

LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM  
ARCHAEOLOGICAL RESOURCES SURVEY  
PHASE 2

science Applications, INC.

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Julia G. Costello

and

Paul D. Friedman

Science Applications, Inc.

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P.O. Box 2351, 1200 Prospect Street, La Jolla, California 92037

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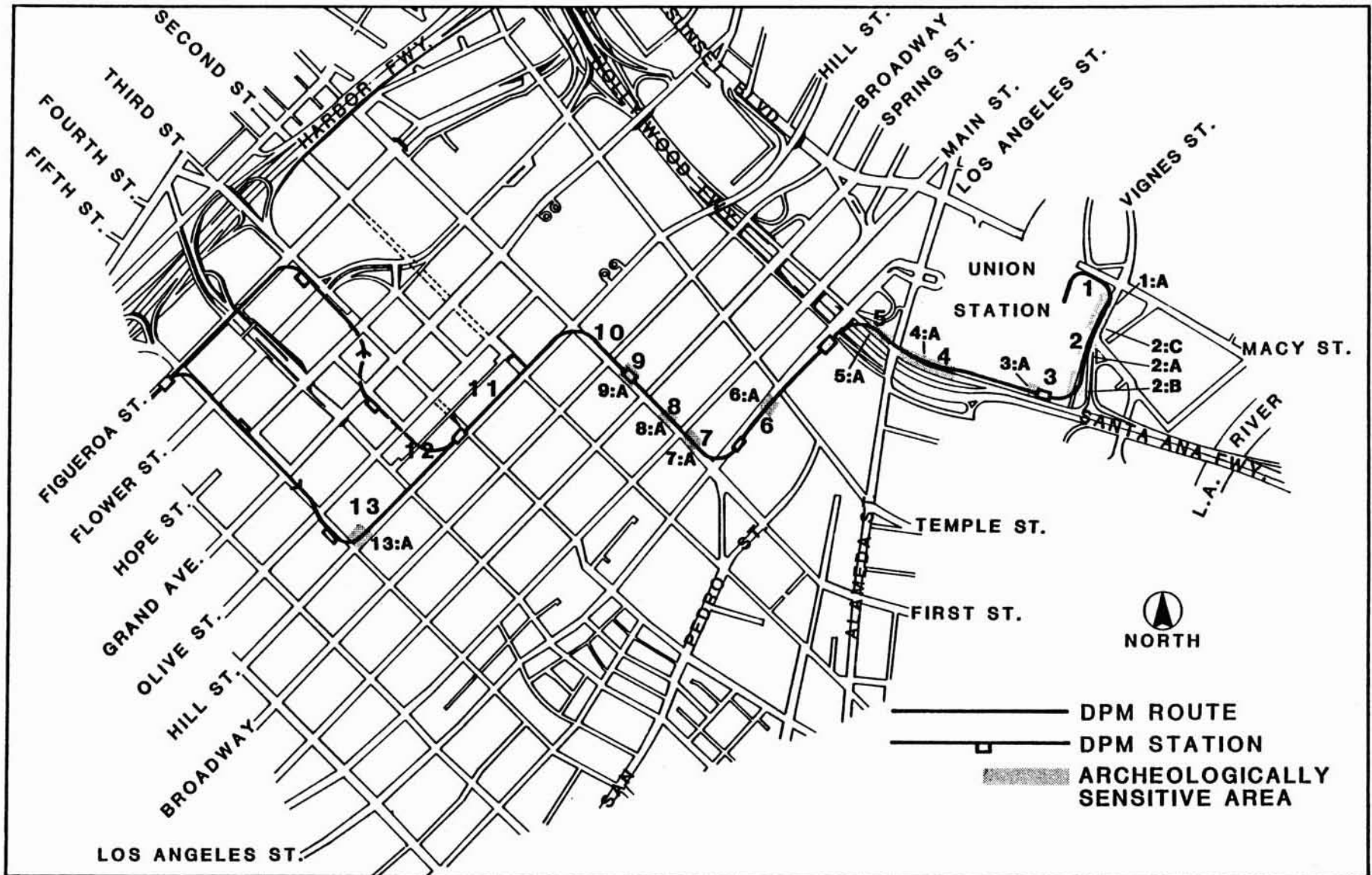
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## ABSTRACT

The following report presents the results of Phase 2 investigations of the Archaeological Resources Survey for the Downtown People Mover Program. Phase 1 efforts identified potentially sensitive areas along the DPM route where significant cultural resources were likely to be encountered. Phase 2 involved intensive historical research on these areas including studies of old maps and profiles, photographs, and documentary sources. Plan view maps of the study blocks were prepared depicting a composite of former historical structures on the DPM route. Historic profiles of the streets were placed below these structure plans for comparison. Accompanying text discusses the forms, functions, and possible presence of these identified remains.

As a result of the analysis, thirteen Sensitive Areas were identified along the proposed route. These are summarized on the Abstract figure. The Sensitive Areas have also been located on large scale planning maps which accompany this report as an appendix. Evaluations of the significance of these remains and recommendations for future actions in the form of testing or avoidance have been submitted under separate cover.



**STUDY AREA**  
**ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2**  
**LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM**  
**SCIENCE APPLICATIONS, INC.**

## I. INTRODUCTION

The Downtown People Mover Program is an automated guideway transit project under the direction of the Downtown People Mover Authority of the City of Los Angeles. Funding for the program has been obtained under an Urban Mass Transportation Administration capital grant. Due to the federal funds involved in the project, the Archaeological Resources Survey is being conducted in compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 and Section 106 of the National Historic Preservation Act of 1966.

A preliminary map and literature search was conducted during Phase 1 to identify potentially sensitive archaeological areas along the proposed DPM route (Wlodarski 1978). These areas, presented as numbered blocks in Figure 1, formed the basis for the Phase 2 investigations. Phase 2 involved defining the nature of the cultural resources in the previously defined sensitive areas, assessing their potential for survival into the present, and evaluating their significance in terms of National Register criteria.

The contract was awarded to Science Applications, Inc. in April of 1980. Julia G. Costello served as Principal Investigator and Paul Friedman conducted the historical research. The present report is a synthesis of the talents of the archaeologist and the historian and is presented as a co-authorship. The final graphics were prepared by Connie Farmer.

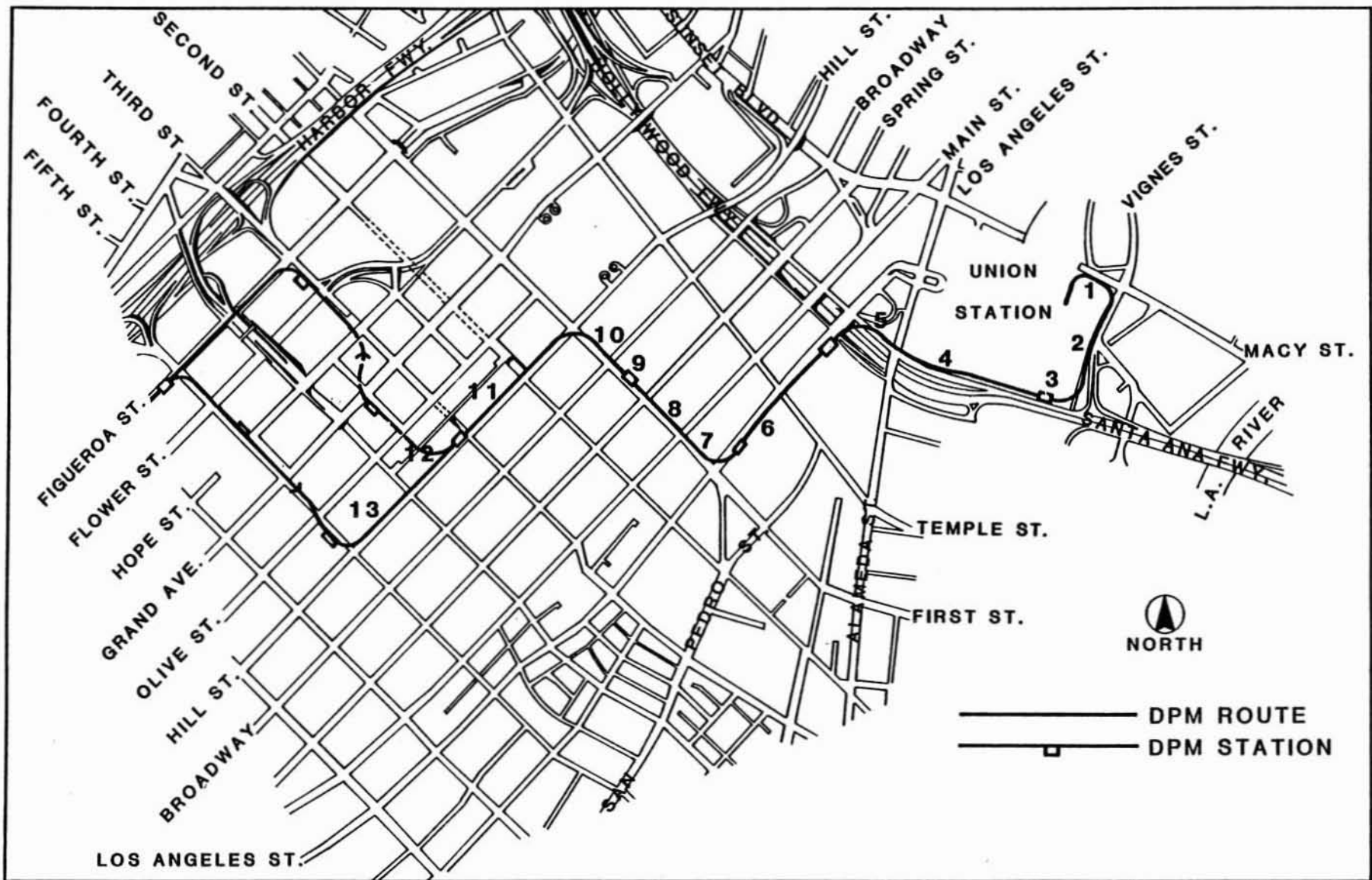


FIGURE 1  
**STUDY AREA**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
 LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM  
 SCIENCE APPLICATIONS, INC.



The stated objectives of Phase 2 are presented below followed by a brief discussion of how these were addressed by the researchers:

1. Identify as precisely as possible the location, type, and extent of possible archaeological resources along the route in the five potentially sensitive areas.

Documentary research was conducted to assemble maps, plans, profiles, and other historic information on the areas identified in Phase 1. The methods employed and a discussion of resources utilized are presented in Section III: Research Methodologies. Composite maps were constructed showing the plan views and vertical sections of each study block (Figures 2-14). Accompanying text presents a general history of the block, a discussion of individual structures, and a summary of historic grading.

2. Estimate the integrity and the significance of such resources.

An assessment of the potential integrity of identified historical resources is presented in summary fashion for each block in Section V: Identification of Sensitive Areas. The significance evaluation for those areas designated as sensitive have been submitted in a separate document: Evaluation of Significance and Recommendations for Future Action.

3. Identify further actions including possible mitigation measures if they are necessary; include an estimate of time and materials costs for each.

The recommendations for future actions are included under separate cover in the document noted above. Recommendations are primarily for testing to verify the historically indicated presence of resources. Cost estimates are included for recommended field tasks.

4. Prepare report materials that will be a continuing data resource for consultation during final engineering and column placement decisions.

Plan view maps showing the locations of historic structures and historic profiles have been prepared with the same scale and format as the DPM working plans (Figures 2-14). These maps are designed to overlay the current blueprints so that the routes of the DPM as it crosses the historic resources can clearly be seen. Descriptive text accompanys each map and is keyed to the map through numbered buildings. Figure legends summarize the type and date range of each structure and can serve as an easy reference for interpreting the maps. Both the base maps and legends are designed to be removed from the report for ease in use. The Phase 2 Sensitivity Areas are summarized on Figure 15 for the report and are also presented on a format and scale compatible with the DPM engineering plans in Appendix Maps 1-3. This format was designed to facilitate the planning for final column placement in order to avoid sensitive areas where possible.

Previous archaeological work in the Los Angeles area has been limited. As Chartkoff and Chartkoff noted (1972:59):

Urban Los Angeles has the interesting distinction of having one of the world's highest concentrations of archaeologists while itself remaining archaeologically almost unknown.

Prehistoric remains were recorded during the construction of Union Station in the 1930s. It has been suggested that they represent the historically known village of Yangna. This interpretation does not now seem as likely. The possible associations of these Native American remains is discussed by Wilcoxon (Costello and Wilcoxon 1978), in the Caltrans archaeological survey of the El Monte Busway Extension (Huey, et al. 1980), and is summarized in the Historical Overview section of this report.

The most extensive archaeological research to date has centered around El Pueblo de Los Angeles State Historic Park. This area of the city includes the site of the early Hispanic pueblo, the early American town core, Chinatown, and brothels, bars and hotels of the late nineteenth and early twentieth centuries. Chinese artifacts were unearthed during the 1951 construction of the freeway onramp near present Arcadia Street and this site became one of the first registered historic sites in Los Angeles county.

## II. RESEARCH METHODOLOGIES

### Documentary Research

The five sensitive areas outlined by Wlodarski in his 1978 Archaeological Resources Survey were addressed on a block by block basis. To identify the historic structures on these blocks a wide variety of maps (Wlodarski 1978) were used. These maps were gathered from various collections including the Los Angeles City Clerk's Office, Los Angeles City Bureau of Engineering, Los Angeles Public Library-Central Branch, Los Angeles County Museum of Natural History, the Geography Department of California State University at Northridge, UCLA Special Collections, and the Bancroft Library at the University of California, Berkeley. The Spanish and Mexican periods in Los Angeles were found to be poorly documented. Not until the Ord Survey of 1849 did the city have an official map drawn. From 1849 to 1870 there were several maps of the city made, but none was a systematic block by block reconstruction of the buildings in the city. In some cases these early maps proved useful to our study. For example, a court case located in the Los Angeles County Clerk's Office had several maps attached as evidence. These showed views of Los Angeles Street and First Street in 1847 and 1867 and helped in our recreation of Blocks No. 6 and 7 (Roldan vs. Nordholdt, District Court Case No. 1283). For the most part, maps dating from 1870 to 1955 proved to be the most useful in identifying the historic structures which lined each block. These maps included the following:

The State of California has conducted a series of exploratory excavations in the State Park over the past decade. Structures addressed include the Avila Adobe, the Plaza Substation, the Chinese Store, and several surrounding lots. An extensive testing program was also performed at the site of La Placita de Dolores by the City of Los Angeles (Costello and Wilcoxon 1978). These activities have produced prehistoric artifacts, Spanish Colonial trash areas, adobe architecture, evidence of the presence of historic-period Indian occupations, 1850s privy pits, nineteenth century aqueducts, deposits related to orientals, and artifacts associated with historically known brothels. Important remains of the history of Los Angeles still remain intact under modern asphalt and concrete.

1870 Lecouvreur Grading Map of Los Angeles (copy available at the Los Angeles City Bureau of Engineering).

1883-1887 Sanborn Fire Insurance Map (copy available at the Los Angeles City Bureau of Engineering).

1888 Sanborn Fire Insurance Map (copy available at California State University at Northridge, Geography Department).

1888-1893 Dakin Fire Insurance Map (copy available at the Los Angeles City Bureau of Engineering).

1894 Sanborn Fire Insurance Map (copy available at California State University at Northridge, Geography Department).

1910 Baist Real Estate Atlas (copy available at the Bancroft Library, University of California, Berkeley).

1912 Baist Real Estate Atlas (copy available at the Los Angeles Public Library, Central Branch).

1921 Baist Real Estate Atlas (copy available at the Los Angeles City Bureau of Engineering).

1906-1952 Sanborn Fire Insurance Map (copy available at California State University of Northridge, Geography Department).

1953-1955 Sanborn Fire Insurance Map (copy available at California State University at Northridge, Geography Department).

The Lecouvreur grading map of 1870 provided the first block by block survey of buildings in Los Angeles. It gives the location of structures and indicates whether they were built of adobe, wood, or brick. The fire insurance maps by Sanborn show the location, size, and shape of buildings for each block, the kind of construction material used, the number of stories, the presence of a basement, function, and sometimes they denote ownership. These maps were obviously invaluable for this study. The Dakin maps and Baist Real Estate Atlases are similar to the Sanborn maps in that they show the location of a building, indicate its size and shape, tell the type of construction, and sometimes give function and ownership. These latter two maps, however, do not contain the detail of outbuildings that the Sanborns do.

In some cases we were not able to obtain all of these maps for every block. For example for Blocks No. 1-5 and 11-13 the 1910 Baist Real Estate Atlas was used. But for Blocks 6-10 the 1912 Baist map was used instead. In other situations a block had more maps available than those listed above. For Blocks No. 11-13 a 1935 map obtained from the Los Angeles City Bureau of Engineering proved very useful. However, a similar map did not exist for the other blocks in the study area. Some engineering profiles also yielded information on the location of buildings, presence of basements, and ownership of property.

All of the maps obtained were consulted when reconstructing the historic evolution of buildings on each block. After the buildings had been identified we attempted to fill in information gaps by performing a quick literature search. The amount of secondary material on the history of Los Angeles is voluminous, and at best could only be skimmed. Personal accounts of life in early Los Angeles, such as those written by Horace Bell, Harris Newmark, and Boyle Workman, provided significant information. So did early city biographies and local histories like Thompson and West's 1880 History of Los Angeles County, the Illustrated History of Los Angeles written in 1889, and J. M. Guinn's A History of Los Angeles and an Extended History of Los Angeles and Environs published in 1915. Also useful was an excellent account of the history of Aliso Street produced by Karen Weitze as part of the environmental report on the El Monte Busway Extension (Weitze 1980).

Early city directories at the UCLA Special Collections Library were also used in an attempt to trace the history of the buildings on each block. Directories dating from 1872, 1883-1884, 1884-1885, 1886-1887, 1888-1889, and 1890 were all sampled. However, these directories did not list each building by block, as directories in other cities sometimes do. It was therefore virtually impossible to find out who lived on a given lot, or what happened to a particular building. Instead, only buildings which could be identified in the business listings in the directory, under functional categories, could be traced. Because of the large number of buildings on these blocks, and our limited time, only a few buildings which were considered important were traced in the early city directories.



To get a feel for the way these blocks looked, an extensive search was conducted for historic photographs of the project area. Collections at the Los Angeles Public Library, Central Branch, Los Angeles County Museum of Natural History, California Historical Society, and the Bancroft Library at the University of California, Berkeley were studied and copies of important photographs obtained.

For each block a short historic summary was written. This summary outlines any obvious historic trends and patterns of ethnic occupation, and points out the unique characteristics of each block. An inventory of structures is then given, keyed to the maps of the historic structures on each block. This inventory summarizes a history of each building on the block. Sometimes this history is cursory, outlining only the date which the building appeared on the historic maps and the date when it disappeared from view. Other histories in the inventory of structures are more detailed, making use of a variety of sources. The amount of detail given for each structure was determined by the information available, sources consulted, importance of the structure in historic or local events, and the constraints of time.

#### Block Maps of Historic Structures

Techniques utilized to produce the composite historic basemaps involved the use of photography, drafting and historic map interpretation. Major maps of the study area were photographed with Kodachrome 64 film using a copy stand.

Photos were taken of each study block showing general relationships of streets and buildings as well as large scale close-up shots. The overview shots were essential for establishing the position of the block in terms of the modern street plans, especially where major street realignments had taken place. Large scale shots of sections of blocks or individual structures aided in the identification of buildings and often revealed valuable construction information and indications of use and ownership.

The slides were projected onto copies of the DPM basemaps and, by adjusting the distance of the projector from the map, the scales were justified to 1" = 100'. The accuracy of the historic maps varied considerably and a certain amount of interpretation was involved in tracing the evolution of structures. The 1894 Sanborn, for example, did not map the street widths to scale while the 1906-1952 Sanborn had received so many pasted-over up-date information that the precise relationship of buildings was distorted. Older surveys on hillsides, such as Hill Street, also evidenced some variances, perhaps due to the expertise of the surveyor.

The outlines of each structure were traced onto the preliminary base map. For clarity, porches were generally omitted and the largest size of a structure generally depicted where periodic renovations occurred. Dotted lines within a structure represent earlier phases of construction. In some cases where earlier structures were totally obliterated by subsequent constructions, only the latter building is depicted. The earlier site, however, is discussed in the text.

Once the preliminary basemap had been made, additional information was added from other maps, plans, and photographs. The resources on the path of the DPM route were identified and the structures numbered in general order of their construction. These are presented in Figures 2-14. The Legend for each figure briefly identifies the building and includes the date ranges for these structures as seen on the historic maps. These dates are generally not actual construction and demolition dates but represent the first map on which the building was depicted and the first map on which the building was noted to be missing. If additional temporal information was obtained it is discussed in the "Summary of Historic Structures" section for each block.

#### Grading Profiles

In addition to the horizontal positions of historic resources, their vertical sitings are also critical for estimating states of preservation. Street grading plans are numerous for the City of Los Angeles and extend as far back as the 1870's for some areas. Many of these earliest maps, however, present elevations in terms of local and long-lost datum points. These can only be related relatively to subsequent profiles although occasional later references such as "maintaining the same elevation" at an intersection allow for absolute correlations. Where earlier profiles could not be tied to an absolute datum, overall grade change and the conformation of the profile provide comparative data for discussions of changes in street elevations.

In 1925 the United States Geological Survey Datum Plane was adopted by the City of Los Angeles and the elevation of the official City datum was corrected by 5.77 feet. This figure is stamped on most early maps and must be added to pre 1929 figures. The datum is officially known as the "Sea Level Datum of 1929."

Slight discrepancies in elevations for a particular street may be due to the various positions of the street profiles. These include curb lines, ground behind the curb, street sides, and street center lines. Where several profiles were presented on one map, that which ran closest to the proposed DPM route was used. The type of profile referenced is discussed in the Grading Summary for each block. In the cases where the DPM route runs entirely off the road and sidewalk areas, the street profiles only provide relative indications of past ground levels. The relative nature of this data is especially evident where recent major street realignments have cut through the centers of old blocks (Lyons, Vignes, and Arcadia). In these cases earlier historic profiles are drawn from adjacent avenues.

Occasionally on plan views, and rarely on profile drawings, basements are indicated for buildings. These have been estimated at eight feet unless other data was available and have been included on the profile maps as dotted areas. That basements are not included on the profile maps, however, does not imply that they did not exist.

Historic profile information is summarized on Figures 2-14 for each block. Grade lines are identified by a date which is referenced in the Figure Legend and in the text. Where several sequential profiles agree, only the earliest is presented on the Figure. A discussion of the historic grade changes is found in the Grading Summary section for each block.

### Report Materials

The results of the present research have been presented in a format useful to subsequent construction planning. The plan views of the blocks (Figures 2-14) contain a composite of the historic structures which were once present. The locations of these structures have been reproduced as accurately as possible from a variety of sources. Some leeway must be allowed in pinpointing their positions, however, due to the variable expertise of the early mapmakers. The historic basemaps include a tracing of the modern block at a scale of 1" = 100' and are designed to overlay the working blueprints for the DPM project. The route of the DPM itself has been omitted from these historic maps for clarity.

The summary of grading information for each block is presented below each historic plan view which it matches in terms of section position and horizontal scale. The vertical scale is at 1" = 10' and, again, is designed to overlay the DPM Ground Line profiles on the working blueprints.

Areas identified as archaeologically sensitive have been summarized on Figure 15. These areas have also been indicated on Appendix Figures 1-3 on a scale and format compatible with the DPM working blueprints. These Figures should facilitate the final placement of column supports in order to avoid identified sensitive areas.

### III. HISTORICAL OVERVIEW

In historic times the Los Angeles Basin was the home of the Gabrielino Indians. Supposedly, the pueblo of Los Angeles was first established next to the Gabrielino Village of Yangna. There has been a great deal of debate over the location of this village. Some believe that the Native American artifacts uncovered during the construction of Union Station indicate that Yangna was located there. However, as several authors have pointed out, Union Station is located on the former active floodplain of the Los Angeles River and it would have been an unlikely place for an Indian village since the river flooded so often. Instead, it has been suggested that Yangna was probably located on higher ground, perhaps around Main Street between Commercial and Arcadia Streets. Here, in 1870 when the Bella Union Hotel was being built, several Indian artifacts were also found.

This debate over the location of Yangna was clarified in a recent archaeological assessment for the El Monte Busway Extension written by Gene Huey, John Romani, and Lois Webb. Their report mentioned that by 1836 the Indian population of Los Angeles had been radically altered by the affects of missionization and by that date Yangna had probably disappeared. The Indians who continued to live at the pueblo, many of whom were not native to the place, resided at a segregated district called "rancheria de poblanos," at the southeast corner of Commercial and Alameda Streets (Huey et al., 1980). This rancheria may have spread as far as from First Street on the south to Aliso Street on the north and perhaps the artifacts found at Union Station were related to this later village, not to Yangna.

The non-native permanent settlement of Los Angeles was begun in 1781 when the Spanish pueblo was established as one of two civilian towns in Alta California. The pueblo was laid out, according to the instructions of the Governor of California, Felipe de Neve, with the house lots facing an open plaza. The agricultural plots, or suertes, were located between the Plaza and the river. An irrigation ditch, known as the zanja madre, was dug to supply the town with water (Bancroft 1884).

The exact location of the original Plaza is unknown. The flood of 1815 forced the residents of Los Angeles to move to higher ground. In 1818 construction began on a new Plaza Church and the modern Plaza emerged. The town developed slowly at first, but after the break up of the missions it began to prosper. By 1830 Los Angeles, with a population of about 1,000 people was the largest settlement in California (Fogelson 1967).

When Los Angeles became part of the United States after the Mexican-American War, it appeared little different from the simple pueblo of Spanish and Mexican days. The Plaza was still the center of town, with the homes of prominent rancheros around it. The Americans found the town arranged in a haphazard fashion, with buildings sticking into the middle of streets and alleys meandering around the adobes. Although the Mexican authorities had recognized the need for a town plan, none was produced until 1849 when Lieutenant Edward O. C. Ord was commissioned to survey the pueblo. The Ord Survey showed that houses existed along Main and Los Angeles Streets as far south as First Street. The land east of Alameda Street was depicted as extensive vineyards, cornfields, and gardens.



The California Gold Rush brought thousands of people to the state and Los Angeles felt the impact. It soon acquired a reputation as a wild frontier boom town. The narrow alley along Los Angeles Street between Arcadia Street and the Plaza, known to the Spanish as Calle de los Negros but called "Nigger Alley" by the Americans, became the scene of gambling, saloons, and dance halls, acclaimed for its violence and crime.

In the early 1850s Los Angeles had appeared more Mexican than American, and one visitor referred to it as "semi-gringo" (Bell 1927:243). The area north of the Plaza, known as "Sonoratown", had been settled mainly by Mexicans from the northern province and for the most part was a collection of adobes (Newmark 1930:62). Finding the Californio families firmly entrenched around the Plaza, the Yankees began to build their homes on the south and west parts of town. The first brick kiln in Los Angeles was erected in 1853 and soon brick buildings began going up, especially in the American section. In 1859 alone some 31 brick buildings were erected, including Abel Stern's Arcadia Block. Also during the 1850s prefabricated frame houses were shipped around the horn from New York and Boston (Guinn 1915).

Although the rancheros had prospered on the miners demand for meat during the Gold Rush, in the 1860s first floods and then drought led to the break up of many of the big ranches. Newcomers came to southern California in search of sunshine and cheap land. The growth of sheep ranching began to attract French and Basque settlers. In Los Angeles itself viticulture became an important

industry. The Frenchman, Jean Louis Vignes and his nephew, Jean Louis Sainsevain, operated a famous vineyard and winery on Aliso Street. Matthew Keller had 137 acres in grapes where Union Station now stands and was one of the best known winemakers in the state. By the end of the 1860s, however, the demand for homes resulted in the subdivision of many of these farms and vineyards. In 1869 Sainsevain sold his property to Eugene Meyer who created the Aliso Tract from it. Prudent Beaudry acquired tracts of land in the western hills in 1867 and subdivided them. In the period from 1869 to 1872 some 2,000 new homes were built in Los Angeles (Nadeau 1949:48). Boyle Workman recalled that in the 1870s the bulk of the American and European populations lived on Fort Street (Broadway), Main and Spring Streets between Fourth and First Streets, and on Aliso Street between Los Angeles Street and the river (Workman 1936:117). The central business district at that time was located along Main and Spring Streets at Temple Street. The people who lived on Hill Street felt that they resided on the outskirts of town, so in 1874 Judge Robert M. Widney built the city's first horse car line to connect them with downtown. Another horse car line was soon completed to Boyle Heights in 1876, crossing the Los Angeles River at Aliso Street.

The foundation for modern Los Angeles was really laid in the 1880s. The first intercontinental railroad connection was secured in 1876 when the Southern Pacific built a line to Los Angeles. When the Santa Fe Railroad arrived in 1886 the resulting rate war led to the so-called real estate boom of the 1880s (Dumke 1944). As thousands of immigrants poured into southern California, many from the Midwest, real estate prices rose dramatically. Land that had

sold for \$100 an acre in 1886 went for \$1,500 an acre just a year later (Guinn 1915:263). By the time the boom had collapsed the population of Los Angeles had grown from 11,183 in 1880 to 50,395 in 1890, and assets had increased from \$7 million to \$39 million (Fogelson 1967:67). Some of the tracts which were sold during the boom included the Beaudry and Ballesteros Tracts of Prudent Beaudry, the Mott Tract on Bunker Hill, and the Aliso, Peschke, and Avila Tracts east of Alameda Street.

The area around the Plaza underwent a dramatic change also. After 1860 Negro Alley ceased to be the center of gambling and instead evolved into the focus for the Chinese community in Los Angeles. This was where the infamous Chinese Massacre of 1871 took place. Eventually Chinatown expanded to take in the blocks along Alameda, Apablasa, Marchessault, and Los Angeles Streets by the 1890s. This area also became the center of the city's "red light" district. After prostitution was legalized in this area in 1886 Alameda and Los Angeles Streets were lined with brothels, noted on the fire insurance maps of the day as "Female Boarding" or houses of "Ill Fame." After the anti-vice campaign of 1909 many of these "cribs" of prostitution became storefronts for Chinese merchants (Mason 1967). Aliso Street at this time was part of the city's "French Quarter" and several French hotels could be found there. These hotels provided needed services for the French community in L.A. They were places where newcomers could meet people who spoke the same language, ate the same food, and shared the same values.

By the early decades of the twentieth century Los Angeles had emerged as a major metropolis. The expansion of the interurban electric railroad lines had allowed the city to spread out among its many suburbs. As Los Angeles grew the central business district shifted to the south and west; from Spring and Third in 1885 to Sixth and Hill by 1920 (Fogelson 1967:148). Hill Street reflected this change, as brick office buildings replaced stately Victorian homes. Between Fourth and Fifth Street was the downtown station for the Pacific Electric Railroad. In 1925 the Subway Terminal Building was built there, making this block the focus of Los Angeles' interurban transportation system.

The area along First Street also went through a transition at this time. In 1918 the City began to plan for a centrally located governmental center. A vote of the citizens in 1922 selected the area bounded by First, Hill, Sunset, and Los Angeles Streets as the location for the new civic center. In 1925 construction was begun on City Hall on First Street, between Spring and Main Streets. On the next block to the west in 1932 the State Building was erected. Over the years the civic center continued to expand until it just about met its mandate. In the 1950s the Police Department building went up on Los Angeles Street, the City Health Building (later City Hall South) was built along First Street between Main and Los Angeles Streets, and the Los Angeles County Law Library filled the block on First Street between Broadway and Hill Street.

The area around the Plaza was transformed in the 1930s when Union Station was built. At that time Chinatown was relocated to the area around North Broadway and Hill Streets. The former residential areas along Macy, Vignes, and Lyon Streets became used for industrial purposes or were left vacant. In the 1950s further changes occurred when the freeway was put through and Aliso Street had to be rerouted. The most drastic changes to occur recently have happened on Hill Street where redevelopment has taken down many of the older buildings. Newer structures have begun to take their place, such as the Senior Citizens Tower between Second and Third Streets.

#### IV. HISTORIC RESEARCH

##### Block 1: Macy Street: Avila to Vignes

###### Historic Summary

When the pueblo of Los Angeles was laid out in 1781 the land east of the Plaza was designed as the suertes, or fields, to be divided among the settlers. By the time the town had become American very little had changed. The city's first official map, the Ord Survey of 1849, showed that the land between Alameda Street and the Los Angeles River was still under cultivation. The major road connecting Los Angeles with the Mission San Gabriel ran from the Plaza down Aliso Street to old Aliso Road to Macy Street. This route, for the most part, was lined with vineyards. The periodic flooding of the Los Angeles River, however, caused some problems for travelers until 1870 when Perry and Woodworth built the first permanent bridge across the river at Macy Street (Newmark 1930:417). Along this road traveled the stage to San Bernardino.

This area was transformed from agricultural to residential during the boom of the 1880s. Developers were quick to sense the economic potential of cutting up the vineyards into subdivisions. According to various maps of the city the Peschke Tract was laid out sometime between 1884 and 1886 and the Avila vineyard became a housing tract around 1888 (Stevenson 1884; and Rowan and Koeberle 1887:maps). By 1889 there were fifteen frame residences lining the south side of Macy Street from Avila Street to Lyon Street (Eaton 1889:map).

The streetscape remained unchanged until the 1930s when the construction of Union Station disrupted this community. By 1937 Vignes Street had been cut through from Lyon to Macy Street (Aldrich 1937:map). Although no map could be found to illustrate this point it seems fairly certain that the homes on this block were destroyed between 1930 and 1950 and the area became predominately industrial. The 1955 Sanborn Fire Insurance Map showed that no houses lined Macy Street on this block. Today the area is vacant.

#### Inventory of Structures (Figure 2)

1. The 1889 map of the Avila Tract noted that the building on the southeast corner of Macy and Avila Streets was a frame dwelling and store (Eaton 1889:map). This structure appeared on all subsequent maps from 1896 to 1921. It disappeared, however, as did all the houses on this block, between 1921 and 1955.
2. A simple one story frame house. It was part of the Avila Tract, and appeared on maps dating from 1889, 1896, 1910, and 1921. It was gone by 1955.
3. A frame residence that was part of the Avila Tract. It was shown on maps in 1889, 1896, 1910, and 1921. It was gone by 1955.
4. A one story frame house in the Avila Tract. It appeared on maps dating from 1889, 1894, 1896, 1910, and 1921, but by 1955 it had vanished.

LEGEND - FIGURE 2

Block 1: Macy Street, Avila St. to Vignes Street

Historic Structures

1.	Frame Store/Residence	1889-1955
2.	Frame Residence	1889-1955
3.	Frame Residence	1889-1955
4.	Frame Residence	1889-1955
5.	Frame Residence	1889-1955
6.	Frame Residence	1889-1955
7.	Frame Residence	1910-1955
8.	Frame Residence	1889-1955
9.	Frame Residence	1889-1955
10.	Frame Residence	1889-1948
11.	Frame Residence	1889-1948
12.	Frame Residence	1889-1948

Profile References

1895	Compton	1895:map
1948	City of Los Angeles	1948:map



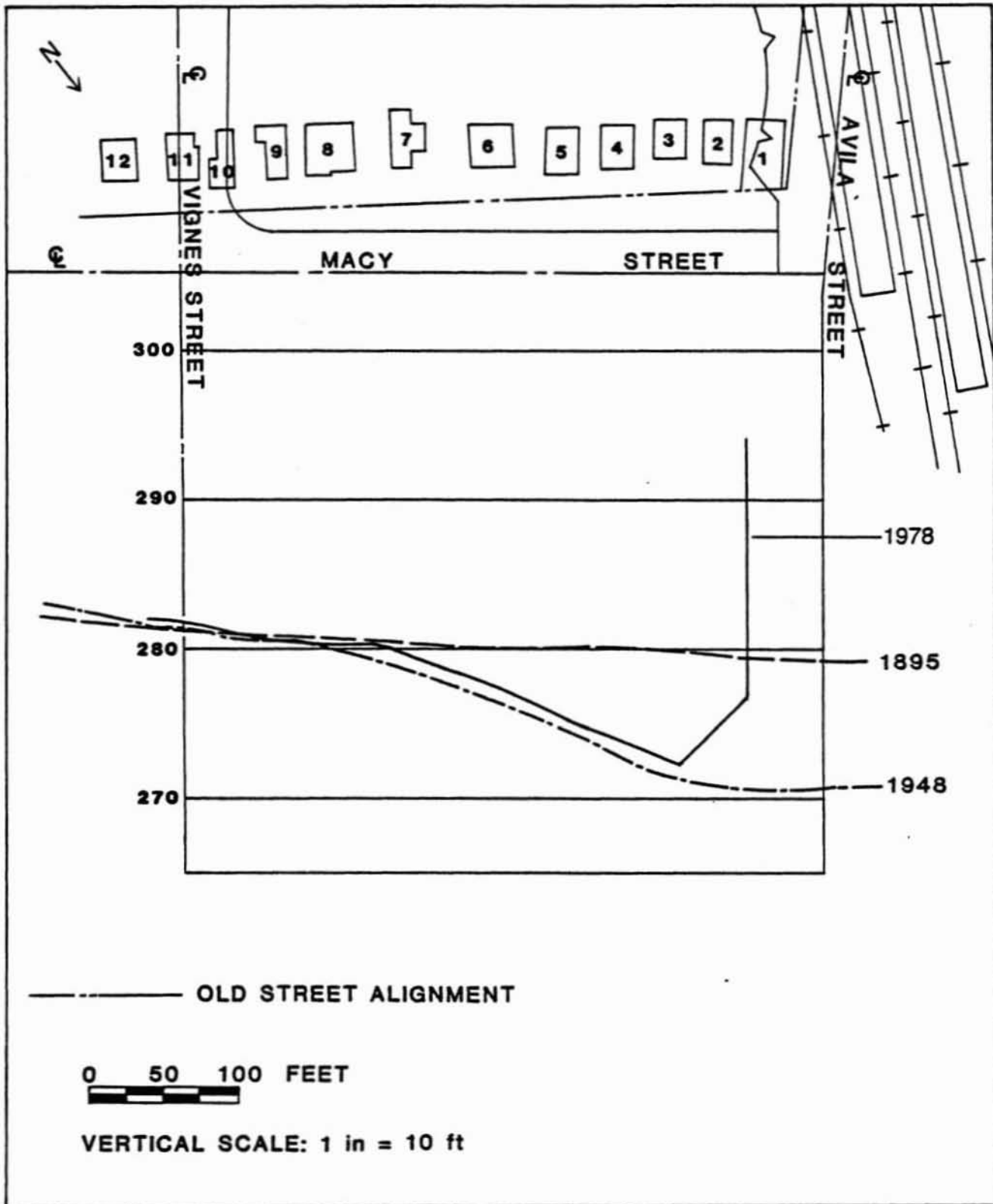


FIGURE 2  
**BLOCK 1 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
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5. A one story frame house in the Avila Tract. Illustrated on maps from 1889 to 1921. It was gone by 1955.
6. This was the only two story house on the block, and the last one within the Avila Tract. It appeared on maps from 1889 to 1921. By 1955 the land was vacant.
7. This house first appeared on the 1910 Baist Real Estate Atlas. But like all the other houses on the block it disappeared between 1921 and 1955.
8. A single story frame dwelling that was part of the Peschke Tract. It appeared on maps dating from 1889, 1894, 1896, 1910, and 1921. It was no longer there in 1955.
9. A single story frame residence that was part of the Peschke Tract. It was drawn on maps dating from 1889, 1894, 1896, 1910, and 1921. By 1955 this land was vacant.
10. A single story frame house that was part of the Peschke Tract. It appeared on maps from 1889 to 1921, but by 1955 was gone.
11. A single story frame dwelling that was part of the Peschke Tract. It could be seen on maps from 1889 to 1921, but was not visible in 1955.

12. A single story frame house that was part of the Peschke Tract. It appeared on maps from 1889 to 1921, but like all the other houses it was gone by 1955.

#### Grading Summary

Although the modern elevation of Macy Street at Vignes is similar to what it was in 1895, at the west end of the block almost 9 feet of earth were removed to allow Macy Street to pass under the railroad tracks behind Union Station. The 1895 profile of Macy Street (Compton 1895:map) showed a gently undulating surface which dropped about 5 feet from old Lyon Street to Alameda. The Macy Street Grade Separation was built with funds contributed to the City by the Federal Emergency Administration of Public Works, and was completed in August of 1837, according to the plaque placed there. This underpass cut into the western end of this block. A 1948 profile of Macy Street (City of Los Angeles 1948:map) showed that the street elevation had been lowered almost 9 feet. The 1978 ground line appears just a bit higher than the 1948 grade, and this is probably due to the elevation of the sidewalk along which the route will run.

Block 2: Vignes Street: Aliso to Macy

Historic Summary

In the early years of the pueblo old Aliso Road (later Lyon Street) was part of the trail that led from the Plaza to Mission San Gabriel. As late as the beginning of the American period most of the land east of Alameda Street was agricultural. In fact, in the 1850s old Aliso Road was lined with vineyards. One of the reasons that the area below Alameda was slow to develop was the problem of frequent flooding. As an article in the Los Angeles Star dated July 15, 1870 pointed out, Alameda Street was at the same elevation, if not lower than the Los Angeles River (Weitze 1980). The result was that the area between Alameda Street and the river suffered the worst from the floods of 1862 and 1868.

Not until the 1870s was the land on the east side of Lyon Street subdivided into housing tracts. The first real estate promoter to do this was Prudent Beaudry. A French Canadian by birth, Beaudry had come to Los Angeles in 1852 and entered the merchandizing business. Retiring from retailing with a modest fortune Beaudry entered the real estate field in 1876 by acquiring and subdividing several tracts on the western hills. He was one of the first to make land available to the middle class in Los Angeles by offering to accept monthly installments. By 1876 Beaudry had subdivided the Ballesteros Tract on the east side of old Aliso Road and was offering lots for sale (Beaudry 1876:map). With the large migration of people who came to Los Angeles during

the boom of the 1880s, Beaudry had no trouble selling this land and by 1888 houses lined the east side of Lyon Street. Vignes Street at that time did not extend through to Lyon Street from Aliso.

Part of the west side of Lyon Street was also broken into housing tracts. Between 1884 and 1886 the Peschke Tract was subdivided and by 1888 the Avila vineyard had been broken up and houses built on lots there. The Ramirez vineyard managed to survive until the 1890s, but it eventually became an industrial area associated with the Southern Pacific Railroad yard.

The character of this area remained stable into the twentieth century. In 1894 the City Engineer drew up plans to extend Vignes Street to Lyon Street (Dockweiler 1894:map). This extension was completed by 1897 (Dockweiler 1897:map) and resulted in the displacement of four or five houses which had been part of the Ballesteros Tract.

It was the construction of Union Station in the 1930s which seemed to permanently alter this neighborhood. In 1936 Vignes Street was cut through to Macy Street, destroying many of the buildings which had once sat along Lyon Street. The area no longer was desirable as a residential district and the Sanborn maps of 1953-1955 show that all of the houses were gone. In their place stood a few industrial buildings, but most of the land stood vacant, just as it appears today.

Inventory of Structures (Figure 3)

1. Zanja No. 6-1 was part of the early water system in Los Angeles. Constructed in 1857 as an open ditch, five or six feet wide, the zanja ran from Macy Street along Lyon Street to Aliso Street. As it neared the Aliso Mill at the corner of Aliso and Lyon Streets the zanja raised the elevation of the water about eight feet and then let it fall back to the level of the street at the mill to provide power for its wheel (Workman 1936:77). The Sanborn map of 1888 showed the zanja was still an open ditch. Eventually the zanja was carried underground in a 27 inch metal pipe. It was still extant in 1936 when it appeared on a City engineering drawing (Aldrich 1936:map). By that time, however, the pipeline was no longer in use.

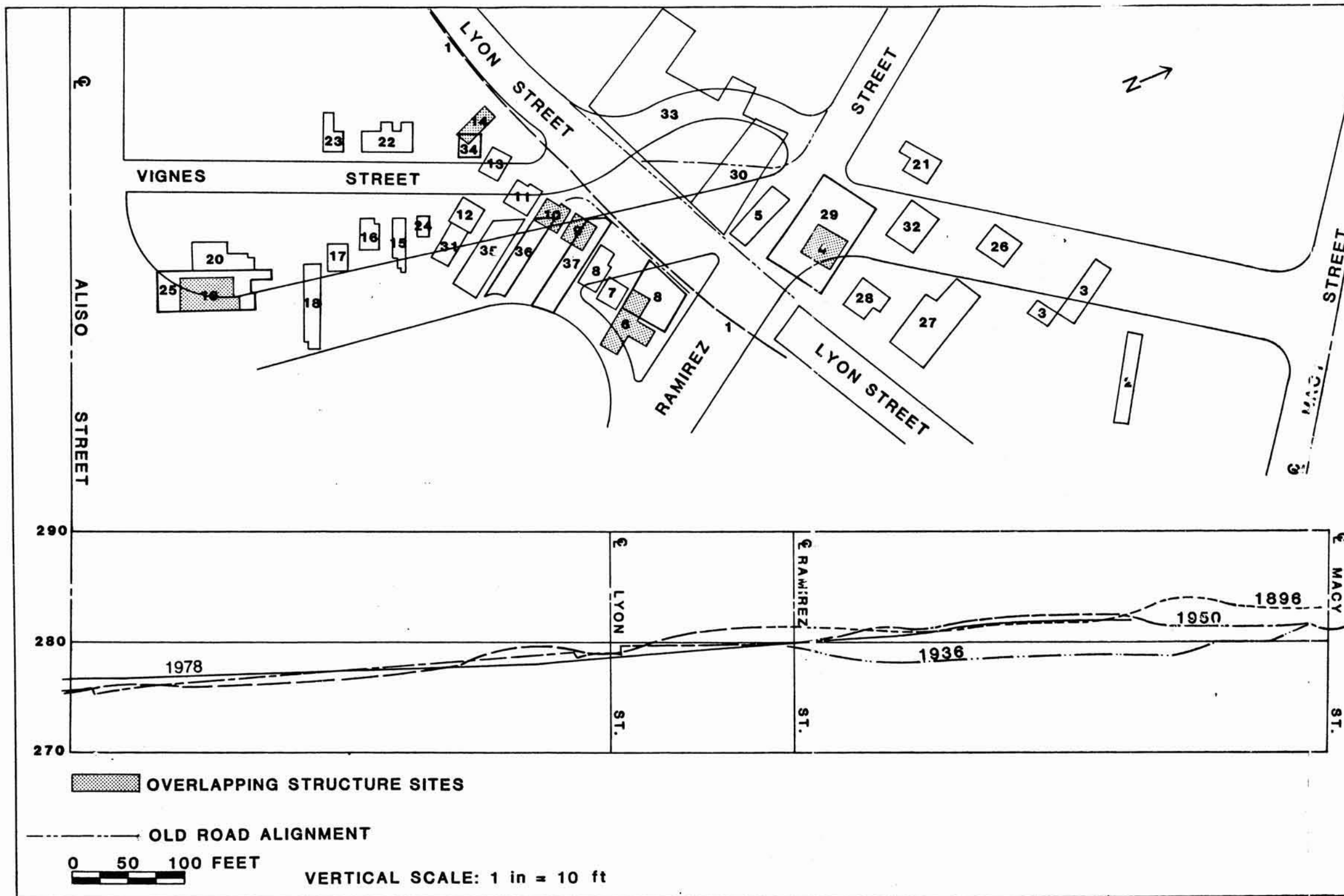
2. The 1888 Sanborn map indicated that this was a wooden shed associated with a dwelling which sat on the west side of Lyons Street, in the Peschke Tract. It also appeared on the 1894 Sanborn, but was no longer visible on the 1910 Baist.

3. This building was first observed on the 1888 Sanborn map. It appeared to be an out building associated with one of the houses on the west side of Lyons, in the Peschke Tract. The Sanborn map of 1894 indicated that it was a one story frame structure. It did not appear on the 1910 Baist.

LEGEND - FIGURE 3

Block 2: Virgna Street, Macy Street to  
Alisio Street

<u>Historic Structures</u>		<u>Historic Structures</u>	
1. Zanja No. 6-1	1850's-1936	22. Frame Structure	1893-1910
2. Frame Shed	1888-1910	23. Frame Residence	1893-1910
3. Frame Structure	1888-1910	24. Frame Structure	1894-1910
4. Frame Residence	1888-1910	25. So. Calif. Cracker Co./Macaroni Factory	1893-1920's
5. Adobe Residence	1887-1888	26. Frame Structure	1910-1936
6. Frame Residence	1888-1921	27. Brick Laundry	1910-1955
7. Frame Residence	1888-1921	28. Frame Structure	1910-1955
8. Frame Residence	1888-1894	29. Brick Macaroni Factory	1910-1936
9. Frame Residence	1888-1897	30. Frame Structure	1910-1936
10. Frame Residence	1888-1897	31. Frame Structure	1910-1955
11. Frame Residence	1888-1897	32. Frame Structure	1921-1936
12. Frame Residence	1888-1897	33. Mule & Horse Market	1921-1936
13. Frame Residence	1888-1897	34. Frame Structure	1921-1936
14. Frame Residence	1888-1921	35. Structures	1921-1955
15. Frame Residence	1888-1921	36. Structures	1921-1955
16. Frame Residence	1888-1955	37. Structures	1921-1955
17. Frame Residence	1888-1921	38. Structures	1921-1955
18. Frame Shed	1888-1921		
19. Frame Residence	1888-1893		
20. Frame Residence	1888-1910		
21. Frame Residence	1894-1955		
		<u>Profile References</u>	
		1896 Compton	1896:map
		1936 Aldrich	1936:map
		1950 Aldrich	1950:map



**FIGURE 3**  
**BLOCK 2 HISTORIC PLAN VIEW AND PROFILE**  
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4. In the 1888 Sanborn map a small frame one story dwelling sat on the northwest corner of Lyon and Ramirez Streets. This house could later be seen on the 1894 Sanborn. But by 1910 it had been replaced by a macaroni factory.

5. This adobe house was part of the property of Juanuario Avila. It was recorded on a plat on the area drawn in 1887 as a result of a court case involving the nearby Rameriz vineyard (Hasen 1887:map). It was not shown on the 1888 Sanborn map or any subsequent map.

6. The 1888 Sanborn map showed this to be a one story dwelling. It was part of the Ballesteros Tract. It was also illustrated in the 1894 Sanborn and 1910 Baist maps. It was no longer visible, however, on the 1921 Baist.

7. This small frame one story house appeared on the 1888 Sanborn map as part of the Ballesteros Tract. It later appeared on the 1894 Sanborn and 1910 Baist maps. It could not be seen on the 1921 Baist.

8. This small frame dwelling appeared on the 1888 Sanborn map, but was gone by the time the 1894 Sanborn was drawn.

9. A small frame dwelling on the Sanborn map of 1888. It was part of the Ballesteros Tract, but was removed when Vignes Street was extended from Aliso Street to Lyon Street sometime between 1894 and 1897.

10. This small square one story frame house appeared on the 1888 Sanborn as part of the Ballesteros Tract. It was still standing in 1894. But when Vignes Street was put through to Lyon, sometime between 1894 and 1897 the house was destroyed.

11. A small frame house, first observed on the 1888 Sanborn as part of the Ballesteros Tract. Still standing in 1894, it was destroyed when Vignes Street was extended to Lyon Street.

12. A small frame dwelling, part of the Ballesteros Tract, on the 1888 Sanborn. Destroyed between 1894 and 1897 when Vignes Street was extended to Lyon Street.

13. In 1888 the Sanborn map showed this to be a one story frame dwelling. It was torn down between 1894 and 1897 when Vignes Street was extended to Lyon Street.

14. This frame house, first seen on the 1888 Sanborn map, was one of the Ballesteros Tract which was spared when Vignes Street was extended to Lyon Street. This building appeared on the 1893 Dakin, the 1894 Sanborn, and the 1910 Baist maps, but was gone by 1921.

15. This was a frame house associated with Structure No. 24, first observed on the 1888 Sanborn map. These houses lined the east side of Vignes Street near Aliso Street, before Vignes was extended to Lyon Street. This may have

been part of the Aliso Tract, which was first subdivided in 1869 by Eugene Meyer. Most of the lots in this tract were sold during the 1880s. This structure was still standing in 1910, but was gone by 1921.

16. Another frame residence on the east side of Vignes Street which might have been part of the Aliso Tract. This house was first seen on the 1888 Sanborn map and was still standing on the 1921 Baist Real Estate Atlas.

17. A square frame dwelling on the 1888 Sanborn map, on the east side of Vignes Street near Aliso Street. It was also recorded on the 1894 Sanborn and 1910 Baist maps. It was removed by 1921.

18. A long narrow wooden shed associated with Structure No. 19 according to the Sanborn map of 1888. It was still standing in 1921.

19. In 1888 this was shown as a one story frame dwelling facing Aliso Street. It was probably part of the Aliso Tract. By 1893 it was gone; replaced by the Southern California Cracker Company.

20. A one story frame dwelling stood on the northeast corner of Vignes and Aliso Streets in the 1888 Sanborn map. Probably part of the Aliso Tract, it was also shown on the 1894 Sanborn map. By 1910, however, it had been replaced by a brick building.

21. This small building on the north side of Ramirez Street was part of the Avila Tract. It did not appear on the 1894 Sanborn map but was clearly visible on the 1910 and 1921 Baist maps. It was gone by 1955.

22. Vignes Street went only part way between Aliso Street and Lyon Street in 1888. This frame structure was first spotted on the 1893 Dakin map sitting on the west side of Vignes. It was no longer there by 1910.

23. This one story frame dwelling on the west side of Vignes Street was first seen on the 1893 Dakin map. It was gone by 1910.

24. This structure, probably part of the Aliso Tract, did not appear on the 1893 Dakin but was shown on the 1894 Sanborn map. It was a small wooden building associated with Structure No. 15. It was gone by 1910.

25. This two story brick building was noted as the Southern California Cracker Company on the 1893 Baist. According to Los Angeles city directories the cracker factory first appeared at this address around 1891 (Weitze 1980). It was operated by Philip I. Jacoby, Frank Rettkowsyk and Jacob Beck. In 1893 it merged with the Los Angeles Cracker Company which was located just a block away to the west on Aliso Street. In 1894, however, this building had become the Southern California Macaroni Factory. The structure continued to stand at this location until the 1920s.

26. This wooden shed was not observed until 1910. The Baist Real Estate Atlas for that year showed that it was associated with a large brick laundry building which sat on the west side of Lyons Street. It was still standing by 1921, but was destroyed by the Vignes Street extension in 1936.

27. This was the brick building facing Lyons Street which was associated with Building No. 26. It first appeared on the Baist Real Estate Atlas of 1910 labeled as a "Laundry." It also appeared on the 1921 Baist, but like most of the buildings on this block, it was gone by 1955.

28. This small frame structure was first observed on the 1910 Baist map. It also appeared in the 1921 Baist. It was gone by 1955.

29. The brick macaroni factory building at this location was first noticed on the 1910 Baist Real Estate Atlas, replacing the frame dwelling which formerly sat on the northwest corner of Ramirez and Lyon Streets. The macaroni factory building could still be seen on the 1921 Baist, but was torn down by 1936 when Vignes Street was extended from Lyon to Macy Street.

30. The frame shed on the southwest corner of Ramirez and Lyon Streets was first observed on the 1910 Baist Real Estate Atlas. It was still there in 1921, but was probably destroyed when Vignes was put through to Macy Street in 1936.

31. This small frame structure on the east side of Vignes Street between Aliso and Lyon Street probably was built sometime between 1897 and 1910. It also appeared on the 1921 Baist Real Estate Atlas, but was gone by 1955.

32. There was nothing at this location in 1910. But on the 1921 Baist map a small structure could be seen at the northwest corner of the macaroni factory. It was destroyed when Vignes Street was extended in 1936.

33. Where nothing had stood in 1910, there was a building erected before 1921 at this spot. The Baist Real Estate Atlas for that year indicated that the structure was a "Mule and Horse Market." It was probably torn down in 1936 when Vignes Street was extended from Lyon to Macy Street.

34. This frame structure appeared on the 1921 Baist Real Estate Atlas. It was gone by the time the 1953-1955 Sanborn map was drawn.

35. Sometime between 1910 and 1921 a building was erected here. It was gone by 1955.

36. This building was not on the 1910 Baist map, but did appear in 1921. It was gone by the time the Sanborn map of 1953-1955 was drawn.

37. A structure built between 1910 and 1921, and gone by 1955.

38. This building was first observed on the 1921 Baist Real Estate Atlas. It did not appear on the 1955 Sanborn Fire Insurance Map.

### Grading Summary

It was difficult to reconstruct the historic grade of the northern part of Vignes Street as it was not extended from Lyon to Macy Street until 1936. Before that time we have used the historic grade of Lyon Street to represent the general slope of the area east of Union Station.

The older section of Vignes Street, from Aliso Street to Lyon Street is fairly well represented by several engineering maps and shows little change over time. Vignes Street was cut through from Aliso Street to Lyon Street between 1894 and 1897. Its early elevations were given on a 1896 profile of a sewer line (Compton 1896:map) and a 1897 street profile (Dockweiler 1897:map). These early elevations are very close to the 1950 grade.

To indicate what the slope of the area from Ramirez Street to Macy Street looked like before 1936, a 1896 profile of a sewer line along Lyon Street was used (Compton 1896:map). This 1896 grade is drawn as a dotted line on Figure 3.

The two modern profiles of Vignes Street after it was extended in 1936 do not agree. Both maps represent the curb grade on the eastern side of the street and both concur on the elevation for the older section of Vignes between Aliso

and Lyon Streets. However, the 1936 profile (Aldrich 1936:map) depicted a depression between Ramirez Street and Macy Street while the 1950 profile (Aldrich 1950:map) presented a raise in the grade of this section. It would seem that as much as three feet of fill has gone into this area between 1936 and 1950. The slight variances in elevation between the 1978 groundline and the 1950 grade are a result of the path of the DPM route which does not strictly follow the roadways.



### Block 3: Aliso Street: Vignes to Lyon

#### Historic Summary

The region along Aliso Street between Alameda and the Los Angeles River was predominately agricultural throughout the Spanish and Mexican periods. The majority of this block was once a part of the 104 acre vineyard of Jean Louis Vignes, a Frenchman who had come to Los Angeles in 1829. Aliso Street took its name from his vineyard, which Vignes called "Aliso" after the large sycamore which stood on the property. In 1855 Vignes sold the vineyard to his nephew, Jean Louis Sainsevain, for \$42,000. Sainsevain, and his brother, Pierre, continued to use the property as a winery, and were reputed to be the first in Los Angeles to make champagne (Newmark 1930:197). Harris Newmark later recalled that in the 1850s, "Aliso Street stopped very abruptly at the Sainsevain Vineyard, where it narrowed down to one of the willow bordered, picturesque little lanes so frequently found here, and paralleled the noted grape-arbor as far as the river-bed" (Ibid.:198). Aliso Street was not opened up as a major thoroughfare between Lyon Street and the river until 1876 when W. H. Workman built a bridge at Aliso Street and ran a horsecar line from the center of town to this new subdivision in Boyle Heights (Workman 1936:183).

This block developed as a combination of agricultural, residential, and industrial enterprises. From the 1850s to the 1880s it had a distinctly French flavor to it with Sainsevain vineyard, the Vache brother's winery, and the spice mill of Vacquier all located on this block. On the north side of Lyon Street the Ramirez vineyard survived until the 1890s.

The block acquired its residential aspects beginning in 1869 when Sainesvain sold his vineyard to Eugene Meyer who eventually subdivided it into the Aliso Tract. By 1888 three dwellings stood on this block.

More important than its residential uses, was the block's development as an early industrial area. In 1857 the second mill in Los Angeles was built on the corner of Aliso and Lyon Street. By 1888 there was a wagon shop at the east end of this block and a stable on the west end. The block changed little in the early decades of the twentieth century. The Maier Brewery expanded from across the street to take up the eastern half of the block. The mill became a cracker factory and later made biscuits. The Ramirez vineyard became an industrial yard associated with the Southern Pacific depot.

The major transformation of this block occurred when Union Station was built in the late 1930s. The western half of the block was destroyed and covered with fill so that the railroad tracks could be laid there. Lyon Street was rerouted. At the east end of the block the Maier Brewery remained. In the 1950s the freeway was constructed along the former route of Aliso Street and today only the Brew 102 building can be identified as standing on the block.

#### Inventory of Structures (Figure 4)

1. This was Zanja No. 6-1. The zanjas were the early water system of the city of Los Angeles. This particular ditch was probably dug in 1857 after J. G. Nichols was reelected mayor of Los Angeles and initiated the expansion of

LEGEND - FIGURE 4

Block 3: Aliso Street, Vignes Street to Lyons Street

Historic Structures

1. Zanja No. 6-1	1857-1936
2. Adobe/Frame Structure	1887-1910
3. Frame Residence	1887-1910
4. Frame Residence and Shed	1888-1910
5. Frame Residence	1888-1910
6. Frame Sheds	1888-1910
7. Flour Mill and Cracker Co.	1857-1930's
8. Winery/Medical College	1870-1930's
9. Frame Residence	1888-1930's
10. Frame Residence	1888-1910
11. Frame Shed	1888-1893
12. Wagon Shop	1888-1910
13. Maier Brewery	1910-present
14. Warehouse and Coal Yard	1910-1930's

Profile References

1888 City of Los Angeles 1888:map



the city's irrigation system (Newmark 1930:218). Zanja No. 6-1 was designed to provide power for the new mill constructed at the corner of Aliso Street and Lyon. From Macy Street it ran south along Lyon Street as a large open flume. The water was raised about eight feet and then dropped to the level of the street at the Aliso Mill site to propel the water wheel there (Workman 1936:77). The Sanborn map of 1888 clearly showed the zanja as an open ditch. It must have still been operating in 1913 when the engineers for the City of Los Angeles plotted its course (City of Los Angeles 1913:map). In 1936, as part of the construction of Union Station, a large retaining wall was built along Aliso Street, past the old intersection with Lyon Street. A plan view of this retaining wall indicated that the zanja still existed as a 27 inch pipeline which would either be abandoned or destroyed by construction of the wall (Aldrich 1936:map).

2. This combination adobe and frame shed was noted, in a plat prepared as part of a court case concerning the Ramirez property, as the home of B. Bodego in 1887 (Hansen 1887:map). An adobe wall stretched northward from the shed along the west side of Lyon Street. The 1888 Sanborn map indicated that it was used as a hay shed, rather than a residence. The 1894 Sanborn map called it a "Grainary and Storage" shed. It was gone by 1910.

3. A frame structure according to the 1887 Hansen plat used in the Ramirez case. The 1888 Sanborn map indicated that it was a one story dwelling. It was still standing in 1894, but was gone by 1910.

4. In 1888 the Sanborn map showed this to be a long narrow one story shed, behind and attached to a two story frame dwelling house. It was still standing in 1894, but by 1910 had vanished.

5. This was a one story frame dwelling on the 1888 Sanborn Fire Insurance Map. It also appeared on the 1893 Dakin and 1894 Sanborn maps. It was gone by 1910, according to the Baist map for that year.

6. The 1888 Sanborn map indicated that this was a feed and sale stable with a narrow wooden building used as a hay shed. The 1894 Sanborn map showed the addition of two frame buildings and called the complex the "Hay, Wood, Coal, and Feed Yard and Sale Stable." By 1910 it had been turned into a coal yard.

7. This was the original location of the Aliso Mill, built in 1857 and reputed to be only the second mill erected in Los Angeles. Because very little wheat was grown in Los Angeles in the 1850s "the mill was devoted to grinding corn, grits, and chicken feed" (Workman 1936:77). It was powered by a water wheel which was turned by the water flowing in Zanja No. 6-1. In 1876 Ludwig Salvador described the operation as a flour mill (Salvador 1929:97). From about 1877 to 1880 the Aliso Mill was run by Deming, Palmer, and Company (Weitze 1980). In April of 1883 the mill was acquired by L. Winter, K. T. Hanke, and H. Weber and converted into a cracker factory (Illustrated History of Los Angeles 1889:683). The city directories referred to the Los Angeles Cracker Company the "The only Steam Bakery in Southern California."

In 1888 the Sanborn map showed that the Los Angeles Cracker Company factory at the corner of Aliso Street and Lyon Street consisted of several buildings. The main bakery and oven were located in a three story brick building, probably the old Aliso Mill building. Next to it on the east was a two story frame structure that also served as a bakery and packaging plant. Attached to this on the east was a frame dwelling and a long narrow frame shed labeled as a "corn crib." At the northwest corner of the brick bakery structure sat a tin smith shop, and facing Lyon Street was a sausage factory. A fire in 1888 destroyed the wooden part of the bakery, and on the 1894 Sanborn it can be seen that a two story brick building rose to take its place. The frame dwelling was gone by 1894, and the wooden shed was now labeled as a hay barn and wagon shed. It has been speculated by Karen Weitze that several of the outbuildings associated with the cracker factory held other businesses (Weitze 1980). The coffee and spice mill of H. A. Vacquier may have been located here in 1878. By 1884 the Globe coffee and spice mill of Frank H. Heimsath advertised in the city directory as operating from the corner of Aliso Street and old Aliso Road (Lyon Street). The Pacific Salt Works was another enterprise that may have been associated with the cracker factory, according to the location it gave in the city directory.

In 1893 the Los Angeles Cracker Company merged with a competing company located down the block and became the Southern California Cracker Company. This was how the structure was labeled on the 1894 Sanborn map. After the turn of the century the cracker factory again changed hands and the complex was known as the Pacific Coast Biscuit Company on the 1910 Baist Real Estate

Atlas. On the 1921 Baist, however, it was listed as the Pacific Truck Company indicating that the building was being used for another purpose. The structure was destroyed when Union Station was built in the 1930s.

8. This two story brick building, with a basement and a one story frame addition, was used as the Vache Brothers winery in the 1870s. The Vache brothers, Emile and Theophile, had come to Los Angeles from France in 1860 and set themselves up in the wine business, originally using the Bernard residence at Alameda and Third Streets. Later they moved to this structure on Aliso Street because its basement made a fine wine cellar. According to Harris Newmark, "There they attempted the manufacturing of cream of tartar from wine crystals, but the venture was not remunerative" (Newmark 1930:28). So in 1881 the Vaches joined up with another brother, Adolphe, and started the Brookside Winery in San Bernardino. By 1885 this building had become the College of Medicine for the University of Southern California, a venture organized by Dr. Joseph P. Widney (Workman 1936:98). The 1888 Sanborn map listed the building as a "Medical College" as did the Dakin map of 1893. In 1895 the Medical College moved to another location and this structure was shown standing, but unlabeled, on the 1910 Baist Real Estate Atlas. It was also shown on the 1921 Baist, but was probably removed when Union Station was built.

9. The Sanborn map of 1888 indicated that this was a one story frame dwelling with a "summer house" in the back yard. The house appeared on the 1894 Sanborn, but the small "summer house" in back did not. It was still standing in 1921 and probably was torn down when Union Station went in.



10. This one story frame dwelling appeared on the 1888 Sanborn map. A map found in the files of the City of Los Angeles Bureau of Engineering indicated that in 1880 this property had belonged to J. Rose (City of Los Angeles 1880:map). The house was shown on the 1894 Sanborn map, but by 1910 it had been replaced by the Maier Brewery.

11. Behind Structure No. 10 was a wooden shed marked "sleeping rooms" on the 1888 Sanborn map. The shed appeared on the 1894 Sanborn, but was replaced by the Maier Brewery by 1910.

12. The Sanborn map of 1888 indicated that this building held a wagon and blacksmith shop. The property was owned in 1880 by Roman and Grand. By 1894 the old wagon building had been replaced with a new two story structure, with a basement. This new building held a wagon shop on the first floor and a print shop on the second. By 1910 it was gone, replaced by the Maier Brewery.

13. In 1881 Joseph Maier and George Zobelein, both natives of Bavaria, acquired the Philadelphia Brewery on the south side of Aliso Street. The Maier & Zobelein Brewing Company did well and around the turn of the century it expanded by building a new brewery building on the northwest corner of Aliso and Vignes Streets. The Maier Brewery was shown occupying the east end of this block on the 1910 and 1921 Baist maps. This building was the only structure on the block to survive the construction of Union Station and was shown on the 1955 Sanborn map as an expanded complex taking up the whole block from the relocated corner of Lyon Street to Vignes Street. The construction

of the freeway, however, apparently changed this end of the block in the mid-1950s. Today the Brew 102 Building occupies the east end of this block, but this appears to be a more recent structure.

14. This structure was first observed on the 1910 Baist Real Estate Atlas. It showed a brick building labeled as Charles Cornfield's warehouse. Next to it on the west was a wooden building called a coal yard. The brick warehouse was still standing on the 1921 Baist, but the coal yard had been replaced by a "mule market." Both of these structures were torn down when Union Station was constructed.

#### Grading Summary

The most dramatic alteration to the grade of the block was the addition of about 16 feet of fill for the trackyard at Union Station. At the east end of the block the modern ground level is only a few feet higher than the grade was in 1888 (City of Los Angeles 1888:map). This 1888 north-side grade was confirmed by another north-side profile made in 1895 (Compton 1895:map). The higher modern elevation between Lyon Street and Vignes Street is probably due to the recent construction of the freeway along this part of the block.

## Block 4: Aliso Street: Lyon to Alameda

### Historic Summary

During the Spanish and Mexican period the land east of Alameda Street had been predominately agricultural. The Ord Survey of 1849 showed that even after California had become part of the United States this area was still planted in corn and vines. In the 1850s Matthew Keller established his vineyard and winery on the north side of Aliso Street at Alameda and soon became one of the city's leading winemakers.

During the 1860s the block began to change. In 1862 Matthew Keller decided to sell off the part of his vineyard that fronted on Aliso Street (Newmark 1930:292). The Sainsevain vineyard was broken up into the Aliso Tract in 1869. However, the lots in this area did not really begin to sell until the boom of the 1880s. By 1888 the block had developed into an interesting mixture of residential, commercial, and industrial buildings. Ethnically, Aliso Street was considered to be part of the French Colony which emerged in Los Angeles in the 1870s. The Hotel De France on the corner of Alameda and Aliso Streets was one of the centers of the city's Basque community. The blocks north of Aliso Street became the heart of L.A.'s old Chinatown by 1890. At this time Alameda Street was considered one of the leading locations of legalized prostitution in the city, before the anti-vice campaign of 1909. This was reflected on this block by the presence of several bawdyhouses.

Most of the structures constructed on the block by the 1890s stood until the 1930s when they were torn down to make room for Union Station. Aliso Street itself was modified in the 1950s when the freeway was built.

#### Inventory of Structures (Figure 5)

1. In 1870 Lecouvreur illustrated a brick building at the northeast corner of Alameda and Aliso Streets. According to the city directories this building was used as a boarding house or hotel (Weitze 1980). By 1886 it had become the Hotel De France. Because the hotel as seen on the 1888 Sanborn map does not fit the outline of the building as drawn by Lecouvreur it is thought that it was either a new structure built c.1885 or the older building was drastically modified. The Hotel De France was first listed in the L.A. city directory in 1886-1887 when it advertised itself as "A highly respectable house, and furnishes good, clean beds and good meals at low rates. Strangers coming to the city will find good accommodations" (Los Angeles City and County Directory 1886-1887). It was reported by one author that in 1886 the Hotel De France was run by Martin Labaig. A Frenchman, Labaig had entered into the sheep business in Oregon and California before becoming involved in the hotel business in Los Angeles. He left the hotel De France in 1887 to open up a new hotel in Hollywood (Palmer 1978:76). The Hotel De France was then run by L. Etchepare and D. Apestegui, and in 1891 by J. B. Archimant. These all appear to be Basque names.

LEGEND - FIGURE 5

Block 4: Aliso Street, Vignes Street to old Lyons Street

Historic Structures

1. Hotel de France	1885-1936
2. Frame Livery	1886-1921
3. Stable/Carriage Works	1883-1936
4. Brick Brothel/Office	1888-1936
5. Frame Brothel	1888-1910
6. Frame Structure	1888-1936
7. Frame Residence	1888-1936
8. Frame Residence	1888-1936
9. Frame Residence	1888-1936
10. Chinese Laundry	1888-1894
11. Frame Duplex	1888-1936
12. Frame Structure	1888-1936
13. Frame Structure	1888-1936
14. Brick Store and Sheds	1888-1936
15. Blacksmith Shop	1894-1936
16. Brick Structure	1910-1936
17. Frame Residence	1910-1936
18. Frame Structure	1910-1936
19. Brick Structure	1910-1936
20. Railway Express Building	1936-present

Profile References

1888 City of Los Angeles 1888:map

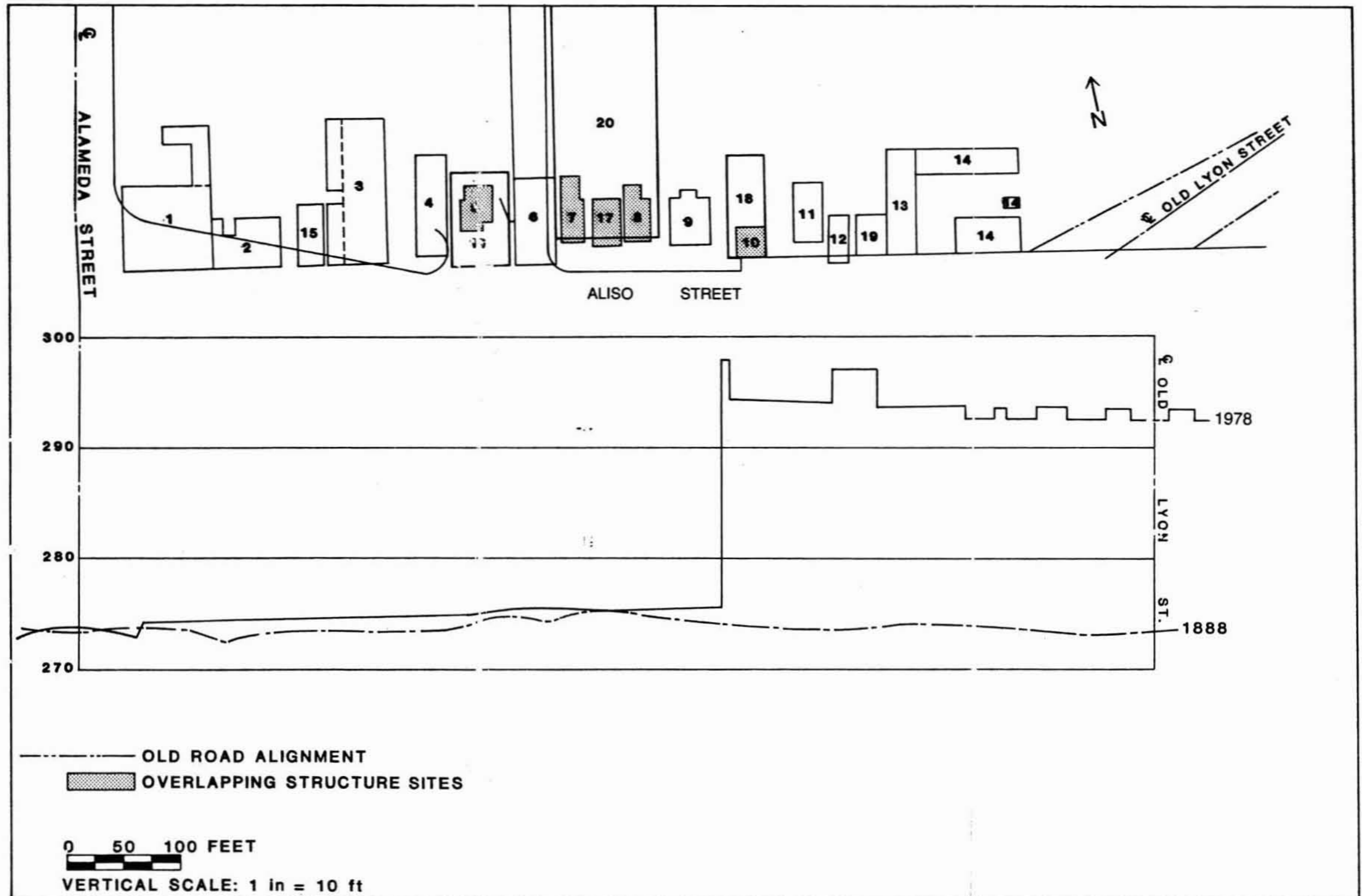


FIGURE 5  
**BLOCK 4 HISTORIC PLAN VIEW AND PROFILE**  
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In the opinion of Karen Weitze, the Hotel De France was part of the cultural milieu of the Basque community in Los Angeles. She pointed out that this block was considered part of the city's "French Quarter" and that several French hotels lined Aliso Street (Weitze 1980). The Sanborn map of 1888 showed that the hotel was a two story brick structure, with a basement. It contained a dining room, saloon, a macaroni factory, and a bakery. It was still labeled the Hotel De France on the 1894 Sanborn map, but sometime around the turn of the century it became known as the Eden Hotel, as could be seen on the 1910 Baist Real Estate Atlas. The hotel was taken down when construction began on Union Station in 1936.

2. This building was shown on the 1888 Sanborn Fire Insurance Map as a two story wooden structure housing a wagon shop. The 1885-1887 city directory listed the shop as owned by B. Hayman who advertised himself as "Agent for Rushford Mitchell farm wagons and Racine spring wagons and buggies. Repairing and carriage painting a speciality at reasonable prices" (Los Angeles City and County Directory 1886-1887). In 1894 the Sanborn map referred to the building as the "Golden Gate Livery and Feed Stable." It was still a livery in 1910 according to the Baist Real Estate Atlas for that year. It could not be seen on the 1921 Baist map.

3. The 1888 Sanborn map listed this as the "Aliso Board, Feed & Sale Stable." The complex included a one story frame "sleeping room," a one story frame dwelling, a wooden wagon shed, and several other long narrow wooden sheds. This address was first found in the 1883-1884 city directory as the carriage

and wagon shop of J. M. Stone. The next year it was listed as the "Aliso Stables." In 1886-1887 the city directory noted that the Aliso Board, Feed and Sale Stable was owned by E. P. LaTour who advertised "Bands of horses corraled, fed, broken to harness and trained. Horses clipped on short notice. Proprietor of Black Model Canada breed stallion." In 1888 J. H. Phelps and Son ran this stable. By 1890 it had been converted into the carriage and wagon shop of Richard Maloney (Los Angeles City and County Directory 1883-1884; 1886-1887; 1887-1888; 1890) and this was how it appeared on the 1894 Sanborn map. This building was still standing in 1921 and, like all the other structures on the block, it must have been destroyed when Union Station went in.

4. This was a brick one story structure with a two story frame building next to it on the east. The 1888 Sanborn labeled both buildings as "Female Boarding." This was the rather euphemistic way in which the Sanborn Fire Insurance Maps would refer to houses of prostitution. The 1893 Dakin Fire Insurance Maps call them houses of "Ill Fame." Prostitution was allowed after 1886 in certain parts of Los Angeles. Much of this activity took place along Alameda Street and on the blocks around L.A.'s old Chinatown, although the women who worked this profession were of various nationalities. It was a typical pattern, however, that when the city's anti-vice campaign of 1909 closed down the brothels, many of these buildings became store fronts for Chinese merchants (Mason 1967). This brick building survived until the 1930s.



5. On the east side of Structure No. 4 was a two story frame building also labeled "Female Boarding." By 1910 it had been removed and a brick building sat in its place (No. 16).

6. The 1888 Sanborn map showed that this was a two story frame building. The downstairs housed a saloon and warehouse, and the upstairs provided "furnished rooms." Perhaps it was associated with the activities of the women next door. In 1894 it was noted as "Lodgings" with a drug store on the first floor. It was still standing in 1921.

7. A 1880 map found in the Los Angeles City Bureau of Engineering showing the owners of property along Aliso Street from Los Angeles Street to the river indicated that this lot was owned by Stephen H. Mott (City of Los Angeles 1880:map). Mott had come to Los Angeles in 1864 to join his brother and had become Deputy County Clerk. In 1868 he was one of the organizers of the Los Angeles City Water Company of which he eventually became secretary. He also promoted the so-called Mott Tract on Bunker Hill in 1869 (Illustrated History of Los Angeles 1889:771). According to Boyle Workman, Mr. Mott lived on the north side of Aliso Street, east of Alameda Street (Workman 1936:121). The 1888 Sanborn indicated that the Mott house was a one story frame dwelling. This house appeared to still be standing in 1921.

8. The Sanborn map of 1888 indicated that this was a two story frame dwelling. It was still there in 1921.

9. A one story frame structure on the 1888 Sanborn, which was divided into two separate, but attached, dwelling units. It appeared on the 1921 Baist, and probably had the same fate as most of the other buildings on the block, removed to make room for Union Station.

10. In 1888 there appeared a small square Chinese laundry at this location. It was gone by 1894 when the Sanborn map showed a vacant lot here.

11. The Sanborn map of 1888 showed this to have been a one story frame dwelling, divided into two separate, but attached units. It was still standing in 1921.

12. In 1888 this two story wooden structure stuck out into Aliso Street. It was labeled a store on the 1888 Sanborn. The 1894 Sanborn called it a meat market. It was still there when the 1910 Baist Real Estate Atlas was drawn, and probably stood there until Union Station was built.

13. The 1888 Sanborn showed this to be a two story frame building with a cobbler's shop in front, a dwelling in the back, and a shed on the side. It was still there in 1894. The 1910 Baist showed a frame building at this location which was most likely the same one.

14. This was a one story brick store according to the 1888 Sanborn map. It had a long wooden shed in the back of the property and a smaller shed along the eastern line. The brick building and sheds could still be seen on the 1921 Baist Real Estate Atlas. These structures probably were torn down when Union Station went in.

15. This building was first observed on the 1894 Sanborn map where it was labeled a "Blacksmith" shop. It was still there in 1921 and must have been taken down when Union Station was built.

16. This was a large brick building that replaced the frame brothel (Structure No. 5). It was built sometime between 1894 and 1910, because it was first noticed on the 1910 Baist map. It was still there in 1921 and was probably torn down in the 1930s.

17. This structure first was noticed on the 1910 Baist Real Estate Atlas. It was probably destroyed when Union Station went in.

18. Sometime between 1894 and 1910 a large wooden building was erected on the former location of the Chinese laundry (Structure No. 10). It probably remained there until the 1930s.

19. Various agricultural implements were sold from this two story frame store in 1888. By 1894 it had become a liquor store. However, by 1910 the frame building was gone, replaced by one of brick.

20. The Union Station Passenger Terminal was built between 1934 and 1939 as a joint venture between the Southern Pacific, Union Pacific, and Santa Fe railroad companies. The section of Union Station which fronts on Aliso on this block is the Railway Express Building.

## Grading Summary

Except for the east end, the grade for this block has remained fairly constant during the historic period. A profile of the north side of the street in 1888 (City of Los Angeles 1888:map) matched another north side street profile done in 1895 (Compton 1895:map). Elevations of Aliso Street at Alameda Street were also repeated in a 1937 sewer plan (Aldrich 1937:map). The eastern part of the block, however, has been raised about 16 feet in 1936 to accommodate the track yard for the Union Pacific Railroad. This fill is held by a large retaining wall running along Aliso Street and has undoubtedly sealed earlier deposits underneath. The western 100 feet of the retaining wall consists of offices, the construction of which has undoubtedly disturbed the deposits underneath.

## Block 5: Arcadia Street: Alameda to Los Angeles

### Historic Summary

When the freeway was constructed in the 1950s the physical appearance of this block was radically altered and the name of the street where the DPM will run was changed to Arcadia. Historically, however, this street was known as Aliso and led from the Plaza to Old Aliso Road which turned into the trail leading to Mission San Gabriel. This block was more directly involved in the life of the early pueblo than any other section of the DPM route. The Ord Survey of 1849 showed that the little street which led from the Plaza to Aliso Street was lined with buildings. Although the Spanish referred to this alley, where Los Angeles Street now runs, as Calle de los Negros, the Americans called it "Nigger Alley." The Ord map indicated that there was a bluff which ran north to south at the eastern end of this block, and below the bluff was the Zanja Madre, the town's major water ditch. During the Mexican period Calle de los Negros had been a respectable street lined with the townhouses of prosperous rancheros (Guinn 1915:268). A map drawn by A. J. Stahlberg in 1876 attempting to depict the way the Plaza looked in the 1850s showed that a large adobe facing Calle de los Negros near Aliso was owned by Jose Carmen Lugo and the building on the northeast corner of Aliso and Los Angeles Street belonged to a man named Elnards.

During the hectic gold rush days of the 1850s "Nigger Alley" acquired an unsavory reputation for gambling, liquor, and violence. As Horace Bell described a visit there:

...We hied us to the classic precincts of the Calle do los Negros, Nigger Alley, which was the most perfect and full grown pandemonium that this writer, who had seen the elephant before, and has been more than familiar with him under many phases since, has ever beheld. There were four or five gambling places, and the crowd from the old Coronel building on the Los Angeles Street corner to the Plaza was so dense that we could scarcely squeeze through. Americans, Spanish, Indians, and foreigners, rushing and crowding along from one gambling house to another, from table to table, all chinking the everlasting eight square \$50 pieces up and down in their palms (Bell 1927:12).

After 1860 Negro Alley ceased to be the center of gambling for the city and instead became the focus of L.A.'s growing Chinese community. It was the scene of the infamous Chinese Massacre of 1871. In 1880 it was estimated that half of the 600 Chinese who lived in Los Angeles resided in the Negro Alley area (Mason 1967). The 1888 Sanborn Fire Insurance Map labeled the block along Los Angeles Street north of Aliso as "China Town." Along Aliso Street itself were a few "junk" stores as well as several blacksmiths, wagon makers and other skilled trades. In 1888 the City of Los Angeles attempted to destroy the Chinese community along Negro Alley by expanding the width of Los Angeles Street and tearing down all the old buildings. Although this action

resulted in the construction of new brick structures along Los Angeles Street, the Chinese remained fairly well entrenched in this area until after the turn of the century. This area also became the center of the city's "red-light" district after prostitution was made legal along certain streets in 1886. Alameda Street was lined with little cubicles, known as "cribs" of prostitution, where women of various nationalities plied their trade. After the City began to crack down on vice in 1909 it was not uncommon for these buildings to be reoccupied by Chinese merchants (Ibid.).

Aliso Street at this time became one of the major sections of the so-called "French Quarter" in Los Angeles. In 1894 three French hotels could be found on this block. These hotels provided important cultural services for the french community in the city, and acted as places where newcomers could meet people who spoke the same language, ate the same food, and shared the same values.

The block appeared to remain constant into the twentieth century, the only major addition being a fire station. Between 1910 and 1921 a Southern Pacific spur line was run across the east end of the block, taking down a few buildings. All the other buildings on the block were torn down when the freeway was built in the 1950s.

## Inventory of Structures (Figure 6)

1. This is the Zanja Madre. During the Spanish period this ditch had been the major source of water for the pueblo. In the early American period the zanja system was continued and expanded. Until 1877 the Zanja Madre was a simple open ditch, but after that date the City began to enclose the zanja, first in covered wooden flumes by 1879 (Goldworthy 1979:map) and then in a brick conduit. By 1882 the brick conduit had been extended as far as Requena Street. A profile of the Zanja Madre drawn in 1880 showed that before it reached Aliso Street it passed under the property of Prudent Beaudry and then under the stable (Structure No. 7) (City of Los Angeles 1880:map). From other sources it is known that the Zanja Madre continued to be used at least until 1907, but was probably abandoned around 1913 when the completion of the Owens Valley Aqueduct made the old zanja system obsolete (Costello and Wilcoxon 1978).

2. This was a small water ditch that branched off from the Zanja Madre just below the Avila adobe, near where Alameda and Los Angeles Streets later met. It was shown on only a few maps, like the 1855 Hansen Survey of Olvera to Alameda Streets (Robinson 1966) and Ruxton's 1873 Map of the Old Portion of the Plaza (copy at the Los Angeles Public Library, Central Branch). This was probably not a major ditch, for it was not incorporated into the later American system of irrigation for the city in the late 1870s and early 1880s, Stevenson's 1884 Map of the Irrigation System of Los Angeles did not show this ditch as one of the numbered zanjias.



LEGEND - FIGURE 6

Block 5: Arcadia Street, Alameda Street to Los Angeles Street

Historic Structures

1. Zanja Madre	1781-1913
2. Zanja	1850-1880
3. Adobe Structure	1850-1888
4. Brick Structure	1850-1888
5. Brick Hotel	1870-1950
6. Carriage Shop	1870-1894
7. Frame Structures	1887-1910
8. Brick Structures	1887-1921
9. Frame "Paint Shop"	1887-1894
10. Frame Structures	1888-1893
11. Brick Brothel/Office	1894-1950's
12. Brick Brothel/Office	1894-1921
13. Frame Structure	1888-1894
14. Wilcox Block	1894-1950's
15. Brick Structures	1894-1950's
16. Brick Structure	1910-1950's
17. L. A. Fire Engine Co.	1910-1950's
18. Garage	1921-1950's
19. Southern Pacific Railroad Tracks	1921-present

Profile References

1888 City of Los Angeles 1888:map

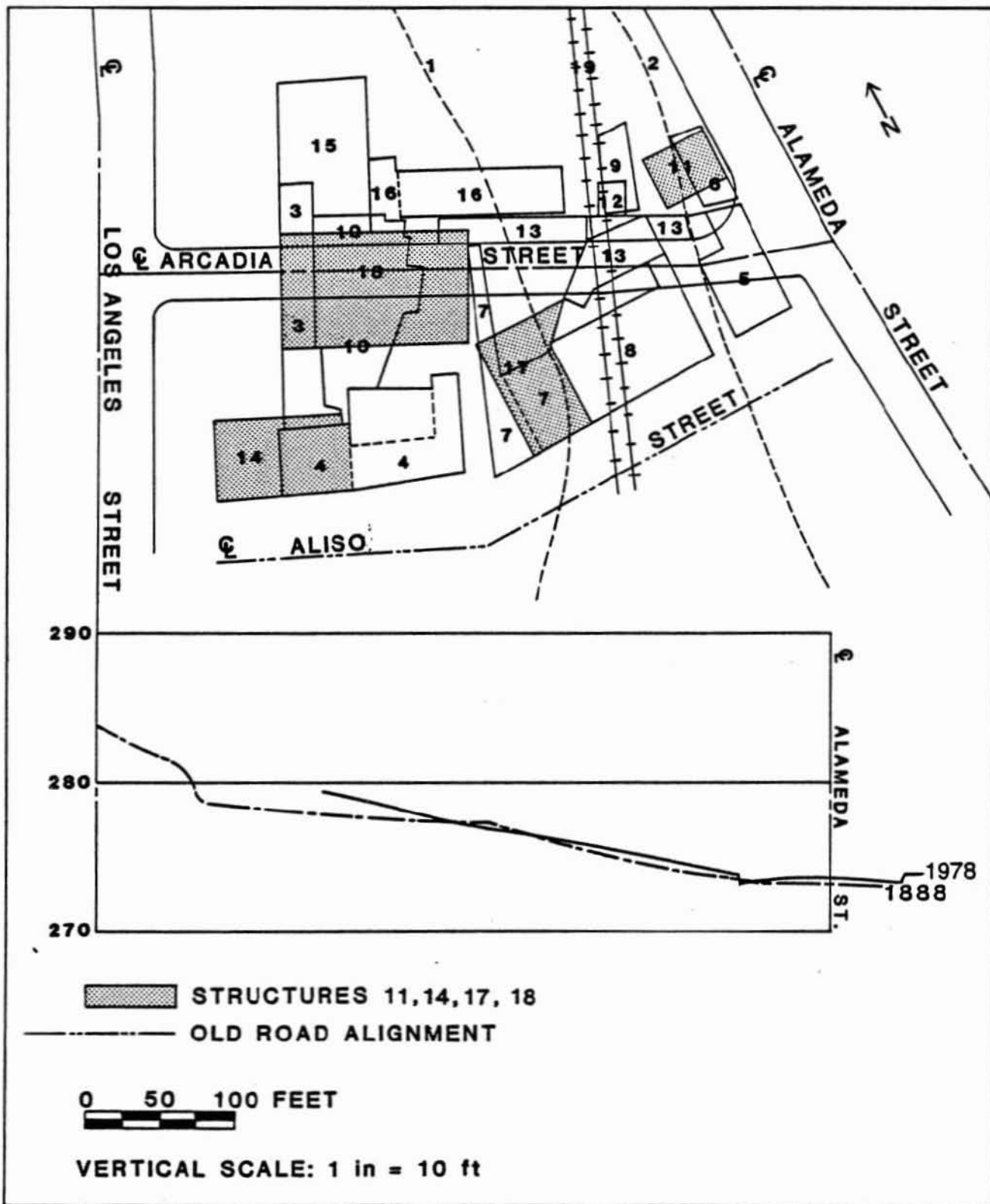


FIGURE 6  
**BLOCK 5 HISTORIC PLAN VIEW AND PROFILE**  
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3. This long adobe facing Negro Alley (later called Los Angeles Street) was first owned by Jose Carmen Lugo according to the Stahlberg map. It was acquired by Prudent Beaudry in 1854 for \$4,000. He invested something like \$25,000 into renovating the elongated adobe and it was soon bringing him more than \$1,000 a month income from rentals (Newmark 1930:70). The building was shown on the 1870 Lecouvreur grading map as a long adobe structure. The 1888 Sanborn also showed it as a long adobe, filled with Chinese storefronts. The Sanborn map was probably drawn from working drawings made the year before, for it is known that in 1888 the adobe buildings along Negro Alley were destroyed to allow Los Angeles Street to be widened and put through to Alameda Street. This operation was described by Joseph Kurhts, the Superintendent of Streets for the City of Los Angeles that Year, in his Reminiscences:

I hired about 100 men, and on a certain morning had them on the ground by 4:00 with battering rams and other instruments, and by 10:00 in the morning, I had razed nearly every building between Arcadia Street and the Plaza, when an injunction was filed upon me by Col. G. Wiley Wells. But by then the mischief was done, and Los Angeles Street was opened as it is today (Kurhts 1906).

Immediately new brick buildings arose along Los Angeles Street in place of the adobes. On the 1894 Sanborn map these new structures were noted as still being occupied by Chinese (see Structure No. 15).

4. Stahlberg illustrated the building on the northeast corner of Los Angeles and Aliso Streets as belonging to a man named Elnards. Harris Newmark wrote that it was once the location of the store of Pollock & Goodwin and later was acquired by Prudent Beaudry in 1854 along with the adobes which lined Negro Alley. From 1861 to 1865 Beaudry ran his own business out of this building (Newmark 1930:70). Eventually he sold the property to A. H. Wilcox (Eaton 1886:map). It was shown as a brick building on the 1870 Lecouvreur grading map. In 1887 the Sanborn map indicated that the one story brick building held a blacksmith, a few Chinese junk shops, and a couple of stores. It was torn down when Los Angeles Street was widened in 1888.

5. Lecouvreur drew a brick building on the northwest corner of Alameda and Aliso Street. This building was listed as a boarding house and saloon on the 1887 Sanborn map. The 1888 Sanborn identified the building as the "Italian Hotel." By 1894 it was known as the "Cafe Des Alpes." A city directory had listed the Cafe Des Alpes on Aliso Street as early as 1883 (Los Angeles City and County Directory 1883-1884). A book about the French community in Los Angeles mentioned that the Cafe Des Alpes was operated by Boisseranc and Condre (Fernand and Beaudry eds. 1932). Between 1888 and 1894 a wing of brick "sleeping rooms" had been added to the building, along Alameda Street. The hotel stood two stories high and included a dining room, saloon, and rooms. This building was still standing in 1921. It is not known when it was torn down, perhaps as late as the 1950s when the freeway was built.

6. In 1870 a frame structure sat at this location. The 1887 Sanborn map identified it as a "Carriage Shop." The 1888 Sanborn map illustrates it merely as a row of frame units. The wooden structures were gone by 1894, replaced by brick buildings.

7. In 1870 a frame building sat here. It was gone by 1887 when the Sanborn map illustrated a complex of buildings at this location. Facing Aliso Street was a hardware store and carriage shop. Behind them was a long narrow shed, used for storing "wagon material." Then there was an open yard labeled "corral" and in the back of the yard sat a paint shop. The next year the Sanborn map showed that the carriage shop facing Aliso Street had been converted into a blacksmith's shop and that the paint shop at the back of the yard was now labeled as the carriage shop of Richard Malony. The city directories indicate that in 1883 this property had been used as a livery stable owned by J. B. Parrish. By 1884, however, it was being used as Richard Malony's carriage shop. Malony was one of the town's first wheelwrights and blacksmiths. In 1884 he had supposedly built the first police wagon for the city of Los Angeles (Workman 1936:126; and Newmark 1930:239). In 1890 Malony moved his carriage shop to another building on Aliso Street, east of Alameda, and this spot was taken over by E. W. Kinney who had a livery stable here (Los Angeles City and County Directory 1883-1884; 1884-1885; 1887-1888; 1890). In 1894 the Sanborn map showed the property as a buggy shop, livery and feed stable under the ownership of I. Werkersham. The blacksmith shop continued to occupy the storefront on Aliso Street. By 1910 the stable and blacksmith shop were gone, replaced by a fire station.

8. This building, first identified on the 1887 Sanborn map, was a two story brick structure with four storefronts forming a continuous line along Aliso Street. This brick structure may have replaced an early frame building that appeared on the 1870 Lecouvreur grading map. In 1887 the building held a blacksmith, a buggy shop, and a drug store. The top floor was used as a "Society Hall." Behind the brick building was a large wooden "Buggy Store House." The building was shown on the 1894 Sanborn map. Only the buggy shop was gone, and the big wooden structure in the back was identified as a "Storage Shed." This building and shed stood intact until 1910, when they could be seen on the Baist Real Estate Atlas. Sometime between 1910 and 1921 the brick structure and shed were torn down so that the Southern Pacific could lay rails across the block at this location.

9. Just west of the wooden carriage shop facing Alameda Street (Structure No. 6) was a frame building labeled as a paint shop on the 1887 Sanborn map. In 1888 it was simply called a shed. By 1894 it was replaced by a brick building (No. 12).

10. This area contained the one story frame additions built behind the long adobe which fronted on Negro Alley (Structure No. 3). These frame structures were probably the homes of the Chinese who occupied this quarter. The frame residences were torn down along with the adobes and by 1894 brick buildings lined Los Angeles Street at this location. These new brick buildings were also occupied by Chinese.

11. In 1894 it was noticed that a series of one story brick buildings had replaced the frame structure at this location. No doubt these were "cribs" of prostitution. All of the buildings around them were labeled "Female Boarding" on the Sanborn Fire Insurance Map, a term often applied to brothels. A 1886 ordinance allowed for legal prostitution in an area bounded by Alameda and Los Angeles Streets. Here women of many different nationalities could work the world's oldest profession. When the City cracked down on vice in 1909 the prostitutes were forced to leave. Many of their small rooms became offices for Chinese merchants who lived in this area. These buildings were still standing in 1921 and it is not known when they were finally torn down.

12. By 1894 a brick and frame two story structure had been built where the wooden paint shop once stood (Structure No. 9). The Sanborn map labeled it "Female Boarding" indicating that it was a house of prostitution. After 1909 it would have been difficult for the building to have remained a brothel because of the anti-vice campaign that was initiated by the City that year, but the structure itself was still standing in 1910. By 1921, however, it was gone and the Southern Pacific Railroad tracks lay in its place.

13. The 1888 Sanborn map showed a wooden shed at this location. It was gone by 1894.

14. After Los Angeles Street was widened in 1888 a two story brick building, known as the Wilcox Block, was built on the northeast corner of Los Angeles and Aliso Streets. This building was occupied in 1894 by two French hotels: the Hotel De Grenoble and the Hotel De Gap. The Hotel De Grenoble had a store, liquors, and a restaurant on the bottom floor and lodgings on the top. In a similar manner, the Hotel De Gap had a dining room, saloon, and barber shop on one floor, and lodgings above it. Together with the Cafe Des Alpes, at the corner of Aliso and Alameda, these hotels offered important cultural services to the French community in Los Angeles. They provided shelter for Basque shepherds fresh off the ranch, and a place where newcomers could meet people who spoke the same language. Here were the traditional foods and drink, and the services of the nearby brothels. It is not known how long the building was occupied by the French hotels, but the 1910 Baist map showed that the Wilcox Block was still standing. It was also shown on the 1921 Baist and probably survived until the freeway was built.

15. After Los Angeles Street was widened in 1888 these were the new brick buildings which replaced the adobe and frame structures. They were shown on the 1894 Sanborn as being occupied by Chinese. These buildings were still standing in 1921, and it is possible that they were not taken down until the freeway was built.

16. This building did not appear on the 1894 Sanborn, when this area was an open yard behind the bordellos that faced Alameda Street. By 1910, however, there was a long narrow brick building here, and a small wooden structure to



the west of it. These were also shown on the 1921 Baist Real Estate Atlas, but were unlabeled as to function. They were probably destroyed in the 1950s when the freeway was built.

17. The Los Angeles Fire Engine No. 4 replaced the livery stable at this location sometime between 1894 and 1910. It was shown on the 1910 Baist map as a large brick structure facing Aliso Street and a frame structure stood behind it. These buildings were still there on the 1921 Baist, and probably were not removed until the 1950s.

18. This building was first noticed on the 1921 Baist Real Estate Atlas, facing Los Angeles Street. It was labeled as a garage.

19. Sometime between 1910 and 1921 the Southern Pacific Railroad put a spur line across this block. These tracks can still be seen there today.

#### Grading Summary

The construction of the freeway in the 1950s greatly altered this block. Modern Arcadia Street does not directly correspond to the former Aliso Street grade or location. However, historic grading profiles of Aliso Street did tell something of the natural slope of the area. The 1888 profile of Aliso Street (City of Los Angeles 1888:map) was used to represent what the general grade of the block might have been at that time. This profile is very similar to the modern elevation of the east end of this block. It was the west half which was radically changed from the construction of the freeway onramp.

A similar profile reconstruction was done for the nearby Placita Park at the corner of Los Angeles and Alameda Streets (Costello and Wilcoxon 1978) and revealed that the old natural bluff that had run parallel to Los Angeles Street on the east had been greatly altered over time. The ancient escarpment had been gradually leveled to produce an even slope. This had resulted in both removing cultural material from the upper portion of the site and in sealing early nineteenth century artifacts at the base of the hill. The same process may have occurred on this block.

Block 6: Los Angeles Street: Temple to First

Historic Summary

In the past Temple Street did not venture east of Main Street. Instead, Requena Street, later known as Market, served as the thoroughfare between Main and Los Angeles Streets. Today Temple Street intersects Los Angeles Street very close to where Market once did.

When Los Angeles was a Mexican pueblo, Los Angeles Street was called Calle de la Zanja because the Zanja Madre, the town's major water ditch, ran just to the east of it. A very interesting map, entered as evidence in a 1867 court case, showed what Los Angeles Street looked like in 1847, the year of the dispute being litigated. This map showed only four structures on this block. Another map from this case, illustrating the block in 1867, the year the suit came to trial, depicted seven structures on the east side of Los Angeles Street, two of which had been standing in 1847 (Francisca Roldan vs. William Nordholdt, District Court Case No. 1283: Exhibits F & G). The Lecouvreur grading map of 1870 showed few changes from the way the block had looked in 1867. The adobe of Felipe and Rosaria Riehm still sat at the corner of Los Angeles and First Streets (Structure No. 2). The adobe to the north of it (Structure No. 3) occupied by Alvardoto Bors, Felipe Yasurlo, and Charles Gassagne in 1867, had been expanded with several frame additions by 1870. In 1867 the adobe to the north of this had several people residing in it and adjacent to that was the brick house of Yates and Childs. Lecouvreur drew

these two buildings as if they were a single structure in his 1870 map (Structure No. 4). He also illustrated the two separate, but adjoining, adobes of Francisco Xavier Alvarado and Carlos Carillo as if it were one structure (Structure No. 5). Lecouvreur showed two new buildings (Structures No. 6 and 7) which had not appeared on the 1867 map at the north end of the block. Two of the buildings on this block in 1870 were still standing in 1888 and one survived until at least 1921.

By the late 1880s the block was greatly changed. Several substantial brick buildings replaced the adobes as the block evolved from residential to commercial purposes. Interestingly enough, many of these brick buildings housed hardware stores, agricultural goods, and wagon shops, recalling the days when farms had stood on the east side of Los Angeles Street instead of brick structures.

Only a few new buildings were added to this block between 1888 and 1921. The grade of Los Angeles Street was little changed over time, and as early as 1880 it had brick paving (Jackson 1880:map). The appearance of the block stayed constant until the City of Los Angeles acquired the property as part of its growing civic center complex, and by 1953 all the buildings on the block had been removed to make room for the Police Department building, known today as Parker Center.

## Inventory of Structures (Figure 7)

1. This is Zanja No. 8, part of the early water works for Los Angeles. It was constructed sometime in the late 1850s by Ozro W. Childs, under a contract with the City of Los Angeles (Newmark 1930:69). The zanja branched off from the Zanja Madre just south of Requena Street and turned west across the lot of John Rump and Los Angeles Street. It then proceeded in a southerly direction, just east of Main Street, turning west again and crossing Main flowing to Olive Street at Central Park (now Pershing Square). The zanja then turned southward and wandered out to the rural region of Figueroa and Adams Streets where it irrigated orchards and barley fields (Guinn 1915:273; Stevenson 1884:map). For digging the water ditch the City paid Childs with a large tract of land bordered by Sixth and Ninth Streets between Main and Figueroa Streets (Workman 1936:79). The zanja remained an open ditch until 1883 when it was denoted on a city engineering map as being a 16 inch pipeline (Hansen 1883:map). It is not known when the zanja was abandoned, but the Zanja Madre continued to be used until the second decade of the twentieth century (Costello and Wilcoxon 1978:43).

2. This long adobe on the northeast corner of Los Angeles and First Streets was the home of Felipe and Rosaria Riehm. It was constructed sometime between 1847 and 1967 according to the two maps used in the Roldan vs. Nordholdt case. It was gone by 1884 when the Los Angeles House stood over part of this site (Los Angeles City and County Directory 1884-1885).

LEGEND - FIGURE 7

Block 6: Los Angeles Street, Temple Street to First Street

Historic Structures

1. Zanja No. 8	1850-1900(?)
2. Riehm Adobe	1867-1884
3. Adobe and Frame Structure	1867-1888
4. Frame, Adobe and Brick Structures	1867-1894
5. Alvarado and Carillo Adobies	1864-1888
6. Brick and Frame Structure	1870-1950(?)
7. Frame Structure	1870-1888
8. Brick Hotel	1884-1950's
9. Marble Works	1888-1912
10. Two Brick Structures	1888-1950's
11. Two Brick Structures	1888-1894

Historic Structures

12. Two Metal-Faced Structures	1888-1894
13. Brick Building	1888-1950's
14. Brick Building	1888-1950's
15. Brick Store	1888-1950's
16. Plumbing Shop	1888-1950's
17. Brick Structure	1888-1950's
18. Three Brick Offices	1888-1950's
19. Brick Structure	1894-1950's
20. Brick Structures	1894-1950's
21. Brick Structures	1894-1950's
22. Brick Building	1912-1950's
23. Police Department/ Parker Center	1953-present

Profile References

1913 Hamlin 1913:map

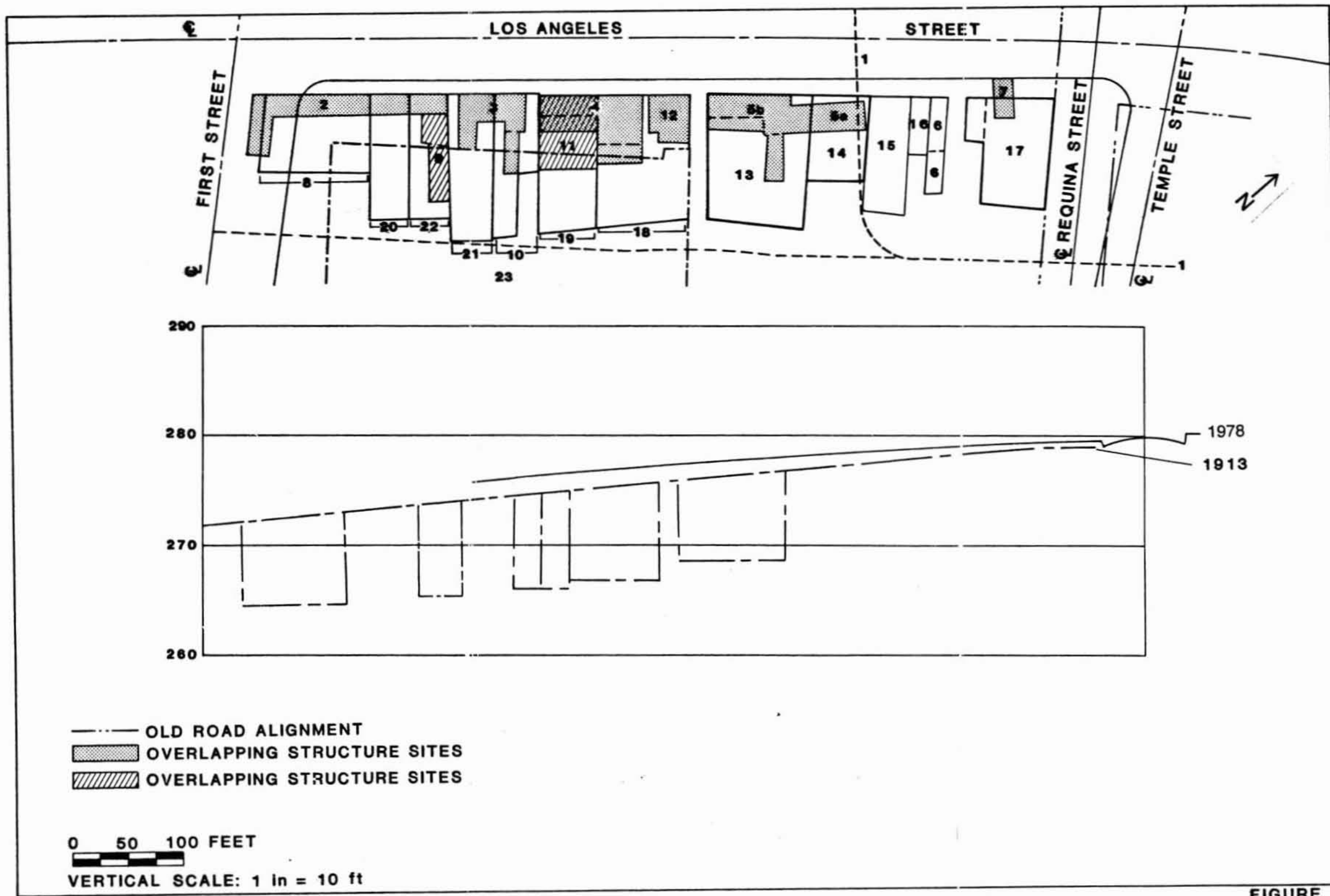


FIGURE 7  
**BLOCK 6 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
 LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM  
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3. Just north of the Riehm adobe stood a U-shaped adobe fronting Los Angeles Street, with a small frame addition on its northern side, according to the 1870 Lecouvreur grading map. This adobe was first seen on one of the maps from the Roldan vs. Nordholdt trial. This map showed that in 1867 this structure was a rectangular building, with the frame addition, and was the residence of Alvarado Bors, Felipe Yasurlo, and Charles Gassagne. This adobe did not appear on the 1888 Sanborn map; replaced by a brick edifice.

4. This complex of buildings stood facing Los Angeles Street just north of Structure No. 3. On the map from the Roldan vs. Nordholdt case they were shown as two separate buildings, with one adjoining wall. The building to the south is of adobe and was occupied in 1867 by Alvarado, Antonio Rocho, Juan Padilla, Louis Phillips and Charles Gassagne. The building on the north was of brick, built by a man named Logan, but inhabited by Jack Yates and Childs. By 1870 Lecouvreur illustrated this complex as having been enlarged with frame additions built on the back of both the adobe and the brick house. Although the adobe was gone by 1888, the brick building still stood. The Sanborn map indicated that it was a one story brick building used for "Lodging." The frame addition in the back had been expanded into a large shed with an earthen floor. In 1893 Dakin showed that the building was being used as a barber shop as well as a rooming house. By 1894 it was gone, replaced by a large three story brick office building.



5. The maps from the Roldan vs. Nordholdt trial indicated that in 1847 a small adobe sat at this location. By 1867 it had been expanded into the larger adobe home of Carlos Carillo. This was a rectangular adobe building with a corridor facing Los Angeles Street and the smaller adobe portion on the north was referred to as the "old house." Next to the Carillo house (Structure No. 5a) on the south was the adobe of Francisco Savier Alvarado (Structure 5b). On the Lecouvreur map of 1870 these buildings appear as a single complex, enlarged by frame additions. The small "old house" on the north side of the Carillo home was gone, however, by 1870. These buildings were no longer standing in 1888 when a large office building occupied this spot.

6. This long narrow building had a brick front and a frame back and was first seen on the 1888 Sanborn map sitting on the lot of John Rump. It was to be the longest lived building on the block. In 1888 it held a restaurant in the brick section while the rear frame structure was a rooming house. In 1894 it was labeled a "harness" store. Remarkably enough this building was still standing in 1921. It was probably destroyed when the block was cleared to make room for the Police Department building.

7. This small frame structure was first shown sticking out into Los Angeles Street on the 1870 Lecouvreur grading map. By 1888 the small frame building was gone.

8. The 1888 Sanborn Fire Insurance Map of this block showed a two story brick hotel building with a basement, called the Valla Building, on the northeast corner of Los Angeles and First Streets where the Riehm adobe had once stood. This building was first listed in the Los Angeles City and County Directory in 1884-1885 as the "Los Angeles House." By 1886 it was called the "Stevenson House." An advertisement in the city directory that year read:

Elegant Sunny Rooms, Single or En Suite, by the Day, Week, or Month.  
W. W. Stevenson, Proprietor. The House has recently been taken charge  
of by Mr. Stevenson, and thoroughly renovated in every respect.  
Enterence on Los Angeles Street (Los Angeles City and County Directory  
1886-1887).

In addition to the hotel, the building also held the wholesale liquor establishment of a Mr. A. Valla (Ibid.). The 1894 Sanborn map indicated that the hotel had again changed hands, and was now called the "Russ Hotel." The Baist Real Estate Atlas of 1921 showed a building that fit the dimensions of the Valla Building perfectly, only it was called the "Six Brothers Block." The building was probably destroyed in the 1950s Police Building construction.

9. Next to the Valla Building on the north facing Los Angeles Street, stood a small brick office and a frame structure which read "Marble Wk's" on the 1888 Sanborn. Dakin in 1893 labeled it "stonecutter," and the open yard a "stone yard." It was still a marble works in the 1894 Sanborn. Between 1894 and 1912, however, the yard and frame structure was replaced by a brick office building (No. 22).

10. The Sanborn map of 1888 showed a long narrow one story brick building and a shorter one story brick building at this location. On the south side was a horse corral. These buildings were used as store fronts. In 1894 the larger building sold stoves and metal goods and the other housed a saloon. On the 1921 Baist these two buildings appeared to be represented by the so-called "Weid Block." It is assumed that these are the original 1888 structures.

11. Two one story brick buildings with a basement, facing First Street, appeared in the 1888 Sanborn map. These two buildings were storefronts, the one to the north selling liquor and wine. In 1894 they were taken down and replaced by new brick office buildings (No. 19).

12. In 1888, two small square buildings sat just south of the alley which led to Jackson Street. The building to the north held blacksmith and carpenter shops and the one next to it held a print shop. In 1894 these two buildings were taken down when a large three story brick office building went in (No. 18).

13. This three story brick building with a cement basement, just north of the alley which led to Jackson Street was divided into two storefronts. The south side held the Whitter Fuller paint store in 1888. The second story was used to store glass, and the third story was where paint supplies were kept. This half was still a paint store in 1894. The north half of this building held agricultural implements and wagons. In 1894, it was labeled as a store with offices. The 1921 Baist map showed that this building was still standing.

14. This was a two story brick building which housed agricultural implements, carriages, and a macaroni factory in 1888. In 1894 it carried out the same services less the macaroni. The 1921 Baist Real Estate Atlas referred to this building as the "Bernero Block".

15. The 1888 Sanborn map showed a two story brick building at this location. The first story held a carriage shop and the top floor housed a print shop. In 1894 the building was shown as a store which sold gas engines in the front, with a woodworking and blacksmith shop in the back. The building appeared to still be there in 1921.

16. This was a small building said to be a plumbing shop in 1888. It served the same purpose in 1894. The 1921 Baist map indicated that the building still was there at that time.

17. On the southeast corner of Los Angeles and Market (or Requena) streets stood the Hawley Brothers carriage, wagon, and agricultural implement store in 1888. It was housed in a two story brick building which sold "agricultural implements" in 1894. A building very similar in shape still occupied this spot in 1921 and it is assumed to be the same structure.

18. In 1894 four three story brick office buildings with basements were constructed along Los Angeles Street, just south of the alley which led to Jefferson Street. The 1921 Baist Real Estate Atlas referred to these buildings as the "Whittier Block."

19. The 1894 Sanborn map indicated that a three story brick office building with a basement was being erected on this spot, replacing Structure No. 11. The 1912 Baist Real Estate Atlas called this building the "Crane Block." It appeared on the 1921 Baist.

20. This building was constructed just north of the Valla Building between 1888 and 1894. The 1894 Sanborn map showed that this was a two story brick structure with a basement, offices and a wholesale produce mart in the front and book binding and paper box factory in the rear. This building was still standing in 1921.

21. Between 1894 and 1912 a brick building called the "Bush Block" was constructed on a vacant lot that had formerly been used as a horse corral. This building was also shown on the 1921 Baist Real Estate Atlas.

22. Where the marble quarry once stood a brick building was shown on the 1912 Baist Real Estate Atlas. It appeared to still be there in 1921.

23. By the 1950s this block was cleared of buildings so that the City of Los Angeles could build its Police Department building here. The Sanborn map of 1953-1955 indicated that the police building was constructed between 1953 and 1954. This building is currently referred to as Parker Center.

## Grading Summary

It appears that little change was made in the grade for Los Angeles Street between Temple and First Streets. The earliest grading profiles (Jackson 1880:map; Knox 1884:map) were not tied to an absolute datum so precise correlation with later profiles was not possible. However, these maps did show about a 7.5 foot drop between Market and First Streets which is relatively close to the 6.5 foot elevation change recorded in 1913 (Hamlin 1913). The 1913 profile was corroborated by a 1950 survey (Aldrich 1950). The slightly higher 1978 ground line reflects the sidewalk elevation and possible resurfacing since 1950.

Several of the Sanborn Fire Insurance Maps identified buildings with basements on this block. These basements have been estimated at 8 feet deep and drawn on the profile comparisons as dotted lines in their correct positions on the block.

Block 7: First Street: Los Angeles to Main

Historic Summary

The pueblo of Los Angeles grew up around the Plaza, but by 1840 some buildings had spread as far south as First Street. The streets had not been surveyed or laid out along a straight line and were merely paths that wandered between scattered adobes. At that time First Street did not extend east of Los Angeles Street, called Calle de la Zanja for the Zanja Madre which ran below the bluff at the eastern end of the block. In 1847 the garden of Lopez sat on the south side of First Street. On the north side of the street stood the adobe house of the Alvarado family and behind that was the adobe house of the Cota family. Thus First Street was often referred to as El Callejon de los Alvarados y Cotas. The land on the eastern end of the block, above the bluff, was used in the 1840s as a quarry from which clay was obtained to make adobe bricks (Francisca Roldan vs. William Nordholdt District Court Case No. 1283). In 1849 the city had its first American style survey, drawn by Edward O. C. Ord. This survey illustrated that First Street narrowed at the intersection of Main Street, as several adobes stuck into the middle of the street.

One of the maps produced as evidence in the court case of Roldan vs. Nordholdt showed that two additional buildings had been erected on the block by 1867. One was the brick residence of William Nordholdt and the other was Nordholdt's adobe store on the northwestern corner of First and Los Angeles Streets. Another map used during this trial showed that First Street on the western

side of Main Street was 68 feet wide, but narrowed to 37.4 feet in width at the eastern end of the intersection (Hansen 1869:map). In 1868 plans were made for the extension of First Street east of Los Angeles Street, but no attempt was made to straighten First between Main and Los Angeles Streets (Hansen 1868:map). The only change on the study block indicated on the 1870 Lecouvreur grading map was the appearance of a small frame structure facing Main Street. Lecouvreur clearly illustrated that a zanja crossed First Street along this block, just west of the Nordholdt brick house.

The Sanborn Fire Insurance Maps of 1888 show that the street had been cleared to an even 60 feet and that the character of the neighborhood had changed from residential to commercial. On the east end of the block were a number of brick store fronts. To the north, facing Los Angeles Street, was a large brick livery stable. On the west end of the block were several frame structures, including a beer hall, restaurant, saloon and meat market, all facing Main Street.

In October of 1893 J. H. Dockweiler, the City Engineer, drew up a plan for a widening of First Street between Los Angeles and Main Streets. This map showed the livery stable facing Los Angeles Street (No. 6), the store fronts along First Street, and at the corner of First and Main streets a bank (No. 17) replaced the beer hall and restaurant (Dockweiler 1893:map). Despite the City Engineer's plans, the Sanborn Fire Insurance Maps of 1894 indicated that First Street had not yet been widened and was only 60 feet wide. The buildings illustrated in the Sanborn map, however, corroborated those drawn in by Dockweiler the year before.



The block retained its commercial nature along with its 60' width well into the twentieth century. The 1912 Baist Real Estate Atlas showed that several of the small store fronts facing First Street were removed to make room for several hotels and the livery stable was replaced by a hotel which faced Los Angeles Street.

The City was finally able to widen First Street between Los Angeles and Main Streets to its present 100 foot with sidewalks in 1949. This dictated the removal of all the buildings facing First Street. A city engineering profile indicated that First Street was also filled somewhat at this time to raise its grade a couple of feet (City of Los Angeles 1949:map). In 1953-1954 the City of Los Angeles built the City Health Building on this block. The land along First Street was cleared, and today is landscaped. City Hall South now occupies the old City Health Building.

#### Inventory of Structures (Figure 8)

1. This has been identified as Zanja No. 8. The zanjas were L.A.'s water supply. This ditch was dug by O. W. Childs in the 1850s, on a contract with the City. Although it remained an open ditch for years, by 1883 water was carried in a 16 inch pipeline. It is not known when the pipeline was abandoned, but when the brick hotels were put in (Structure No. 19) sometime during the first decade of the twentieth century, the zanja was probably destroyed by the excavation of a basement.

LEGEND - FIGURE 8

Block 7: First Street, Los Angeles Street to Main Street

Historic Structures

1.	Zanja	1850-1900
2.	Adobe Structure	1860-1888
3.	Brick Structure	1860-1912
4.	Adobe Residence	1847-1888
5.	Frame Structure	1870-1888
6.	Livery Building	1888-1912
7.	Brick and Adobe Structure	1888-1949
8.	Two Brick Stores	1888-1949
9.	Frame Restaurant	1888-1921
10.	Three Brick Stores	1888-1949
11.	Frame Structure	1888-1921
12.	Frame Stores	1888-1923
13.	Beer Hall and Restaurant	1888-1893
14.	Saloon and Meat Market	1888-1893
15.	Frame Offices	1888-1894
16.	Cobbler Shop	1894-1950's
17.	Bank	1893-1949
18.	Brick "Buggy Shop"	1894-1950's
19.	Four Brick Hotels	1912-1949
20.	Hotel	1912-1950's
21.	City Health Building/ City Hall South	1953-present

Profile References

1906	City of Los Angeles	1906:map
1949	City of Los Angeles	1949:map

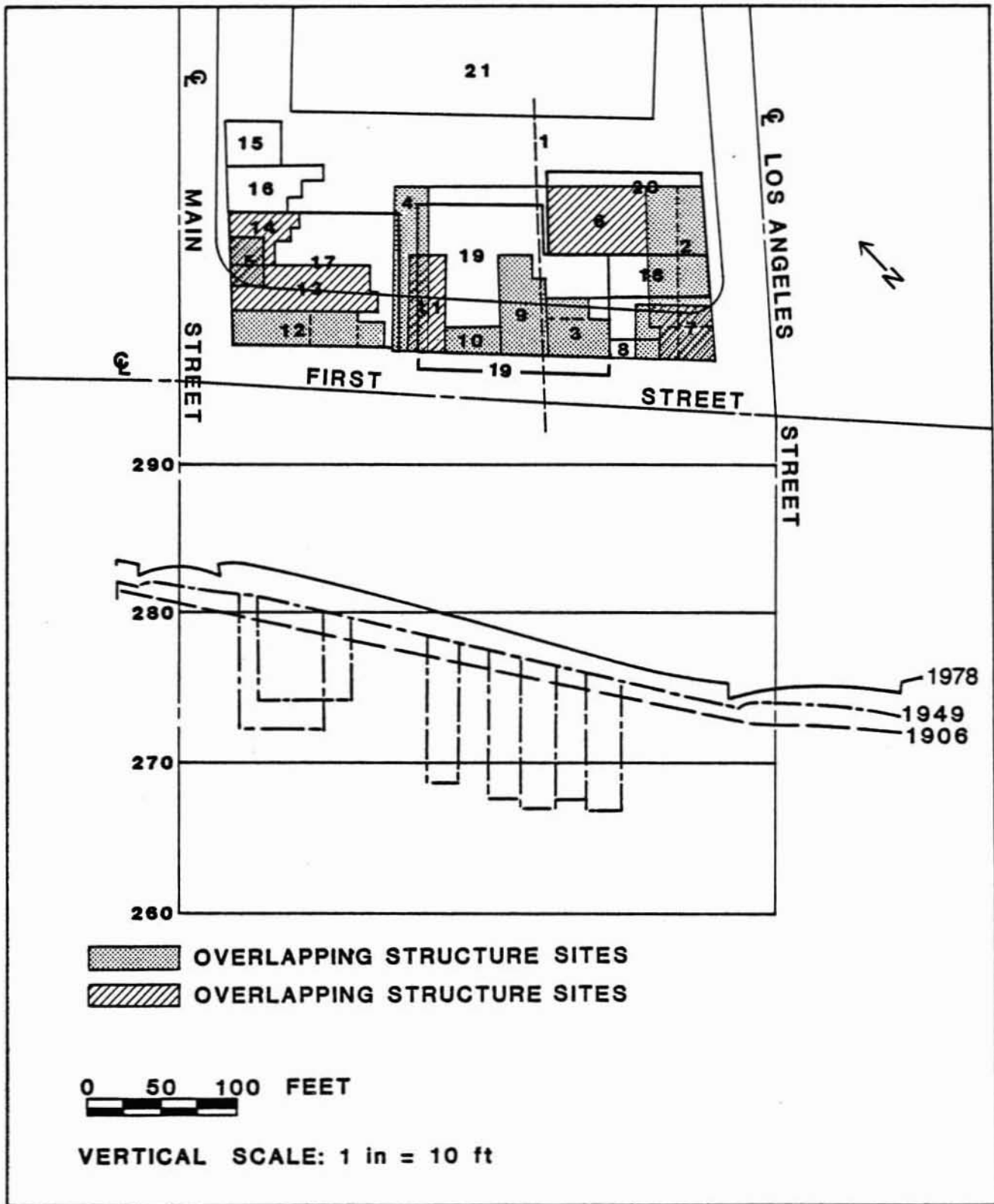


FIGURE 8

**BLOCK 7 HISTORIC PLAN VIEW AND PROFILE**  
**ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2**  
**LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM**  
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2. At the northwest corner of First and Los Angeles Street William Nordholdt opened a grocery store out of a long adobe facing Los Angeles Street in 1860. Nordholdt had come to California during the Gold Rush of 1849 and settled in Los Angeles, where he married the daughter of a local California family. At first he worked as a carpenter in partnership with Jim Barton. When Barton became Sheriff, Nordholdt went into business for himself (Newmark 1930:244). He purchased this lot in 1860 from the City of Los Angeles for \$15. However, in 1867 his right to the property was challenged in court by Francisca Roldan who claimed that the lot belonged to her. The final decision in the case was that Roldan had not positively proved the exact location of her property and because Nordholdt had purchased the land legally from the City, and had made improvements such as fixing the holes that had been dug when the land was used as an adobe quarry, he rightfully should retain ownership and title to the lot (Francisca Roldan vs. William Nordholdt District Court Case No. 1283). Before his death in 1870 Nordholdt acquired most of the property facing First Street between Los Angeles and Main Streets. It appears that part of the adobe store was incorporated into a later building on this spot (Structure No. 7).

3. This was the brick home of William Nordholdt, first illustrated on the 1867 map which was drawn as part of the evidence in the Roldan vs. Nordholdt case. It was probably built sometime between 1860, when Nordholdt first acquired this property, and 1867. In the 1888 Sanborn map this brick house appeared as two store fronts facing First Street. By 1912 it had been replaced by a larger hotel building (No. 19). It seems that the Nordholdt

family retained their ownership of property on this block well into the twentieth century, for the 1921 Baist Real Estate Atlas listed the east half of the block the "Nordholdt, White, and Pouyfourcat Tract."

4. This was the adobe of the Alvarado family which stood at this location as early as 1847 according to testimony heard in the Roldan vs. Nordholdt trial. Harris Newmark pointed out in his memoir, Sixty Years in Southern California, that the Alvarado house on First Street was one of the few old adobes in town which had a tile roof. Most of the adobes in Los Angeles used asphalt as roofing material (Newmark 1930:115). The Alvarado adobe was illustrated by Lecouvreur in 1870, but it did not appear on the 1888 Sanborn map. Instead a frame structure, labeled as a store (No. 11), occupied part of this lot.

5. The Lecouvreur grading map of 1870 showed a small frame structure facing Main Street at the west end of the block. This structure did not appear on any earlier maps. It was replaced by the beer hall and saloon (Nos. 13, 14) before 1888.

6. The 1888 Sanborn map indicated that a brick livery stable was being constructed facing Los Angeles Street, just north of its intersection with First Street. The building was labeled "S. Celestine & Ponyfourcar (sic) Livery" with a carriage house and an office in the front. It also appeared on the 1894 Sanborn, but the carriage shop in the front had been converted to lodgings. Between 1894 and 1912 the livery was taken down and replaced by a hotel building.

7. On the northwest corner of Los Angeles and First Street on the 1888 Sanborn map stood a one story brick building with two small brick store fronts on the west, facing First Street, and an adobe store facing Los Angeles Street to the north. It is possible that the adobe part of this structure was once part of the Nordholdt grocery store, remodeled. In the main part of the structure, at the corner, was a saloon and restaurant. This structure was still standing on the 1921 Baist Real Estate Atlas, labeled as part of the Nordholdt, White, and Pouyfourcat Tract.

8. These two small brick store fronts were first identified on the 1888 Sanborn map. They were still standing, as part of the Nordholdt, White, and Pouyfourcat Tract in 1921. They were probably taken down when First Street was widened in 1949.

9. In the middle of the block in 1888 the Sanborn map illustrated a frame building fronting First Street, part of which was occupied by a restaurant. In 1894 the Sanborn map also showed a frame structure housing a restaurant at this location; obviously the same building. However, by 1912 the restaurant was replaced by a hotel building with a basement (part of No. 19).

10. The 1888 Sanborn map for this block depicted three brick buildings facing First Street at the middle of the block, between two larger frame structures. They appear to be labeled as stores. In 1894 the Sanborn map shows that the eastern store had been converted into a restaurant, the middle one was torn down and replaced by a shooting gallery, and the western store remained the

same. By 1912, the Baist map shows all three structures gone. Instead, in their place stood hotel buildings (Part of No. 19) with basements. The widening of First Street in 1949, however, would have destroyed the remains of the early brick store fronts, as well as removed the later hotels.

11. Where the Alvarado adobe had once stood, the 1888 Sanborn showed a frame building. It was labeled simply as a store. On the 1894 Sanborn map this same building appeared as a saloon. By 1912 it had been replaced by a large hotel building (part of No. 19) with a basement.

12. The Sanborn map of 1888 showed a row of frame stores, some with brick fronts, standing along First Street at the corner of Main Street. In 1893 these stores were replaced by the large brick German American Savings Bank (No. 1).

13. Just north of the intersection of First and Main Streets, facing Main Street, stood a large wooden building which housed both a restaurant and a beer hall. It too disappeared when the bank building (No. 17) went up.

14. North of the restaurant on Main Street was a frame structure which housed a saloon and meat market. This structure was also displaced by the construction of the bank building in 1893.

15. A short distance north along Main Street there stood three frame offices in 1888. By 1894 they had been replaced by a brick structure.

16. This brick building was first seen on the 1894 Sanborn. It was a one story brick structure facing Main Street, just north of the bank, with a store and a cobbler's shop inside. Behind this building was a vacant lot which seemed to have always remained open. In 1921 the brick building was still standing.

17. In 1893, at the northeast corner of First and Main Streets the German American Savings Bank building was erected, replacing several older frame structures. The 1912 Baist Real Estate Atlas referred to it as the "Traders Bank." A bank building sat on this corner until 1949 when Los Angeles Street was widened.

18. The 1894 Sanborn map showed that a brick buggy shop was constructed just south of the livery stable, facing Los Angeles Street, sometime between 1888 and 1894. This building still appeared to be there in 1921.

19. The 1912 Baist Real Estate Atlas illustrated that three hotel buildings with basements had been erected facing First Street, in the middle of the block, sometime after 1894. The easternmost of these hotels sat at the approximate location of the old Nordholdt residence. The other two hotels replaced a series of brick and frame structures, including a restaurant, shooting gallery, and stores, which had appeared on the 1894 Sanborn map. These hotels were torn down in 1949 when First Street was widened.



20. This hotel, just north of the Nordholdt tract, facing Los Angeles Street was first seen on the 1912 Baist Real Estate Atlas. It appears to have replaced the livery stable (No. 6). Although not indicated on Baist maps, this modern, multistoried structure undoubtedly contained a basement. The building was probably taken down when the block was cleared for construction of the City Health Building.

21. Between 1953 and 1954 the entire block was cleared and the City Health Building was erected. City Hall South now occupies this structure. The building sits back off First Street and should not be encountered by the DPM route.

#### Grading Summary

The First Street grade has been raised approximately 2 feet during the twentieth century. The earliest street profile obtained for this block depicted the centerline street grade in 1906 (City of Los Angeles 1906:map). This elevation remained the same until the 1940s and was confirmed by profiles on the north side of First Street obtained for 1909 (City of Los Angeles 1909:map) and 1914 (City of Los Angeles 1914:map). Probably in conjunction with the 1949 street widening, the elevation of First Street was raised (City of Los Angeles 1949:map). The higher elevations of the 1978 ground line depicts the grade of the sidewalk and may indicate that some filling was done during the construction of the later City buildings on this block.

It should be pointed out that the 1949 profile of First Street indicated the presence of basements along the north side of First Street. Part of the bank building (Structure No. 1) and most of the hotels (Structure No. 19) seem to have had subsurface floors which were filled after the widening of First Street leveled those buildings.

## Block 8: First Street: Main to Spring

### Historic Summary

This block was greatly altered in 1926 when construction began on City Hall. This activity realigned Spring Street and eliminated all of the structures that once lined First Street. Cultural resources extant in this block would date from about the 1860s to the 1920s. The earliest map available, the Ord Survey of 1849, showed, interestingly enough, that an adobe stood in the middle of the street at the western corner of First and Main streets. No other buildings were visible on this block.

In 1870 Lecouvreur illustrated four buildings along First Street, between Main and Spring streets. He also showed several buildings along the west side of Main Street, north of First Street, and one small adobe on the east side of Spring Street. Lecouvreur drew First Street west of Main as being 68 feet wide along its entire length. The width of First Street between Main and Spring remained at 68 feet until the late 1920s when it was widened to 110 feet (including sidewalks) as part of the City Hall construction project.

By 1887 this block had greatly changed. Of the buildings recorded by Lecouvreur in 1870, only the brick structure at the northwest corner of First and Main remained. All others had disappeared. In their place stood a line of brick stores and offices which were to remain intact until they were torn down in the 1920s to allow for the construction of City Hall.

## Inventory of Structures (Figure 9)

1. This brick building on the northwest corner of First and Main housed several stores and had some offices on the second floor. One of the stores in this building was the American Bakery, managed by Thomas E. Rowan. As early as 1872 the American Bakery advertized in the first Los Angeles city directory that it was "The only Cracker Bakery in the city." The American Bakery continued to list itself on the northwest corner of First and Main Streets in the city directories through 1890. This building appeared to be the only early structure which was left standing during the building spree on this block of the 1880s. It was shown on the 1888 Sanborn map as a two story brick office building with stores and a cigar factory on the bottom floor and offices on the top. It remained little changed into the 1920s.

2. This building appeared on the Lecouvreur map of 1870 as a brick structure facing Main Street, just north of First Street, with a frame structure attached ot it. This may have been the first shop of Louis Lichtenberger. By 1880 it had been replaced by the so-called Lichtenberger Block.

3. Lecouvreur in 1870 illustrated a small frame structure facing First Street, just west of Structure No. 1. Again by 1887, it was gone, replaced by a brick office building.

4. This building appears on Lecouvreur's grading map as a combination frame and brick structure back from First Street at mid-block. By 1887 it was no longer there, instead a brick office building filled its space.

LEGEND - FIGURE 9

Block 8: First Street, Main Street to Spring Street

Historic Structures

- |                               |             |
|-------------------------------|-------------|
| 1. Brick Structure            | 1870-1920's |
| 2. Brick and Frame Structures | 1870-1887   |
| 3. Frame Structure            | 1870-1887   |
| 4. Brick and Frame Structure  | 1870-1887   |
| 5. Frame Structure            | 1870-1887   |
| 6. Adobe Structure            | 1870-1887   |
| 7. Brick Structures           | 1887-1920's |
| 8. Brick Structure            | 1887-1920   |
| 9. Brick Building             | 1887-1920   |
| 10. Brick Building            | 1887-1920   |
| 11. Saloon/Theatre            | 1887-1920's |
| 12. Brick Building            | 1887-1920's |
| 13. First National Bank       | 1887-1920's |
| 14. Brick Buildings           | 1887-1920's |
| 15. Brick Buildings           | 1887-1920's |

Profile References

1888 City of Los Angeles 1888:map

1930 Jessup 1930:map

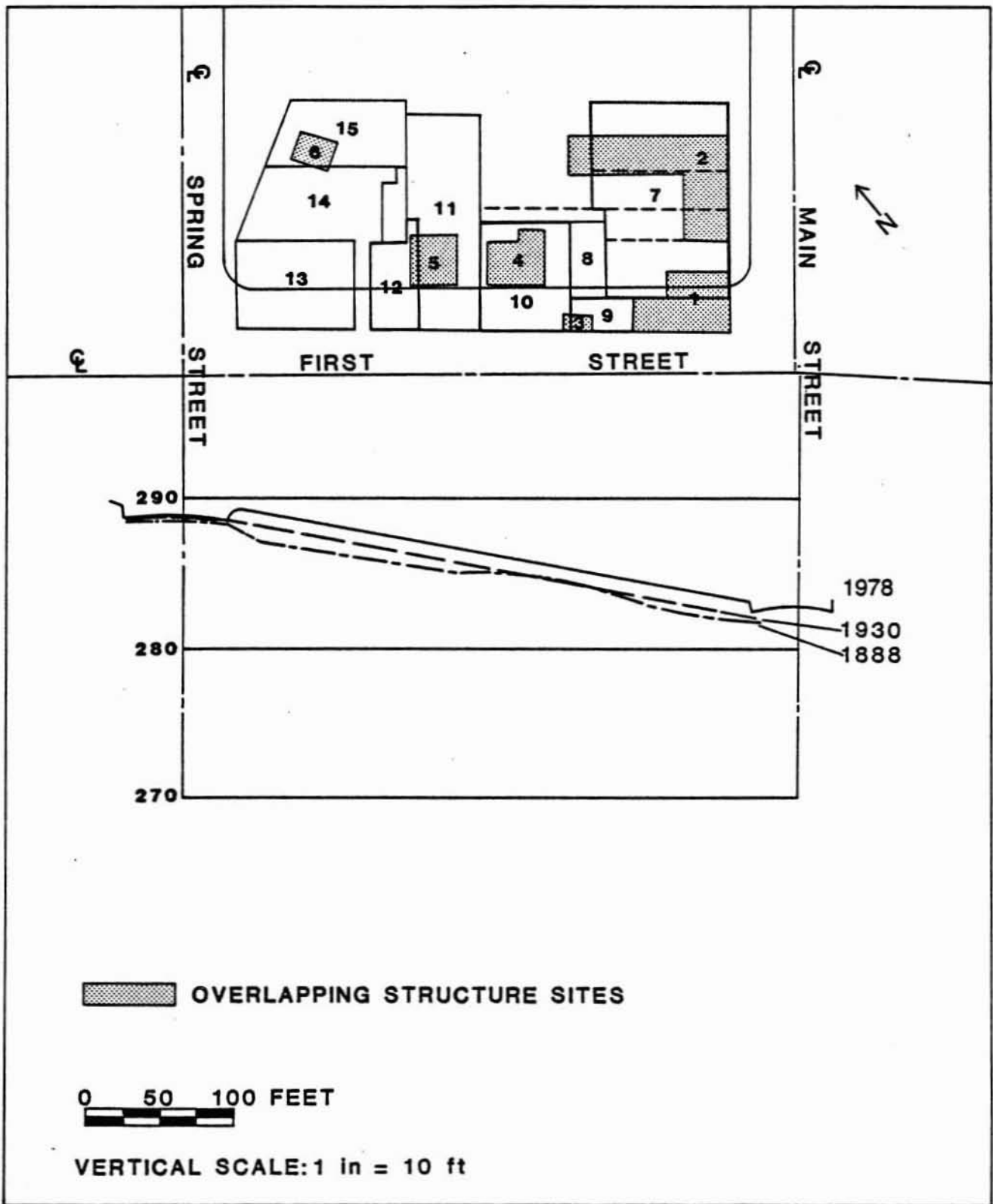


FIGURE 9  
**BLOCK 8 HISTORIC PLAN VIEW AND PROFILE**  
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5. Lecouvreur drew in a frame structure, back off of First Street, towards the west end of the block, in 1870. By 1887 it had disappeared, and there appears to be a brick beer hall in its place.

6. Facing Spring Street, north of First, Lecouvreur drew a small adobe. By 1887 the adobe was gone, and its space was occupied by the IOOF Hall.

7. This group of brick two story buildings were labeled as the Lichtenberger Block on the 1888 Sanborn Fire Insurance Map. Louis Lichtenberger, a German, arrived in Los Angeles in 1864. He began his career in this new city by working for another German immigrant, John Goller, who ran a blacksmith and carriage shop. Many of L.A.'s early blacksmiths were German, and some of the most prominent started out working for Goller (Baur 1954). It was a simple transition from blacksmith to wagon builder, and one that Lichtenberger made the next year when he joined Louis Roeder to form the firm of Roeder & Lichtenberger. By 1872 the two had gone their own ways and Louis Lichtenberger advertized himself as a manufacturer of wagons and buggies in the first Los Angeles city directory, with an address on Main Street. By 1880 he had constructed his carriage shop at this location, just north of First Street on Main Street. The Lichtenberger Block was illustrated in the 1880 Thompson and West history of Los Angeles. The Sanborn maps showed that the bottom floor of the structure was used as a "carriage repository" with offices on the top floor. Facing on Main Street were several store fronts. The Lichtenberger Block appeared to remain at this location until the 1920s when it was torn down to make room for City Hall.

8. Part of the Lichtenberger property included a brick building, off the street, behind Structure No. 1 to the north, and facing an open alley in the middle of the block. The Sanborn map of 1888 labeled this structure a carriage house. The 1894 Sanborn map showed that it had become a picture frame factory on the first floor and a lodge meeting hall on the second. This building, constructed sometime between 1870 and 1887 remained until the 1920s when the entire block was cleared to make room for City Hall.

9. This building just west of Structure No. 1 was built sometime after 1870, but before 1887. It was a two story brick structure with a cigar factory on the bottom floor and offices on top. It remained intact until the 1920s.

10. Another part of the Lichtenberger property was a two story brick building facing First Street, just west of Structure No. 9. It housed a restaurant on the bottom floor and furnished rooms on the top in 1888. By 1894 the restaurant had been converted into a store, but the upstairs was still used as a rooming house. It too stood until the 1920s. Next to the restaurant were several store fronts. These buildings appear to have been built together, since they share a common front, and the rental units on the top floor seem to be connected.

11. In the middle of the block, facing First Street, was a long narrow two story brick building. In 1887 Sanborn labeled it a "Beer Hall & Bowling Alley," In 1888 it was shown as having a saloon on the first floor and the



Evening Express Press and offices on the second. The 1894 Sanborn indicated that the first floor was occupied by a saloon and bowling alley, and that a barber shop occupied the store front on First Street. A 1905 photograph found in the collection of the Los Angeles County Museum of Natural History showed that by that date the former saloon had been converted into the Vaudeville Theater. It was to remain a theater until the 1920s.

12. Between the saloon and the bank on the corner of First and Spring stood a small, square, two story brick building which, in 1887, housed store fronts facing First Street, with a photo studio on the second floor. The 1888 Sanborn showed that an iron partition ran through the back of the building and in the rear a printing press was located. This building, as the others on the street, remained little changed from the 1880s to the 1920s.

13. At the northeast corner of First and Spring stood the Los Angeles First National Bank Building in 1887. This three story brick building, with a basement, housed the bank on the first floor, offices on the second, and the Masonic Lodge on the third. It continued to be operated as a bank, although over time the name changed, until the 1920s.

14. Just north of the bank building, facing Spring Street, stood the IOOF Hall in 1887. This three story brick building housed stores on the first floor, offices on the second, and the IOOF Lodge on the third. The 1921 Baist Real Estate Atlas referred to the building as the "Pithian-Castle Block."

15. Just north of the Pithian-Castle building stood a two story brick office building. In 1887 it housed some stores and a drug store. The 1888 Sanborn showed that from south to north the building held a restaurant, with the kitchen occupying the rear of the building, a drug store and a saloon. The second floor held offices. This building remained intact until the 1920s when it was destroyed, along with the other buildings on the block to allow City Hall to be built.

16. (Not shown on Figure 9) In 1918 the City of Los Angeles began to plan for a central location for their governmental buildings. A vote of the citizens in 1922 chose the area bounded by First, Sunset, Hill, and Los Angeles Streets as the location for the new civic center. Los Angeles City Hall was built between 1926 and 1928. It was designed by John C. Austin, John Parkinson and Albert C. Martin. Until the 1950s this 28 story building was the tallest in the city. The form of the structure was highly influenced by Bertram Goodhue's design for the Nebraska State Capital. Gebhard called it a monumental tower on a Beaux Arts base (Gebhard 1977:222). City Hall is listed in the California Inventory of Historic Resources and is a Los Angeles City Cultural Historic Monument. To make room for City Hall all of the buildings on this block were torn down and First Street was widened to 110 feet (Jessup 1930:map). Because the area facing First Street is landscaped, it is possible that some subsurface cultural remains might exist relatively undisturbed since the 1920s. The construction of City Hall itself would not have affected resources under the DPM route since it is located well to the north.

## Grading Summary

There has been virtually no change in the grade of the block during the last one hundred years. The street grade in 1888 (City of Los Angeles 1888:map) was found to be similar to the profile of the north side of the street in 1900 (City of Los Angeles 1900:map). Some minimal smoothing of the street surface occurred in 1927 (City of Los Angeles 1927:map), and this was confirmed by the 1930 profile which showed that First Street was being widened to 110 feet including sidewalks (Jessup 1930:map). The slightly higher grade of the 1978 ground line seems to reflect the raised surface of the sidewalk.

## Block 9: First Street: Spring to Broadway

### Historic Summary

Although the configuration of this block and the names of the streets have changed, it is still possible to reconstruct the history and locations of the buildings along modern First Street, between Spring and Broadway. For many years Broadway was referred to as Fort Street. Also, before the State Building was constructed in the 1930s a small cross street, first called Jail then Franklin, and later known as Court Street, ran between Broadway and Spring just north of First Street.

There were no recorded buildings this far from the Plaza in the days of the Pueblo. Early in the American period residents of Los Angeles began to construct offices and shops along First Street, even as far as Broadway. Lecouvreux in 1870 illustrated four buildings along the west side of Spring Street between First Street and Jail Street. Three of these buildings were of brick and one of adobe. In addition, there was a single adobe structure standing on First Street between Spring and Broadway.

In 1887 most of the early structures were gone, replaced by newer brick office buildings. The most important building on the block was the L.A. Times building which stood on the northeast corner of Broadway and First Streets. Few structural changes were made between the late 1880s and the early 1930s. A few new brick office buildings went in to fill up the block, but the commercial nature of the block remained the same. Then, in the early 1930s, all of

the buildings on this block were removed to make way for the State Building. Most of the historic buildings on this block, therefore, date from the 1880s to the 1930s. With the widening of First Street, the remains of those buildings fronting the avenue were destroyed.

#### Inventory of Structures (Figure 10)

1. The Lecouvreur grading map of 1870 illustrated a brick building facing Spring Street, just north of First Street. This building was replaced by the Schumacher Block in 1880. It is possible that this building may have served as John Schumacher's first store and saloon.

2. To the north of Structure No. 1, facing Spring Street, sat a long narrow brick building in the Lecouvreur map of 1870. It appeared that this building was incorporated into the Schumacher Block in 1880. The 1887 Sanborn Fire Insurance Map showed it to be a two story brick building with a store in the front, a photo studio in the rear, and offices on the second story. The building had a galvanized iron cornice. It was still standing in 1921. Like all the other buildings on the block, it was torn down in the early 1930s so that the State Building could be erected at this location.

3. Lecouvreur in 1870 showed an adobe at this spot. It was gone by 1880, replaced by the Schumacher Block.

LEGEND - FIGURE 10

Block 9: First Street, Spring Street to Broadway

Historic Structures

1. Brick Building	1870-1887
2. Brick Building	1870-1930's
3. Adobe Structure	1870-1887
4. Adobe Structure	1870-1921
5. Benton Hotel	1912-1930's
6. Four Brick Buildings, Schumacher Block	1880-1930's
7. Larronde Block	1887-1930's
8. Brick Building	1887-1930's
9. Brick Offices	1887-1930's
10. Brick Building	1893-1930's
11. Los Angeles Times Building	1886-1930
12. California State Building	1933-ca 1976

Profile References

1888	City of Los Angeles	1888:map
1930	Jessup	1930:map

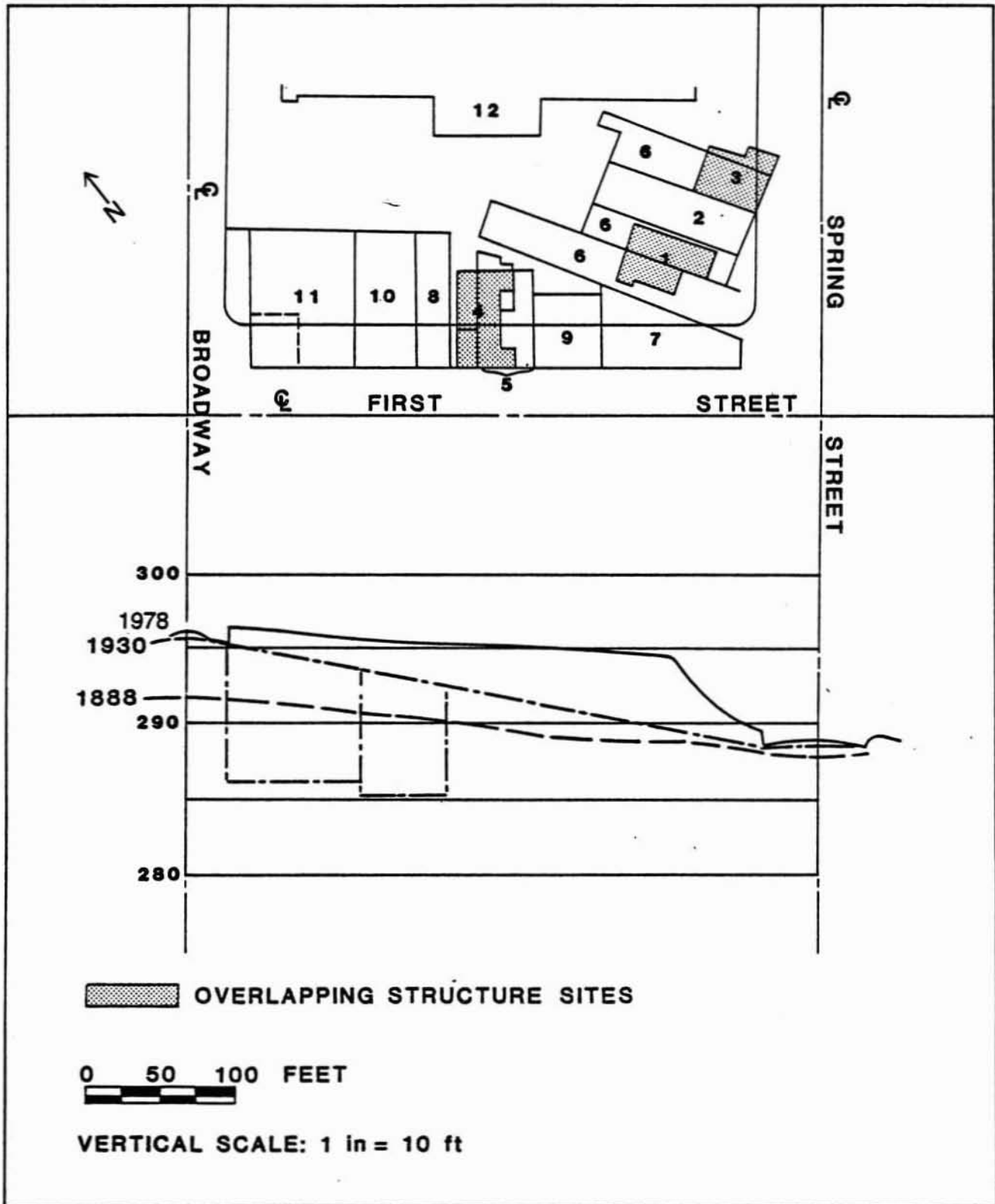


FIGURE 10  
**BLOCK 9 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
 LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM  
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4. Facing First Street, in the middle of the block, Lecouvreur recorded an adobe in 1870. The 1888 Sanborn map indicated that this building was still in use, with a frame addition. In the front, along First Street, were offices and apartments, and the rear held a tailor shop. That this building was a renovated adobe was confirmed by a survey drawn by the City Engineer in November of 1888 (Lambie 1888:map) and by the Sanborn map for that year. In 1894 the adobe was labeled as "sleeping rooms." Next to it was built a brick store and restaurant. Both the adobe rooming house and the brick store were removed sometime between 1894 and 1912 when the Benton Hotel was built at this location.

5. The Benton Hotel was first noticed on the 1912 Baist Real Estate Atlas. This building replaced the adobe and brick store at this location. A 1930 city engineering map indicated that the Benton Hotel had been a four story brick building (Jessup 1930:map). It was destroyed when the State Building was put up in the early 1930s.

6. This group of four 2 story brick buildings, including Structure No. 2, facing Spring Street north of First Street was known as the Schumacher Block. John Schumacher, a native of Wurtemberg, Germany, came to California in 1846 as part of Stevenson's Regiment of New York Volunteers to fight in the Mexican American War. Struck by gold fever in 1850 Schumacher traveled to the mines around Sutter's Creek and found a nugget which he sold for \$800. Returning to Los Angeles in 1853 he acquired nearly the whole block along Spring Street between First Street and Franklyn. Here, in a single room, he conducted a



grocery store and bar. Schumacher was reputed to be one of the first to introduce lager beer to L.A., which he imported from San Francisco. He also garnered quite a reputation as a bartender, as Harris Newmark recalled:

...Schumacher acquired even more fame for a drink that he may be said to have invented, and was known to the early settlers as Peach and Honey. It contained a good mixture with Peach brandy, and was a great favorite, especially with politicians and frequently of the neighboring Courthouse, including well known members of the Bar, all of whom crowded John's place "between times," to enjoy his much-praised concoction (Newmark 1930:39).

Following the traditional route of urban saloon keepers, John Schumacher not only socialized with politicians, he became one, serving on the City Council from 1855 to 1857. His fluency with languages made him valuable as an interpreter, for he knew German, Spanish, French, and English. John Schumacher ran his store on Spring Street until 1870, and then in 1880-1881 he had the Schumacher Block of office buildings constructed at this site (Illustrated History of Los Angeles 1889:648). The Sanborn maps showed that in 1888 these buildings had store fronts facing Spring Street, and offices on the second floor. The most southerly of these brick buildings held a tailor shop and storehouse in the back but in 1894 this had become a music store and piano warehouse. In the 1921 Baist Real Estate Atlas these buildings were still grouped together as the Schumacher Block. They were leveled when the State Building was constructed.

7. On the northwest corner of First and Spring stood a two story brick building, with a basement, in 1887. The 1888 Sanborn indicated that a tailor shop occupied the basement, with stores on the street level, and offices and sleeping rooms on the top floor. The 1921 Baist called this corner building the "Larronde Block." It was torn down, like all the other buildings on the block in the 1930s.

8. In the 1887 Sanborn a two story brick building was shown facing First Street, on the west end of the block, labeled only as a store. In 1888 it was said to have offices on the second floor. The 1894 Sanborn identified the building as a saloon. This structure stood here until the 1930s.

9. To the west of the Larronde Block was a two story brick office building facing First Street. The Sanborn map of 1888 indicated that it held offices. In 1894 the westernmost office had become a saloon. It appeared that this building stood until the 1930s.

10. Just to the west of the saloon building referred to as Structure No. 8 there appeared, on the 1894 Sanborn map, a three story brick office building, with store fronts and offices on the first floor, offices and furnished rooms on the second floor, furnished rooms on the third floor, and a print shop in the rear. This building did not appear in the 1888 Sanborn but it was on the 1893 Dakin so it was built sometime between 1888 and 1893. It was torn down in the early 1930s to make room for the State Building.

11. At the northeast corner of First Street and Broadway stood the old Los Angeles Times Building. The Times was founded in 1881 and according to photographs found in the files of the California Historical Society this building was erected in 1886. The 1887 Sanborn map indicated that the Times only occupied the corner, and that next to it on the east, facing First Street was a tin shop. The tin shop was shown in the 1888 Sanborn as a three story brick building with a basement labeled as "Stove & Tin Ware" on the first floor, offices on the second, sleeping rooms on the third, and repairing and storage in the basement. It appeared to be part of the same structure as the Times. In 1894 the tin shop part of the building became the "Los Angeles Transfer Co." In 1910 the Los Angeles Times Building was destroyed in the famous bombing, supposedly planned by the McNamera brothers, resulting from a dispute over labor issues in the city. This incident has been covered by numerous authors, from Carey McWilliams to Remi Nadeau, and will not be gone into in any detail here. The Times erected a new building on this spot, of granite and yellow brick. This new building, which took up both the corner lot and the former location of the Los Angeles Transfer Company, was four stories high, and stood until it was displaced by the plans for the construction of the State Building on this block. At that time the newspaper built another office building on the south side of First Street at the corner of First and Spring Streets.

12. The California State Building was designed by John C. Austen and Fredrick M. Ashley and constructed between 1931 and 1933. To make room for it, all of the buildings on the block were cleared and First Street was widened from 68 to almost 110 feet including sidewalks. The State Building's design was characterized by architectural historian David Gebhard as "W.P.A. Moderne" (Gebhard 1977:222). It had an attractive tile lobby and Lucille Loyd murals decorated the Assembly Room. It has been removed, however, as a result of damage from the 1971 earthquake, and a new State Building was erected on the southern side of First Street between Broadway and Hill Street. Today all that remains of the old State Building is the lobby floor, turned into a makeshift picnic area. The DPM route does not cross the remains of the old State Building, but runs just south of it.

#### Grading Summary

The historic profiles for this block show that First Street has been elevated approximately 3.5 feet at its west end. A map of 1888 not only depicted the street's center line profile (City of Los Angeles 1888:map) but also a proposed new grade. This new grade, however, was not finally implemented until the 1930s. The elevations for the 1888 ground profile were repeated in 1900 (City of Los Angeles 1900:map) and in 1930 (Jessup 1930:map). The 1930 map also contained the same proposed grading plan that was first presented over forty years earlier. These elevation changes were finally made when First Street was widened in the late 1930s.

A plan for this block, drawn in 1938, gave the location of basements for the Los Angeles Times Building (Structure No. 11), and the adjacent office buildings (Structures No. 8 and 10) (Aldrich 1938:map). The depths of these basements have been estimated and plotted on the block profile (Figure 10).

The discrepancy between the historic grade of First Street and the elevation given on the 1978 ground line reflects the course of the DPM route in the interior of the block. This area must have been substantially raised as part of the construction of the old State Building.

Block 10: First Street: Broadway to Hill

Historic Summary

This block was located in a section of the city which was not developed until the American period. The west half of the block was part of the Mott Tract, which was first subdivided in 1869. The 1870 Lecouvreur grading map showed two buildings along First Street on this block, and two additional structures facing Broadway (which was then known as Fort Street). The early Sanborn maps indicate that First Street ended at Hill Street because of the sharp rise of Bunker Hill there. In addition, a steep slope was shown to cut across the northern end of the block.

By the 1880s several frame residences appeared on the block. These homes remained until the 1920s when they were replaced by office buildings or garages. By 1880 a brick livery stable had been constructed on the northwest corner of First and Fort Streets. This structure was eventually displaced by the Tajo Building. It appears that all the major buildings on this block were constructed in the 1880s and 1890s and stood until the late 1930s when they were torn down so that First Street could be widened. Today this block is occupied by the Los Angeles County Law Library.

Inventory of Structures (Figure 11)

1. On the northwest corner of First and Fort (later Broadway) Lecouvreur depicted an adobe building in 1870. Photographs in the collection of the California Historical Society indicate that by 1880 the adobe had been replaced by a two story brick livery stable (No. 3).

2. In 1870 Lecouvreur presented a small frame structure in the middle of the block, facing First Street, but back from the curb. This square house can also be seen in the 1888 Sanborn map. Between 1888 and 1893 this house was taken down and replaced by part of the brick Tally Ho Livery Stable (No. 10).

3. Sometime between 1870 and 1880 a two story brick livery stable was built on the northwest corner of Fort and First Streets, replacing the old adobe which once stood there (No. 1). The city directories indicated that by 1884 De Turk's Livery Stable had moved to this location. This occupancy was confirmed by the 1887 Sanborn Fire Insurance Map. In 1888 the Sanborn map showed that the building was being renovated and turned into the Board of Trade offices. The 1894 Sanborn referred to the structure as the Board of Trade Building and added that the California Club occupied the second floor.

In 1897 this structure was torn down and replaced by the Tajo Building. A 1914 city engineering map indicated that the Tajo Building was four stories high and had a basement (Hamlin 1914:map). This structure was later referred to as the Klinker Building. It was torn down when First Street was widened in 1938.

LEGEND - FIGURE 11

Block 10: First Street, Broadway to Hill Street

Historic Structures

1.	Adobe Structure	1870-1887
2.	Frame Residence	1870-1893
3.	Livery/Board of Trade	1880-1897
	Tajo/Klinker Building	1897-1938
4.	Restaurant	1887-1893
5.	Lodgings	1887-1893
6.	Frame Residence	1887-1914
7.	Frame Cottage	1887-1921
8.	Frame Residence	1887-1921
9.	Boarding House	1887-1921
10.	Tally Ho Livery Stable	1894-1939
11.	County Law Library	1952-present

Profile References

1882	City of Los Angeles	1882:map
1888	City of Los Angeles	1888:map
1938	Aldrich	1938:map



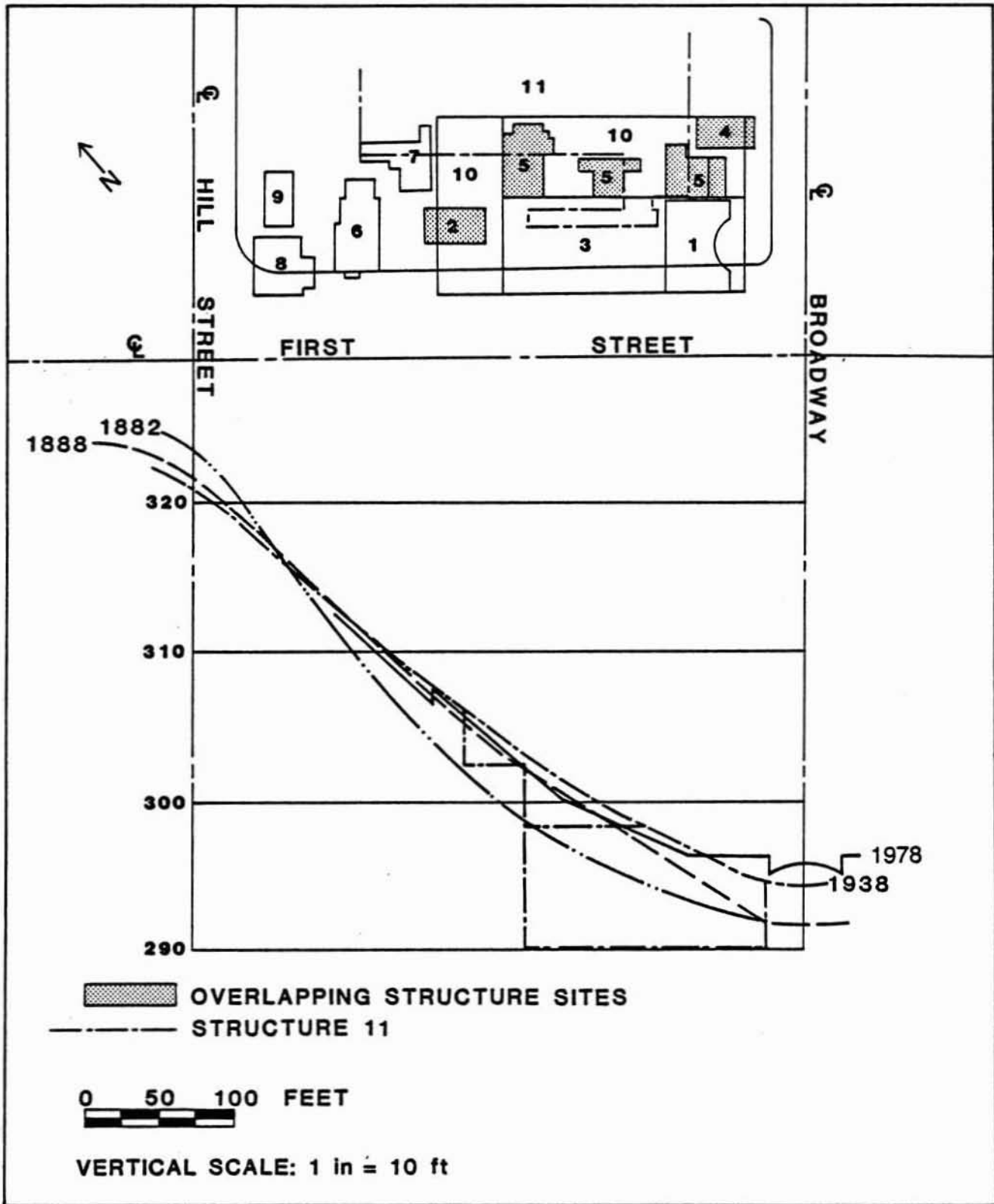


FIGURE 11  
**BLOCK 10 HISTORIC PLAN VIEW AND PROFILE**  
**ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2**  
**LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM**  
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4. In 1887 a frame structure was shown facing Fort Street, north of First Street. The 1888 Sanborn map labeled this a restaurant. It was gone by 1893; replaced by the Tally Hó stables.

5. Three structures lay adjacent to De Turk's Livery on the north in the 1887 Sanborn map. Two of the buildings, one of wood, the other of half wood and half brick construction, were identified on the 1888 Sanborn as "Lodgings." The third building was a simple one story frame residence. They were replaced by 1984 by the Tally Ho Livery Stable (No. 10).

6. Further to the west, facing First Street, was a two story frame house. This dwelling was first visible on the 1887 Sanborn and was still standing in April of 1914. It no longer appeared visible on the 1921 Baist Real Estate Atlas however.

7. This is another frame house, probably single story, located just north of Structure No. 6. It first appeared on the 1887 Sanborn. A city engineering map in 1914 referred to it as a "cottage" (Hamlin 1914:map). It was no longer visible on the 1921 Baist.

8. On the northeast corner of First and Hill stood a two story frame dwelling. It was built sometime between 1870 and 1887. It was still standing in 1914 but by 1921 had been torn down.

9. This one story frame structure was on the 1887 Sanborn map. The 1888 Sanborn indicated that it was a boarding house. It was still there in 1914, but by 1921 was gone.

10. This two story brick structure was built sometime between 1888 and 1893. The 1894 Sanborn map labeled it the "Tally Ho Livery and Sale Stable." The entrance for the stable faced on Broadway but the building made a right turn around the Board of Trade Building and butted up against First Street. Eventually the structure was divided into two separate buildings, one fronting Broadway and the other facing First Street. By the 1920s these buildings functioned as garages. They stood here until 1939 when the one on First Street was torn down so that First Street could be widened. Eventually the garage facing Broadway was replaced with the County Law Library, which filled the block.

11. The 1953-1955 Sanborn map indicated that the Los Angeles County Law Library was built in 1952. Today it is the only structure on the block.

#### Grading Summary

Historic street profiles and grading documents have revealed a series of activities on this block which have resulted in raising the eastern half of the street from four to five feet in elevation. The earliest profile obtained (City of Los Angeles 1882:map) was of the north side of First Street in 1882 and depicted the results of grading activities - implying that the original

street contour had been different than this. Elevations for this profile had been taken relative to a local, unknown, datum, but were tied to the 1888 profile (City of Los Angeles 1888:map) through map notes. In 1888 the current street grade was given, as well as a proposed grading plan for the block. Between 1882 and 1888 several feet had evidently been taken off the hill on the west end of the block and the grade had been evened out. The 1888 ground level, and the proposed street renovations, were repeated on a 1895 plan for the block (City of Los Angeles 1895:map), with all elevations concurring.

In 1914 the City Engineer drew up a plan for the widening of First Street between Broadway and Hill Streets (Hamlin 1914:map). This map indicated where buildings were located on the block. However, the proposed street widening and grade changes were not accomplished until the late 1930s. The engineer's drawings for the eventual widening of First Street also noted the location of basements on buildings which fronted First Street on this block (Aldrich 1938:map). The depth of these basements have been estimated and sketched onto the profile map (Figure 11).

## Block 11: Hill Street: Second to Third

### Historic Summary

During the early American period, Hill Street was considered to be the western boundary of Los Angeles as Bunker Hill rose up to block the extension of city streets. Bunker Hill was not utilized as a residential area until the late 1860s. In 1867 Prudent Beaudry, who later would rise to the position of City Councilman and Mayor, acquired 20 acres between Second and Fourth Streets from the west side of Hill Street to Charity. He paid \$517 for the land at a Sheriff's sale, then subdivided the tract into 80 lots and auctioned them off, realizing a profit of \$30,000 (Illustrated History of Los Angeles 1889:372). Beaudry understood that the western hills could not be developed unless they were supplied with water. After failing to reach an agreement for such services with the Los Angeles Water Company, of which he had been a founding member, Beaudry formed his own water company, secured a city franchise, and went about building the necessary reservoirs and water works for his hillside tracts (Fogelson 1967:34).

The hill was developed so suddenly that longtime residents were amazed at the changes that occurred there. "I observed that the approaches to the hills were dotted here and there with little houses," wrote Harris Newmark after returning from a trip in 1868 (Newmark 1930:460). Those who resided on Hill Street felt as though they lived on the outskirts of town. To shorten the trip between Hill Street and the business district in 1874 Judge Robert M. Widney and others built the city's first horse car line, known as the Spring and Sixth Street Railway (Workman 1936:149).

The early houses on the hill were rather unpretentious. Built of Oregon pine, using balloon frames, many reflected the Gothic designs popular in those days (Adler 1968). A visitor to the city in 1876 noted that on Hill Street:

tiny, isolated dwellings that can scarcely be called houses, rise here and there. Many of these have fresh green grass plots which have water piped in from springs placed at the summit of the hill, and which forces water up from a lower reservoir into one holding a million gallons (Salvador 1928:128).

In 1870 Lecouvreur drew only seven buildings on this block. But rather than the adobes of earlier days, four were of wood, and three were of brick, construction materials more to American tastes. To bring more people to the hills a group of real estate promoters built the first cable car line in Los Angeles: the Second Street Cable Railroad. Open in 1885, this line prospered while the boom of the 1880s lasted. But with the collapse of the real estate market in 1888 the cable cars could not make a profit, and folded. Hill Street, however, was transformed. The Sanborn map of 1887 showed that the block between Second and Third Streets was lined with houses. Hill Street was now considered a fashionable place to live, and many of the new houses were built in Victorian styles.

Bunker Hill was finally overcome as an impediment to progress in 1901 when a tunnel was put through along Third Street from Hill to Hope Street. The Third Street Tunnel both facilitated the flow of traffic and greatly enhanced

property values in the area. In 1924 another tunnel under Bunker Hill was completed at Second Street (Newmark 1930:622). As the city grew to the south and west, so the central business district shifted. Between 1910 and 1920 Hill Street evolved from a residential into a commercial neighborhood. In 1921 only three of the houses which had stood on this block in 1894 were still there. Instead of homes in the Queen Anne or Eastlake tradition now there were parking lots, garages, hotels, and a fire station. During the 1930s the block retained its commercial atmosphere. A few of the older hotels gave way to parking lots, as Los Angeles gave itself wholeheartedly to the automobile. Little about this block changed until the redevelopment efforts of the 1960s tore down all the buildings but the fire station. Today housing for the elderly is being constructed on this block.

#### Inventory of Structures (Figure 12)

1. The Lecouvreur grading map of 1870 indicated that this was a small frame building. It was not present on the 1887 Sanborn Fire Insurance Map.
2. In 1870 this was a small square frame structure. It appeared to be gone by 1887.
3. The 1870 Lecouvreur illustrated two brick buildings next to each other towards the middle of this block. The brick structure to the south was shown to have a small frame addition at the rear in the 1888 Sanborn. It also appeared on the 1894 Sanborn map. But on the 1910 Baist Real Estate Atlas the Vendrome Hotel sat in its place.

LEGEND - FIGURE 12

Block 11: Hill Street, Second Street to Third Street

Historic Structures

1. Fram Residence	1870-1887
2. Frame Residence	1870-1887
3. Brick Residence	1870-1910
4. Brick Residence	1870-1921
5. Frame Residence	1870-1921
6. Frame Residence	1870-1910
7. Brick Residence	1870-1910
8. Frame Residence	1887-1921
9. Frame Residence	1870-1910
10. Frame Residence	1887-1921
11. Rooming House	1888-1921
12. Vendome Hotel	1910-1970's
13. Frame Residence	1887-1921
14. Frame Residence	1887-1921
15. Frame Residence	1887-1921

Historic Structures

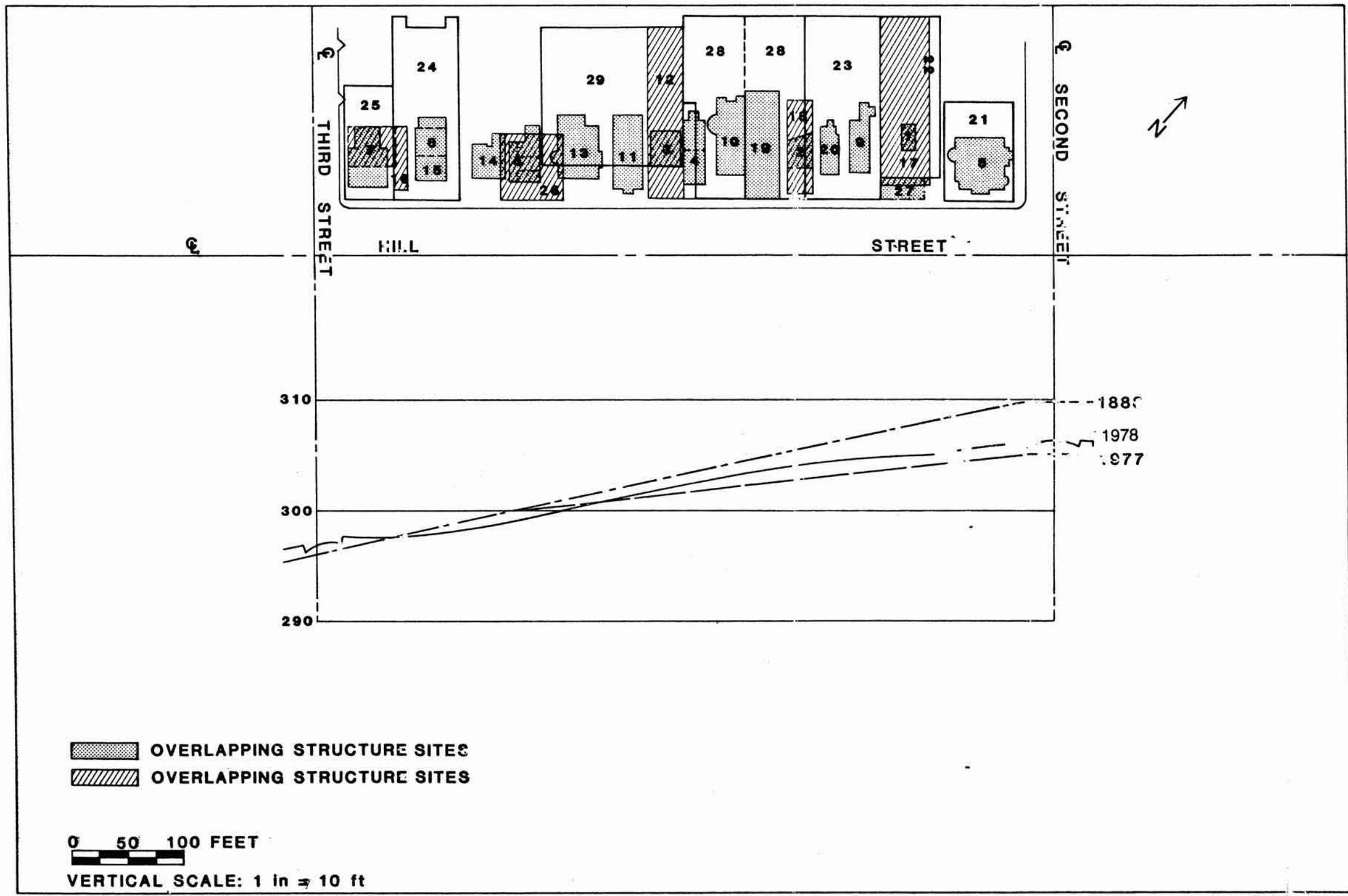
16. Frame Residence	1888-1910
17. Lincoln Hotel	1888-1921
18. Frame Residence	1887-1910
19. Rooming House	1887-1910
20. Frame Residence	1894-1910
21. Garage	1921-1935
22. Garage	1921-1970's
23. Fire Station	1910-1924; 1924-present
24. Concrete Structure	1910-1970's
25. Hotel Guilles	1910-1970's
26. Brick Structure	1935-1952
27. Brick Structure	1935-1970's
28. Fire Station Ext.	1949-present
29. Senior Citizens Tower	1970's-present

Profile References

1888 Lambi 1888:map

1917 City of Los Angeles 1917:map





**FIGURE 12**  
**BLOCK 11 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
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3. This long adobe facing Negro Alley (later called Los Angeles Street) was first owned by Jose Carmen Lugo according to the Stahlberg map. It was acquired by Prudent Beaudry in 1854 for \$4,000. He invested something like \$25,000 into renovating the elongated adobe and it was soon bringing him more than \$1,000 a month income from rentals (Newmark 1930:70). The building was shown on the 1870 Lecouvreur grading map as a long adobe structure. The 1888 Sanborn also showed it as a long adobe, filled with Chinese storefronts. The Sanborn map was probably drawn from working drawings made the year before, for it is known that in 1888 the adobe buildings along Negro Alley were destroyed to allow Los Angeles Street to be widened and put through to Alameda Street. This operation was described by Joseph Kurhts, the Superintendent of Streets for the City of Los Angeles that Year, in his Reminiscences:

I hired about 100 men, and on a certain morning had them on the ground by 4:00 with battering rams and other instruments, and by 10:00 in the morning, I had razed nearly every building between Arcadia Street and the Plaza, when an injunction was filed upon me by Col. G. Wiley Wells. But by then the mischief was done, and Los Angeles Street was opened as it is today (Kurhts 1906).

Immediately new brick buildings arose along Los Angeles Street in place of the adobes. On the 1894 Sanborn map these new structures were noted as still being occupied by Chinese (see Structure No. 15).

4. Stahlberg illustrated the building on the northeast corner of Los Angeles and Aliso Streets as belonging to a man named Elnards. Harris Newmark wrote that it was once the location of the store of Pollock & Goodwin and later was acquired by Prudent Beaudry in 1854 along with the adobes which lined Negro Alley. From 1861 to 1865 Beaudry ran his own business out of this building (Newmark 1930:70). Eventually he sold the property to A. H. Wilcox (Eaton 1886:map). It was shown as a brick building on the 1870 Lecouvreur grading map. In 1887 the Sanborn map indicated that the one story brick building held a blacksmith, a few Chinese junk shops, and a couple of stores. It was torn down when Los Angeles Street was widened in 1888.

5. Lecouvreur drew a brick building on the northwest corner of Alameda and Aliso Street. This building was listed as a boarding house and saloon on the 1887 Sanborn map. The 1888 Sanborn identified the building as the "Italian Hotel." By 1894 it was known as the "Cafe Des Alpes." A city directory had listed the Cafe Des Alpes on Aliso Street as early as 1883 (Los Angeles City and County Directory 1883-1884). A book about the French community in Los Angeles mentioned that the Cafe Des Alpes was operated by Boisseranc and Condre (Fernand and Beaudry eds. 1932). Between 1888 and 1894 a wing of brick "sleeping rooms" had been added to the building, along Alameda Street. The hotel stood two stories high and included a dining room, saloon, and rooms. This building was still standing in 1921. It is not known when it was torn down, perhaps as late as the 1950s when the freeway was built.

6. In 1870 a frame structure sat at this location. The 1887 Sanborn map identified it as a "Carriage Shop." The 1888 Sanborn map illustrates it merely as a row of frame units. The wooden structures were gone by 1894, replaced by brick buildings.

7. In 1870 a frame building sat here. It was gone by 1887 when the Sanborn map illustrated a complex of buildings at this location. Facing Aliso Street was a hardware store and carriage shop. Behind them was a long narrow shed, used for storing "wagon material." Then there was an open yard labeled "corral" and in the back of the yard sat a paint shop. The next year the Sanborn map showed that the carriage shop facing Aliso Street had been converted into a blacksmith's shop and that the paint shop at the back of the yard was now labeled as the carriage shop of Richard Malony. The city directories indicate that in 1883 this property had been used as a livery stable owned by J. B. Parrish. By 1884, however, it was being used as Richard Malony's carriage shop. Malony was one of the town's first wheelwrights and blacksmiths. In 1884 he had supposedly built the first police wagon for the city of Los Angeles (Workman 1936:126; and Newmark 1930:239). In 1890 Malony moved his carriage shop to another building on Aliso Street, east of Alameda, and this spot was taken over by E. W. Kinney who had a livery stable here (Los Angeles City and County Directory 1883-1884; 1884-1885; 1887-1888; 1890). In 1894 the Sanborn map showed the property as a buggy shop, livery and feed stable under the ownership of I. Werkersham. The blacksmith shop continued to occupy the storefront on Aliso Street. By 1910 the stable and blacksmith shop were gone, replaced by a fire station.

8. This building, first identified on the 1887 Sanborn map, was a two story brick structure with four storefronts forming a continuous line along Aliso Street. This brick structure may have replaced an early frame building that appeared on the 1870 Lecouvreur grading map. In 1887 the building held a blacksmith, a buggy shop, and a drug store. The top floor was used as a "Society Hall." Behind the brick building was a large wooden "Buggy Store House." The building was shown on the 1894 Sanborn map. Only the buggy shop was gone, and the big wooden structure in the back was identified as a "Storage Shed." This building and shed stood intact until 1910, when they could be seen on the Baist Real Estate Atlas. Sometime between 1910 and 1921 the brick structure and shed were torn down so that the Southern Pacific could lay rails across the block at this location.

9. Just west of the wooden carriage shop facing Alameda Street (Structure No. 6) was a frame building labeled as a paint shop on the 1887 Sanborn map. In 1888 it was simply called a shed. By 1894 it was replaced by a brick building (No. 12).

10. This area contained the one story frame additions built behind the long adobe which fronted on Negro Alley (Structure No. 3). These frame structures were probably the homes of the Chinese who occupied this quarter. The frame residences were torn down along with the adobes and by 1894 brick buildings lined Los Angeles Street at this location. These new brick buildings were also occupied by Chinese.

11. In 1894 it was noticed that a series of one story brick buildings had replaced the frame structure at this location. No doubt these were "cribs" of prostitution. All of the buildings around them were labeled "Female Boarding" on the Sanborn Fire Insurance Map, a term often applied to brothels. A 1886 ordinance allowed for legal prostitution in an area bounded by Alameda and Los Angeles Streets. Here women of many different nationalities could work the world's oldest profession. When the City cracked down on vice in 1909 the prostitutes were forced to leave. Many of their small rooms became offices for Chinese merchants who lived in this area. These buildings were still standing in 1921 and it is not known when they were finally torn down.

12. By 1894 a brick and frame two story structure had been built where the wooden paint shop once stood (Structure No. 9). The Sanborn map labeled it "Female Boarding" indicating that it was a house of prostitution. After 1909 it would have been difficult for the building to have remained a brothel because of the anti-vice campaign that was initiated by the City that year, but the structure itself was still standing in 1910. By 1921, however, it was gone and the Southern Pacific Railroad tracks lay in its place.

13. The 1888 Sanborn map showed a wooden shed at this location. It was gone by 1894.

14. After Los Angeles Street was widened in 1888 a two story brick building, known as the Wilcox Block, was built on the northeast corner of Los Angeles and Aliso Streets. This building was occupied in 1894 by two French hotels: the Hotel De Grenoble and the Hotel De Gap. The Hotel De Grenoble had a store, liquors, and a restaurant on the bottom floor and lodgings on the top. In a similar manner, the Hotel De Gap had a dining room, saloon, and barber shop on one floor, and lodgings above it. Together with the Cafe Des Alpes, at the corner of Aliso and Alameda, these hotels offered important cultural services to the French community in Los Angeles. They provided shelter for Basque shepherds fresh off the ranch, and a place where newcomers could meet people who spoke the same language. Here were the traditional foods and drink, and the services of the nearby brothels. It is not known how long the building was occupied by the French hotels, but the 1910 Baist map showed that the Wilcox Block was still standing. It was also shown on the 1921 Baist and probably survived until the freeway was built.

15. After Los Angeles Street was widened in 1888 these were the new brick buildings which replaced the adobe and frame structures. They were shown on the 1894 Sanborn as being occupied by Chinese. These buildings were still standing in 1921, and it is possible that they were not taken down until the freeway was built.

16. This building did not appear on the 1894 Sanborn, when this area was an open yard behind the bordellos that faced Alameda Street. By 1910, however, there was a long narrow brick building here, and a small wooden structure to

the west of it. These were also shown on the 1921 Baist Real Estate Atlas, but were unlabeled as to function. They were probably destroyed in the 1950s when the freeway was built.

17. The Los Angeles Fire Engine No. 4 replaced the livery stable at this location sometime between 1894 and 1910. It was shown on the 1910 Baist map as a large brick structure facing Aliso Street and a frame structure stood behind it. These buildings were still there on the 1921 Baist, and probably were not removed until the 1950s.

18. This building was first noticed on the 1921 Baist Real Estate Atlas, facing Los Angeles Street. It was labeled as a garage.

19. Sometime between 1910 and 1921 the Southern Pacific Railroad put a spur line across this block. These tracks can still be seen there today.

#### Grading Summary

The construction of the freeway in the 1950s greatly altered this block. Modern Arcadia Street does not directly correspond to the former Aliso Street grade or location. However, historic grading profiles of Aliso Street did tell something of the natural slope of the area. The 1888 profile of Aliso Street (City of Los Angeles 1888:map) was used to represent what the general grade of the block might have been at that time. This profile is very similar to the modern elevation of the east end of this block. It was the west half which was radically changed from the construction of the freeway onramp.



A similar profile reconstruction was done for the nearby Placita Park at the corner of Los Angeles and Alameda Streets (Costello and Wilcoxon 1978) and revealed that the old natural bluff that had run parallel to Los Angeles Street on the east had been greatly altered over time. The ancient escarpment had been gradually leveled to produce an even slope. This had resulted in both removing cultural material from the upper portion of the site and in sealing early nineteenth century artifacts at the base of the hill. The same process may have occurred on this block.

## Block 6: Los Angeles Street: Temple to First

### Historic Summary

In the past Temple Street did not venture east of Main Street. Instead, Requena Street, later known as Market, served as the thoroughfare between Main and Los Angeles Streets. Today Temple Street intersects Los Angeles Street very close to where Market once did.

When Los Angeles was a Mexican pueblo, Los Angeles Street was called Calle de la Zanja because the Zanja Madre, the town's major water ditch, ran just to the east of it. A very interesting map, entered as evidence in a 1867 court case, showed what Los Angeles Street looked like in 1847, the year of the dispute being litigated. This map showed only four structures on this block. Another map from this case, illustrating the block in 1867, the year the suit came to trial, depicted seven structures on the east side of Los Angeles Street, two of which had been standing in 1847 (Francisca Roldan vs. William Nordholdt, District Court Case No. 1283: Exhibits F & G). The Lecouvreur grading map of 1870 showed few changes from the way the block had looked in 1867. The adobe of Felipe and Rosaria Riehm still sat at the corner of Los Angeles and First Streets (Structure No. 2). The adobe to the north of it (Structure No. 3) occupied by Alvardoto Bors, Felipe Yasurlo, and Charles Gassagne in 1867, had been expanded with several frame additions by 1870. In 1867 the adobe to the north of this had several people residing in it and adjacent to that was the brick house of Yates and Childs. Lecouvreur drew

these two buildings as if they were a single structure in his 1870 map (Structure No. 4). He also illustrated the two separate, but adjoining, adobes of Francisco Xavier Alvarado and Carlos Carillo as if it were one structure (Structure No. 5). Lecouvreur showed two new buildings (Structures No. 6 and 7) which had not appeared on the 1867 map at the north end of the block. Two of the buildings on this block in 1870 were still standing in 1888 and one survived until at least 1921.

By the late 1880s the block was greatly changed. Several substantial brick buildings replaced the adobes as the block evolved from residential to commercial purposes. Interestingly enough, many of these brick buildings housed hardware stores, agricultural goods, and wagon shops, recalling the days when farms had stood on the east side of Los Angeles Street instead of brick structures.

Only a few new buildings were added to this block between 1888 and 1921. The grade of Los Angeles Street was little changed over time, and as early as 1880 it had brick paving (Jackson 1880:map). The appearance of the block stayed constant until the City of Los Angeles acquired the property as part of its growing civic center complex, and by 1953 all the buildings on the block had been removed to make room for the Police Department building, known today as Parker Center.

## Inventory of Structures (Figure 7)

1. This is Zanja No. 8, part of the early water works for Los Angeles. It was constructed sometime in the late 1850s by Ozro W. Childs, under a contract with the City of Los Angeles (Newmark 1930:69). The zanja branched off from the Zanja Madre just south of Requena Street and turned west across the lot of John Rump and Los Angeles Street. It then proceeded in a southerly direction, just east of Main Street, turning west again and crossing Main flowing to Olive Street at Central Park (now Pershing Square). The zanja then turned southward and wandered out to the rural region of Figueroa and Adams Streets where it irrigated orchards and barley fields (Guinn 1915:273; Stevenson 1884:map). For digging the water ditch the City paid Childs with a large tract of land bordered by Sixth and Ninth Streets between Main and Figueroa Streets (Workman 1936:79). The zanja remained an open ditch until 1883 when it was denoted on a city engineering map as being a 16 inch pipeline (Hansen 1883:map). It is not known when the zanja was abandoned, but the Zanja Madre continued to be used until the second decade of the twentieth century (Costello and Wilcoxon 1978:43).

2. This long adobe on the northeast corner of Los Angeles and First Streets was the home of Felipe and Rosaria Riehm. It was constructed sometime between 1847 and 1967 according to the two maps used in the Roldan vs. Nordholdt case. It was gone by 1884 when the Los Angeles House stood over part of this site (Los Angeles City and County Directory 1884-1885).

LEGEND - FIGURE 7

Block 6: Los Angeles Street, Temple Street to First Street

Historic Structures

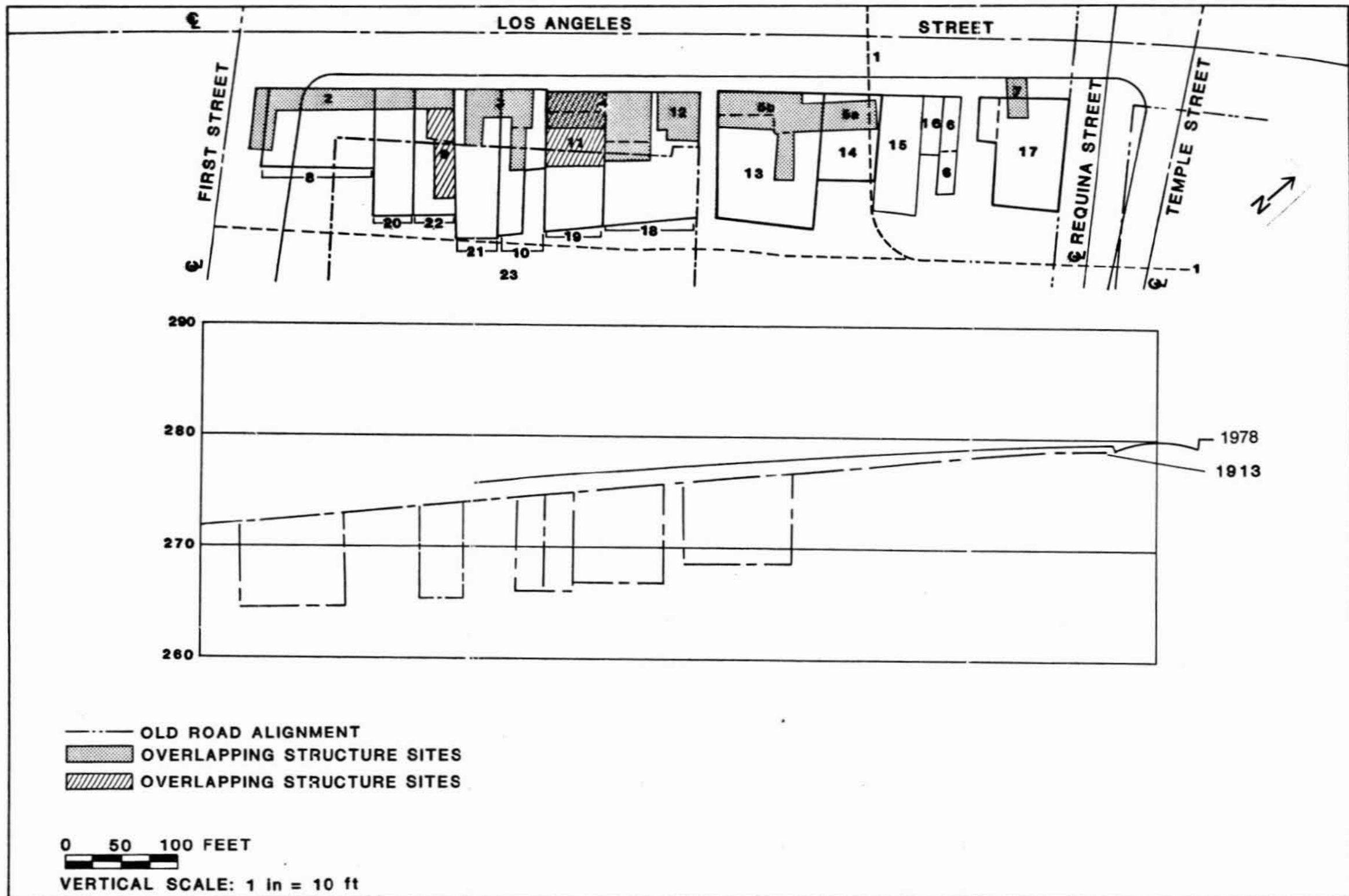
1. Zanja No. 8	1850-1900(?)
2. Riehm Adobe	1867-1884
3. Adobe and Frame Structure	1867-1888
4. Frame, Adobe and Brick Structures	1867-1894
5. Alvarado and Carillo Adobies	1864-1888
6. Brick and Frame Structure	1870-1950(?)
7. Frame Structure	1870-1888
8. Brick Hotel	1884-1950's
9. Marble Works	1888-1912
10. Two Brick Structures	1888-1950's
11. Two Brick Structures	1888-1894

Historic Structures

12. Two Metal-Faced Structures	1888-1894
13. Brick Building	1888-1950's
14. Brick Building	1888-1950's
15. Brick Store	1888-1950's
16. Plumbing Shop	1888-1950's
17. Brick Structure	1888-1950's
18. Three Brick Offices	1888-1950's
19. Brick Structure	1894-1950's
20. Brick Structures	1894-1950's
21. Brick Structures	1894-1950's
22. Brick Building	1912-1950's
23. Police Department/ Parker Center	1953-present

Profile References

1913 Hamlin 1913:map



**FIGURE 7**  
**BLOCK 6 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
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3. Just north of the Riehm adobe stood a U-shaped adobe fronting Los Angeles Street, with a small frame addition on its northern side, according to the 1870 Lecouvreur grading map. This adobe was first seen on one of the maps from the Roldan vs. Nordholdt trial. This map showed that in 1867 this structure was a rectangular building, with the frame addition, and was the residence of Alvardolo Bors, Felipe Yasurlo, and Charles Gassagne. This adobe did not appear on the 1888 Sanborn map; replaced by a brick edifice.

4. This complex of buildings stood facing Los Angeles Street just north of Structure No. 3. On the map from the Roldan vs. Nordholdt case they were shown as two separate buildings, with one adjoining wall. The building to the south is of adobe and was occupied in 1867 by Alvarado, Antonio Rocho, Juan Padilla, Louis Phillips and Charles Gassagne. The building on the north was of brick, built by a man named Logan, but inhabited by Jack Yates and Childs. By 1870 Lecouvreur illustrated this complex as having been enlarged with frame additions built on the back of both the adobe and the brick house. Although the adobe was gone by 1888, the brick building still stood. The Sanborn map indicated that it was a one story brick building used for "Lodging." The frame addition in the back had been expanded into a large shed with an earthen floor. In 1893 Dakin showed that the building was being used as a barber shop as well as a rooming house. By 1894 it was gone, replaced by a large three story brick office building.

5. The maps from the Roldan vs. Nordholdt trial indicated that in 1847 a small adobe sat at this location. By 1867 it had been expanded into the larger adobe home of Carlos Carillo. This was a rectangular adobe building with a corridor facing Los Angeles Street and the smaller adobe portion on the north was referred to as the "old house." Next to the Carillo house (Structure No. 5a) on the south was the adobe of Francisco Savier Alvarado (Structure 5b). On the Lecouvreur map of 1870 these buildings appear as a single complex, enlarged by frame additions. The small "old house" on the north side of the Carillo home was gone, however, by 1870. These buildings were no longer standing in 1888 when a large office building occupied this spot.

6. This long narrow building had a brick front and a frame back and was first seen on the 1888 Sanborn map sitting on the lot of John Rump. It was to be the longest lived building on the block. In 1888 it held a restaurant in the brick section while the rear frame structure was a rooming house. In 1894 it was labeled a "harness" store. Remarkably enough this building was still standing in 1921. It was probably destroyed when the block was cleared to make room for the Police Department building.

7. This small frame structure was first shown sticking out into Los Angeles Street on the 1870 Lecouvreur grading map. By 1888 the small frame building was gone.



8. The 1888 Sanborn Fire Insurance Map of this block showed a two story brick hotel building with a basement, called the Valla Building, on the northeast corner of Los Angeles and First Streets where the Riehm adobe had once stood. This building was first listed in the Los Angeles City and County Directory in 1884-1885 as the "Los Angeles House." By 1886 it was called the "Stevenson House." An advertisement in the city directory that year read:

Elegant Sunny Rooms, Single or En Suite, by the Day, Week, or Month.  
W. W. Stevenson, Proprietor. The House has recently been taken charge  
of by Mr. Stevenson, and thoroughly renovated in every respect.  
Enterence on Los Angeles Street (Los Angeles City and County Directory  
1886-1887).

In addition to the hotel, the building also held the wholesale liquor establishment of a Mr. A. Valla (Ibid.). The 1894 Sanborn map indicated that the hotel had again changed hands, and was now called the "Russ Hotel." The Baist Real Estate Atlas of 1921 showed a building that fit the dimensions of the Valla Building perfectly, only it was called the "Six Brothers Block." The building was probably destroyed in the 1950s Police Building construction.

9. Next to the Valla Building on the north facing Los Angeles Street, stood a small brick office and a frame structure which read "Marble Wk's" on the 1888 Sanborn. Dakin in 1893 labeled it "stonecutter," and the open yard a "stone yard." It was still a marble works in the 1894 Sanborn. Between 1894 and 1912, however, the yard and frame structure was replaced by a brick office building (No. 22).

10. The Sanborn map of 1888 showed a long narrow one story brick building and a shorter one story brick building at this location. On the south side was a horse corral. These buildings were used as store fronts. In 1894 the larger building sold stoves and metal goods and the other housed a saloon. On the 1921 Baist these two buildings appeared to be represented by the so-called "Weid Block." It is assumed that these are the original 1888 structures.

11. Two one story brick buildings with a basement, facing First Street, appeared in the 1888 Sanborn map. These two buildings were storefronts, the one to the north selling liquor and wine. In 1894 they were taken down and replaced by new brick office buildings (No. 19).

12. In 1888, two small square buildings sat just south of the alley which led to Jackson Street. The building to the north held blacksmith and carpenter shops and the one next to it held a print shop. In 1894 these two buildings were taken down when a large three story brick office building went in (No. 18).

13. This three story brick building with a cement basement, just north of the alley which led to Jackson Street was divided into two storefronts. The south side held the Whitter Fuller paint store in 1888. The second story was used to store glass, and the third story was where paint supplies were kept. This half was still a paint store in 1894. The north half of this building held agricultural implements and wagons. In 1894, it was labeled as a store with offices. The 1921 Baist map showed that this building was still standing.

14. This was a two story brick building which housed agricultural implements, carriages, and a macaroni factory in 1888. In 1894 it carried out the same services less the macaroni. The 1921 Baist Real Estate Atlas referred to this building as the "Bernero Block".

15. The 1888 Sanborn map showed a two story brick building at this location. The first story held a carriage shop and the top floor housed a print shop. In 1894 the building was shown as a store which sold gas engines in the front, with a woodworking and blacksmith shop in the back. The building appeared to still be there in 1921.

16. This was a small building said to be a plumbing shop in 1888. It served the same purpose in 1894. The 1921 Baist map indicated that the building still was there at that time.

17. On the southeast corner of Los Angeles and Market (or Requena) streets stood the Hawley Brothers carriage, wagon, and agricultural implement store in 1888. It was housed in a two story brick building which sold "agricultural implements" in 1894. A building very similar in shape still occupied this spot in 1921 and it is assumed to be the same structure.

18. In 1894 four three story brick office buildings with basements were constructed along Los Angeles Street, just south of the alley which led to Jefferson Street. The 1921 Baist Real Estate Atlas referred to these buildings as the "Whittier Block."

19. The 1894 Sanborn map indicated that a three story brick office building with a basement was being erected on this spot, replacing Structure No. 11. The 1912 Baist Real Estate Atlas called this building the "Crane Block." It appeared on the 1921 Baist.

20. This building was constructed just north of the Valla Building between 1888 and 1894. The 1894 Sanborn map showed that this was a two story brick structure with a basement, offices and a wholesale produce mart in the front and book binding and paper box factory in the rear. This building was still standing in 1921.

21. Between 1894 and 1912 a brick building called the "Bush Block" was constructed on a vacant lot that had formerly been used as a horse corral. This building was also shown on the 1921 Baist Real Estate Atlas.

22. Where the marble quarry once stood a brick building was shown on the 1912 Baist Real Estate Atlas. It appeared to still be there in 1921.

23. By the 1950s this block was cleared of buildings so that the City of Los Angeles could build its Police Department building here. The Sanborn map of 1953-1955 indicated that the police building was constructed between 1953 and 1954. This building is currently referred to as Parker Center.

## Grading Summary

It appears that little change was made in the grade for Los Angeles Street between Temple and First Streets. The earliest grading profiles (Jackson 1880:map; Knox 1884:map) were not tied to an absolute datum so precise correlation with later profiles was not possible. However, these maps did show about a 7.5 foot drop between Market and First Streets which is relatively close to the 6.5 foot elevation change recorded in 1913 (Hamlin 1913). The 1913 profile was corroborated by a 1950 survey (Aldrich 1950). The slightly higher 1978 ground line reflects the sidewalk elevation and possible resurfacing since 1950.

Several of the Sanborn Fire Insurance Maps identified buildings with basements on this block. These basements have been estimated at 8 feet deep and drawn on the profile comparisons as dotted lines in their correct positions on the block.

Block 7: First Street: Los Angeles to Main

Historic Summary

The pueblo of Los Angeles grew up around the Plaza, but by 1840 some buildings had spread as far south as First Street. The streets had not been surveyed or laid out along a straight line and were merely paths that wandered between scattered adobes. At that time First Street did not extend east of Los Angeles Street, called Calle de la Zanja for the Zanja Madre which ran below the bluff at the eastern end of the block. In 1847 the garden of Lopez sat on the south side of First Street. On the north side of the street stood the adobe house of the Alvarado family and behind that was the adobe house of the Cota family. Thus First Street was often referred to as El Callejon de los Alvarados y Cotas. The land on the eastern end of the block, above the bluff, was used in the 1840s as a quarry from which clay was obtained to make adobe bricks (Francisca Roldan vs. William Nordholdt District Court Case No. 1283). In 1849 the city had its first American style survey, drawn by Edward O. C. Ord. This survey illustrated that First Street narrowed at the intersection of Main Street, as several adobes stuck into the middle of the street.

One of the maps produced as evidence in the court case of Roldan vs. Nordholdt showed that two additional buildings had been erected on the block by 1867. One was the brick residence of William Nordholdt and the other was Nordholdt's adobe store on the northwestern corner of First and Los Angeles Streets. Another map used during this trial showed that First Street on the western

side of Main Street was 68 feet wide, but narrowed to 37.4 feet in width at the eastern end of the intersection (Hansen 1869:map). In 1868 plans were made for the extension of First Street east of Los Angeles Street, but no attempt was made to straighten First between Main and Los Angeles Streets (Hansen 1868:map). The only change on the study block indicated on the 1870 Lecouvreur grading map was the appearance of a small frame structure facing Main Street. Lecouvreur clearly illustrated that a zanja crossed First Street along this block, just west of the Nordholdt brick house.

The Sanborn Fire Insurance Maps of 1888 show that the street had been cleared to an even 60 feet and that the character of the neighborhood had changed from residential to commercial. On the east end of the block were a number of brick store fronts. To the north, facing Los Angeles Street, was a large brick livery stable. On the west end of the block were several frame structures, including a beer hall, restaurant, saloon and meat market, all facing Main Street.

In October of 1893 J. H. Dockweiler, the City Engineer, drew up a plan for a widening of First Street between Los Angeles and Main Streets. This map showed the livery stable facing Los Angeles Street (No. 6), the store fronts along First Street, and at the corner of First and Main streets a bank (No. 17) replaced the beer hall and restaurant (Dockweiler 1893:map). Despite the City Engineer's plans, the Sanborn Fire Insurance Maps of 1894 indicated that First Street had not yet been widened and was only 60 feet wide. The buildings illustrated in the Sanborn map, however, corroborated those drawn in by Dockweiler the year before.

The block retained its commercial nature along with its 60' width well into the twentieth century. The 1912 Baist Real Estate Atlas showed that several of the small store fronts facing First Street were removed to make room for several hotels and the livery stable was replaced by a hotel which faced Los Angeles Street.

The City was finally able to widen First Street between Los Angeles and Main Streets to its present 100 foot with sidewalks in 1949. This dictated the removal of all the buildings facing First Street. A city engineering profile indicated that First Street was also filled somewhat at this time to raise its grade a couple of feet (City of Los Angeles 1949:map). In 1953-1954 the City of Los Angeles built the City Health Building on this block. The land along First Street was cleared, and today is landscaped. City Hall South now occupies the old City Health Building.

#### Inventory of Structures (Figure 8)

1. This has been identified as Zanja No. 8. The zanjas were L.A.'s water supply. This ditch was dug by O. W. Childs in the 1850s, on a contract with the City. Although it remained an open ditch for years, by 1883 water was carried in a 16 inch pipeline. It is not known when the pipeline was abandoned, but when the brick hotels were put in (Structure No. 19) sometime during the first decade of the twentieth century, the zanja was probably destroyed by the excavation of a basement.



LEGEND - FIGURE 8

Block 7: First Street, Los Angeles Street to Main Street

Historic Structures

1.	Zanja	1850-1900
2.	Adobe Structure	1860-1888
3.	Brick Structure	1860-1912
4.	Adobe Residence	1847-1888
5.	Frame Structure	1870-1888
6.	Livery Building	1888-1912
7.	Brick and Adobe Structure	1888-1949
8.	Two Brick Stores	1888-1949
9.	Frame Restaurant	1888-1921
10.	Three Brick Stores	1888-1949
11.	Frame Structure	1888-1921
12.	Frame Stores	1888-1923
13.	Beer Hall and Restaurant	1888-1893
14.	Saloon and Meat Market	1888-1893
15.	Frame Offices	1888-1894
16.	Cobbler Shop	1894-1950's
17.	Bank	1893-1949
18.	Brick "Buggy Shop"	1894-1950's
19.	Four Brick Hotels	1912-1949
20.	Hotel	1912-1950's
21.	City Health Building/ City Hall South	1953-present

Profile References

1906	City of Los Angeles	1906:map
1949	City of Los Angeles	1949:map

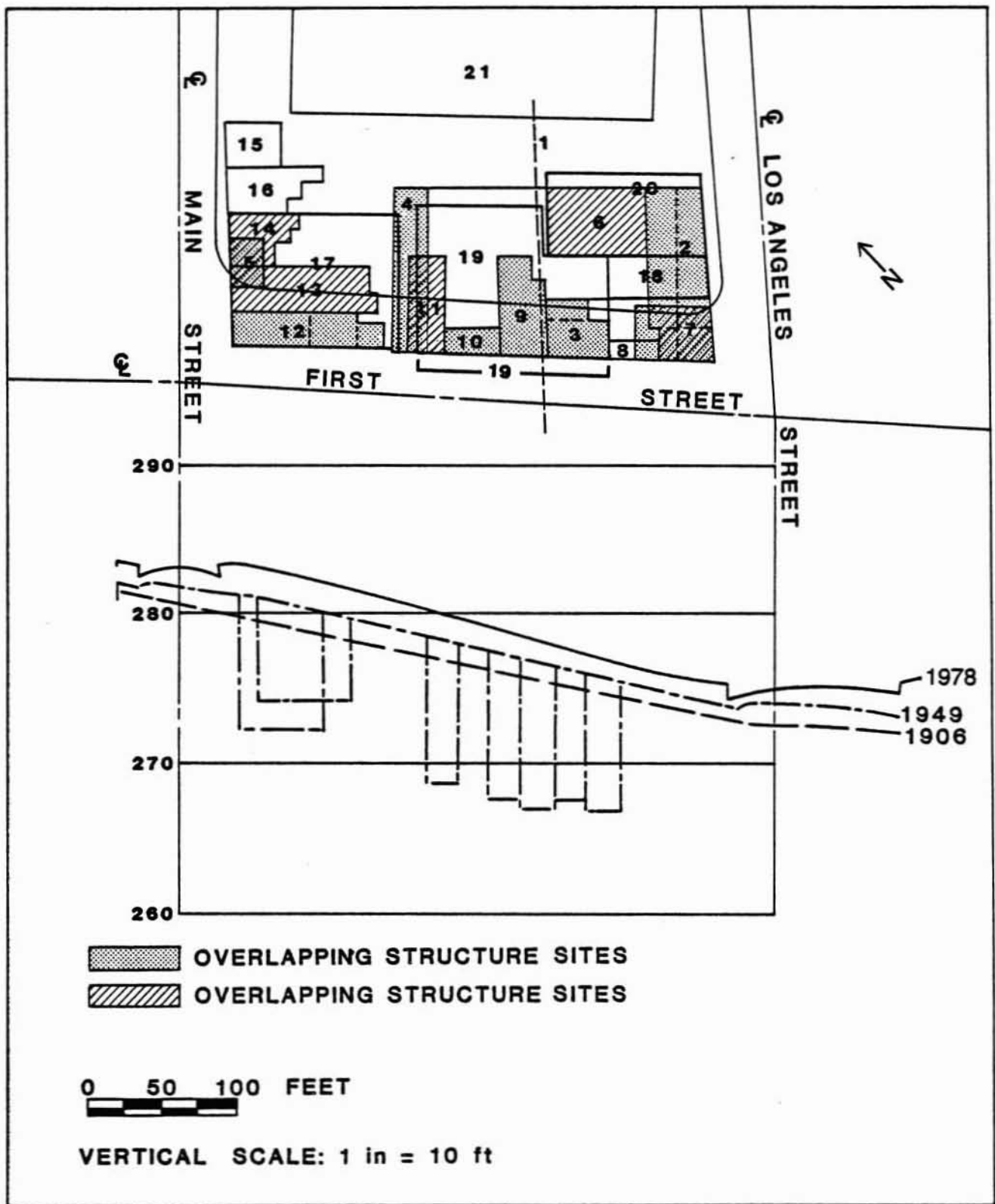


FIGURE 8  
**BLOCK 7 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
 LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM  
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2. At the northwest corner of First and Los Angeles Street William Nordholdt opened a grocery store out of a long adobe facing Los Angeles Street in 1860. Nordholdt had come to California during the Gold Rush of 1849 and settled in Los Angeles, where he married the daughter of a local California family. At first he worked as a carpenter in partnership with Jim Barton. When Barton became Sheriff, Nordholdt went into business for himself (Newmark 1930:244). He purchased this lot in 1860 from the City of Los Angeles for \$15. However, in 1867 his right to the property was challenged in court by Francisca Roldan who claimed that the lot belonged to her. The final decision in the case was that Roldan had not positively proved the exact location of her property and because Nordholdt had purchased the land legally from the City, and had made improvements such as fixing the holes that had been dug when the land was used as an adobe quarry, he rightfully should retain ownership and title to the lot (Francisca Roldan vs. William Nordholdt District Court Case No. 1283). Before his death in 1870 Nordholdt acquired most of the property facing First Street between Los Angeles and Main Streets. It appears that part of the adobe store was incorporated into a later building on this spot (Structure No. 7).

3. This was the brick home of William Nordholdt, first illustrated on the 1867 map which was drawn as part of the evidence in the Roldan vs. Nordholdt case. It was probably built sometime between 1860, when Nordholdt first acquired this property, and 1867. In the 1888 Sanborn map this brick house appeared as two store fronts facing First Street. By 1912 it had been replaced by a larger hotel building (No. 19). It seems that the Nordholdt

family retained their ownership of property on this block well into the twentieth century, for the 1921 Baist Real Estate Atlas listed the east half of the block the "Nordholdt, White, and Pouyfourcat Tract."

4. This was the adobe of the Alvarado family which stood at this location as early as 1847 according to testimony heard in the Roldan vs. Nordholdt trial. Harris Newmark pointed out in his memoir, Sixty Years in Southern California, that the Alvarado house on First Street was one of the few old adobes in town which had a tile roof. Most of the adobes in Los Angeles used asphalt as roofing material (Newmark 1930:115). The Alvarado adobe was illustrated by Lecouvreur in 1870, but it did not appear on the 1888 Sanborn map. Instead a frame structure, labeled as a store (No. 11), occupied part of this lot.

5. The Lecouvreur grading map of 1870 showed a small frame structure facing Main Street at the west end of the block. This structure did not appear on any earlier maps. It was replaced by the beer hall and saloon (Nos. 13, 14) before 1888.

6. The 1888 Sanborn map indicated that a brick livery stable was being constructed facing Los Angeles Street, just north of its intersection with First Street. The building was labeled "S. Celestine & Ponyfourcar (sic) Livery" with a carriage house and an office in the front. It also appeared on the 1894 Sanborn, but the carriage shop in the front had been converted to lodgings. Between 1894 and 1912 the livery was taken down and replaced by a hotel building.

7. On the northwest corner of Los Angeles and First Street on the 1888 Sanborn map stood a one story brick building with two small brick store fronts on the west, facing First Street, and an adobe store facing Los Angeles Street to the north. It is possible that the adobe part of this structure was once part of the Nordholdt grocery store, remodeled. In the main part of the structure, at the corner, was a saloon and restaurant. This structure was still standing on the 1921 Baist Real Estate Atlas, labeled as part of the Nordholdt, White, and Pouyfourcat Tract.

8. These two small brick store fronts were first identified on the 1888 Sanborn map. They were still standing, as part of the Nordholdt, White, and Pouyfourcat Tract in 1921. They were probably taken down when First Street was widened in 1949.

9. In the middle of the block in 1888 the Sanborn map illustrated a frame building fronting First Street, part of which was occupied by a restaurant. In 1894 the Sanborn map also showed a frame structure housing a restaurant at this location; obviously the same building. However, by 1912 the restaurant was replaced by a hotel building with a basement (part of No. 19).

10. The 1888 Sanborn map for this block depicted three brick buildings facing First Street at the middle of the block, between two larger frame structures. They appear to be labeled as stores. In 1894 the Sanborn map shows that the eastern store had been converted into a restaurant, the middle one was torn down and replaced by a shooting gallery, and the western store remained the

same. By 1912, the Baist map shows all three structures gone. Instead, in their place stood hotel buildings (Part of No. 19) with basements. The widening of First Street in 1949, however, would have destroyed the remains of the early brick store fronts, as well as removed the later hotels.

11. Where the Alvarado adobe had once stood, the 1888 Sanborn showed a frame building. It was labeled simply as a store. On the 1894 Sanborn map this same building appeared as a saloon. By 1912 it had been replaced by a large hotel building (part of No. 19) with a basement.

12. The Sanborn map of 1888 showed a row of frame stores, some with brick fronts, standing along First Street at the corner of Main Street. In 1893 these stores were replaced by the large brick German American Savings Bank (No. 1).

13. Just north of the intersection of First and Main Streets, facing Main Street, stood a large wooden building which housed both a restaurant and a beer hall. It too disappeared when the bank building (No. 17) went up.

14. North of the restaurant on Main Street was a frame structure which housed a saloon and meat market. This structure was also displaced by the construction of the bank building in 1893.

15. A short distance north along Main Street there stood three frame offices in 1888. By 1894 they had been replaced by a brick structure.

16. This brick building was first seen on the 1894 Sanborn. It was a one story brick structure facing Main Street, just north of the bank, with a store and a cobbler's shop inside. Behind this building was a vacant lot which seemed to have always remained open. In 1921 the brick building was still standing.

17. In 1893, at the northeast corner of First and Main Streets the German American Savings Bank building was erected, replacing several older frame structures. The 1912 Baist Real Estate Atlas referred to it as the "Traders Bank." A bank building sat on this corner until 1949 when Los Angeles Street was widened.

18. The 1894 Sanborn map showed that a brick buggy shop was constructed just south of the livery stable, facing Los Angeles Street, sometime between 1888 and 1894. This building still appeared to be there in 1921.

19. The 1912 Baist Real Estate Atlas illustrated that three hotel buildings with basements had been erected facing First Street, in the middle of the block, sometime after 1894. The easternmost of these hotels sat at the approximate location of the old Nordholdt residence. The other two hotels replaced a series of brick and frame structures, including a restaurant, shooting gallery, and stores, which had appeared on the 1894 Sanborn map. These hotels were torn down in 1949 when First Street was widened.

20. This hotel, just north of the Nordholdt tract, facing Los Angeles Street was first seen on the 1912 Baist Real Estate Atlas. It appears to have replaced the livery stable (No. 6). Although not indicated on Baist maps, this modern, multistoried structure undoubtedly contained a basement. The building was probably taken down when the block was cleared for construction of the City Health Building.

21. Between 1953 and 1954 the entire block was cleared and the City Health Building was erected. City Hall South now occupies this structure. The building sits back off First Street and should not be encountered by the DPM route.

#### Grading Summary

The First Street grade has been raised approximately 2 feet during the twentieth century. The earliest street profile obtained for this block depicted the centerline street grade in 1906 (City of Los Angeles 1906:map). This elevation remained the same until the 1940s and was confirmed by profiles on the north side of First Street obtained for 1909 (City of Los Angeles 1909:map) and 1914 (City of Los Angeles 1914:map). Probably in conjunction with the 1949 street widening, the elevation of First Street was raised (City of Los Angeles 1949:map). The higher elevations of the 1978 ground line depicts the grade of the sidewalk and may indicate that some filling was done during the construction of the later City buildings on this block.



It should be pointed out that the 1949 profile of First Street indicated the presence of basements along the north side of First Street. Part of the bank building (Structure No. 1) and most of the hotels (Structure No. 19) seem to have had subsurface floors which were filled after the widening of First Street leveled those buildings.

Block 8: First Street: Main to Spring

Historic Summary

This block was greatly altered in 1926 when construction began on City Hall. This activity realigned Spring Street and eliminated all of the structures that once lined First Street. Cultural resources extant in this block would date from about the 1860s to the 1920s. The earliest map available, the Ord Survey of 1849, showed, interestingly enough, that an adobe stood in the middle of the street at the western corner of First and Main streets. No other buildings were visible on this block.

In 1870 Lecouvreur illustrated four buildings along First Street, between Main and Spring streets. He also showed several buildings along the west side of Main Street, north of First Street, and one small adobe on the east side of Spring Street. Lecouvreur drew First Street west of Main as being 68 feet wide along its entire length. The width of First Street between Main and Spring remained at 68 feet until the late 1920s when it was widened to 110 feet (including sidewalks) as part of the City Hall construction project.

By 1887 this block had greatly changed. Of the buildings recorded by Lecouvreur in 1870, only the brick structure at the northwest corner of First and Main remained. All others had disappeared. In their place stood a line of brick stores and offices which were to remain intact until they were torn down in the 1920s to allow for the construction of City Hall.

## Inventory of Structures (Figure 9)

1. This brick building on the northwest corner of First and Main housed several stores and had some offices on the second floor. One of the stores in this building was the American Bakery, managed by Thomas E. Rowan. As early as 1872 the American Bakery advertized in the first Los Angeles city directory that it was "The only Cracker Bakery in the city." The American Bakery continued to list itself on the northwest corner of First and Main Streets in the city directories through 1890. This building appeared to be the only early structure which was left standing during the building spree on this block of the 1880s. It was shown on the 1888 Sanborn map as a two story brick office building with stores and a cigar factory on the bottom floor and offices on the top. It remained little changed into the 1920s.

2. This building appeared on the Lecouvreur map of 1870 as a brick structure facing Main Street, just north of First Street, with a frame structure attached ot it. This may have been the first shop of Louis Lichtenberger. By 1880 it had been replaced by the so-called Lichtenberger Block.

3. Lecouvreur in 1870 illustrated a small frame structure facing First Street, just west of Structure No. 1. Again by 1887, it was gone, replaced by a brick office building.

4. This building appears on Lecouvreur's grading map as a combination frame and brick structure back from First Street at mid-block. By 1887 it was no longer there, instead a brick office building filled its space.

LEGEND - FIGURE 9

Block 8: First Street, Main Street to Spring Street

Historic Structures

1. Brick Structure	1870-1920's
2. Brick and Frame Structures	1870-1887
3. Frame Structure	1870-1887
4. Brick and Frame Structure	1870-1887
5. Frame Structure	1870-1887
6. Adobe Structure	1870-1887
7. Brick Structures	1887-1920's
8. Brick Structure	1887-1920
9. Brick Building	1887-1920
10. Brick Building	1887-1920
11. Saloon/Theatre	1887-1920's
12. Brick Building	1887-1920's
13. First National Bank	1887-1920's
14. Brick Buildings	1887-1920's
15. Brick Buildings	1887-1920's

Profile References

1888 City of Los Angeles 1888:map

1930 Jessup 1930:map

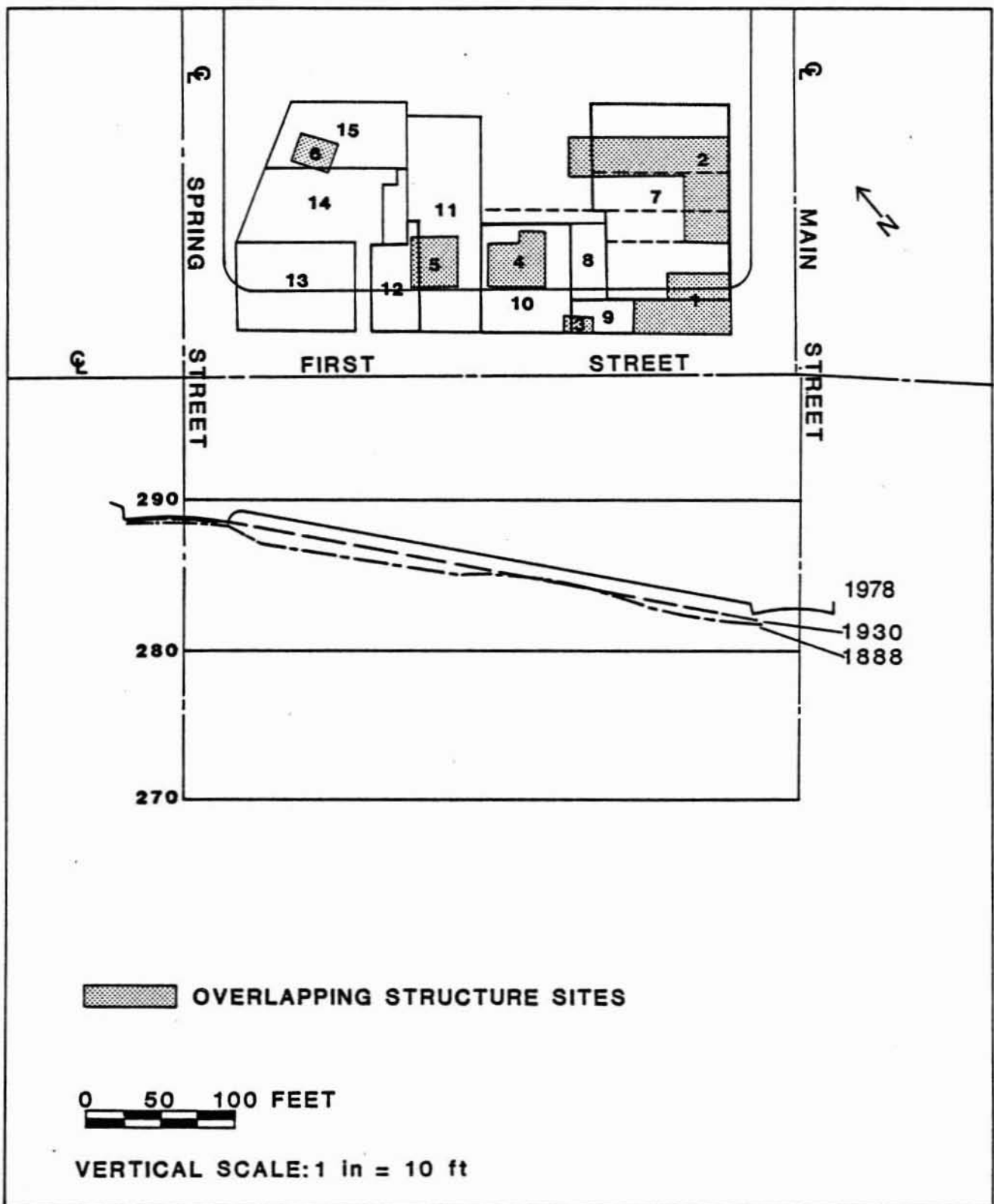


FIGURE 9  
**BLOCK 8 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
 LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM  
 SCIENCE APPLICATIONS, INC.

5. Lecouvreur drew in a frame structure, back off of First Street, towards the west end of the block, in 1870. By 1887 it had disappeared, and there appears to be a brick beer hall in its place.

6. Facing Spring Street, north of First, Lecouvreur drew a small adobe. By 1887 the adobe was gone, and its space was occupied by the IOOF Hall.

7. This group of brick two story buildings were labeled as the Lichtenberger Block on the 1888 Sanborn Fire Insurance Map. Louis Lichtenberger, a German, arrived in Los Angeles in 1864. He began his career in this new city by working for another German immigrant, John Goller, who ran a blacksmith and carriage shop. Many of L.A.'s early blacksmiths were German, and some of the most prominent started out working for Goller (Baur 1954). It was a simple transition from blacksmith to wagon builder, and one that Lichtenberger made the next year when he joined Louis Roeder to form the firm of Roeder & Lichtenberger. By 1872 the two had gone their own ways and Louis Lichtenberger advertized himself as a manufacturer of wagons and buggies in the first Los Angeles city directory, with an address on Main Street. By 1880 he had constructed his carriage shop at this location, just north of First Street on Main Street. The Lichtenberger Block was illustrated in the 1880 Thompson and West history of Los Angeles. The Sanborn maps showed that the bottom floor of the structure was used as a "carriage repository" with offices on the top floor. Facing on Main Street were several store fronts. The Lichtenberger Block appeared to remain at this location until the 1920s when it was torn down to make room for City Hall.

8. Part of the Lichtenberger property included a brick building, off the street, behind Structure No. 1 to the north, and facing an open alley in the middle of the block. The Sanborn map of 1888 labeled this structure a carriage house. The 1894 Sanborn map showed that it had become a picture frame factory on the first floor and a lodge meeting hall on the second. This building, constructed sometime between 1870 and 1887 remained until the 1920s when the entire block was cleared to make room for City Hall.

9. This building just west of Structure No. 1 was built sometime after 1870, but before 1887. It was a two story brick structure with a cigar factory on the bottom floor and offices on top. It remained intact until the 1920s.

10. Another part of the Lichtenberger property was a two story brick building facing First Street, just west of Structure No. 9. It housed a restaurant on the bottom floor and furnished rooms on the top in 1888. By 1894 the restaurant had been converted into a store, but the upstairs was still used as a rooming house. It too stood until the 1920s. Next to the restaurant were several store fronts. These buildings appear to have been built together, since they share a common front, and the rental units on the top floor seem to be connected.

11. In the middle of the block, facing First Street, was a long narrow two story brick building. In 1887 Sanborn labeled it a "Beer Hall & Bowling Alley," In 1888 it was shown as having a saloon on the first floor and the

Evening Express Press and offices on the second. The 1894 Sanborn indicated that the first floor was occupied by a saloon and bowling alley, and that a barber shop occupied the store front on First Street. A 1905 photograph found in the collection of the Los Angeles County Museum of Natural History showed that by that date the former saloon had been converted into the Vaudeville Theater. It was to remain a theater until the 1920s.

12. Between the saloon and the bank on the corner of First and Spring stood a small, square, two story brick building which, in 1887, housed store fronts facing First Street, with a photo studio on the second floor. The 1888 Sanborn showed that an iron partition ran through the back of the building and in the rear a printing press was located. This building, as the others on the street, remained little changed from the 1880s to the 1920s.

13. At the northeast corner of First and Spring stood the Los Angeles First National Bank Building in 1887. This three story brick building, with a basement, housed the bank on the first floor, offices on the second, and the Masonic Lodge on the third. It continued to be operated as a bank, although over time the name changed, until the 1920s.

14. Just north of the bank building, facing Spring Street, stood the IOOF Hall in 1887. This three story brick building housed stores on the first floor, offices on the second, and the IOOF Lodge on the third. The 1921 Baist Real Estate Atlas referred to the building as the "Pithian-Castle Block."



15. Just north of the Pithian-Castle building stood a two story brick office building. In 1887 it housed some stores and a drug store. The 1888 Sanborn showed that from south to north the building held a restaurant, with the kitchen occupying the rear of the building, a drug store and a saloon. The second floor held offices. This building remained intact until the 1920s when it was destroyed, along with the other buildings on the block to allow City Hall to be built.

16. (Not shown on Figure 9) In 1918 the City of Los Angeles began to plan for a central location for their governmental buildings. A vote of the citizens in 1922 chose the area bounded by First, Sunset, Hill, and Los Angeles Streets as the location for the new civic center. Los Angeles City Hall was built between 1926 and 1928. It was designed by John C. Austin, John Parkinson and Albert C. Martin. Until the 1950s this 28 story building was the tallest in the city. The form of the structure was highly influenced by Bertram Goodhue's design for the Nebraska State Capital. Gebhard called it a monumental tower on a Beaux Arts base (Gebhard 1977:222). City Hall is listed in the California Inventory of Historic Resources and is a Los Angeles City Cultural Historic Monument. To make room for City Hall all of the buildings on this block were torn down and First Street was widened to 110 feet (Jessup 1930:map). Because the area facing First Street is landscaped, it is possible that some subsurface cultural remains might exist relatively undisturbed since the 1920s. The construction of City Hall itself would not have affected resources under the DPM route since it is located well to the north.

## Grading Summary

There has been virtually no change in the grade of the block during the last one hundred years. The street grade in 1888 (City of Los Angeles 1888:map) was found to be similar to the profile of the north side of the street in 1900 (City of Los Angeles 1900:map). Some minimal smoothing of the street surface occurred in 1927 (City of Los Angeles 1927:map), and this was confirmed by the 1930 profile which showed that First Street was being widened to 110 feet including sidewalks (Jessup 1930:map). The slightly higher grade of the 1978 ground line seems to reflect the raised surface of the sidewalk.

## Block 9: First Street: Spring to Broadway

### Historic Summary

Although the configuration of this block and the names of the streets have changed, it is still possible to reconstruct the history and locations of the buildings along modern First Street, between Spring and Broadway. For many years Broadway was referred to as Fort Street. Also, before the State Building was constructed in the 1930s a small cross street, first called Jail then Franklin, and later known as Court Street, ran between Broadway and Spring just north of First Street.

There were no recorded buildings this far from the Plaza in the days of the Pueblo. Early in the American period residents of Los Angeles began to construct offices and shops along First Street, even as far as Broadway. Lecouvreur in 1870 illustrated four buildings along the west side of Spring Street between First Street and Jail Street. Three of these buildings were of brick and one of adobe. In addition, there was a single adobe structure standing on First Street between Spring and Broadway.

In 1887 most of the early structures were gone, replaced by newer brick office buildings. The most important building on the block was the L.A. Times building which stood on the northeast corner of Broadway and First Streets. Few structural changes were made between the late 1880s and the early 1930s. A few new brick office buildings went in to fill up the block, but the commercial nature of the block remained the same. Then, in the early 1930s, all of

the buildings on this block were removed to make way for the State Building. Most of the historic buildings on this block, therefore, date from the 1880s to the 1930s. With the widening of First Street, the remains of those buildings fronting the avenue were destroyed.

#### Inventory of Structures (Figure 10)

1. The Lecouvreur grading map of 1870 illustrated a brick building facing Spring Street, just north of First Street. This building was replaced by the Schumacher Block in 1880. It is possible that this building may have served as John Schumacher's first store and saloon.

2. To the north of Structure No. 1, facing Spring Street, sat a long narrow brick building in the Lecouvreur map of 1870. It appeared that this building was incorporated into the Schumacher Block in 1880. The 1887 Sanborn Fire Insurance Map showed it to be a two story brick building with a store in the front, a photo studio in the rear, and offices on the second story. The building had a galvanized iron cornice. It was still standing in 1921. Like all the other buildings on the block, it was torn down in the early 1930s so that the State Building could be erected at this location.

3. Lecouvreur in 1870 showed an adobe at this spot. It was gone by 1880, replaced by the Schumacher Block.

LEGEND - FIGURE 10

Block 9: First Street, Spring Street to Broadway

Historic Structures

- |  |              |
|--|--------------|
| 1. Brick Building                            | 1870-1887    |
| 2. Brick Building                            | 1870-1930's  |
| 3. Adobe Structure                           | 1870-1887    |
| 4. Adobe Structure                           | 1870-1921    |
| 5. Benton Hotel                              | 1912-1930's  |
| 6. Four Brick Buildings,<br>Schumacher Block | 1880-1930's  |
| 7. Larronde Block                            | 1887-1930's  |
| 8. Brick Building                            | 1887-1930's  |
| 9. Brick Offices                             | 1887-1930's  |
| 10. Brick Building                           | 1893-1930's  |
| 11. Los Angeles Times Building               | 1886-1930    |
| 12. California State Building                | 1933-ca 1976 |

Profile References

- |      |                     |          |
|------|---------------------|----------|
| 1888 | City of Los Angeles | 1888:map |
| 1930 | Jessup              | 1930:map |

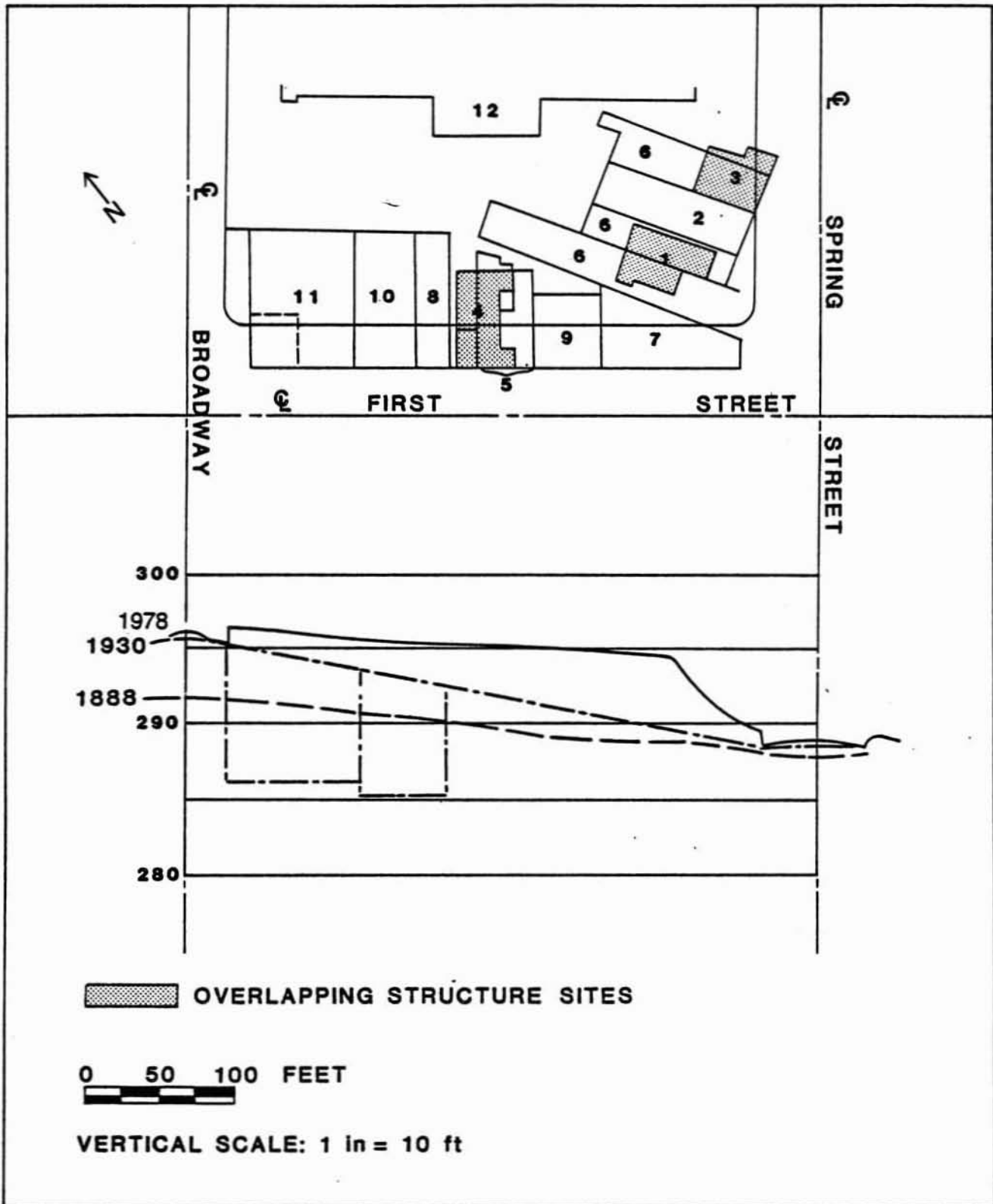


FIGURE 10  
**BLOCK 9 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
 LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM  
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4. Facing First Street, in the middle of the block, Lecouvreur recorded an adobe in 1870. The 1888 Sanborn map indicated that this building was still in use, with a frame addition. In the front, along First Street, were offices and apartments, and the rear held a tailor shop. That this building was a renovated adobe was confirmed by a survey drawn by the City Engineer in November of 1888 (Lambie 1888:map) and by the Sanborn map for that year. In 1894 the adobe was labeled as "sleeping rooms." Next to it was built a brick store and restaurant. Both the adobe rooming house and the brick store were removed sometime between 1894 and 1912 when the Benton Hotel was built at this location.

5. The Benton Hotel was first noticed on the 1912 Baist Real Estate Atlas. This building replaced the adobe and brick store at this location. A 1930 city engineering map indicated that the Benton Hotel had been a four story brick building (Jessup 1930:map). It was destroyed when the State Building was put up in the early 1930s.

6. This group of four 2 story brick buildings, including Structure No. 2, facing Spring Street north of First Street was known as the Schumacher Block. John Schumacher, a native of Wurtenberg, Germany, came to California in 1846 as part of Stevenson's Regiment of New York Volunteers to fight in the Mexican American War. Struck by gold fever in 1850 Schumacher traveled to the mines around Sutter's Creek and found a nugget which he sold for \$800. Returning to Los Angeles in 1853 he acquired nearly the whole block along Spring Street between First Street and Franklyn. Here, in a single room, he conducted a

grocery store and bar. Schumacher was reputed to be one of the first to introduce lager beer to L.A., which he imported from San Francisco. He also garnered quite a reputation as a bartender, as Harris Newmark recalled:

...Schumacher acquired even more fame for a drink that he may be said to have invented, and was known to the early settlers as Peach and Honey. It contained a good mixture with Peach brandy, and was a great favorite, especially with politicians and frequently of the neighboring Courthouse, including well known members of the Bar, all of whom crowded John's place "between times," to enjoy his much-praised concoction (Newmark 1930:39).

Following the traditional route of urban saloon keepers, John Schumacher not only socialized with politicians, he became one, serving on the City Council from 1855 to 1857. His fluency with languages made him valuable as an interpreter, for he knew German, Spanish, French, and English. John Schumacher ran his store on Spring Street until 1870, and then in 1880-1881 he had the Schumacher Block of office buildings constructed at this site (Illustrated History of Los Angeles 1889:648). The Sanborn maps showed that in 1888 these buildings had store fronts facing Spring Street, and offices on the second floor. The most southerly of these brick buildings held a tailor shop and storehouse in the back but in 1894 this had become a music store and piano warehouse. In the 1921 Baist Real Estate Atlas these buildings were still grouped together as the Schumacher Block. They were leveled when the State Building was constructed.



7. On the northwest corner of First and Spring stood a two story brick building, with a basement, in 1887. The 1888 Sanborn indicated that a tailor shop occupied the basement, with stores on the street level, and offices and sleeping rooms on the top floor. The 1921 Baist called this corner building the "Larronde Block." It was torn down, like all the other buildings on the block in the 1930s.

8. In the 1887 Sanborn a two story brick building was shown facing First Street, on the west end of the block, labeled only as a store. In 1888 it was said to have offices on the second floor. The 1894 Sanborn identified the building as a saloon. This structure stood here until the 1930s.

9. To the west of the Larronde Block was a two story brick office building facing First Street. The Sanborn map of 1888 indicated that it held offices. In 1894 the westernmost office had become a saloon. It appeared that this building stood until the 1930s.

10. Just to the west of the saloon building referred to as Structure No. 8 there appeared, on the 1894 Sanborn map, a three story brick office building, with store fronts and offices on the first floor, offices and furnished rooms on the second floor, furnished rooms on the third floor, and a print shop in the rear. This building did not appear in the 1888 Sanborn but it was on the 1893 Dakin so it was built sometime between 1888 and 1893. It was torn down in the early 1930s to make room for the State Building.

11. At the northeast corner of First Street and Broadway stood the old Los Angeles Times Building. The Times was founded in 1881 and according to photographs found in the files of the California Historical Society this building was erected in 1886. The 1887 Sanborn map indicated that the Times only occupied the corner, and that next to it on the east, facing First Street was a tin shop. The tin shop was shown in the 1888 Sanborn as a three story brick building with a basement labeled as "Stove & Tin Ware" on the first floor, offices on the second, sleeping rooms on the third, and repairing and storage in the basement. It appeared to be part of the same structure as the Times. In 1894 the tin shop part of the building became the "Los Angeles Transfer Co." In 1910 the Los Angeles Times Building was destroyed in the famous bombing, supposedly planned by the McNamera brothers, resulting from a dispute over labor issues in the city. This incident has been covered by numerous authors, from Carey McWilliams to Remi Nadeau, and will not be gone into in any detail here. The Times erected a new building on this spot, of granite and yellow brick. This new building, which took up both the corner lot and the former location of the Los Angeles Transfer Company, was four stories high, and stood until it was displaced by the plans for the construction of the State Building on this block. At that time the newspaper built another office building on the south side of First Street at the corner of First and Spring Streets.

12. The California State Building was designed by John C. Austen and Fredrick M. Ashley and constructed between 1931 and 1933. To make room for it, all of the buildings on the block were cleared and First Street was widened from 68 to almost 110 feet including sidewalks. The State Building's design was characterized by architectural historian David Gebhard as "W.P.A. Moderne" (Gebhard 1977:222). It had an attractive tile lobby and Lucille Loyd murals decorated the Assembly Room. It has been removed, however, as a result of damage from the 1971 earthquake, and a new State Building was erected on the southern side of First Street between Broadway and Hill Street. Today all that remains of the old State Building is the lobby floor, turned into a makeshift picnic area. The DPM route does not cross the remains of the old State Building, but runs just south of it.

#### Grading Summary

The historic profiles for this block show that First Street has been elevated approximately 3.5 feet at its west end. A map of 1888 not only depicted the street's center line profile (City of Los Angeles 1888:map) but also a proposed new grade. This new grade, however, was not finally implemented until the 1930s. The elevations for the 1888 ground profile were repeated in 1900 (City of Los Angeles 1900:map) and in 1930 (Jessup 1930:map). The 1930 map also contained the same proposed grading plan that was first presented over forty years earlier. These elevation changes were finally made when First Street was widened in the late 1930s.

A plan for this block, drawn in 1938, gave the location of basements for the Los Angeles Times Building (Structure No. 11), and the adjacent office buildings (Structures No. 8 and 10) (Aldrich 1938:map). The depths of these basements have been estimated and plotted on the block profile (Figure 10).

The discrepancy between the historic grade of First Street and the elevation given on the 1978 ground line reflects the course of the DPM route in the interior of the block. This area must have been substantially raised as part of the construction of the old State Building.

Block 10: First Street: Broadway to Hill

Historic Summary

This block was located in a section of the city which was not developed until the American period. The west half of the block was part of the Mott Tract, which was first subdivided in 1869. The 1870 Lecouvreur grading map showed two buildings along First Street on this block, and two additional structures facing Broadway (which was then known as Fort Street). The early Sanborn maps indicate that First Street ended at Hill Street because of the sharp rise of Bunker Hill there. In addition, a steep slope was shown to cut across the northern end of the block.

By the 1880s several frame residences appeared on the block. These homes remained until the 1920s when they were replaced by office buildings or garages. By 1880 a brick livery stable had been constructed on the northwest corner of First and Fort Streets. This structure was eventually displaced by the Tajo Building. It appears that all the major buildings on this block were constructed in the 1880s and 1890s and stood until the late 1930s when they were torn down so that First Street could be widened. Today this block is occupied by the Los Angeles County Law Library.

Inventory of Structures (Figure 11)

1. On the northwest corner of First and Fort (later Broadway) Lecouvreur depicted an adobe building in 1870. Photographs in the collection of the California Historical Society indicate that by 1880 the adobe had been replaced by a two story brick livery stable (No. 3).

2. In 1870 Lecouvreur presented a small frame structure in the middle of the block, facing First Street, but back from the curb. This square house can also be seen in the 1888 Sanborn map. Between 1888 and 1893 this house was taken down and replaced by part of the brick Tally Ho Livery Stable (No. 10).

3. Sometime between 1870 and 1880 a two story brick livery stable was built on the northwest corner of Fort and First Streets, replacing the old adobe which once stood there (No. 1). The city directories indicated that by 1884 De Turk's Livery Stable had moved to this location. This occupancy was confirmed by the 1887 Sanborn Fire Insurance Map. In 1888 the Sanborn map showed that the building was being renovated and turned into the Board of Trade offices. The 1894 Sanborn referred to the structure as the Board of Trade Building and added that the California Club occupied the second floor.

In 1897 this structure was torn down and replaced by the Tajo Building. A 1914 city engineering map indicated that the Tajo Building was four stories high and had a basement (Hamlin 1914:map). This structure was later referred to as the Klinker Building. It was torn down when First Street was widened in 1938.

LEGEND - FIGURE 11

Block 10: First Street, Broadway to Hill Street

Historic Structures

1.	Adobe Structure	1870-1887
2.	Frame Residence	1870-1893
3.	Livery/Board of Trade	1880-1897
	Tajo/Klinker Building	1897-1938
4.	Restaurant	1887-1893
5.	Lodgings	1887-1893
6.	Frame Residence	1887-1914
7.	Frame Cottage	1887-1921
8.	Frame Residence	1887-1921
9.	Boarding House	1887-1921
10.	Tally Ho Livery Stable	1894-1939
11.	County Law Library	1952-present

Profile References

1882	City of Los Angeles	1882:map
1888	City of Los Angeles	1888:map
1938	Aldrich	1938:map

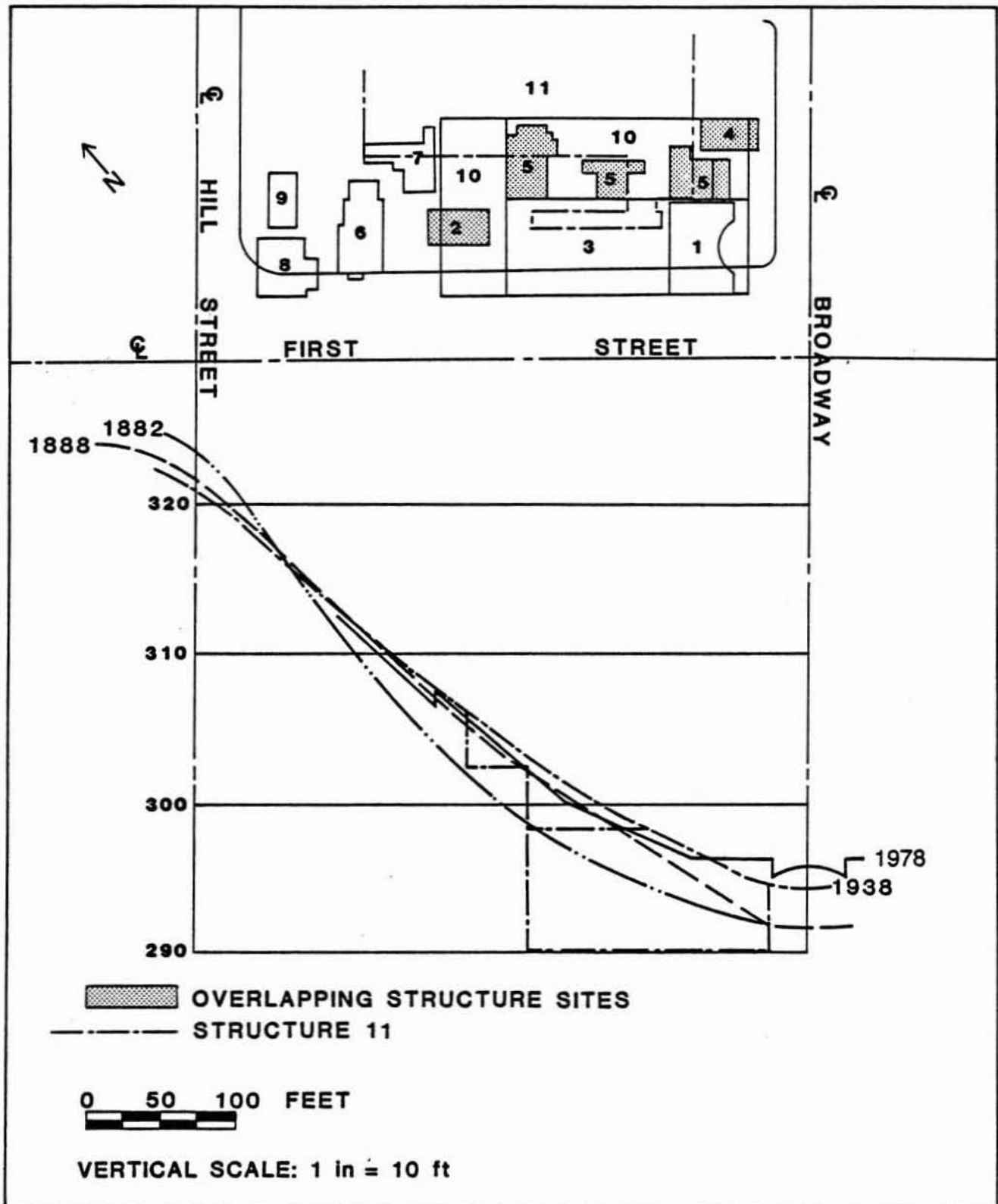


FIGURE 11  
**BLOCK 10 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
 LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM  
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4. In 1887 a frame structure was shown facing Fort Street, north of First Street. The 1888 Sanborn map labeled this a restaurant. It was gone by 1893; replaced by the Tally Hò stables.

5. Three structures lay adjacent to De Turk's Livery on the north in the 1887 Sanborn map. Two of the buildings, one of wood, the other of half wood and half brick construction, were identified on the 1888 Sanborn as "Lodgings." The third building was a simple one story frame residence. They were replaced by 1984 by the Tally Ho Livery Stable (No. 10).

6. Further to the west, facing First Street, was a two story frame house. This dwelling was first visible on the 1887 Sanborn and was still standing in April of 1914. It no longer appeared visible on the 1921 Baist Real Estate Atlas however.

7. This is another frame house, probably single story, located just north of Structure No. 6. It first appeared on the 1887 Sanborn. A city engineering map in 1914 referred to it as a "cottage" (Hamlin 1914:map). It was no longer visible on the 1921 Baist.

8. On the northeast corner of First and Hill stood a two story frame dwelling. It was built sometime between 1870 and 1887. It was still standing in 1914 but by 1921 had been torn down.

9. This one story frame structure was on the 1887 Sanborn map. The 1888 Sanborn indicated that it was a boarding house. It was still there in 1914, but by 1921 was gone.

10. This two story brick structure was built sometime between 1888 and 1893. The 1894 Sanborn map labeled it the "Tally Ho Livery and Sale Stable." The entrance for the stable faced on Broadway but the building made a right turn around the Board of Trade Building and butted up against First Street. Eventually the structure was divided into two separate buildings, one fronting Broadway and the other facing First Street. By the 1920s these buildings functioned as garages. They stood here until 1939 when the one on First Street was torn down so that First Street could be widened. Eventually the garage facing Broadway was replaced with the County Law Library, which filled the block.

11. The 1953-1955 Sanborn map indicated that the Los Angeles County Law Library was built in 1952. Today it is the only structure on the block.

#### Grading Summary

Historic street profiles and grading documents have revealed a series of activities on this block which have resulted in raising the eastern half of the street from four to five feet in elevation. The earliest profile obtained (City of Los Angeles 1882:map) was of the north side of First Street in 1882 and depicted the results of grading activities - implying that the original

street contour had been different than this. Elevations for this profile had been taken relative to a local, unknown, datum, but were tied to the 1888 profile (City of Los Angeles 1888:map) through map notes. In 1888 the current street grade was given, as well as a proposed grading plan for the block. Between 1882 and 1888 several feet had evidently been taken off the hill on the west end of the block and the grade had been evened out. The 1888 ground level, and the proposed street renovations, were repeated on a 1895 plan for the block (City of Los Angeles 1895:map), with all elevations concurring.

In 1914 the City Engineer drew up a plan for the widening of First Street between Broadway and Hill Streets (Hamlin 1914:map). This map indicated where buildings were located on the block. However, the proposed street widening and grade changes were not accomplished until the late 1930s. The engineer's drawings for the eventual widening of First Street also noted the location of basements on buildings which fronted First Street on this block (Aldrich 1938:map). The depth of these basements have been estimated and sketched onto the profile map (Figure 11).

## Block 11: Hill Street: Second to Third

### Historic Summary

During the early American period, Hill Street was considered to be the western boundary of Los Angeles as Bunker Hill rose up to block the extension of city streets. Bunker Hill was not utilized as a residential area until the late 1860s. In 1867 Prudent Beaudry, who later would rise to the position of City Councilman and Mayor, acquired 20 acres between Second and Fourth Streets from the west side of Hill Street to Charity. He paid \$517 for the land at a Sheriff's sale, then subdivided the tract into 80 lots and auctioned them off, realizing a profit of \$30,000 (Illustrated History of Los Angeles 1889:372). Beaudry understood that the western hills could not be developed unless they were supplied with water. After failing to reach an agreement for such services with the Los Angeles Water Company, of which he had been a founding member, Beaudry formed his own water company, secured a city franchise, and went about building the necessary reservoirs and water works for his hillside tracts (Fogelson 1967:34).

The hill was developed so suddenly that longtime residents were amazed at the changes that occurred there. "I observed that the approaches to the hills were dotted here and there with little houses," wrote Harris Newmark after returning from a trip in 1868 (Newmark 1930:460). Those who resided on Hill Street felt as though they lived on the outskirts of town. To shorten the trip between Hill Street and the business district in 1874 Judge Robert M. Widney and others built the city's first horse car line, known as the Spring and Sixth Street Railway (Workman 1936:149).

The early houses on the hill were rather unpretentious. Built of Oregon pine, using balloon frames, many reflected the Gothic designs popular in those days (Adler 1968). A visitor to the city in 1876 noted that on Hill Street:

tiny, isolated dwellings that can scarcely be called houses, rise here and there. Many of these have fresh green grass plots which have water piped in from springs placed at the summit of the hill, and which forces water up from a lower reservoir into one holding a million gallons (Salvador 1928:128).

In 1870 Lecouvreur drew only seven buildings on this block. But rather than the adobes of earlier days, four were of wood, and three were of brick, construction materials more to American tastes. To bring more people to the hills a group of real estate promoters built the first cable car line in Los Angeles: the Second Street Cable Railroad. Open in 1885, this line prospered while the boom of the 1880s lasted. But with the collapse of the real estate market in 1888 the cable cars could not make a profit, and folded. Hill Street, however, was transformed. The Sanborn map of 1887 showed that the block between Second and Third Streets was lined with houses. Hill Street was now considered a fashionable place to live, and many of the new houses were built in Victorian styles.

Bunker Hill was finally overcome as an impediment to progress in 1901 when a tunnel was put through along Third Street from Hill to Hope Street. The Third Street Tunnel both facilitated the flow of traffic and greatly enhanced

property values in the area. In 1924 another tunnel under Bunker Hill was completed at Second Street (Newmark 1930:622). As the city grew to the south and west, so the central business district shifted. Between 1910 and 1920 Hill Street evolved from a residential into a commercial neighborhood. In 1921 only three of the houses which had stood on this block in 1894 were still there. Instead of homes in the Queen Anne or Eastlake tradition now there were parking lots, garages, hotels, and a fire station. During the 1930s the block retained its commercial atmosphere. A few of the older hotels gave way to parking lots, as Los Angeles gave itself wholeheartedly to the automobile. Little about this block changed until the redevelopment efforts of the 1960s tore down all the buildings but the fire station. Today housing for the elderly is being constructed on this block.

#### Inventory of Structures (Figure 12)

1. The Lecouvreur grading map of 1870 indicated that this was a small frame building. It was not present on the 1887 Sanborn Fire Insurance Map.
2. In 1870 this was a small square frame structure. It appeared to be gone by 1887.
3. The 1870 Lecouvreur illustrated two brick buildings next to each other towards the middle of this block. The brick structure to the south was shown to have a small frame addition at the rear in the 1888 Sanborn. It also appeared on the 1894 Sanborn map. But on the 1910 Baist Real Estate Atlas the Vendrome Hotel sat in its place.

LEGEND - FIGURE 12

Block 11: Hill Street, Second Street to Third Street

Historic Structures

1. Fram Residence	1870-1887
2. Frame Residence	1870-1887
3. Brick Residence	1870-1910
4. Brick Residence	1870-1921
5. Frame Residence	1870-1921
6. Frame Residence	1870-1910
7. Brick Residence	1870-1910
8. Frame Residence	1887-1921
9. Frame Residence	1870-1910
10. Frame Residence	1887-1921
11. Rooming House	1888-1921
12. Vendome Hotel	1910-1970's
13. Frame Residence	1887-1921
14. Frame Residence	1887-1921
15. Frame Residence	1887-1921

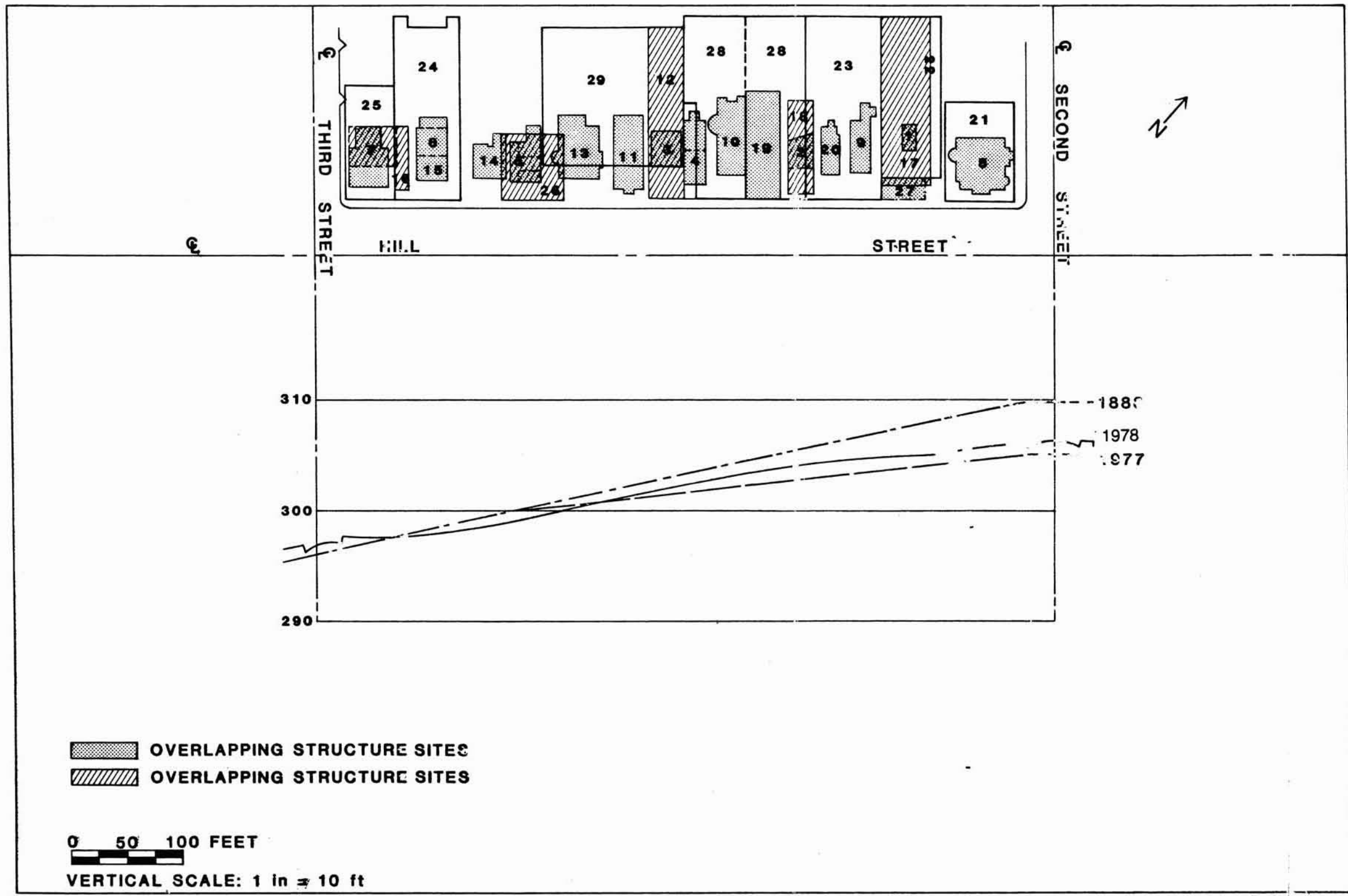
Historic Structures

16. Frame Residence	1888-1910
17. Lincoln Hotel	1888-1921
18. Frame Residence	1887-1910
19. Rooming House	1887-1910
20. Frame Residence	1894-1910
21. Garage	1921-1935
22. Garage	1921-1970's
23. Fire Station	1910-1924; 1924-present
24. Concrete Structure	1910-1970's
25. Hotel Guilles	1910-1970's
26. Brick Structure	1935-1952
27. Brick Structure	1935-1970's
28. Fire Station Ext.	1949-present
29. Senior Citizens Tower	1970's-present

Profile References

1888 Lambi 1888:map

1917 City of Los Angeles 1917:map



**FIGURE 12**  
**BLOCK 11 HISTORIC PLAN VIEW AND PROFILE**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
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4. Northern of the two adjacent brick structures on the 1870 Lecouvreur map. By 1888 it had a large frame addition in the rear. This building could still be seen on the 1910 Baist, but by 1921 it had vanished.

5. On the Lecouvreur map of 1870 this appeared as a small T-shaped frame building. It was possibly enlarged and was shown as a different shaped structure on the 1887 Sanborn. It may have still been standing in 1910, but by 1921 it was definitely gone.

6. This was a small frame house in 1870. Like Structure No. 5 it appeared that this house was enlarged (No. 15) by the time the 1888 Sanborn map was drawn. By 1910 it had disappeared.

7. Lecouvreur in 1870 had a square brick building occupying the northwest corner of Hill and Third Streets. In 1887 the Sanborn map illustrated a square one story frame dwelling at this same location. It is unclear whether this is the same building with a different front, or a new structure. In any case the house at this corner was gone by 1910.

8. The Sanborn map of 1887 showed a two story house at the southwest corner of Second and Hill Streets. It was still there on the 1910 Baist, but was replaced by a garage sometime before 1921.

9. This one story frame dwelling appeared on the 1887 Sanborn map. It was still there on the 1894 Sanborn. But by 1910 it had been replaced by the fire station.

10. This was a two story frame dwelling according to the Sanborn map of 1887. It appeared on the 1910 Baist Real Estate Atlas, but was not on the 1921 Baist map.

11. This was a two story frame "Rooming House" on the 1888 Sanborn Fire Insurance Map. It was still standing in 1921. A map of Hill Street in 1935, however, showed a parking lot at this location (City of Los Angeles 1935:map).

12. The Vendome Hotel was built on this site sometime between 1894 and 1910. It replaced the brick house which had stood there since at least 1870 (Structure No. 3). An excellent photograph of the Vendome Hotel appeared in Arnold Hylan's book, Bunker Hill. Hylan thought this Victorian styled apartment building was the oldest standing structure on the block (Hylan 1976:72). It appeared on the Sanborn map corrected to 1952, but must have recently fallen before the forces of redevelopment.

13. The 1887 Sanborn map indicated that this was a two story frame dwelling. It appeared on the 1910 Baist, but had vanished by 1921.

14. This one story frame house was first observed on the 1887 Sanborn map. It was still there in 1910, but had disappeared by 1921.

15. A two story frame house, visible on the 1887 Sanborn. It was recorded on the 1910 Baist, but did not appear in 1921.

16. This was a small narrow frame dwelling on the 1888 Sanborn. It also appeared in 1894. By 1910 it was gone.

17. The Lincoln Hotel was built between 1887 and 1888 according to the Sanborn maps for those years. It was a three story frame structure and was still standing in 1910. By 1921, however, it had been replaced by a garage.

18. Two structures were being built on a single lot on the 1887 Sanborn map. The building to the north was a two story frame dwelling. It was torn down when the fire station was built at this location sometime between 1894 and 1910.

19. The other building erected on this lot in 1887 was labeled on the 1888 Sanborn map as a "Rooming House." It too disappeared when the first fire station was built on this block.

20. Sometime between 1888 and 1894 this one story frame building was put up. It was divided into two units. It probably was torn down when the first fire station was built at this location before 1910.

21. Between 1910 and 1921 the Baist maps showed that a garage was built on the southwest corner of Hill and Second Street. By 1935, however, it was a parking lot.

22. Where the Lincoln Hotel had once stood a garage was constructed of reinforced concrete and brick in 1921. It was still standing in 1952, but is gone now.

23. The 1910 Baist Real Estate Atlas showed a brick fire station at this location. In 1924 the old station was replaced by a new one, which is still standing. The four storied building constructed of reinforced concrete and bricks was designed by Archie Zimmerman and A. C. Martin in an Italian Renaissance style. Fire Station No. 3, as it is known, was once the headquarters for the Los Angeles Fire Department. It was sold to the Redevelopment Agency in 1977 and the Fire Department will move to a new facility. This building has been recognized by the City of Los Angeles as Cultural-Historic Monument No. 37. In 1979 the Redevelopment Agency decided that the structure was worthy to be nominated to the National Register of Historic Places (Hatheway 1979). Their present plans for the building are to tear it down. An addition was built to the fire station on the south side in 1949.

24. On the 1910 Baist map this building appeared as the "Young Women's Christian Asso." In 1921 it was labeled the "Union League." In 1935 it was referred to as the Hotel Belmont. This five story structure, with a basement, was constructed of reinforced concrete. It was standing in 1963 according to Pat Adler, but is there no longer.

25. This three story brick building, with a basement, was shown on the 1910 Baist Real Estate Atlas, and was called the Hotel Guilles. It appeared on the 1952 Sanborn map, but is not standing today.

26. Sometime between 1921 and 1935 a square brick building was erected here. It was torn down and replaced by a parking lot by 1952.

27. This small brick building was first identified as a "Lunch Counter" on the 1935 map of downtown buildings (City of Los Angeles 1935:map). It also appeared on the 1952 Sanborn map. It is no longer standing today.

28. According to the 1952 Sanborn map an extension was built on the south side of Fire Station No. 3 in 1949. This addition is still standing today, and together with the old Fire Station No. 3 building, is still operating as a fire station.

29. Recently constructed under the auspices of the Redevelopment Agency is the so-called Senior Citizens Tower. The sign at the corner of Third and Hill Streets indicates that the development will be known as the "Angelus Plaza."

#### Grading Summary

Historic grading plans and profiles indicate a change in street elevation for this block. Over time approximately five feet has been removed from the northern end of the block. The higher elevation for Hill Street was first observed on a 1888 profile (Lambie 1888:map) and was confirmed by cross sections of Hill Street at Second and Third Streets dating from 1903 (City of Los Angeles 1903:map). During construction on the Second Street Tunnel in 1917 the grade of Hill Street at the north end of the block was greatly altered (City of Los Angeles 1917:map). The 1980 ground line seems to closely follow the 1917 grading elevations.

## Block 12: Hill Street: Third to Fourth

### Historic Summary

Hill Street was first developed as a residential district in the late 1860s and early 1870s. The Lecouvreur grading map of 1870 showed only four buildings on this block all of frame construction. The block bloomed in the 1880s when the Spring and Sixth Street Railway and the Second Street Cable Cars facilitated transit between the western hills and the central business district. The area also benefitted from the housing demands of newcomers who arrived in Los Angeles during the real estate boom of 1886-1887. Almost none of the buildings visible in 1870 could be positively identified as remaining on the block in 1887. By that time the block was lined with simple frame houses. The character of this neighborhood remained relatively stable until the turn of the century. One important improvement was the construction of the Angel's Flight cable car system at the corner of Hill and Third Street in 1901. Angel's Flight served both residents of Bunker Hill and those who sought to take in the view, and was the focus of much of the block's activity for over fifty years.

As Los Angeles expanded the downtown business center shifted to the south and west. Hill Street was affected by this shift, evolving from a residential to a commercial area. By 1910 most of the older homes had been replaced by office buildings or hotels. With the exception of the addition of a parking lot or two, the physical makeup of this block remained unaltered from the

1920s until the 1960s when redevelopment cleared the block of buildings. Today the Redevelopment Agency has a major construction project underway on this block.

Inventory of Structures (Figure 13)

1. In 1870 Lecouvreur illustrated a small frame building at the southwest corner of Hill and Third Street. This building was gone by 1887, replaced by a much larger frame dwelling.
2. Facing Hill Street at the north end of the block Lecouvreur drew another small frame structure. This was no longer visible by 1887.
3. This frame house was drawn by Lecouvreur in 1870. It is possible that by 1887 it was incorporated into the much larger frame dwelling which stood here.
4. At the northwest corner of Hill and Fourth Street Lecouvreur had a square frame building standing in 1870. By 1887 another building occupied this lot, perhaps the older structure much enlarged.
5. A large three story frame dwelling sat on the southwest corner of Hill and Third Street in 1887. It was gone by 1910.
6. This was a one story frame house in the Sanborn map of 1887. It also appeared on the 1910 Baist Real Estate Atlas. But it was no longer visible in 1921.

LEGEND - FIGURE 13

Block 12: Hill Street, Third Street to Fourth Street

Historic Structures

1. Frame Residence	1870-1887
2. Frame Residence	1870-1887
3. Frame Residence	1870-1887
4. Frame Residence	1870-1887
5. Frame Residence	1887-1910
6. Frame Residence	1887-1921
7. Frame Residence	1887-1921
8. Frame Residence	1887-1921
9. Two Frame Residences	1887-1910
10. Frame Residence	1887-1910
11. Two Frame Residences	1887-1910
12. Two Frame Residences	1887-1910
13. Frame Structure	1887-1910
14. Frame Residence	1887-1910
15. Frame Residence	1887-1910
16. Frame Residence	1887-1921

Historic Structures

17. Frame Residence	1888-1910
18. Angels Flight	1901-1960's
19. Ferguson Building	1921-1960's
20. Luckenbach Building	1910-1960's
21. Osteopathic/Electric College	1910-1935
22. American Legion	1910-1935
23. Chiropractic College	1935-1960's
24. Calif. Medical College, Stores	1910-1952
25. Pembroke Hotel	1910-1970's
26. Restaurant	1910-1970's
27. Brick Building	1921-1970's
28. Brick Building	1910-1970's
29. Black Building	1921-1970's

Profile References

1880 Lambie 1880:map



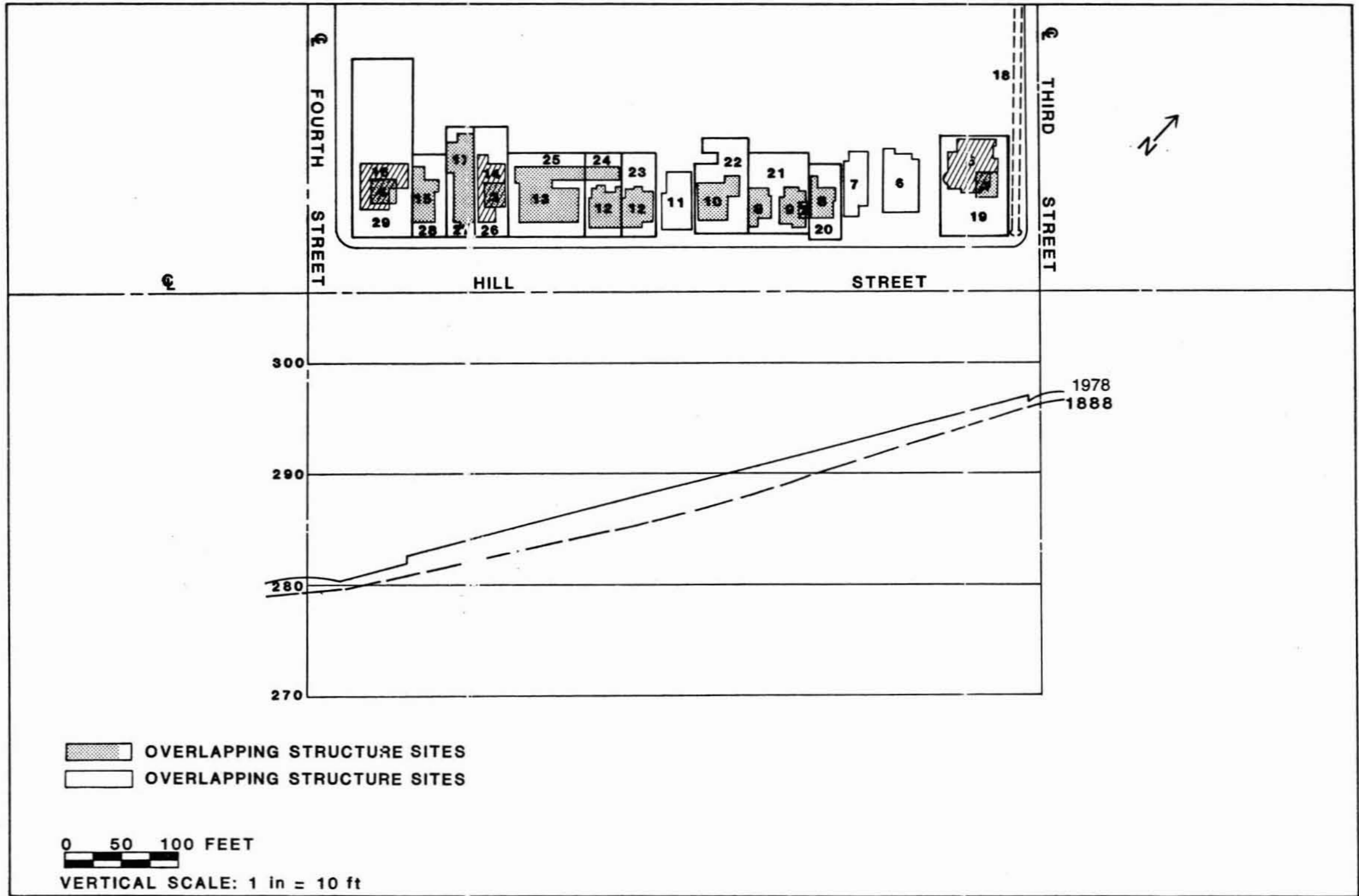


FIGURE 13  
**BLOCK 12 HISTORIC PLAN VIEW AND PROFILE**  
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7. A rectangular one story frame house. It was first noticed on the 1887 Sanborn map, and was still standing in 1910. By 1921, however, it was no longer visible.

8. This was a small square frame house in 1887. It was still standing in 1910, but was not visible on the 1921 Baist.

9. These were two identical, but separate, one story frame houses sitting next to each other in 1887. By 1910 a brick building (No. 21) had taken their place.

10. The Sanborn map of 1887 showed this to be a one story frame residence. By 1910 a brick building (No. 22) had taken its place.

11. This was two attached two story dwellings that formed one building in 1887. The 1910 Baist Real Estate Atlas indicated that a brick building occupied that spot. By 1921 this was a vacant lot.

12. These were two identical, but separate, buildings on the 1887 Sanborn. Two brick buildings sat at this location in 1910.

13. This odd U-shaped frame structure had two stories on one wing and a single story on another. First observed on the 1887 Sanborn, it was gone by 1910.

14. The 1887 Sanborn map indicated that this was a one story frame dwelling. It had disappeared by 1910.

15. A small rectangular one story frame house in 1887. In 1910 this lot was occupied by a brick building (No. 28).

16. The one story building on the northwest corner of Hill and Fourth Street was first observed in the 1887 Sanborn. It was still standing in 1910, but by 1921 the Black Building (No. 29) had taken its place.

17. This one story frame dwelling was built between 1887 and 1888, for it did not appear in the 1887 Sanborn map, but was clearly visible in the 1888 version. It was gone by 1910.

18. Angel's Flight, at the southwest corner of Hill and Third Street, was the center of activity for this block for half a century. Wrote Arnold Hylan in his book, Bunker Hill, "On the Hill Street end there was usually an animated scene. Amid the comings and goings of passengers were the newsvendors and peddlers of racing forms adding a brisk exchange of banter and gossip" (Hylan 1976:22). This cable car system was built in 1901 by Col. J. W. Eddy. It led from Hill Street, up Bunker Hill, parallel to Third Street, to the top of the hill where Eddy had constructed an observation tower. The little railway continued to operate until the 1960s when the Redevelopment Agency dismantled it. Angel's Flight was recognized as a significant cultural resource by the City and County of Los Angeles, as well as being listed on the Historic American Buildings Survey.

19. At the southwest corner of Hill and Third Street, next to Angel's Flight, was the Ferguson Building. It was built some time between 1910 and 1921 according to Baist maps for those years. The 1952 Sanborn referred to the building as the "Ferguson Hotel" and showed that it was built of reinforced concrete and brick. It is not known when it was torn down, probably sometime in the 1960s by the Redevelopment Agency. It was eight stories high, with a basement.

20. This was the so-called "Luckenback Building." According to the 1952 Sanborn, this building was constructed in 1910 of reinforced concrete. It stood eight stories high, with a basement. The 1952 Sanborn referred to it as the "Pioneer Building." It was probably taken down when the block was cleared for redevelopment.

21. The 1910 Baist Real Estate Atlas showed a brick building at this location, marked "Osteopathic College." The 1921 Baist labeled it the "Electric College." In 1935 it appeared to be a parking lot.

22. A brick building was shown to occupy this location in the 1910 Baist. In 1921 it was labeled the "American Legion" building. By 1935 it appeared that it was a parking lot.

23. This brick building was first observed on the 1910 Baist map. In 1935 it was listed as a "Chiropractic College." The 1952 Sanborn map showed it to be a three story structure with store fronts facing Hill Street. Like most of the buildings on this block, it must have been the victim of redevelopment.

24. This two story brick building was found on the 1910 Baist Real Estate Atlas as the "Cal. Medical College." In 1921 it was referred to as the "Redmans Hall." In 1935 it was labeled the "Pasadena Chiropractic College." The building was still standing in 1952, with stores and a restaurant occupying the Hill Street office spaces.

25. The Pembroke Hotel was first seen on the 1910 Baist. It was a three story brick building, with a basement. In 1952 it was still standing.

26. This three story brick building, with a basement, was also visible on the 1910 Baist map, labeled as a "Club." In 1935 it housed a restaurant, and was still operating as a restaurant in 1952.

27. This three story brick building with a stone front was first noticed on the 1921 Baist Real Estate Atlas. In 1921 Baist called the building "Ramona Hall." In 1935 it was a restaurant. By 1952 it housed a store.

28. A three story brick building, visible on the 1910 Baist. In 1935 it housed a "Business School." By 1952 it had become a store and restaurant.

29. The Black Building, on the northwest corner of Hill and Fourth Street was built sometime between 1910 and 1921 according to the Baist maps for those years. It was constructed of reinforced concrete and stood 11 stories high, with a basement. It was still standing in 1952, but like the other buildings on this block, was eventually cleared to make room for a redevelopment project.

### Grading Summary

Historic grading plans and profiles for this block indicate virtually no change in street elevations for the historic period. The earliest document found contained an 1888 profile of the west side of Hill Street (Lambie 1888:map). These elevations were confirmed on a 1901 profile of the intersection of Third with Hill Street (Eddy 1901:map), a 1902 profile of centerline Hill Street (Stafford 1902:map), and cross sections of Hill Street at its intersections with Third and Fourth Streets in 1903 (City of Los Angeles 1903:map). The higher elevation of the 1978 ground line reflects the natural elevation of the adjacent walkway.

## Block 13: Hill Street: Fourth to Fifth

### Historic Summary

Hill Street between Fourth and Fifth Streets developed slowly. In 1870 Lecouvreur illustrated only two small frame buildings on this block. Zanja No. 8 was depicted as flowing westward, across Hill Street near the south end of the block before continuing to Olive Street and running through Central Park (Pershing Square).

In the 1880s this area became a fashionable residential district. Judge Robert M. Widney, a leading citizen of early Los Angeles, owned the northern part of this block. Because he felt that his home was so far from downtown, Widney initiated the creation of the city's first horsecar line, the Spring and Sixth Street Railway (Workman 1936:149). The street railway improved property values and encouraged others to build their homes along Hill Street. By 1887 eleven houses lined this block.

After the turn of the century, as Los Angeles grew, the central business district shifted to the south and west, incorporating this block within its heart. By 1910 the block had already begun to take on its modern form, changing from residential to commercial activities. The establishment of the electric street railroad station on this block (which later evolved into the Subway Terminal Building) gave it an important role in the city's interurban transportation system. By the 1930s the block was dominated by large office buildings, several of which are still standing today.

Inventory of Structures (Figure 14)

1. This is part of Zanja No. 8. This zanja system supplied the young city of Los Angeles with water. This particular ditch was dug in the 1850s by O. W. Childs, on a contract for the City. The zanja began at the Zanja Madre east of Los Angeles Street between Temple and First Street, ran west across Los Angeles Street, turned south parallel to Main Street to Fourth Street, then flowed west across Hill Street to Olive Street where it again turned southward. Zanja No. 8 remained a simple open ditch until the 1880s when it was contained in a 16 inch pipe (Hansen 1883:pipe). It is not known when the pipeline was abandoned or if it was destroyed, but in the case of the Zanja Madre the conduit continued to be used until the second decade of the twentieth century (Costello and Wilcoxon 1978).

2. The Lecouvreur grading map of 1870 illustrated a small rectangular frame structure on the northwest corner of Hill and Fifth Streets. This building was no longer recognizable on the 1887 Sanborn map.

3. In 1870 there was a small frame structure here. By 1887 it had either been taken down or incorporated into a larger dwelling.

4. At the southwest corner of Hill and Fourth Streets stood a large frame house in 1887. This structure was replaced by the Wright and Callender Building (No. 15) in 1907.



LEGEND - FIGURE 14

Block 13: Hill, Fourth Street to Fifth Street

Historic Structures

1. Zanja No. 8	1850-1900
2. Frame Residence	1870-1887
3. Frame Residence	1870-1887
4. Frame Residence	1887-1907
5. Frame Residence	1887-1910
6. Frame Residence	1887-1910
7. Frame Residence	1887-1908
8. Frame Residence	1887-1908
9. Frame Residence	1887-1890's
10. Frame Residence	1887-1910
11. Frame Residence	1887-1921
12. Frame Residence	1887-1935
13. Frame Residence	1887-1930's

Historic Structures

14. Frame Residence	1887-1890's
15. Wright and Calander Building	1907-1970's
16. Brick Cafeteria	1910-1935
17. Masonic Temple/ Pacific Electric Club	1890's-1924
18. L.A. Pacific Railroad Depot	1908-1924
19. Pacific Electric Railroad Office	1910-1924
20. Pointsetta Cafeteria	1921-1935
21. Pacific Electric Railroad Station/ Grocery	1924-1957
22. Subway Terminal	1925-present
23. Federal Title Bldg.	1927-present
24. Drug Store and Rest.	1935-present
25. Title Guarantee Bldg	1930-present

Profile References

1888 Lambia 188:map

1972 Tillman 1972:map

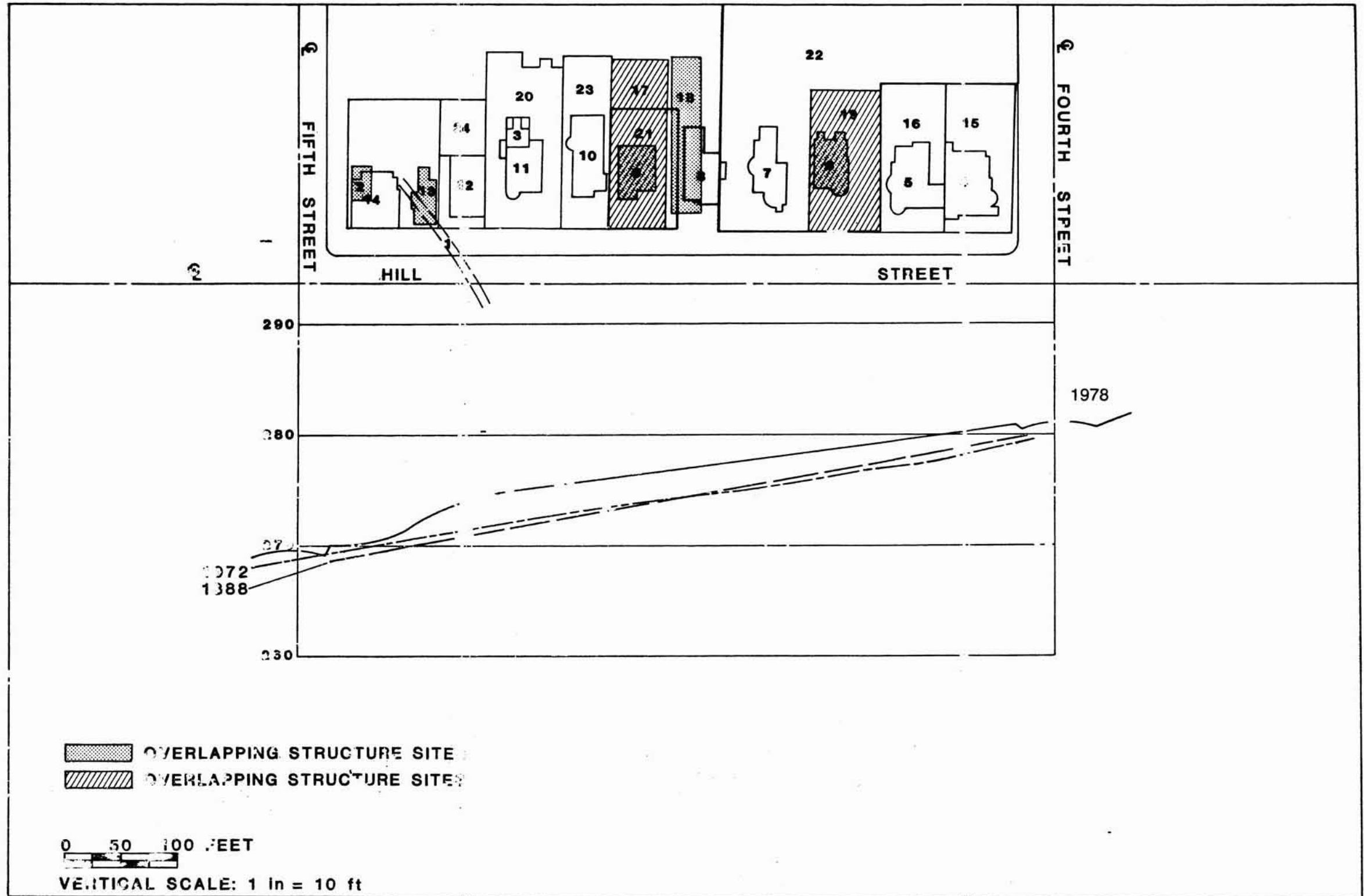


FIGURE 14  
**BLOCK 13 HISTORIC PLAN VIEW AND PROFILE**  
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5. This frame house appeared on the 1887 Sanborn Fire Insurance Map, but was destroyed sometime before 1910 so that a brick cafeteria building (No. 16) could be erected at this location.

6. The 1887 Sanborn map showed this to be a small two story frame house. It was destroyed by the construction of a brick building on this spot by 1901 (No. 19).

7. This was a two story frame dwelling, visible on the 1887 Sanborn map, but replaced by 1908 by the L.A. Pacific Railway yard and tracks.

8. The 1887 Sanborn map indicated that this was a two story frame house. It was destroyed by 1908 to make way for the Los Angeles Pacific Railroad Company's original Hill Street station.

9. A small two story frame dwelling, recorded on the Sanborn map of 1887. It was replaced by the Masonic Temple (No. 17) sometime in the 1890s.

10. This was a two story frame house that appeared on the 1887 Sanborn map. It was evidently dismantled by 1910 when the Baist Real Estate Atlas showed a vacant lot at this location.

11. The Sanborn map of 1887 indicated that this was a two story frame dwelling. The house survived into the twentieth century, appearing on the 1910 Baist, but by 1921 it had been replaced by the Poinsetta Cafeteria.

12. A one story frame dwelling on the 1887 Sanborn map. It was still standing in 1910, but was replaced by a large office building by 1930.

13. A small two story dwelling in 1887. It was displaced by the California Club Building sometime in the 1890s.

14. In 1887 this two story frame building held two attached dwellings. It was replaced in the 1890s by the California Club Building.

15. In 1907 the Wright and Callender Building was constructed on the southwest corner of Hill and Fourth Streets. It was still standing in 1952, but is gone now.

16. The 1910 Baist Real Estate Atlas illustrated a brick cafeteria at this location. By 1935 a parking lot sat in its place.

17. Sometime in the 1890s the Masonic Temple Building was constructed on this block. In 1908 it had been purchased by the Los Angeles Pacific Railroad Company and turned into its office building. The Los Angeles Pacific was eventually acquired by the Pacific Electric Company and the 1921 Baist map referred to this building as the "Pacific Electric Club." About 1924 the old Masonic Temple Building was torn down and replaced by the new Hill Street Station for Pacific Electric, which later was converted into a grocery store.

18. This was the original Hill Street Station of the Los Angeles Pacific Railroad Company. Built in 1908 this long narrow wood and stucco lean-to adjoining the old Masonic Temple Building received the standard gauge lines from the western beaches and Hollywood. In 1911 the Pacific Electric Railroad acquired the Los Angeles Pacific and continued to use this station as the terminus for its Hollywood cars. Congestion at this small station eventually forced Pacific Electric to tear it down and replace it with a new station in 1924 (Structure No. 21).

19. This brick building first appeared on the 1910 Baist Real Estate Atlas. After the Pacific Electric Railroad Company acquired the Los Angeles Pacific Company in 1911 they used this structure as their office building. It was torn down in 1925 to make way for the Subway Terminal Building which replaced it.

20. On the 1921 Baist Real Estate map this appeared as the Poinsetta Cafeteria. By 1935 it was a parking lot.

21. This was the second Hill Street Station to serve as a terminus for the Hollywood and Western Electric Railway lines. It was built by the Pacific Electric Company in 1924 at the site of the old Masonic Temple Building (Structure No. 17). This new station replaced the old wooden lean-to which had served that purpose since 1908 (Structure No. 18). However, it was only used as a passenger depot for a year before the completion of the new Subway Terminal Building (Structure No. 21) made it obsolete. This building was then

remodeled and turned into a grocery store. It continued as a grocery store until the 1950s when it was damaged by fire. The building was torn down in 1957 and the site was used as a parking lot, a purpose it still serves (Walker ed. 1975:6).

22. The congestion at the old Hill Station had presented the Pacific Electric Railroad Company with some problems. In 1922 it was decided to build a mile long subway tunnel under Bunker Hill to Beverly and Glendale Boulevards. Some of the city's leading citizens joined together to form the Subway Terminal Corporation which paid Pacific Electric \$705,000 for the land on which the new Subway Terminal Building was to be located, plus \$400,000 for construction costs. The Subway Terminal Building was to be a combination office building and passenger depot. It was the center of the city's interurban railway system, and its completion helped to stabilize property values in the surrounding downtown commercial area. Work began on the building in May of 1925. It was designed by the prestigious architectural firm of Schultze & Weaver in an Italian Renaissance style. P. J. Walker was the builder. 122,000 cubic yards of earth were excavated from the site, the largest construction project the city had yet seen. It had more steel in its frame than any other building in Los Angeles. When it was finished on November 30, 1925 it contained 600 offices, a parking garage, and the subsurface passenger facilities. In the long run, however, the electric railroad could not keep pace with L.A.'s love affair with the automobile, and the last train ran through the tunnel in 1955, bringing an end to Los Angeles' first and only subway. In 1967 part of the tunnel under Bunker Hill was filled in (Walker

ed. 1975:18). The Subway Terminal Building itself still stands, and was deemed eligible to be nominated to the National Register of Historic Places in a recent study conducted by the Redevelopment Agency (Hatheway 1979).

23. Built in 1927, this building, known as the Federal Title Building, was designed by Walker and Eisen in what is commonly referred to as a "zig zag moderne" style. It stands ten stories high, with a basement. The lobby was occupied for many years by a bank. David Gebhard, in his Guide to Southern California Architecture, called the structure the "National Bank of Commerce Building" and wrote:

Classical oriented Moderne, heavily mixed with the Romanesque. Zigzag Moderne relief sculpture rests over the entrance. The building's great forte is its entrance and the three high relief panels above. The one on the right reads "Wealth means power, it means leisure, it means liberty" (Gebhard 1977:212).

The building currently stands vacant, but a recent survey by the Redevelopment noted that it merited nomination to the National Register of Historic Places.

24. This brick building was first observed on a 1935 map of downtown Los Angeles. At that time part of the building held a drug store and the other part had a restaurant in it. The 1952 Sanborn map indicated that the building stood two stories high. Today a hamburger stand and parking lot occupy this location.

25. Sometime in the 1890s the California Club Building was erected on the northwest corner of Fifth and Hill Streets. In 1930 the California Club was replaced at this location by the Title Guarantee Building. The building stands 12 stories high, with a basement, and was designed by John and Donald Parkinson as an irregularly shaped zigzag Moderne skyscraper. According to Gebhard the tower and flying buttresses of this structure give it a slightly Gothic air (Gebhard 1977:212). In the lobby are murals by Hugo Ballin. A Thrifty store currently occupies the ground floor. The building was considered eligible to be nominated to the National Register of Historic Places in a recent survey sponsored by the Redevelopment Agency (Hatheway 1979).

#### Grading Summary

The earliest profile of this block dates back to 1888 (Lambie 1888:map). Subsequent profiles include a 1902 map showing the center line of a sewer grade (Stafford 1902:map), a 1903 cross section of Hill Street (City of Los Angeles 1903:map), and a 1972 plan which shows the elevation on the west side of the street (Tillman 1972:map). These plans and profiles indicate that there has been only negligible change in the street elevations in the last hundred years. The slightly higher elevation of the 1978 ground line reflects the elevation of the sidewalk.



## V. IDENTIFICATION OF SENSITIVE AREAS

The following areas were determined to potentially contain significant archaeological resources which could be negatively impacted by DPM construction activities. These identifications have been made on the basis of historical information indicating that they are likely to have extant archaeological remains and that these remains may contain information important for understanding the historic past of Los Angeles. Verification of the existence of these identified cultural deposits, and of their ultimate significance, will depend on actual field observation either through core boring monitoring, actual testing, or both.

Discussions of the significance of these remains in terms of National Register criteria are presented in a separate document. Also in this second document are recommendations for testing in the identified Sensitive Areas and estimated costs for the proposed explorations.

The identified Sensitive Areas are summarized on Figure 15 and are presented at a scale of 1" = 100' on Appendix Maps 1-3.

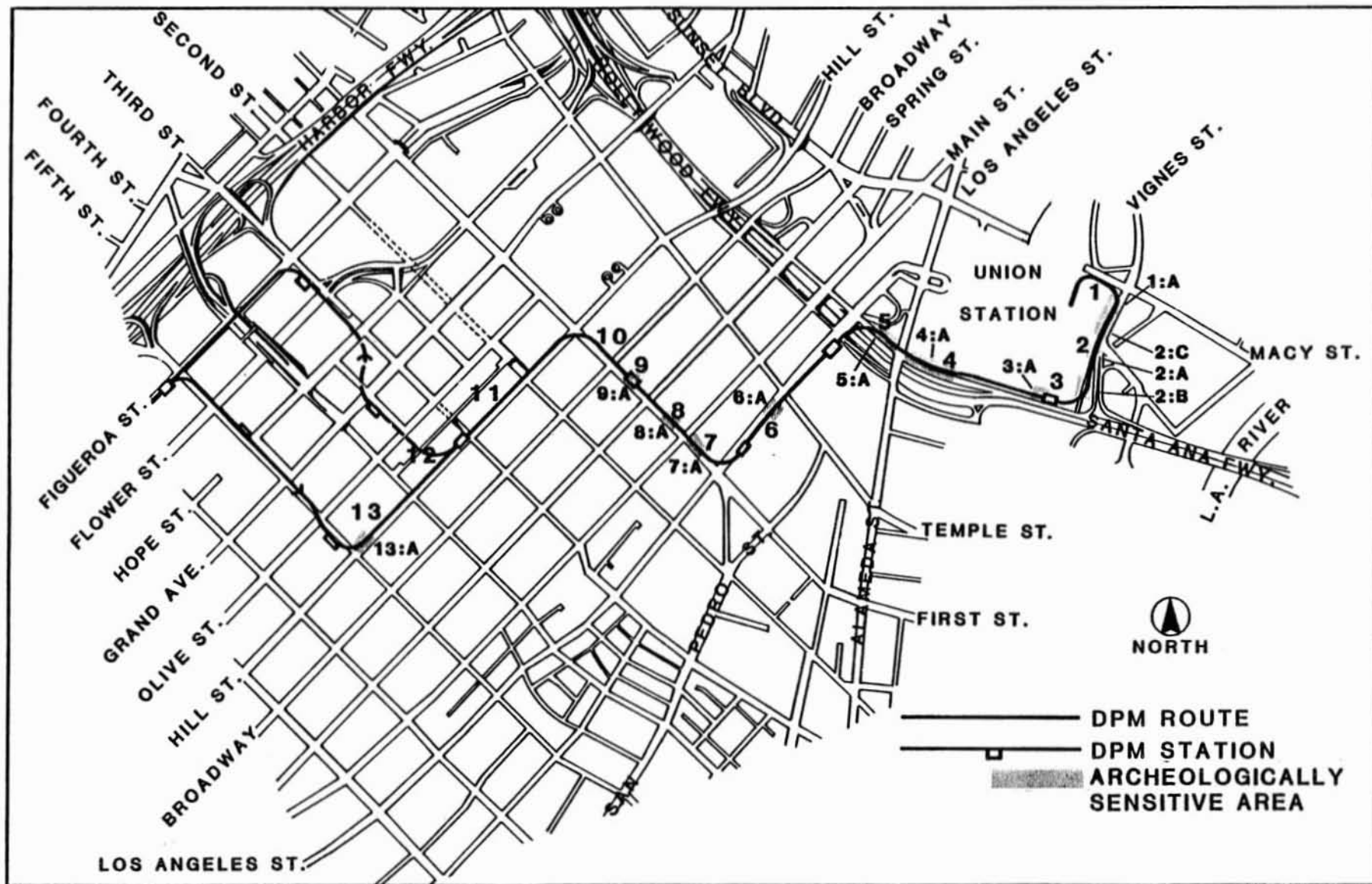


FIGURE 15  
**STUDY AREA**  
 ARCHEOLOGICAL RESOURCES SURVEY: PHASE 2  
 LOS ANGELES DOWNTOWN PEOPLE MOVER PROGRAM  
 SCIENCE APPLICATIONS, INC.

## Block 1

### Identification of Sensitive Areas

Although a total of 16 structures at one time lined Macy Street from Avila Street to old Lyon Street, we are only concerned with the first 12 heading east from the southeast corner of Avila and Macy. The 12th house marks the modern location of the southeast corner of where Vignes Street intersects Macy Street.

The width of Macy Street in 1896 was 80 feet, the same as the present, and the houses built there in the late 1880s sat back from the curb. The DPM, passing over old sidewalk areas, should not impact any recorded cultural remains. The historic grading profiles for this block additionally indicate that the construction of the Macy Street underpass in 1937 would have removed whatever remains were located along the western three-quarters of this block.

1:A The one exception occurs when the DPM turns up Vignes Street. The DPM route will cross over the area where Structures No. 9 and 10 once stood. These houses were no doubt taken down by the time Vignes Street was put through to Macy Street in 1937. However, the ground level in this area was not greatly changed when this occurred. A recent visual inspection of this area showed that the ground surface is covered with asphalt which may have protected any cultural materials there from further disturbance. Because the DPM route will pass over the former back yard area of these houses, which

contained privys and associated trash deposits, the potential for encountering cultural remains related to these residential sites is considered to be relatively high.

This area, the only ungraded extent on the block, may also yield Native American artifacts. These have been noted during previous construction activities around Union Station and therefore may also be encountered here.

## Block 2

### Identification of Sensitive Areas

Many of the remains of historic structures on this block along the route of the DPM were destroyed by subsequent road constructions. Structures No. 6, 7, 8, 9, 10, 11, and 12 were all part of the Ballesteros Tract and were probably built sometime between 1876 and 1888. Of these, Structures Nos. 9-12 were torn down when Vignes Street was cut through from Aliso Street to Macy Street between 1894 and 1897. The other three houses disappeared by 1921 and were subsequently the site of the Santa Ana Freeway access ramp. Structures Nos. 35-38 first appeared on the 1921 Baist Real Estate Atlas but did not appear on the 1955 Sanborn map. The remains of these were also largely destroyed when the freeway onramp was built in the 1950s. Structures No. 23 and 22 were on the west side of Vignes Street near Aliso Street on the 1893 Dankin map and were destroyed ca. 1900 by the Maier Brewery (Figure 4, No. 13).

Despite all of the recent road constructions, however, three areas of potential impact have been identified.

2:A The zanja path crosses the DPM route near the center of the block. Built in 1850 and still identifiable in 1936, it is possible that the remains of this early water system are still extant under the present streets.

2:B The DPM route will also pass over an area which contained the sites and yard areas of Structures No. 12, 15, 16, 17, 24, and 31. Most of these were residences, part of the early Ballesteros Tract located on the east side of Lyon Street. Structures No. 12, 15, 16, and 17 were first seen lining the east side of Vignes on the 1888 Sanborn. Structure 24 only appeared on the 1894 Sanborn, and Structure No. 31 seems to have been built between 1897 and 1910. All of these structures were removed between 1897 and probably the 1930s. It is very possible that privies and trash deposits are located in this area which would yield historic cultural material related to the occupants of those homes.

This area, and area 2:C below, may also contain unrecorded remains of Native American occupation which have been noted for the Union Station area.

2:C This area involves the former sites of Structures 3, 4, 26, 27, 28 and 32. Although located under the 1936 extension of Vignes Street to Macy Street, grading profiles indicate that fill was brought into this area and archaeological deposits associated with the structures may still be intact.

Structures 3 and 4 were early residences dating from at least 1888 to as late as 1909. Structure No. 27 was a brick laundry building and No. 26 a frame building associated with it which may have housed laundry workers. Structures No. 28 and 32 were built by 1910 and 1921 respectively. Their functions are unknown.

### Block 3

#### Identification of Sensitive Areas

The construction of Union Station between 1936 and 1939 drastically altered this block. In order to elevate the tracks, over 400,000 cubic yards of earth were brought in, raising the section along Aliso Street about 16 feet (Bradley 1978:78). In 1936 a concrete retaining wall was built along Aliso Street, past the old intersection of Lyon Street, to hold in the fill. The remains of Structures No. 1, 2, 3, 4, 5, 6, 7, and 14 all lie beneath this fill behind the retaining wall. If the columns are engineered so that they extend through the fill into lower cultural strata, core borings will need to be obtained for the sites of these constructions to determine possible impacts.

Most of the older structural remains on the east end of this block would have been destroyed by the construction of the Maier Brewery complex or the later Brew 102 building.

3:A The one sensitive area includes the possible remains of the Vache Brothers winery/USC Medical College (Structure No. 8). This building dates from the 1870s to ca. 1930. Part of its remains were destroyed when Lyon Street was relocated in the late 1930s. However, a part of the site between Lyons Street and the brewery appears to have remained open since the destruction of the building. It is possible that cultural remains associated with the operations of the facility still exist beneath the ground surface.

#### Block 4

##### Identification of Sensitive Areas

There is little potential on the eastern end of this block of any significant subsurface recorded historic cultural remains being encountered by the DPM project. The remains of Structures No. 9, 10, 18, 11, 12, 19, 13 and 14 all lie behind the concrete retaining wall on Aliso Street and No. 11 eastward lie underneath the 16 feet of fill brought in during the construction of Union Station to raise the level of the tracks. Direct column supports may penetrate this fill to find a stable base in the subsoils. These column supports may encounter historical remains. If deep columns placements are used, core borings should be obtained for the impact areas in order to determine if significant archaeological deposits are present in the lower cultural strata.

The remains of Structures No. 7, 17, and 8 lie beneath the Railway Express Building at Union Station. If the supports for the DPM were driven through the floor of this building it is possible that historic materials could be encountered. This area lies in the former front yards of three 1888-1940 residences. The likelihood of significant artifact deposits occurring here are minimal.

4:A There is a strong possibility that remains associated with Structures No. 1, 2, 3, 4, 5, 6, 15, and 16 could still be extant under what is now the asphalt parking lot for Union Station. The realignment of Aliso Street (Now referred to as Frontage) as part of the construction of the freeway in the 1950s partially destroyed the remains of the Hotel de France (Structure No. 1) and the Livery (Structure No. 2). All the other structures may have been protected from further disturbance by the layer of asphalt covering Union Station's parking lot. Remains associated with Building No. 16, the early twentieth century brick structure, are not thought to be significant and have been excluded from this sensitivity area.

Remains of Native American occupations, previously recorded in the vicinity of Union Station, may also be expected in this area.



## Block 5

### Identification of Sensitive Areas

The construction of the freeway in the 1950s had a major impact on this block. Its southern portion was destroyed when Arcadia Street was rerouted north of where Aliso Street had once run and the west half of the remaining block was destroyed when the freeway onramp was built. The portion that remains, however, must be considered a highly sensitive area in terms of subsurface historical material. The eastern portion of this block appears to have maintained the same grade for the past hundred years. With the exception of the removal of the Cafe des Alpes (Structure No. 5) due to the rerouting of Arcadia Street, the historic remains may have laid relatively undisturbed here since the 1920s. The railroad tracks that went in between 1910 and 1920 (No. 19) are still there. Trash deposits with Chinese ceramics were found in this area when the access ramp was constructed in 1951. Today there is a parking lot on the eastern half of the block which may have served to seal the historic remains beneath a layer of asphalt.

5:A The DPM route will run over an area where Structures No. 5, 6, 9, 10, 11, 12, 13, 16, and 18 once stood. These structures include the bordellos from the 1890s, a nineteenth century "paint shop", various frame structures, part of the Cafe des Alpes, a 1910 brick structure, and a 1921 garage which may have sealed earlier deposits from nearby Chinese quarters. Because the DPM runs through the center "back yard" area of the block, there is a strong

possibility that trash deposits associated with those buildings may be encountered. Privys were also often located in the back yards of hotels and residences in the nineteenth century and the various small frame sheds and outbuildings which appeared on the Sanborn maps may have served those purposes. This area was fronted on the west by the Chinese quarters facing Los Angeles Street and Negro Alley and it is very likely that cultural remains related to the Chinese occupation of this area will be encountered on this block. This is very close to archaeological site LAN-7 where a Chinese trash dump was recorded in 1951.

Finally, it is almost certain that the Zanja Madre could be found on this block. The brick pipeline, dating to the 1880s, still lies intact beneath the surface in many places in the City. Part of the Zanja Madre was uncovered in 1978 at the Placita de Dolores Park which is nearby (Costello and Wilcoxon 1978). Although part of the conduit may have been destroyed by the construction of the freeway onramp, it is very likely that part of it may still be extant along the DPM route.

Due to the proximity of this block to the Plaza, it has a high potential for yielding possible unrecorded subsurface cultural material related to the Spanish and Mexican periods. The area on the east half of the block seems to have retained the natural slope that the bluff had in historic times. This may mean that late eighteenth and early nineteenth century deposits have been sealed at its base. In a similar situation on nearby La Placita Park, intact Hispanic and Hispanic-period Indian artifacts were found sealed under a parking lot next to Alameda Street (Costello and Wilcoxon 1977).

## Block 6

### Identification of Sensitive Areas

As Los Angeles Street was wide in the late nineteenth century and most of the buildings which lined the block sat back from the modern curb, the DPM route, which follows the sidewalk, should not encounter any major recorded historic resources on this block. The exception would be the small frame building recorded by Lecouvreur in 1870 and referred to as Structure No. 7. Although it extended into the street its remains have undoubtedly been destroyed by subsequent sidewalk construction activities.

6:A There is a very real possibility that the DPM construction may uncover part of Zanja No. 8, No. 1 on Figure 7. This zanja crossed Los Angeles Street at about mid-block and its abandoned remains may still lie beneath the street and sidewalk. A similar situation was encountered at the Placita de Dolores Park at the corner of Los Angeles Street and Alameda where the undisturbed brick Zanja Madre was uncovered (Costello and Wilcoxon 1978). The only information we have on the Zanja No. 8 was that it was a 16 inch pipeline in 1883. There is no information as to whether or not this pipeline was ever removed or destroyed.

## Block 7

### Identification of Sensitive Areas

There are two areas of potentially significant cultural remains on this block which have been identified as being sensitive to impact. The remaining areas of the block pass over the sites of structures Nos. 17, 19, and 20, all of which had basements. The remains of earlier periods were undoubtedly destroyed by these constructions.

7:A The alley which existed just to the east of the bank building (No. 17) and west of the hotels (No. 19) had once been the location of the Alvarado adobe (No. 4). This adobe house, with a tile roof, dates back to the 1840s or earlier and was eventually replaced in 1888 by a frame structure. However, this frame building (Structure No. 11) only covered a portion of the old adobe. Subsequent construction of the bank building and the hotels encroached on but did not totally cover the adobe site. The alley between these buildings has always remained clear, suggesting the possibility that the remains of the Alvarado adobe have been left undisturbed. The substantial amount of fill added to this site since 1906 also encourages the assumption that these early remains may have survived intact.

7:B The second area on this block where cultural materials may be encountered is the vacant lot behind the brick store and cobbler's shop (Structure No. 16). This lot was never built on, and it may have trash deposits related to

the nearby Alvarado adobe, to the beer hall and restaurant (Structure No. 13), or the meat market and saloon (Structure No. 14). In any case it appears that this area may be the location of significant cultural resources since it has not been disturbed by later construction. The DPM route appears to be contiguous to this yard area on the south.

### Block 8

#### Identification of Sensitive Areas

It is doubtful that any significant recorded historical cultural remains lie along the DPM route on this block where structures once stood. The oldest building on the block, Structure No. 1, which dated back to 1870, was destroyed when First Street was widened to 74 feet. There certainly might be some brick rubble encountered associated with the destruction of the brick buildings which lined Main, First and Spring Streets. This would include the remains of the Lichtenberger Block (Structure No. 7), the combination store, restaurant, and apartment house designated as Structure No. 10, the saloon-turned-theatre referred to as Structure No. 11, and the so-called Pithian-Castle Building which once held the IOOF Hall (Structure No. 14). These structural remains were determined not to be significant.

8:A Unrecorded remains may be found in the vacant area at the back center of the block. This open yard appeared to have been an entrance for some of the buildings, and perhaps was used as a service yard for the block's various

enterprises, especially the carriage shops. If there were cultural deposits here they should be undisturbed since the construction of City Hall in the 1920s.

### Block 9

#### Identification of Sensitive Areas

The construction of the California State Building on this block in the early 1930s probably did not disturb the remains of subsurface historic cultural material along First Street. Actually, the fill added to raise the elevation of the lobby of the State Building probably protected whatever resources may still lie there. Today this area is a small landscaped hillside above First Street. Of the identified remains over which the DPM route will cross, the following holds the highest potential interest. The remaining areas consist of former sites of substantial brick buildings and are not thought to be significant.

9:A It is possible that at mid-block the remains of the adobe rooming house (Structure No. 4) might be encountered. This adobe was largely destroyed by the construction of the Benton Hotel sometime between 1894 and 1912 (Structure No. 5). However, the Lecouvreur map seems to indicate that the original adobe at this location extended further north than the altered building observed on the Sanborn maps. In addition to the building itself, backyard deposits associated with the early occupation of this adobe may lie in the vacant areas

behind where the Benton Hotel and adjacent brick office building (No. 9) once stood, and under Structure No. 8. This latter structure may also have covered early deposits related to its nineteenth century saloon activities.

### Block 10

#### Identification of Sensitive Areas

The only historic buildings whose remains might be encountered by the construction of the DPM are the so-called Klinker Building (No. 3) (formerly known as the Tajo Building) and part of the old Tally Ho Livery/garage building. The Tajo Building was constructed in 1897, according to photographs found in the California Historical Society collection, and sometime around 1920 its name was changed to the Klinker Building. It was a four story brick building with a basement. The Tally Ho Livery dated to between 1888-1893, and was later converted into a garage complex. Both of these buildings were demolished in 1938 when First Street was widened. Although the remains of the basements for the structures, probably filled with destruction rubble, might be encountered on this block, it is not thought likely that they would contain any intact and significant historic cultural remains.

## Block 11

### Identification of Sensitive Areas

Over the years the width of Hill Street between Second and Third Streets has stayed pretty much the same. However, grading profiles indicate that around 1917 approximately five feet was cut from the northern end of this block as part of the construction on the Second Street Tunnel. It is not known how the lowering of the elevation of Hill Street affected the structures which lined that end of the block. All of the nineteenth century homes on this block, however, sat back somewhat from the curb and the main sidewalk route of the DPM should not encounter any subsurface recorded historic cultural remains.

The western route of the DPM will cross over the historic location of Structure No. 11. This frame home dates back to the 1880s. Sometime between 1910 and 1921 it was taken down and replaced with a parking lot. Although it is possible that the asphalt of the parking lot had protected the remains of the building from further disturbance, it is also likely that the steep hillside was graded somewhat at that time. The remains of other structures at the south end of the block dating back to the 1880s or earlier were certainly destroyed before 1910 by the construction of the YWCA building (Structure No. 24), the Hotel Guilles (Structure No. 25), and the 1935 brick Structure No. 26.

Recent construction activities associated with the Senior Citizens Tower have ultimately removed any possible remaining cultural resources at the south end of the block. A visual inspection of the "Angelus Plaza" construction project, near the corner of Third Street, showed that the formerly steep hillside



had been cut back and graded even with First Street. A cut was observed at the north end of the Plaza Building, next to the Fire Station, which revealed brick foundations to a depth of two feet beneath the surface (possibly Structure No. 3). The recent construction has removed substantially more earth than this.

### Block 12

#### Identification of Sensitive Areas

Hill Street between Third and Fourth Streets was almost its modern width as early as 1870. Over the years there was little change in the street grade. The early houses which lined this block sat back from what is the curb line of today. The main line of the DPM which runs along the sidewalk should not encounter any recorded subsurface cultural resources. However, the proposed DPM station at Hill and Third Streets and the secondary DPM line which turns westward from the station pass over the sites of early historic structures.

Two houses (Structures No. 6 and 7) the Ferguson Building (Structure No. 19) and the Luckenback Building (Structure No. 20) once occupied the site where the proposed DPM station will be built. These houses dated from about the 1880s to c.1910 when the land was shown to be vacant. Eventually a parking lot was constructed here, possibly sealing the historic remains beneath a layer of asphalt. Currently, however, the Redevelopment Agency is having a housing project constructed at this location. In the past there had been a steep hill behind the houses that fronted on Hill Street. Following the

direction of Third Street this hill rose from 289.8 feet at the west side of Hill Street to 323.8 feet at the east end of Clay Street in 1901 (Eddy 1901:map). A recent visual inspection of this block revealed that the hill has been cut away and made level with Hill Street, inadvertently destroying any remains of these early homes.

The western branch of the DPM will cross over the area where the Osteopathic College (Structure No. 21) and the American Legion Building (Structure No. 22) once stood. These large brick office buildings, constructed sometime between 1894 and 1910, would have destroyed the remains of the earlier houses which occupied this location in the 1880s. Between 1921 and 1935 both the college and the American Legion Building were torn down and replaced by a parking lot. The parking lot may have protected the subsurface remains of these buildings from further disturbance although some leveling probably also took place. The recent construction activity on this block has undoubtedly removed whatever cultural material may have existed beneath the parking lot.

### Block 13

#### Identification of Sensitive Areas

Hill Street between Fourth and Fifth Streets was always wide and the houses that were built there in the 1880s sat back from the curb. Over time there was little change in the street grade. Because the DPM route follows the sidewalk, it is anticipated that no recorded historic subsurface cultural resources will be encountered on this block.

13:a

The only possible exception is the remains of Zanja No. 8 which may lie beneath the sidewalk and under Hill Street in front of the Title Guarantee Building. If this still remains, it may only be the remnant of the 16 inch pipeline installed in 1883. This would be more important for its historic location than for its value as an historic artifact.

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