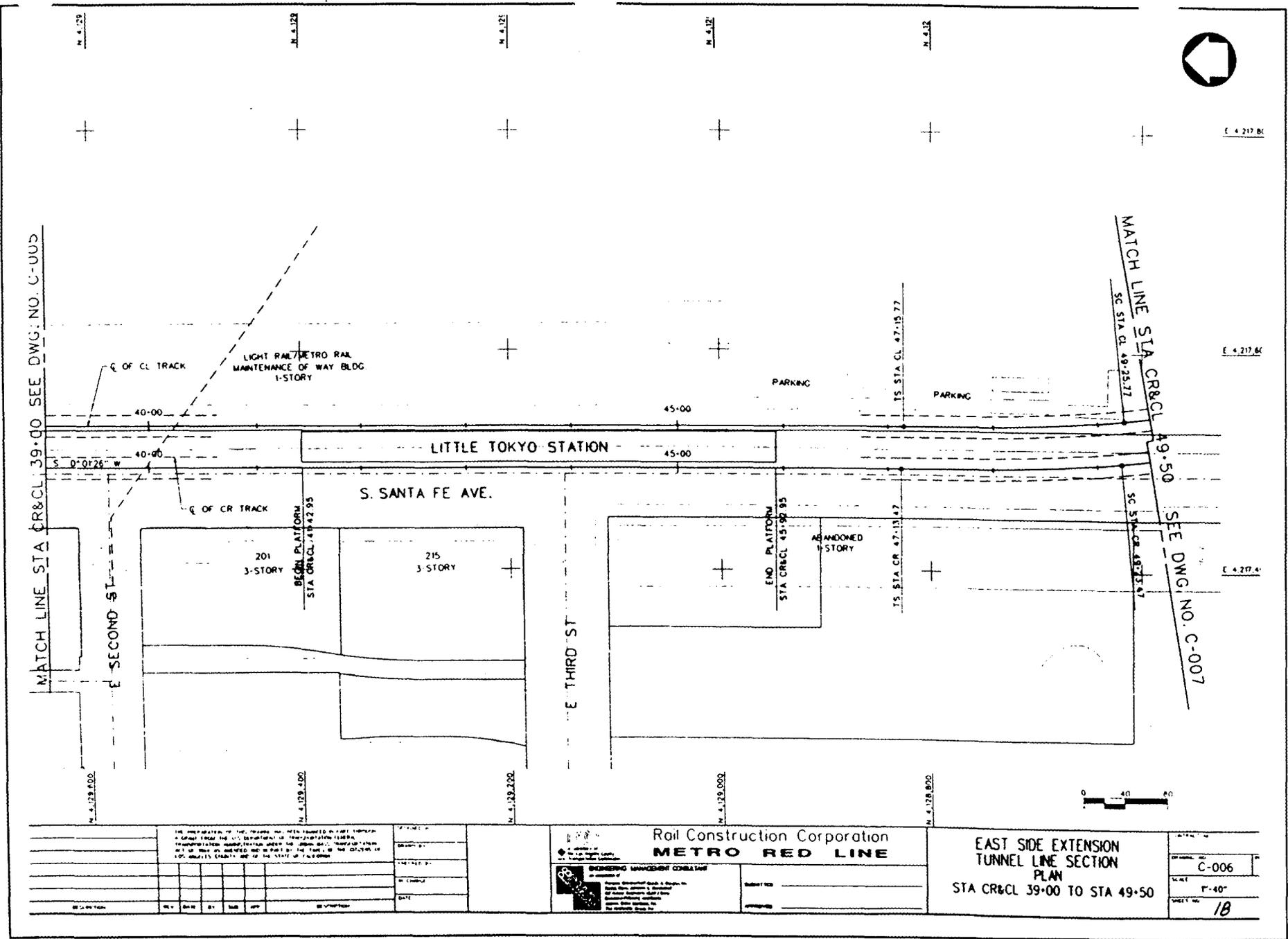


Figure 2. Little Tokyo Station

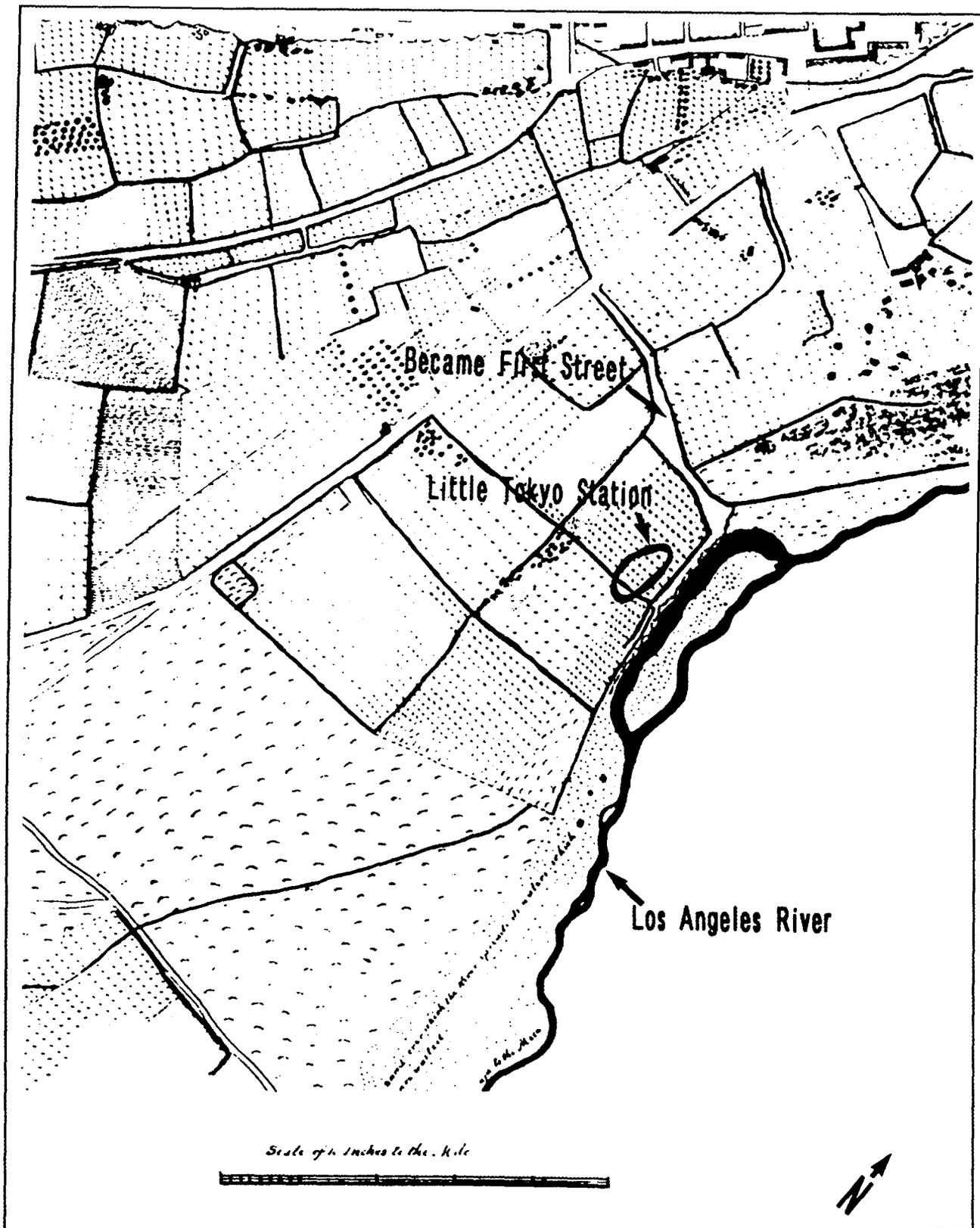


Figure 3. Ord's 1849 Map of Los Angeles (Harlow 1976: Map 3)

quarries, etc." (Dorland 1893:32). Many of the fields between the town and river were later planted to vineyards, grapes having been brought by the Spanish friars. From 1769 to 1861, the Los Angeles area dominated California wine production. Until 1880, wine was produced by individual landowners for local consumption or for shipping to San Francisco (Starr 1985:147). The project area lies in this area of vineyards. "To the East of Main and extending up to that street, there were many large vineyards without a single break as far south as the Ninth Street of to-day [1913]" (Newmark 1916:112).

An 1875 version of the 1849 map, annotated to show "the old zanza [sic] madre, ditches, vineyards and old town, etc." (Kelleher 1875) shows additional street names and property owners' names. Alameda Street was identified by name; the formerly unnamed street connecting the riverbank with Alameda Street is identified as Reed Street. Reed Street extended across the river to the east, although no bridge is shown. This is approximately the course of First Street today, although Reed Street and First Street were not connected north of Alameda. Alameda is significant in the plat of streets in this area of Los Angeles because it ran north-south, in contrast to the rest of the street grid emanating from the plaza, which ran northeast-southwest. The area between Alameda and the river, which also ran approximately north-south, was gridded in streets closer to north-south/east-west in orientation. Some of the major streets from the area west of Alameda change orientation there; First Street is a good example.

The field shapes are the same as on the 1849 base map, with the addition of landowners' names. The Little Tokyo station area seems to coincide with the plots belonging to Messer and Huber. Newmark (1916) describes this locale as vineyards. Kiln Messer was a German immigrant to California in 1854.

After brewing beer for a while at the corner of Third and Main streets, Messer bought a twenty-acre vineyard which, in 1857, he increased by another purchase to forty-five or fifty acres; and it was his good fortune that this property was so located as to be needed by the Santa Fe Railroad, in 1888, as a terminal [Newmark 1916:123].

The adjacent plot, belonging to Huber, was also a vineyard. Joseph Huber, Sr., immigrated to Los Angeles from Kentucky in 1855. By 1859, he had "settled as a vineyardist, occupying the Foster property running from Alameda Street to the river, in a section between Second and Sixth streets" (Newmark 1916:201). Allowing for change in direction of the streets that cross Alameda, this description puts the planned Little Tokyo station on Huber's vineyard.

The presence of well-established parcels, many with permanent crops such as vineyards and boundary walls or hedges, precluded the

extension of the square grid of lots established by Ord and Hutton in areas with no cultural features (north toward the hills and south toward the ocean). The somewhat irregular street grid later established between downtown and the river reflects the absence of a superimposed quadrangular land system.

As Los Angeles grew, land adjoining the central city became more valuable for non-agricultural uses and began to be subdivided. By 1884, several blocks on both sides of Alameda Street south of First Street were divided into lots (Stevenson 1884). The Huber and Messer tracts indicated by Kelleher in 1875 had been consolidated into the Bigelow tract. The land east of these holdings, formerly a wide place in the bed of the Los Angeles River, was designated as city lands. The river by this date had an "official bed," crossed by a bridge at First Street (Stevenson 1884). After the arrival of the Atchison, Topeka and Santa Fe Railroad in 1885, the city lands along the river were developed into the rail yards and station complex. Santa Fe Street was platted and Second and Third Streets were extended to intersect it. The station itself, a magnificent structure with an onion dome, stood between First and Second Streets on the east side of Santa Fe Avenue.

At first, the tracks were only east of Santa Fe Avenue, but after 1906 a freight house was constructed on the west side of Santa Fe Avenue and more short tracks were laid west of the freight house, covering the area from Fourth Street to Third Street (A. T. & S. F. Ry. Co. 1906).

Because of proximity to the railyards, a number of large business concerns, especially wholesalers, were located along Santa Fe Avenue north of Third Street. Large shipments of goods arrived on the trains and were stored nearby, ready to be delivered in smaller lots to retail establishments elsewhere in the city. By 1906, the west side between Second and Third Streets was given over to commercial enterprises, with the exception of a vacant lot on the northwest corner of Third and Santa Fe. On the southwest corner of Second and Santa Fe stood the Parmelee Dohrmann and Company's crockery and glassware warehouse. Next to this warehouse to the west on Second, the Los Angeles Ware House Company provided furniture storage. On Third Street just west of the vacant lot on the corner of Third and Santa Fe stood the North Ontario Packing Company, specializing in dried fruit (Sanborn Map Company 1906:198).

By 1909, the vacant lot on the northwest corner of the Santa Fe-Third Street intersection was the location of R. L. Craig Wholesale Grocers. Next to it stood the North Ontario Packing Company and a building of the Spreckels Company. At the Second Street-Santa Fe Avenue intersection, on the southeast corner, the Parmelee Dohrmann warehouse backed up to the wholesale grocer, while the H. J. Mercer Honey and Bee Supplies building (formerly furniture storage) backed up to the packing company (Gates 1909). These buildings were all

two to three stories high and appear to have been of brick. Although the surrounding blocks had a number of businesses such as the Quaker Bakery on Second Street, Globe Mills A-1 Flour on Geary and Newberry's Groceries on First, there were also a number of hotels and many residences in the area. The whole area of former vineyards was given up to residential and commercial uses by 1909.

Many of these buildings remained in use into the 1950s and some are still standing (Figure 4). By 1950, Pensick and Gordon Wholesale Toys and Novelties had taken over the structure that had housed the R. L. Craig Wholesale Grocers in 1909. Behind this structure, on the southwest corner of Second Street and Santa Fe Avenue, the two-story Parmelee Dohrmann and Company Crockery and Glassware warehouse was demolished and replaced in 1934 by a three story building of reinforced concrete (Sanborn Map Company 1950:196). It was used as the Greybar Electrical Company warehouse and has been described as an Art Deco style commercial office building (U. S. Department of Transportation 1993:Table 4.13.1). Both of these structures have potential National Register of Historic Places eligibility, pending further investigations (Starzak 1994:1).

A variety of immigrants as well as old-time residents had lived in the residential area adjoining the rail yards since their development in the late 1880s. Patterns established early lasted into the 1930s. Most of them worked relatively close to their homes, since they lacked personal transportation and relied on walking or the streetcar for travel to their jobs.

The population around the station area was a mixed community of Euroamericans, European immigrants and Japanese. The Japanese had a vibrant commercial and cultural center in Little Tokyo (now a National Register district), the heart of which lay somewhat to the northwest of the future Little Tokyo Metro Rail station. Japanese residents living in the wider Little Tokyo area were shopkeepers, restaurant proprietors, retail merchants, provided professional services such as medicine, kept hotels, or had barbershops. A Japanese-American informant whose parents had a barbershop on East First Street in the 1920s related that her mother spoke Spanish and Russian, but not English, because those were the languages of her clients (Joyce Itow, personal communication 1994).

Prominent in the area were the Molokans, a fundamentalist Russian sect. They left Russia around the turn of the century in their own diaspora, some settling in Canada, some in Los Angeles, and others in Mexico. They spoke Russian and maintained elements of their national dress. The men kept their beards long and wore their shirts outside their trousers, tied with a cloth belt. The women, wore "vari-colored, bright-hued Sunday clothes" with black woolen shawls (Berokoff 1969:35). Religious observances were important in their lives and they maintained cultural continuity through the church.

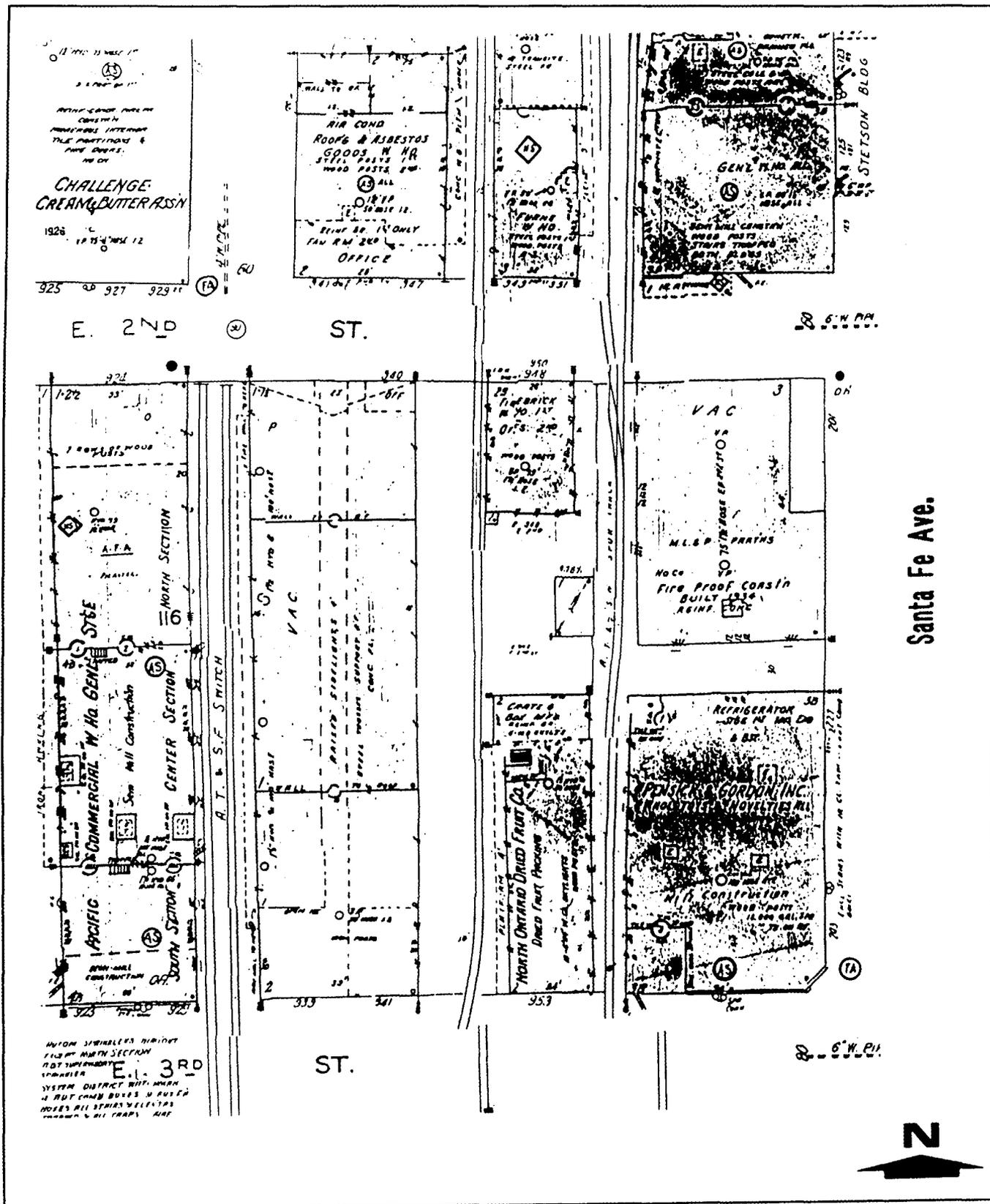


Figure 4. Sanborn 1950 photorevised map showing industrial structures.

The main focus of their settlement was between First Street and Aliso, to the north, but some undoubtedly lived in the neighborhood of the project area. The men were laborers in the wholesale businesses and rail yards; women worked as domestics or in laundries. Molokan families bought homes in the area as soon as they had saved enough money. In the back yards they sometimes built free-standing brick bread ovens and/or *banyas* (saunas) (Berokoff 1969:33-36). Around 1910 many of the Molokans moved across the river to the east, where they settled in the vicinity of their church on South Clarence Street.

Previous cultural resource surveys in Los Angeles have been conducted in the immediate vicinity of the Little Tokyo Metro Rail station. Few prehistoric archaeological sites are known from the downtown and surrounding urban areas. Early construction during Spanish and Euroamerican occupation and the displacement of Native American populations both disturbed the archaeological record and removed knowledgeable informants. Site recording in the past depended on voluntary efforts by archaeologists; only after the 1970s were environmental impact investigations mandated for areas such as these. The location of the Little Tokyo Metro Rail station has never been surveyed or tested for the presence of prehistoric or historical resources.

No subsurface resources have been recorded to date in the immediate area of the Little Tokyo Metro Rail station, although at least two potentially significant structures have been identified in preliminary research for the Red Line Metro Rail project (Starzak 1994:1). A National Register Historic District has been designated not far to the west: the Little Tokyo Historic District, 301-369 First Street and 106-129 San Pedro Streets (National Register 1986). The Los Angeles Cultural Heritage Commission (1994) lists no historic or cultural monuments in the area of the Metro Rail station.

The absence of identified cultural resources should not be taken to mean that none is present. Industrial areas usually receive scant attention in the process of identifying such resources. They tend to be located in areas with utilitarian architecture and few cultural graces. Industry, however, is a critical part of cultural history and reflects changes in both ideas about architecture, industry and life in general as well as practical execution of these ideas.

Several studies of the Red Line Metro Rail corridor have been prepared based on reviews of documentary evidence. In 1988, the historical sensitivity of alternate corridors was assessed by consulting topographic maps from 1896 and 1900; records of the California Archaeological Inventory Regional Information Center, University of California, Los Angeles; and by site visits. The Little Tokyo Metro Rail station is included as Option 6A in Alternative 6--First Street with Metro Rail Yard Station.

Alternative 6 appears to have "a high potential for adversely impacting historic resources" and "only moderate potential" for adverse impacts on prehistoric resources (Engineering-Science 1988:4.28)

In 1992, background research into 50 miles of rail line and 18 surface stations revealed only four recorded archaeological sites, none in the immediate proximity to the Little Tokyo station location (Brown 1992:10). Construction activities and borings before construction of various facilities in the Union Station and downtown areas yielded mainly historic items, but without site numbers being assigned to most of the discoveries (Brown 1992:10-15). None of these projects was in the immediate vicinity of the Little Tokyo station. No mention was made of the project area east of the Los Angeles River.

In 1993, an environmental assessment of the Metro Rail Red Line Eastside Extension reviewed historic fire insurance maps and aerial photographs dating from the 1920s to the 1960s (Geotransit Consultants 1993) with particular attention to locations where hazardous materials, such as gasoline or solvents, were used. No such locations were identified for the Little Tokyo station. Santa Fe Street remained an industrial rather than residential area from the time of the first construction until the present.

A draft environmental impact statement (DEIS) was also prepared in 1993 (United States Department of Transportation 1993:4-13.1 to 4-13.19). Research for the DEIS revealed 73 historic properties on or potentially eligible for the National Register of Historic Places and 70 additional historic resources that are potentially eligible for the California Register of Historic Places (United States Department of Transportation 1993:4-13.2). This report identified two potentially significant standing structures on Santa Fe Avenue near the Little Tokyo Metro Rail station: 201 South Santa Fe Avenue, an Art Deco commercial office building and 215-235 South Santa Fe Avenue, an industrial/utilitarian warehouse. There is expected to be no effect on these structures from construction for Metro Rail (United States Department of Transportation 1993:Table 4-13.1)

Archaeologically, there are expected to be few cultural remains from both the Hispanic and early post-United States-annexation periods. The area of the station and substantial acreage around it were devoted to vineyards, which would leave few remains. There were no known structures or other cultural features on the properties in the vicinity of the area designated for the Little Tokyo Station; settlement was concentrated west of Alameda.

The period after 1887, when the railroad yards were constructed, is expected to be represented primarily by industrial debris such as railroad spikes, nuts and bolts, containers, tools, nails, and so on. There is a possibility that remains of food and alcohol

consumption might be found, since workers might have disposed of trash by discarding it in the vicinity of the workplace.

The potential significance of archaeological discoveries at this station lies in contributions to industrial archaeology. Although there is a substantial body of knowledge about the construction of industrial buildings such as warehouses, less is known about the associated deposits. Such deposits may reveal the material cultural side of behavior carried out in industrial areas.

## FIRST AND BOYLE STATION

The station at East First Street and South Boyle Avenue will not be aligned with the street grid (Figure 5). The grid is irregular at this location because it incorporates historic street locations. The original street grid of Los Angeles was oriented northeast-southwest. Major streets radiating out of the city center still maintain this orientation, which was extended in early surveys of land east of the Los Angeles River (Hancock 1857). In the area between Alameda Street and the river, west of the station area, the street grid was platted partly in a north-south orientation. This may have been because Alameda Street and the river both ran approximately north-south and Alameda was an early thoroughfare that predated most of the street grid.

East of the river there is a transitional zone where the street grid is influenced by topography. Just east of the river the land is rather low-lying, bounded by a 20 to 40 foot bluff. Boyle Avenue runs along the upper edge of the bluff, roughly paralleling the river. In the area between the river and Boyle Avenue, some streets in the grid run north-south or east-west, while the paths of other streets were extended from the west side of the river. First Street is one of the streets that was extended; thanks to an adjustment at the First-Alameda intersection, First meets Boyle at right angles. First Street had one of the three bridges that crossed the river in this area (the other two were at Aliso and Macy Streets to the north, predating the First Street bridge).

East of the First-Boyle intersection, First Street angles into the regular northeast-southwest street grid established by the first survey of the area (Hancock 1857). The intersection is rather unusual: a triangular space remains just to the north of where First crosses Boyle. Pleasant Avenue (coming from the Mount Pleasant tract to the north) creates the triangle and becomes First Street east of Boyle. On the street plat that originally developed at this location, Pleasant Street was an extension of Macy Street east of the Macy Street bridge. The continuation of First Street east of Boyle was called Aliso Avenue, and what is now Bailey Street was State Street (Dakin 1888).

This area, called Boyle Heights, became one of the earliest suburban developments in the city. In 1849, shortly after the annexation of California by the United States, the City Council (*ayuntamiento*) contracted with Lieutenant E. O. C. Ord to make a detailed map of Los Angeles. The city had the right to sell land to raise money, which it needed, but the sale had to be properly documented. Ord and his assistant, William Hutton, produced a map that documented existing streets and land holdings, but only as far as the river on the east side of town (Ord and Hutton 1849 in Harlow 1976).

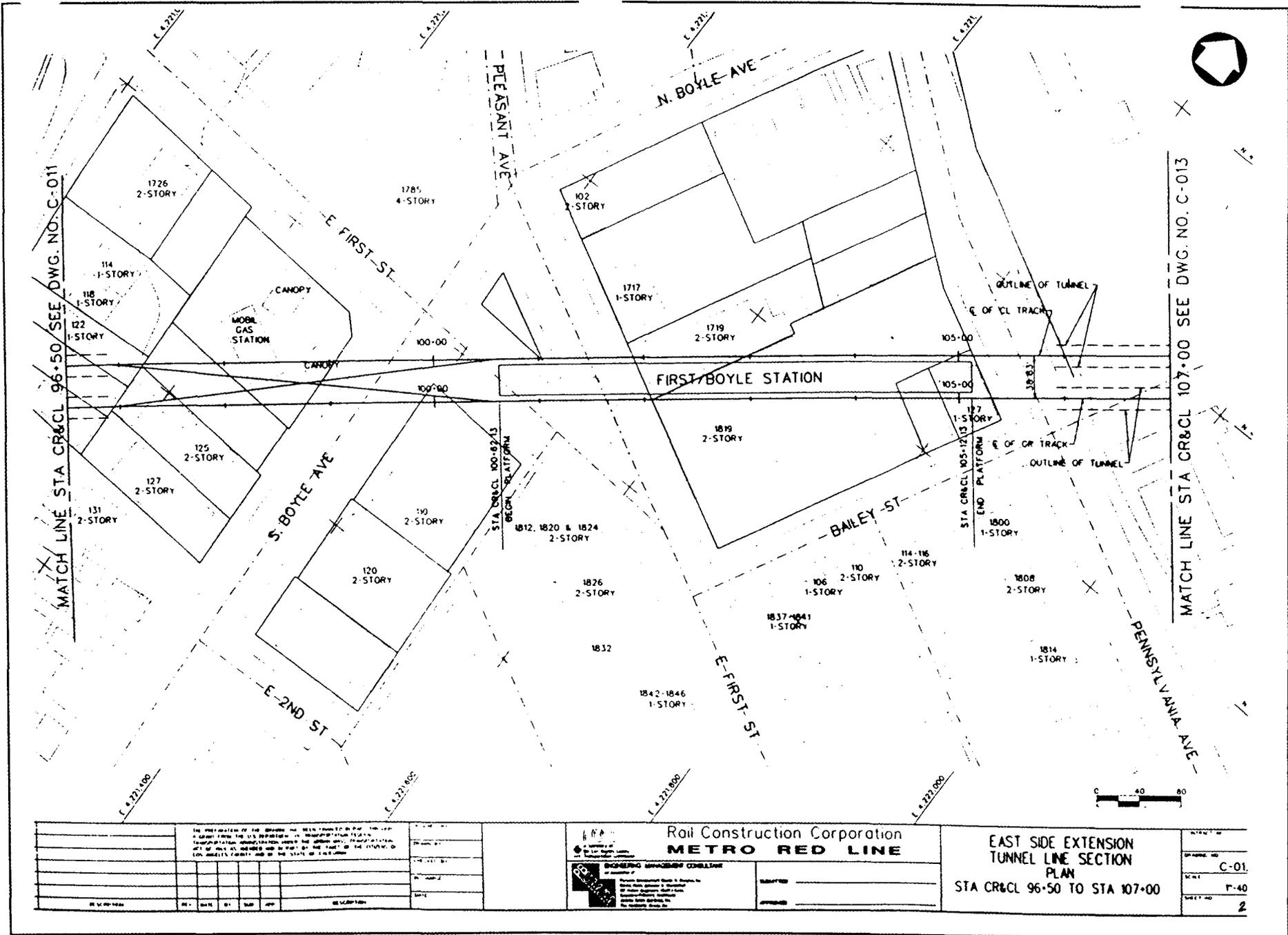


Figure 5. First and Boyle Station

To support the city, the Council wanted to be able to sell municipal lands and also to increase the tax base by getting owners to improve their properties. To do that, the city needed an official survey. However, the City Council, like other landowners from the Spanish-Mexican occupation, also had to have its lands confirmed. After a series of discussions in the Land Commission set up to confirm land titles and legal petitions for the city, it received four square leagues in 1858, but final confirmation took until 1882 (Harlow 1976:44-56,95).

In 1857, Henry Hancock was hired as a surveyor by the city. Hancock extended Ord's plat, laid out northeast-southwest, all the way to the city boundaries in 35-acre lots in groups of eight, separated by streets in a grid (Hancock 1857 in Harlow 1976:71). In 1858, he prepared another map showing the boundaries of the city (Hancock 1858 in Harlow 1976:77), those that were later confirmed. The city limit is marked today by a change in street directions from northeast-southwest to north-south. Indiana Street, running north-south, marks the boundary of the city lands as surveyed by Hancock.

In 1867, Mayor D. Marchessault recommended that "all of the pueblo lands of the city be immediately put in the market" in order to liquidate part of the city debt (nearly \$80,000 by 1869) and to increase the tax base (Harlow 1976:107). George Hansen re-surveyed the area of Hancock's 1857 map (Hansen 1868 in Harlow 1976:109). He identified owners of individual lots, showing that by this date most of the land was privately owned, even though it was not improved.

These lots were almost certainly acquired as investments, to be sold or traded later, not to be developed as personal residences or farms. The owners had predominantly European names. The only Hispanic name was F. Lopez, who owned four lots. His house was on the bluffs in the vicinity of a road to the east, probably the road that connected to Aliso Street. Many of the Euroamericans were important civic and economic figures of the time: Labory [probably Antoine Laborie], I. W. Hellman, [Prudent] Beaudry, John G. Downey, Widney (there were several Widneys at the time), and of course, A. Boyle and W. H. Workman. The area east of the river was undeveloped at that time; Hansen's 1868 map shows limited settlement in the area of the Boyle/First Street station, with all of the land in the vicinity of this station belonging to Andrew Boyle.

Echandia Street, presently one block west of Boyle, was clearly delineated because it is part of the systematic plat laid out by Hancock. Boyle Street, a track that predated the plat, followed the course of the bluff above the river and roughly paralleled Echandia. The cross streets on Hancock's and Hansen's plats were not named. Two tracks that are shown to cross the river and continue up the bluffs are in the approximate locations of Macy and Aliso Streets. The northernmost track was aligned with an unnamed cross street that later became Brooklyn Avenue (although they did

not connect in 1868). After the track that is probably Aliso Street ascended the bluff, it split into three tracks; one ran to the northeast and two (close together) led to the east. The southernmost of these two tracks may have become Warren. The southeastern route intersected the track that is probably Boyle Avenue.

The area now known as Boyle Heights was sparsely settled before statehood. Californios preferred to have a house in town and/or on a rancho, not in a place as inconvenient as the area just east of the river, where crossing could be difficult during the rainy season in the absence of bridges. The Boyle Heights area was on pueblo lands, not available as a land grant. By the time of Hansen's survey in 1868, settlement was established; dwellings and other structures were spaced intermittently along the bluff. Hansen noted the locations and names of those associated with the structures. Of 12 structures on the bluff, one of them identified only as "adobe house," the only non-Hispanic names were John Behn (a house and barn well to the south of the project area) and a house and another structure identified with Andrew Boyle. All the structures with the exception of Boyle's were probably adobe, the preferred building material of the Hispanic population and a cost-effective material for others.

Three houses are shown in the vicinity of the First/Boyle station. A structure labelled "Lopez" is noted on the bluff just south of the track that probably became First Street. Lopez is also shown as the owner of three 35-acre lots in the area. On the track that became Boyle Avenue, A. B. Boyle and Rubio are noted on either side of an unnamed cross street, in the vicinity of the First/Boyle Metro Rail station location.

Jose Rubio was a landowner who had a vineyard on east side of river. He built three adobe houses, one of which was adjacent to Boyle's (Newmark 1913:201-202). Andrew A. Boyle migrated to Los Angeles in 1858 from the eastern United States (Newmark 1913:232). He planted a vineyard on the river's floodplain, where there was water from Zanja No. 2 (Stevenson 1884), and dug a wine cellar out of the bluffs. In the year of his arrival, Boyle built his house on the bluff, where it would not be subject to flooding. It was "probably oldest brick structure in that part of the town" (Newmark 1913:233). He acquired a number of tracts from the city, noted by Hansen on his 1868 map (Harlow 1972:109). Boyle's daughter Maria Elizabeth married William H. Workman. Later, the Workmans inherited Boyle's property, including the house, to which they added a third story (Newmark 1913:232-233).

Until the 1870s, the Boyle Heights area was used mostly as pasture. As late as 1868, a former officer in the Union Army, General Edward Bouton, raised sheep on Boyle Heights, in "a section then containing but two houses" (Newmark 1913:374). Somewhat later, development-minded writers remembered that "the hills above town

and across the river, now dotted with houses, were then bleak and bare. East Los Angeles had not yet even been dreamed of" (Warner, Hayes, and Widney 1876:125). In the city itself in 1868 there were 12 two-story commercial buildings and hotels and no three-story structures (Warner, Hayes, and Widney 1876:124-125)

Los Angeles was a city of aspiring entrepreneurs. Their mental image of what the region should look like seems to have owed a great deal to the settlement pattern of the eastern seaboard or Europe, with a gloss of utopianism: towns and scattered farmsteads in the hinterland of a city. This seems to have been a shared vision that they were anxious to realize. A promotional tract of the early 1870s (Truman 1874) epitomized:

Southern California as a place for the good life, . . . a balanced interplay of outdoor industries in congenial surroundings and the subtle social satisfactions of urban life. . . . Southern California would fulfil the dream of pastoral, Horatian America: rural but not countrified, hardworking but not too hard-working, knowing in some measure the consolations of civility, art, speculation, and society [Starr 1985:45].

In the post-Civil War years, there was a settlement and building boom in southern California. In 1868, the ranchos of Abel Stearns ("about 150,000 acres between San Gabriel and Santa Ana rivers") were divided and sold in 40-acre tracts. Most of the land was put into agricultural use, with grain farming first (Guinn 1902:139). This had the effect of distributing settlement over land previously used for ranching and intensifying land use practices. In the late 1860s and later there was a real estate boom; "the city reached the high tide of its prosperity during the '70s in 1874" (Guinn 1902:156).

In the 1870s, Workman began to develop Boyle Heights. Born in Missouri, Workman came to California in his early teens in 1854. His father was David (Newmark 1913:132), brother of William Workman, for whom William H. was evidently named. Workman had various occupations, including printing and keeping a saddlery (Thompson and West 1880:184), and was an important figure in local commerce and politics. He subscribed to the first public library and high school, helped found the Chamber of Commerce, and served as mayor of Los Angeles in 1887 (Newmark 1913:256, 355, 419, 561, 589).

He added to the Boyle inheritance by buying adjacent land until he held 80 acres of river floodplain planted to vines and fruit trees, and 250 acres on the heights themselves (Thompson and West 1880:184). The Boyle Heights development lay at the ends of thoroughfares with bridges across the river (Macy and Aliso, later First Street), which converged in Boyle Heights, convenient for travel to and from the business districts downtown (Figure 6).



Figure 6. View of Los Angeles from the east, 1877  
 (courtesy Los Angeles Public Library, A-007-201)

Several developments were laid out: the Brooklyn, Crescent View, and Mount Pleasant Tracts (Stevenson 1876).

In 1876 he laid out the village of Boyle Heights, which now contains fifty or sixty families. A horse railway connects the settlement with the city. Mr. Workman has expended some ten thousand dollars in procuring water for this upper land, and now has it in sufficient quantities. He has laid out a park of fifteen acres, beautifully planted with citrus fruits [Thompson and West 1880:184].

Even at this relatively early date the themes of California suburban development were already well-established in Boyle Heights: single family dwellings, accessible utilities (water), exotic vegetation, and easy transportation.

Workman seems to have been an optimist. The effects of the financial downturn that had affected the East in 1873 made 1875 a bad year in California, followed shortly afterward in 1877 by a drought that "brought disaster to the sheep industry of Southern California" (Guinn 1902:156-157).

In 1881, things began to look brighter and a land boom followed from 1882 to 1886 (Guinn 1902:142). By 1884, settlement in the Boyle Heights area had become denser (Stevenson 1884), and it continued to expand during the real estate boom of the 1880s. In 1889, the boom trailed off, effectively ended by the bank panic of 1893 (Guinn 1902:143), but many newcomers were already established and continued to require services such as transportation. In 1889, the Los Angeles Cable Railway held a parade of cars to inaugurate service to Boyle Heights, with machinery and tracks that required a million dollar investment. It was initiated by Workman, who was president of the Boyle Heights Board of Trade. The line "started on Seventh Street at Alvarado, ran along Seventh to Broadway, up Broadway to First and east on that street to the junction of First and Chicago Streets" (Newmark 1913:594-595).

Topographic maps from 1896 and 1900, both based on 1894 surveys, show the street plat of Boyle Heights as far east as the edge of the city land grant at Indiana Street (USGS 1896, 1900). The street grid was well established before these maps were made and shows little change between these dates.

A fire insurance map of the Boyle Heights area from 1888 had details only of blocks along the extension of First Street (then Aliso Avenue) as far as the west side of Soto Street (Dakin 1888). By 1906, coverage had been extended farther east and had also been broadened. First Street remained a thoroughfare with shops interspersed with dwellings. Although most dwellings were for single families, apartment buildings were already present along First Street in the area where the station will be constructed. There were still a few vacant lots at this date. ~~The Workman home stood at 131 South Boyle Avenue opposite the end of Second Street, only one block from the Metro Rail station location (Sanborn Map Company 1906:465).~~ In 1913, the house was rented by the Hebrew Sheltering Home, originally "a shelter for homeless and transient Jews" that was formerly downtown. The focus of service changed to the aged and the name was changed to "Jewish Home for the Aged." It could accommodate 20 to 25 people per night in the former Workman home (SCJHS 1988:29).

By 1921 the most striking change on the fire insurance maps of the station area is the pervasive presence of automobiles. A gas station was located in the small triangle at the intersection of Boyle Avenue and First Street, with another one across the street. A large auto sales and repair shop on First adjoined an auto top manufacturing establishment on the corner of Bailey and First. Across Bailey on the corner of First were shops for batteries and auto sales and painting. Many of the single family dwellings had a structure marked "auto," a carport or garage. The intersection of Boyle and First continued to be a shopping area, with a number of small stores along First. Several apartment buildings were also located on Boyle, Bailey, and First, increasing population density in this neighborhood (Sanborn Map Company 1921:1409, 1470).

Although one account states that the Hebrew Home for the Aged moved to Fourth and Boyle in 1917 (SCJHS 1988:29), a fire insurance map for 1921 shows it still in the former Workman residence as "Hebrew Home for the Old" (Figure 7). Several additional buildings had been constructed on the property since 1913. Two modest structures were identified as mens' wards, one as a women's ward, and one simply as rooms (Sanborn Map Company 1921:1423).

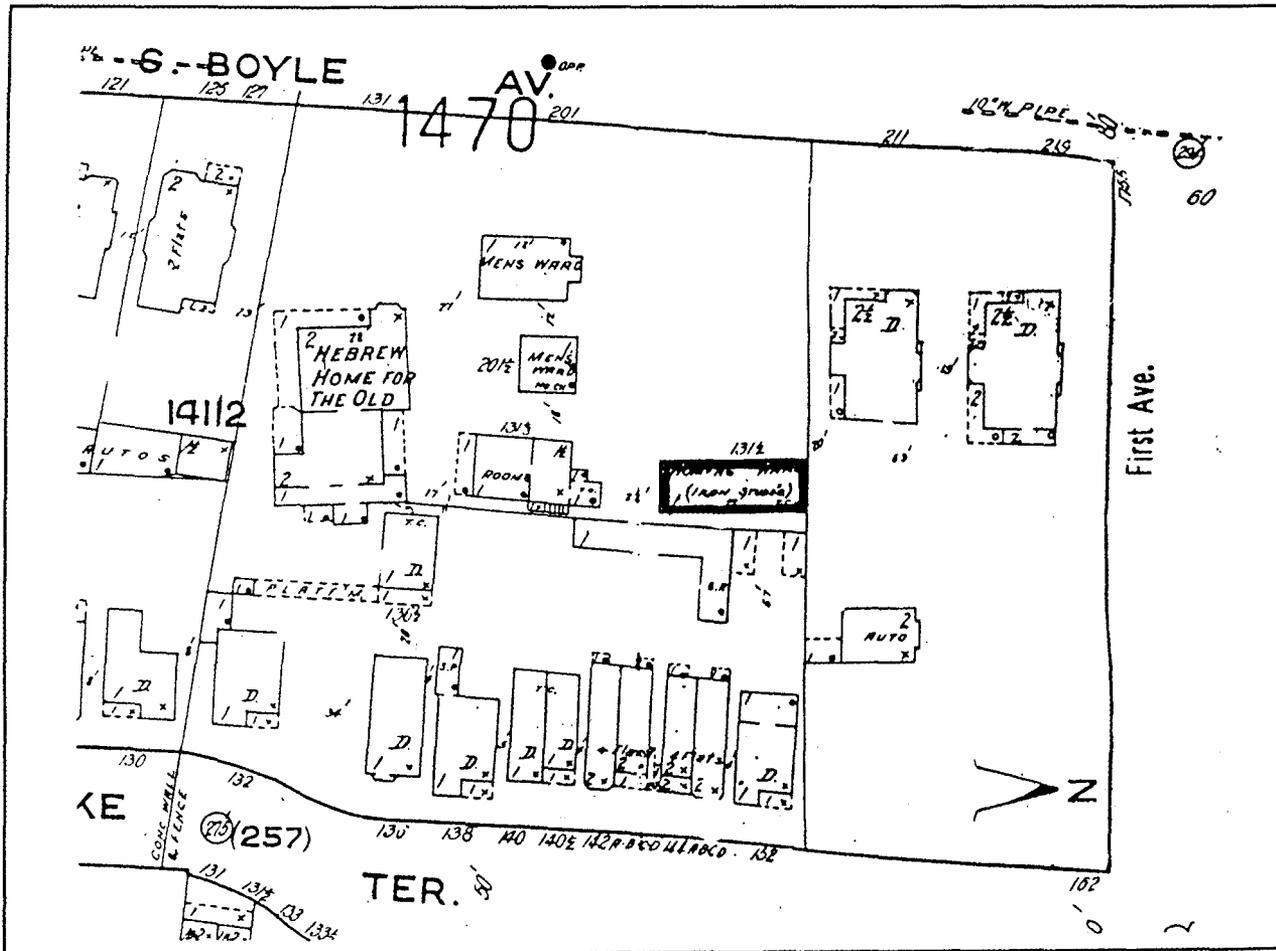


Figure 7. Hebrew Home for the Aged, formerly the Workman residence (Sanborn Map Company 1921: 1423)

A varied group of people lived in Boyle Heights, primarily Hispanics and Europeans. In the first years of the development it seems to have been the home to Euroamericans, including a number of well-do-do families such as the Workmans and Hollenbecks (Newmark 1913:492). W. H. Perry, a carpenter who established a lumber yard in town "with the first regular saw and planing mills seen here" (Newmark 1913:81), built a mansion in Boyle Heights (Figure 8).

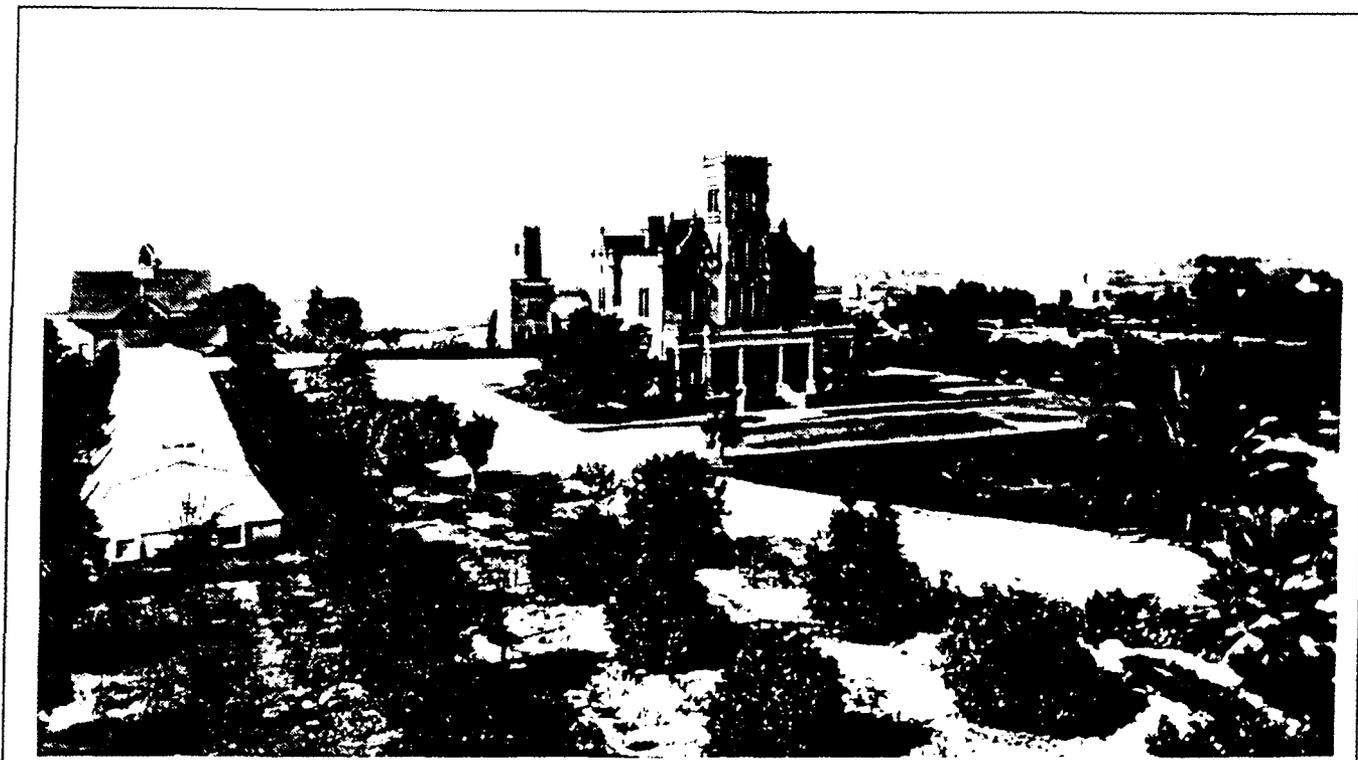


Figure 8. Estate of William H. Perry, 1895  
(courtesy Los Angeles Public Library, A-007-813)

As Los Angeles grew, suburbs expanded in several directions and fashionable addresses changed. Most of the houses in Boyle Heights were wood frame, many of modest size, which probably began to show their age after the turn of the century. After 1900, people moving out of the center city area and immigrant groups found housing there; most of them were working and middle class.

Many ethnic groups were represented: Hispanics, Russians, Japanese and other Europeans. Molokans, a group of fundamentalists from Russia, lived in Boyle Heights as well as in the area around Macy and First Streets and in the "Flats," the floodplain of the Los Angeles River (Berokoff 1969: 35). In 1906, a Russian Church (probably Molokans) was identified on Gless Street, just west of Boyle Avenue (Sanborn Map Company 1906:index).

One of the most cohesive communities was Jewish, immigrants from Europe and migrants from the eastern seaboard. The community was comprised of both Orthodox Jews and those described as secular Yiddishist or culturally Jewish (Lynn Kronzek, personal communication 1994). Although the core of Jewish settlement was slightly east of the First/Boyle station, it was not tightly bounded. For example, the Workmans' home on Boyle Avenue that was

converted into the Jewish Home for the Aged (Sanborn Map Company 1921:1423) is some distance from the Jewish shopping and residential areas along Brooklyn Avenue. The Jewish community remained in Boyle Heights through the 1950s. After the 1950s the Hispanic population increased until that is the predominant ethnic group today.

Previous cultural research in the area of the Metro Rail line east of the Los Angeles River has been rare. Few prehistoric archaeological sites are known from the urban and suburban areas surrounding downtown. At the time of development, starting as early as the middle of the last century, there was little concern for identifying prehistoric remains. Native populations were displaced from the Los Angeles basin relatively early and relocated as laborers at missions and on ranchos. The location of the Figure 11. Sanborn map 1921 showing Hebrew Home for the Old, formerly Workman residence Boyle/First Metro Rail station has never been surveyed or tested for the presence of prehistoric cultural resources.

No historic cultural resources in the vicinity of the Boyle/First Metrorail station are presently listed on the National Register of Historic Places. The Los Angeles Cultural Heritage Commission (1994) lists no historic or cultural monuments in the area of the station. During preliminary investigations for the Metro Rail project, a number of structures have been identified as having potential cultural significance. They are discussed below.

The absence of identified cultural resources should not be taken to mean that none is present. Working and middle class residential areas do not routinely attract attention in the process of identifying such resources. They tend to be modest in scope, of vernacular architecture and lacking associations with notable public figures. Their average nature, however, can shed light on the lives of average people, those who make up the majority of society. Their homes and possessions reveal the extent to which they participated in the mass culture of their time and how they disposed of at least some of their income. For many people who did not leave detailed written documentation of their lives, their houses and discards help tell their stories.

Several studies of the Red Line Metro Rail corridor have been prepared based on reviews of documentary evidence. In 1988, the historical sensitivity of alternate corridors was assessed by consulting topographic maps from 1896 and 1900; records of the California Archaeological Inventory Regional Information Center, University of California, Los Angeles; and by site visits. The First/Boyle Metro Rail station is included in Alternative 5--First Street, which appears to have "a high potential for adversely impacting historic resources" and "only moderate potential" for adverse impacts on prehistoric resources (Engineering-Science 1988:4.25-4.26). In 1992, only four recorded archaeological sites

were reported, none in immediate proximity to the Boyle/First station location (Brown 1992:10).

An environmental assessment of the Metro Rail Red Line or Eastside Extension focused on the possibility of discovering hazardous materials of various kinds (Geotransit Consultants 1993). The information provided contributes to reconstructing the land use pattern from the 1920s to 1960s with particular reference to activities involving chemicals, such as gas stations and dry cleaners. During the 1920s the First Street intersection is described as commercial, and in 1941 a gas station stood on the southeast corner of First Street and Boyle Avenue (Geotransit Consultants 1993:4-45).

Research for the DEIS identified many potentially significant standing structures in the vicinity of the First/Boyle Metro Rail station, most of them residences in the Queen Anne Style dating to the 1880s. All were predicted to suffer no effects or no adverse effects because they are located above tunnels that run 40 to 60 feet below (United States Department of Transportation 1993:Table 4-13.1).

In 1994, seven potentially significant structures that did not appear on the DEIS list were identified in the immediate vicinity of the Boyle/First Metro Rail station: a Queen Anne single family residence at 125 South Boyle Avenue; the Caballeros de Dimasal Ang Temple at 127 South Boyle Avenue; a Queen Anne structure at 131 South Boyle Avenue (the former Workman residence/Hebrew Home for the Aged); a structure with Art Deco influence at 217 South Boyle Avenue; the Hotel Mount Pleasant (Mount Pleasant was one of the first tracts developed in Boyle Heights) at 103-105 North Boyle Avenue; a Colonial Revival structure at 130 North Boyle Avenue; the George B. Kellick Block at 1832 East First Street; and a Queen Anne/Colonial Revival single family residence at 1814 Pennsylvania Avenue (Starzak 1994:1).

Archaeologically, the subsurface deposits in the Metro Rail station area should reflect the principal land uses: residential and commercial. Thus, there is the possibility of discovering foundations of structures, possibly basements, structural items such as doorknobs and utility fittings, building materials, and associated deposits such as footing trenches. The deposits to be expected from domestic structures of this period are trash pits or trash scatters and privies. Privies would date from before the turn of the century, after which sewers were extended to the area (Hamlin 1909), but it was the owner's responsibility to pay for the sewer hook-up so many privies continued in use at some locations into the twentieth century. Trash disposal was up to the homeowner until after the turn of the century, also.

Domestic refuse is expected to contain food remains such as bones, food containers such as jars, bottles, cans, and utensils for

cooking, serving, and eating such as flatware and dishes. Personal items and toiletries such as buttons, grooming aid containers, and medicine bottles might also be represented. Since the residences in this area housed families, children's presence may also be reflected in toys. A deposit of post-turn of the century materials on Vignes and Macy streets, west of the project area, yielded marbles, fragments of dolls and toy vehicles (Greenwood, Foster, and Rasson 1992:45, 48, 58). It is possible that items identifiable to a specific ethnic or national group might be recovered.

Commercial buildings can also be expected to yield structural remains and associated features. The details of the deposit would vary with the type of activity, but in general might contain raw materials from production, general waste items, tools, and possibly fragments of the items that were sold or produced on the premises.

The potential significance of this location may lie in the early development of suburbia, where city residents commuted to their jobs rather than living on or near the premises. Further research here also promises to illuminate material cultural aspects of working and middle class life. The recognizability of ethnic immigrants in the archaeological record is a potential contribution to historical archaeology. A related question or set of questions is the potential to recognize a multicultural society from the archaeological record. Associations of potential significance may be present in features or deposits attributable to Workman, Boyle, or the Jewish Home.

## BROOKLYN AND SOTO STATION

The Brooklyn/Soto Street Metro Rail station will be located near the intersection of Brooklyn Avenue and North Soto Street (Figure 9). The station will lie parallel to Brooklyn a short distance to the east, with the west end at North Soto and extending to North Mathews Street on the east. At the present time there are one- and two-story structures along Brooklyn Avenue, one identified as "abandoned Jonson Market." Along Soto and Mathews Streets, one- and two-story structures are located on the project area and adjacent properties, one of which is identified as having a basement. There are several garages, and a large asphalt area on Mathews that appears to have been a parking lot.

Originally, this area was rolling terrain on the bluffs above the Los Angeles River, cut by occasional drainage channels down to the floodplain. Soto Street crosses one such channel at First Street, just southwest of the Brooklyn/Soto Metro Rail station location. The mouth of this channel has been preserved as Hollenbeck Park. Despite the vagaries of terrain, the streets in this area follow a quadrangular grid imposed on the natural landscape. This area, called Boyle Heights, was one of the earliest surveyed after California's statehood.

In 1849, shortly after the annexation of California by the United States, the City Council (*ayuntamiento*) contracted with Lieutenant E. O. C. Ord to make a detailed map of Los Angeles. Instead of following natural contours and landmarks, the prevailing theory of surveying in those years accepted the superimposition of a regular grid. This practice was being followed as new lands were surveyed all over the United States, providing the township and range system still in use today.

Ord and his assistant William Hutton produced a map that documented existing streets and land holdings, but only as far as the river on the east side of town (Ord and Hutton 1849 in Harlow 1976). Los Angeles had an existing regular street grid in the area around the Plaza because the pueblo had started out as a settlement planned by the Spanish government. The grid was oriented northeast-southwest, however, rather than north-south. Ord maintained the direction of the street grid and extended it to areas west of the river. He did not impose it, however, on the agricultural plots surrounding the settled area of the pueblo. The fields, mostly between the Plaza and the river, were laid out following the terrain.

Boyle Heights, which later became the location of one of the earliest suburban developments in the city, was used by early Los Angeles residents as cattle pasture. After the annexation of California by the United States, the City Council faced two administrative challenges. The City Council, like other landowners from the Spanish-Mexican occupation, had to have its land titles confirmed, before it could sell city property. To conduct the

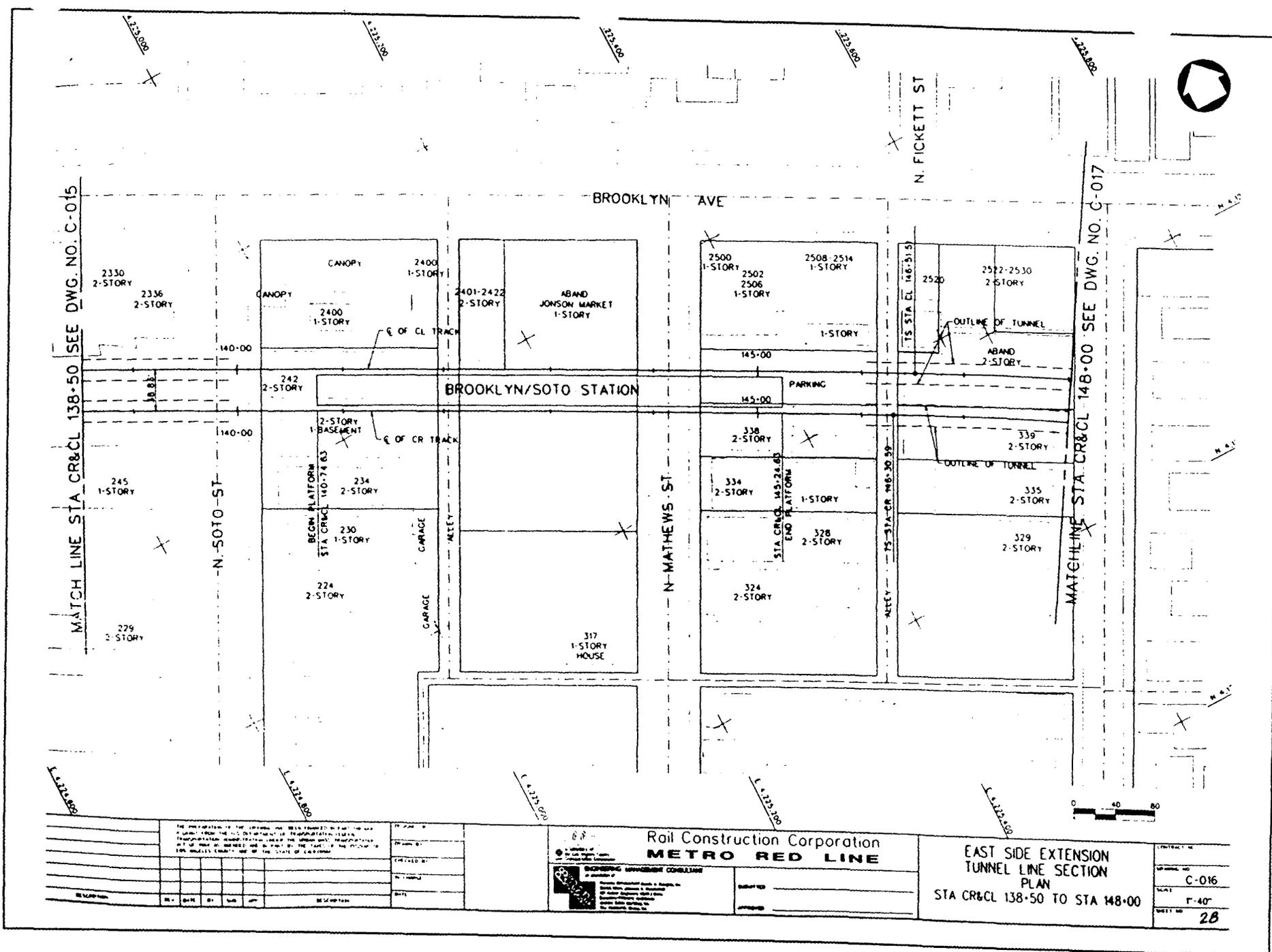


Figure 9. Brooklyn and Soto Station

<p>THE INFORMATION ON THIS DRAWING WAS OBTAINED FROM THE RECORD DRAWINGS AND FIELD SURVEY DATA. THE ENGINEER HAS CONDUCTED A VISUAL GENERAL CHECK OF THE DRAWING FOR CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL ENGINEERING ACT AND THE RULES AND REGULATIONS OF THE BOARD OF PROFESSIONAL ENGINEERS AND SURVEYORS OF THE STATE OF CALIFORNIA.</p>		<p>DATE: _____</p> <p>SCALE: _____</p> <p>BY: _____</p> <p>CHECKED BY: _____</p> <p>IN CHARGE: _____</p> <p>DATE: _____</p>		<p>PROJECT NO. _____</p> <p>DATE: _____</p>		<p>CONTRACT NO. _____</p> <p>DATE: _____</p>	
<p><b>Rail Construction Corporation</b> <b>METRO RED LINE</b></p> <p>ENGINEERING MANAGEMENT CONSULTANTS</p> <p>1000 ...</p>				<p><b>EAST SIDE EXTENSION</b> <b>TUNNEL LINE SECTION</b> <b>PLAN</b> <b>STA CR&amp;CL 138+50 TO STA 148+00</b></p>		<p>CONTRACT NO. _____</p> <p>DATE: _____</p> <p>SCALE: 1"=40'</p> <p>SHEET NO. 28</p>	

official survey (Harlow 1976:59-60), the Council hired Henry Hancock, surveyor.

Hancock surveyed both the city boundaries and city land that could be sold. He established the city limits as four square leagues, laid out in a north-south block. He extended Ord's plat, laid out northeast-southwest, all the way to the city boundaries in 35-acre lots (Hancock 1857 in Harlow 1976:77, Figure 6), including the area east of the river where Boyle Heights is located. The city boundary in this area is marked today by a change in street directions from northeast-southwest to north-south. Indiana Street, running north-south, marks the boundary of the municipal lands. The city received the four square leagues surveyed by Hancock in 1858, but final confirmation took until 1882 (Harlow 1976:44-56, 95).

The city continued to sell land for development and income. In 1867, Mayor D. Marchessault had recommended that "all of the pueblo lands of the city be immediately put in the market" in order to liquidate part of the city debt, nearly \$80,000 by 1869, and increase the tax base (Harlow 1976:107). In 1868, George Hansen was hired to re-survey the area (Hansen 1868 in Harlow 1976:109). The area east of the river was undeveloped at that time, although some of the tracts surveyed by Hancock belonged to investors. Hancock was among them, as he had received land in part payment for his services earlier.

The basic street grid had been established by Hancock; Hansen updated the ownership of tracts and marked the location of structures, usually with the name of the owner. Some of the streets, particularly those running northwest-southeast, were named but others were not. There were a few trails or paths that predated the grid, but the grid was superimposed over most of them. One exception was Boyle Avenue, which ran along the top of the bluffs. This is where most of the structures were located in 1868. The uniform grid of Boyle Heights and the extension of streets from the non-gridded floodplain met at the edge of the bluff in the area of the East First Street-Boyle Avenue intersection. Two tracks cross the river and continue up the bluffs in the approximate locations of Macy and Aliso Streets. The northern track, from Macy Street, was aligned with an unnamed cross street that later became Brooklyn Avenue.

The area now known as Boyle Heights was sparsely settled before statehood. Californios preferred to have a house in town and/or on a rancho, not in a place as inconvenient as the area just east of the river, where crossing could be difficult during in the rainy season in the absence of bridges. The Boyle Heights area was on pueblo lands, so it was not available as a land grant. Hansen's map provided the names of some of the property owners in the area east of the bluff, mostly Euroamerican (O. W. Childs, J. G. Downey, and I. W. Hellman among them), although they did not live on their

land. Their goal ultimately was development for commercial or residential use. The only occupation of the area noted by Hansen were dwellings and other structures spaced intermittently along the bluff. Hansen noted the locations and names of those associated with the structures.

The bluffs and land to the east was known as Boyle Heights, named for Andrew Boyle, a settler who arrived from the eastern seaboard in 1858. He took up land on the bluffs above the river and built a house. His daughter Maria Elizabeth and her husband William H. Workman (Newmark 1913:232) eventually inherited the property, and added a third story to the house (Newmark 1913:233). Until the 1870s, the Boyle Heights area was used mostly as pasture. As late as 1868, a former officer in the Union Army, General Edward Bouton, raised sheep on Boyle Heights, in "a section then containing but two houses" (Newmark 1913:374).

Los Angeles was a city of aspiring entrepreneurs, and land was the prime investment. Newmark relates an admiring account of Andrew Joughin, an "industrious" immigrant blacksmith from the Isle of Man, who saved his money, bought and sold land, trading ever upward in value and the size of parcels. He arrived in Los Angeles in 1866 and "in 1888 . . . the blacksmith retired and made a 'grand tour' of Europe" (1913:357).

The developers worked at implementing their dreams of what southern California should look like. In the post-Civil War years, there was a settlement and building boom in southern California. In 1868, the rancho holdings of Abel Stearns ("about 150,000 acres between San Gabriel and Santa Ana rivers") were divided and sold in 40-acre tracts. Most of the land was put into agricultural use, with grain farming first (Guinn 1902:139). This had the effect of distributing settlement over land previously used for ranching and intensifying land use practices. In the late 1860s and afterward there was a real estate boom; "the city reached the high tide of its prosperity during the '70s in 1874" (Guinn 1902:156).

In the 1870s, Workman began to develop Boyle Heights. Born in Missouri, Workman came to California in his early teens in 1854. His father was David (Newmark 1913:132), brother of William Workman, for whom William H. was evidently named. Workman had various occupations, including printing and saddlery (Thompson and West 1880:184), and was an important figure in local commerce and politics. He subscribed to the first public library, sat on the school board, helped found the Chamber of Commerce, and served as mayor of Los Angeles in 1887 (Newmark 1913:256, 355, 419, 561, 589).

He added to the Boyle inheritance by buying adjacent land, until he held 80 acres of river floodplain, planted to vines and fruit trees, and 250 acres on the heights themselves (Thompson and West 1880:184). The Boyle Heights development lay at the ends of

thoroughfares with bridges across the river (Macy, Aliso, and later, First Streets) which converged in Boyle Heights, convenient for travel to and from the business districts downtown. The Brooklyn Tract, the Crescent View Tract, and the Mount Pleasant Tract were laid out adjacent to the bluff. The Mathews and Ficket Tract and the Hellman Tract lay to the east of this area, separated from those closer to the bluffs by the unplatted parcel of Domingo Garcia. The Mathews and Ficket Tract was east of the southwest corner of Brooklyn Avenue and Soto Street (Stevenson 1876), the location of the Brooklyn/Soto Metro Rail station. A contemporary account described Workman's development.

In 1876 he laid out the village of Boyle Heights, which now contains fifty or sixty families. A horse railway connects the settlement with the city. Mr. Workman has expended some ten thousand dollars in procuring water for this upper land, and now has it in sufficient quantities. He has laid out a park of fifteen acres, beautifully planted with citrus fruits [Thompson and West 1880:184].

Even at this relatively early date the themes of California suburban development were already well-established in Boyle Heights: single family dwellings, accessible utilities (water), exotic vegetation, and easy transportation.

Workman seems to have been an optimist. The year of 1875 saw recession in California, a reflection of the financial downturn that had affected the East in 1873, followed shortly afterward in 1877 by a drought that "brought disaster to the sheep industry of Southern California" (Guinn 1902:156-157). In 1881, things began to look brighter and a land boom followed from 1882 to 1886 (Guinn 1902:142). By 1884, settlement in the Boyle Heights area had become denser and it continued to expand during the real estate boom of the 1880s. The northwest corner of the Brooklyn/Soto intersection, formerly belonging to Domingo Garcia, had been subdivided. The part of his property fronting on Soto south of Brooklyn belonged to L. N. Breed, for whom the street west of Soto was named. The Hellman Tract had been broken up and sold to different owners (Stevenson 1884).

In 1889, the boom trailed off, effectively ended by the bank panic of 1893 (Guinn 1902:143), but many newcomers were already established and continued to require services such as transportation. In 1889, the Los Angeles Cable Railway held a parade of cars to initiate service to Boyle Heights, with machinery and tracks that required a million dollar investment. It was initiated by Workman, who was president of the Boyle Heights Board of Trade. The line "started on Seventh Street at Alvarado, ran along Seventh to Broadway, up Broadway to First and east on that street to the junction of First and Chicago Streets" (Newmark 1913:594-5). At this date the line stopped two blocks west of Soto Street (Chicago is about four blocks south of and parallel to

Brooklyn).

Topographic maps from 1896 and 1900, both based on 1894 surveys, show that the street plat of Boyle Heights reached as far east as the edge of the city land grant at Indiana Street (USGS 1896, 1900). The street grid was well established before these maps were made and shows little change between these dates. A fire insurance map of the Boyle Heights area from 1888 had details only of blocks along the extension of First Street (called Aliso Avenue at that time) as far as the west side of Soto Street (Dakin 1888). By 1906, coverage had been extended farther east and been broadened, covering the area of the Metro Rail station location.

A suburban pattern was emerging by 1906; the whole area was given over to modest dwellings: mostly one-story (a few two-story) frame homes that seem to have been for single families, set on generous lots, many with a shed in the backyard. None of them had stables, suggesting that they could not afford or chose not to keep horses, but relied on public transportation or cabs. A few vacant lots were interspersed among the houses. Water pipes ran down Brooklyn Avenue and Soto Street (Sanborn Map Company 1906:457-458). Sewers were installed in the area (Hamlin 1902), but it uncertain how many homes were hooked up. Most houses faced the cross streets along Brooklyn, rather than Brooklyn Avenue itself. One house on Pennsylvania between Soto and Mathews still had an outhouse. The presence of automobiles was already apparent. A house at 337 Mathews Street, in the approximate area of the future Metro Rail station, had an "auto house" and a gas tank in the back yard. Evidently the driver entered from the alley between Soto and Mathews (Sanborn Map Company 1906:458).

Evidence of business or commerce in 1906 was meager. A small building near Brooklyn Avenue, located behind two houses that faced Mathews, was identified as a cigar factory. A small structure identified as "s. p. off[ice]" was located on the southwest corner of the Soto-Brooklyn intersection (Sanborn Map Company 1906:458). Evidently the pattern of travelling to shopping and business areas influenced this area, which was almost purely residential.

By 1921, some changes had occurred. A few more homes had been built and several apartment buildings, although there were still vacant lots. More of the single family dwellings and at least one apartment had a structure marked "auto," a carport or garage. The house that had the earliest garage and gas tank offered auto repairing in 1921 (Sanborn Map Company 1921). Later still, Brooklyn Avenue was developed by commercial establishments.

A varied group of people lived in Boyle Heights, primarily Hispanics and Europeans. In the first years of the development it seems to have been the home primarily to Euroamericans, including a number of well-do-do families such as the Workmans and Hollenbecks (Newmark 1913:492). William H. Perry, who had migrated

to Los Angeles in the 1860s built a mansion on landscaped grounds in the 1890s near Brooklyn and Sixth, north of the station area (Kuehn 1978:121). As Los Angeles grew, suburbs expanded in several directions and fashionable addresses changed; Boyle Heights lost social cachet as an address. Most of the houses in Boyle Heights were wood frame, many of modest size, which probably began to show their age after the turn of the century. After 1900, people moving out of the center city area and immigrant groups found housing there; most of them were working and middle class.

Many ethnic groups were represented: Hispanics, Russians, Japanese, and other Europeans. Molokans, a group of fundamentalists from Russia, lived in Boyle Heights as well as in the area around Macy and First Streets and in the "Flats," the floodplain of the Los Angeles River (Berokoff 1969:35). The Molokans traditionally built vernacular structures in their back yards, such as *banyas* (saunas) and free-standing standing bread ovens (Berokoff 1969:33).

One of the largest and most cohesive communities was Jewish, both immigrants from Europe and migrants from the eastern seaboard. They lived first in the center city, then later moved to Boyle Heights "once they felt a bit more established and ready to start families" (Kronzek 1990:12). The community was comprised of both Orthodox Jews and those described as secular Yiddishist or culturally Jewish (Lynn Kronzek, personal communication 1994); Yiddish was the primary language of daily life and neighborhood commerce. Most of the residents of the area commuted daily to the downtown area where they worked in the garment trades or produce business (SCJHS 1988:26).

There were 27 synagogues in the area, most of them in storefronts (SCJHS 1988:26). As far as can be determined, the closest synagogue to the project area was the Folk Shul at 420 North Soto Street (Eisenberg 1989:3), a short distance north of Brooklyn Avenue. It was run by secular Yiddishists rather than the Orthodox (Stephen Sass, personal communication 1994). A feature associated with some synagogues that might be recovered archaeologically is a *mikvah* or ritual bath. This is a room with a pool set in the floor, usually lined with tile, used by an Orthodox woman before her wedding and thereafter once a month following menstruation; they are often in a basement. The locations of *mikvot* [plural of *mikvah*] in Boyle Heights are unknown (Stephen Sass and Lynn Kronzek, personal communications 1994).

In 1923, the Jewish community constructed the Congregation Talmud Torah synagogue, also known as the Breed Street Shul, on Breed Street ~~north~~<sup>south</sup> of Brooklyn. Scenes from the 1927 movie "The Jazz Singer," the "legendary first talkie . . . [a] silent with several sound musical sequences" (Maltin 1990:585) were reputedly filmed at the synagogue (SCJHS 1988:26). The structure was designated Historic Monument 359 by the Los Angeles Cultural Heritage Commission in 1986 (Los Angeles Cultural Heritage Commission 1994).

The Jewish community remained in Boyle Heights through the 1950s, when Hispanic residents began to predominate, and the area is remembered fondly by many people who grew up there (Lynn Kronzek, personal communication 1994). The Brooklyn/Soto Metro Rail station area lies in the core of the former Jewish settlement, not far from the location of Canter's, a well-known delicatessen on Brooklyn just west of Soto (SCJHS 1988:26).

In February 1994, the Los Angeles Cultural Heritage Commission assigned cultural monument status to the "Brooklyn Avenue Neighborhood Corridor," Brooklyn Avenue between Cummings and Mott Streets (east and west, respectively, of Soto Street) because of the importance of this area to the Jewish experience in Los Angeles (Nancy Fernandez, personal communication 1994). After the 1950s the Hispanic population increased until it is the predominant ethnic group today. In April 1994, Brooklyn Avenue will be renamed Cesar E. Chavez Avenue to honor the memory of the organizer of the farm labor union, active in the 1960s and later.

Little cultural resources research has been carried out at or in the vicinity of the Brooklyn/Soto Metro Rail station. An archaeological site survey of six lots in the Boyle Heights area recovered a mano or handstone for grinding from the lot under the Pomona Freeway near the Whittier Boulevard overpass, some distance south of the station area. No archaeological site deposits were identified; an Isolate Record (CA-LAN-IF-6) was filed with the Archaeological Information Center, UCLA (Bissell 1988).

Several studies of the Red Line Metro Rail corridor have been prepared based on reviews of documentary evidence. In 1988, the historical sensitivity of alternate corridors was assessed by consulting topographic maps from 1896 and 1900, records of the Regional Information Center, and by site visits. The Brooklyn/Soto Metro Rail station is included in Alternatives 3--Brooklyn Avenue and 4--Brooklyn Avenue/East Los Angeles Community College, both of which appear to have "a high potential for adversely impacting historic resources" and "only moderate potential" for adverse impacts on prehistoric resources (Engineering-Science 1988:3.29-3.30). In 1992, background research into 50 miles of rail line and 18 surface stations revealed only four recorded archaeological sites, none in immediate proximity to the Brooklyn/Soto station location (Brown 1992:10-11).

An environmental assessment focused on locations of potential hazardous materials reviewed historic fire insurance maps and aerial photographs from the 1920s to the 1960s to reconstruct land use patterns with particular reference to activities involving hazardous materials. In the area of the Brooklyn/Soto Metro Rail station, a gas station was noted on aerial photographs from 1928 at the southeast corner of Brooklyn and Soto. Residences as well as "abundant apartment-like structures and small businesses" were

noted for the Soto-Brooklyn intersection in the 1930s (Geotransit Consultants 1993:4, 4-5).

The 1993 environmental impact statement (DEIS) identified 73 historic properties on or potentially eligible for the National Register of Historic Places, and 70 additional historic resources potentially eligible for the California Register of Historic Places. This report listed one potentially significant standing structure at the location of the Brooklyn/Soto station, a vernacular, one-story residence at 319 North Mathews Street, and several other structures of potential significance in the general vicinity (United States Department of Transportation 1993:Table 4-13.1,2).

In 1994, three additional structures that did not appear on the DEIS list were identified in the immediate vicinity of the Brooklyn/Soto Metro Rail station as potentially eligible for either the National Register or the California Register of Historic Places (Starzak 1994:i). These structures are described as: an American Foursquare/Classical Revival single family residence at 338 North Mathews Street; a Queen Anne structure at 325 Fickett Street; and a Tudor Revival single family residence at 334 Fickett Street. Several structures nearby along Brooklyn Avenue were also identified as potentially significant (Starzak 1994:2), but they do not appear to be directly in the Metro Rail station footprint.

Archaeologically, the subsurface deposits in the station area should reflect the primarily residential land use patterns, although evidence of the commercial activities along Brooklyn Avenue might be recovered. After the 1920s, many small businesses such as bakeries and butcher shops grew up along Brooklyn (Stephen Sass, personal communication 1994), and their remains might be encountered. There is the possibility of discovering foundations of structures, possibly basements, structural items and architectural hardware, and associated deposits such as bedding trenches. Transition to the automobiles might be represented in the archaeological record if garages or car ports are encountered. There is the possibility of discovering small car items such as fittings, nuts and bolts, and possibly features where used oil and other liquids were disposed of, since there was no recognition at the time of the nature of hazardous waste.

The type of deposits to be expected from domestic structures of this period are trash pits or trash scatters and privies. Privies would date from before the turn of the century, when sewers were extended to the area (Hamlin 1909), but it was the owner's responsibility to pay for the sewer hook-up so it is possible that privies continued in use at some locations into the twentieth century. Trash disposal was up to the homeowner until after the turn of the century, also. Domestic refuse typically includes food remains such as bones, containers such as jars and bottles, and utensils for cooking, serving, and eating such as flatware and

dishes. Personal items and toiletries such as buttons, grooming aid containers, and medicine bottles might also be represented. Since the residences in this area housed families, children's presence may be reflected in toys.

It is difficult to predict whether distinctly ethnic patterns might be recovered from the deposits at this location. The Jewish community had few items that would not be found in other homes of similar age and class. A possible exception to this is the glass container, similar to a jelly tumbler in form, that holds ritual *jahrzeit* candles. Such candles are lit in homes as annual memorials for the deceased; their use is shared by much of Jewish society, from the Orthodox to secular Yiddishists. If food remains, particularly bones, are recovered, there might be an indication of ethnicity in species of choice. Pork bones, for example, would be rare in deposits from traditional Jewish homes, since pork was a proscribed meat.

The potential significance of archaeological remains from this station would lie in their value to explicate family life in an early working and middle class suburban neighborhood. Also, such remains have the potential to shed light on how well the ethnic mix of an area and/or individual ethnic groups can be represented in and reflected by the archaeological record. Other research implications are derived from comparative studies of community formation and the changes in both the historic landscape and demographic character of the population.

## FIRST AND LORENA STATION

The First/Lorena Metro Rail Station will be located on East First Street at the South Lorena Street intersection (Figure 10). The northeast corner of the intersection is presently occupied by a small building set close to the street on an open lot, next to a large commercial structure that extends to Cheeseborough Lane. The southeast corner contains a one-story building on an asphalt plot, probably a parking lot, near another one-story building that fronts on First. The densest occupation at the intersection is on the southwest corner, where a group of one-story structures, all except the one in the corner, is set back from the street. Evergreen Cemetery is located on the northwest corner of the intersection.

The terrain here is rolling and generally slopes to the south. The street plat follows a quadrilateral grid established in the 1870s, rather than the terrain. This location was settled during the 1880s, considerably later than areas closer to the city center. Much of the early history is the same as that presented in the preceding chapters about Boyle Heights.

By 1884, the area of the First and Lorena intersection was not yet platted for streets, and First Street had not been extended east of Evergreen Street. East of Lorena, two 35-acre tracts belonged to Bishop Mora; the 35-acre lot on the southwest corner of the future intersection of First and Lorena belonged to W. H. Workman (Stevenson 1884). Evergreen Cemetery lay on the northwest quadrant of the future intersection; its northeast corner nearly abuts the end of the Los Angeles city land grant at Indiana Street.

Evergreen Cemetery, comprising 70 acres, was organized in 1877 by a private consortium of five businessmen: an attorney, a bank cashier, a dry goods store clerk, a barber, and an undertaker (Figure 11). It was established in response to increasing crowding in cemeteries closer to the city center. City government was not in favor because it also planned to open a new cemetery. A newspaper editorial of the time "pointed out that two new cemeteries would not be too many, and people could have an option. 'Competition in cemeteries may act as beneficially as competition in other things'" (*Evening Express* 1877:3 in Carpenter 1973:39). The cemetery was used to bury the County's indigents, but also soon included discrete sections used by the Chinese, Japanese, Portuguese, and some of the area's prominent citizens.

In 1889, the economic boom trailed off, effectively ended by the bank panic of 1893 (Guinn 1902:143), but many newcomers were already established and continued to require services such as transportation. In 1889, the Los Angeles Cable Railway began service to Boyle Heights, with machinery and tracks that required a million dollar investment. It was initiated by Workman, who was president of the Boyle Heights Board of Trade. The line connected downtown and the Heights, running along First Street as far east as

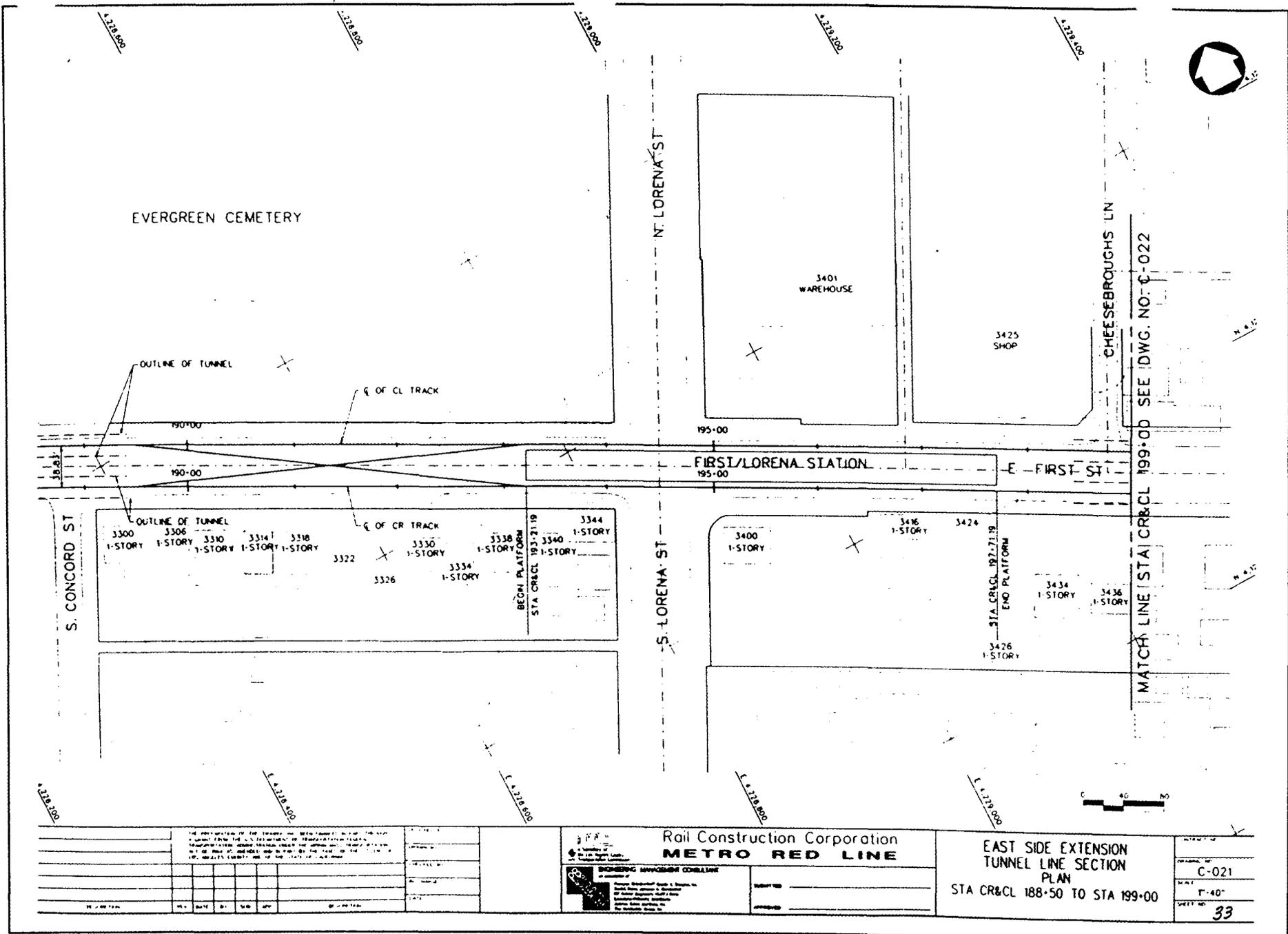
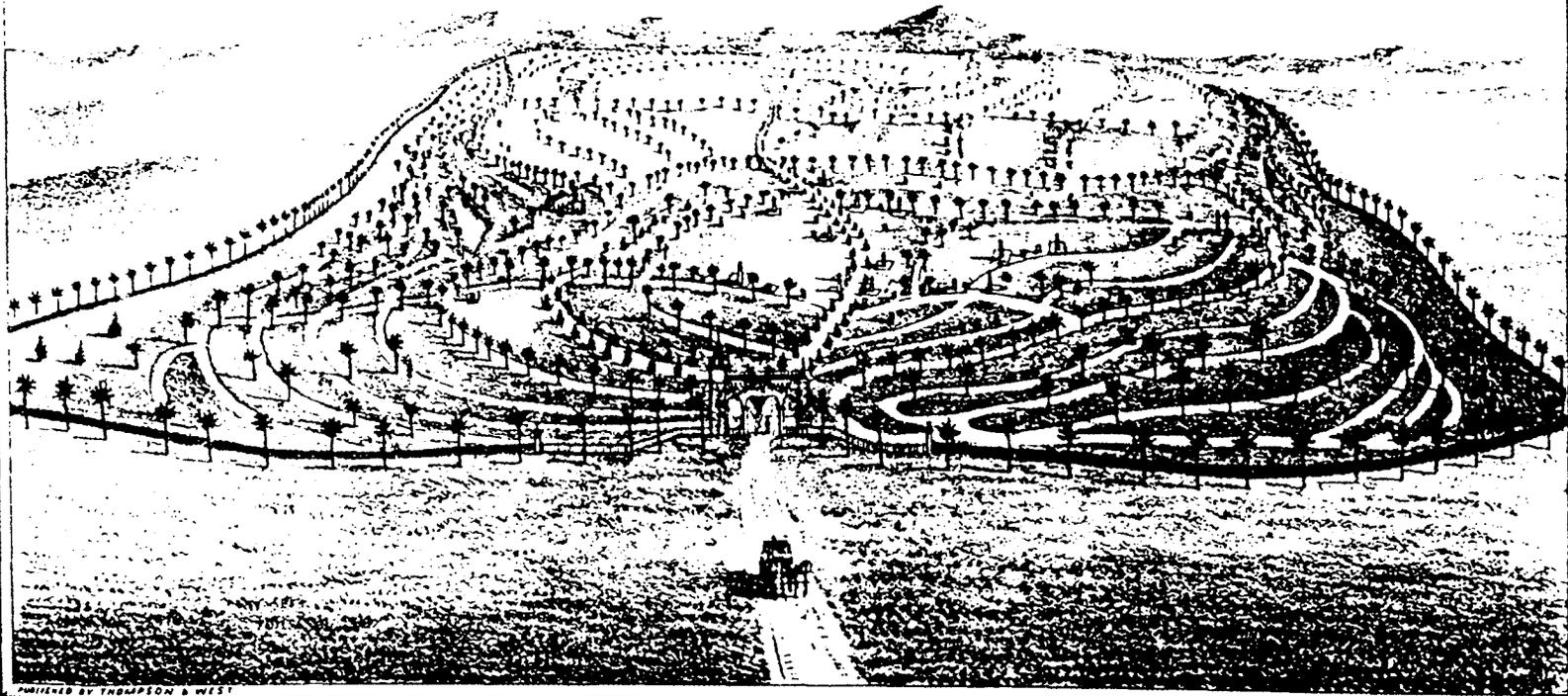


Figure 10. First and Lorena Station



ENGRAVED BY THOMPSON & WEST

EVERGREEN CEMETERY,  
LOS ANGELES, CAL. OWNED BY THE LOS ANGELES CEMETERY ASSOCIATION.

Figure 11. Evergreen Cemetery in 1880 (Thompson and West 1880:52)

Chicago Street (Newmark 1913:594-595). Chicago Street was well to the west of Lorena; later the line was extended to Lorena.

Around the turn of the century the street railway was extended along First and provided service to Evergreen Cemetery, at the First and Fresno stop. After 1909, special funeral cars were available for rent, at first for \$15, later for \$25. The Yellow Line that served Boyle Heights had three funeral cars over the years, two in service at any one time, named Paraiso and Descanso. The funeral cars had more decoration than ordinary cars: stained glass panels in the windows, rattan armchairs, silk curtains at the windows, and curtains in the interior to divide family from mourners. There was a special compartment, with its own stained glass window, for the casket under the floor of the car. It was reached from the outside, but also had a door into the main part of the car so the casket and flowers could be viewed from inside. The funeral cars picked up the casket and mourners at the funeral parlor, took them to the cemetery, and waited (at the Lorena Street terminus, in the case of Evergreen Cemetery) until they were ready to go back to town. The funeral cars went out of service by the mid-1920s, when the use of motorized hearses became customary (Walker 1977:134-137).

Topographic maps from 1896 and 1900, both based on 1894 surveys, show that the street plat of Boyle Heights reached as far east as the edge of the city land grant at Indiana Street (USGS 1896, 1900). The street grid was well-established before these maps were made and shows little change between these dates. By the time of the 1894 survey, First Street had been extended as far east as Lorena. Evergreen Cemetery and a street that appears to be Fresno were the eastern edges of the street grid on maps of both dates. By 1909, city utilities had been extended to the area; flush tanks for the sewage system were located on First near Fresno and on Fresno south of the cemetery (Hamlin 1909).

A fire insurance map of the Boyle Heights area from 1888 had details only of blocks along the extension of First Street (called Aliso Avenue at that time) as far as the west side of Soto Street (Dakin 1888). By 1906, coverage continued farther east but did not extend as far as First and Lorena.

By 1921, fire insurance maps covered the intersection of First and Lorena showing a modest neighborhood with large lots for single family residences interspersed with vacant lots and a few businesses. The houses were one-story frame structures and tended to be smaller and have fewer outbuildings than houses to the west, those closer to the Boyle Avenue and First Street intersection. Boyle Heights Lumber Company occupied a large lot on the northeast corner of the intersection, a lumber yard with an electric sawmill. The lumber yard's L-shaped office-storage-garage complex was set close to the street facing both First and Lorena. A frame dwelling fronting on First Street was located close to the southeast corner

of the intersection. It had a garage, also fronting on First Street, and two small outbuildings on the lot.

On the southwest corner of the intersection, the dwelling on the corner lot faced Lorena Street and was set south of the corner almost to the end of its lot. Houses west of the corner were set back from the street but fronted on First. The two houses west of the corner lot also had garages at the back of their lots, facing the alley between First Street and Gleason Avenue. Comparing the 1921 fire insurance maps with the Metro Rail maps (Rail Construction Corporation 1993:Sta CR&CL 188+50 to Sta 199+00), it appears that at least three of the houses at the northwest corner of the First and Lorena intersection are still standing. Evergreen Cemetery covered the northwest corner of the intersection (Sanborn Map Company 1921).

A varied group of people lived in Boyle Heights, primarily Hispanics and Europeans. Settlement began close to the bluffs and spread east. At the time Boyle Heights was under development, the city exerted a strong centralizing attraction; people went toward downtown to work, for major shopping trips, and for professional services. As land became increasingly valuable closer to downtown, residences were located farther out, where land was cheaper. Most people subscribed to the ideal of a single family dwelling on its own plot of land as their goal for housing. Public transportation at the turn of the century made it possible for those of modest means to live away from the city center and still patronize the concentration of services and facilities there. The Yellow Line street cars continued to serve the Boyle Heights area into the 1930s, although they were increasingly supplanted by automobiles.

Boyle Heights was one of the earliest suburban developments around Los Angeles. In keeping with the centripetal power of the city, the earliest settlement was close to the bluffs and later spread east. In the first years of the development it seems to have been the home to Euroamerican families. Most of the houses in Boyle Heights were wood frame, many of modest size, even more modest in size on the eastern edge of settlement. After 1900, people moving out of the center city area and immigrant groups found housing there; most of them were working and middle class.

Many ethnic groups were represented: Hispanics, Russians, Japanese and other Europeans. Molokans, a group of fundamentalists from Russia, lived in Boyle Heights and in the "Flats," the floodplain of the Los Angeles River (Berokoff 1969:35). They tended to locate closer to the bluffs, but may also have lived as far east as Lorena. One of the most cohesive communities was Jewish, immigrants from Europe and migrants from the eastern seaboard. Although the core of Jewish settlement was closer to the Brooklyn/Soto Metro Rail station, it was not tightly bounded and it is likely that some Jews lived as far east as Lorena. The Jewish community remained in Boyle Heights through the 1950s. After the

1950s the Hispanic population increased until that is the predominant ethnic group today.

The presence of at least a few Japanese in the area is suggested by their continuing use of Evergreen Cemetery for interments. Other Europeans and Euroamericans are most visible in the local churches. St. Johannes Evangelical Lutheran Church, a denomination associated with Scandinavians, was located near the southwest end of Evergreen Cemetery. Mount Olive Baptist Church was not far away, and the Roman Catholic Home for the Aged of the Little Sisters of the Poor was west of the cemetery (Sanborn Map Company 1921:Index).

Few cultural resources have been identified previously in this part of the city. No properties or districts are listed on the the National Register of Historic Places. The nearest Los Angeles Cultural Monument, declared in February, 1994, by the Los Angeles Heritage Commission, is the "Brooklyn Avenue Neighborhood Corridor," Brooklyn Avenue between Cummings and Mott Streets, east of the First/Lorena Metro Rail station, because of the importance of the area to the Jewish experience in Los Angeles (Nancy Fernandez, personal communication 1994). The Chinese funerary shrine in Evergreen Cemetery, erected in 1877, is also a designated Los Angeles Cultural Monument.

Little systematic cultural resource research has been carried out in Boyle Heights in general, particularly on the eastern side. In 1988, an archaeological survey of six lots in the Boyle Heights area recovered a mano or handstone for grinding from the lot under the Pomona Freeway near the Whittier Boulevard overpass, south of the First/Lorena Metro Rail station (CA-LAN-IF-6). A lot examined on Lorena, just north of Second Street, contained concrete and asphalt debris, but no prehistoric or other evidence of historic occupation (Bissell 1988).

In 1988, the historical sensitivity of alternate corridors was assessed by consulting topographic maps from 1896 and 1900; records of the California Archaeological Inventory Regional Information Center, University of California, Los Angeles; and by site visits. The First/Lorena Metro Rail station is included in Alternatives 5--First Street and 6--First Street with Metro Rail Yard Station, both of which appear to have "a high potential for adversely impacting historic resources" and "only moderate potential" for adverse impacts on prehistoric resources (Engineering-Science 1988:4.28). In 1992, background research into 50 miles of alternate rail line corridors and 18 surface stations revealed only four recorded archaeological sites, none in the immediate proximity to the First/Lorena station location (Brown 1992:10-11).

In 1993, an environmental assessment of the Eastside Extension focused on locations of potential hazardous materials. This study reviewed maps and aerial photographs dating from the 1920s to the 1960s with particular reference to activities involving chemicals,

such as gas stations and dry cleaners. In 1928, a few small commercial establishments were noted, interspersed among dwellings along First Street near Lorena (Geotransit Consultants 1993:4.4). The 1930s were a stable time in the development of the area. "There are no changes from . . . [the Clarence Street/Third Street intersection] all the way to Evergreen Cemetery", and this stability continued through the 1960s (Geotransit Consultants 1993:4.5-4.7).

The draft environmental impact statement (DEIS) prepared in 1993 revealed 73 historic properties on or potentially eligible for the National Register of Historic Places and 70 additional historic resources potentially eligible for the California Register of Historic Places. This report identified no potentially significant cultural resources at the location of the First/Lorena Metro Rail station, although several other structures of potential significance were noted in the vicinity (United States Department of Transportation 1993:Table 4-13.1-4-13.19).

In 1994, two additional structures that did not appear on the DEIS list were identified as potentially eligible for either the National Register or the California Register of Historic Places (Starzak 1994:i). These structures are described as: a hipped roof cottage, single family residence at 3138 East First Street and an Eastlake style single family residence at 3464 East First Street. They do not appear to be directly in the Metro Rail station footprint.

Archaeologically, the subsurface deposits in the station area should reflect the principal land uses: mostly residence and some commercial use. Thus, there is the possibility of discovering foundations of structures, structural items such as doorknobs and utility fittings, and associated deposits such as bedding trenches. Few of the dwellings had outbuildings, so contributions from their structure and contents are not expected to be present in the archaeological record.

The deposits to be expected from domestic structures of this period are mainly trash pits or trash scatters. Privies, which would date from before the turn of the century, are not expected to be present because development in this area took place for the most part after the city had already extended sewers to the area (Hamlin 1909). Individuals might also have relied on septic systems. Trash disposal, however, remained the responsibility of the homeowner into the twentieth century.

Domestic refuse is expected to contain food remains such as bones, food containers such as jars and bottles, and utensils for cooking, serving, and eating. Personal items and toiletries such as buttons, grooming aid containers, and medicine bottles might also be represented. Since the residences in this area housed families, childrens' presence is also expected to be reflected in toys. It

is possible that items identifiable to a specific ethnic or national group might be recovered.

## WHITTIER AND ROWAN STATION

The Whittier/Rowan Metro Rail station will be located along Whittier Boulevard across the intersection of South Eastman Street, between South Rowan Avenue and Gage Street (Figure 12). In the 1920s, South Eastman was known as Laguna and Gage was known as San Antonio; Whittier Boulevard was known as Stephenson Avenue (Sanborn Map Company 1921:Key:3). By 1945, the street names were the same as at present (Thomas Bros. 1945:45). The street plat here follows a quadrilateral grid, established in the 1880s, rather than the terrain. At the present time, both sides of Whittier Boulevard adjacent to the station location are lined with mostly one-story structures, set close to the street; they appear to have mainly commercial uses. There are some small open spaces among them.

The terrain slopes gently to the south. The area around the Whittier/Rowan Metro Rail station was sparsely settled in the days before statehood. The land was undoubtedly used by Native Americans in prehistoric and protohistoric times for hunting and gathering wild resources, although material evidence of their occupation in the specific area of the station has not been documented.

During the Spanish-Mexican period, Californios had a rather urban orientation, although most families lived on their ranchos with their hired hands and other dependents, often acculturated Native Americans (McWilliams 1946:61). Several times a year, the rancho family travelled to Los Angeles to visit friends and relatives, to attend social functions such as marriages, to take care of business and to shop. Some rancho families maintained a town house for their use while in the pueblo (Robinson 1959:23).

No structures are known from the area along what is now Whittier Boulevard in the Spanish-Mexican period, although the land belonged to the Rancho San Antonio, granted under Spanish rule before 1822 to Antonio Maria Lugo, an army corporal (Robinson 1948:55,57). The land was probably used as pasture. Land was used intensively close to the rancho settlement of house and outbuildings for such things as corrals and a house garden. Land farther from the core of the rancho settlement was for extensive use, primarily grazing.

The Lugos were a prominent Californio family, whose founder came to California with Rivera y Moncada's expedition in 1774. Antonio Maria (1788-1860) served as *alcalde* of Los Angeles. The family was allied by marriage with the Carillos, Cotas, Vallejos, and other families of equal standing; one of Antonio Maria's daughters married Don Julian (Isaac) Williams and the couple received Rancho Chino from Antonio Maria Lugo (Hart 1978:247). The site of the Lugo two-story townhouse adobe on the corner of Los Angeles and Alameda Streets is California Landmark 301 (California Department of Parks and Recreation 1990:90). The structure itself was destroyed in 1951.

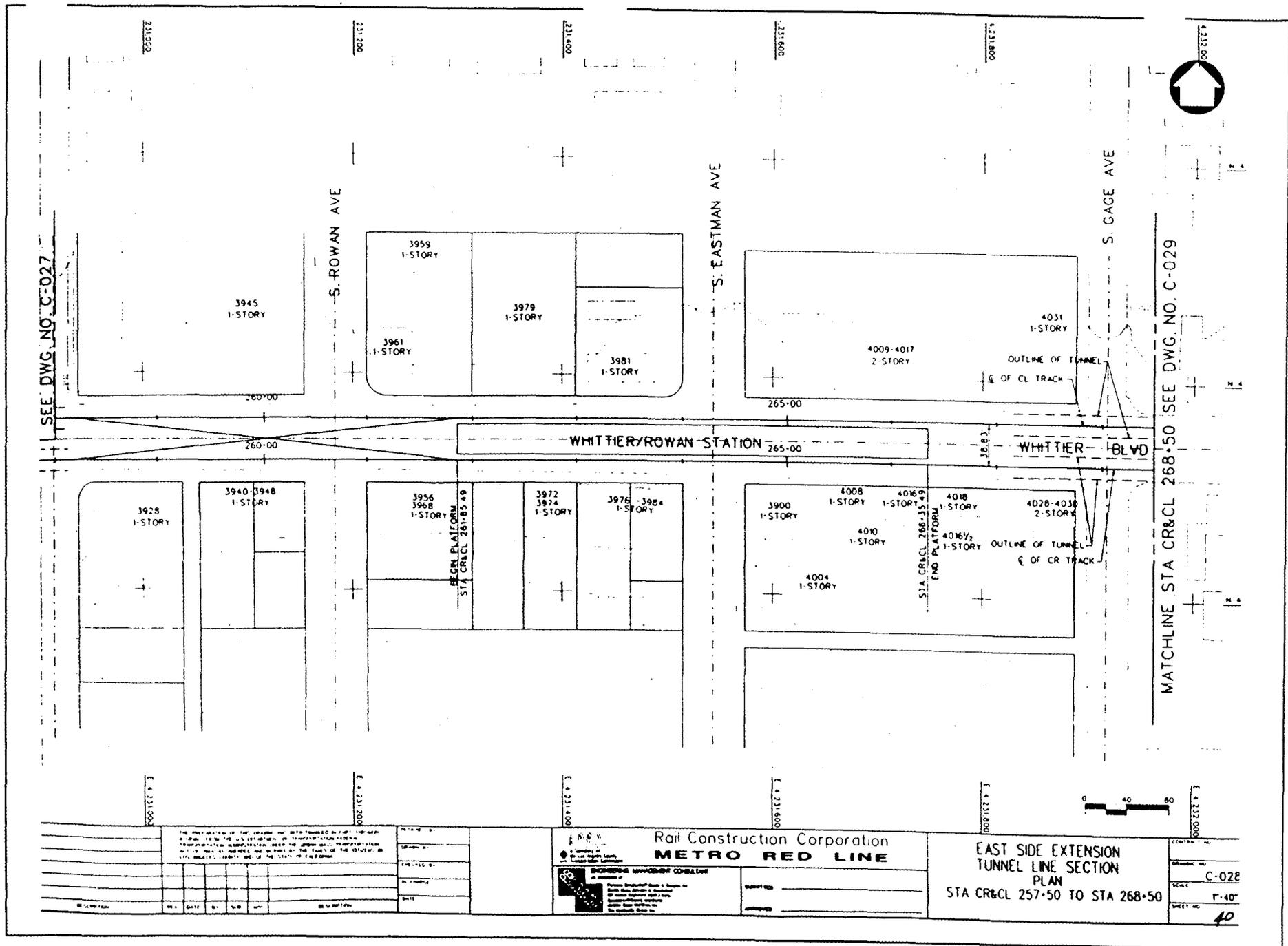


Figure 12. Whittier and Rowan Station

The area of the Whittier/Rowan Metro Rail station lies in East Los Angeles, outside the city limits in unincorporated Los Angeles County. The street grid is oriented north-south, unlike the grid just to the west, which is oriented northeast-southwest. The reason for the change alignment goes back to 1849, when the City Council contracted with Lieutenant E. O. C. Ord to map Los Angeles. Ord and his assistant William Hutton documented existing streets and land holdings, but only as far as the river on the east side of town (Ord and Hutton 1849 in Harlow 1976). The map preserved and extended the original street grid of the pueblo of Los Angeles, oriented northeast-southwest. In 1858, Henry Hancock extended Ord's plat in 35-acre lots, laid out northeast-southwest, all the way to the city boundaries. The change in street plat orientation denotes the city boundary as established by Hancock, marked today by Indiana Street, running north-south.

George Hansen re-surveyed the area east of Los Angeles (Hansen 1868 in Harlow 1976:109), preserving the Ord/Hancock grid. Since Hansen was employed by the city, his survey stopped at the city limits, but his map provides information on density of settlement and street grid. The area east of the river was undeveloped at that time; what little settlement there was clustered along the bluffs overlooking the Los Angeles River floodplain.

Hansen (1868), a conscientious surveyor, recorded evidence of a seeming overlap in grant claims. He platted a street close to the location of Whittier Boulevard originating at the bluffs near the mouth of a drainage that is probably the location of Hollenbeck Park today. Just south of this unnamed street he noted a "rock claimed as boundary of Lugo [rancho]" in his tract 71, inside the city boundaries. The boundary of Lugo's Rancho San Antonio is currently depicted as lying to the east and abutting Los Angeles city near the southeast corner, from what is now the City of Commerce north to Third Street (U. S. Geological Survey 1981).

With little settlement, the area east of the bluffs along the river continued to be used as pasture. The cattle industry went into a decline during the Civil War and cattle were replaced by sheep as a range animal. As late as 1868, a former officer in the Union Army, General Edward Bouton, established a sheep ranch on Boyle Heights, in "a section then containing but two houses"; by 1870 he had moved even farther east "where Whittier now lies" (Newmark 1913:374).

In the post-Civil War years, there was a settlement and building boom in Southern California. In 1868, the ranchos of Abel Stearns ("about 150,000 acres between San Gabriel and Santa Ana rivers") were divided and sold in 40-acre tracts. Other ranchos were also subdivided. Most of the land was put into agricultural use, with grain farming first (Guinn 1902:139). This had the effect of distributing settlement over land previously used for ranching and intensifying land use practices.

By 1876, ranchos had left their terrain-oriented imprint on the land, but the rectilinear township and range system had been established around them, dividing territory further into smaller parcels. Rancho San Antonio, the Lugo property that had been confirmed in 1866 (Cowan 1977:72), adjoining the eastern boundary of Los Angeles, was not among the subdivided areas; it was not platted along the southeast side and corner of the city boundary. The only feature noted at this date is a trail shown angling off to the southeast to the "Old San Gabriel River" (Stevenson 1876), which, judging from its relationship to the town of Downey, probably became Whittier Boulevard, leading from Los Angeles to the town of Whittier (Thomas Bros. 1945:55, 61).

In the 1870s, William H. Workman, an important figure in local commerce and politics, began to develop Boyle Heights (Thompson and West 1880:184), west of the Whittier/Rowan Metro Rail station. A discussion of Boyle Heights is provided in the reports on the Boyle/First and Brooklyn/Soto Metro Rail stations. Boyle Heights was one of the earliest suburbs of Los Angeles and displayed patterns and expectations for development that were later mirrored elsewhere around the city. Boyle Heights continued to expand during the real estate boom of the 1880s (Stevenson 1884).

By the late 1880s, settlement was spreading out from the core of Los Angeles to the east, although it was not all contiguous.

Within the first six months of 1887, between the eastern limits of Los Angeles city and the western line of San Bernardino county, a distance . . . of thirty-six miles, there were twenty-five cities and towns located--an average of one to every mile and a half of the road [Guinn 1902:142].

The next substantial settlement to the east of Los Angeles was Whittier. It was one of the towns founded in 1887; by 1900 its population had reached 1590. The intervening area between Whittier and Los Angeles was not settled rapidly, seemingly owing in part to a lack of transportation along connecting routes. Most travel between Whittier and Los Angeles was probably by rail (Guinn 1902:142-144).

Topographic maps from 1896 and 1900 show that the regular street plat of Boyle Heights did not extend beyond the edge of the city land grant at Indiana Street. The roads east of the city were widely spaced, some following the terrain in curves, some laid out geometrically within the township and range system. Several roads intersected at irregular angles in the area near the Whittier/Rowan Metro Rail station. Hansen's unnamed street originating from Hollenbeck Park, oriented northwest-southeast, made a bend and continued straight east from the city boundary for a short distance. The east-west section of road is almost certainly the part of Whittier Boulevard formerly called Stephenson Avenue. A

north-south road just east of the city boundary might be Ditman.

Streets that might correspond to Rowan or Eastman (Laguna) were not present. Another road running perpendicular to (probable) Whittier appears from its configuration to be Eastern Avenue. Two structures are shown on the south side of the intersection where the probable Eastern Avenue ended at the probably Whittier Boulevard. Four more are shown scattered north of this intersection, south of what seems to be Bonnie Beach, a road that runs at an angle, not following tract lines as it does today. East and slightly south of the probable Eastern Avenue-Whittier Boulevard intersection, several roads converged at an awkward crossroads that did not follow plat lines. Two roads angle off to the southeast. The northern road is the one that probably became Whittier Boulevard (USGS 1896, 1900).

The New Calvary Cemetery is located four blocks east of the Whittier/Rowan Metro Rail station, between Downey and Eastern Avenue. It was founded in 1896 (New Calvary Cemetery, personal communication 1994; Carpenter 1973:18), although not depicted included in the 1900 update of the 1896 topographic quadrangle (USGS 1896, 1900). The cemetery is Catholic. One of the oldest cemeteries in Los Angeles was the original Calvary Cemetery, located on North Broadway. It was closed in 1896, and between 1925 and the early 1930s the remains were disinterred and moved. "Cathedral High School was built on part of the site; the Pasadena Freeway goes through another portion" (Carpenter 1973:18).

As the turn of the century passed, settlement spread out into East Los Angeles. An area this far out of town could not have developed at that date without some type of public transportation. By 1912, the Pacific Electric Railway company had extended service to the area. From Slauson Junction, south of downtown, a line ran almost directly east to Yorba Linda. There was a stop at Laguna, later Eastman, and one at Gage, formerly San Antonio (*The News* 1912).

By 1906, Sanborn map coverage had been extended but not farther east than the city boundary. By 1921, fire insurance atlas coverage had been extended to the location of the Whittier/Rowan Metro Rail station. Settlement in this area was mainly east of Laguna (Eastman) on both sides of Stephenson (Whittier Boulevard). The northwest intersection of Stephenson and Laguna (Whittier and Eastman) was a vacant lot. Vacant lots lined the entire north side of Stephenson to the northeast corner of Stephenson and Rowan, the location of a small furniture manufacturing concern. A feed and fuel establishment comprised of five structures, one a small office at the corner, stood on the northeast corner of the Stephenson and Laguna intersection, next to a shop to the east. East of the shop, on the northwest corner of San Antonio (Gage), stood the Belvedere Water Works (Sanborn Map Company 1921:1496-1497).

The block on the south side of Stephenson had six occupied lots and

one vacant one. A two-story dwelling closely fronting on Stephenson stood east of a small shop also fronting on Stephenson on the southwest corner of the Stephenson-San Antonio intersection. All the structures along this block were single-story dwellings facing but set well back from Stephenson; two small dwellings were at the back of lots with access from an alley between Stephenson and Verona, the next street to the south. One of these small dwellings was at the back of the lot of the small shop on Stephenson; another small dwelling stood at the back of the lot of another dwelling. All the dwellings in this block except that on the corner of Stephenson and San Antonio had outbuildings on their lots; of seven outbuildings, three were labelled "auto." A blacksmith was still in business one lot to the east of San Antonio on the south side of Stephenson (Sanborn Map Company 1921:1496-1497).

An automobile repair establishment and a shop occupied the southwest corner of the Stephenson-Laguna intersection, set close to the street. A one-story dwelling stood back from Stephenson on a double lot just west of the auto repair establishment and shop. Three outbuilding-type structures (one labelled "auto") stood on the next lot south of this dwelling. The remainder of this block to the southeast corner of Rowan and Stephenson was unoccupied. Two shops (one large and one small) and a garage stood on the southwest corner of Stephenson and Rowan (Sanborn Map Company 1921:1496-1497).

The dwellings in the area of the Whittier/Rowan Metro Rail station seem to have been modest frame structures in a mixed commercial and residential neighborhood. One contribution to the viability of life in this area in the 1920s was the advent of the automobile. The early and continuing dominance of the automobile in Los Angeles is a complex topic. The first automobiles in Los Angeles in the 1890s were novelties, but in 1900 the Automobile Club of Southern California was founded; by 1910 it had 2500 members and by 1920, 30,320 members. Early cars were temperamental in inclement weather as well as open to it; they were used for weekend jaunts rather than daily commuting. In 1918, Congress classified the automobile as a "pleasure vehicle" (Nelson 1983:276). Between 1910 and 1920, the number of automobiles in Los Angeles County increased by 644,418; people increased by 1,272,037. Reliance on the automobile required paved streets, legal regulation, and rules of the road. The boulevard stop was introduced, along with automatic stop signals, "no jaywalking" ordinances in business areas, and refinements to the street grid. Commuting gradually displaced the used of public transport (Nelson 1983:278). With the advent of motorized transportation, the road now called Whittier Boulevard became a travel route where automobiles eventually replaced the streetcars. The formerly irregular intersection near Eastern Avenue and Stephenson-Whittier by 1945 had been made more geometric in the interests of facilitating traffic flow (Thomas Bros. 1945:45).

The population of East Los Angeles included both Hispanics and Europeans, although both native and immigrant Hispanics seem to have dominated. By the late 1920s there were 30,000 Mexicans or Mexican Americans present in the greater East Los Angeles area (Romo 1983:5). "Sixth generation Mexican Americans can still be found" in East Los Angeles (Stewart 1994:13). Although Jewish families were concentrated farther west in Boyle Heights, some of them may have lived on Stephenson, as well as other Euroamericans of varied ethnic extraction. The people who lived in this neighborhood were middle or working class families. The land in the unincorporated county was probably cheaper; some residents no doubt kept a few chickens and had gardens.

Little systematic cultural resource research has been carried out in East Los Angeles, in large part owing to relatively few projects of a scale to require environmental impact assessment. No properties or districts are listed on the National Register of Historic Places near the Metro rail station location. The Los Angeles Heritage Commission does not list any historic-cultural monuments in the area of the station, none on the entire length of Whittier Boulevard.

In 1988, an archaeological site survey of six lots in the Boyle Heights area recovered a mano or handstone for grinding from the lot under the Pomona Freeway near the Whittier Boulevard overpass, northwest of the Whittier/Rowan Metro Rail station (Bissell 1988). In the assessment of Red Line extension alternatives, the Whittier/Rowan Metro Rail station is included in Alternatives 3--Brooklyn Street, 5--First Street, and 6--First Street with Metro Rail Yard Station; all appear to have "a high potential for adversely impacting historic resources" and "only moderate potential" for adverse impacts on prehistoric resources (Engineering-Science 1988:4.28). In 1992, background research into 50 miles of alternate rail line corridors and 18 surface stations revealed only four recorded archaeological sites, none in immediate proximity to the Whittier/Rowan station location (Brown 1992:10-11).

An environmental assessment of the Eastside Extension reconstructed landuse patterns with particular reference to activities involving chemicals, such as gas stations and dry cleaners. In 1928, Whittier Boulevard between Indiana and Downey Road had commercial structures to the north and residential structures to the south. In 1947, there was an auto repair concern on the northeast corner of Rowan and Whittier. In 1952, a gas station or auto repair facility was located at the northwest corner of Eastman and Whittier. From the late 1920s to 1952, a turn-around for the Red Car line was located at Brannick Avenue and Whittier Boulevard next to the Home-of-Peace Cemetery. In the 1960s the gas stations continued at the same locations (Geotransit Consultants 1993:4.5-4.7).

Research for the 1993 DEIS revealed 73 historic properties on or potentially eligible for the National Register of Historic Places and 70 additional historic resources potentially eligible for the California Register of Historic Places. This report identified no potentially significant cultural resources at the location of the Whittier/Rowan Metro Rail station (United States Department of Transportation 1993:Table 4-13.1;4-13.2). In 1994, a further list of structures did not identify any in the area of the Whittier/Rowan Metro Rail station as potentially eligible for either the National Register or the California Register of Historic Places (Starzak 1994:3).

Archaeologically, the subsurface deposits in the station area should reflect the principal land uses: residence and commercial use. Thus, there is the possibility of discovering foundations of structures, possibly basements, structural items and building materials, utility fittings, and associated deposits such as bedding trenches.

The type of deposits to be expected from domestic structures of this period are mainly trash pits or trash scatters. By the 1920s, when this area was developed, most homes would have had septic systems rather than privies, which are more characteristic of pre-turn of the century historic deposits. Trash disposal remained the business of the homeowner, however, until after the turn of the century. Domestic refuse may include food remains such as bones, food containers such as jars and bottles, and utensils for cooking, serving, and eating. Personal items, toiletries, buttons, grooming aid containers, and medicine bottles might also be represented. Since the residences in this area housed families, children's activities reflected in toys.

Automobiles might be represented in the archaeological record if garages or car ports are encountered. There is the possibility of discovering small car items such as fittings, nuts and bolts, and possibly features where used oil and other liquids were disposed of, since there was no recognition at the time of the nature of hazardous waste. Commercial buildings can be expected to yield structural remains and associated features. The details of the deposit would vary with the type of activity, but in general might contain scraps of raw materials from production, general waste items, and possibly fragments of the items that were sold and/or produced on the premises.

Cultural significance in the archaeological remains from this location lies in their potential to contribute to our understanding of early suburbia in general and in this little-studied section of Los Angeles in particular. Mostly the people who lived in the neighborhood were working and middle class, those whose houses were unlikely to be designed by architects and whose activities were not chronicled in the rotogravures, but who were important to the economic and social life of the region. Archaeological

investigations can help document their domestic activities and lives.

## WHITTIER AND ARIZONA STATION

The Whittier/Arizona Metro Rail station will be situated one-half block north and parallel to Whittier Boulevard, between McConnell and Arizona Streets (Figure 13). The area is in East Los Angeles, outside the city limits in unincorporated Los Angeles County.

The street grid here is a regular plat, oriented slightly northeast-southwest. It may have been platted at this angle so that cross streets would meet Whittier at right angles, because Whittier Boulevard was an early road in the area. At the present time the north side of Whittier, the area of potential impact from construction, is taken up with large structures that appear to be commercial and occupy each block, fronting Whittier. An alley behind them parallels Whittier. North of the alley there are a number of structures, most of them smaller than those facing Whittier.

The terrain slopes gently to the south. The area around the station was sparsely settled in the days before statehood. The land was undoubtedly used by Native Americans in prehistoric and protohistoric times for hunting and gathering wild resources, although material evidence of their occupation in the specific area of the Metro Rail station has not yet been documented.

The early history of this area is discussed in the Whittier/Rowan station background report. During the Spanish period, the land where the Whittier/Arizona Metro Rail station stands was granted to Antonio Maria Lugo, to whose family it belonged well into the period of American annexation. It was not subdivided into geometric tracts at the same early date as Boyle Heights, to the west.

Real estate booms and busts were a feature of economic life in Los Angeles from the late 1860s to the 1890s; land was considered the optimal investment. These economic ups and downs are discussed in the Boyle/First, First/Soto, and Whittier/Rowan Metro Rail station reports. Even as late as 1876 the area was not platted. The only feature noted at this date is a trail shown angling off to the southeast to the "Old San Gabriel River" (Stevenson 1876), which, judging from its relationship to the town of Downey, probably became Whittier Boulevard, leading from Los Angeles to the town of Whittier (Thomas Bros. 1945:55, 61).

As early as the late 1870s to 1880s, themes of suburban life were developing: single family dwellings set on individual lots with utilities such as water (and later gas, sewers and electricity), accessible to public transportation were themes of California suburban development. Boyle Heights displayed all these elements by the late 1870s, but suburban development was slow to spread east of the city line. It was not until the late 1880s that settlement spread out from the core of Los Angeles to the east; even then

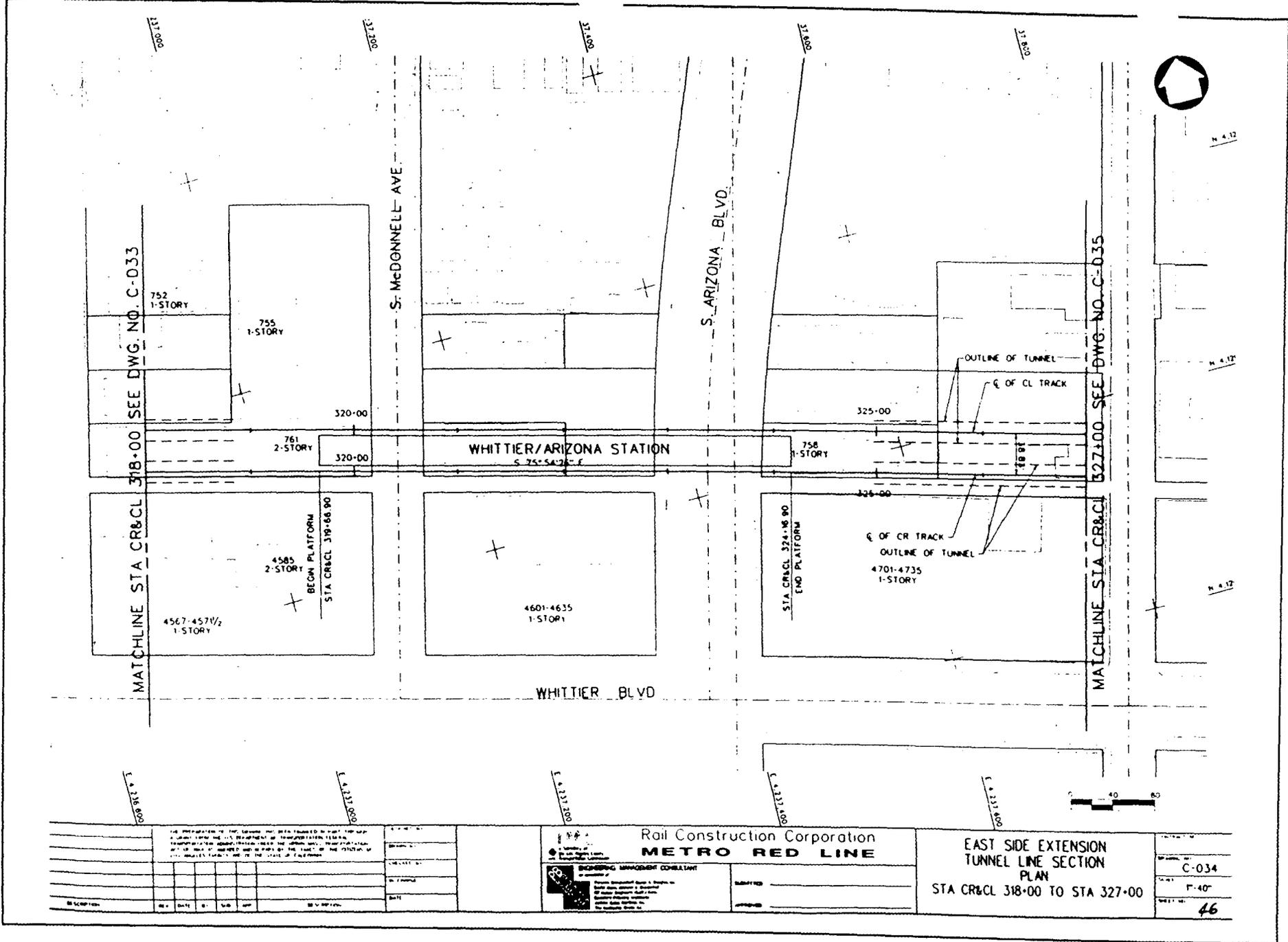


Figure 13. Whittier and Arizona Station

settlement was not contiguous.

Transportation was provided by street railroads of various types. In 1889, the Los Angeles Cable Railway inaugurated service to Boyle Heights, but only as far east as the intersection of First and Chicago streets (Newmark 1913:594-5). Later service was extended to Evergreen Cemetery at First and Fresno Streets (Walker 1977:134-137), and later still, by 1913, service was provided by the Pacific Electric Railway company. From Slauson Junction, south of downtown, a line ran east to Yorba Linda, with a connection to the town of Whittier. Between Gage Street, west of the New Calvary Cemetery, and the transfer point to Whittier there were only two stops: Rio Hondo and MacCampbell (*The News* 1912), neither of which appears on recent street maps (Thomas Bros. 1945:45). This implies that settlement was sparse in the area.

Topographic maps from 1896 and 1900, both based on 1894 surveys, show that the regular street plat of Boyle Heights did not extend east past the edge of the city land grant (Indiana Street). The roads east of the city were widely spaced, some following the terrain, some laid out geometrically within the township and range system. Several roads, each following its own trajectory across the countryside rather than a grid, intersected at irregular angles near the Whittier/Arizona Metro Rail station. Two roads angle off this intersection to the southeast; the northern road is the one that probably became Whittier Boulevard (USGS 1896, 1900). This intersection seems to have been at the crossing of a small drainage (USGS 1900), probably that known as Rio Hondo. The Long Beach Freeway crosses Whittier Boulevard at this location today (USGS 1981).

The New Calvary Cemetery is located six blocks west of the Whittier/Arizona Metro Rail station, between Downey and Eastern Avenue. It was founded in 1896 (New Calvary Cemetery personal communication 1994; Carpenter 1973:18), but was not depicted on the 1900 update of the 1896 topographic quadrangle (USGS 1896, 1900). The cemetery is Catholic and it replaced the original Calvary Cemetery, located on North Broadway (Carpenter 1973:18). Home of Peace Cemetery (formerly B'nai Brith, founded in 1901), a Jewish cemetery, is located across Whittier Boulevard to the south from New Calvary Cemetery.

By 1921 fire insurance map coverage had been expanded to this location (Sanborn Map Company 1921). At that date Whittier Boulevard showed considerable commercial development. On the north side of the street the frontage of the entire block between Arizona and McDonnell Avenues was taken up with a row of one-story shops, anchored on the northeast corner of Arizona and Whittier by a drugstore and bakery with a steel oven. In the middle of the block one store sold paints, with oils stored in an extension behind the shop. Across Arizona on the northwest corner of the intersection stood a large reinforced concrete building housing three more shops

and a smaller frame building, identified as a shop (Sanborn Map Company 1921:3541).

An alley paralleled Whittier, about half a block north, behind the shops on Whittier, which did not reach all the way to the back of their lots. The drugstore and the paint shop had garages on the alley. Along Arizona south of the alley nearly every lot was occupied with dwellings. One dwelling had a second one at the back of the lot and one duplex had another at the back of the lot. On McDonnell, between Whittier and the alley, two dwellings of identical dimensions with a garage between them faced McDonnell. Modest single family frame dwellings stood one to a lot along McDonnell south of the alley (Sanborn Map Company 1921:3541). In this limited sample of structures from the neighborhood, the only outbuildings were garages. Of 12 dwellings, seven had garages and the duplex had a double garage. This indicates the importance of the automobile to residents of this neighborhood.

The population of East Los Angeles included both Hispanics and Europeans, although both native and immigrant Hispanics seem to have dominated. By the late 1920s there were 30,000 Mexicans and/or Mexican Americans present in the greater East Los Angeles area (Romo 1983:5). The people who lived in this neighborhood were middle or working class families. The land in the unincorporated county was probably cheaper; they may have commuted to work to the east in a town like Whittier or to the west to Boyle Heights or downtown Los Angeles.

Little systematic cultural resource research has been carried out in East Los Angeles, in large part owing to relatively few projects of a scale to require environmental impact assessment. No properties or districts are listed on the National Register of Historic Places near the station location. The Los Angeles Heritage Commission does not list any historic-cultural monuments in the area of the station, none on the entire length of Whittier Boulevard.

The Whittier/Arizona Metro Rail station was assessed as having "a high potential for adversely impacting historic resources" and "only moderate potential" for adverse impacts on prehistoric resources (Engineering-Science 1988:4.28). The 1992 background research did not identify any recorded archaeological sites in the immediate proximity to this station location (Brown 1992:10-11).

A hazardous materials report based on fire insurance maps and aerial photographs dating from the 1920s to the 1960s identified a small elevated water tank on the north side of Whittier Boulevard and Kern, one block east of Arizona, in 1921. In 1928, mostly commercial structures interspersed with occasional apartments lined Whittier Boulevard from Eastern to LaVerne, four blocks east of Arizona. In the 1940s Whittier Boulevard was devoted to light commercial uses from Downey Road west of New Calvary Cemetery to

Atlantic Boulevard. After 1952, no further changes were observed from Arizona to Atlantic along Whittier (Geotransit Consultants 1993:4.6).

The 1993 draft environmental impact statement (DEIS) identified no potential cultural resources at the location of the Whittier/Arizona Metro Rail station (United States Department of Transportation 1993:Table 4-13.1). Two structures have since been identified as potentially significant in the 4500 block of Whittier, T & S Liquor and the Boulevard Theater (Starzak 1994:3).

Archaeologically, the subsurface deposits in the station area should reflect the principal land uses: residence and commercial use. Thus, there is the possibility of discovering foundations of structures, possibly basements, structural items such as doorknobs and utility fittings, and associated deposits such as bedding trenches. Because the station footprint will run the long dimension of the lots between McDonnell and Arizona, the possibility exists that remains of garages might be encountered as well as dwellings, since the garages in this area tended to be toward the back of the lots. Automobiles might be represented in the archaeological record.

The deposits to be expected from domestic structures of this period are mainly trash pits or trash scatters. By the 1920s, when this area was developed, most homes would have had septic systems rather than privies, which are more characteristic of pre-turn of the century historic deposits. Trash disposal remained the business of the homeowner, however, until after the turn of the century. Domestic refuse is expected to be sparse, but with the potential to include food remains such as bones, food containers such as jars and bottles, and utensils for cooking, serving, and eating such as flatware and dishes. Personal items and toiletries such as buttons, grooming aid containers, and medicine bottles might also be represented. Since the residences in this area housed families, the presence of children may be reflected in toys.

Commercial buildings could also yield structural remains and associated features. The details of the deposit would vary with the type of activity, but in general might contain scraps of raw materials from production, general waste items, and possibly fragments of the items that were sold and/or produced on the premises.

Cultural significance in the archaeological remains from this location, like those from the Whittier/Rowan and Whittier/Atlantic Metro Rail stations, lies in their potential to contribute to our understanding of early suburbia in general and in this little-studied section of Los Angeles in particular. Mostly the people who lived in the neighborhood were working and middle class, those whose houses were unlikely to be designed by architects and whose activities were not chronicled in the rotogravures, but who were

important to the economic life of the region and the processes of community development. Archaeological investigations can help document their domestic activities and lives.

## WHITTIER AND ATLANTIC STATION

The Whittier/Atlantic Metro Rail station will be situated under and parallel to Whittier Boulevard, between Woods Avenue and Atlantic Boulevard (Figure 14). The vicinity lies in East Los Angeles, outside the city limits in unincorporated Los Angeles County. The neighborhood is historically identified as Belvedere (Thomas Bros. 1945:45).

The street grid here is a regular plat, oriented slightly northeast-southwest. It may have been platted at this angle so that cross streets would meet Whittier at right angles, because Whittier Boulevard was an early road in the area. At the present time the whole block between Woods and Atlantic on the south side of Whittier is taken up with a large theater building. A gas station stands on the southwest corner of the Atlantic-Whittier intersection, and the northeast corner is asphalted, probably a parking lot. A T-shaped building with the stem of the T pointing south occupies the north side of Whittier. The northwest corner of Whittier and Atlantic is asphalted. One-story buildings, seemingly commercial, occupy the northwest and southwest corners of the Whittier-Woods intersection.

The terrain slopes gently to the south. The area around the Whittier/Atlantic Metro Rail station was sparsely settled in the days before statehood. The land was undoubtedly used by Native Americans in prehistoric and protohistoric times for hunting and gathering wild resources, although material evidence of their occupation in the specific area of the Metro Rail station has not yet been documented.

The early history of this area is discussed in the Whittier/Rowan Metro Rail station background report. During the Spanish period, the land containing the Whittier/Arizona station was granted to Antonio Maria Lugo, to whose family it belonged well into the period of American annexation. It was not subdivided into geometric tracts at the same early date as Boyle Heights, to the west.

Real estate booms and busts were a feature of economic life in Los Angeles from the late 1860s to the 1890s; land was considered the optimal investment. These economic ups and downs are discussed in the Boyle/First, First/Soto, and Whittier/Rowan Metro Rail station reports. Even as late as 1876 the area was not platted. The only feature noted at this date is a trail shown angling off to the southeast to the "Old San Gabriel River" (Stevenson 1876), which, judging from its relationship to the town of Downey, probably became Whittier Boulevard, leading from Los Angeles to the town of Whittier (Thomas Bros. 1945:55, 61).

As early as the late 1870s to 1880s, themes of suburban life were developing: single family dwellings set on individual lots with

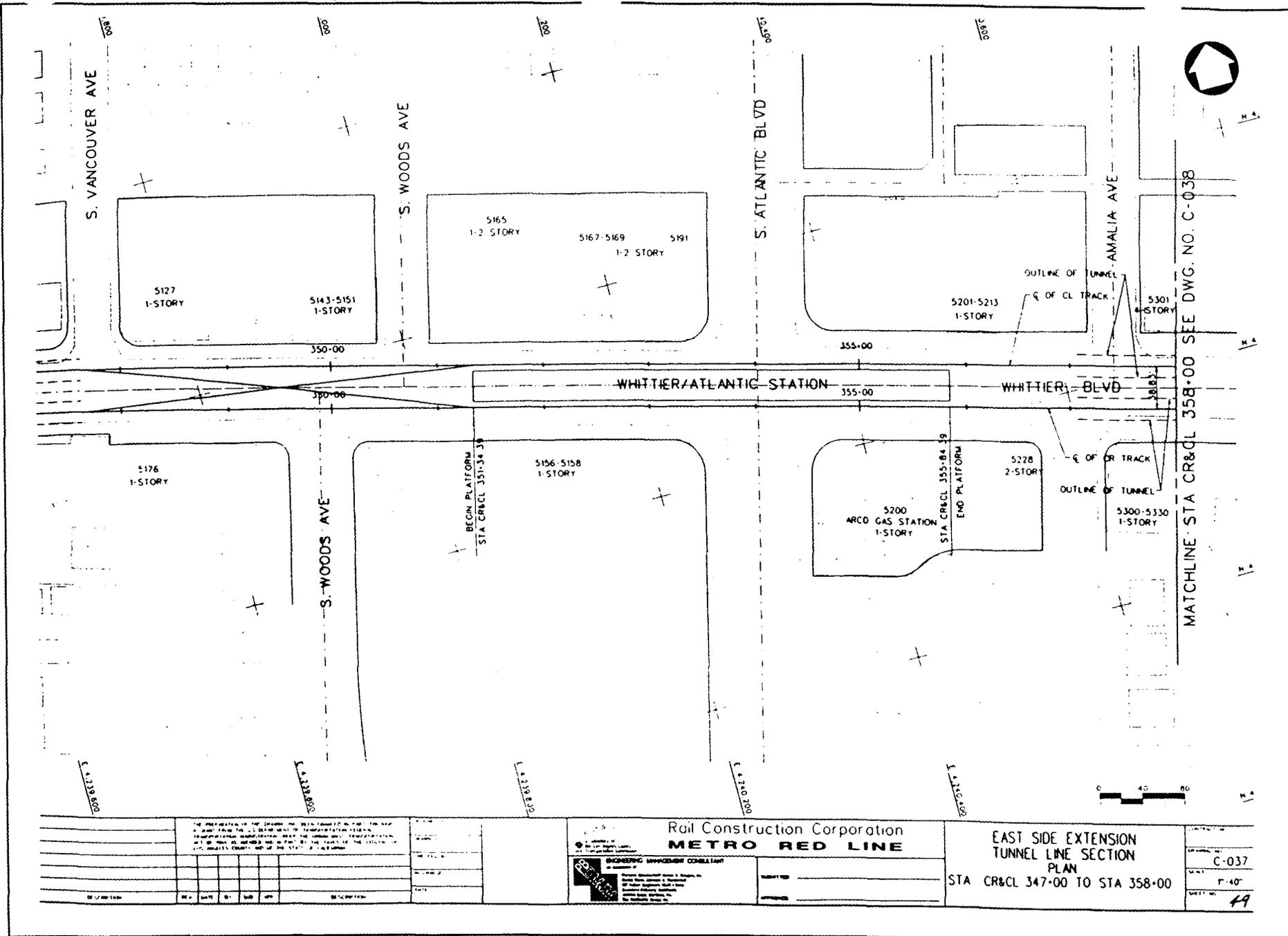


Figure 14. Whittier and Atlantic Station

utilities such as water (and later gas, sewers and electricity), accessible to public transportation were themes of California suburban development. Boyle Heights displayed all these elements by the late 1870s, but suburban development was slow to spread east of the city line. It was not until the late 1880s that settlement spread out from the core of Los Angeles to the east; even then settlement was not contiguous.

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Topographic maps from 1896 and 1900, both based on 1894 surveys, show that the regular street plat of Boyle Heights did not extend east past the edge of the city land grant (Indiana Street). The roads east of the city were widely spaced, some following the terrain, some laid out geometrically within the township and range system. Several roads, each following its own trajectory across the countryside rather than a grid, intersected at irregular angles near the Whittier/Arizona station. Two roads angle off this intersection to the southeast; the northern road is the one that probably became Whittier Boulevard (USGS 1896, 1900). No road approximating Atlantic is depicted on the topographic maps. Whittier was not extended past LaVerne Avenue, five blocks west of Atlantic, until after 1926. Before 1926 the area was "vacant farmland" (Geotransit Consultants 1993:4.5).

A fire insurance map of the Boyle Heights area from 1888 had details only of blocks along the extension of First Street (called Aliso Avenue at that time) as far as the west side of Soto Street (Dakin 1888). By 1906, coverage had been extended farther east and had also been broadened, but did not yet reach the Whittier/Atlantic Metro Rail station area.

Fire insurance map coverage was not expanded to this location until 1928 (Sanborn Map Company 1928). At that date Whittier Boulevard had commercial development; residential development was on cross streets. A movie theater stood on the southwest corner of the Atlantic-Whittier intersection (Figure 15). A small complex of shops and a restaurant occupied the corner on both Whittier and Atlantic. Facing Atlantic was the entrance to the movie house, surrounded by a complex of eight small shops. An octagonal element

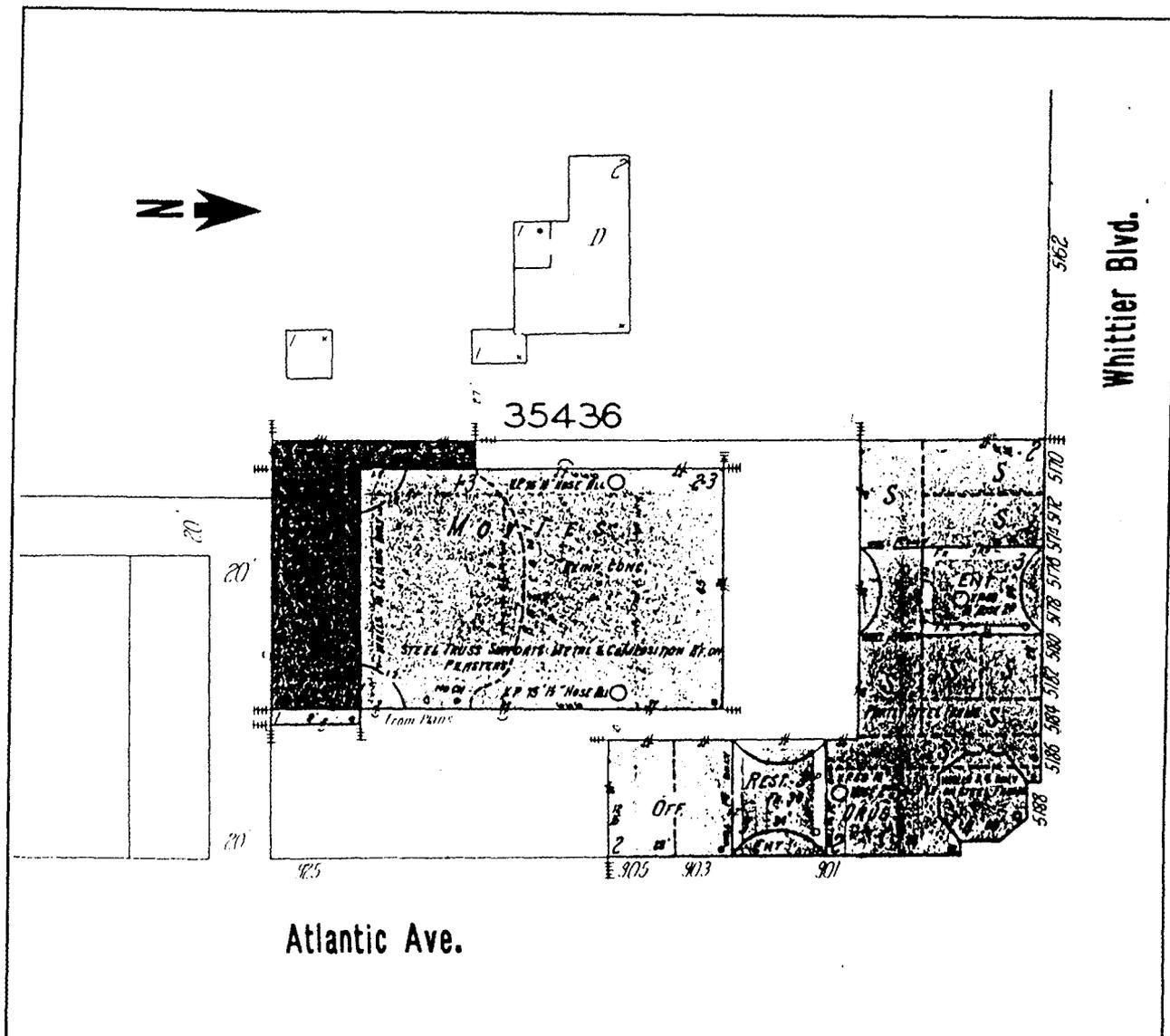


Figure 15. Theatre complex on Atlantic and Whittier  
(Sanborn Map Co. 1928: 3567)

stood on the corner--perhaps supporting a tower or cupola. A drugstore and two offices faced Atlantic at the corner, with a restaurant offering both a street entrance and access to the theater. Across from the theater, on the northwest corner of the Whittier-Atlantic intersection stood a complex of commercial establishments: a bank, a shop, a restaurant and a bakery with what appears to be a brick oven. At the back of this complex, adjoining an alley paralleling Whittier, stood a single story dwelling with a garage. Garages also stood behind the shop/bank

complex (Sanborn Map Company 1928:3568).

Three vacant lots lay west of the complex on the northeast corner of the Woods-Whittier intersection. In 1928, the Woods Avenue intersection was offset, with Woods on the south side of Whittier west of Woods on the north side. A one-story frame dwelling with a detached garage faced Woods Avenue at the back of the lot on the northwest corner of the Woods-Whittier intersection. Three vacant lots separated it from a rollerskating rink with four shops and a restaurant that faced Whittier (Sanborn Map Company 1928:3568).

The northwest corner of Woods and Whittier was empty. At the southern edge of a large lot, a two-story frame dwelling was centrally located, back from but facing Woods. On the same property north of an east-west alley were two small outbuildings set back from the street and a small dwelling with a garage close to and facing Woods, north of Whittier (Sanborn Map Company 1928:3568).

The population in East Los Angeles included both Hispanics and Europeans, although both native-born and immigrant Hispanics seem to have dominated. The people who lived in this neighborhood were middle or working class families. The land in the unincorporated county was probably cheaper; they may have commuted to work to the east in a town like Whittier or to the west to Boyle Heights or downtown Los Angeles.

Little systematic cultural resource research has been carried out in East Los Angeles, in large part owing to relatively few projects of a scale to require environmental impact assessment. No properties or districts are listed on the National Register of Historic Places near the Metro Rail station location. The Los Angeles Heritage Commission does not list any historic-cultural monuments in the area of the station, none on the entire length of Whittier Boulevard.

The 1988 study of corridor alternatives assessed the Whittier/Atlantic Metro Rail station as having "a high potential for adversely impacting historic resources" and "only moderate potential" for adverse impacts on prehistoric resources (Engineering-Science 1988:4.28). In 1992, background research into 50 miles of alternate rail line corridors and 18 surface stations revealed only four recorded archaeological sites, none in the immediate proximity to the Whittier/Atlantic station location (Brown 1992:10-11).

In 1993, a review of historic fire insurance maps and aerial photographs representing the period from the 1920s to the 1960s reported a wooden derrick present in 1922, in the area of the northeast corner of Whittier and Atlantic, but it was removed by 1926, when a gas station was depicted at the location. In that year most settlement stopped at Atlantic, with small, widely spaced

structures (dwellings and businesses) along Whittier. By 1928, the gas station at the corner of Atlantic and Whittier has gone from one pump to two. Whittier Boulevard had mostly commercial establishments "with scattered apartments from Eastern Boulevard to LaVerne Avenue with closely spaced residential units behind the alleyway to the north. In the 1940s, Whittier Boulevard was devoted to light commercial uses from Downey Road on the west side of New Calvary Cemetery to Atlantic Boulevard. After 1952, no further changes were observed from Arizona to Atlantic along Whittier (Geotransit Consultants 1993:4.4-4.6).

Research for the draft environmental impact statement (DEIS) prepared in 1993 identified two potentially significant cultural resources at the location of the Whittier/Atlantic Metro Rail station. A two-story Art Deco theater at 5136 Whittier Boulevard, dated to 1927, and a two-story "Spanish Churrigueresque" movie theater, dated to 1927 at 5170-5188 Whittier Boulevard (United States Department of Transportation 1993:Table 4-13.1). The latter is the theater and shop complex depicted on the 1928 fire insurance map (Sanborn Map Company 1928:3568). The two theaters are both under consideration as part of the Whittier/Atlantic Metro Rail station entrance.

In 1994, a further list of structures also identified the 5170 to 5188 Whittier building (the Golden Gate Theater/Vega Building) as potentially eligible to the National Register of Historic Places. The Paseo Alameda at 5136 Whittier Boulevard was a building noted as potentially significant in addition to those in the DEIS. It was not present on the 1928 fire insurance maps, but seems to have been constructed near the intersection of Woods and Atlantic (Starzak 1994:3).

Archaeologically, the subsurface deposits in the station area could be expected to reflect the primarily commercial uses that predominated along Whittier Boulevard. Thus, there is the possibility of discovering foundations of structures, possibly basements (although this is unlikely), structural items such as doorknobs and utility fittings, and associated deposits such as bedding trenches.

Cultural significance in the archaeological remains from this location lies in their potential to contribute to an understanding of small commercial neighborhoods that formed economic nuclei in suburbia in general and in this little-studied section of Los Angeles in particular.

## CONCLUSIONS

### Summary

The research has reviewed archaeological site records and excavation reports, historical maps and literature, and the prior environmental documents to predict sensitive areas within the construction footprints of the seven station locations. The narrative provides the historical context within which heritage remains may be evaluated. This report should be used in conjunction with the historic structures report prepared by Myra Frank Associates; the archaeological study does not address standing structures being described by MFA, but some of the older buildings may be associated with subsurface remains which would qualify as significant archaeological resources. These vestiges might include foundations, cellars, or other architectural and structural evidence; trash pits; privies; wells; or other discrete features important by reason either of their structure or their contents.

Each of the stations has low probability for prehistoric sites, but reasonable potential for historical sites. They are summarized as follows:

Little Tokyo - relatively low potential. Earliest land use was agricultural, with subsequent development largely industrial and wholesale commercial. Some potential for ethnic workingman occupation and railroad discards.

First and Boyle - possibly highest potential of the stations. There were adobes, locations unknown. The Workman House, later the Jewish Home and ultimately the Japanese Home for the Aged, has been demolished, but a tunnel which connected Workman's wine cellar to the bluff <sup>may</sup> ~~is said to~~ remain intact (Starzak, personal communication 1994). The complex ultimately included at least 11 structures, including a synagogue, scattered broadly over a very old and historic property.

Brooklyn and Soto - possibly the second most sensitive of the seven stations. A house directly within the impact zone was present by 1906, and possibly a cigar factory. The area is within the core of the historic Jewish settlement in Boyle Heights, and any subsurface deposits may have research potential.

First and Lorena - The street was not cut through until after 1884, and was settled first by small dwellings. Evergreen Cemetery would be a major concern if any impacts are likely.

Whittier and Rowan - Moderate potential for encountering remains of small shops and dwellings.

Whittier and Arizona - Historical maps do not depict this area around the turn of the century, implying little if any development. By 1921, there were modest dwellings fronting Arizona and McDonnell.

Whittier and Atlantic - The station area was vacant until the street was cut through after 1926. The settlement pattern at that time included shops lining Whittier, with dwellings on the side streets. Relatively low potential for significant remains.

### Impacts

Any process of site preparation or construction, including demolition, grading, trenching, utility relocation, laydown, or other activity which disturbs the present surface of the earth may affect cultural resources below the surface. Artifacts are subject to transport, relocation, or scattering which destroys their associations and research potential; exposure of deposits or features makes them subject to unauthorized collection.

The significance of an impact depends on (a) whether the resource is important, i.e., eligible to the National Register of Historic Places (NRHP) or the California Register; and (b) whether the adverse effect can be reduced to a level of insignificance by mitigating measures. Where preservation by avoidance is not technically or economically feasible, mitigation of impacts on archaeological properties is usually accomplished by scientific data recovery, analysis, and reporting. When federal funds are involved, the procedures for inventory, assessment, and consultation are set forth under Section 106.

If of sufficient age (>50 years) and possessing the qualities of integrity and scientific research potential, such remains would require the procedures of Section 106.

### Recommendations

The data provided in this report should be coordinated with the results of the historic building survey, and cross-referenced to the final engineering for the stations, including exit shafts, cross-overs, emergency exits, and other facilities which may be excavated or created from the surface. This research covers only the station footprints as provided. Any changes or auxiliary facilities will need comparable research.

Prior to the initiation of each construction contract, a pre-construction meeting should be held with all resident engineers, inspectors, contractors' representatives and foremen to review the procedures to be followed re the presence of archaeological and/or paleontological monitors, collecting of artifacts, reporting discoveries, and communications.

As far as management or treatment plans can be formulated at this stage, at the very least, monitoring should be provided full time at the First and Boyle and Brooklyn and Soto station locations, from the time when any demolition approaches the present surface down to that horizon which may reasonably be expected to yield cultural remains. Work at the other station locations may be supervised on a part-time or spot-check basis until evidence of cultural remains is observed.

When any potentially significant archaeological evidence is observed, work will be halted in that immediate vicinity and the procedures set forth in the MOA (1983) and the Treatment Plan (WESTEC 1985) will be followed. Briefly, these stipulate that the resource be identified and assessed for its significance; if the remains are deemed to be significant, specific recommendations for the mitigation of impacts will be developed and implemented on a case-by-case basis.

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# *Attachment C*

## **FINDINGS OF EFFECT REPORT**

for the

### **METRO RAIL RED LINE EAST EXTENSION IN THE CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

Prepared For:

Lead Agency:

**Federal Transit Administration  
Department of Transportation  
Washington, D. C. 20590**

Cooperating Agency:

**Los Angeles Metropolitan Transportation Authority  
818 West 7th Street  
Los Angeles, California 90017**

Prepared By:

**Myra L. Frank & Associates, Inc.  
811 West 7th Street  
Los Angeles, California 90017**

**April 1994**

## FINDINGS OF EFFECT

### CULTURAL AND HISTORIC RESOURCES

This report analyzes potential effects on historic properties for the proposed Locally Preferred Alternative of the East Side Extension of the Metro Red Line (MRL) in the City of Los Angeles and unincorporated portions of the County of Los Angeles. Based on project engineering drawings completed for the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS), it updates the preliminary findings presented in the April 1992 Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) for the Eastside Corridor.

#### General Section 106 Requirements and Compliance

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that federal agencies take into account the effects of their projects on properties in or eligible for inclusion in the National Register of Historic Places. In accordance with this law and with the guidelines for its implementation promulgated by the President's Advisory Council on Historic Preservation (Council or ACHP), the Federal Transportation Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (MTA) have undertaken an affirmative search and analysis of historic resources that could be affected by this project.

The determination of eligible historic and archaeological sites is a major component of the FEIS research. Consequently, fieldwork is focused on the identification of properties which have retained substantial integrity of their historic fabric, and could be considered for inclusion in the National Register. Since eligibility for inclusion in the National Register is dependent on four distinct criteria, proper evaluation also involves development of an historic context statement and extensive site specific archival research concentrating in the areas of architectural, historical and archaeological significance. This information has been assembled in a *Request for Determination of Eligibility* report for this project.

#### Coordination with the State Historic Preservation Office

In accordance with guidelines of the Advisory Council on Historic Preservation [36 CFR Part 800], FTA and MTA have consulted with the California State Office of Historic Preservation (SHPO) on various aspects of compliance with Section 106 for the Metro Rail project since 1983.

Compliance with Section 106 involves delineation of an Area of Potential Effects (APE). The APE was originally developed under SHPO agreement as part of the June 1983 Draft SEIS/SEIR. It was then refined after the November 1987 Draft SEIS/SEIR as part of the May 1988 Addendum. The APE definition used for the Locally Preferred Alternative (LPA) is consistent with that used in previous surveys for the Metro Rail project.

For historic and architectural resources, it includes all parcels located above off-street tunnel configurations, when the tunnel is less than 200 feet deep; and all parcels within 200 feet of any

station area, cut-and-cover or open cut construction area or proposed acquisition. Whenever reasonable, property lines or street rights-of-way were used to establish the APE boundary. In cases of very large parcels or open space, a 200-foot distance (rather than the parcel limits) was used to create the APE boundaries. For archaeological resources, it is the area which would be disturbed during construction of the undertaking.

A request for determination of eligibility and the finding of effect presented in this document have been submitted to the SHPO for review and concurrence coincident with the preparation the FEIS.

### Identification of Historic Properties

A complete description of background research and field investigation results are contained in the *Request for Determination of Eligibility Report* completed for this project.

As part of the 1992 AA/DEIS/DEIR process, MTA surveyed over 144 properties that were within the APE for any of the 10 proposed transit alternatives. For the LPA, the historic architectural survey evaluated 42 significant individual resources and one district within the APE. One building is still listed in the National Register of Historic Places. One property was previously listed in the National Register, but a partial demolition precipitated its decertification. Two structures were previously determined eligible for the National Register as part of the Caltrans Historic Bridge inventory. As a result of the survey undertaken for the LPA, eighteen properties (including the remaining building on the previously listed property) were found to appear to meet the criteria for listing in the National Register and two buildings were found conditionally eligible. One district and twenty other properties were found not to meet the criteria for listing in the National Register. All other remaining buildings, structures and objects within the APE have either lost substantial integrity of their historic fabric through alteration or relocation, or are less than 50 years of age, and possess no other overriding significance. The historic properties requiring compliance with Section 106 are listed below (See also map in Figures 1 & 2).

- Historic properties previously listed in the National Register

*Union Passenger Terminal, 800 North Alameda Street, Los Angeles (Map Reference #1), one of the last great American railroad depots, was listed on November 13, 1980. Its Spanish Colonial Revival and Streamline Moderne design was by the prominent Los Angeles architectural firm of John and Donald B. Parkinson.*

- Historic properties formerly listed in the National Register but Requiring Re-evaluation

*Golden Gate Theatre/Vega Building, 5170-5188 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County (Map Reference #42), was formerly listed in the National Register with its companion Vega Building, but was decertified after the Vega Building was demolished in 1992. The remaining theater building appears eligible in its own right (See also Appears Eligible listings).*

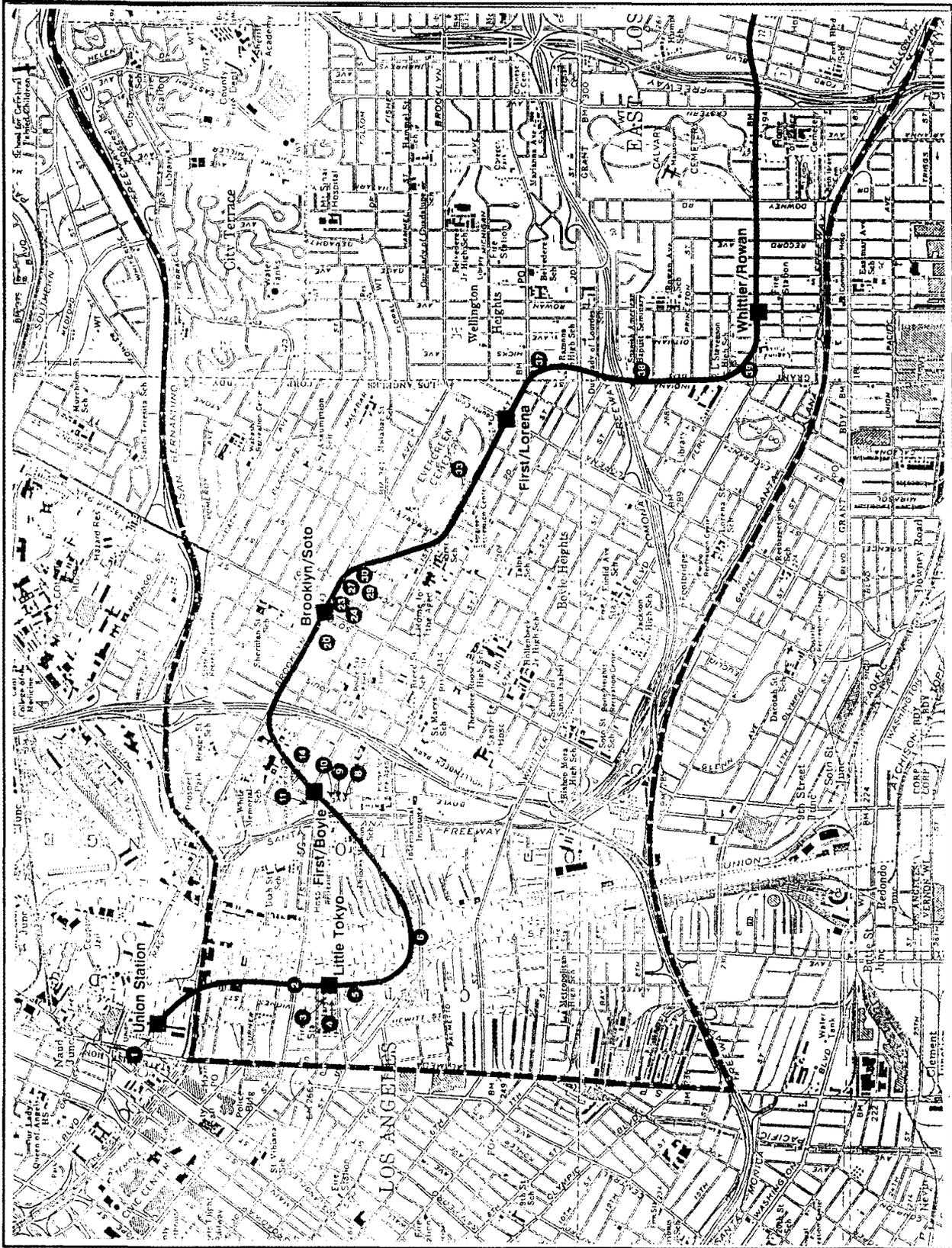


Figure 1: Map of eligible historic properties along western half of Red Line Eastern Extension LPA.



Figure 2: Map of eligible historic properties along eastern half of Red Line Eastern Extension LPA.

- Historic properties previously determined eligible for listing in the National Register through a consensus determination by a federal agency and your office.

*First Street Viaduct, 900-1100 Blocks of East 1st Street, Los Angeles (Map Reference #2). This Neo-Classical style bridge engineered by Merrill Butler in 1927-28 was determined eligible for inclusion in the National Register in 1986 as a result of the Caltrans Historic Bridge Survey.*

*Fourth Street Viaduct, 900-1700 Blocks of East 4th Street, Los Angeles (Map Reference #6). The Fourth Street Viaduct was determined eligible for inclusion in the National Register of Historic Places in 1986 as a result of the Caltrans Historic Bridge Survey. The Gothic Revival style bridge utilizes an unusual fixed hinge design and was the first to use cast aluminum lanterns. Engineered by Merrill Butler, it was constructed in 1930-31 by Fisher, Ross MacDonald & Kahn, Inc. and the Raymond Concrete Oil Co.*

- Historic properties found to appear eligible for listing in the National Register as a result of this survey and requiring a consensus determination from the State Historic Preservation Officer.

*Greybar Electric Co. Warehouse, 201-213 South Santa Fe Avenue, Los Angeles (Map Reference #3), at the local level of significance under Criterion C, as a good example of an Art Deco and PWA Moderne style commercial office building designed by Harry T. Miller. Built in 1934, its contextual period of significance is 1930-1945.*

*Craig Co. Wholesale Grocery, 215-243 South Santa Fe Avenue, Los Angeles (Map Reference #4), at the local level of significance under Criterion C, as a rare example of an industrial warehouse designed by the master architectural firm of Morgan & Walls. Built in 1907, its contextual period of significance is 1893-1913.*

*AT&SF Outbound Freight House, 970 East 3rd Street, Los Angeles (Map Reference #5), at the local level of significance under A with its association with the development of the Atchison, Topeka & Santa Fe Railway in Los Angeles, and under Criterion C, as one of the last extant examples of a railroad freight shed in Los Angeles, for its Neoclassical design by Harrison Albright, and for its concrete craftsmanship by Carl Leonardt. Built in 1906, its contextual period of significance is 1894-1913.*

*Simon Gless Farm House, 131 South Boyle Avenue, Los Angeles (Map Reference #8), at the local level of significance under Criterion C as a good example of a Queen Anne style farmhouse and under Criterion A for its association with the settlement patterns of the Jewish Community by serving as the first Jewish Home for the Aged in Boyle Heights. Originally built in 1886-1887, its contextual periods of significance are the 1887-93 boom period and from about 1910 to 1922.*

- Historic properties found to appear eligible for listing in the National Register as a result of this survey and requiring a consensus determination from the State Historic Preservation Officer.

*Jewish Home for Wayfarers, 127 South Boyle Avenue, Los Angeles (Map Reference #9), at the local level of significance under Criterion A, for its association with the settlement patterns of the Jewish Community in Los Angeles. Built in 1938, its contextual period of significance is 1930-1945.*

*Walter & Lillie Webb Residence, 125 South Boyle Avenue, Los Angeles (Map Reference #10), at the local level of significance under Criterion C, as a good example of a Shingle Style residence with Queen Anne and Classical Revival details, designed by early Los Angeles master architect James H. Bradbeer. Built in 1892, its contextual period of significance is the 1880s boom, roughly 1886-1893.*

*Hotel Mount Pleasant, 103-105 North Boyle Avenue, Los Angeles (Map Reference #11), at the local level of significance under Criterion A for its association with the early commercial development of Los Angeles as a grocery (1876) and hotel (1894); under Criterion B for its association with several Los Angeles pioneers, grocers Lambourn & Turner and Boyle Heights developer George Cummings; and under Criterion C, as an increasingly rare example of a Queen Anne and Richardsonian Romanesque style commercial building featuring cast iron supports. Its period of significance from 1876 to 1898 is related to its construction history in stages and development from a grocery to hotel.*

*Ralph H. Tombs Residence, 1814 Pennsylvania Avenue, Los Angeles (Map Reference #14), at the local level of significance under Criterion C, as a good example of a hipped roof cottage with Colonial Revival details. Built about 1900, its contextual period of significance is 1893-1913.*

*Congregation Talmud Torah, 247 North Breed Street, Los Angeles (Map Reference #20), at the local level of significance under Criterion A for its association with the settlement patterns of the Jewish community in Los Angeles and as one of the locations for the filming of the first sound film, The Jazz Singer, and under Criterion C, as a rare example of a Byzantine Revival Influence synagogue design by Abraham Edelman & A. C. Zimmerman. Built in 1922, its contextual period of significance is 1914-1929. It has also been designated as City of Los Angeles Historic-Cultural Monument #359.*

*Alfred W. Guest Cottage, 319 North Mathews Street, Los Angeles (Map Reference #23), at the local level of significance under Criterion C, as a good example of an early settlement era, vernacular, hipped-roof cottage. Built about 1885, its contextual period of significance is 1848-1884.*

*Rev. Edwin S. Chase Residence, 2423 Michigan Avenue, Los Angeles (Map Reference #24), at the local level of significance under Criterion C, as a good example of a late nineteenth century cottage, for its high degree of craftsmanship by builder E. E. Harriman, its unusual curved interior porch wall, and its exceptionally high retention of integrity and excellent condition for a residence in Los Angeles nearly a century old. Built in 1896, its contextual period of significance is 1893-1913.*

- Historic properties found to appear eligible for listing in the National Register as a result of this survey and requiring a consensus determination from the State Historic Preservation Officer.

*Brooklyn Theatre, 2524 Brooklyn Avenue, Los Angeles (Map Reference #27), evaluated in the Historic Resources Inventory of the State Office of Historic Preservation as level 3, appearing eligible for inclusion in the National Register of Historic Places. This Classical Revival style theater was designed by L. A. Smith. Built in 1925, its contextual period of significance is 1914-1929.*

*Charles W. Fisher Residence, 334 North Fickett Street, Los Angeles (Map Reference #30), at the local level of significance under Criterion C, as a good example of a Tudor Revival style residence and for the quality of its design early in the career of one of Southern California's most influential architects, Arthur B. Benton, when Benton was still in association with W. C. Aiken. Built in 1894, its contextual period of significance is 1893-1913.*

*Evergreen Cemetery/Ivy Chapel, 204 South Evergreen Street, Los Angeles (Map Reference #33), at the state level of significance under Criterion A for its association with the early development of public health practices in Los Angeles, as well as the development of local assimilation of the Chinese community. Also under Criterion C, as a good example of an early cemetery and the quality of design of its mausoleums, crematorium, and the Gothic Revival Chapel designed by Arthur B. Benton in 1903. Laid out in 1877, its period of significance spans several contextual periods from 1848 to 1929. It has also been designated as City of Los Angeles Historic-Cultural Monument #496.*

*Siewert/Johnson Mortuary, 3827 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County, (Map Reference #39), at the local level of significance under Criterion C, as a rare example of the Streamline Moderne style with Gothic Revival details designed for use as a mortuary. Its period of significance is 1930-1945.*

*Boulevard Theatre, 4549 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County (Map Reference #40), at the local level of significance under Criterion C, as a good example of a Moderne style Theater designed by Balch & Stanberry. Built in 1935, its contextual period of significance is 1930-1945.*

*United Artists Theatre, 5136 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County (Map Reference #41), at the local level of significance under Criterion C, as an increasingly rare example of a Zig Zag Moderne style theater designed by the prominent Los Angeles architectural firm of Walker & Eisen in association with C. A. Balch. Built in 1931, its contextual period of significance is 1930-1945.*

*Golden Gate Theatre, 5170-5188 Whittier Boulevard, East Los Angeles, Unincorporated Los Angeles County, (Map Reference #42), formerly listed in the National Register until its companion Vega Building was demolished in 1992, the Golden Gate Theatre remains eligible at the local level of significance under Criterion C, as an excellent example of a Spanish Churrigueresque theater building designed by the Balch Brothers. Built in 1927, its contextual period of significance is 1914-1929.*

- Historic properties found to be conditionally eligible for listing in the National Register as a result of this survey pending reversal of alteration.

*Luna & Harry Patty Residence, 2533 Michigan Avenue, Los Angeles (Map Reference #29), if its original windows or period facsimiles were replaced, it would appear eligible at the local level of significance under Criterion C, as a fine example of a Queen Anne residence. Built in 1891, its contextual period of significance is the 1880s boom, roughly 1886-1893.*

*2-Story, Shingle/Queen Anne Residence, 118 South Alma Avenue, East Los Angeles, Unincorporated Los Angeles County, (Map Reference #37), if its original windows or period facsimiles were replaced and the bay restored, it would appear eligible at the local level of significance under Criterion C (Potentially), as a good example of a Shingle/Queen Anne style residence. Its period of significance is the 1880s boom period, roughly 1886-1893.*

### **Application of the Criteria of Effect**

Any effects on historic properties listed in or determined eligible for the National Register must be reviewed for compliance with Section 106 using the rules and regulations found in 36 CFR Part 800 regarding criteria of effect and adverse effect. These criteria were developed by the Advisory Council on Historic Preservation and are defined as follows:

#### **Criterion of Effect:**

"An undertaking has an effect on a historic property when the undertaking may alter characteristics of the property that may qualify the property for inclusion in the National Register. For the purpose of determining effect, alteration to features of a property's location, setting or use may be relevant depending on a property's significant characteristics and should be considered." [Section 800.9(a)]

#### **Criteria of Adverse Effect:**

"An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association. Adverse effects on historic properties include, but are not limited to:

- (1) Physical destruction, damage, or alteration of all or part of the property;
- (2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;
- (3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;
- (4) Neglect of the property resulting in its deterioration or destruction; and

- (5) Transfer, lease, or sale of the property." [Section 800.9 (b)]

Applicable exceptions to the Criteria of Adverse Effect are as follows:

"Effects of an undertaking that would otherwise be found to be adverse may be considered as being not adverse for the purpose of these regulations:

When the undertaking is limited to the transfer, lease, or sale of historic property, and adequate restrictions or conditions are included to ensure preservation of the property's significant historic features." [Section 800.9(c)]

### Findings of No Effect

The project is in a tunnel configuration in the vicinity of the historic properties listed below. The depth of the tunnel (from top of rail to ground surface) would generally range from 45 feet as it passes under the Los Angeles River to approximately 110 feet as it passes under State Route 60 (Pomona Freeway). As a result of the tunnel depth and boring techniques, there will be no surface construction activity in the vicinity of these historic properties thereby precluding any physical damage, destruction, or alteration; the subsurface configuration also precludes the possibility of the introduction of visual elements; and, proposed special resilient rail fasteners and floating slab trackbed would mitigate audible elements, namely groundborne noise and vibration, to insignificant levels (FEIS Section 4.8.4). The remaining Criteria of Adverse Effect regarding neglect and transfer, lease, or sale are not applicable for the portions of the project in tunnel configuration and outside station area construction activity. Historic properties for which the project would have no effect because of its subsurface configuration are:

Union Passenger Terminal, 800 North Alameda Street, Los Angeles  
Project joins with existing tunnel at 45 foot depth to top of rail. Operational effects negligible, no noise and vibration mitigation necessary.

First Street Viaduct, 900-1100 Blocks of East 1st Street, Los Angeles  
Tunnel alignment passes directly under bridge at a vertical depth of 60 feet to top of rail. Not a sensitive receptor for noise or vibrational impacts, no mitigation necessary.

Fourth Street Viaduct, 900-1700 Blocks of East 4th Street, Los Angeles  
Tunnel alignment passes within 60 feet of the bridge at a vertical depth of 40 feet to top of rail, or an actual distance of 70 feet. Not a sensitive receptor for noise or vibrational impacts, no mitigation necessary.

Congregation Talmud Torah, 247 North Breed Street, Los Angeles  
Tunnel alignment passes directly beneath the building at a vertical depth of 60 feet to top of rail. Proposed floating slab mitigation reduces noise and vibration impacts to a level of non-significance.

Shingle/Queen Anne Residence, 118 South Alma Avenue, East Los Angeles  
Top of rail is at a depth of 90 feet and center of track is 70 horizontal feet from the

closest point of the residential building, for an actual distance of 110 feet. Operational effects negligible, no noise and vibration mitigation necessary.

**Mortuary, 3827 East Whittier Boulevard, East Los Angeles**

Top of rail is at a depth of 50 feet and center of track is 30 horizontal feet from the closest point of the mortuary building, for an actual distance of 60 feet. Operational effects predicted as negligible, no noise and vibration mitigation necessary.

A cut and cover station will be constructed in the vicinity of the historic properties listed below. No acquisition of any historic property would be required, therefore no physical destruction, damage or alteration would occur. The station boxes will be closed following construction, therefore the property would not be isolated or permanent alteration of its setting. The design of the new station entrance will conform to the guidelines specified in the November 1983 Memorandum of Agreement for this project, therefore the introduction of visual elements would be compatible; significant audible construction noise and vibration would be temporary; operational vibration effects would be negligible based on the proposed mitigation of special resilient fasteners or floating slab trackbed; any atmospheric elements would only be generated during construction activity and would be temporary; no neglect, transfer, lease or sale of any of the history properties below would occur as a result of this undertaking. Therefore, there would be no permanent effect on any of the historic properties below.

**Little Tokyo Station:**

**Greybar Electric Co. Warehouse, 201-213 South Santa Fe Avenue, Los Angeles**

The closest point of this building, currently used for professional offices, to the station box is 50 feet. No operational impact is predicted by the noise and vibration analysis, therefore no mitigation would be necessary. The station entrance in either option would be located a minimum of 280 from the closet point of this building, and in each option, either Santa Fe Avenue or 3rd Street would intervene.

**Craig Co. Wholesale Grocery, 215-243 South Santa Fe Avenue, Los Angeles**

The closest point of this currently vacant building to the station box is also 50 feet. No operational impact is predicted by the noise and vibration analysis, therefore no mitigation would be necessary. The station entrance in Option 1 would be located across 3rd Street, a minimum of 80 from the closet point of this building, and in Option 2 would be a minimum of 200 feet, with Santa Fe Avenue intervening.

**First/Boyle Station:**

**Simon Gless Farm House, 131 South Boyle Avenue, Los Angeles**

The southwestern end of the station box would be located about 50 feet from the closest part of the Gless House, which happens to be the rear and architecturally least significant portion. Construction traffic may occur between the station box and the building, but it will be temporary in duration and standard construction mitigation will protect the occupancy of this building and prevent any alteration to

its historic features. Operational noise and vibrational impacts would be rendered negligible by the proposed floating slab mitigation in the proximity of this building.

**Hotel Mount Pleasant, 103-105 North Boyle Avenue, Los Angeles**

The southeastern corner of this commercial building is the closest point to the station box, and will be a minimum of 80 feet away across 1st Street. Because of its use and relative distance, no noise and vibration mitigation was anticipated to be necessary.

**Ralph H. Tombs Residence, 1814 Pennsylvania Avenue, Los Angeles**

This residence is located across Bailey Street, with two other intervening buildings shielding it from any potential station entrance impacts. It is a minimum of 180 feet from the nearest point of construction activity. No operational noise or vibration impact is anticipated, therefore no mitigation is necessary.

**Brooklyn/Soto Station:**

**Alfred W. Guest Cottage, 319 North Mathews Street, Los Angeles**

This residence is located more than 180 feet from the nearest portion of the station box, however, its property is adjacent to a construction area. Construction traffic may occur between the station box and the building, but it will be temporary in duration and standard construction mitigation will protect the occupancy of this building and prevent any alteration to its historic features. No operational noise or vibration impact is anticipated, therefore no mitigation is necessary.

**Luna & Harry Patty Residence, 2533 Michigan Avenue, Los Angeles**

The rear of this residential building is located at a minimum distance of 250 feet with three intervening buildings between it and the nearest portion of the construction area for this station. No anticipated noise or vibration impacts and no proposed mitigation necessary.

**Charles Fisher Residence, 334 North Fickett Street, Los Angeles**

This residence is directly across Fickett Street from the construction area and located within 30 feet of the tunnel alignment. Construction traffic will be temporary in duration and standard construction mitigation will protect the occupancy of this building and prevent any alteration to its historic features. Special fasteners have been proposed to bring anticipated noise and vibrational levels to a level of non-significance.

**First/Lorena Station:**

**Evergreen Cemetery & Ivy Chapel, 204 South Evergreen Street, Los Angeles**

The station box will be constructed in the street right-of-way adjacent to the fairly steep hill at the southeastern corner of the cemetery. This portion of the cemetery is not used for burial and therefore contains no significant structures or objects with the exception of the crematorium beyond the crest of the hill. The station entrance will be located a minimum of 130 feet away, across Lorena Street and will not create any possible visual impacts. No noise or vibration mitigation was considered necessary.

Whittier/Arizona Station:

Boulevard Theatre, 4549 East Whittier Boulevard, East Los Angeles

A proposed construction shaft would be located to the rear of the theater, but will not create any visual impacts. No operational noise or vibrational impacts were anticipated at this location.

Whittier/Atlantic Station:

United Artists Theater, 5136 East Whittier Boulevard, East Los Angeles

The proposed station box would be located immediately adjacent to the former theater building, within the Whittier Boulevard right-of-way. The station entrance would be located a minimum of 150 feet away, across Woods Avenue. Construction impacts would be temporary in duration and standard mitigation would protect the historic fabric of this former theater. No operational noise or vibrational impacts were anticipated at this location.

Findings of No Adverse Effect with Conditions

The effects of the undertaking would be limited to the transfer, lease, or sale of the following historic properties. Adequate restrictions or conditions to ensure preservation of each property's significant historic features have been included in stipulations to the Memorandum of Agreement for this project for buildings to be temporarily moved, and in a preservation covenant for properties to be acquired but not altered.

The content of these stipulations and covenants is subject to change as a result of the consultation process between the FTA, the MTA and the SHPO. Following the consultation process, summary documentation will be submitted to the ACHP. If the ACHP does not object to the findings within its thirty day review period, the Section 106 process will have been completed for the LPA.

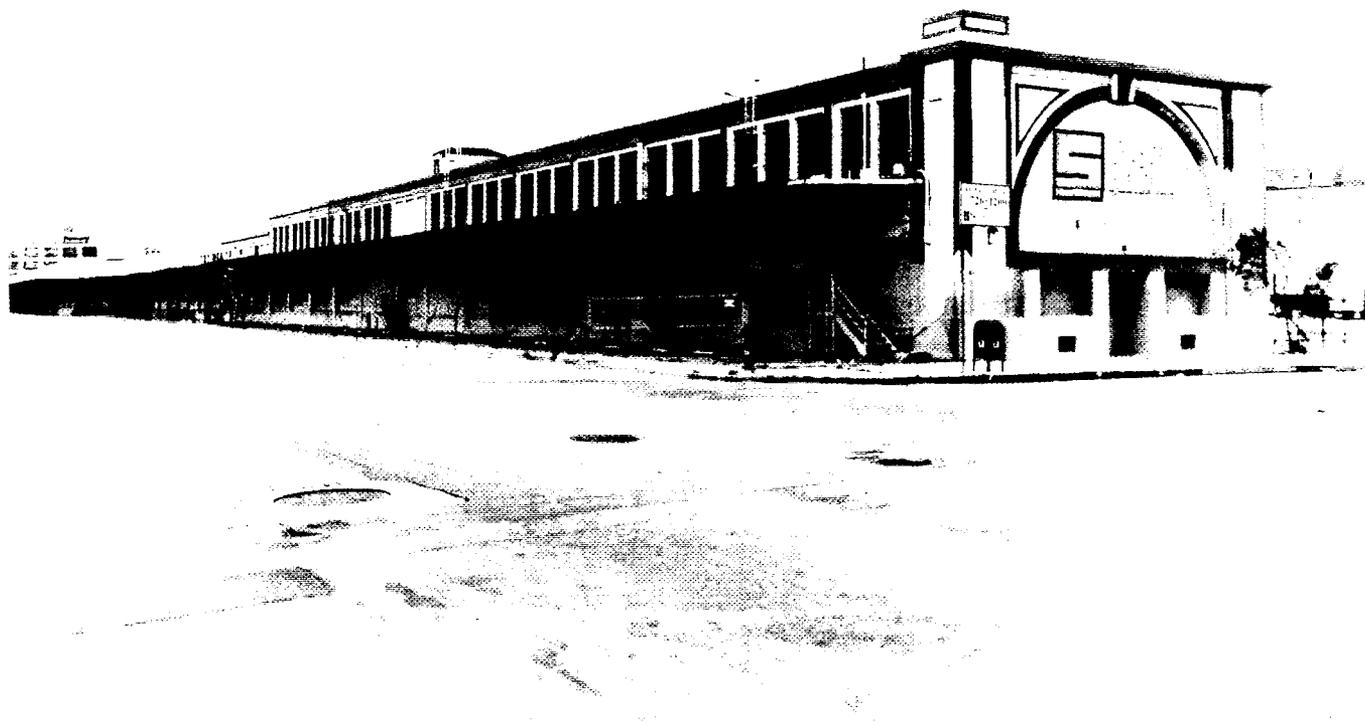
Pending SHPO concurrence and no objection from the ACHP, the effects of the undertaking on the following properties would be *No Adverse Effect* according to the conditions set forth in 36 CFR 800.9(c)(3):

- 5 AT&SF Outbound Freight House, 970 East 3rd Street, Los Angeles  
[Acquisition and No Alteration--Little Tokyo Station: Options 1 and 2]
- 9 Jewish Home for Wayfarers, 127 South Boyle Avenue, Los Angeles  
[Acquisition and temporarily move off lot during construction]
- 10 Walter & Lillie Webb Residence, 125 South Boyle Avenue, Los Angeles  
[Acquisition and temporarily move off lot during construction]
- 27 Brooklyn Theatre, 2524 East Brooklyn Avenue, Los Angeles  
[Acquisition and No Alteration]
- 42 Golden Gate Theatre, 5170-5188 East Whittier Boulevard, East Los Angeles  
[Acquisition and No Alteration]

***AT&SF Outbound Freight House, 970 East 3rd Street, Los Angeles***

- Description and Significance of Property with a Finding of No Adverse Effect

The Atchison, Topeka and Santa Fe Railway Outbound Freight House, located at the southwest corner of 3rd Street and Santa Fe Avenue, was built in an elongated rectangular plan to facilitate loading of railway cars. It is 1260 feet in length and 40 feet in width, with an additional 10 foot width of overhang above the Santa Fe Avenue loading area. The office portion at the 3rd Street end is 2 stories in height for a distance of 180 feet, and the balance of the building is one story in height. The reinforced concrete building features a steel-truss shed roof supported on steel posts. It is essentially utilitarian in design, with the Santa Fe Avenue facade relentlessly punctuated with loading door openings, each protected by steel roll down doors. Apparent alterations to the structure have been replacement of all windows and some of these doors, particularly along the north end, with cinder block enclosures. The only architecturally distinct features occur at the 3rd Street, or north, facade where the office was originally located. Here a Neoclassical design of arch with keystone and narrow cornice has accentuated the otherwise plain concrete wall surface.



***Figure 3:*** Atchison, Topeka & Santa Fe Railway Outbound Freight House, 970 East 3rd Street, Los Angeles.

The Atchison, Topeka & Santa Fe Railway Outbound Freight House was constructed in 1906 to accommodate the majority of goods shipped out of Los Angeles on rail by AT&SF. AT&SF commissioned architect Harrison Albright to design the building and contracted reinforced concrete specialist Carl Leonardt to build it for an estimated cost of \$150,000. The structure appears to have retained its architectural integrity with the exception of the filling of several of its loading docks with cinder blocks. It was originally paired with the now demolished AT&SF Railway Inbound Freight House directly across Santa Fe Avenue. It now stands as the last remaining historic reference to the AT&SF Railway along Santa Fe Avenue in Los Angeles since the Moorish Revival Santa Fe La Grande Depot at the northeast corner of 3rd and Santa Fe was demolished in 1946 and the roundhouse at the northeast corner of 4th and Santa Fe has also been razed. It would appear to be eligible for the National Register under Criterion A for its association with the Atchison, Topeka & Santa Fe Railway and the development of railroad operations in Los Angeles and also under Criterion C on the condition that its integrity be restored, because it is one of Harrison Albright's last extant designs in Los Angeles, for the quality of its construction by Carl Leonardt, and as one of the last extant railroad freight sheds in Los Angeles.

Architect Harrison Albright (1866-1933) enjoyed a brief but successful career in Los Angeles during the early part of the twentieth century, with large commissions also completed in San Diego. Educated at the Pierce College of Business Spring Garden Institute, Philadelphia, he began his practice in that eastern city and Ogontz, PA from 1886 to 1891, and then in Charlestown, West Virginia until 1905. At Charlestown he designed the Capitol Annex, Marshall College dormitory and Library Annex and four buildings at the West Virginia State Insane Asylum at Huntington, W. Va. In 1905, he established himself in Los Angeles and practised here until retirement in 1925. His best known works in Los Angeles were: the Citizen's National Bank Building (1905) at the southwest corner of 3rd and Main; the Homer Laughlin Building Annex now known as the Grand Central Market; the Clark Hotel (1912) at 412-426 South Hill Street; and the Consolidated Realty Building (1907-00) at the southwest corner of 6th and Hill. For commissions built in San Diego, he designed the U. S. Grant Hotel (National Register), the Public Library, Tinkham and Union Office Buildings for John D. Spreckels, and Spreckels own mansion at Coronado Beach. Albright also designed many buildings for Atchison, Topeka and Santa Fe Railway, included roundhouses and freight stations in several cities, and the passenger station in Ash Forks, Arizona.

Carl Leonardt was perhaps Los Angeles's most prominent contractor from the early 1890s until about 1920, and was without peer among reinforced concrete specialists. Born in Germany in 1855, he received his schooling in cement chemistry in that country. He arrived in Los Angeles in 1887, just prior to recognition of the advantages of reinforced concrete construction. Carl Leonardt's expertise and ingenuity in reinforced concrete construction ushered Los Angeles into a new age of building techniques and helped shape that city's growth and expansion into a major metropolitan area. Leonardt was awarded most of the major concrete commissions at that time, including Hamburger's Department Store (later May Company) at 8th and Hill; the Orpheum Theater on Broadway; LA County General Hospital; the old Hall of Records; Van Nuys Hotel at 4th and Main; Pacific Electric Railway Building at 6th and Main; and much of the cities infrastructure including bridges and sidewalks. Outside Los Angeles, he constructed the U. S. Grant Hotel in San Diego (National Register) and the Hotel Green in Pasadena.

- Application of Exception to Criteria of Adverse Effect

The MTA is proposing to acquire the parcel at the southwest corner of Santa Fe Avenue and Third Street adjacent to the Little Tokyo Station which would be located under Santa Fe Avenue. The parcel consists of 9.8 acres, most of which is currently vacant except for the AT&SF Outbound Freight House which extends for over 1200 feet from Third Street to Fourth Street on the eastern edge of the property and fronting on Santa Fe Avenue. The MTA would use the vacant portion of this parcel as a storage and laydown area for the contractor constructing the Little Tokyo Station and adjoining tunnel segments.

There are two options for a station entrance. Under Option 1 of the Little Tokyo Station, the AT&SF Outbound Freight House would be acquired, and the station entrance would be located adjacent to the west (rear) of the historic building. To provide passenger access to the station, a tunnel would be dug under the historic building to the station under Santa Fe Avenue. Construction of the passenger access tunnel will be undertaken in such a way that it would not damage or cause the alteration of the AT&SF Outbound Freight House. The contractor would be required to confine all construction traffic to a safe distance from the AT&SF Outbound Freight House to avoid accidental damage. The design of the new station entrance will conform to the guidelines specified in Part IV.A. of the November 1983 Memorandum of Agreement.

Option 2 of the Little Tokyo Station would also acquire the AT&SF Outbound Freight House property, and use the vacant portion of the parcel to the rear of the building as a temporary construction lay-down area, but in this option the station entrance would be located across (east of) Santa Fe Avenue in the Metro Rail yard. There would be no need to demolish or alter any portion of the historic building. The contractor would be required to confine all construction traffic to a safe distance from the AT&SF Outbound Freight House to avoid accidental damage.

For both options, the conditions regarding transfer, lease, or sale of the AT&SF Outbound Freight House have been detailed in a series of preservation stipulations and covenants pending SHPO concurrence.

### ***Jewish Home for Wayfarers, 127 South Boyle Avenue, Los Angeles***

- Description and Significance of Property with a Finding of No Adverse Effect

This two-story frame and stucco building features some unusual Moderne detailing to accentuate the Boyle Avenue elevation. Most dramatic are the use of fluted piers: a pair reaching two-story height at the corners; a broad pair extending a single-story in height and acting as an entrance surround; and a narrow pair in the second story, just above the centrally located main entrance. The regularly spaced second-story windows have a vertical emphasis and are a casement type with transom above. The central window of the second story features a unique opening design with a single Deco influence triangular peak. The roof line above this window peak re-emphasizes the design by a slight parapet between the piers. The entire composition is topped by an unusual relief course of inverted curved waves, alternating in size and giving the effect of a fully open, scalloped, theatrical curtain. The building is a simple rectangle in plan, housing a total of fourteen units. It appears to have undergone only minimal alterations to the exterior, in the form of easily reversible security bars and a Regency style awning.



*Figure 4: Jewish Home for Wayfarers, 127 South Boyle Avenue, Los Angeles.*

The Jewish Home for Wayfarers was constructed in 1938 as a hotel/nursing home for temporary occupants drawn to the then large Jewish population of Boyle Heights. The building was constructed for an estimated cost of \$20,000 by H. Freeman according to a Moderne design by David C. Coleman, with Joseph Goldberg serving as the Home's agent. The Jewish Home for Wayfarers was established in October 1928 in Los Angeles by Dr. George J. Saylin. Until 1928, indigent Jewish transients were housed at the Jewish Sheltering Home for the Aged at 4th and Boyle. In addition to housing, the Home provided clothing, employment service and medical attention. Jacob Simon was its first president and Hyman Finerman was president in 1938 when this building, the organization's first non-temporary shelter, was erected. Changes in demographics in Boyle Heights are reflected in the primary tenants using this building. In the mid 1940s-1950s it was owned by the White Memorial Hospital and used as a "rooming house". In the 1970s-1986 the building was known as the "Caballeros de Dimas-Al Ang Building" and was used by the predominantly Spanish population. In 1986 it was purchased by a Japanese family, just as the Jewish Home for the Aged had become the Japanese Home for the Aged. Although the Moderne design elements are unusual, the building should be considered for inclusion in the National Register under Criterion A, for its association with the history of the Jewish population in Los Angeles and as evidence of the demographic changes in the Boyle Heights Community.

- Application of Exception to Criteria of Adverse Effect

The cut-and-cover construction of the First and Boyle Station would require acquisition of this property, a temporary move of the building off the lot during construction activities, and a return to its original setting after construction of the station is completed. Construction may require grading of part of the property, however, the site topography will be returned to its original condition before the building is returned.

The MTA, acting on behalf of the FTA, shall ensure that the property is moved in accordance with the approaches recommended in *Moving Historic Buildings* (John Obed Curtis, 1979, American Association for State and Local History), in consultation with your office, by a professional mover who has the capability to move historic structures properly. The MTA shall ensure that the Jewish Home for Wayfarers is properly secured and protected from vandalism and weather damage during the period it is unoccupied.

The conditions regarding transfer, lease, or sale of the Jewish Wayfarer's Home following construction have been detailed in a series of preservation stipulations and covenants pending SHPO concurrence.

***Walter & Lillie Webb Residence, 125 South Boyle Avenue, Los Angeles***

- Description and Significance of Property with a Finding of No Adverse Effect

This one-and-one-half-story Shingle style residence, which also incorporates Queen Anne and Classical Revival features, was built in a rectangular plan. The main facade features a dominant front-facing gable with gambrel peak and an offset porch area accentuated by an ornamented pediment. The "triangular" appearance of the main facade, characteristic of the Shingle style, is further emphasized by the size of windows and their placement at the various levels; large voids at the extremities of the entrance level, three evenly spaced moderate width windows on the second floor, and a pair of vertically oriented vent openings just below the peak. Fixed transom windows are located above the picture windows and door at the ground floor level. Two Queen Anne cutaway bay windows are located at the southeast corner of the main facade and at the northern facade. Decorative features include the slender wooden porch supports, spindlework porch railing, sunburst motif in the knee braces, and modillions under the roof overhangs. The exterior wall surface is covered with narrow clapboard siding. The building has been altered by the addition of security bars to the windows and doors, a dormer, a rear unit, and concrete porch flooring. A four-foot high plaster wainscoting was added to the exterior wall surface.

The residential building located at 125 S. Boyle Avenue was originally built as a single family dwelling for Walter L. and Lillie T. Webb in 1892. Walter L. Webb was a partner in a series of engraving and stationery firms, including Hanna & Webb, Weadon & Webb and the Webb-Peckham Company. In 1897 he served as a member of the Board of Education. The Webbs commissioned Los Angeles architect J. H. Bradbeer to design their house and it was constructed at a cost of \$1,900. By 1900, the assessed improvement value of the property had depreciated to \$450 but by 1902 increased by \$250, probably due to the rear addition. The building appears eligible for the National Register under Criterion C, because: it embodies the characteristics the Shingle style, an increasingly rare style in Los Angeles; it is the work of a

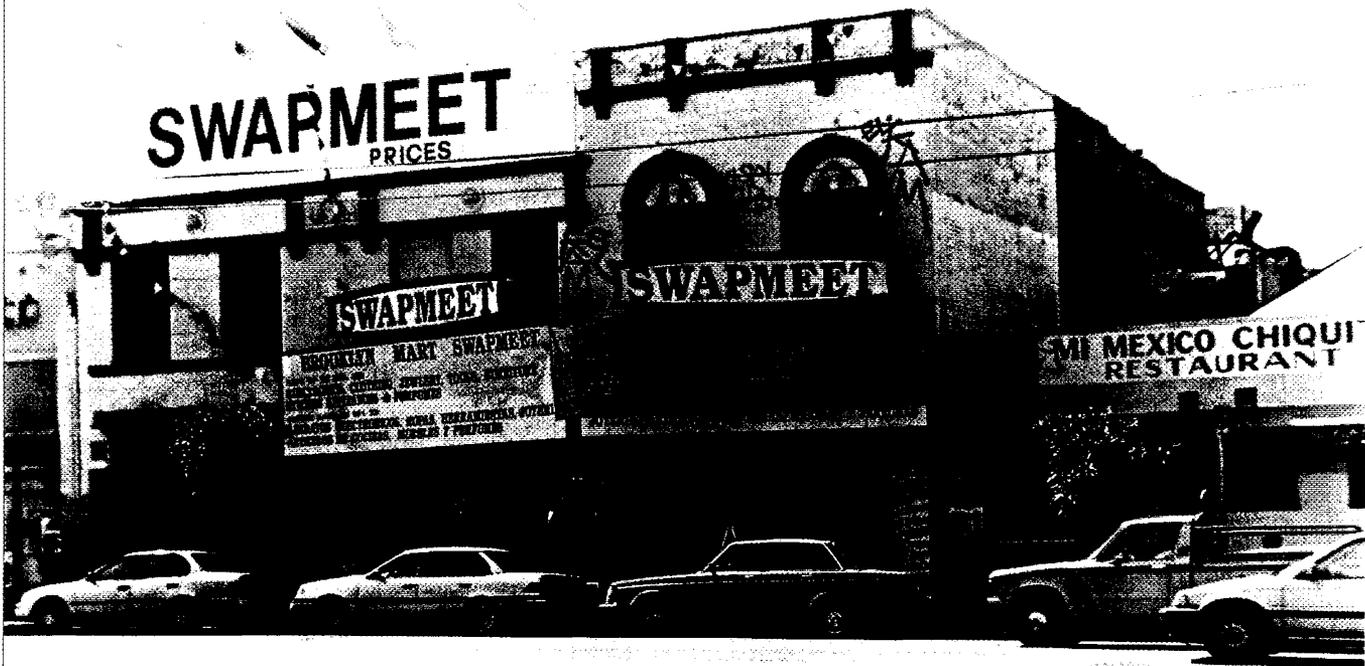


*Figure 5: Walter & Lillie Webb Residence, 125 South Boyle Avenue, Los Angeles*

master architect, James H. Bradbeer; and it has retained its integrity. Bradbeer designed many important residences in Los Angeles at the end of the nineteenth century, in the Moorish Revival style for Charles Boothe (1893) at 824 S. Bonnie Brae and in the Queen Anne style for Frank Finlayson (1892) at 1981 Bonsallo and Helen Kimball (1895) at 1016 W. 23rd. His designs with Ferris include: the Queen Anne/Shingle style Farmdale School (1894), now at 2839 Eastern Ave.; Governor Stephens Mansion (1892), 1146 W. 27th; De Paun House (1894), 1120 W. 27th; Randolph Miner House (1898), 2301 Scarff; Earnest Bruck Residence (1895), 1038 W. 24th; George Deming House (1895), 1042 W. 24th; and two L.A. monuments (1893-94), at 2653 (the Cockins House) and at 2703 S. Hoover.

- Application of Exception to Criteria of Adverse Effect

The cut-and-cover construction of the First and Boyle Station would require acquisition of this property, a temporary move of the building off the lot during construction activities, and a return to its original setting after construction of the station is completed. A blast relief shaft would be permanently located in the front of the Webb Residence property. A blast relief shaft consists of a grating set flush to the ground and has no above-ground vertical elements. It will be placed in an unobtrusive location, probably the sidewalk, and will not alter the characteristics of the



**Figure 6:** Brooklyn Theatre, 2524 East Brooklyn Avenue, Los Angeles.

property which qualify it for inclusion in the National Register of Historic Places. If the blast relief shaft must be located on the property, it will be designed in accordance with Part IV. B. of the November 1983 Memorandum of Agreement.

The MTA, acting on behalf of the FTA, shall ensure that the property is moved in accordance with the approaches recommended in *Moving Historic Buildings* (John Obed Curtis, 1979, American Association for State and Local History), in consultation with your office, by a professional mover who has the capability to move historic structures properly. The MTA shall ensure that the Webb Residence is properly secured and protected from vandalism and weather damage during the period it is unoccupied.

The conditions regarding transfer, lease, or sale of the Webb Residence following construction have been detailed in a series of preservation stipulations and covenants pending SHPO concurrence.

#### ***Brooklyn Theatre, 2524 Brooklyn Avenue, Los Angeles***

- Description and Significance of Property with a Finding of No Adverse Effect

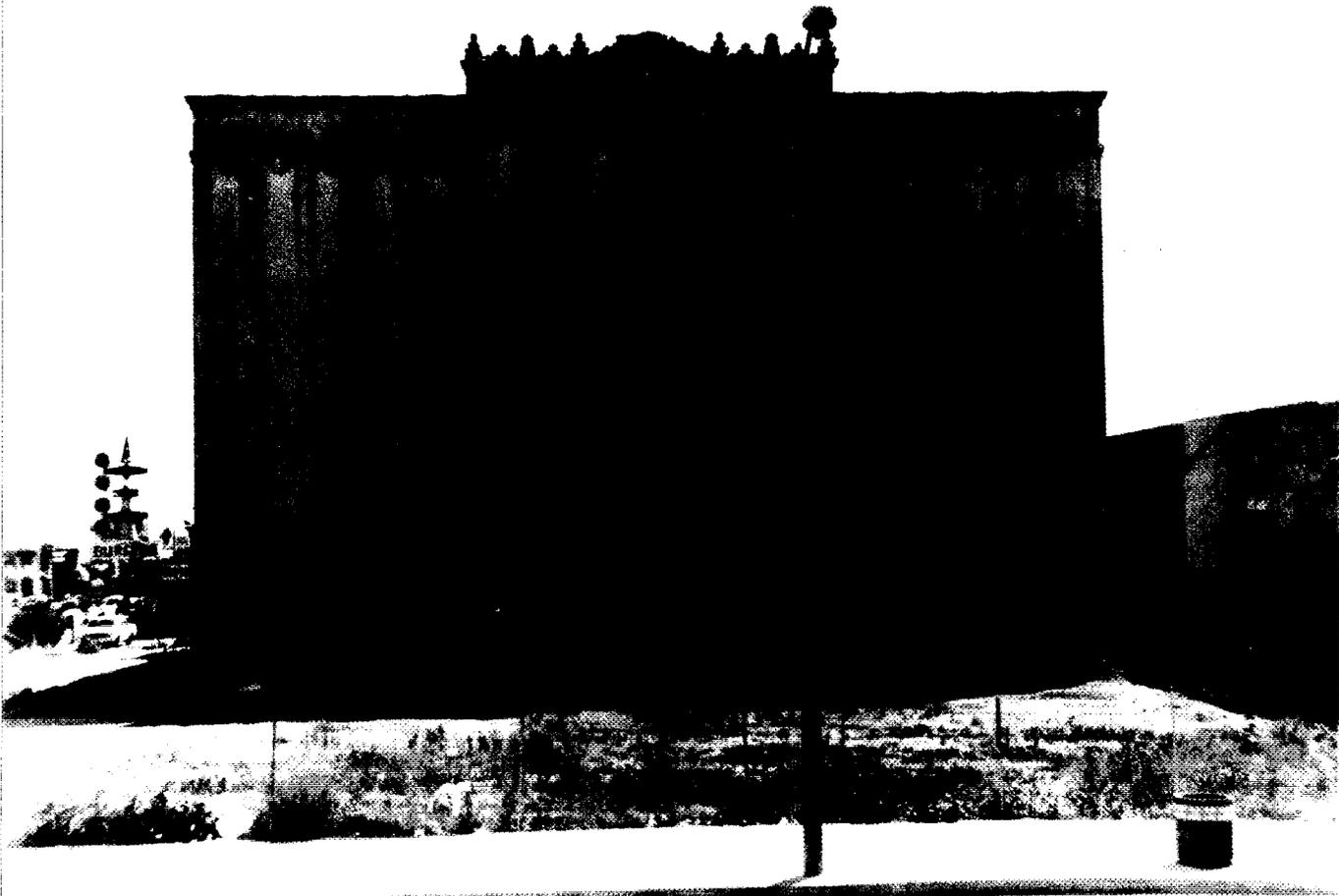
This two-story theater, lofts, and apartment building was originally designed in a Renaissance Revival style, but has undergone significant alterations, particularly to the first floor store windows. The exterior walls are constructed of brick and in a 130 x 150 foot rectangular plan. The roofline and fenestration of the second floor emphasize the separation of function within the building. The smaller, western portion of the north elevation features a pair of rectangular windows recessed within an arrangement of a curved hood molding supported on capitals, with a cartouche above the window. The western portion is topped by a bracketed frieze with heavily ornamented plasterwork. The eastern portion of the north elevation purposely lacks any sense of curvature, with the window openings immediately topped by a bracketed frieze, only with minimal ornamentation in the form of a central cartouche and medallions in the outer panels. The ground floor frontage has been altered nearly beyond recognition. In another apparent alteration to the eastern portion, the original marquee was removed, thereby exposing the sloped back nature of the roof on this side. The building was sandblasted in 1954, and the brick repainted.

The Brooklyn Theatre located at 2524 Brooklyn Avenue in the Boyle Heights neighborhood of Los Angeles was evaluated in the Historic Resources Inventory of the State Office of Historic Preservation as appearing eligible for inclusion in the National Register of Historic Places. It was designed for West Coast Theaters, Inc. by L. A. Smith, and constructed in 1925 by David Lazar for an estimated construction cost of \$50,000. The building originally housed stores and apartments, in addition to the theater. It has undergone significant alterations, including removal of the original marquee in 1948 and sandblasting in 1954. The addition to the rear of the theatre, originally built on a different lot but now on the same parcel, does not contribute to the theatre's eligibility. Architect L. A. Smith was noted throughout the 1920s for his numerous designs of motion picture theaters in many neighborhoods in the greater Los Angeles area, including: the Beverly Theatre (1925) at 206 N. Beverly Drive, Beverly Hills; the Rialto Theatre (1925), at the northwest corner of Fair Oaks Avenue and Oakley Street, South Pasadena; the Vista Theatre (1923) at 4451 Sunset Boulevard, Silver Lake; the Highland Theatre (1924), 5600 Pasadena Avenue, Highland Park; the Taber Theater (1924) 2615 Temple Street, Echo Park; the Bard Theater (1925), 4409 West Adams Boulevard; the Manchester Theatre (1925), 316 W. Manchester Avenue; the Uptown Theatre (1925), 3272 W. Olympic Boulevard; Belmont Theatre (1925) 128 S. Vermont, Bimimi Hot Springs, and; many others for the West Coast Theaters, Inc. and Hollywood Theaters, Inc. chains.

- Application of Exception to Criteria of Adverse Effect

The construction of the Brooklyn/Soto Station would require acquisition of this property for a construction shaft on the rear 44 feet of this 150 foot parcel. The depth of the Brooklyn Theatre building is only 70 feet, so that the construction shaft would be 20 feet from its rear wall, and would not result in its alteration. A non-historic building located on the same parcel to the rear of the theater would, however, be demolished. The contractor would be required to confine all subsequent construction traffic to a safe distance from the *Brooklyn Theatre* to avoid accidental damage.

The conditions regarding transfer, lease, or sale of the Brooklyn Theatre following construction have been detailed in a series of preservation stipulations and covenants pending SHPO concurrence.



*Figure 7: Golden Gate Theatre, 5170-5188 East Whittier Boulevard, East Los Angeles.*

- Description and Significance of Property with a Finding of No Adverse Effect

The Golden Gate Theatre is an outstanding example of the Spanish Churrigueresque style of architecture, made all the more imposing by the sheer verticality of the main facade. The entrance to the theatre is contained within three contiguous arched openings, all set within a slightly projecting central bay. A heavily rusticated base is located on either side of the entrance area. A course of Churrigueresque ornament crowns the top of the rusticated base; a series of half-round narrow piers are then thrust upward; and are crowned in turn by another course of even more elaborate Churrigueresque ornament. The protruding entrance bay features a balcony above the entrance with Churrigueresque surrounds, and a corresponding niche just below the roofline. The roofline itself, particularly the entrance bay, is dominated by a wide course of Churrigueresque ornament, with finials projecting above. The building is virtually devoid of ornament along the sides, probably because of its original courtyard orientation within the Vega Building, however the dramatic mass and sheer verticality of the Whittier Boulevard (north) elevation more than compensates for this lack.

The Golden Gate Theatre was formerly listed on the National Register of Historic Places along

with its companion retail stores--The Vega Building. The Vega Building was damaged by the 1987 Whittier earthquake and was demolished in 1992, leaving only the detached theater building on the property. This remaining portion, however, still appears eligible for inclusion in the National Register under Criterion C, as it embodies the characteristics of the Spanish Churrigueresque style and because its design possess high artistic values. Gebhard & Winter did not qualify their remarks about the Golden Gate Theatre when they wrote in 1985: "The entrance to the theater is one of the finest examples of the Spanish Churrigueresque to be found in Southern California." It was designed for the Vega Corporation in 1927, by the Balch Brothers who were also responsible for the design of the apartments for Edward C. Williams at 920 South Hobart (1927) and the Gore Market at 4315-41 Beverly Boulevard (1930). The subsequent partnership of Balch and Stanbury designed the El Rey Theatre at 5519 Wilshire Boulevard (1928); the Fox Theatre, Pomona (1931); the Boulevard Theatre, 4549 Whittier Boulevard; the Metro Goldwyn Mayer Film Exchange Building at 1620 Cordova Street (1929); and the Powell Apartments at 520 South Hobart Blvd. (1928).

- Application of Exception to Criteria of Adverse Effect

The construction of the Whittier/Atlantic Station would require permanent acquisition of the entire block located between Whittier Boulevard, Atlantic Boulevard, Woods Avenue, and Louis Place, which includes the Golden Gate Theatre parcel. No demolition or alteration of the Golden Gate Theatre is required for the construction of the station. Although plans are not finalized, a four- to six-story parking garage may be built adjacent to the theater at some time in the future, as well as potential joint development commercial facilities. Any facilities built adjacent to the theater will meet the design compatibility provisions in Part IV. A. and B. of the November 1983 Memorandum of Agreement.

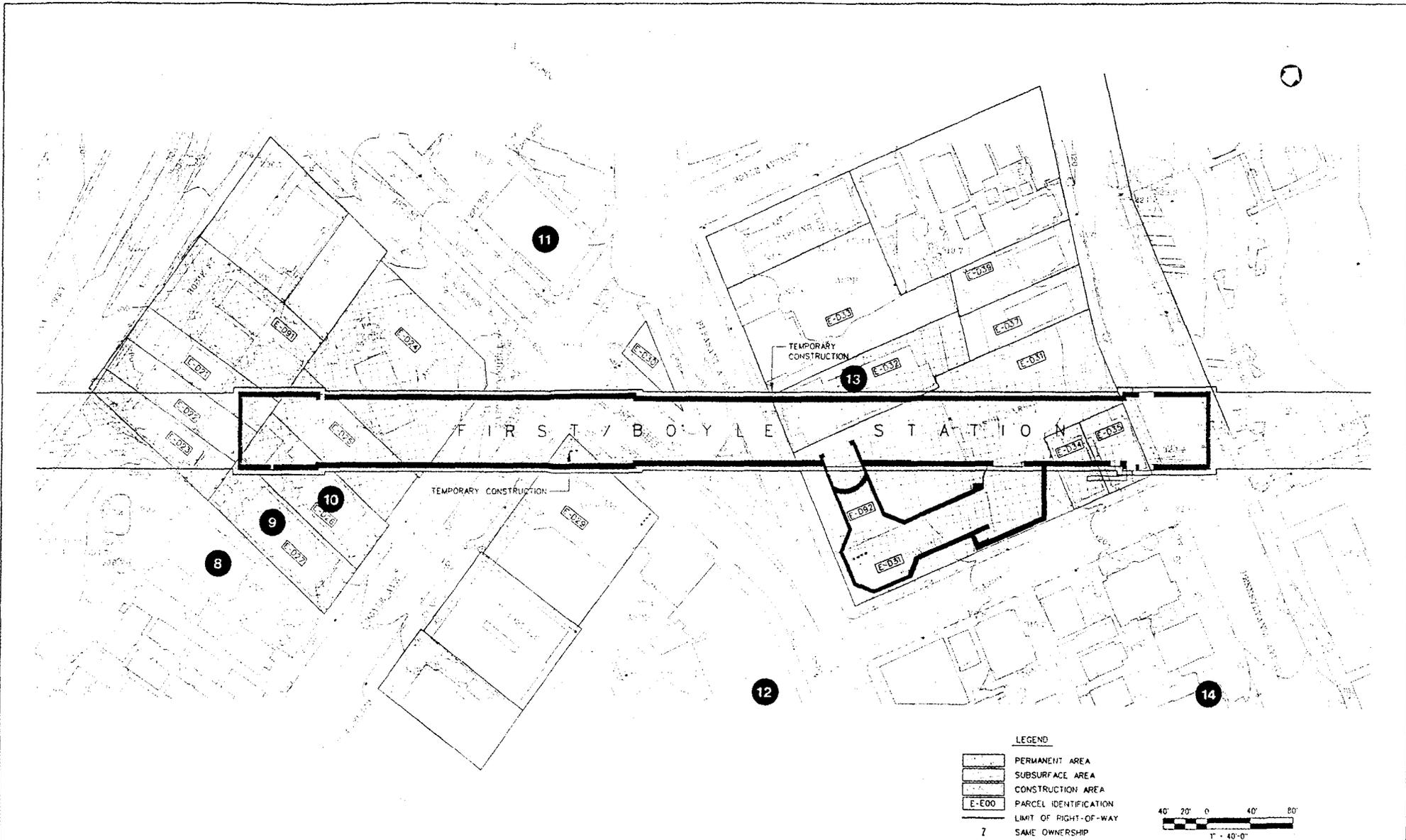
The conditions regarding transfer, lease, or sale of the Golden Gate Theatre following construction have been detailed in a series of preservation stipulations and covenants pending SHPO concurrence.

### Conclusions

The above information has been prepared to support determinations of effect for the undertaking. It represents the best information available as of April 21, 1994. Findings of both eligibility and effects are subject to change following the completion of the review process by the State Historic Preservation Officer and Advisory Council on Historic Preservation.

## **Station Area Maps**





**LEGEND**

- PERMANENT AREA
- SUBSURFACE AREA
- CONSTRUCTION AREA
- PARCEL IDENTIFICATION
- LIMIT OF RIGHT-OF-WAY
- SAME OWNERSHIP

40' 20' 0 40' 80'  
1" = 40'-0"

REV	DATE	BY	SAID	APP	DESCRIPTION

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSPORTATION ADMINISTRATION UNDER THE FEDERAL TRAVEL ACT OF 1964 AS AMENDED AND IN PART BY THE TREASURY OF THE CITIES OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

DESIGNED BY  
**L E RUSH**

DRAWN BY  
**S SIBLIA**

CHECKED BY  
**L E RUSH**

BY ENGINEER  
**J C CHAVEZ**

DATE  
**31 MAR 94**

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTANT

1000 Wilshire Blvd., Suite 2000  
Los Angeles, California 90017  
Tel: (213) 473-1000  
Fax: (213) 473-1001

SUBMITTED: \_\_\_\_\_

APPROVED: \_\_\_\_\_

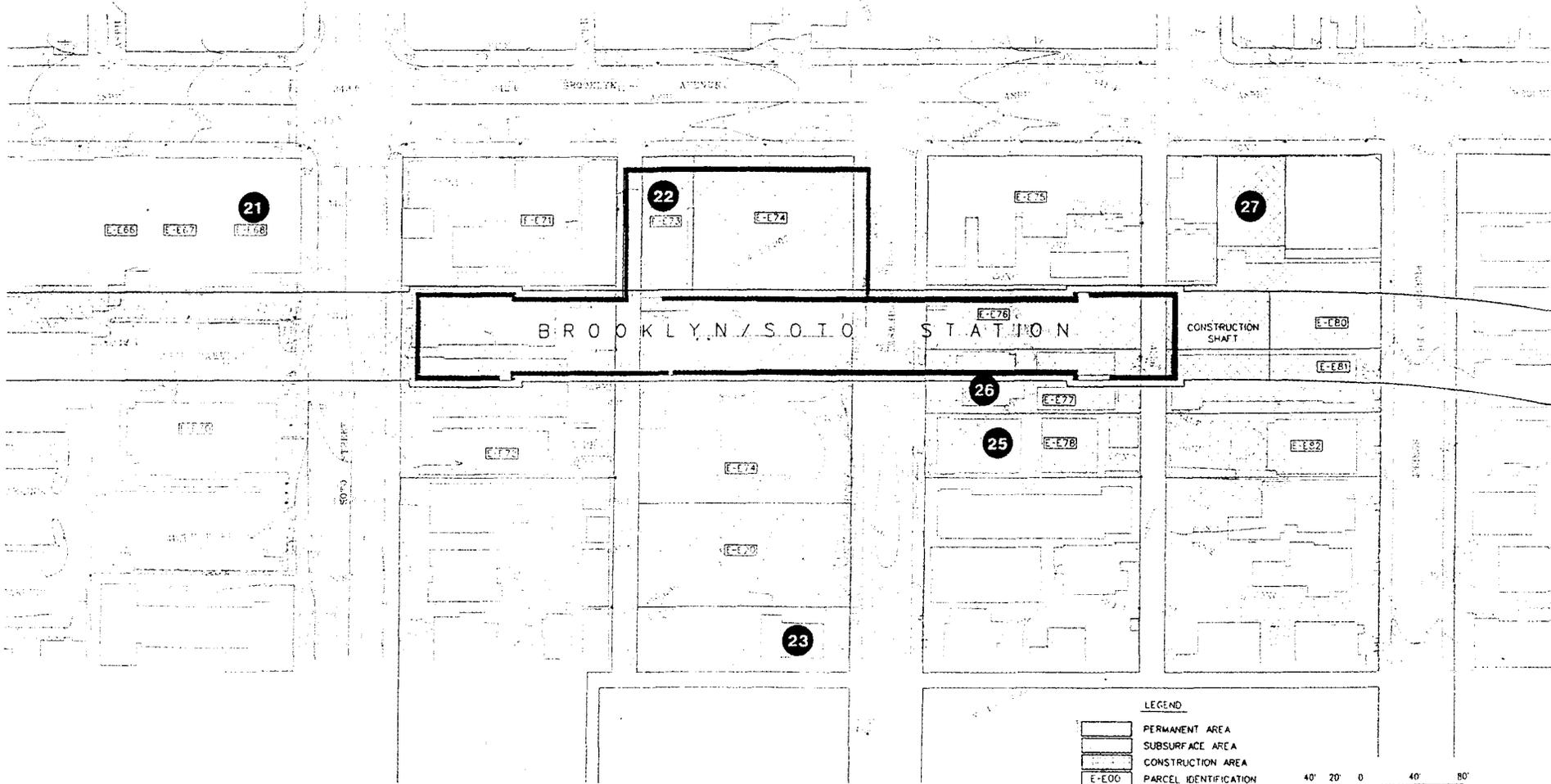
**EAST SIDE EXTENSION  
FIRST/BOYLE STATION**

CONTRACT NO. \_\_\_\_\_

DRAWING NO. \_\_\_\_\_

SCALE: **1"=40'-0"**

SHEET NO. \_\_\_\_\_



THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSPORTATION ADMINISTRATION UNDER THE FEDERAL TRANSIT ACT IN PART AS AWARDED AND IN PART BY THE STATES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

DESIGNED BY  
L. E. RUSH  
DRAWN BY  
S. SIRILIA  
CHECKED BY  
L. E. RUSH  
IN CHARGE  
J. C. CHAVEZ  
DATE  
31 MAR 94

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**  
 ENGINEERING MANAGEMENT CONSULTANT  
 12000 WILSON BLVD., SUITE 200  
 BEVERLY HILLS, CALIF. 90210  
 (310) 206-1000  
 FAX (310) 206-1001  
 WWW.EMC.COM

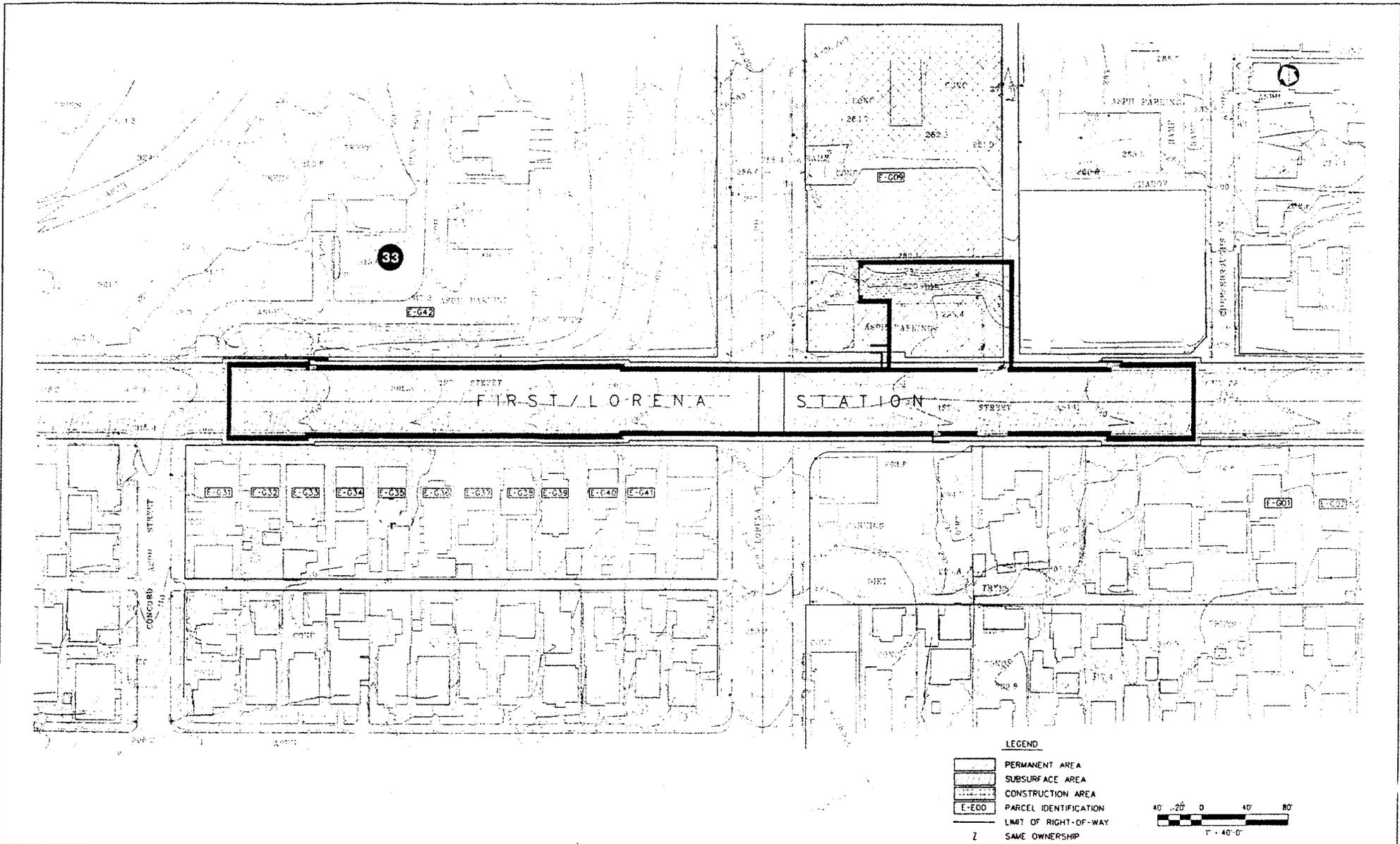
DATE: 31 MAR 94

APPROVED: \_\_\_\_\_

**EAST SIDE EXTENSION  
 BROOKLYN/SOTO STATION**

CONTRACT NO.	
DRAWING NO.	
SCALE	1" = 40'-0"
SHEET NO.	

NO.	REV.	DATE	BY	APP.	DESCRIPTION



REV	DATE	BY	SUB	APP	DESCRIPTION

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSPORTATION ADMINISTRATION UNDER THE FEDERAL TRAVEL ACT OF 1964 AS AMENDED, AND IN PART BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

DESIGNED BY  
**L. E. RUSH**

DRAWN BY  
**S. SIBILIA**

CHECKED BY  
**L. E. RUSH**

IN CHARGE  
**J. C. CHAVEZ**

DATE  
**31 MAR 94**

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**

ENGINEERING MANAGEMENT CONSULTANT

Submitted by: **Edward J. Sibilias, Inc.**  
Edward J. Sibilias, President  
David M. Johnson, Vice President  
12100 Wilshire Boulevard, Suite 1000  
Los Angeles, California 90025  
(213) 848-1111

SUBMITTED: \_\_\_\_\_

APPROVED: \_\_\_\_\_

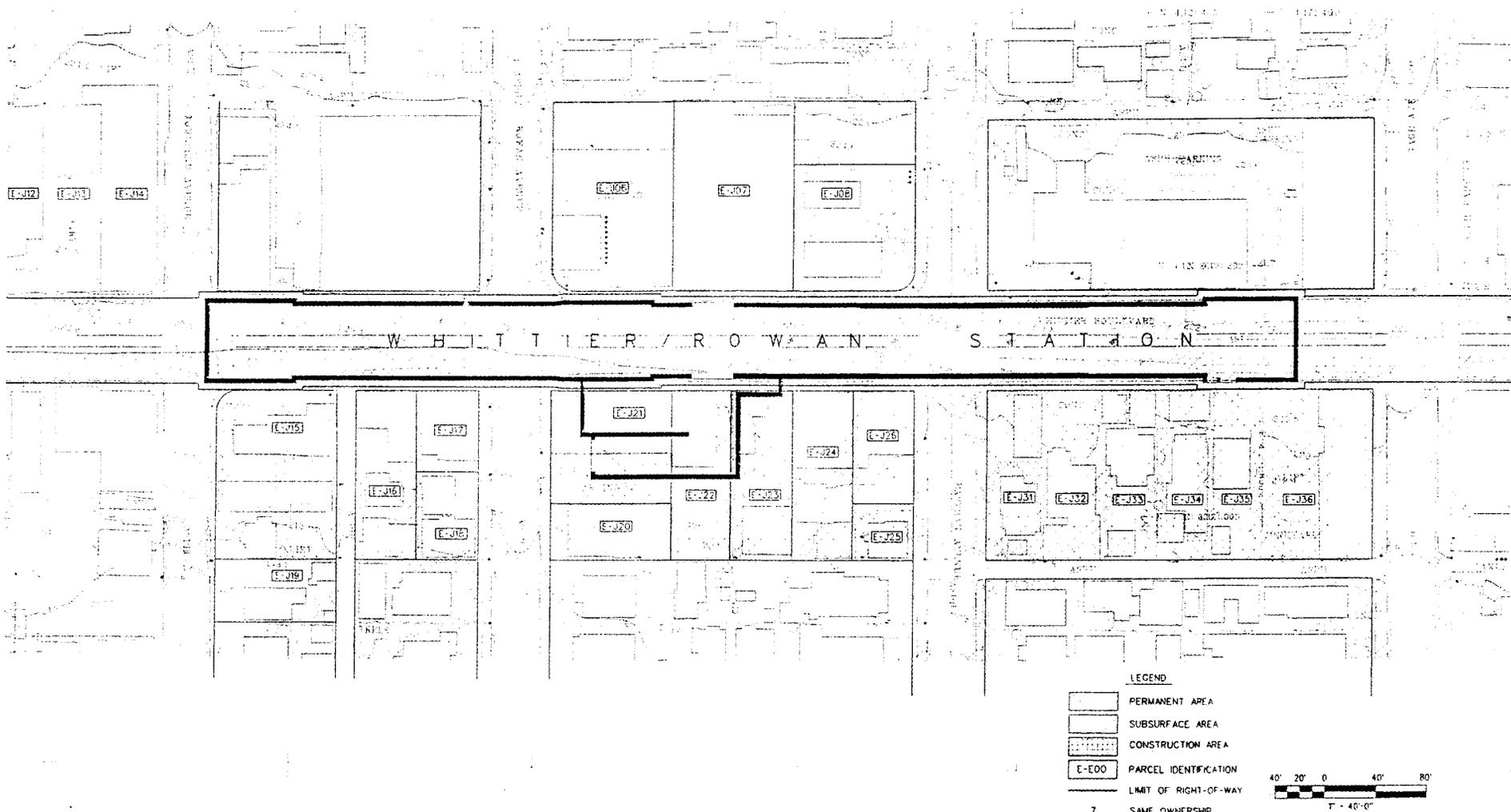
**EAST SIDE EXTENSION  
FIRST/LORENA STATION**

CONTRACT NO. \_\_\_\_\_

DRAWING NO. \_\_\_\_\_

SCALE: **1" = 40'-0"**

SHEET NO. \_\_\_\_\_



REV.	DATE	BY	SUR.	APP.	DESCRIPTION

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSPORTATION ADMINISTRATION UNDER THE FEDERAL TRANSIT ACT OF 1964 AS AMENDED AND IN PART BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

DESIGNED BY  
**L. E. RUSH**  
DRAWN BY  
**S. SIBILIA**  
CHECKED BY  
**L. E. RUSH**  
IN CHARGE  
**J. C. CHAVEZ**  
DATE  
**31 MAR 94**

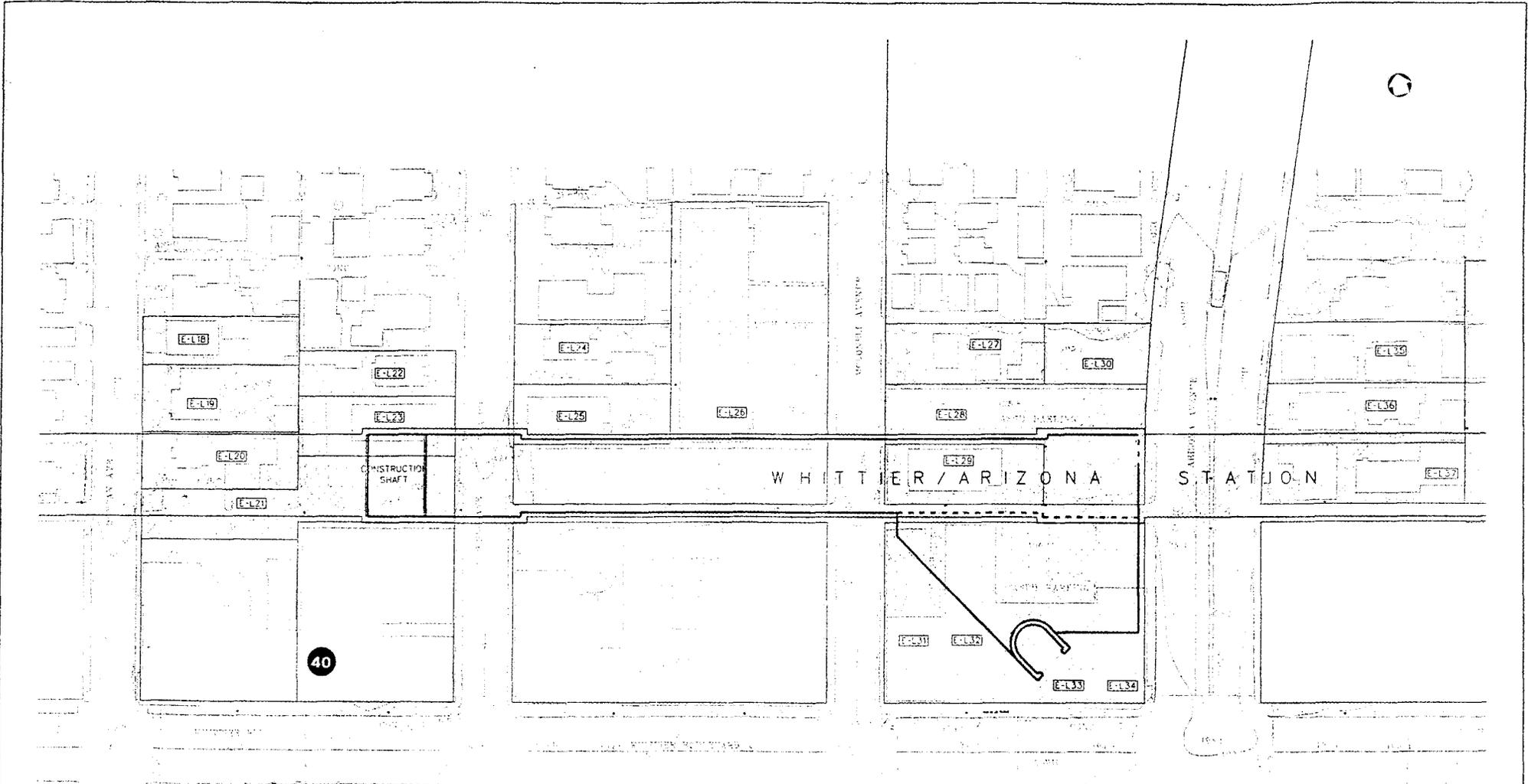
**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**

**ENGINEERING MANAGEMENT CONSULTANT**  
in association with  
Petersen Associates Group & Bureau, Inc.  
2000 Wilshire Boulevard & Normandie  
8th Floor, Los Angeles, California 90017  
Telephone: (213) 480-1000  
Facsimile: (213) 480-1001  
Internet: <http://www.petersen.com>

SUBMITTED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_

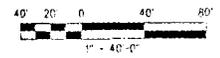
**EAST SIDE EXTENSION  
WHITTIER/ROWAN STATION**

CONTRACT NO. \_\_\_\_\_  
DRAWING NO. \_\_\_\_\_  
SCALE  
**1" = 40'-0"**  
DATE: \_\_\_\_\_



**LEGEND**

- PERMANENT AREA
- SUBSURFACE AREA
- CONSTRUCTION AREA
- E-E00 PARCEL IDENTIFICATION
- LIMIT OF RIGHT-OF-WAY
- 2 SAME OWNERSHIP



THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED BY PARTIAL GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSPORTATION ADMINISTRATION UNDER THE FEDERAL TRANSIT ACT OF 1964 AS AMENDED AND IN PART BY THE TAXES ON THE CHITINGS IN LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

DESIGNED BY:  
L. E. RUSH  
CHECKED BY:  
S. SIBILLA  
DRAWN BY:  
L. E. RUSH  
IN CHARGE:  
J. G. CHAVEZ  
DATE:  
31 MAR 94

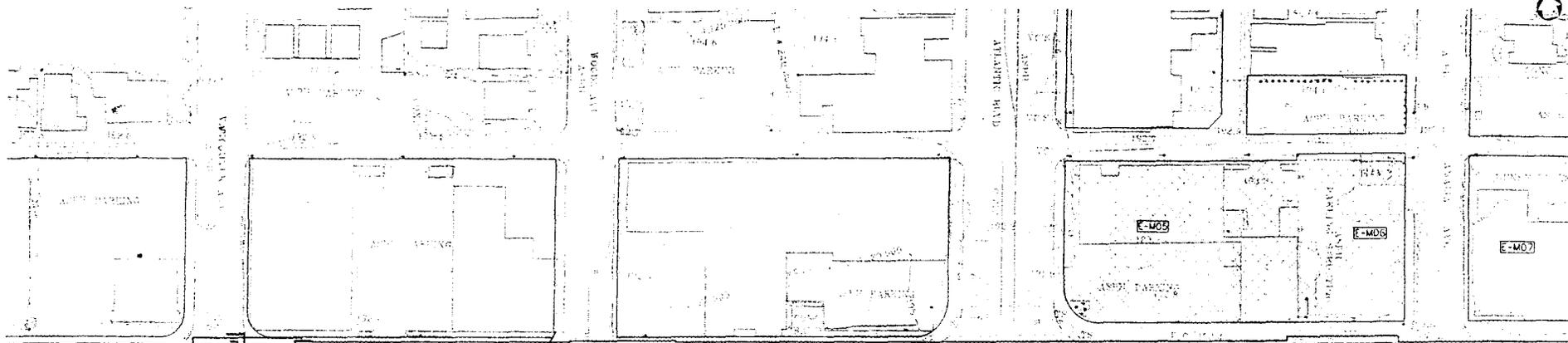
**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**METRO RED LINE**  
 ENGINEERING MANAGEMENT CONSULTANT  
 a member of  
 Parsons Brinckerhoff Smith & Associates, Inc.  
 11000 Wilshire Blvd., Suite 2000, Los Angeles, CA 90024  
 213-746-7000  
 11000 Wilshire Blvd., Suite 2000, Los Angeles, CA 90024  
 213-746-7000

SUBMITTED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_

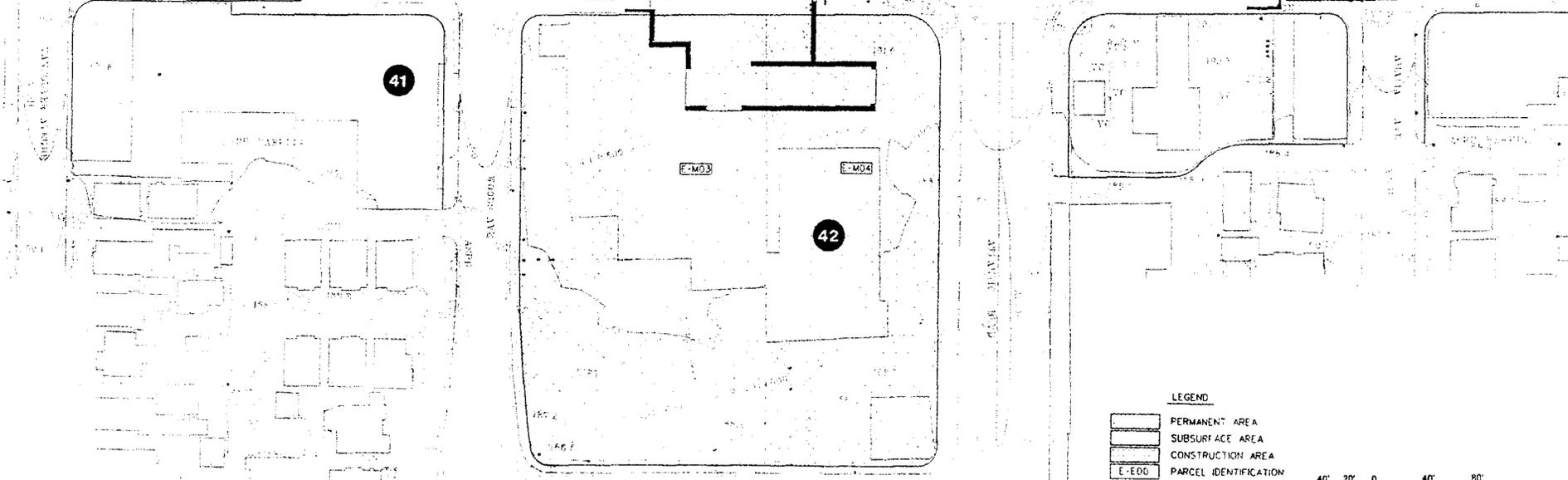
**EAST SIDE EXTENSION**  
**WHITTIER/ARIZONA STATION**

DATE: 11-4-01  
 SHEET NO. \_\_\_\_\_

NO.	REV.	DATE	BY	CHK.	APP.	DESCRIPTION



WHITTIER / ATLANTIC STATION



**LEGEND**

- PERMANENT AREA
- SUBSURFACE AREA
- CONSTRUCTION AREA
- PARCEL IDENTIFICATION
- LIMIT OF RIGHT-OF-WAY
- SAME OWNERSHIP

40' 20' 0 40' 80'  
1" = 40'-0"

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION THROUGH THE TRANSPORTATION ADMINISTRATION UNDER THE FEDERAL TRAILBLAZER ACT OF 1964 AS AMENDED AND IN PART BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

DESIGNED BY  
**L E RUSH**

DRAWN BY  
**S SIBILIA**

CHECKED BY  
**L E RUSH**

IN CHARGE  
**J C CHAVEZ**

DATE  
**31 MAR 04**

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**METRO RED LINE**

**ENGINEERING MANAGEMENT CONSULTANT**

Submitted: \_\_\_\_\_  
Approved: \_\_\_\_\_

**EAST SIDE EXTENSION  
WHITTIER/ATLANTIC STATION**

SCALE: 1" = 40'-0"  
SHEET NO:

NO.	REV.	DATE	BY	APP.	DESCRIPTION

**D: Preservation  
Stipulations**

# *Attachment D*

## **PRESERVATION STIPULATIONS AND COVENANTS**

for the

### **METRO RAIL RED LINE EAST EXTENSION IN THE CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

Prepared For:

Lead Agency:

**Federal Transit Administration  
Department of Transportation  
Washington, D. C. 20590**

Cooperating Agency:

**Los Angeles Metropolitan Transportation Authority  
818 West 7th Street  
Los Angeles, California 90017**

Prepared By:

**Myra L. Frank & Associates, Inc.  
811 West 7th Street  
Los Angeles, California 90017**

**April 1994**

## **Preservation Stipulations**

### ***AT&SF Outbound Freight House, 970 East 3rd Street, Los Angeles***

The Los Angeles County Metropolitan Transportation Authority (MTA), in order to facilitate the construction of the Metro Red Line Eastside Extension, proposes to acquire the *AT&SF Outbound Freight House* property in the City of Los Angeles, County of Los Angeles. MTA proposes the following mitigation measures to ensure preservation of this property's historic features during construction of the undertaking:

Under Option 1 of the Little Tokyo Station, the *AT&SF Outbound Freight House* would be acquired, and the station entrance would be located adjacent to the rear of the historic building. To provide passenger access to the station, a tunnel would be dug under the historic building. Construction of the passenger access tunnel will be undertaken in such a way that it would not damage or cause the alteration of the *AT&SF Outbound Freight House*. The contractor would be required to confine all construction traffic to a safe distance from the *AT&SF Outbound Freight House* to avoid accidental damage. The design of the new station entrance will conform to the guidelines specified in Part IV.A. of the November 1983 Memorandum of Agreement.

Option 2 of the Little Tokyo Station would also acquire the *AT&SF Outbound Freight House* property, and use the vacant portion of the parcel to the rear of the building as a temporary construction lay-down area, but in this option the station entrance would be located across (east of) Santa Fe Avenue in the Metro Rail yard. No demolition or alteration of any portion of the historic building would be undertaken. The contractor would be required to confine all construction traffic to a safe distance from the *AT&SF Outbound Freight House* to avoid accidental damage.

In order to ensure preservation of this property's historic features after construction of the undertaking is completed, the following covenant will accompany any property transfer, lease or sale agreements between MTA and any other party, and will be recorded in the real estate records of Los Angeles County, State of California.

**This covenant will only be necessary if MTA is unable to obtain a construction easement from the current owner:**

### **Preservation Covenant**

In consideration of the conveyance of certain improved real property, hereinafter referred to as the *AT&SF Outbound Freight House*, located in the City of Los Angeles, County of Los Angeles, State of California, which is more fully described as:

*Santa Fe Freight Station Grounds (M.B. 12-18)*

[Name of property recipient or lessee] hereby covenants on behalf of [himself/herself/itself], [his/her/its] heirs, successors, and assigns to maintain and preserve all those exterior and interior features that qualify the *AT&SF Outbound Freight House* for inclusion in the National

Register of Historic Places and California Register of Historical Resources as follows:

1. [Name of recipient] shall preserve and maintain the *AT&SF Outbound Freight House* in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (National Park Service, 1983) in order to preserve and enhance those qualities that make the *AT&SF Outbound Freight House* eligible for inclusion in the National Register of Historic Places.
2. No significant alteration or any other thing shall be undertaken or permitted to be undertaken on the *AT&SF Outbound Freight House* which would affect the structural integrity or the appearance of the property without the express prior written permission of the California Historic Preservation Officer and signed by a fully authorized representative thereof.
3. Any development on the property requiring discretionary action on the part of a public agency, would be subject to full compliance with the California Environmental Quality Act [as amended California Public Resources Code 21084.1] and all its provisions regarding public disclosure of proposed actions and mitigation measures for substantial adverse changes to the significance of the *AT&SF Outbound Freight House*.

The covenant shall be a binding servitude upon the *AT&SF Outbound Freight House* and shall be deemed to run with the land. Execution of this covenant shall constitute conclusive evidence that [name of recipient] agrees to be bound by the foregoing conditions and restrictions and to perform to the obligations herein set forth.

**Preservation Stipulations**  
***Jewish Home for Wayfarers, 127 South Boyle Avenue, Los Angeles***

The Los Angeles County Metropolitan Transportation Authority (MTA), in order to facilitate the construction of the Metro Red Line Eastside Extension, proposes to acquire the *Jewish Home for Wayfarers* property in the City of Los Angeles, County of Los Angeles. MTA proposes the following mitigation measures to ensure preservation of this property's historic features during construction of the undertaking:

The cut-and-cover construction of the First and Boyle Station would require acquisition of this property, a temporary move of the *Jewish Home for Wayfarers* off the lot during construction activities, and a return to its original setting after construction of the station is completed. Construction may require grading of part of the property; however, the site topography will be returned to its original condition before the building is returned.

The MTA, acting on behalf of the FTA, shall ensure that the property is moved in accordance with the approaches recommended in *Moving Historic Buildings* (John Obed Curtis, 1979, American Association for State and Local History), in consultation with the State Office of Historic Preservation, by a professional mover who has the capability to move historic structures properly. The MTA shall ensure that the *Jewish Home for Wayfarers* is properly secured and protected from vandalism and weather damage during the period it is unoccupied.

The site of the *Jewish Home for Wayfarers* has been near documented sources of human activity for over 100 years. Because of the proposed extensive grading which would occur at this site and its archaeological and historic archaeological sensitivity, the MTA shall adopt an Identification Study and Treatment Plan for significant archaeological and historic archaeological data consistent with that adopted in Part II of the November 1983 Memorandum of Agreement for *Union Station* and *Campo de Cahuenga*.

In order to ensure preservation of this property's historic features after construction of the undertaking is completed, the following covenant will accompany any property transfer, lease or sale agreements between MTA and any other party, and will be recorded in the real estate records of Los Angeles County, State of California:

**Preservation Covenant**

In consideration of the conveyance of certain improved real property, hereinafter referred to as the *Jewish Home for Wayfarers*, located in the City of Los Angeles, County of Los Angeles, State of California, which is more fully described as:

*Tract No. 1545/City Lands of Los Angeles, Lot commencing 230 ft south of SW corner of 1st Street and Boyle Avenue, then south 50 ft, then west 150 feet, then north 50 feet, then east 150 feet.*

[Name of property recipient or lessee] hereby covenants on behalf of [himself/herself/itself], [his/her/its] heirs, successors, and assigns at all times to MTA to maintain and preserve all those exterior and interior features that qualify the *Jewish Home for Wayfarers* for inclusion in the National Register as follows:

1. [Name of recipient] shall preserve and maintain the *Jewish Home for Wayfarers* in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (National Park Service, 1983) in order to preserve and enhance those qualities that make the *Jewish Home for Wayfarers* eligible for inclusion in the National Register of Historic Places.
2. No significant alteration or any other thing shall be undertaken or permitted to be undertaken on the *Jewish Home for Wayfarers* which would affect the structural integrity or the appearance of the property without the express prior written permission of the California Historic Preservation Officer and signed by a fully authorized representative thereof.
3. Any development on the property requiring discretionary action on the part of a public agency, would be subject to full compliance with the California Environmental Quality Act [as amended California Public Resources Code 21084.1] and all its provisions regarding public disclosure of proposed actions and mitigation measures for substantial adverse changes to the significance of the *Jewish Home for Wayfarers*.

The covenant shall be a binding servitude upon the *Jewish Home for Wayfarers* and shall be deemed to run with the land. Execution of this covenant shall constitute conclusive evidence that [name of recipient] agrees to be bound by the foregoing conditions and restrictions and to perform to the obligations herein set forth.

## **Preservation Stipulations**

### ***Walter & Lillie Webb Residence, 125 South Boyle Avenue, Los Angeles***

The Los Angeles County Metropolitan Transportation Authority (MTA), in order to facilitate the construction of the Metro Red Line Eastside Extension, proposes to acquire the *Walter & Lillie Webb Residence* property in the City of Los Angeles, County of Los Angeles. MTA proposes the following mitigation measures to ensure preservation of this property's historic features during construction of the undertaking:

The cut-and-cover construction of the First and Boyle Station would require acquisition of this property, a temporary move of the building off the lot during construction activities, and a return to its original setting after construction of the station is completed. A ventilation shaft would be permanently located in the front of the *Walter & Lillie Webb Residence* property. A ventilation shaft consists of a grating set flush to the ground and has no above-ground vertical elements. It will be placed in an unobtrusive location, probably the sidewalk, and will not alter the characteristics of the property which qualify it for inclusion in the National Register of Historic Places. If the ventilation shaft must be located on the property, it will be designed in accordance with Part IV. B. of the November 1983 Memorandum of Agreement.

The MTA, acting on behalf of the FTA, shall ensure that the property is moved in accordance with the approaches recommended in *Moving Historic Buildings* (John Obed Curtis, 1979, American Association for State and Local History), in consultation with your office, by a professional mover who has the capability to move historic structures properly. The MTA shall ensure that the *Walter & Lillie Webb Residence* is properly secured and protected from vandalism and weather damage during the period it is unoccupied.

The site of the *Walter & Lillie Webb Residence* has been near documented sources of human activity for over 100 years. Because of the proposed extensive grading which would occur at this site and its archaeological and historic archaeological sensitivity, the MTA shall adopt an Identification Study and Treatment Plan for significant archaeological and historic archaeological data consistent with that adopted in Part II of the November 1983 Memorandum of Agreement for *Union Station* and *Campo de Cahuenga*.

In order to ensure preservation of this property's historic features after construction of the undertaking is completed, the following covenant will accompany any property transfer, lease or sale agreements between MTA and any other party, and will be recorded in the real estate records of Los Angeles County, State of California:

### **Preservation Covenant**

In consideration of the conveyance of certain improved real property, hereinafter referred to as the *Walter & Lillie Webb Residence*, located in the City of Los Angeles, County of Los Angeles, State of California, which is more fully described as:

*Tract No. 1545/City Lands of Los Angeles, Lot commencing 180 ft south of SW corner of 1st Street and Boyle Avenue, then south 50 ft, then west 150 feet, then north 50 feet, then east 150 feet.*

[Name of property recipient or lessee] hereby covenants on behalf of [himself/herself/itself], [his/her/its] heirs, successors, and assigns at all times to MTA to maintain and preserve all those exterior and interior features that qualify the *Walter & Lillie Webb Residence* for inclusion in the National Register as follows:

1. [Name of recipient] shall preserve and maintain the *Walter & Lillie Webb Residence* in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (National Park Service, 1983) in order to preserve and enhance those qualities that make the *Walter & Lillie Webb Residence* eligible for inclusion in the National Register of Historic Places.
2. No significant alteration or any other thing shall be undertaken or permitted to be undertaken on the *Walter & Lillie Webb Residence* which would affect the structural integrity or the appearance of the property without the express prior written permission of the California Historic Preservation Officer and signed by a fully authorized representative thereof.
3. Any development on the property requiring discretionary action on the part of a public agency, would be subject to full compliance with the California Environmental Quality Act [as amended California Public Resources Code 21084.1] and all its provisions regarding public disclosure of proposed actions and mitigation measures for substantial adverse changes to the significance of the *Walter & Lillie Webb Residence*.

The covenant shall be a binding servitude upon the *Walter & Lillie Webb Residence* and shall be deemed to run with the land. Execution of this covenant shall constitute conclusive evidence that [name of recipient] agrees to be bound by the foregoing conditions and restrictions and to perform to the obligations herein set forth.

**Preservation Stipulations**  
***Brooklyn Theatre, 2524 East Brooklyn Avenue, Los Angeles***

The Los Angeles County Metropolitan Transportation Authority (MTA), in order to facilitate the construction of the Metro Red Line Eastside Extension, proposes to acquire the *Brooklyn Theatre* property in the City of Los Angeles, County of Los Angeles. MTA proposes the following mitigation measures to ensure preservation of this property's historic features during construction of the undertaking:

The construction of the Brooklyn/Soto Station would require acquisition of this property for a construction shaft on the rear 44 feet of this 150 foot parcel. The depth of the *Brooklyn Theatre* building is only 70 feet, so that the construction shaft would be 20 feet from its rear wall, and would not result in its alteration. A non-historic building located on the same parcel to the rear of the *Brooklyn Theatre* would, however, be demolished. The contractor would be required to confine all subsequent construction traffic to a safe distance from the *Brooklyn Theatre* to avoid accidental damage.

In order to ensure preservation of this property's historic features after construction of the undertaking is completed, the following covenant will accompany any property transfer, lease or sale agreements between MTA and any other party, and will be recorded in the real estate records of Los Angeles County, State of California.

**This covenant will only be necessary if MTA is unable to obtain a construction easement from the current owner:**

**Preservation Covenant**

In consideration of the conveyance of certain improved real property, hereinafter referred to as the *Brooklyn Theatre*, located in the City of Los Angeles, County of Los Angeles, State of California, which is more fully described as:

*Portions of Lots 21 and 19 and all of Lot 17 of Dennis & Cook's Subdivision of Lot 3 of the Mathews and Ficket Tract (M.R. 36-85)*

**[Name of property recipient or lessee]** hereby covenants on behalf of **[himself/herself/itself]**, **[his/her/its]** heirs, successors, and assigns at all times to MTA to maintain and preserve all those exterior and interior features that qualify the *Brooklyn Theatre* for inclusion in the National Register as follows:

1. **[Name of recipient]** shall preserve and maintain the *Brooklyn Theatre* in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (National Park Service, 1983) in order to preserve and enhance those qualities that make the *Brooklyn Theatre* eligible for inclusion in the National Register of Historic Places.

2. No significant alteration or any other thing shall be undertaken or permitted to be undertaken on the *Brooklyn Theatre* which would affect the structural integrity or the appearance of the property without the express prior written permission of the California Historic Preservation Officer and signed by a fully authorized representative thereof.
3. Any development on the property requiring discretionary action on the part of a public agency, would be subject to full compliance with the California Environmental Quality Act [as amended California Public Resources Code 21084.1] and all its provisions regarding public disclosure of proposed actions and mitigation measures for substantial adverse changes to the significance of the *Brooklyn Theatre*.

The covenant shall be a binding servitude upon the *Brooklyn Theatre* and shall be deemed to run with the land. Execution of this covenant shall constitute conclusive evidence that [name of recipient] agrees to be bound by the foregoing conditions and restrictions and to perform to the obligations herein set forth.

### Preservation Stipulations

#### *Golden Gate Theatre, 5170-5188 East Whittier Boulevard, East Los Angeles (Unincorporated)*

The Los Angeles County Metropolitan Transportation Authority (MTA), in order to facilitate the construction of the Metro Red Line Eastside Extension, proposes to acquire the *Golden Gate Theatre* property in an unincorporated portion of the County of Los Angeles. MTA proposes the following mitigation measures to ensure preservation of this property's historic features during construction of the undertaking:

The construction of the Whittier/Atlantic Station would require permanent acquisition of the entire block located between Whittier Boulevard, Atlantic Boulevard, Woods Avenue, and Louis Place, which includes the *Golden Gate Theatre* parcel. No demolition or alteration of the *Golden Gate Theatre* is required for the construction of the station. Although plans are not finalized, a four- to six-story parking garage may be built adjacent to the theater at some time in the future, as well as potential joint development commercial facilities. Any facilities built adjacent to the theater will meet the design compatibility provisions in Part IV. A. and B. of the November 1983 Memorandum of Agreement.

In order to ensure preservation of this property's historic features after construction of the undertaking is completed, the following covenant will accompany any property transfer, lease or sale agreements between MTA and any other party, and will be recorded in the real estate records of Los Angeles County, State of California:

**This covenant will only be necessary if MTA is unable to obtain a construction easement from the current owner:**

#### Preservation Covenant

In consideration of the conveyance of certain improved real property, hereinafter referred to as the *Golden Gate Theatre*, located in the City of Los Angeles, County of Los Angeles, State of California, which is more fully described as:

*Tract No. 9814 (M.B. 128-51-52)*

[Name of property recipient or lessee] hereby covenants on behalf of [himself/herself/itself], [his/her/its] heirs, successors, and assigns at all times to MTA to maintain and preserve all those exterior and interior features that qualify the *Golden Gate Theatre* for inclusion in the National Register as follows:

1. [Name of recipient] shall preserve and maintain the *Golden Gate Theatre* in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (National Park Service, 1983) in order to preserve and enhance those qualities that make the *Golden Gate Theatre* eligible for inclusion in the National Register of Historic Places.

2. No significant alteration or any other thing shall be undertaken or permitted to be undertaken on the *Golden Gate Theatre* which would affect the structural integrity or the appearance of the property without the express prior written permission of the California Historic Preservation Officer and signed by a fully authorized representative thereof.
3. Any development on the property requiring discretionary action on the part of a public agency, would be subject to full compliance with the California Environmental Quality Act [as amended California Public Resources Code 21084.1] and all its provisions regarding public disclosure of proposed actions and mitigation measures for substantial adverse changes to the significance of the *Golden Gate Theatre*.

The covenant shall be a binding servitude upon the *Golden Gate Theatre* and shall be deemed to run with the land. Execution of this covenant shall constitute conclusive evidence that [name of recipient] agrees to be bound by the foregoing conditions and restrictions and to perform to the obligations herein set forth.