

# Southern California Rapid Transit District **METRO RAIL PROJECT**

CORE STUDY, CANDIDATE ALIGNMENTS 1 TO 5

Draft Supplemental Environmental Impact Statement/  
Subsequent Environmental Impact Report

19



**RTD**



TECHNICAL REPORT  
ARCHAEOLOGY  
LOS ANGELES RAIL RAPID TRANSIT PROJECT "METRO RAIL"  
CORE STUDY, CANDIDATE ALIGNMENTS 1 TO 5

Draft Supplemental Environmental Impact Statement/  
Subsequent Environmental Impact Report

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Prepared for  
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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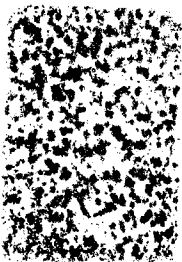
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# ARCHAEOLOGICAL EVALUATION OF PROPOSED STATION AREAS

AND

## ZONES OF TRANSITION BETWEEN AERIAL AND SUBWAY

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### INTRODUCTION

The purpose of the investigation is to conduct a literature and map search for evidence of potential archaeological resources at proposed station areas and transition zones, in connection with Metro Rail construction. The study process involved the consultation of historical maps and records of the Los Angeles Bureau of Engineering, California State University at Northridge, and the Los Angeles County Museum of Natural History. Documentation was sought for the construction history of the following 17 specific station areas and zones of transition:

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 lots, 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 research was intensely site-specific, and properties immediately adjacent to or in the vicinity of individual identified impact areas were not generally addressed as part of this investigation. Comments are provided where possible about the existing conditions, but no field inspections were requested.

### METHODOLOGY

Sanborn map research was conducted at the Geography Department Library, California State University, Northridge. The maps utilized at this location cover the period 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 the 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 documents cover the period from 1873 to the 1920s. The research effort here was focused on reviewing the maps to circa 1919.

Only a small portion of the 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 contain information related to each of the identified study areas. Clearly, each document could not be consulted; therefore the research concentrated on the period not covered by the Sanborn maps. The earlier maps and records do, however, tend to cover a large area, and often served to document more than one station location or transition zone. Finally, Mr. William Mason, Los Angeles County Museum of History, was interviewed regarding identified sites of potential significance. He provided valuable data and insights from his own exhaustive knowledge of local history and from access to the Museum's archives. His comments about specific sites are included in the descriptive sections which follow.

## HISTORIC MAP REVIEW

### Sunset/Edgemont Station

Proposed Impacts: North side of Sunset on the northeast corner of Sunset and Kenmore is slated for a section of the station and an entrance; the south side of Sunset near the southeast 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 seven wood frame dwellings, each with associated frame garages, but no basements. The area of impact (station extension south of Sunset) encompasses the locations of one or two dwellings. Francis DePruw Industrial School for Mexican Girls was located west of Kenmore and south of Sunset.

Vol. 9, 1942, 922. The area of impact included the locations of two frame dwellings with associated, but spatially separated, garages on the parcels. Neither residence had 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, one-story frame commercial structures. Neither had a basement.

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

Present Conditions: Based on the maps, 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. The impact area is regarded to have an extremely low probability for yielding significant historic archaeological remains.

#### Hollywood/Vine Station

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

Sanborn Map Volumes/Years: 10/1919, 1954.

Northwest corner of Hollywood and Vine:

Vol. 10, 1919, 1023. A large frame dwelling was located in the center of a large lot on the corner; it had no basement. The impact area possibly includes the location of another frame dwelling and large frame garage located west of the larger dwelling.

Vol. 10, 1954, 1023. The impact area coincides with the location of a steel/concrete bank on the corner, and two brick commercial structures. These structures were configured similarly to those shown on the existing conditions maps, and may be the same buildings.

Northeast corner of Hollywood and Vine:

Vol. 10, 1919, 1023. Six single-story brick commercial buildings, without basements, were located on the corner. Also, a large frame dwelling was present on the same lot, north along Vine St.

Vol. 10, 1954, 1023. This corner was occupied by a fireproof 12-story commercial enterprise, the Equitable

Building of Hollywood. It included a basement. The size and configuration of this structure are very similar to the building presently in the same location.

Southwest corner of Hollywood and Vine:

Vol. 10, 1919, 1052. No structures are indicated within 200 feet of the corner.

Vol. 10, 1954, 1052. The corner was occupied by a nine-story fireproof building which had a two-story basement, the Broadway Department Store. The building appears to be the same as that presently located on the southwest corner.

Southeast corner of Hollywood and Vine:

Vol. 10, 1919, 1053. This corner contained a large frame church with no basement and the associated rectory, three single-story brick commercial buildings, a small frame dwelling, a frame garage and what appears to represent a ramada (roofed shelter). None had basements.

Vol. 10, 1954, 1053. The Taft Building was present on the corner, and it occupies the same location at this time.

Other maps examined: 499, 500, 4650, 5648.

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

Conclusions: No significant historic structures or features appear to predate those depicted on the 1919 Sanborn map. No significant historical features are referenced on any of the nineteenth century maps consulted. Further, construction of the large buildings presently extant has likely destroyed any significant archaeological remains. In summary, this area has an extremely low probability for yielding significant archaeological information.

#### Hollywood/Western Station

Proposed Impacts: The northwest 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 feet west of the corner. No impacts are anticipated at the northeast and southeast corners.

Sanborn Map Volumes/Years: 10/1919, 1954.

Northwest corner and north side of Hollywood west of Western:

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

Vol. 10, 1954, 1029. The area of impact encompassed five or six one-story brick commercial structures which included stores and restaurants.

Southwest corner and south side of Hollywood west of Western:  
Vol. 10, 1919, 1060. The impact area contained one frame dwelling and the large brick Hollywood Garage. No basements were indicated. The remainder of the block included multiple low brick commercial buildings.

Vol. 10, 1919, 1060. The frame dwelling disappeared, and several additional brick one-story commercial structures were existing.

Northeast and southeast corners:

These parcels were not reviewed, since no impacts are projected at this time.

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

Present Conditions: In the areas where impacts are anticipated, the structures appear to have been modified significantly since 1954.

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

#### 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 feet south of Santa Monica on the west side of Western.

Sanborn Map Volumes/Years: 9/1919, 1942.

Northwest corner of Western and Santa Monica:

Vol. 9/1919, 930. The area within the lots on the corner includes two one-story brick commercial structures lacking basements, a medium-sized frame dwelling, and a large greenhouse.

Vol. 9/1942, 930. At this time, a two-story brick bank, without basement, occupies the corner. Its configuration generally matches that of the structure present today.



Northeast corner of Western and Santa Monica:

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

Vol. 9/1942, 932. A six-story brick commercial structure encompasses the corner lot at this date. No basement is indicated.

Southwest corner of Western and Santa Monica:

Vol. 9/1919, 953. On the corner, a large brick drugstore and a brick auto supply/plumbing store are located. The area of anticipated impact includes the location of a frame dwelling with no basement. A frame garage is at the back (west) end of the lot.

Vol. 9/1942, 953. The area of the proposed station entrance coincides with the location of a one-story brick commercial structure which lacked a basement.

Southeast corner of Western and Santa Monica:

Vol. 9/1919, 955. Only a small frame gas station was located on the corner; the remainder of the lots facing Western, and most of the corner lot, were empty.

Vol. 9/1942, 955. A two-story brick restaurant occupies the corner. It, and the adjacent buildings on the south side, are configured similarly to the structures which are now present.

Other Maps Examined: 499, 500, 2679, 4391, 5648.

Present Conditions: Of the four corners, the present configuration of structures on the northwest and southeast corners appears to be similar to the buildings extant in 1942. The northeast and southwest corners appear completely altered.

Conclusions: Nineteenth century maps indicate that there were no significant pre-1900 features at this station location. The 1919 Sanborn map does show a wood frame dwelling and a brick commercial structure; subsequent Sanborn maps indicate that later commercial construction replaced the frame dwelling. There is, therefore, extremely low probability that significant archaeological resources will be encountered in the impact areas associated with this station location.

#### Sunset/Western Station

Proposed Impacts: All of the projected impacts will affect the area west of Western and east of St. Andrews along Sunset. On

the northwest corner of Sunset and Western, a station segment and entrance are proposed. This will affect an area 170 feet east-west by 60 feet north-south. On the south side of Sunset, only an entrance is planned. The northeast and southeast corners will not be affected, and these properties are not discussed below.

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

Southwest corner of Sunset and Western:

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

Vol. 9/1942, 917. A six-story brick office building of 20th Century Fox Studios occupied the area of the proposed impact. It contained a basement.

Northwest corner of Sunset and Western:

Vol. 10/1919, 1060. No structures were present in the lots along Sunset.

Vol. 10/1954, 1060. The impact area is covered by eight one- and two-story brick commercial buildings. No basements were noted.

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

Present Conditions: The areas under review have been significantly altered since 1954. According to the existing conditions maps, both areas described above are currently 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 recorded on the Sanborn maps have been demolished. The area is regarded as having an extremely low probability of containing significant cultural resources due to sequences of construction and demolition spanning the period from 1919 to the present.

#### Sunset/Vine Station

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

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

Northwest corner of Sunset and Vine:

Vol. 10/1954, 1052. The corner is covered with four frame dwellings without basements.

Vol. 10/1954, 1052. The area slated for impact included a two-story steel and concrete commercial structure without basement.

Northeast corner of Sunset and Vine:

Vol. 10/1919, 1053. The entire block was occupied by the movie studios of "Famous Players Lasky Corp." There were numerous frame buildings, without basements.

Vol. 10/1954, 1053. The NBC Broadcasting Studios, a two-story fireproof building lacking basement, occupied the corner.

Southwest corner of Sunset and Vine:

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

Vol. 9/1942, 903. Multiple one-story brick commercial buildings cover the corner; no basements are indicated.

Southeast corner of Sunset and Vine:

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 present configuration of existing structures, it appears that all four corners have been modified repeatedly through time.

Conclusions: The area of the anticipated impacts has an extremely low probability of yielding significant archaeological resources. This is primarily due to construction spanning the period from 1919 to the present, and the fact that nineteenth century maps do not depict the presence of significant historical features at this station location.

#### Hollywood Bowl Station

All possible Sanborn map volumes encompassing this vicinity were reviewed, but none contained maps showing details of the specific area of concern. This suggests that the area did not contain any major structures other than Hollywood 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 any significant historical features at this station location. Further, it is likely that the construction of Hollywood Bowl and its associated facilities would have demolished or severely impacted any pre-existing structures or deposits. There is an extremely low probability that any significant archaeological resources will be found within the impact areas for this station location.

#### Western/Beverly Station

Proposed Impacts: A station entrance is proposed for the northwest 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.

#### Northwest corner of Western and Beverly:

Vol. 9/1919, 980. The location of the proposed impact contained a frame dwelling without basement, and an unattached frame garage. Both were located on the corner lot. The five lots west of this property were vacant.

Vol. 9/1942, 980. The corner lot (impact area) contained a large one-story brick commercial structure divided into four stores. No basements were indicated.

#### Northeast corner of Western and Beverly:

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

Vol. 9/1942, 982. A circular steel/concrete one-story restaurant was located in the center of the corner lot. A small frame store was present at the extreme northwest corner of the lot. Neither had a basement.

#### Southwest corner of Western and Beverly:

Vol. 8/1921, 801. The area encompassed by the two corner lots contained two frame dwellings with associated, detached frame garages. There were no basements.

Vol. 8/1953, 801. A two-story brick bank building, without basement, covered the corner lot.

#### Southeast corner of Western and Beverly:

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

Vol. 7/1921, 701. The corner contained a small frame office

building and three identical frame dwellings with detached garages. None had basements.

Vol. 7/1953, 701. The seven-story plus basement San Marcos Hotel occupied the corner. It was of fireproof construction and continues in existence at this location.

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

Present Conditions: Only the southeast corner contains a structure noted on the earlier maps, i.e., San Marcos Hotel. The other three corners have been modified extensively.

Conclusions: Nineteenth century maps do not indicate the presence of significant historical features within the direct impact areas for this station location. B. Luney's house was occupied near the southeast corner of the intersection of Beverly and Western prior to 1873; this is noted for the record, although the location is presently outside of the impact area. Post-1919 construction appears to have destroyed any remains of the structures illustrated on the 1919 Sanborn maps. There is, therefore, a low probability that significant archaeological resources will be found within the station location as currently drawn, although related construction activities may encounter remains, deposits, activity areas, or features associated with the Luney homestead which may occur over a fairly broad area.

#### Vermont/Sunset Station (A)

Proposed Impacts: Only the northeast corner is within the impact area. At this location, a station entrance is proposed which will be approximately 80-140 feet north of the intersection. The other corners will not be affected according to current plans.

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

Northwest 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 one-story service station with four repair bays.

Northeast corner of Vermont and Sunset:

Vol. 10/1919, 1069. The area contained vacant lots.

Vol. 10/1954, 1069. The impact area included a two-story brick restaurant and two adjoining frame commercial structures, none with basements.

Southwest corner of Vermont and Sunset:

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

Vol. 9/1942, 924. The corner lot contained a small one-story brick restaurant offset from the corner.

Southeast corner of Vermont and Sunset:

Vol. 9/1919, 925. The corner lot included a nursery and four associated greenhouses. Lettuce was the primary product grown.

Vol. 9/1942, 925. A large one-story Nurses' Home associated with Children's Hospital covered the corner. It had no basement.

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

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

Conclusions: The map research reveals that no structures existed at this station location prior to 1919. Construction over the years from 1919 to the present has destroyed all buildings shown on the 1919 Sanborn maps. It is extremely unlikely that the impact area for this station location will encounter significant archaeological resources.

#### Vermont/Sunset Station (B)

Proposed Impacts: Unlike the Vermont/Sunset (A) alternative, the primary impacts for this station will be about 290-400 feet south of Sunset on the east and west sides of Vermont. From about 290-450 feet on the west side of Vermont, south of Sunset, a station section and entrance is planned. From 410-450 feet south of Sunset on the east side of Vermont, a station segment is proposed. No impacts are slated for the northwest and northeast corners of Vermont and Sunset; these areas have been reviewed in the preceding discussion of the (A) alignment.

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 detached frame garage occupies a lot on the southern edge of the impact area.

Vol. 9/1942, 924. The impact area encompassed only a small one-story brick medical clinic which lacked a basement.

East side of Vermont:

Vol. 9/1919, 925. Only a single small frame dwelling was near, but not within, the impact area. Much of this side of the street was composed of empty lots.

Vol. 9/1942, 925. The area of impact included empty 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 maps do not indicate the presence of significant historical features within the impact areas for this station. The probability that significant cultural resources will be encountered at this location is considered extremely low.

#### Vermont/Beverly (Temple) Station

Proposed Impacts: A station and station entrance are planned for the northwest corner of the intersection, extending approximately 150 feet north of Beverly. A station section will affect an area of 110-150 feet north of Beverly on the northeast corner. No impacts are projected for the southwest and southeast corners.

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

Northwest corner of Vermont and Beverly:

Vol. 9/1919, 999A. The southern end of the impact area contained two frame dwellings on separate lots, each with a detached frame shed or garage. The balance of the impact area, north of these properties, comprised empty lots.

Vol. 9/1942, 999A. The impact area was divided into three lots of equal size, rectangular in plan and oriented east-west. The lot closest to the corner was occupied by a two-story brick bank building with two brick stores adjacent to the west side. None of these had basements. The structures appear comparable in configuration to the buildings now present on the property. The lot immediately to the north was empty; it now contains dental offices. The third and northernmost lot contained a three-story brick commercial building, without basement, which is similar in size to the structure presently on the lot.

Northeast corner of Vermont and Beverly:

Vol. 9/1919, 999B. No structures are shown on the corner lot, but within the impact area were two frame dwellings with separate frame garages. No basements are indicated.

Vol. 9/1942, 999B. A two-story brick commercial building without basement covered the impact area.

Southwest corner of Vermont and Beverly:

Vol. 7/1907. No plate for this location was found.

Vol. 7/1921, 711. The corner contained only empty lots.

Vol. 7/1953, 711. The Dicksboro Apartments, a six-story fireproof building with a basement, occupied this corner.

Southeast corner of Vermont and Beverly:

Vol. 7/1907. No plate for this location.

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

Vol. 7/1953, 799H. Seven one-story brick commercial store buildings without basements covered the corner.

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

Present Conditions: Only the northwest 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 and entrance. Nineteenth century maps do not suggest the presence of any significant historical features at this location. There is an extremely low probability that the impact areas will contain significant cultural resources.

#### Vermont/Santa Monica Station

Proposed Impacts: The proposed impacts are well south of Santa Monica and close to Willow Brook Avenue. On the west side of Vermont, a station section and entrance are projected to extend north from Willow Brook for approximately 160 feet. On the east side of Vermont, a station section is planned for an area 40-80 feet north of Willow Brook. Since all impacts will occur south of Santa Monica, the properties to the north are not discussed. However, photographs of the pertinent maps were made in case they are needed for future reference (Vol. 9/1919, 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 were present at the northern edge of the impact area.

Vol. 9/1942, 960. The first four lots were still vacant, and the frame dwelling present in 1919 remained on the fifth lot.

East side of Vermont:

Vol. 9/1919, 961. Two frame dwellings were situated on the eastern edge of the impact area; the remainder of the lot to the west was vacant.

Vol. 9/1942, 961. The houses shown in 1919 were still present. A brick one-story market and bakery without basement had been added, covering that 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 within the impact zones retains any similarity to the historic configuration; both areas have been substantially modified.

Conclusions: Post-1919 construction has apparently resulted in the demolition of all pre-1919 structures within the direct 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 of the intersection of Santa Monica and Vermont. In addition, a house belonging to M. Sullivan is depicted immediately west of Vermont and south of "Two Springs" (Figure 1). These two features appear to be outside the direct station impact area, although outbuildings, activity areas, trash deposits, or other remains of this early settlement could occur anywhere in the vicinity. It is also 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). The vicinity was well watered by named creeks, crossed by early transportation routes and a stage road, and a part of the historic Rancho Los Felis.

There is, therefore, some probability that significant historical resources will be encountered at this station location, and the general area may contain resources associated with prehistoric use of the springs. The extent of any prehistoric use of this location is unknown at this time.



Hollywood/Highland Station (A)

Proposed Impacts: Only the southeast corner of the intersection is likely to sustain impacts. A station entrance is planned directly on this corner.

Sanborn Map Volumes/Years: 10/1919, 1954.

Northwest corner of Hollywood and Highland:

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

Vol. 10/1954, 1018. Same as 1919, with hotel in place.

Northeast corner of Hollywood and Highland:

Vol. 10/1919, 1019. A one-story brick bank and two single story brick stores, all without basements, covered the corner.

Vol. 10/1954, 1019. A six-story brick bank and two brick stores, all lacking basements, occupied the corner lot.

Southwest corner of Hollywood and Highland:

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. They were two- to three-story buildings, and two had basements.

Vol. 10/1954, 1047. Although the structures resembled in configuration those depicted in 1919, the main element was converted to fireproof design. It still housed a restaurant and two small stores. The kitchen and storage room had been converted to an office building.

Southeast corner of Hollywood and Highland:

Vol. 10/1919, 1048. This corner contained multiple brick stores which varied from one to three stories, and included basements.

Vol. 10/1954, 1048. A brick one-story bank occupied the corner. In size and configuration, it is similar to the Bank of America which covers this corner today.

Other Maps Examined: 499, 500.

Present Conditions: Only the southeast corner retains any similarities with the structures depicted 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, but it has apparently been destroyed by post-1919 construction. Nineteenth century maps do not indicate the presence of any historical features within the area of direct impact. There is very low probability that the station location will yield significant cultural resources. If activities related to construction processes should encounter any artifacts or discards from the early years of the Hollywood Hotel, these would provide useful information and should be collected.

#### Highland/Hollywood Station (B)

Proposed Impacts: For the alternative location of the station at this intersection, the impact will consist of a station entrance on the east side of Highland and 110-170 feet north of Hollywood. Since the other corners have been reviewed above for the Hollywood/Highland (A) station, the following discussion focuses solely on the stated area of impact.

Sanborn Map Volumes/Years: 10/1919, 1954.

Northeast corner of Highland and Hollywood:

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

Vol. 10/1954, 1019. At this time, a one-story commercial brick structure without basement and a large commercial garage, also brick and without basement, cover the impact area.

Other Maps Examined: 499, 500.

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

Conclusions: Brick commercial structures were built at this station location prior to 1919. However, at least one subsequent generation of construction between 1919 and the present has destroyed the earlier buildings. Nineteenth century maps do not indicate the presence of any significant historic features within the impact area for this station location. There is an extremely low probability that construction will encounter any significant archaeological resources.

#### Hollywood/Bronson Transition

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

Sanborn Map Volume/Years: 10/1919, 1954.

South side of Hollywood:

Vol. 10/1919, 1055-1056. To simplify and summarize the description, the following lists 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 two-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 detached frame garages.

Lot 5. Empty.

Lot 6. Mountain View Inn, a three-story frame hotel with a basement.

Lot 7. An unfinished frame structure.

Lot 8. A large one-story frame structure with a basement and detached 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 was present 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 over the remainder of this large lot.

Lot 13. A two-story frame store was on the corner of Hollywood and Gower, and a medium frame dwelling, with basement, occupied the center of the lot.

Vol. 10/1954, 1055-1056. Multiple commercial and residential structures cover all the lots noted above. All commercial buildings are either brick or fireproof construction. The dwellings are frame. The number of residential structures has been considerably reduced 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 them appears to be the Mountain View Inn on Lot 6. The majority of the structures appear to have been impacted or removed by new construction after 1919. Nineteenth century maps do not indicate the presence of any significant historic features within the impact area of this transition. There is low probability that construction in this area will encounter significant archaeological resources.

Features or trash deposits of the hotel may contain data potential and should be collected.

### Vermont/3rd Transition

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

Sanborn Map Volumes/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 locality contained the Bimini Inn, a two-story frame hotel located near the eastern edge of the lot. This enterprise was associated with the Bimini Springs Bathhouse complex situated east of Bimini Avenue, outside the project area.

Vol. 7/1921, 799I. The Bimini Inn was apparently converted into the Chumnock School of Expression and Academy, although the Bimini Springs Bathhouse complex was still intact. A single story frame commercial structure occupied the lot on the southeast corner of 1st and Vermont. All other lots in the impact area were vacant.

Vol. 7/1953, 799I-799J. From 1st south for about 350 feet, the impact area contained 10 one- or two-story brick commercial structures, a few with basements, and a movie theater. The Bimini Lodge Hotel occupied the same location previously identified as the Bimini Inn/Chumnock School and possibly the same building on the Fremont lot frontage. 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 one-story, small brick commercial structures that adjoined to form an "L" in the center of the lot. The parcels extending from 2nd to 3rd contained auto dealerships comprised mostly of empty lots.

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

Present Conditions: No data available.

Conclusions: Nineteenth century maps ca. 1875 do not depict the presence of significant historic features within the transition impact area. By 1907, however, this was the site of the Bimini Inn/Bimini Hot Springs. The Bimini Inn (later Chumnock School and Bimini Lodge Hotel) would have historical significance. The presence or absence of any features or deposits associated with this resource could not be determined; the auto dealerships and

display lots which replaced the structures probably did not affect subsurface remains. It is possible that prehistoric Indian populations also utilized the natural hot springs. The area is assessed as having the potential to contain significant historical information, and an unknown probability for unrecorded Indian cultural materials.

### 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. From east to west, from Bronson to Gower, most of the lots were vacant. Only a single small frame house was present in the middle of the central lot. From Gordon to Gower, most of the lots were also empty, but four frame dwellings were dispersed within this segment on 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; none had basements. Gordon to Gower: multiple commercial structures, of brick and fireproof construction, filled the lots in this segment. Three frame dwellings occupied the central lots.

#### South side of Sunset:

Vol. 9/1919, 909. From west to east, Gower to Gordon, the area contained a frame gas station, a frame film studio (William Horsley Film Laboratory), and the Francis Ford Studio, a frame building. From Gordon to Bronson, the uses included small frame sheds, a storage lot for Los Angeles City Engineering Department, a one-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 of brick. Most notable among the buildings were the 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) identifies the Pass School, also known as the Cahuenga Pass School, situated on the south side of Sunset between Gower and the future location of Bronson. This school does not appear on the 1919 Sanborn map. The school was

probably built in the 1880s and appears to have been demolished by 1919 to accommodate construction of the City Engineering Department facility. Also shown on the same 1896 map, "8 mile house" was located at the northeast corner of the intersection of Sunset and Gower (Figure 2). The site included a tavern and store, probably dating from the 1870s. Construction from the period spanning 1919 to the present may have substantially impacted the site identified as the location of "8 mile house." Existing conditions cannot be determined at present since a field check was not part of this scope of work. There is a probability that significant historical resources will be encountered within the transition areas on either the north or south sides of Sunset between Bronson and Gower.

### CONCLUSIONS

As in most major urban areas, street alignments and property boundaries in Los Angeles have changed over time. In particular, streets were widened to accommodate heavier traffic following the introduction of the automobile and increased population density. Not surprisingly, existing structures were frequently demolished as part of the growth process, and early maps show that this took place throughout the regional study area. In addition, the same regional study area historically encountered severe drainage problems. Small washes and periodic water sources literally criss-cross and dot the entire vicinity, many of them named creeks or springs depicted on the historic maps. 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, however, these resources may retain little structural integrity and a low potential to yield significant archaeological information in relation to each of the site-specific areas studied.

The majority of the site locations examined do, in fact, have only a low potential to yield significant archaeological information. This is primarily due either to the absence of any early documented resources in the impact zones, or the destruction of historical features by subsequent construction activity.

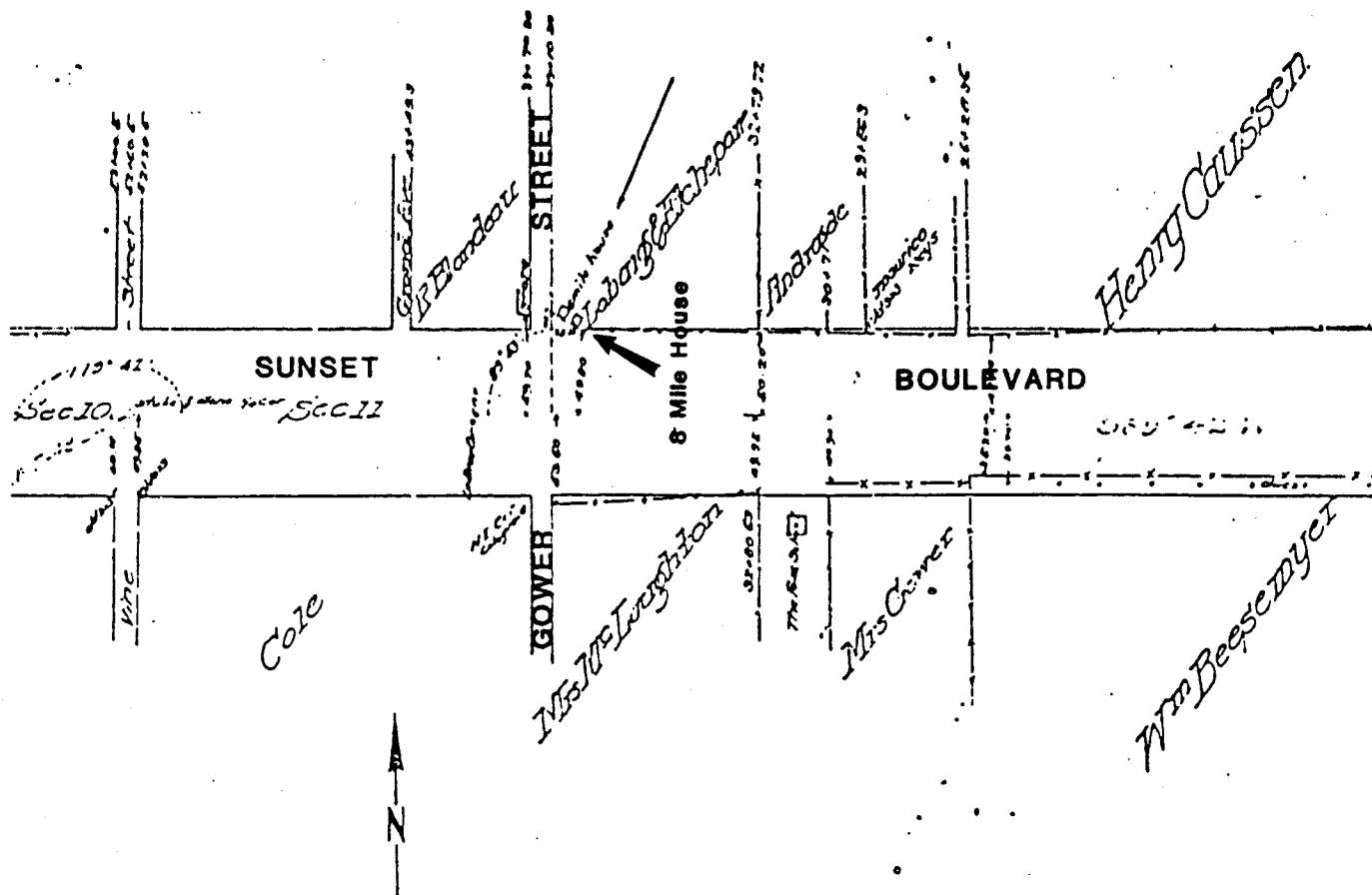
The conclusions about which station or transition areas may contain significant archaeological remains are conditioned by the following constraints:

1. The footprint maps provided for evaluation are extremely narrow, and do not necessarily reflect those areas which may also be disturbed by utility relocation, sinking of piles, launch shafts, or other activities related to construction.



FIGURE 2

ARCHAEOLOGICAL RESOURCES AT SUNSET/GOWER



SOURCE: County Surveyor's Map No. 1000: Sunset Boulevard, 1896. On file.  
Bureau of Engineering, Map. No. 1052  
(Emphasis added)

2. There is very little actual knowledge about the early history of the urban area involved, and archaeological surveys were not done during the period of most intense development.

3. No field checking was done within this investigation. It is not always possible to determine from the Sanborn maps, without additional documentary research and visual inspection, whether buildings depicted in 1919, for example, represent remodeling of older structures or new construction which may have destroyed all evidence of earlier occupation or activities.

4. Many of the older maps show structures in the middle of roads to be developed; these locations cannot be accurately correlated to current rights-of-way.

5. Many of the older buildings lacked basements, or were built on shallow footings or wood posts. It cannot be assumed that any prehistoric or antecedent historical resources would necessarily have been so disturbed by shallow development that they have lost their scientific integrity or research potential.

The standards applied in the assessments of significance are the relevant criteria for eligibility to the National Register of Historic Places, i.e., integrity of the resources and their potential to yield important historical or scientific information.

The four station locations or transition areas which may yield significant archaeological information are summarized as follows:

#### Vermont/Santa Monica Station

This station is planned in the immediate vicinity of an area known as "Two Springs." The location is depicted on an 1887 survey map. Although no historic structures are identified at the precise station area, there is the potential for considerable prehistoric activity in the general area of the springs, as well as early historical use or settlement in this vicinity.

#### Vermont/3rd Transition

The 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 and 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 (William Mason, personal communication 1987). 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 identified transition area. It was established in the 1880s (William Mason, personal communication 1987), and was built to accommodate increased local 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 since a field check was not included in this scope of work.

### 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 present near the southeast corner of Beverly and Western prior to 1873. While the structure itself is outside of the direct 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.

## **RECOMMENDATIONS**

The four properties named above cannot be excluded from further consideration, for the reasons cited. However, it may be possible to refine the exact locations, provide better estimates of their integrity, and assess the archaeological potential more definitively if additional research is accomplished. This might include map research to document early construction history and sequences, grading, street improvements, profiles, etc., and documentary research into the history of Pass School, 8 mile house, and the other known sites. Field checking the localities will assist in evaluating prior disturbance and identifying older buildings which may have survived in remodeled condition. There are many additional maps, as many as 200-300 for each area.

The identification of these four sensitive properties does not preclude the potential of encountering other cultural resources, nor does this investigation address the locations of piers to support the aerial segments or other kinds of construction-related activities which may disturb the surface. In any area

where the alignment or facilities are changed, comparable study will be needed.

Unless it can be demonstrated that subsequent constructions and modifications of surface would have obliterated all structural remains, features, or other cultural deposits, the four identified properties should be monitored for archaeology during any process of disturbance in soil horizons likely to contain cultural resources. Spotchecking is recommended for other areas where nineteenth or early twentieth century frame dwellings and their outbuildings or deposits have not been destroyed by major modern buildings with basements.

## REFERENCES CONSULTED

### Sanborn Maps (California State University, Northridge)

Station or Transition	Maps Consulted
Sunset/Edgemont Station	Vol. 9/1919, 922 Vol. 9/1942, 922 Vol. 10/1919, 1067 Vol. 10/1954, 1067
Hollywood/Vine Station	Vol. 10/1919, 1023, 1052-1053 Vol. 10/1954, 1023, 1052-1053
Hollywood/Western Station	Vol. 10/1919, 1029, 1060 Vol. 10/1954, 1029, 1060
Western/Santa Monica Station	Vol. 9/1919, 930, 932, 953, 955 Vol. 9/1942, 930, 932, 953, 955
Sunset/Western Station	Vol. 9/1919, 917 Vol. 9/1942, 917 Vol. 10/1919, 1060 Vol. 10/1954, 1060
Sunset/Vine Station	Vol. 9/1919, 903, 905 Vol. 9/1942, 903, 905 Vol. 10/1919, 1052-1053 Vol. 10/1954, 1052-1053
Hollywood Bowl Station	No Sanborn maps covered this area, even post 1940
Hollywood/Highland Station (A)	Vol. 10/1919, 1018-1019, 1047-1048 Vol. 10/1954, 1018-1019, 1047-1048
Hollywood/Highland Station (B)	Vol. 10/1919, 1018-1019, 1047-1048 Vol. 10/1954, 1018-1019, 1047-1048
Vermont/Beverly Station*	Vol. 7/1907, no map Vol. 7/1921, 711, 799H Vol. 7/1953, 711, 799H Vol. 9/1919, 999A, 999B Vol. 9/1942, 999A, 999B
Vermont/Santa Monica Station	Vol. 9/1919, 938, 940, 960-961 Vol. 9/1942, 938, 940, 960-961

Western/Beverly Station*	Vol. 7/1907, no map Vol. 7/1921, 701 Vol. 7/1953, 701 Vol. 8/1921, 801 Vol. 8/1953, 801 Vol. 9/1919, 980, 982 Vol. 9/1942, 980, 982
Vermont/Sunset Station (A)	Vol. 9/1919, 924-925 Vol. 9/1942, 924-925 Vol. 10/1919, 1068-1069 Vol. 10/1954, 1068-1069
Vermont/Sunset Station (B)	Vol. 9/1919, 924-925 Vol. 9/1942, 924-925
Vermont/3rd Transition	Vol. 7/1907, 752 Vol. 7/1921, 799I Vol. 7/1953, 799I, 799J
Sunset/Bronson Transition	Vol. 9/1919, 909 Vol. 9/1942, 909 Vol. 10, 1919, 1055-1056 Vol. 10, 1954, 1055-1056
Hollywood/Bronson Transition	Vol. 10/1919, 1055-1056 Vol. 10/1954, 1055-1056

\* Beverly Street was named Temple on most of the earlier maps; it now becomes Temple east of the project area.

Other Historic Maps (City of Los Angeles Engineering Dept.)

Map No.	Date	Subject/Area
33	1886	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: 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

1304	1914	Normandie Ave. District 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, T 1S, R 14W, Los Angeles County

### Personal Interview

William Mason, Los Angeles County Museum of Natural History

### Summary of Available Sanborn Map Volumes for Project Area

Vol. 7, 1907	Few pertinent maps; most of the area not mapped
Vol. 7, 1921	Few pertinent maps
Vol. 7, 1953	This is a "paste-over" map; only the final 1953 map and structures are visible. All changes between 1921 and 1953 are obscured.

Vol. 8, 1921 Only one pertinent map  
Vol. 8, 1953 Another "paste-over" map; earlier data obscured  
Vol. 9, 1919 Most of the station and transition localities are  
on this set of maps.  
Vol. 9, 1942 A "paste-over" map  
Vol. 10, 1919 Many station and transition localities are on this  
set of maps, with the notable exception of  
the Hollywood Bowl area.  
Vol. 10, 1954 A "paste-over" map; the Hollywood Bowl area is not  
included.