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Technical Report for
DSEIS, CORE STUDY ALIGNMENTS 1, 2, 3, 4, and 5

Archaeology

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Prepared for:
Southern California Rapid Transit District
Metro Rail Project MOS-2

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ARCHAEOLOGICAL EVALUATION OF PROPOSED STATION AREAS

AND

ZONES OF TRANSITION BETWEEN AERIAL AND SUBWAY

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Introduction

The purpose of the present project is to conduct a literature and map search for evidence of archaeological resources at proposed station areas and transition areas, in connection with Metro Rail construction. The above study process involved the consultation of records and maps of the L.A. Bureau of Engineering, CSU Northridge, and the County Museum of Natural History. The following station areas and zones of transition were examined.

Vermont/3rd Transition	Vermont/Beverly
Vermont/Santa Monica	Vermont/Sunset (N-S)
Vermont/Sunset (Alt.)	Western/Beverly
Western/Santa Monica	Sunset/Edgemont
Sunset/Western	Sunset/Bronson Transition
Sunset/Vine	Hollywood/Western
Hollywood/Bronson Transition	Hollywood/Vine
Hollywood/Highland (E/W)	Hollywood/Highland (N/S)
Hollywood Bowl	

Study was focused on specific lots, or portions of them, near each identified station area, and for an area one lot deep on identified sides of the street, for each transition area. In brief, the present study was intensely site-specific, and properties immediately adjacent to or in the vicinity of individual identified impact areas are not generally addressed as part of this study.

Methodology

Sanborn Map research was conducted at the CSU Northridge, Geography Department library. Maps utilized at this location cover the period extending from 1907 to the 1950s, although only portions of the overall study area are represented in the early editions. The first complete coverage appears in the 1919 edition of Sanborn Maps. Additional map research involved consultation of the Division Index at the City of Los Angeles, Engineering Department Vault. Selected maps were reviewed and copied. These maps cover the period extending from 1873 to the 1920s. The research effort here, was focused on the review of maps to circa 1919.

Only a small portion of maps, plans and profiles available in the Engineering Department archives were reviewed, due to time limitations and the sheer number of recorded documents. Several hundred individual documents potentially relate to each identified study area. Clearly, each document could not be reviewed and research concentrated on the period not covered by the Sanborn Maps. The earlier maps, etc., do, however, tend to cover a larger area, and were often used to document more than one station location or transition. Finally, Mr. William Mason, Los Angeles County Museum of Natural History, was interviewed regarding identified sites of potential significance. His comments are included in the site-specific summary sections of this report.

Conclusions

As in most major urban areas, street alignments and property boundaries in Los Angeles change over time. In particular, streets were widened to accommodate heavier traffic following the introduction of the automobile, and in anticipation of dramatically increased traffic-flow. Not surprisingly, existing structures were frequently demolished as part of this process, and early maps show that this took place throughout the regional study area. No significant historical features of this nature were located for each site-specific station area or transition. This does not, however, preclude the possibility that historic structural remains will be encountered during Metro Rail associated construction activities.

In addition, the regional study area historically encountered severe drainage problems. Small washes and periodic water sources literally criss-cross and dot the entire vicinity. Early road and street systems, prior to 1915, often had small bridges and culverts associated with them, and it is likely that numerous resources of this nature will be found during construction throughout the area. With few exceptions, these resources have, however, an extremely low potential to yield significant archaeological information in relation to each of the site-specific areas studied.

The majority of site locations examined do, in fact, have an extremely low potential to yield significant archaeological information. This is primarily due either to the absence of any early documented resource at each location, or the apparent demolition of the early resource by subsequent construction activity.

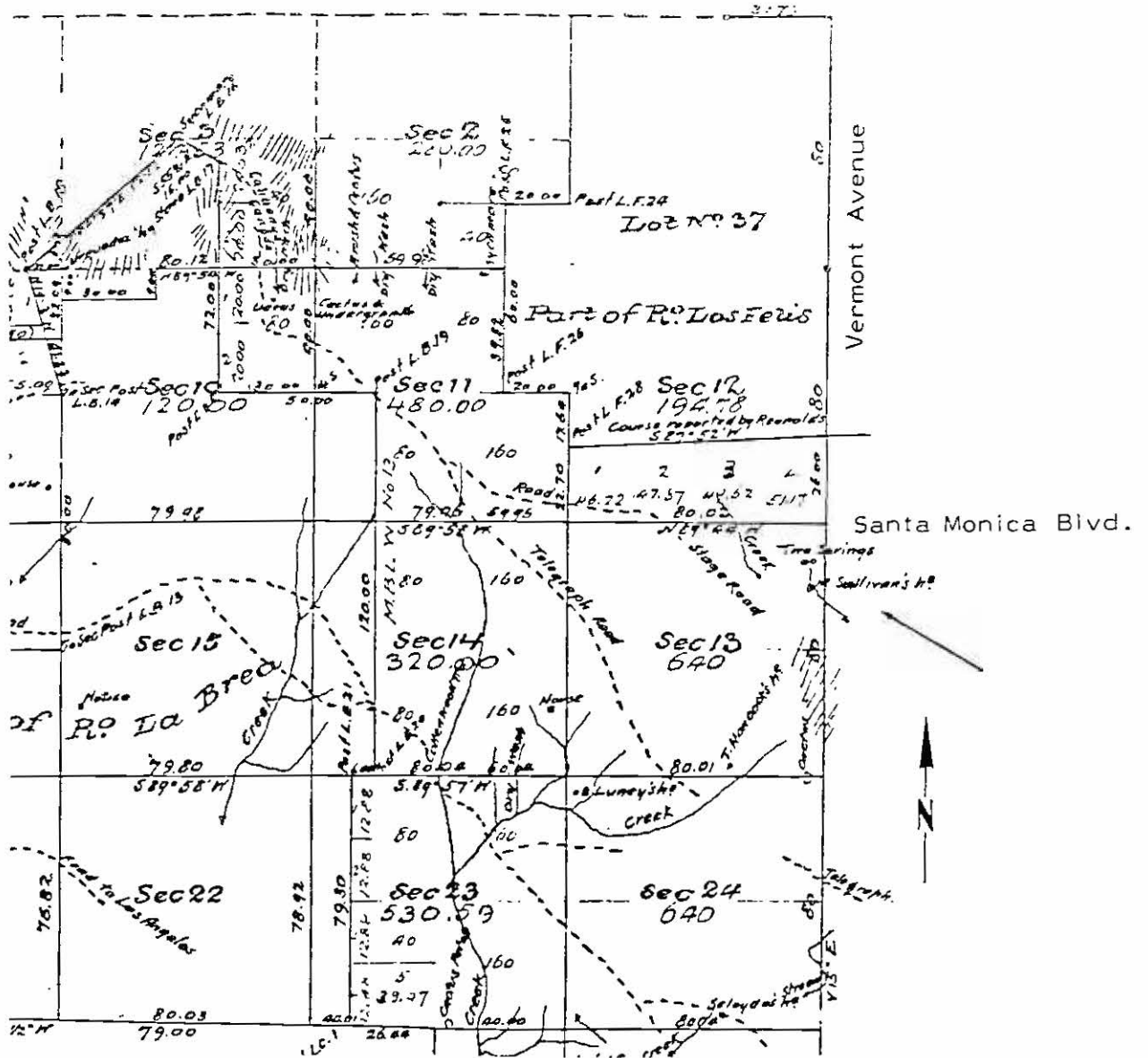
Station locations and transition areas which may yield significant archaeological are summarized as follows:

Vermont/Santa Monica

This station is located in the immediate vicinity of an area known as "Two Springs". This location is identified on an 1873 survey map, and although no historic structures are identified at

Figure 1. Resources at Vermont/Santa Monica

Two Springs and Sullivan's House



U. S. Land Office Survey, 1873. On file, Bureau of Engineering, Map No. 499.

(Emphasis added)

the precise station area, there is the potential for considerable prehistoric activity in the general area.

Vermont/3rd Transition

This transition area crosses a portion of the property originally known as Bimini Hot Springs. This property has considerable historical significance and the area must be regarded as having the potential to yield significant historical archaeological information. A final determination cannot be made at this time, as a field check was not a part of the present study.

Sunset/Bronson Transition

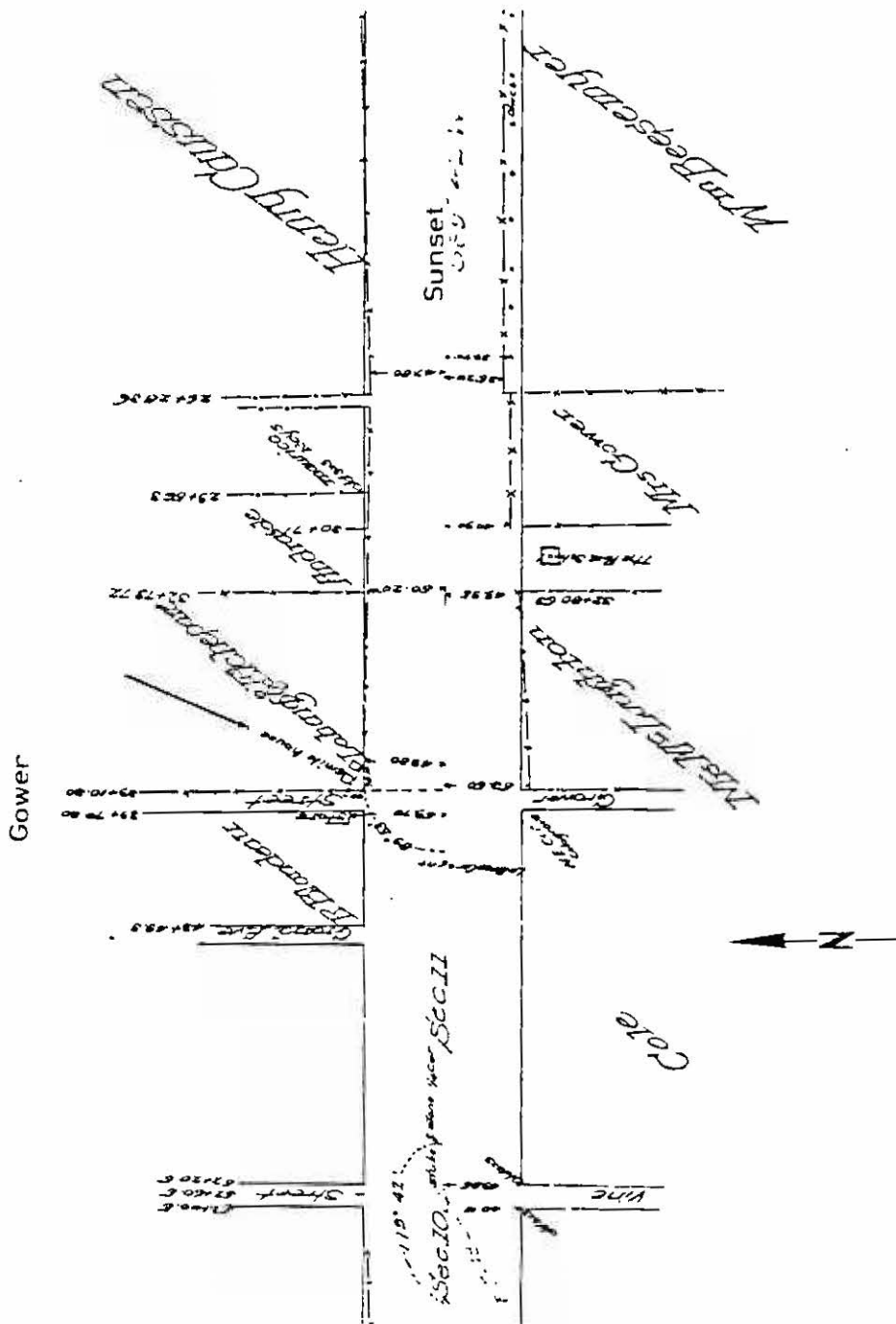
The north side of Sunset, at the northeast corner of the intersection of Sunset and Gower, was the location of "8 mile house", a store and tavern probably established in the 1870s (pers. comm., Bill Mason). It was on the roadway leading to Cahuenga Pass, and may be regarded as one of the first commercial enterprises in what is now the Hollywood area. The Pass School was located on the south side of Sunset within the present transition area. It was established in the 1880s (pers. comm., Bill Mason) and was built to accommodate increased regional population from Cahuenga Pass to the south. Each resource is no longer extant, but the potential exists for encountering significant historical archaeological resources during implementation of the proposed project. A final determination cannot be made at this time as a field check was not a part of the present study.

Western/Beverly Station

Nineteenth century maps do not indicate potentially significant historic structures within the defined impact area for this station location. However, the house of B. Luney was located near the southeast corner of Beverly and Western prior to 1873. While the structure itself is outside of the impact area as presently planned, outbuildings, trash deposits, wells, privies, or other features and appurtenances could have existed anywhere in the general vicinity. Although these cannot be documented, there is some potential for encountering remains from this early settlement.

Figure 2. Resources at Sunset/Bronson

8 Mile House and Store



County Surveyor's Map No. 1000: Sunset Boulevard, 1896.
On file, Bureau of Engineering, Map. No. 1052.

(Emphasis added)

HISTORIC MAP REVIEW FOR SUNSET/EDGEMONT STATION

Proposed Impacts: North side of Sunset on the NE corner of Sunset and Kenmore is slated for a section of the station and an entrance. South side of Sunset near the SE corner of Sunset and Kenmore is slated for a section of the station.

Sanborn Map Volumes/Years 9/ 1919,1942; 10/ 1919,1954

South side of Sunset from Edgemont to Kenmore

Vol 9, 1919, 922: The area included 7 frame dwellings, each with associated frame garages, but no basements. The area of impact (station extension S. of Sunset) encompasses the locations of 1-2 dwellings. Francis DePruw Industrial School for Mexican Girls was located west of Kenmore and south of Sunset.

Vol 9, 1942, 922: Area of impact encompassed the locations of 2 frame dwellings with associated, but spatially separated frame garages on the parcels. Neither dwelling included a basement.

North side of Sunset from Edgemont to Kenmore

Vol 10, 1919, 1067: At this time, no structures were located in the parcels adjacent to Sunset on the north side of the street.

Vol 10, 1954, 1067: The proposed impact area for the station and entrance encompassed the locations of two small (1 story) frame commercial structures. Neither had a basement.

Other Maps Examined: 499, 500, 507, 4224, 4556, 4889.

Present Conditions: Based on the map, the locations of the former dwellings and commercial structures within the proposed impact areas have been significantly modified.

Conclusions: Nineteenth century maps indicated the presence of no significant historic structures or activities associated with the impact area for this station. All frame dwellings represented appear to post-date 1900. In summary, the project impact area has an extremely low probability for yielding significant historic archaeological remains.

HISTORIC MAP REVIEW FOR HOLLYWOOD/VINE STATION

Proposed Impacts: Three parcels on the northwest corner of Hollywood and Vine encompass an area slated for a station entrance and a "kiss-n-ride" area. None of the other three corners are slated for modification.

Sanborn Map Volumes/Years: 10/1919, 1954

NW corner of Hollywood and Vine

Vol 10, 1919, 1023: Large frame dwelling located in the center of a large lot on corner (no basement). The impact area possibly includes the location of another frame dwelling and frame garage (large) located west of the large dwelling.

Vol 10, 1954, 1023: Impact area encompassed location of a steel/concrete bank (on corner) and 2 brick commercial structures. These structures were configured similar to those shown on the existing conditions map and may be the same buildings.

NE corner

Vol 10, 1919, 1023: 6 single story brick commercial structures located on corner (no basements). Also, a large frame dwelling was located on the same lot, but north along Vine.

Vol 10, 1954, 1023: This corner was occupied by a fireproof 12 story commercial building: The Equitable Building of Hollywood. It included a basement. The size and configuration of this structure is very similar to the building presently occupying this location.

SW corner

Vol 10, 1919, 1052: No structures within 200 ft of the corner.

Vol 10, 1954, 1052: The SW corner was occupied by a 9 story (2 story basement) fireproof commercial building: Broadway Department Store. The building appears to be the same as that presently located on the SW corner.

SE corner

Vol 10, 1919, 1053: This corner contained a large frame church (no basement) and an associated structure (rectory), 3 single story brick commercial buildings, a small frame dwelling, a frame garage and a ramada (?). None contained basements.

Vol 10, 1954, 1053: This corner contained the Taft Building which continues to occupy the same location today.

Other Maps Examined: 499, 500, 4650, 5648.

Present Conditions: Apparently, the structures on the corner of this intersection are the same as those which were present in 1954.

Conclusions: No significant historic structures or features appear to predate those on the 1919 Sanborn map. No significant historic features are referenced on any of the nineteenth century maps consulted. In addition, construction of the present building features has likely destroyed any significant archaeological remains. In summary, this project area has an extremely low probability for yielding significant

archaeological information.

HISTORIC MAP REVIEW FOR HOLLYWOOD/WESTERN STATION

Proposed Impacts: The NW corner of the intersection is slated for a station section and a large station entrance. A station section is planned for an area approximately 150-200 ft west of the corner. No impacts are proposed for the NE and SE corners.

Sanborn Map Volumes/Years: 10/1919, 1954

NW corner and N side of Hollywood west of Western

Vol 10, 1919, 1029: The parcel slated for impacts appeared to contain only a small, circular frame store near the corner; otherwise the first lot west of Western was empty.

Vol 10, 1954, 1029: The area of impact included 5-6 one story brick commercial (stores and restaurants) structures.

SW corner and S side of Hollywood west of Western

Vol 10, 1919, 1060: The area of impact encompassed 1 frame dwelling and a large brick garage (Hollywood Garage). No basements were noted. The remainder of the block included multiple low brick commercial buildings.

Vol 10, 1954, 1060: Frame dwelling disappeared and several additional brick commercial (one story) structures were built.

NE and SE corners

No impacts slated for this area, so it was not reviewed in detail.

Other Maps Examined: 499, 500, 507, 4556.

Present Conditions: For the areas slated for impacts, the structures appear to have been modified significantly since 1954.

Conclusions: No significant nineteenth century features are shown on any maps consulted. Features shown on the 1919 Sanborn maps clearly post-date 1900. In summary, the project impact area has an extremely low probability for yielding significant historic cultural resources.

HISTORIC MAP REVIEW FOR WESTERN/SANTA MONICA STATION

Proposed Impacts: As with the other stations, the primary impacts will occur within the existing streets which have not changed appreciably through time. A station entrance is slated for an area approximately 160-200 ft south of Santa Monica on the west side of Western.

Sanborn Map Volumes/Years: 9/1919, 1942

NW corner of Western and Santa Monica

Vol 9, 1919, 930: The area within the lots on the corner include 2 one story brick commercial structures (no basements), a medium sized frame dwelling, and a large greenhouse.

Vol 9, 1942, 930: At this time, a 2 story brick bank (no basement) occupies the corner. Its configuration generally matches that of the structure present today.

NE corner

Vol 9 1919, 932: The three corner lots are primarily empty, but a very small frame store lies adjacent to the corner of the intersection.

Vol 9, 1942, 932: A 6 story brick commercial structure encompasses the corner lot at this date. No associated basement.

SW corner

Vol 9, 1919, 953: On the corner, a large brick drugstore and a brick auto supply/plumbing store are located. The area slated for impact encompasses the location of a frame dwelling without a basement. A frame garage lies at the back (west) end of the lot.

Vol 9, 1942, 953: The area of the proposed station entrance marks the location of a 1 story brick commercial structure without a basement.

SE corner

Vol 9, 1919, 955: Only a small frame gas station is located on the corner; the remainder of the lots abutting Western are empty. Most of the corner lot is empty as well.

Vol 9, 1942, 955: A 2 story brick r corner. It, and the buildings adjacent to the corner, are configured similar to those present today

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Other Maps Examined: 499, 500, 2679, 4391.

Present Conditions: Of the four corners, the NW and SW corners appear to be similar to those extent in 1942. The NE and SE corners appear completely altered.

Recommendations: Nineteenth century maps indicate that there are no structures at this station impact location. The area is primarily empty, with a frame dwelling and a brick structure. The area slated for impact encompasses the location of a frame dwelling without a basement. A frame garage lies at the back (west) end of the lot. The area of the proposed station entrance marks the location of a 1 story brick commercial structure without a basement. Only a small frame gas station is located on the corner; the remainder of the lots abutting Western are empty. Most of the corner lot is empty as well. A 2 story brick r corner. It, and the buildings adjacent to the corner, are configured similar to those present today. The area of the proposed station entrance marks the location of a 1 story brick commercial structure without a basement.

HISTORIC MAP REVIEW FOR SUNSET/WESTERN STATION

Proposed Impacts: All of the impacts will affect the area west of Western and east of St. Andrews along Sunset. On the NW corner of Sunset and Western, a station segment and entrance are proposed. This will affect an area 170 ft (E-W) by 60 ft (N-S). On the south side of Sunset, only an entrance is planned. The NE and SE corners will remain unaffected and are not discussed below.

Sanborn Map Volumes/Years: 9/1919, 1942; 10/1919, 1954

SW corner

Vol 9, 1919, 917: The Wm Fox Vaudeville Co.-Motion Picture Film Mfg. was located between Western and St. Andrews. It consisted of all frame buildings. The approximate area of the slated impact covered basically an empty lot.

Vol 9, 1942, 917: A 6 story brick office building for 20th Century Fox Studios encompassed the area of the proposed impact. It included a basement.

NW corner

Vol 10, 1919, 1060: No structures in the lots along Sunset.

Vol 10, 1954, 1060: Area of impact covered by 8 (1 and 2 story) brick commercial buildings. No basements observed.

Other Maps Examined: 499, 500, 507, 1028, 1029, 1146, 4492, 4556, 5630, 5648.

Present Conditions: The areas under examination have been significantly altered since 1954. According to the existing conditions maps, both areas described above are paved parking lots.

Conclusions: Nineteenth century maps indicate that no significant nineteenth century structures or features were located within the impact areas for this station location. The structures noted on the Sanborn maps have been demolished. The area possesses extremely low probability of containing significant cultural resources due to construction spanning the period 1919 to the present.

HISTORIC MAP REVIEW FOR SUNSET/VINE STATION

Proposed Impacts: An entrance to the station is planned for the NW corner of Sunset and Vine.

Sanborn Map Volumes/Years: 9/1919, 1942; 10/1919, 1954

NW corner of Sunset and Vine

Vol 10, 1954, 1052: The corner is covered by 4 frame dwelling without basements.

Vol 10, 1954, 1052: The area slated for impact included a 2 story steel and concrete commercial structure (no basement).

NE corner

Vol 10, 1954, 1053: The entire block was covered by "Famous Players Lasky Corp" (movie studio), composed of numerous frame buildings (no basements).

Vol 10, 1954, 1053: The NBC Broadcasting Studios, a 2 story fireproof building, occupied this corner (no basement).

SW corner

Vol 9, 1919, 903: No structures are located on the corner, but several frame dwellings occur between Vine and Morningside to the west.

Vol 9, 1942, 903: Multiple 1 story brick commercial buildings cover the corner (no basements).

SE corner

Vol 9, 1919, 905: A large frame dwelling occupied the central portion of the lot adjacent to the corner.

Vol 9, 1942, 905: A circular steel and concrete restaurant occupied the center of this corner lot.

Other Maps Examined: 499, 500, 5630, 5648.

Present Conditions: Based on the review and the present configuration of structures, it appears that all four corners have been modified repeatedly through time.

Conclusions: The area of the proposed impacts has an extremely low probability to yield significant archaeological resources. This is primarily due to construction spanning the period from 1919 to the present. Also, nineteenth century maps do not indicate the presence of significant historic features at this station location.

HISTORIC MAP REVIEW FOR HOLLYWOOD BOWL STATION

All possible Sanborn map volumes for this locale were reviewed, but none contained maps showing the details of the area. This suggests that the area did not contain any major structures (excluding the Bowl) until after 1954.

Other Maps Examined: 499, 500, 2426, 2999, 4489, 5049, 5745.

Conclusions: Nineteenth century historic maps do not indicate the presence of significant historic features at this station location. Furthermore, it is likely that construction of the Hollywood Bowl and its associated facilities impacted and/or demolished any pre-existing historic features. In summary, there is an extremely low probability that any significant historic archaeological features will be found within the impact areas for this station location.

HISTORIC MAP REVIEW FOR WESTERN/BEVERLY STATION

Proposed Impacts: A station entrance is proposed for the NW corner of the intersection. All other impacts will be within existing streets.

Sanborn Map Volumes/Years: 7/1907, 1921, 1953; 8/1921, 1953; 9/1919, 1942

NW corner of Western and Beverly
Vol 9, 1919, 980: The location of the proposed impact contained a -frame dwelling (no basement) and an unattached frame garage. Both were located in the corner lot. The five lots west of this corner lot were empty.

Vol 9, 1942, 980: The corner lot (impact area) contained a large 1 story brick commercial structure divided into four stores (no basements).

NE CORNER

Vol 9, 1919, 982: The corner contained only empty lots.

Vol 9, 1942, 982: A circular steel/concrete 1 story restaurant was located in the center of the corner lot. A small frame store was located at the extreme NW corner of this lot. Neither included basements.

SW CORNER

Vol 9, 1921, 801: The area encompassed by the two corner lots contained two frame dwellings with associated, but separate frame garages (no basements).

Vol 9, 1953, 801: A 2 story brick bank building (no basement) covered the corner lot.

SE CORNER

Vol 7, 1907, no plate: No Sanborn map was prepared for this area at this date.

Vol 7, 1921, 701: The corner contained a small frame office building and three identical frame dwellings with separated garages (no basements).

Vol 7, 1953, 701: The 7 story (and basement) San Marcos Hotel occupied this corner. It had fireproof construction. The same hotel occupies the corner today.

Other Maps Examined: 499, 500, A820, 4391, 5630.

Present Conditions: Only the SE corner contains a structure noted on the earlier maps (San Marcos Hotel). The other three corners have been modified significantly.

Conclusions: Nineteenth century historic maps do not indicate presence of significant historic features within the impact areas for this station location. B. Luney's house was located near the southeast corner of the intersection of Beverly and Western prior to 1877. This is, however, outside the proposed impact area. In addition, post-1919 construction appears to have destroyed any remains of the structures depicted on the 1919 Sanborn maps. In summary, there is a low probability that significant historic archaeological resources will be found at this station location.

HISTORIC MAP REVIEW FOR (A) VERMONT/SUNSET STATION

Proposed Impacts: Only the NE corner is slated for impacts. At this location, a station entrance is planned and will be located roughly 80-140 ft north of the intersection. No other corners will undergo modification

Sanborn Map Volumes/Years: 9/1919, 1942; 10/1919, 1954

NW corner of Vermont and Sunset

Vol 10, 1919, 1068: No structures were located in any portion of the block; the area was Prospect Park.

Vol 10, 1954, 1068: The corner lot encompassed a 1 story service station with 4 repair bays.

NE corner

Vol 10, 1919, 1069: The area contained empty lots.

Vol 10, 1954, 1069: The area slated for impacts included a 2 story brick restaurant and two adjoining frame commercial structures. None contained basements.

SW corner

Vol 9, 1919, 924: A small frame service station was located off the corner in the corner lot; all adjacent lots were empty.

Vol 9, 1942, 924: The corner lot contained a small, 1 story brick restaurant offset from the corner.

SE corner

Vol 9, 1919, 925: The corner lot included a nursery and 4 associated greenhouses. Lettuce was the type of produce grown at this location.

Vol 9, 1942, 925: A large, 1 story (no basement) Nurse's Home associated with Children's Hospital covered the corner.

Other Maps Examined: 497, 498, 507, 4224, 4556, 4624, 4665, 5660.

Present Conditions: None of the corners retain any structures noted on the Sanborn maps; all have been modified completely.

Conclusions: Historic map research indicates that no structures existed at this station location prior to 1919. Construction spanning the period from 1919 to the present has destroyed all structures noted on the 1919 Sanborn maps. In conclusion, it is extremely unlikely that the impact areas for this station location will contain significant archaeological resources.

HISTORIC MAP REVIEW FOR (B) VERMONT/SUNSET STATION

Proposed Impacts: Unlike (A) Vermont/Sunset Station, the primary impacts for this station will be 290-400 ft south of Sunset on the east and west sides of Vermont. From ca. 290-450 ft on the west side of Vermont (S. of Sunset), a station section and entrance is planned. From 410-450 ft south of Sunset on the east side of Vermont, a station segment is proposed. No impacts are slated for the NW and NE corners of Vermont and Sunset. Also, these areas have been discussed in (A) Vermont/Sunset Station.

Sanborn Map Volumes/Years: 9/1919, 1942

West side of Vermont

Vol 9, 1919, 924: All but one of the lots abutting Vermont were empty. A single frame dwelling with a separate frame garage occupies a lot on the southern edge of the impact area.

Vol 9, 1942, 924: The impact area encompassed only a small, 1 story, brick medical clinic (no basement).

East side of Vermont

Vol 9, 1919, 925: Only one small frame dwelling lay near, but not within the impact area. Much of this side of the street was empty lots.

Vol 9, 1942, 925: The area slated for impact included open lots and open space on the grounds of the Hollywood Hospital.

Other Maps Examined: 497, 498, 499, 507, 1028, 1029, 1238, 1304, 4391, 4556, 4649, 5660.

Present Conditions: All portions of the area slated for impacts have been modified entirely.

Conclusions: Any pre-1919 structures in this area have been impacted by more recent construction. Nineteenth century historic maps do not indicate the presence of significant historic features within the impact areas for this station location. In summary, there is an extremely low probability that significant cultural resources will be encountered at this station location.

HISTORIC MAP REVIEW FOR VERMONT/BEVERLY (AKA TEMPLE) STATION

Proposed Impacts: A station and station entrance are planned for the NW corner of the intersection, extending roughly 150 ft north of Beverly. A station section is planned for an area 110-150 ft north of Beverly on the NE corner. No impacts will affect the SW and SE corners.

Sanborn Map Volumes/Years: 7/1907, 1921, 1953; 9/1919, 1942

NW corner

Vol 9, 1919, 999A: The southern end of the impact area contained two frame dwellings on separate lots; each lot included an unattached frame shed or garage. North of these two lots, the impact area consisted of empty lots.

Vol 9, 1942, 999A: The impact area consisted of three lots of equal size, rectangular in shape and oriented east-west. The lot closest to the corner was occupied by a 2 story brick bank building with two brick stores adjacent to the west. None of these structures included basements. These structures appear similar in configuration to those present today. The lot immediately to the north was empty (now contains dental offices). The third and northernmost lot contained a three story brick commercial building (no basement) which is similar in size to the building occupying the lot today.

NE corner

Vol 9, 1919, 999B: No structures were located on the corner lot, but the impact area included two frame dwellings with separate frame garages (no basements).

Vol 9, 1942, 999B: A 2 story brick commercial building (no basement) covered the impact area.

SW corner

Vol 7, 1907, no plate for this location.

Vol 7, 1921, 711: This corner contained empty lots.

Vol 7, 1953, 711: The Dicksboro Apts., a 6 story fireproof building with a basement occupied this corner.

SE corner

Vol 7, 1907, no plate for this location.

Vol 7, 1921, 799H: The corner lot was empty, but two small frame dwellings occupied the two lots adjacent to the south.

Vol 7, 1953, 799H: Seven 1 story brick commercial (stores) covered the corner (no basements).

Other Maps Examined: 33, 499, 500, 2488, 4391, 4429, 4556, 4665, 5646.

Present Conditions: Only the NW corner retains any similarities with the configuration of structures on the 1953 Sanborn map. The other three corners have been wholly altered since that time.

Conclusions: Post-1919 construction appears to have demolished any pre-1919 features within the impact areas for this station location. Nineteenth century maps do not indicate the presence of any significant historic features at this location. In summary, there is an extremely low probability that the impact

areas will contain significant historic cultural resources.

HISTORIC MAP REVIEW FOR VERMONT/SANTA MONICA STATION

Proposed Impacts: The proposed impacts are well south of Santa Monica and close to Willow Brook Ave. On the west side of Vermont, a station section and entrance is slated to extend north from Willow Brook for ca. 160 ft. On the east side of Vermont, a station section is planned for an area 40-80 ft north of Willow Brook. Since all impacts will occur south of Santa Monica, the area to the north will not be discussed. However, photographs of the pertinent maps were taken (Vol 9, 1919 and 1942, 938 (NW) and 940 (NE)).

Sanborn Map Volumes/Years: 9/1919, 1942

West side of Vermont

Vol 9, 1919, 960: The four lots along Vermont and north of Willow Brook were empty. Only a small frame dwelling and frame garage occur at the northern edge of the impact area.

Vol 9, 1942, 960: The first four lots were still empty and the frame dwelling remained on the fifth lot as in 1919.

East side of Vermont

Vol 9, 1919, 961: Two frame dwellings lay on the eastern edge of the impact area; the remainder of the lot to the west was empty.

Vol 9, 1942, 961: The house noted in 1919 remained in the same location. However, a brick 1 story market and bakery (no basement) covered the portion of the lot adjacent to the eastern edge of Vermont.

Other Maps Examined: 497, 498, 499, 500, 1076, 2517, 4391, 4478, 4556, 5646, 5649.

Present Conditions: Neither of the areas slated for impacts retain any similarity to their historic configurations; both areas have been modified significantly.

Conclusions: Post-1919 construction appears to have demolished all pre-1919 features within the impact areas for this station location. However, nineteenth century survey maps indicate that an area known as "Two Springs" was located near the southeast corner the intersection of Santa Monica and Vermont. In addition, a house belonging to M. Sullivan is depicted immediately west of Vermont and to the south of "Two Springs". These two features appear to be outside the direct station impact area. However, it is likely that the general area may contain prehistoric archaeological remains due to the presence of "Two Springs", which are prominently shown on the 1873 survey map (#499). In summary, there is a low probability that significant historic resources will be encountered at this station location. The general area may, however, contain resources associated with prehistoric use of the springs. The extent of any prehistoric use of this location is unknown at this point in time.

HISTORIC MAP REVIEW FOR (A) HOLLYWOOD/HIGHLAND STATION

Proposed Impacts: Only the SE corner of the intersection is slated for impacts. A station entrance is to be located directly on the corner.

Sanborn Map Volumes/Years: 10/1919, 1954

NW corner

Vol 10, 1919, 1018: The extensive Hollywood Hotel, a frame structure, occupied this corner. It included portions with 2 stories and two small basements.

Vol 10, 1954, 1018: same as 1919.

NE corner

Vol 10, 1919, 1019: A 1 story brick bank and two single story brick stores covered the corner (no basements).

Vol 10, 1954, 1019: A six story brick bank (no basement) and two brick stores (no basements) occupied the corner lot.

SW corner

Vol 10, 1919, 1047: The impact area encompassed five adjoining brick commercial structures. These included a restaurant, an entrance to the building and three stores. These were 2-3 story structures and two included basements.

Vol 10, 1954, 1047: Although the structures retained a similar configuration to those in 1919, the main structure was converted to a fireproof design. It still housed a restaurant and two small stores. However, the kitchen and storage room for the restaurant were converted to an office building.

SE corner

Vol 10, 1919, 1048: This corner contained multiple brick stores which varied from 1-3 stories and included basements.

Vol 10, 1954, 1048: A brick 1 story bank occupied the corner. Its size and configuration are similar to the Bank of America which covers this corner today.

Other Maps Examined: 499, 500.

Present Conditions: Only the SE corner retains any similarities with the structures noted on the 1942 map. The other three corners appear to have been modified significantly since that time.

Conclusions: A commercial structure was built within the station impact area prior to 1919. Apparently, post-1919 construction destroyed this structure. Nineteenth century historic maps do not indicate the presence of any historic features within the impact area for this station location. In summary, there is an extremely low probability that the station location will yield significant historic archaeological resources.

HISTORIC MAP REVIEW FOR (B)HIGHLAND/HOLLYWOOD STATION

Proposed Impacts: For this version of the station at this intersection, the proposed impact will consist of a station entrance on the east side of Highland and 110-170 ft north of Hollywood. Since the other corners have been discussed for (A)Hollywood/Highland Station, the following will focus solely on the impact area described above.

Sanborn Map Volumes/Years: 10/1919, 1954

NE corner

Vol 10, 1919, 1019: The area slated for impacts was abutted by a 1 story brick telephone exchange on the south and a 1 story undertaking parlor on the north. Most of the area encompassed by the proposed station entrance consisted of an empty lot.

Vol 10, 1954, 1019: At this time, a 1 story commercial structure (brick-no basement) and a large commercial garage (brick-no basement) cover the impact area.

Other Maps Examined: 499, 500.

Present Conditions: It appears that the structures noted in 1954 no longer occupy the impact area.

Conclusions: Brick commercial structures were built at this station location prior to 1919. However, construction spanning the period from 1919 to the present has destroyed those features constructed prior to 1919. Nineteenth century maps do not indicate the presence of any significant historic features within the impact area for this station location. In summary, the impact area for this station location has an extremely low probability of containing significant archaeological resources.

HISTORIC MAP REVIEW FOR HOLLYWOOD/BRONSON TRANSITION

Proposed Impacts: The impacts consist of re-routing traffic through the lots on the south side of Hollywood between Bronson and Gower.

Sanborn Map Volumes/Years: 10/1919, 1954

South side of Hollywood

Vol 10, 1919, 1055-1056: To simplify the description, the following will list the structures by lot from east (Bronson) to west (Gower).

Lot 1: small frame store with associated greenhouse; most of the lot is empty.

Lot 2: empty

Lot 3: large 2 story frame dwelling with large separate frame garage.

Lot 4: three individual frame dwellings, a large frame apartment building, a frame duplex, and three sets of separate frame garages.

Lot 5: empty

Lot 6: Mountain View Inn, a 3 story frame hotel with a basement.

Lot 7: an unfinished frame structure

Lot 8: a large 1 story frame structure with basement and separate frame garage.

Lot 9: same as Lot 8

Lot 10: a single story frame store abuts Hollywood; a medium frame dwelling occupied the center of the lot, and a small frame dwelling lay at the south end of the lot (no basements).

Lot 11: empty

Lot 12: two single story frame stores abut Hollywood, and a paint shop and three frame dwellings are dispersed throughout the remainder of this large lot.

Lot 13: a 2 story frame store was on the corner of Hollywood and Gower and a medium frame dwelling (with basement) lay in the center of this lot.

Vol 10, 1954, 1055-56: Multiple commercial and residential structures cover all lots noted above. All commercial structures are either brick or fireproof construction. The dwellings are frame. The number of dwellings has been reduced considerably since 1919.

Other Maps Examined: 499, 500, 1052, 4556, 4649, 4929, 5648.

Present Conditions: No data available.

Conclusions: Multiple wood-frame structures existed in this area prior to 1919. The most significant of these appears to be the Mountain View Inn (see above). The majority of these structures appear to have been impacted or destroyed by post-1919 construction. Nineteenth century maps do not indicate the presence of any significant historic features within the impact zone for this transition area. In summary, there is a low probability that construction of this transition area will encounter significant historic archaeological resources.

HISTORIC MAP REVIEW FOR VERMONT/3RD TRANSITION

Proposed Impacts: Rerouting of traffic on the east side of Vermont from 1st to 3rd.

Sanborn Map Volume/Years: 7/1907, 1921, 1953

East side of Vermont

Vol 7, 1907, 752: The only map available showed a portion of the impact area just north of 3rd. This locale contained the Bimini Inn, a 2 story frame hotel located near the eastern edge of the lot. This was associated with the Bimini Springs Bathhouse complex located east of Bimini Ave. and outside the impact area. Vol 7, 1921, 799I: The Bimini Inn was apparently converted into the Chumnock School of Expression and Academy, although the Bimini Hot Springs Bathhouse complex remained intact. A single story frame commercial structure occupied the lot on the SE corner of 1st and Vermont. All other lots in the impact area were empty.

Vol 7, 1953, 799I-799J: From 1st south for ca. 350 ft, the impact area contained 10 1-2 story brick commercial structures (a few with basements) and a movie theater. The Bimini Lodge Hotel occupied the same location as the Bimini Inn/Chumnock School and possibly the same building. However, the Sanborn map indicates some modifications to the building. The front (west) portions of the next two lots to the south were empty, but structures occupied the eastern portions of the lots. The lot extending to 2nd contained several 1 story, small brick commercial structures that adjoined one another to form an "L" in the center of the lot. The lots extending from 2nd to 3rd contain auto dealerships comprised mostly of empty lots.

Other Maps Examined: 33, 497, 498, 2361, 4665.

Present Conditions: No data available.

Conclusions: Nineteenth century (ca. 1875) maps do not indicate the presence of significant historic features within the impact area for this transition. By 1907, however, this locale was the site of the Bimini Inn/Bimini Hot Springs. The Bimini Inn (later the Chumnock School) may have historic significance. However, the presence or absence of any features associated with this resource could not be determined since the area was not field-checked as part of this investigation.

HISTORIC MAP REVIEW FOR SUNSET/BRONSON TRANSITION

Proposed Impacts: Rerouting of traffic on both the north and south sides of Sunset between Bronson and Gower.

Sanborn Map Volumes/Years: 9/1919, 1942; 10/1919, 1954

North side of Sunset

Vol 10, 1919, 1055-1056: (E-W) Bronson to Gordon- most lots were empty; only one small frame house was present in the middle of the central lot. Gordon to Gower- mostly empty lots, but four frame dwelling were dispersed within this segment in four separate lots.

Vol 10, 1954, 1055-1056: Bronson to Gordon- This segment contained the Randall Motor Corp., a restaurant, and the KMPC Broadcast Studios (no basements). Gordon to Gower- Multiple commercial structures (brick and fireproof) fill the lots in this segment. Also, three frame dwellings occupy the central lots in this segment.

South side of Sunset

Vol 9, 1919, 909: (W-E) Gower to Gordon- frame gas station, frame film studio (Wm Horsley Film Laboratory), Francis Ford Studio (frame). Gordon to Bronson- small frame sheds, storage lot for LA City Engineering Dept., a 1 story frame store, and three frame dwellings.

Vol 9, 1942, 909: The area from Bronson to Gower was literally covered by structures, mostly commercial and made from brick. Most notable among these were Columbia Pictures Studio and Sunset Studios.

Other Maps Examined: 499, 500, 1052, 4556, 4649, 4929, 5648.

Present Conditions: No data available.

Conclusions: Map 1052 (1896) shows the known as the Cahuenga Pass School, located on Sunset between Gower and the future local school does not appear on the 1919 Sanborn probably built in the 1880s and appears to be replaced by 1919 to accommodate construction of the Engineering Department facility. As shown on the 1919 survey map, the "8 mile house" was located at the northeast corner of the intersection of Sunset and Gower. The site consisted of a tavern and store, probably dating from the 1870s. Subsequent to the period spanning 1919 to the present appears to have substantially impacted the site identified as the "8 mile house". Further investigations cannot be determined at present because a field survey was not conducted in this area. If necessary, there is a possibility that significant historic archaeological resources will be encountered within the transition area on the south side of Sunset, between Bronson and Gower. A final determination regarding the north side of Sunset cannot be made until the project area is field-checked.

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REFERENCES CONSULTED

SUMMARY LIST OF SANBORN MAPS REVIEWED (all available at CEUN)

STATION OR TRANSITION	SANBORN MAP
SUNSET/EDGEMONT STATION	Vol 9, 1919, 922 " " 1942, 922 Vol 10, 1919, 1067 " " 1954, 1067
HOLLYWOOD/VINE STATION	Vol 10, 1919, 1023, 1052-53 " " 1954, 1023, 1052-53
HOLLYWOOD/WESTERN STATION	Vol 10, 1919, 1029, 1060 " " 1954, 1029, 1060
WESTERN/SANTA MONICA STATION	Vol 9, 1919, 930, 932, 953, 955 " " 1942, 930, 932, 953, 955
SUNSET/WESTERN STATION	Vol 9, 1919, 917 " " 1942, 917 Vol 10, 1919, 1060 " " 1954, 1060
SUNSET/VINE STATION	Vol 9, 1919, 903, 905 " " 1942, 903, 905 Vol 10, 1919, 1052-53 " " 1954, 1052-53
HOLLYWOOD BOWL STATION	No Sanborn maps covered this locale, even post 1940
(A) HOLLYWOOD/HIGHLAND STATION	Vol 10, 1919, 1018-19, 1047-48 " " 1954, 1018-19, 1047-48
(B) HIGHLAND/HOLLYWOOD STATION	Vol 10, 1919, 1018-19, 1047-48 " " 1954, 1018-19, 1047-48
VERMONT/BEVERLY (*1) STATION	Vol 7, 1907, no map " " 1921, 711, 799H " " 1953, 711, 799H Vol 9, 1919, 999A, 999B " " 1942, 999A, 999B
VERMONT/SANTA MONICA STATION	Vol 9, 1919, 938, 940, 960-61 " " 1942, 938, 940, 960-61
WESTERN/BEVERLY (*1) STATION	Vol 7, 1907, no map " " 1921, 701 " " 1953, 701 Vol 8, 1921, 801 Vol 8, 1953, 801

	Vol 9, 1919, 980, 982
	" " 1942, 980, 982
(A) VERMONT/SUNSET STATION	Vol 9, 1919, 924-25
	" " 1942, 924-25
	Vol 10, 1919, 1068-69
	" " 1954, 1068-69
(B) VERMONT/SUNSET STATION	Vol 9, 1919, 924-25
	" " 1942, 924-25
VERMONT/3RD TRANSITION	Vol 7, 1907, 752
	" " 1921, 799I
	" " 1953, 799I, 799J
SUNSET/BRONSON TRANSITION	Vol 9, 1919, 909
	" " 1942, 909
	Vol 10, 1919, 1055-56
	" " 1954, 1055-56
HOLLYWOOD/BRONSON TRANSITION	Vol 10, 1919, 1055-56
	" " 1954, 1055-56

Note:

(A) and (B) denote two locales with similar or same designations and similar locations.

(*1)= Beverly St. was named Temple on most of the earlier maps; it becomes Temple east of the project area today.

HISTORIC MAPS REVIEWED. CITY OF LOS ANGELES ENGINEERING DEPT.

MAP#	DATE	SUBJECT
33	1886	Map of County Road No. 303; Vermont Ave. from Melrose Ave. to 4th St.
497	1870	Township Plat; Township 1 South, Range 13 West; Surveyor General's Office
498	1872	Township Plat; Township 1 South, Range 13 West; Surveyor General's Office
499	1873	Township Plat; Township 1 South, Range 14 West; Surveyor General's Office
500	1881	Township Plat; Township 1 South, Range 14 West; Surveyor General's Office
507	1886	Plat of Rancho Los Felis; Patents Book 1 Pages 163-164
A820	1919	Township Map
1028	1910	Rancho Los Felis Assessment Tax Map
1029	1910	Thomas Bell Tract of Rancho Los Felis
1052	1910	County Surveyors Map 1000; Sunset Blvd. from Western Ave. 3 miles west
1076	1910	County Surveyors Map 6643; Santa Monica (west)
1146	1912	Existing Conditions Map for Superior Court Case No. 56509
1238	1913	Sewer Assessment Map; Hollywood Blvd. and Normandie Ave. District
1304	1914	Sewer Assessment Map; Santa Monica Blvd. and Mariposa Ave. District
2361	1907	Proposed Widening of Vermont Ave. from 8th St. to Temple St.
2426	1897	Cahuenga Pass Road
2488	1911	City Surveyors Map
2517	1892	Vermont Ave. from Pico St. to Prospect Park
2679	1914	Sewer Assessment Map; Western Ave. from Temple St. to Fountain Ave.
2999	1922	Assessment District for Bronson Ave. from Cahuenga Blvd. to Sunset Blvd.
4224	1090	Crystal Springs
4391	1909	Drainage Location Map
4429	1909	Sewer Assessment Map
4478	1909	Drainage Location Map
4489	1910	Water Pipe System
4492	1910	Lick Tract; County Surveyors Map No. 5331
4556	1910	Court Map - Rancho Los Felis
4649	1910	City of Los Angeles Drainage Map (No.833-S); Vine St. to Normandie Ave. and Santa Monica Blvd. to Franklin Ave.
4650	1911	City of Los Angeles Drainage Map (No.832-S); West Boundary Line to Vine St. and Santa Monica Blvd. to Franklin Ave.
4665	1911	Proposed Widening of Vermont Ave. between San Marino St. and Los Feliz Ave.
4889	1915	Santa Monica Improvement District Assessment Map
4929	1915	Assessment District for Bronson Ave. from Canyon Drive to Hollywood Blvd.

5049	1916	Municipal Improvement District No. 1
5630	1910	City Street Map
5646	1910	Court Case Map
5648	1910	County Surveyors Map
5649	1910	County Surveyors Map
5659	1911	PacTel Subway Charts
5660	1911	Portion of City Map
5745	1917	Section 9, T1S, R14W, Los Angeles County

SUMMARY OF AVAILABLE SANBORN MAP VOLUMES FOR PROJECT AREA

SANBORN MAPS

Volume 7, 1907 -- few pertinent maps, most of the area not mapped

Volume 7, 1921 -- few pertinent maps

Volume 7, 1953 -- this is a "paste-over" map, so only final 1953 map (and structures) is visible; all changes between 1921 and 1953 are obscured.

Volume 8, 1921 -- only one pertinent map

Volume 8, 1953 -- "paste-over" map

Volume 9, 1919 -- most of the station and transition locales are on this set of maps

Volume 9, 1942 -- "paste-over" map

Volume 10, 1919 -- many station and transition locales are on this set of maps with the notable exception of the Hollywood Bowl area

Volume 10, 1954 -- "paste-over" map, but still the Hollywood Bowl area is not included.