Appendix D3 - Properties Previously Determined Eligible for the NRHP

#Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code*	SHPO Concurred
D3-1		William Mead Homes	5409-011-900, 5409-011-901, 5409-011-902, 5409-012-902, 5409-012-903	1300 N Cardinal St	Los Angeles	1942	2S2	Property #131373, HUD020513B
D3-2	19-188246	Mission Tower, AT&SF Tower	5409-012-908	1436 Alhambra Ave	Los Angeles	1916, 1938	2S2	Property #163640, FRA031117A
D3-3	19-176368	Bureau of Power and Light General Services Headquarters	5409-013-913	1630 N Main Street	Los Angeles	1946	2S2	Property #100984, HRG940202Z
D3-4	19-188229	Broadway (Buena Vista) Viaduct (Bridge 53C0545)	No Parcel	No Address	Los Angeles	1909	2S2; 5S1	Property #114999, FHWA860919Z
D3-5		Spring Street Viaduct (Bridge# 53C0859)	No Parcel	No Address	Los Angeles	1928	2S2; 5S1	Property #115002, FHWA860919Z
D3-6		Main Street Bridge (Bridge# 53C1010)	No Parcel	No Address	Los Angeles	1910	2S2; 5S1	Property #115003, FHWA860919Z
D3-7		Macy Street/Cesar Chavez Avenue Viaduct (Bridge# 53C0130)	No Parcel	No Address	Los Angeles	1937	2S2; 5S1	Property #114994, FHWA860919Z

**California Historical Resources Status Codes:* 2S2: Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR; 5S1: Individual property that is listed or designated locally.

CONTINUATION SHEET

*Resource Name or # (Assigned by recorder) William Mead Homes

Recorded By: Amanda Duane, GPA Consulting **Date:** 4/24/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D3-1

P2. Location: William Mead Homes, 1300 N. Cardinal Street, Los Angeles, 90012

***NRHP Status Code:** 2S2

Sketch Map:

N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

This property at 1250 N. Main Street meets the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) under NRHP Criterion A and CRHR Criterion 1 for its association with the development of public and defense worker housing in Los Angeles during World War II, and under NRHP Criterion C and CRHR Criterion 3 as an excellent example of a Los Angeles public housing development that embodies the planning and design principles of the Garden City and Modern movements. The period of significance is 1943-1952. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

William Mead Homes was previously evaluated by Christy McAvoy of Historic Resources Group in 2002 as part of the Section 106 review process. The property was surveyed again in 2011 by LSA Associates and Chattel Architecture, Planning & Preservation as part of the Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan Area. The property was surveyed once more in July 2016 as a part of the Link US Historical Resources Evaluation Report. In each study, the property was assigned a status code of 2S2, indicating that it is presently listed in the CRHR following State Historic Preservation Office (SHPO) concurrence in March 2002.

The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in August 2016. Based on visual observation, the property retains sufficient integrity to convey its significance, and the status code of 2S2 is still valid.

The boundaries of the historic property are U-shaped and are generally bounded by Main Street to the north, Leroy Street to the east, the railroad tracks to the south, and Elmyra Street to the west (see Sketch Map on page 1). These boundaries coincide with the extent of the original public housing development. The character-defining features of the property include the overall site layout, particularly the diagonal axis that helped to ensure each unit got optimal sunlight and the communal grassy areas surrounding each building. The buildings themselves are characterized by their two story height, flat roofs, emphasis on horizontality, regular fenestration, and red brick cladding.

P5a. Photograph

View looking southwest at Building 14 from the corner of Cardinal Street and Leroy Street, 7/19/16

View looking southwest into common space between Buildings 15 and 16 from Leroy Street, 7/19/16

View looking west at northeast end of Building 14 from Leroy Street, 7/19/16

View looking south at northeast end of Building 14 from Leroy Street, 7/19/16

CHR Status Code: 2S2, remains unchanged

Address: (As listed in HRI) 1300 Cardinal St. Los Angeles, CA 90012

Assessor's Parcel Number:

Present Use: Residential- Public Housing

Historic Name: William Mead Homes

Owner and Address: Housing Authority of Los Angeles
2600 Wilshire Blvd.
Los Angeles, CA 90057

The William Mead Homes property was previously surveyed in 2002, and the California Historic Resource Code was determined to be 2S2: (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.). William Mead Homes is presently listed in the California Historic Resources Inventory with a 2S2 status code. SHPO concurred with this finding by Project Review DOE-19-02-0322-0000, dated 03/03/2002.

A site visit was conducted on July 21, 2016, to verify existing conditions of the resource located at 1300 Cardinal St. The previous survey information recorded on the attached 2002 DPR 523 form, including the 2S2 status code, remains accurate.

William Mead Homes apartment building. Camera facing southwest. ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 2S2
Other Listings 3CS, 5S3
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 1300 N Cardinal St

P1. Other Identifier: William Mead Homes

***P2. Location:** ___ Not for Publication X Unrestricted ***a. County** Los Angeles **and** (P2b and P2c or P2d.)

***b. USGS 7.5' Quad:** Los Angeles **Date:** 1994 T: 01.0S; R: 13.0W; S: 22

c. Address: 1300 N Cardinal St City: Los Angeles Zip: 90012

d. UTM: (Give more than one for large and/or linear resources) Zone: _____ _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN:5409012902

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

Architectural Style: Moderne, elements of **Architectural Style:** International
Construction: brick
Siding/Sheathing: brick, all visible sides
Siding/Sheathing: poured concrete: painted, all visible sides
Roof: flat, multiple rooflines, narrow eaves
Fenestration: metal, casement, front, side, rear
Fenestration: metal, fixed, front, side, rear
Primary Entrance: front, side, rear, single door

Plan: irregular
No. Stories: 3, 27 buildings
Property Type: residential
Related: Poured concrete walkways, lawns, balconies with metal banisters, outdoor fixed laundry racks
Retains integrity: yes, setting, location, materials, workmanship, association, design, feeling

***P3b. Resource Attributes:** (List attributes and codes) HP03

***P4. Resources Present:** X Building ___ Structure ___ Object ___ Site X District ___ Element of District ___ Other (Isolates, etc.)

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

P5b. Description of photo: (View, data, accession #)
03/09/11

***P6. Date Constructed/Age and Sources:** X Historic ___ Prehistoric ___ Both
1942
Assessor

***P7. Owner and Address:**
not known

***P8. Recorded by:**
Kathryn McGee
Chattel Architecture, Planning and Preservation
13417 Ventura Boulevard
Sherman Oaks, CA 91423

***P9. Date Recorded:** 04/06/2011

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none.")
Tanya Sorrell, Kathryn McGee, and Shane Swerdlow. Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan. Prepared by LSA Associates and Chattel Architecture Planning and Preservation for Arup, April 2011

***Attachments:** ___ None ___ Location Map ___ Sketch Map X Continuation Sheet ___ Building, Structure, and Object Record
___ Archeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

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

CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 2 **of** 2 ***Resource Name or #:** (Assigned by recorder) 1300 N Cardinal St

***Recorded By:** Kathryn McGee ***Date:** 04/06/2011 ___Continuation X Update

Update Status: Retains Integrity

The William Mead Homes is significant as one fo the first government housing projects in Los Angeles and is also significant for its Pre-War Modern architecture. Originally known as Ann Street project, William Mead Homes was constructed c. 1942 and partially occupied by 1943. It is located in the industrial area east of Downtown, situated on 15-acre tract located north of the Union Pacific Rail Line and bounded by E. Elmyra St and Bolero Ln to the south and west and Leroy St and N. Main St to the east and north. It includes multiple standardized, rectangular and L-shaped apartment buildings configured around communal and outdoor spaces, a leasing office and the Ann Street Elementary School. It was designed to accommodate 449 families and its estimated cost of construction in 1940 was $2,100,000 ("One Housing Project Wins," LA Times, 13 Dec 1940). In 1941, President Roosevelt approved a $1,862,100 U.S. Housing Authority loan to the City of Los Angeles for construction of the project, covering about 90 percent of the estimated cost of construction. The land for the project was purchased by the Los Angeles Housing Authority from Consolidated Steel Corporation for $20,000 an acre. Over 100 dwellings were demolished to make way for the project ("President Approves Loan for Slum Clearance Here," LA Times, 13 March 1941). The early nickname for the area, "Dog Town," comes from the site's historical proximity to a dog pound.

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

PRIMARY RECORD

Primary #
HRI#
Trinomial
NRHP Status Code 2S2

Other Listings
Review Code _____ **Reviewer** _____ **Date** _____

 Resource Name or #: William Mead Homes

P1. Other Identifier:

P2. Location: ☐ **Not for Publication** ☒ **Unrestricted** **a. County** Los Angeles
and (P2b and P2C or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad **Date** **T ; R ; $^1/_4$ of $^1/_4$ of Sec ; B.M.**

c. Address 1300 N CARDINAL ST City Los Angeles Zip 90012

d. UTM: Zone ; mE/ mN
e. Other Locational Data:

P3a. Description:

The property contains a multiple family public housing complex located north of downtown Los Angeles in an industrial area between North Main Street and the Los Angeles River. The seventeen-acre property is bounded by Main Street on the north, Leroy Street on the east, the Southern Pacific railroad tracks on the south, and Elmyra Street on the west. Ann Street School is located at the north end of the site; the project surrounds the school on three sides. Five streets are located within the complex: East Ann Street, Magdalena Street, Cardinal Street, Bloom Street, and Bolero Lane. Twenty-four apartment structures containing 449 dwelling units occupy the six large blocks that comprise the project. A community building is located on Cardinal Street on the southwest side of the complex.

The apartment buildings are rectangular in plan and arranged in groups to create a series of courtyards throughout the complex. In several locations, two facing L-shaped groups frame a square courtyard. North of Cardinal Street the buildings are arranged parallel

(See Continuation Sheet)

P3b. Resources Attributes: 03 Multiple Family Property

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

P5b. Description of Photo:

P6. Date Constructed/Age and Sources: ☒ Historic ☐ Both ☐ Prehistoric
1942-43 (F)

P7. Owner and Address:
Housing Authority of the City of Los Angeles

P8. Recorded by:
Historic Resources Group
1728 Whitley Ave., Hollywood, CA 90028

P9. Date Recorded: 3/18/2002

P10. Survey Type:
City of Los Angeles Section 106 Review.

P11. Report Citation: None.

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

P3a. Description, continued:

or perpendicular to the surrounding streets. South of Cardinal Street, which runs diagonally across the complex creating irregular shaped blocks, the buildings maintain this arrangement despite the change in the street pattern.

All of the buildings are two or three stories in height and constructed of reinforced brick with concrete slab floors and roofs. They have flat roofs with slightly overhanging eaves and red brick exterior walls. Each story is separated by a solid course of concrete. The housing units extend the width of each building with all the front entrances on the same elevation. Units typically feature concrete stoops, single front door openings, and several window openings of varying sizes. The fenestration consists of original metal casement windows throughout. Units on the upper floors are accessed by balcony walkways with metal pipe railings.

The property is in good condition and retains a high degree of integrity. Each of the twenty-four apartment buildings and the community building remain in their original location. No major alterations have been made to the complex.

BUILDING, STRUCTURE, AND OBJECT RECORD

 NRHP Status Code 2S2

Resource Name or #: William Mead Homes

B1. Historic Name: William Mead Homes
B2. Common Name: William Mead Homes
B3. Original Use: Public Housing/War Housing **B4. Present Use:** Public Housing
B5. Architectural Style: Modern Garden Apartments
B6. Construction History:

B7. Moved? ☒ No ☐ Yes ☐ Unknown **Date:** **Original Location:**
B8. Related Features:

B9a. Architect: Housing Associates **b. Builder:** Housing Authority City of Los Angeles;The Baruch Corp.
B10. Significance: **Theme** Public Housing; World War II Housing; Modern Planning **Area** City of Los Angeles
Period of Significance 1943-1952 **Property Type** Public Housing/Garden Apartment Complex **Applicable Criteria** A and C

William Mead Homes is eligible for listing in the National Register of Historic Places at the local level of significance under Criteria A and C. It is significant under Criterion A for its association with the development of public and defense worker housing in Los Angeles during the Second World War, and under Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements.

B11. Additional Resource Attributes:

B12. References: See continuation sheet.

B13. Remarks:

B14. Evaluator: Historic Resources Group, 1728 Whitley Ave., Hollywood, CA 90028
Date of Evaluation: 3/18/2002

(This space reserved for official comments.)

D1. Historic Name: **D2. Common Name:**

D3. Detailed Description:

The property contains a multiple family public housing complex located north of downtown Los Angeles in an industrial area between North Main Street and the Los Angeles River. The seventeen-acre property is bounded by Main Street on the north, Leroy Street on the east, the Southern Pacific railroad tracks on the south, and Elmyra Street on the west. Ann Street School is located at the north end of the site; the project surrounds the school on three sides. Five streets are located within the complex: East Ann Street, Magdalena Street, Cardinal Street, Bloom Street, and Bolero Lane. Twenty-four apartment

(See Continuation Sheet)

D4. Boundary Description:

The seventeen-acre property is bounded by Main Street on the north, Leroy Street on the east, the Southern Pacific railroad tracks on the south, and Elmyra Street on the west. Ann Street School is located at the north end of the site; the project surrounds the school on three sides. Five streets are located within the complex: East Ann Street, Magdalena Street, Cardinal Street, Bloom Street, and Bolero Lane.

D5. Boundary Justification:

The boundaries of the historic district are the original boundaries historically associated with William Mead Homes.

D6. Significance: Theme Early Public Housing; World War II Housing; Modern Planning **Area** City of Los Angeles
Period of Significance 1943-1952 **Applicable Criteria** A and C

William Mead Homes is eligible for listing in the National Register of Historic Places at the local level of significance under Criteria A and C. It is significant under Criterion A for its association with the development of public and defense worker housing in Los Angeles during the Second World War, and under Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements.

Criterion A

William Mead Homes is a public housing project located just north of downtown Los Angeles. Constructed in 1942-43 by the Housing Authority of the City of Los Angeles (HACLA), the development was funded with federal funds allocated under the United States Housing Act (also known as the Wagner-Steagall Act) in 1937. This law initiated the construction of public housing across the United States, leaving the design and construction details to local authorities.

During the Great Depression, overcrowding, homelessness, and dilapidated housing were major problems in Los Angeles. Private housing construction slowed dramatically, while the population increased. According to the Real Property Inventory

(See Continuation Sheet)

D7. References:

(See Continuation Sheet)

D8. Evaluator: Christy Johnson McAvoy **Date** 3/18/2002
Affiliation and Address: Historic Resources Group, 1728 Whitley Ave., Hollywood, CA 90028

D3. Detailed Description, continued:

structures containing 449 dwelling units occupy the six large blocks that comprise the project. A community building is located on Cardinal Street on the southwest side of the complex.

The apartment buildings are rectangular in plan and arranged in groups to create a series of courtyards throughout the complex. In several locations, two facing L-shaped groups frame a square courtyard. North of Cardinal Street the buildings are arranged parallel or perpendicular to the surrounding streets. South of Cardinal Street, which runs diagonally across the complex creating irregular shaped blocks, the buildings maintain this arrangement despite the change in the street pattern.

All of the buildings are two or three stories in height and constructed of reinforced brick with concrete slab floors and roofs. They have flat roofs with slightly overhanging eaves and red brick exterior walls. Each story is separated by a solid course of concrete. The housing units extend the width of each building with all the front entrances on the same elevation. Units typically feature concrete stoops, single front door openings, and several window openings of varying sizes. The fenestration consists of original metal casement windows throughout. Units on the upper floors are accessed by balcony walkways with metal pipe railings.

The property is in good condition and retains a high degree of integrity. Each of the twenty-four apartment buildings and the community building remain in their original location. No major alterations have been made to the complex.

D6. Significance, continued:

in 1939, 7,702 people lived in units with no inside toilet facilities. A year later, the 1940 Census found 19,039 families living in overcrowded conditions.

Emigration to Los Angeles from other parts of the country exacerbated the problem. During the late 1930s and early 1940s, thousands of workers arrived in Los Angeles seeking industrial jobs in the city's emerging aircraft assembly and ship building industries. In 1941, for example, "13,000 new workers were joining Los Angeles' industrial payroll each month" (Hise, 129).

The City of Los Angeles planned, designed, and constructed the apartments at William Mead Homes as part of a comprehensive program to alleviate these shortages, to eradicate slums, and to improve housing quality. A clause in the Wagner-Steagall Act, known as the "equivalent elimination clause," explicitly linked the policy of slum clearance to the construction of new public housing. The clause required local agencies to destroy "slum properties" in a quantity equal to the number of new dwelling units being constructed. Legislators believed that this requirement would eliminate the competition between the government and the private housing market. In 1938, HACLA began purchasing private property in areas designated as slums, often using the power of eminent domain, and developed plans for ten public housing complexes, including William Mead Homes.

The site selected for William Mead Homes included a mixture of single-family homes, warehouses, and industrial buildings with railroad tracks and freight yards surrounding the site. HACLA purchased the land and demolished the existing buildings on the site in 1941. They devised a new street plan and constructed the new housing project in the following two years.

The construction of William Mead Homes was interrupted by the outbreak of the Second World War. After the United States entered the war in December 1941, winning the war became the federal government's first priority. As part of its mobilization efforts, the government reassigned all new public housing projects still under construction as war housing for the purposes of national defense. This included William Mead Homes.

William Mead Homes opened to residents in April 1943. An article in Southwest Builder and Contractor announced, "William Mead Homes Housing Project Finished: Is Opened to Families of War Workers." According to a 1945 HACLA report, a total of

(Continued)

D6. Significance, continued:

2,165 persons resided at William Mead Homes during the war. After the war, the property again became public housing as many war worker families returned to other parts of the country, or found housing elsewhere.

William Mead Homes filled an essential need for new quality housing in Los Angeles in the early 1940s and during the Second World War. It remains in this same use today.

Criterion C

William Mead Homes is significant under Criterion C as a public housing development in Los Angeles based on the planning and design principles of the Garden City and Modern movements of the late 1930s and early 1940s. During this period, local architects and community planners adapted the principles of these movements and constructed innovative new forms of multple family housing, including the city's first public housing developments, such as William Mead Homes.

The Garden City and Modern movements began in Europe and spread to the United States in the 1920s. Organizations such as the Regional Planning Association of America (RPAA) championed garden cities and advocated comprehensive planning based on social scientific research. Members of the RPAA included Clarence Stein, Edith Elmer Wood, Henry Wright, Lewis Mumford, and Catherine Bauer. The group was instrumental in the planning and construction of Radburn, a planned community in suburban New Jersey and one of the first garden cities in the United States. Radburn was highly regarded and often cited as a model application of modern concepts in planning and architecture. Garden city concepts employed at Radburn, including "superblock" development and the segregation of automobile and pedestrian traffic, were later applied to the development of large apartment complexes throughout the United States.

Within the RPAA, Catherine Bauer was regarded as an expert in new European housing types. In 1934, she authored the book Modern Housing, in which she argued that European housing programs had produced a completely different type of shelter and a new framework for producing it. The European programs were developed primarily by nonprofit organizations or the government, and master-planned as component parts of larger neighborhoods, Bauer defined this approach as the essence of "modern housing." She advocated the development of similar projects in the Unites States.

During the Great Depression, the federal government adopted many ideas proposed by Bauer and other New Deal housing reformers. For example, it responded to the slowdown in housing construction, overcrowding, and decline in housing quality across the country by undertaking "slum clearance, new town and public housing construction, mortgage insurance, and national planning" (Birch, 128).

A new multple family housing type known as "garden apartments" emerged at this time. Characteristics of garden apartments include the use of superblocks in development of the site, the segregation of automobile and pedestrian traffic, low to medium density and building coverage, the standardization of building types with a maximum of three stories in height, and an emphasis on open space. The complexes were often Modern in character. Many housing reformers viewed the geometric forms, industrial materials, and spatial character common to Modern architecture as a symbolic break with traditional building forms and methods.

Other innovations existed in the site planning. By eliminating the street grid and the traditional lot pattern, architects could arrange the buildings in these complexes in new ways. The designs often featured U-shaped or L-shaped plans that created interior courtyards and oriented the buildings away from the street.

Housing reformers like Bauer believed that the physical form of these communities allowed for a healthier life. They contrasted the new developments with examples of the worst tenement housing, which was often dark and with poor air circulation. Reformers explained that buildings oriented around courtyards and open space provided the apartment units with more natural

(Continued)

D6. Significance, continued:
light and better air circulation. At a time when many low-income families, in urban as well as rural areas, lacked indoor plumbing in their homes, the presence of hot and cold water, a toilet, and a small shower or bathtub in each apartment was also promoted as a major benefit of the new housing type.

Many of these new housing projects included children's play spaces and community buildings as well. Reformers believed that the construction of common spaces and the application of modern technology to housing construction facilitated new social arrangements such as group childcare, and allowed for less household work and more collective ways of living.

In 1938, the Wyvernwood Apartments became the first garden apartment project built in the City of Los Angeles and the first to employ the ideals of contemporary housing reformers. While the Wyvernwood Apartments were under construction, HACLA developed plans for more public housing projects, including William Mead Homes. During a period when architectural commissions were few and a commitment to the social goals of modernism was high, HACLA attracted some of the most respected and innovative architects in Los Angeles to work on its projects. William Mead Homes was designed by a group known as Housing Associates, comprised of noted architects including David D. Smith, Herbert J. Powell, Norman F. Marsh, P. A. Eisen, A. R. Walker, and Armand Monaco. Marsh, Walker and Eisen were particularly notable in the architectural development of Los Angeles. Several examples of their work is listed in the National Register.

The application of Garden City and Modern principles to the development of public housing in Los Angeles is represented in the characteristics of William Mead Homes. These characteristics include the development of the site as a superblock; low building coverage and a maximum height of three stories; the placement and orientation of the buildings; and Modern architectural characteristics, including the standardization and repetition of building types.

Using the power of eminent domain, HACLA assembled dozens of individual parcels and demolished every building on the site intended for William Mead Homes. Magdalena Street was extended one block to the east, closing off the south sides of Elmyra and Ann Streets, and a new street named Cardinal was created parallel to the railroad tracks on the south end of the site. The architects designed the housing complex as a complete planning unit or superblock, reorienting the street pattern and placing the individual apartment buildings in a regular pattern across the seventeen-acre site. The selection of a site that surrounded an existing elementary school is also representative of the community planning approach advocated by contemporary city planners.

Working within the HACLA's goals for the number of units to be created while heeding the "equivalent elimination" clause, the project architects designed William Mead Homes with a low building coverage of approximately twenty-one percent. To accomplish these goals, HACLA designed many of the buildings to be three stories high, often the maximum height for these types of complexes. Architect Herbert Powell explained that, "due to the comparatively high density [compared to other public housing projects] required by the land value (approximately 30 dwelling units per acre), it was necessary to have a considerable portion of the project three stories high" (Powell, 8-9). Thus the architects were able to keep the project under three stories, minimize the building site coverage, maximize open space, and produce the required number of units.

The architects also designed the buildings at William Mead Homes in L-shaped groups to create interior courtyards. This configuration provided the desired amounts of natural light and air circulation in the apartment units. Writing about the project in 1943, architect Herbert J. Powell stated that the buildings were intentionally placed "diagonally on the compass" so that "practically every room gets sun during the day."

The architectural style of the buildings at William Mead Homes is typical of public housing projects from this period. The lack of exterior ornament, the presence of flat roofs, and the long horizontal lines created by the balconies reflected the modernist aesthetic favored by many contemporary housing reformers. Designs were repeated throughout the complex, as the standardization and repetition of type kept material costs down and created a sense of unity throughout the project.

The new planning and design concepts of the Garden City and Modern movements, and their adaptation by housing reformers to the development of public housing in the 1930s and 1940s, is evident in the design of William Mead Homes.

D7. References, continued:

Birch, Eugenie Lader. "Radburn and the American Planning Movement: The Persistence of an Idea," chapter 7 in Introduction to Planning History in the United States, Donald A. Krueckberg (ed.) New Brunswick, New Jersey: Rutgers, 1983.

Cuff, Dana. The Provisional City: Los Angeles Stories of Architecture and Urbanism. Cambridge, Massachusetts: MIT Press, 2000.

Hise, Greg. Magnetic Los Angeles: Planning the Twentieth-Century Metropolis. Baltimore and London: Johns Hopkins University Press, 1997.

Housing Authority of the City of Los Angeles. A Decent Home, An American Right. The 5th, 6th, and 7th Consolidated Annual Reports, 1945.

Los Angeles Public Library. Housing Authority of the City of Los Angeles Photographs, Security Pacific Collection.

Moga, Steven. Project and Slums: A Context Statement. University of California Los Angeles Comprehensive Project for the Degree Master of Arts in Urban Planning, 1999.

Powell, Herbert J. "William Mead Homes Housing Project Finished: Is Opened to Families of War Workers," Southwest Builder and Contractor, April 16, 1943, p.8-10.

Recorded by: Historic Resources Group Date: 3/18/2002 ☒ Continuation ☐ Update

Representative Photographs of the District:

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

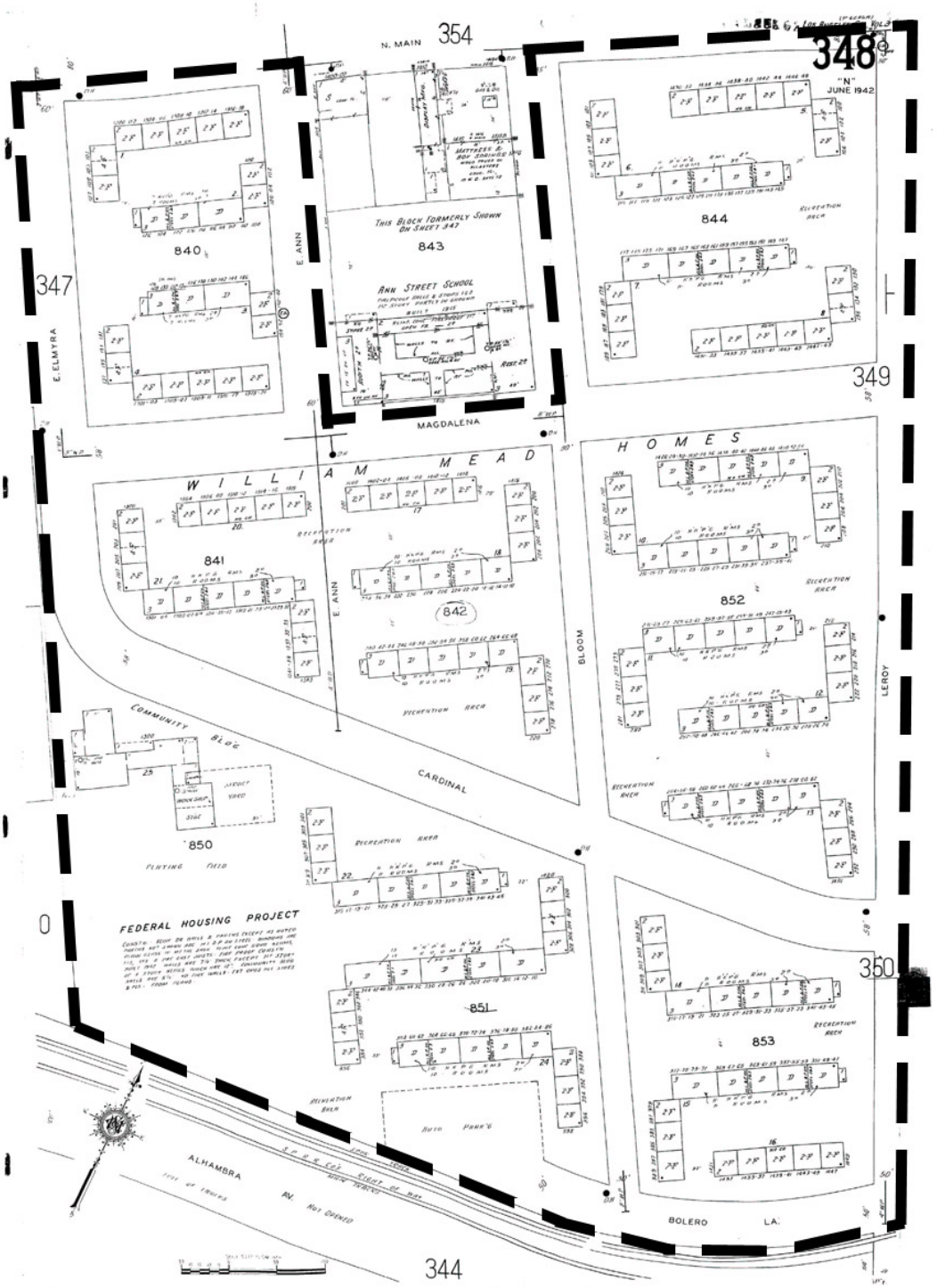
SKETCH MAP

Primary #
HRI#
Trinomial

Page 10 **of** 10 **Resource Name or #:** **William Mead Homes**

Drawn by: Historic Resources Group **Date:** 3/18/2002 ☒ Continuation ☐ Update

Map of the Historic District:



CONTINUATION SHEET

*Resource Name or # (Assigned by recorder) Mission Tower

Recorded By: Amanda Duane, GPA Consulting **Date:** 4/21/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference #: D3-2

P2. Location: 1436 Alhambra Ave, Los Angeles CA 90012 (APN 5409-012-908)

***NRHP Status Code:** 2S2

Sketch Map:

N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

B10. Significance:

Mission Tower (AT & SF Tower) was previously evaluated in 2002 as part of the Los Angeles Union Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Report, which was published in 2003. As a part of this previous study, Mission Tower was determined eligible for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). It was determined eligible under NRHP Criterion A and CRHR Criterion 1 for its association with the construction and operation of Union Station, and under NRHP Criterion C and CRHR Criterion 3 as an excellent example of a Spanish Colonial Revival railroad switching tower. As a result of that evaluation, the tower was assigned a status code of 2S2, indicating that it was determined eligible for the National Register by consensus through the Section 106 process and listed on the California Register. The property was recorded on a DPR 523L Update form in July 2016 for the LinkUS Historical Resources Evaluation report, which confirmed the status code 2S2.

The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in August 2016. There are no visible major alterations to the property since the time of the prior surveys, and the project team concurs with the previous findings. The status code of 2S2 is still valid. The NRHP-eligible property boundary coincides with the tower footprint, encompassing the extent of the significant resource. The character-defining features of the signal tower are its proximity to the railroad tracks and Union Station, its two-story height, symmetrical organization, smooth stucco cladding, clay tile roof, and fenestration pattern.

As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

CONTINUATION SHEET

P5a. Photograph

View of Mission Tower, view looking north at south elevation, 7/8/16.

CHR Status Code: 2S2, remains unchanged

Address: (As listed in HRI) 1436 Alhambra Avenue, Los Angeles, CA 90012

Assessor's Parcel Number: 5409-012-908

Present Use: Storage

Common Name: Mission Tower

Historic Name: Mission Tower, AT&SF Tower

Owner and Address: LACMTA
1 Gateway Plaza
Los Angeles, CA 90012

Mission Tower was previously surveyed in 2002, and the California Historic Resource Code was determined to be 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR). SHPO concurred with this finding by Project Review FRA031117A, dated 1/15/2004, 2S2; listed in the California Historical Resources Inventory.

A site visit was conducted on January 9, 2015 to verify existing conditions of the resource located at 1436 Alhambra Avenue. The previous survey information recorded on the attached 2003 DPR 523 form, including the 2S2 status code, remains accurate.

Looking north, Photo #DSCN2985.jpg Photo: ICF International, 1/9/2015

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review
Report Citation: Link US Historical Resources Evaluation Report

163640

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

PRIMARY RECORD

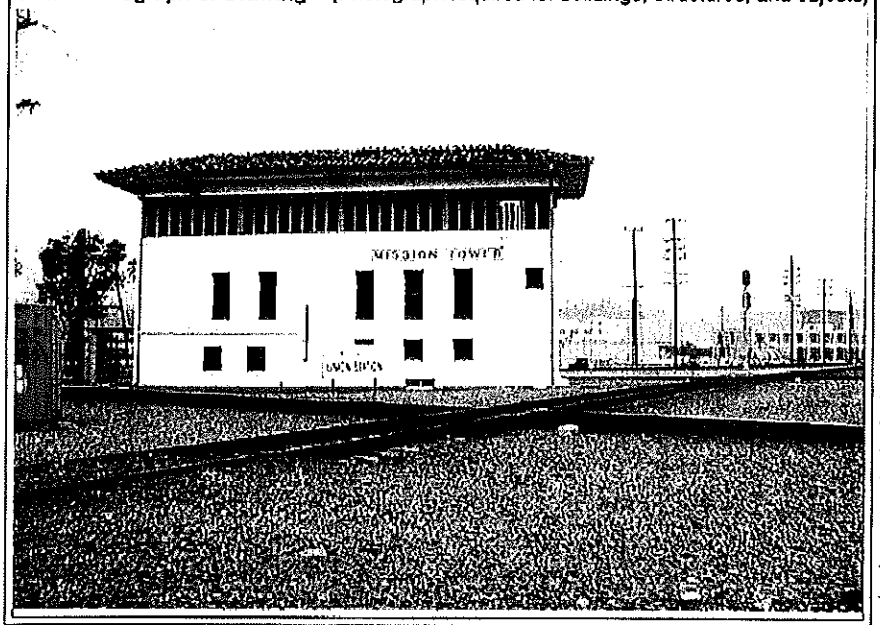
Primary # 19-188246
HR #
Trinomial
NRHP Status Code 2S2, - Pending SHPO concurrence (2S2)
Other Listings
Review Code ____ Reviewer ____ Date ____

* Resource Name or #: Mission Tower; AT & SF Tower
P1. Other Identifier:
* P2. Location: ☐ Not for Publication ☑ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T___; R___; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 1436 Alhambra Ave City Los Angeles Zip 90012
d. UTM: (Give more than one for large and/or linear feature) Zone ____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
APE Map ID# 1; Former address: 1440 Alhambra Avenue; APN: 5409-012-908.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
Mission Tower is an Atchison, Topeka & Santa Fe Railway interlocking tower, located on a flat site at 1436 Alhambra Avenue, on the western bank of the Los Angeles River. Accessed only after security clearance through a wire gate, the tower stands a quarter mile from the Los Angeles Union Passenger Terminal (Union Station) at Mission Junction, near the historic intersection of the Atchison, Topeka & Santa Fe Railway, Union Pacific Railroad, and Southern Pacific Railroad tracks. Historically, Mission Tower operated in conjunction with another signal tower, Los Angeles Union Passenger Terminal Tower, located at the throat of the station's tracks, to control railroad traffic in and out of Union Station. Mission Tower is a three-story and basement, concrete tower, measuring 15' by 30', with three separate entrances: a basement door on the southern façade, a maintenance-shop door on the western façade, and an entrance on the third floor, reached by an exterior stairway, on the northern façade. At the time of this review in 2003, there was no interior access, for security purposes. The architectural style of Mission Tower suggests Spanish Colonial Revival influences, with its tile roof and closed eaves, which are characteristically extended for railroad tower visibility. (See Continuation Sheet.)

* P3b. Resource Attributes: (List attributes and codes) HP17 Railroad interlocking tower
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, etc.)
Looking northwesterly, 09/24/02, Photo # IMG_1733

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1916 L.A. Building Permit #311
1938 Enlarged for Union Station

* P7. Owner and Address:
LA Co. Metro. Trans. Authority
One Gateway Plaza
Los Angeles, CA 90012
C--County

* P8. Recorded by: (Name, affiliation, address)
Alma Carlisle/Katy Lain
Myra Frank & Associates, Inc.
811 West 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 11/22/2002

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report April 2003.

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

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

Primary # 19-188246
HR #

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 2S2. - Pending SHPO concurrence

* Resource Name or #: Mission Tower; AT & SF Tower

B1. Historic Name: Mission Tower; AT & SF Tower

B2. Common Name: Mission Tower

B3. Original Use: Railroad Interlocking Tower B4. Present Use: Maintenance Headquarters

* B5. Architectural Style: Industrial

* B6. Construction History: (Construction date, alterations, and date of alterations.)
Los Angeles County building permit #311 was issued to the Atchisnn, Topeka & Santa Fe Railway Company on January 18, 1916 to construct a 15' x 30', three-story with basement, concrete interlocking tower at the "AT & SF right of way, west side of Alhambra near joint crossing with Southern Pacific." The address was 1440 Alhambra Avenue. The cost of construction was $1,500. R. H. Wells was cited as architect. [Scc Continuation Sheet.]

* B7. Moved? ☐No ☑Yes ☐Unknown Date _____ Original Location: 1440 Alhambra Avenue

* B8. Related Features:
Railroad tracks and switches; SP Connector Bridge (1902); traffic signals; utility poles

B9a. Architect: R. H. Wells b. Builder: The AT&SF Railway

* B10. Significance: Theme Railroad Area Los Angeles
Period of Significance 1938 Property Type Interlocking Tower Applicable Criteria A, C; CRHR 1, 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Mission Tower was constructed by the Santa Fe Railway in 1916 and later enlarged in 1938 to monitor railroad traffic coming to and from Union Station. It replaced an earlier Santa Fe tower at Mission Junction, which had been constructed in 1894. Mission Tower is located outside the National Register boundary of Union Station, but was closely associated with the construction and operation of Union Station after it was enlarged in 1938. It closed in 1996. Mission Tower appears eligible for the National Register under Criterion A, for its association with the development and operations of the Santa Fe Railway in Los Angeles and for its association with the operations of Union Station. Mission Tower also appears eligible under Criterion C, as an example of a Spanish Colonial Revival railroad switching tower, which exhibits a high degree of architectural quality for this type of property, and has retained a high degree of all aspects of integrity from its period of significance, 1938. It also appears eligible for the California Register of Historical Resources, under criteria 1 and 3, for the same reasons. The interior spaces were not available to access at the time of the survey in 2003, but are likely to be contributing, especially the interlocking control center and track board.

B11. Additional Resource Attributes: (List attributes and codes): HP17 Railroad Interlocking Tower

* B12. References:
City of Los Angeles Department of Building & Safety Archivcs; TRW/Experian

Bill Bradley, The Last of the Great Train Stations: Interurbans Publications, 1979

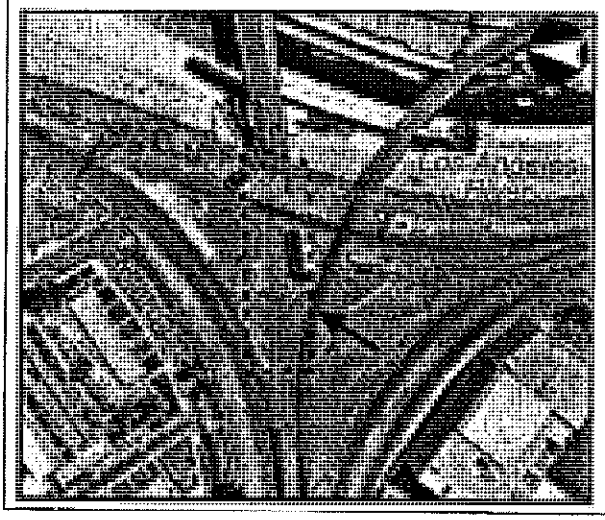
Interview with John Signor, Railroad Historian, 07-08-02

B13. Remarks:

* B14. Evaluator: Richard Starzak
Date of Evaluation: 2/20/2003

(This space reserved for official comments.)

(Sketch map with north arrow required)



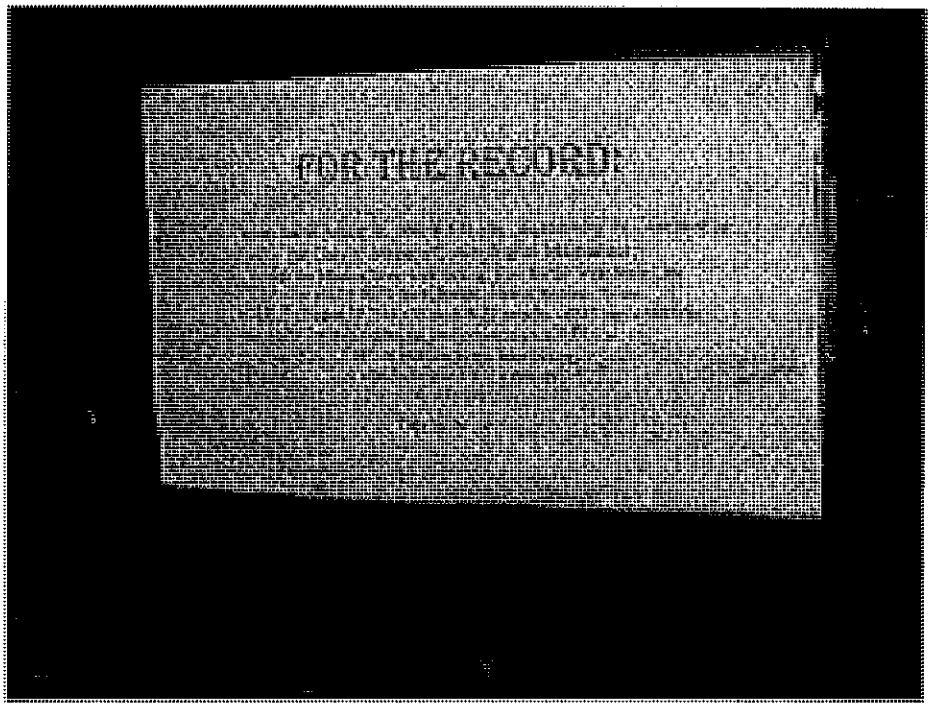
P3A. Description (Continued):
Incised lettering spells "Mission Tower" on the northern and southern façades. The tower's interlocking machine was located on the third floor, where a band of recessed windows, completely around the exterior, provided the signal engineers with an unobstructed view of the oncoming trains. First floor and basement windows are wood, double-hung type.

Alterations include freestanding light, added in 1997. A white security ladder has been added to the south façade and a white security door added to the south façade. Landscaping consists mainly of gravel.

B6. Construction History (Continued):
Building permit #2187 was issued on April 6, 1931 to the AT & SF Railway Company, located at 560 So. Main Street in Los Angeles, to replace the "interior steel stair from second to third floor and put in new stair on outside of building." The cost of the proposed work was $700. The architect cited was H. L. Gilman. The building was described as a 3-story, 15' x 30' concrete structure. The address was 1436 Alhambra Avenue.

Building permit #39821 was issued on December 8, 1937 to the Los Angeles Union Passenger Terminal, owners, to construct an addition to Mission Signal Tower. The building was described as a 3-story, 15' x 30' concrete structure. The size of the addition was 15' x 25' with 250 barrels of cement and 15 tons of reinforcing steel. The licensed engineer was C. L. A. Bockemohle with no architect cited. The cost of the proposed work was $7,000. According to Building & Safety records, the addition was completed on May 18, 1938.

B10. Significance (Continued):
The last train cleared Mission Tower on August 30, 1996. The tower was repainted in 1997 and is now used as Maintenance Headquarters for Metrolink contract employees.



Sign prominently displayed in front of the interlocking equipment at Mission Tower, 09.24.02.

*Resource Name or # (Assigned by recorder) Bureau of Power and Light General Services Headquarters, City of Los Angeles

Recorded By: Amanda Duane, GPA Consulting Date: 4/21/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D3-3

P2. Location: 1630 N. Main Street, Los Angeles CA, 90012

***NRHP Status Code:** 2S2

Sketch Map:

NRHP-Eligible Historic Property Boundary highlighted in white.
Contributing resources under A/1 and B/2 highlighted in red.
Contributing resources under A/1 only highlighted in blue.
Base image courtesy of LA County Tax Assessor.

N

B10. Significance:

The Bureau of Power and Light General Services Headquarters was previously evaluated as a historic district in 1994 as a part of the Federal Emergency Management Agency's Northridge Earthquake Project Review. The district was determined eligible for the National Register of Historic Places (NRHP) at the local level by the State Historic Preservation Office (SHPO) on under Criterion A for its association with the development and distribution of power in Los Angeles, and under Criterion B for its association with Ezra F. Scattergood, Los Angeles' chief electrical engineer for 31 years. The period of significance was defined as 1923 to 1944, the year the site was established to 50 years prior to 1994. This determination was made on May 6, 1995 through the Section 106 review process. As a result, the property was listed on the California Register. The property was again surveyed in 2011 by LSA Associates and Chattel Architecture, Planning & Preservation as part of the Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan area. At that time, the survey team was not granted access to the site, and was unable to confirm the prior findings.

The property was surveyed a third time in 2016 by ICF International as a part of the Link US Historical Resources Evaluation Report. The ICF survey team conducted a site visit in July 2016 to confirm the 1994 findings. The team determined that the site still retained integrity and

that the 1994 findings were still valid; however, by 2016, four postwar properties that had not met Criteria Consideration G for properties less than 50 years of age in 1994 had come of age. The ICF team recommended extending the period of significance end date to 1966, and adding four buildings to the historic district under Criterion A for their association with the development and distribution of power in the City of Los Angeles. The four postwar buildings were constructed after Scattergood's death, and therefore are not significant under Criterion B. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in August 2016.

There are no visible major alterations to the property since the time of the prior survey. The project team concurs with this finding and that the four additional buildings are significant under the same context and retain sufficient integrity to convey this significance. The status code of 2S2 is still valid. There are five buildings in the southwest portion of the legal parcel that have been excluded from the historic district boundary. Research indicates that these buildings are ancillary structures that are used for automotive repair or equipment storage. As ancillary structures, they may provide support for power distribution operations, but they are not directly associated with the development of power distribution in Los Angeles, do not share the same historic significance, and therefore do not contribute to the historic property.

The boundaries of the historic district, shown on the sketch map on page 1, encompass the eleven contributing buildings that date within the period of significance for the property (1923-1966), retain integrity, and convey their historic associations with the development and distribution of power in Los Angeles under Criterion A/1. With the exception of four the four post-war buildings which are not associated with Ezra Scattergood, the remaining seven buildings within the district boundary retain their integrity and convey their historic associations with Ezra Scattergood under Criterion B/2. The character-defining features of the property are its infrastructural use, proximity to the water, utilitarian designs including concrete cladding, industrial steel sash windows and flat roofs, as well as the Classical, Art Deco, and International design motifs seen on the buildings within the district boundaries. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

P5a. Photograph:

View looking southwest at north and east elevations of Building No. 1, 7/8/16

View looking southwest at north elevation of Building No. 1, 7/8/16

View looking southeast at Buildings No. 3 (right) and 5 (left), 7/8/16

View looking southeast at Building No. 3 (right) and 5 (left), 7/8/16

View looking southwest at north elevation of Building No. 16, 7/8/16

View looking northeast at west elevations of Buildings No. 16 (left), No. 17 (right), and 9 (rear), 7/8/16

CHR Status Code: 2S2 remains for entire property; 2S2 would apply to the four added contributing buildings.

Address: (As listed in HRI) 1630 N. Main Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5409013913

Present Use: Utility infrastructure

Historic Name: Los Angeles Department of Water and Power General Services Headquarters; "Main Street Yard."

Owner and Address: Los Angeles Department of Water and Power
Real Estate Group
111 N. Hope Street, Room 1025
Los Angeles, CA 90012-2964

The subject historic district (19-176368) was determined NRHP eligible by the SHPO on May 6, 1995 through a Section 106 undertaking related to evaluation of properties damaged from the 1994 Northridge earthquake, lead federal agency was FEMA: The Federal Emergency Management Agency. The district, with its multiple contributing resources, was found NRHP eligible relative to Criterion A and B for associations with the development and distribution of power for the City of Los Angeles, and for historic associations to Ezra F. Scattergood, the City's chief electrical engineer for 31 years. The identified period of significance for the property was 1923: the year of the earliest on-site buildings, to 1944: 50 years before the 1994 evaluation.

A site visit was conducted on July 13, 2016 to confirm existing conditions, and the subject historic district appears to retain NRHP eligibility. The subject analysis proposes to extend the property's period of significance to 1966, thereby adding four additional properties as district contributors to the NRHP eligible district that did not meet Criteria Consideration G for properties less than 50 years old in 1994. All four buildings appear to have very good to excellent exterior integrity from their build years, and all four meet NRHP Criterion A for associations with the development and distributing of power for the City of Los Angeles.

The four buildings are as follows:

- Building 16: Heavy Mechanical Shops and Administration Building. Year: 1957. (19-176371)

- Building 11A: Transformer Test Building. Year: 1961 (19-176372)

- Building 17: Station Maintenance Building. Year: 1963 (19-176373)

- Building 7: Testing Laboratories Building. Year: 1965 (19-176374)

Pending SHPO concurrence with FRA's determination, each of the four above-listed contributing resources would receive a CSHR Status Code of 2D2.

The Los Angeles Department of Water and Power Main Street Center appears to be one of the largest infrastructural groupings in Los Angeles with virtually all of its primary buildings and structures dating over 50 years old, with very few apparent alterations. Each the four buildings proposed to be added to the historic district appears to retain its original use and integrity. The four above-mentioned buildings, highly functional and straightforward in their design, appear to retain their integrity of location; architectural design; association- to Los Angeles power generation and distribution; feeling- of utilitarian, postwar infrastructural buildings; materials that include original windows, window awnings, *brise-soleil* elements, ribbon windows, louvers, unadorned concrete construction, and for bldg. 11A, corrugated metal; workmanship- appearing intact though minimal; and setting- each present within and informing the substantially scaled district; a distinctive if not unique for Los Angeles historic era infrastructural complex.

Survey Type: Intensive Survey Effort; Section 106 Compliance; P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Building 16: Administration Building, 1957, (19-176371). Camera Facing NW.
Photo ICF International, July, 2016. IMG_9073.jpg

Building 11A: Transformer Test Building, 1961, (19-176372). Camera facing NE.
Photo ICF International, July, 2016. IMG_9118.jpg

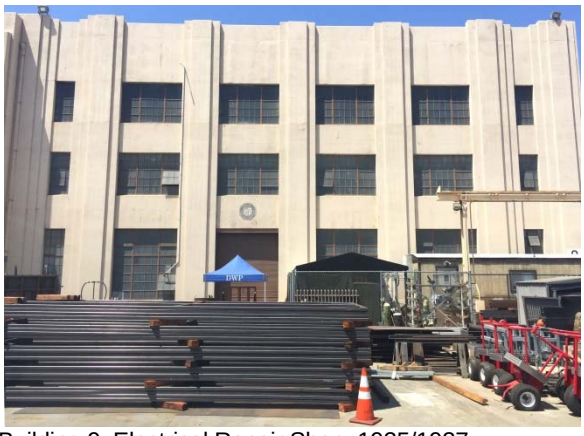
Building 17: Station Maintenance Building, 1963, (19-176373). Camera Facing SW.
Photo: ICF International, July, 2016. IMG_9076.jpg

Building 7: Testing Laboratories Building, 1965, (19-176374). Camera Facing NW.
Photo: ICF International, July, 2016. IMG_9162.jpg

Selected previously identified contributing resources

Building 1: Light Mechanical Shops, 1924.
(19-175280). Camera Facing SW.
Photo ICF International, July, 2016. IMG_9325.jpg

Building 5: Receiving Station A, 1925.
(19-175283). Camera facing NE.
Photo ICF International, July, 2016. IMG_9182.jpg



Building 9: Electrical Repair Shop, 1935/1937.
(19-175284). Camera Facing S.
Photo: ICF International, July, 2016. IMG_9276.jpg

Hoist House, 1935.
(19-176370). Camera Facing W.
Photo: ICF International, July, 2016. IMG_9127.jpg

Building 3: General Warehouse, 1924.
(19-175282). Camera facing NW.
Photo: ICF International, July, 2016. IMG_9284.jpg

Building 11: Transformer Warehouse
(Train & Williams, Architects), 1926. (19-175281)
Photo: ICF International, July, 2016. IMG_9095.jpg

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 2S2
Other Listings 3CS, 5S3
Review Code Reviewer Date

*Resource Name or #: (Assigned by recorder) 1630 N Main

P1. Other Identifier: DWP Main Street Facility

*P2. Location: ___ Not for Publication X Unrestricted *a. County Los Angeles and (P2b and P2c or P2d.)

*b. USGS 7.5' Quad: Los Angeles Date: 1994 T: 01.0S; R: 13.0W; S: 22

c. Address: 1630 N Main City: Los Angeles Zip: 90012

d. UTM: (Give more than one for large and/or linear resources) Zone: mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN:5409013913

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

Architectural Style: International **Architectural Style:** Beaux Arts
Architectural Style: Art Deco
Construction: poured concrete
Siding/Sheathing: poured concrete: painted, all visible sides , Sheetmetal siding wraps machine shop building abutting North Main Street.
Roof: flat, parapet, multiple rooflines
Fenestration: metal, fixed, front, side, rear
Fenestration: metal, horizontal sliding, front, side, rear
Fenestration: metal, hopper, front, side, rear
Primary Entrance: side, Roll-up door
Other notable features: Sunshade eyebrows extend from some southeast

Plan: irregular
No. Stories: 3, 11 buildings
Property Type: Utilities
Retains integrity: yes, setting, location, materials, workmanship, association, design, feeling

*P3b. Resource Attributes: (List attributes and codes) HP09

*P4. Resources Present: X Building ___ Structure ___ Object X Site ___ District X Element of District ___ Other (Isolates, etc.)

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

P5b. Description of photo: (View, data, accession #)
03/09/11

*P6. Date Constructed/Age and Sources: X Historic ___ Prehistoric ___ Both
1946
Assessor

*P7. Owner and Address:
not known

*P8. Recorded by:
Kathryn McGee
Chattel Architecture, Planning and Preservation
13417 Ventura Boulevard
Sherman Oaks, CA 91423

*P9. Date Recorded: 05/25/2011

*P10. Survey Type: (Describe)
Intensive

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

Tanya Sorrell, Kathryn McGee, and Shane Swerdlow. Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan. Prepared by LSA Associates and Chattel Architecture Planning and Preservation for Arup, April 2011

*Attachments: ___ None ___ Location Map ___ Sketch Map X Continuation Sheet ___ Building, Structure, and Object Record
___ Archeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List):

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

CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 2 **of** 2 ***Resource Name or #:** (Assigned by recorder) 1630 N Main

***Recorded By:** Kathryn McGee ***Date:** 05/25/2011 ___Continuation X Update

Update Status: Retains Integrity

The Department of Water and Power Main Street Facility is significant as an early power station for the Department of Water and Power that played an important role in support of development of the City of Los Angeles. It is located on a triangular-shaped site containing multiple buildings and bounded by Main and Leroy Streets to the north and west and the Union Pacific Rail Road to the east and south. The early DWP site shown in Sanborn maps (corrected through 1951) include such buildings as Transformer House No 1 (1923 and 1918); Electrical Manintenance building (no date); General Warehouse (1923 and 1940); General Repair Shop (1925); Test Laboratory (1916); Outdoor Transformers (no date) and other ancillary buildings. Unable to confirm from public right-of-way whether all buildings listed are extant and if they all retain integrity. Site currently contains large collection of outdoor transformers at corner of Main St and the UPRR.

19-176368

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

Primary # _____
HRI # 100984
Trinomial _____
NRHP Status Code 2S2

Page 1 of 13

Other Listings _____
Review Code _____ Reviewer Christy J. McAvoy Date _____

P1. Resource Identifier: DEPARTMENT OF WATER AND POWER GENERAL SERVICES HEADQUARTERS

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

b. Address 1630 N MAIN ST
City Los Angeles Zip _____

c. UTM: USGS Quad _____ (7.5'/15') Date _____; Zone _____ , _____ mE/ _____ mN

d. Other Location Data (e.g., parcel #, legal description, directions to resources, additional UTMs, etc., when appropriate):

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

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

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

P6. Date Constructed/Age:
☐ Prehistoric ☒ Historic ☐ Both
1923-1944

P7. Owner and Address:

P8. Recorded by (Name, affiliation and address): Christy J. McAvoy
Historic Resources Group
1728 N. Whitley Ave
Los Angeles, CA 90028

P9. Date Recorded: 11/1/94

P10. Type of Survey: ☐ Intensive
☐ Reconnaissance ☒ Other
Describe: Survey of earthquake damaged properties for purposes of Section 106 Review.

P11. Report Citation (Provide full citation or enter "none."): _____
1994 Northridge Earthquake Project Review

Attachments: ☐ NONE ☒ Map Sheet ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☒ District Record ☐ Linear Resource Record ☐ Other (List): _____

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

Primary # _____
HRI # _____
Trinomial _____

D1. Resource Identifier: Department of Water and Power General Services Headquarters

D2. Historic Name: Bureau of Power and Light General Services Headquarters

D3. Common Name: Department of Water and Power General Services Headquarters

D4. Detailed Description (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.): This district consists of group of industrial buildings located on the on the campus of the general services headquarters of the Department of Water and Power. The buildings were constructed from 1923 to 1937 and range from one to three stories in height. The earlier buildings exhibit simplified Classically-inspired ornamentation and the later buildings exhibit Art Deco-inspired motifs. The buildings are relatively unaltered and have been in continuous use for their original purposes. (See Continuation Sheet Page 3.)

D5. Boundary Description (Describe limits of district and attach map showing boundary and district elements.): This district consists of the historic core of the campus of the general services headquarters of the Department of Water and Power.

D6. Boundary Justification: The district boundaries incorporate a group of historic industrial buildings which are over 50 years old and retain a sense of time and place.

D7. District Attributes (List major attributes and codes.): HP--9 Public Utility Building

D8. Significance: Theme Power System Development Area City of Los Angeles
Period of Significance 1923-1944 Applicable Criteria A & B
(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.) The district is comprised of the historic core the general services headquarters of the Department of Water and Power. It is significant under National Register Criterion A for its association with the development and distribution of power for the City of Los Angeles and under Criterion B for its association with Ezra F. Scattergood, the city's chief electrical engineer for 31 years. Prior to 1909, the city purchased the power from private electrical companies, particularly the Los Angeles Gas and Electric Corporation; however, with construction of the Los Angeles Aqueduct between 1905-1913, primarily to supply city inhabitants with water, the opportunity to develop a municipal power supply arose. In 1909 the Bureau of Los Angeles Aqueduct Power was established to harness the hydroelectric power generated by power plants developed along the aqueduct. (See Continuation Sheet Page 3.)

D9. References (Give full citations including the names and addresses of any informants, where possible.): Van Valen, Nelson. "A Neglected Aspect of the Owens River Aqueduct Story: The Inception of the Los Angeles Municipal Electric System," Historical Society of Southern California Quarterly, Volume 59, No. 1; "Water, Power, and the Growth of Los Angeles," Department of Water and Power, pamphlet, 4/90; "Ezra Scattergood: Father of Municipal Power in Los Angeles," Department of Water and Power, pamphlet, 5/92; "General Services Headquarters Existing Buildings," Department of Water and Power, compilation of data on buildings, typewritten, 1994.

D10. Evaluator: Christy Johnson McAvoy Date: 9/30/94
Affiliation and Address: Historic Resources Group, 1728 N. Whitley Avenue, Hollywood, CA 90028

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

Primary # _____
HRI #/Trinomial _____

 ☒ Continuation ☐ Update
Resource Identifier: Department of Water and Power General Services Headquarters

D4 DESCRIPTION CONT

Contributing Buildings

	Common Name	Building #	Constn. Date	
0001	General Warehouse	3 97796	1923 with second story addition in 1939	19-175282
0002	Light Mechanical Shops Building	1 97794	1924	19-175280
0003	Distributing Station 1 and Receiving Station A	5 97797	1925	19-175283
0004	Transformer Warehouse	11 97795	1926 (Train & Williams, Architects)	19-175281
0005	Oil Depot	10 101019	1927/1957	19-176369
0006	Electrical Repair Shop and Transformer Shed	9 97798	1935/1937	19-175284
0007	Hoist House	- 101020	Unk	19-176370

Architects were staff of the Bureau of Power and Light unless otherwise noted.

Noncontributing Buildings

0008	Heavy Mechanical Shops and Administration Building	16 101021	1957	19-176371
0009	Transformer Test Building	11A 101022	1961	19-176372
0010	Station Maintenance Building	17 101023	1963	19-176373
0011	Testing Laboratories Building	7 101024	1965	19-176374

D8 SIGNIFICANCE CONT

Initially, the power generated by the gravity flow of the water from the Eastern High Sierras was seen as a fortuitous byproduct of the aqueduct which had been planned and constructed, primarily, to meet the growing city's need for water. The first use of aqueduct power was in construction of the aqueduct tunnels, siphons and other activities. The subsequent development of hydroelectric power plants and the distribution of their electricity was seen as means of recovering a portion of the cost of aqueduct construction. Ezra F. Scattergood, first hired by the city to develop hydroelectric power for construction of the aqueduct, was named chief electrical engineer in 1911 when voters approved a charter amendment that established a municipal power system named the Bureau of Power and Light. The success of the hydroelectric power plants enabled the city to buy-out most of the private power companies then operating in Los Angeles. In 1922, the Bureau purchased the distribution system of Southern California Edison. In 1937, the Bureau of Power and Light consolidated with the Bureau of Water Works and Supply and became the Department of Water and Power. Shortly thereafter, with the purchase of the electrical system of the Los Angeles Gas and Electric Corporation, the Department of Water and Power became the sole distributor of power in the city which it remains today.

Building No. 5 (Distributing Station 1 and Receiving Station A) receives power generated along the aqueduct and at Power Plant Number One in San Francisquito Canyon and distributes that power throughout the city. The remaining buildings house primarily transformer workshops and storage.

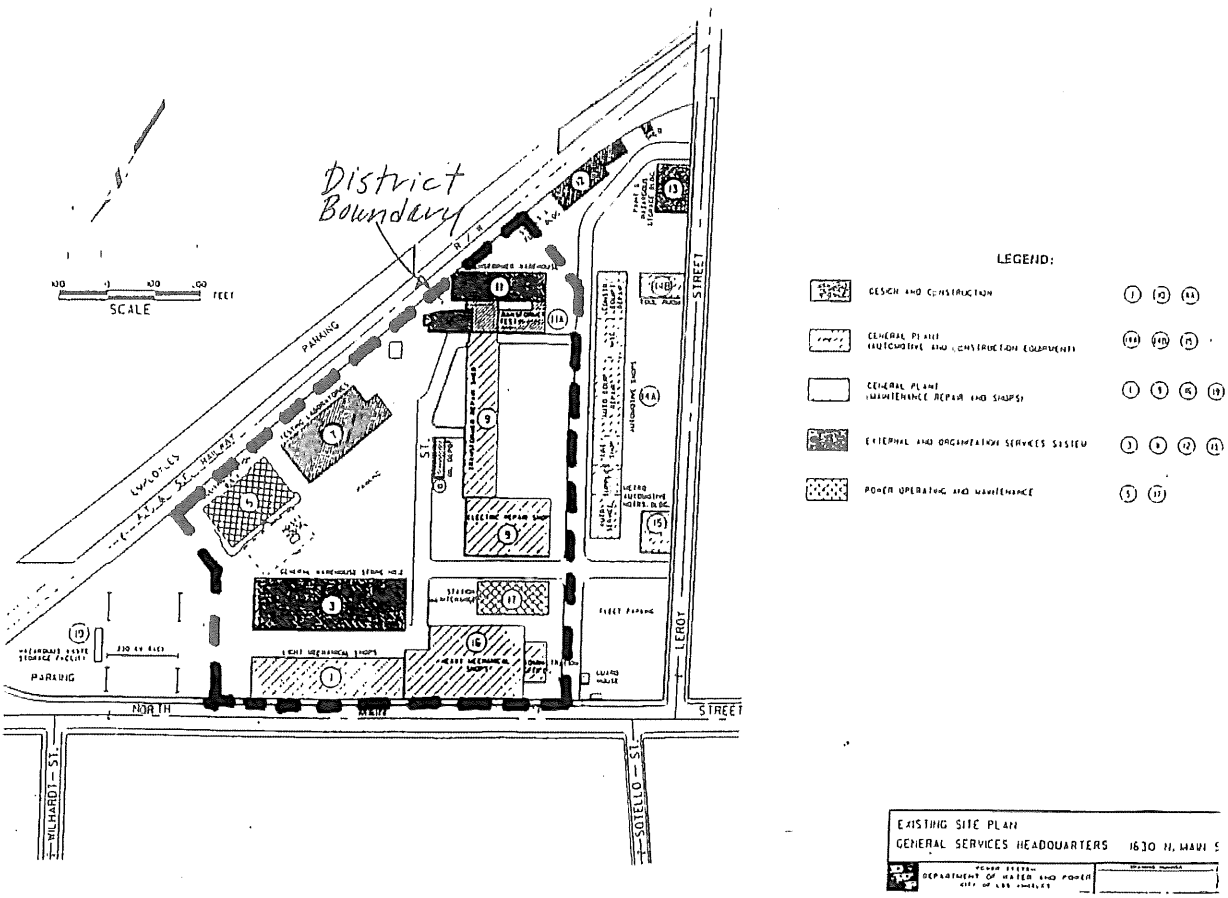
19-176368

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

Primary # _____
HRI#/Trinomial _____

Resource Identifier: Department of Water and Power General Services Headquarters
Map Name: _____ Scale: _____ Date: _____

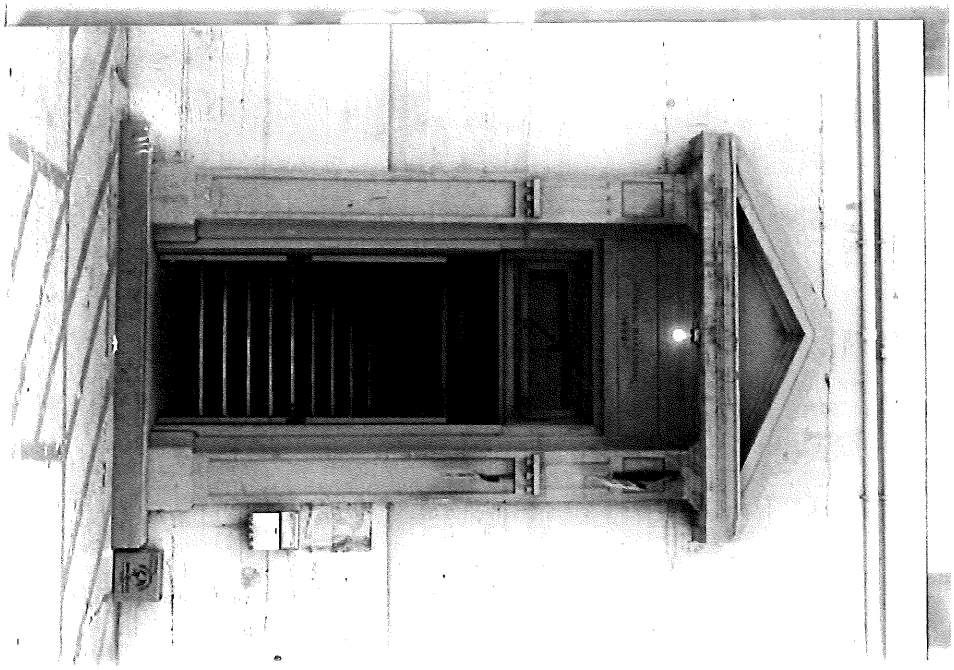
Note: Include bar scale and north arrow on map.



Building No. 3-N - Contributing

Building No. 3-SE - Contributing

Building No. 3-W - Contributing



Building No. 3 (detail of entrance)-W - Contributing

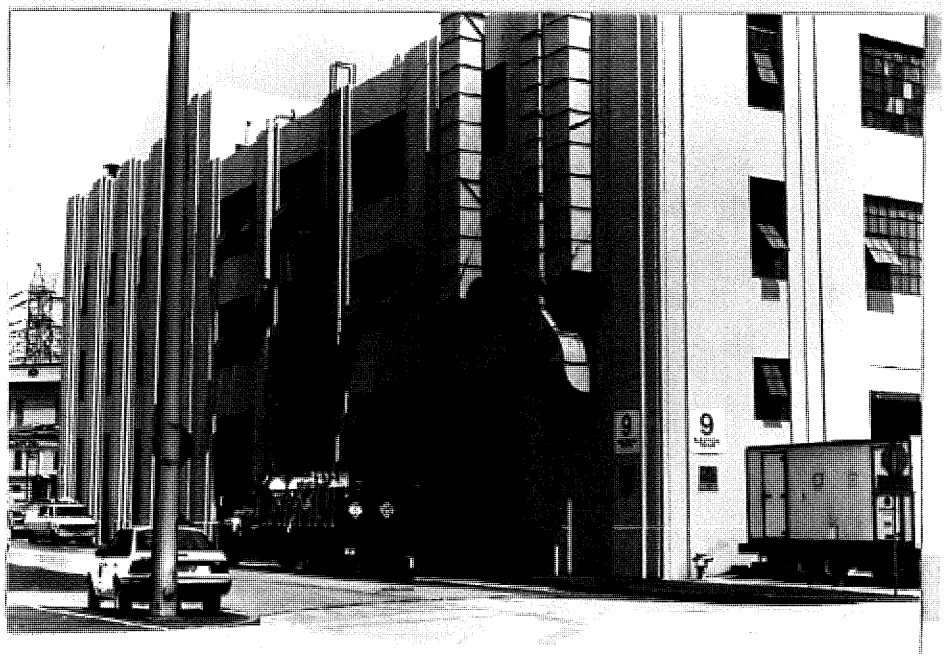
Building No. 1-NE - Contributing

Building No. 5-SE - Contributing

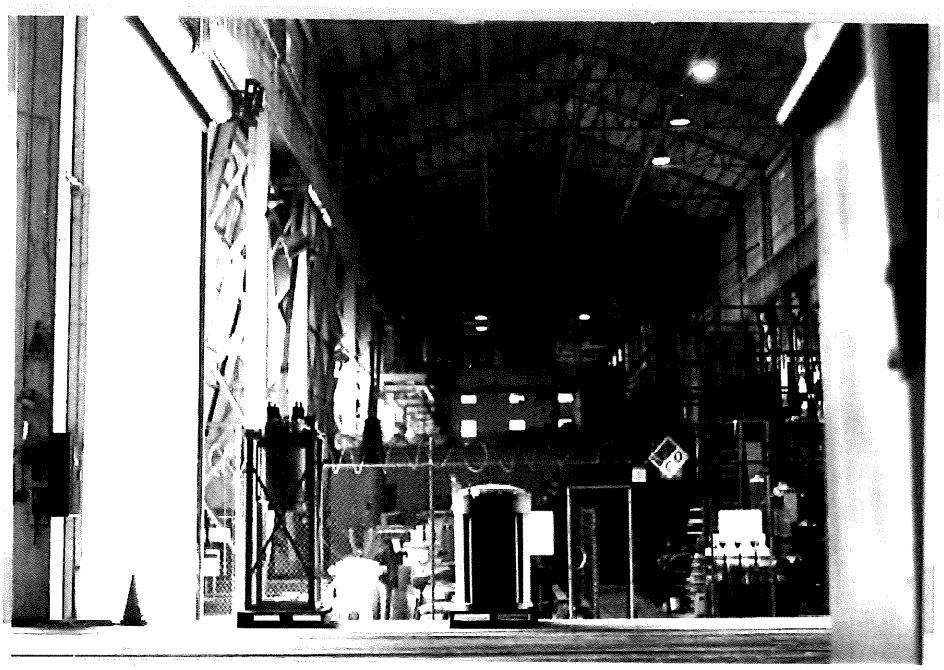
Building No. 5 (detail of entrance)-SE - Contributing

Building No. 11-E - Contributing

Building No. 10 (foreground), Building No. 9 (background)-SW - Contributing

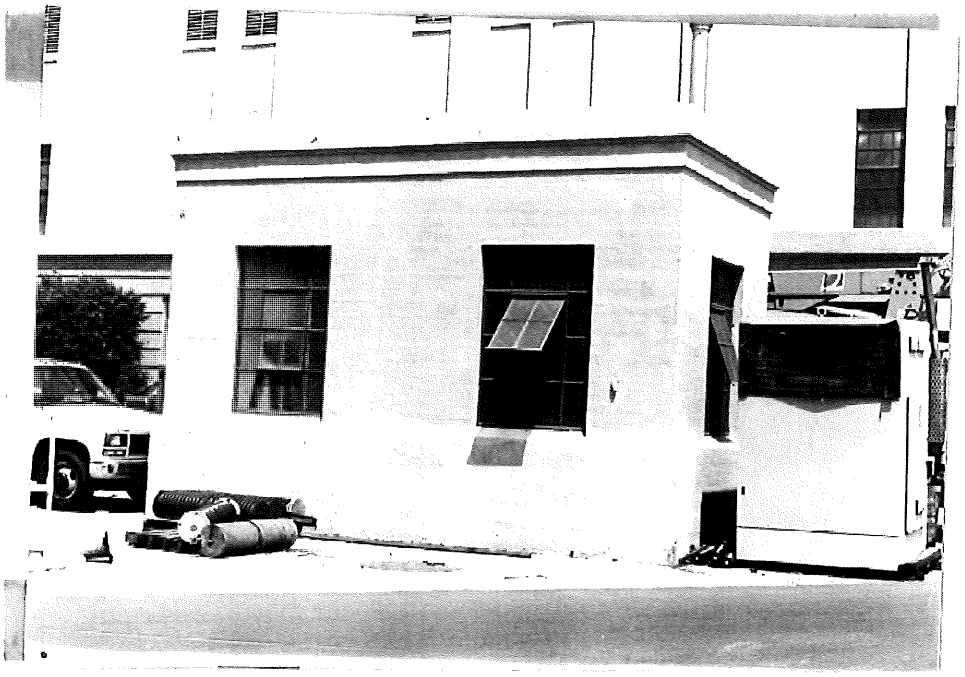


Building No. 9-S - Contributing

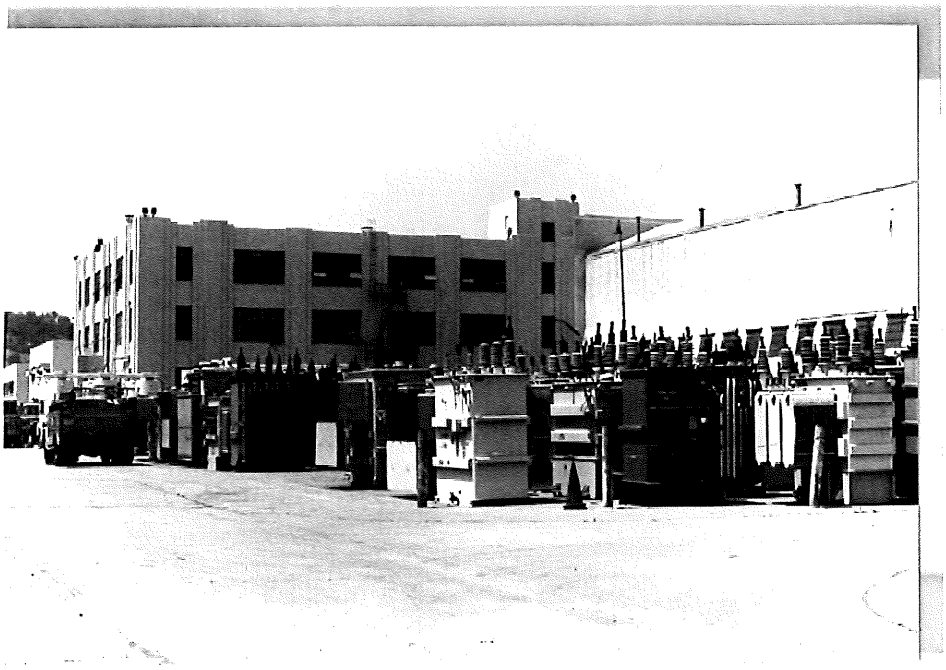


Building No. 9 (interior view)-N - Contributing

Building No. 9 (detail of emblem)-W - Contributing

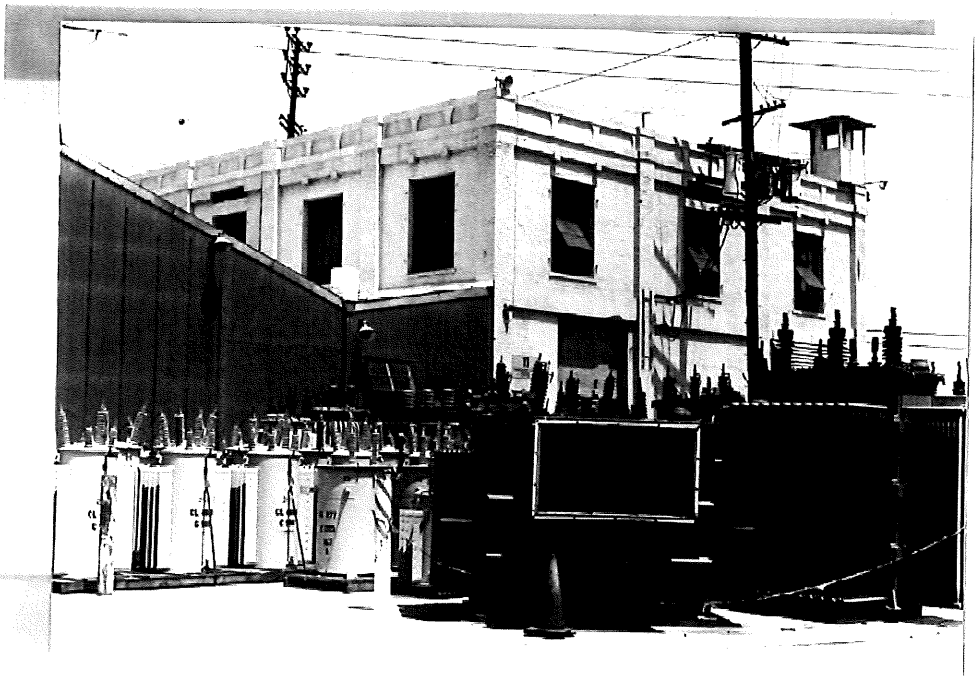


Hoist House-NE - Contributing

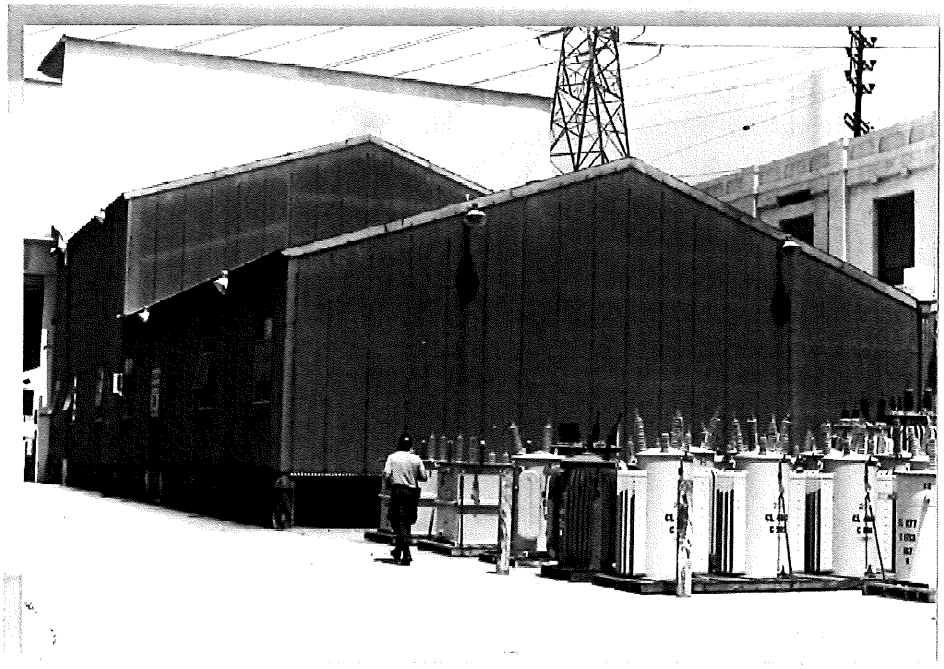


Building No. 9-N - Context

Building No. 9 (left), Building No. 3 (right)-W - Context



Building No. 11 (right), Building No. 11A (left)-SE - Contributing and Noncontributing, respectively



Building No. 11A-SE - Noncontributing

*Resource Name or # (Assigned by recorder) N Broadway Bridge (Caltrans Bridge #53C0545)
Recorded By: Amanda Duane, GPA Consulting **Date:** 8/17/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D3-4

P2. Location: North Broadway over the Los Angeles River (See Sketch Map)

***NRHP Status Code:** 2S2, 5S1

Sketch Map:

B10. Significance

The N. Broadway (originally Buena Vista) Bridge was previously evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory, which was updated in 2004. The N Broadway Bridge was determined eligible for the National Register under Criterion C for its significance as the first viaduct in California, and as the first open-spandrel, ribbed concrete arch bridge in the state, a design that became standard for long-span concrete bridges. It was the first of the monumental Los Angeles River bridges, and was the longest and widest concrete bridge in the state at the time of its construction. It was also the first bridge in California to use Beaux Arts architectural detail. While the 1986 evaluation noted that the ornamentation had been removed, the essential engineering features were intact. As a result of that evaluation, the bridge was assigned a status code of 2S2, indicating that it was determined eligible for the National Register by consensus through the Section 106 process and listed on the California Register. In 1998, the bridge underwent a seismic rehabilitation, and the

columns, pylons, balustrades, and balconies were restored. In 2008, the bridge was designated as Los Angeles Historic-Cultural Monument #907. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in August 2016.

With the restoration of the bridge's Beaux Arts architectural features in 1998, the N Broadway Bridge now more closely resembles its historic appearance than when it was determined eligible for listing in the National Register in 1986. Based on visual observation, the property retains sufficient integrity to convey its significance. The status code of 2S2 is still valid, while the 5S1 status code reflects its listing on the local register as Los Angeles Historic-Cultural Monument #907. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The character defining features of the bridge are its relationship with the Los Angeles River, its reinforced concrete construction, open spandrels, multiple spans, and the Beaux Arts design details. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself.

P5a. Photograph:

8/17/2016, View looking north

CHECKLIST
For Documenting Historical Significance of Non-Truss Bridges
REINFORCED CONCRETE ARCHES

Locational

Bridge No. 53C-545 County LA City/Vic. Los Angeles
Road North Broadway Feature intersected Los Angeles River, Railroad Tracks
Lat/Long 34° 9.5' 118° 13.1' UTM

History

Date 1910 Designer Homer Hamlin & Harry Parker, City Engineering Staff
Contractor Union Iron Works

Structural

Total Length 967.8' Width 70' Lanes 4 # spans(total) 7
arched spans 7 Main span length 119 (2)
Other arch spans, length 3 @ 110.6', 1 @ 106.5', 1 @ 105'
Arch type Open spandrel, 6 ribs
Approach span type(s)

Architectural

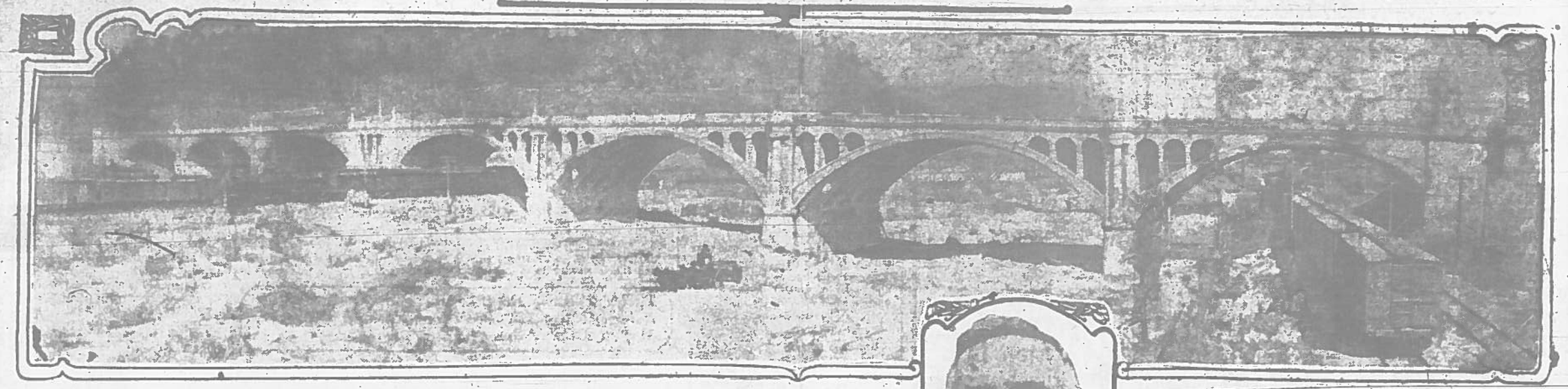
Architectural detail round arches between spandrel columns;

Alterations Removal of all ornamentation from bridge deck; filling of some spandrels.

Discuss any known association with historical events, patterns, people, or distinctive technology This was the first grade separation in LA & probably in California; probably the first substantial open-spandrel arch bridge in California; set the pattern - functionally and artistically - for viaduct program over LA River

Sources: Bridge Maintenance Book; Caltrans Bridge Department Plans 4/09; Los Angeles Times 11/1/05; 9/20/11; Architect and Engineer 9/20/11 58.

53c-545



Buena Vista Bridge Across the River, Finest Concrete Municipal Viaduct in the West,

Used for the first time yesterday, when North Main and Griffin avenue cars ran over it. The structure is a thousand feet long and cost two hundred and seventy-five thousand dollars. Ex-Councilman Dromgold is known as the "father of the bridge."

The Public Service: City Hall and Courts.

SUMMARY OF THE DAY.

Officials of the Pacific Wharf and Storage Company appealed to the Mayor and harbor authorities yesterday to refrain from stopping their costly project.

Police Judge Chambers held yesterday that in sales of food stuffs where the commodities are ordered packed in a certain manner, the wrappings may be weighed in and charged for as a portion of the commodities.

At the City Hall.

HARBOR SUIT HURTS PROJECT.

LEGAL DRAGNET SEEMS TO DO MORAL INJUSTICE.

Officials of Pacific Wharf and Storage Company Appeal to City Authorities Not to Destroy Reclamation Project that Has Cost Half a Million—Dodge Monopoly in Fight.

Two men who started a harbor reclamation and improvement project five years ago, when they found San Pedro Harbor "bottled up" as they term it, pleaded with the Mayor and harbor officials yesterday against litigation that may ruin their project which has already cost $500,000. The men were Robert N. Bulla and Thomas Hughes, who originated, with Mark G. Jones, the Pacific Wharf and Storage Company, one of the larger water-front enterprises.

Col. Hughes explained that the announced purpose of the city to bring suit to annul the lease and tide-lands grant held by the company had stopped their supply of funds and that they were in a position "where we cannot go ahead and we cannot quit, without danger of losing most of our investment."

Five years ago Bulla, who is president of the Central Oil Company, and Hughes, who is head of the Hughes Manufacturing Company, visited the harbor to find shipping facilities. "We found everything bottled up," explained Bulla. By consulting the United States Engineer they found that a company that would undertake a reclamation project at the end of Terminal Island would meet with government favor as it would provide a place to deposit the dredging from the channel which the government subject to the Harbor Advisory Board, which will take it up Tuesday afternoon at 2 o'clock.

Lack Water Mains.

Cypress Park's demand for an engine house and fire protection failed yesterday when the Mayor and the Fire Commission with Acting Chief O'Donnell visited the region and found only two-inch mains serving the district. Until mains of sufficient capacity are laid neither fire hydrants nor fire fighting equipment would be useful and the Commission decided nothing can be done now.

Preparing Bond Sale.

City Attorney Shenk will report a resolution to the Council Tuesday for the issuance and sale of $525,000 power bonds and $520,000 of harbor bonds. The amounts differ because of the necessity of arranging full annual series for forty years.

At the Courthouse.

BITTER FIGHT OVER ESTATE.

WIDOW AND NEPHEW ARE ON OPPOSITE SIDES.

Will of Late Railroad Builder Had Codicil Which Furnishes Legal Contention—Deposes Spouse as Executor and Names Others. Public Administrator Appointed.

Frank Bryson's appointment by Judge Rives as administrator yesterday signalized what promises to develop into a bitterly fought contest over the estate of Capt. John Cross, who amassed a fortune as a railroad builder. Arrayed against each other are Mrs. Laura L. Cross, his widow, and Albert P. Cross, his nephew, and others. The case was continued to October 24.

The legal contention is a codicil which the contractor added to his will. It deposed Mrs. Cross as executor, naming in her place Albert P. Cross, John E. Loomis and Charles R. Diver.

Cross, who for many years was prominent in civic affairs in Southern California, died on August 5 last. His widow filed for probate his will, dated March 22, 1898, and asked for letters of this character to weigh 150 pounds, gives the solid structure a weight of 73,710,000 pounds, or 36,855 tons. And this great weight is based on 465 wooden piles driven to bedrock and the feet of the piers. This furnishes some reason why settling is necessary before surface finish is added.

The cost will approximate $275,000, of which the Los Angeles Railway Company will pay $81,072, and the city the remainder. This cost is distributed as follows: Main contract (Union Iron Works,) $182,378; ornamental work, $14,542; pylons, $2100; filling "Y" approaches, $48,648 ($3,440 yards of earth were required for the two fills;) and the land cost $19,737.

The lighting of the bridge will be by seventeen candelabra, each having a cluster of four lights.

In its construction three engineers have had direct charge of it. Its earliest and staunchest advocate was City Engineer Hamlin, and when the preparation of plans became necessary Harry G. Parker was entrusted with the work. The general plan was evolved by Parker and his assistant, F. W. Crocker. When Parker was drowned in the outfall sewer Crocker succeeded to the work, and when he entered private business, R. W. Stewart succeeded him and completed the bridge. There was unison of action by all, and with the diligence and modern methods of the Union Iron Works the bridge has been completed a shade ahead of time.

It is also a matter of pride with the engineer's office that all of the design and construction, with the exception of the pylons, which were the work of A. F. Rosenheim, of the Municipal Art Commission, was done by civil service employees of the city. They point to the Buena Vista bridge as the great monument to civil service.

Delighted because its dream has been realized, the East Side Improvement Association, of which R. W. Reynolds is president, plans to celebrate its completion discovery day (October 14,) with ceremonies at the west end of the bridge; where the "Y" spreads its arms in a transformation of the whole neighborhood. Councilman Stewart will make an address on behalf of that body, and others will make up a programme of rejoicing.

NEEDLEWORK GATHERING.

A meeting of the section presidents and directors of the Los Angeles branch of the Needlework Guild of America, will be held at the apartments of Mrs. S. S. Salisbury, Hotel Ingraham, Monday afternoon at 3 o'clock.

Inferior Courts.

FINDS NO FRAUD IN BACON CASE.

POLICE JUDGE HANDS DOWN IMPORTANT RULING.

Declares Intent of Ordinance Is to Prevent Fraud, but Where Customer Buys Wrapped Goods Covering May Be Weighed In—Dismisses Action Against Packing Company.

In cases where foodstuffs are sold both unwrapped and wrapped in a protecting material to insure against contamination by dust, insects or other agency, Police Judge Chambers yesterday held that the wrappings may be weighed as a portion of the commodity.

The decision was given in the case of R. M. Meek, a meat dealer, against James Ingram, the latter representing the Cudahy Packing Company. Meek, on February 20 last, ordered forty pounds of bacon from the packing company. The meat was delivered and when unwrapped and weighed proved to be several ounces short of the amount ordered.

Ingram was arrested so that the case could be tested. In Police Judge Chambers's court considerable time was consumed in arguing it, as considerable litigation, of similar nature would be determined by the disposal of this case.

The complaint was drawn under Section 25 of Ordinance No. 18,000, new series. After discussing the legality of the manner in which the ordinance was passed, Judge Chambers said that he believed the City Council had the power to pass an ordinance providing for the maintenance of a bureau of weights and measures, though it is not specified in the city charter. Consequently, believing that the ordinance was legally drawn, he gave judgment as follows:

"The purpose of the measure is to prevent or punish a class of fraud which ordinarily would pass unnoticed, or if noticed, would be so small as to make it unpleasant or impracticable to protest, but if unchecked would result in great revenue to the party practicing it. Wraped bacon is a staple article. The custon, of wrapping it is well known and is to prevent contamination. Either wrapped or unwrapped can be purchased, but in this case wrapper was ordered, and consequently the article can be weighed

DAMAGE SUITS AGAINST THE TIMES.

In the names of Leola M. Harvey Elder and Emma Harvey Elder, suit was filed yesterday against the Times-Mirror Company, H. G. Otis, Harry Chandler and Harry E. Andrews, officers, for $50,000 damages, for the death of Arliond Churchill Harvey Elder in the blowing up last October of the Times Building.

The attorneys are Harriman, Ryckman and Tuttle. As in similar suits threatened by this firm within ten days, the plaintiffs alleged through their counsel that The Times and its officers were negligent in permitting the building to become permeated with explosive gases, and charge that it was not adequately equipped with fire escapes.

Nothing Doing.

Judge Monroe yesterday denied a habeas corpus motion offered by Attorney A. W. Sorenson in an effort to free William J. McCandless, in jail for the eleventh time for failing to pay his wife $15 a month alimony. Counsel for McCandless held that sufficient evidence had not been submitted to show that his client was able to pay the alimony. Judge Monroe declared that "the very fact that this defendant was living with a woman not his wife is evidence enough for me that he could pay this money."

His Trial Set.

B. D. McCoy will be placed on trial in the Superior Court on December 11, charged with the killing of Alfred Peters at El Monte. McCoy pleaded not guilty. There are two versions of the murder. One is that the men got into a quarrel over a bull, and another is that Peters was quarreling with his wife and threatened the defendant for interfering. McCoy is alleged to have fired two charges of buckshot into Peters's body.

Damage Suit.

Appointed by the Probate Court as administrator of his estate, Mary Jane Barr yesterday started suit for $100,000 damages against the Southern California Edison Company for the death of her husband, David M. Barr, an employee of the company. Barr

A. W. Dromgold

GREAT VIADUCT ABOUT READY

(Continued from First Page.)

serve both Pasadena and the north and another to serve Downey avenue and the east a true solution. He conferred with the Los Angeles Railway officials and they concurred in the idea and promised to share the expense. To vitalize the plan Dromgold was sent to the City Council as the first ward member and he succeeded in carrying it through, having been made a member of both the Bridge and Finance Committees of that body.

To make the plan all it should be Dromgold gained the consent of the Southern Pacific for a right of way across its web of tracks and its dedication of a strip twenty feet wide along Buena Vista street (now North Broadway,) so that the street could be widened as an approach to the west end. The twenty-foot strip is about half a mile long. In addition the railroad agreed to share the cost of improving this street and gave the city $10,000 bonus for a slice of the hill in Elysian Park, near the west end of the Pasadena-avenue bridge, to increase its track facilities at this narrow point. It took until August, 1909, to get all these matters arranged, but Dromgold never lacked for effort. The first appropriation was made in 1909, and the work was begun the following winter under a contract with the Union Iron Works.

Their construction work immediately became an object of great interest. High towers 1000 feet apart sustained the cable tram over which the material for the piers was transported. The river bed furnished the sand and gravel for the mammoth piers that rose slowly from below the surface.

The general facts about the construction of the Buena Vista bridge (that is its official name, an apt one, too, because it preserves the name of the former street and because it offers a "good view;") are interesting. Its piers are thirty-six feet below the level of the river bed and forty feet above. They rest on piles driven to bedrock. When these great holes were made they had to be filled with solid concrete, and represent enormous weight.

The bridge has seven spans varying from 105 to 110 feet in length. The four river spans are ribbed with hollow spraddel wall construction, as shown in the illustration. The railroad spans at either end are solid and filled with earth.

The bridge is 968 feet over all, not including approaches, is 70 feet wide, has sidewalks five feet nine inches wide, and a roadway 56 feet wide. The remainder of the width is taken up with the ornamentation.

The roadway and sidewalks have been filled with earth and this will be graveled at once and let settle for two winters, after which it will be paved with asphalt. The treatment of the "Y" aproaches on the east will be the same until the thirty-nine foot fills have settled and improvement is feasible without danger.

Only a portion of the sidewalks will be cemented for the same reasons, but all the remainder of the superstructure will be completed. The ornamentation of the floor includes an artificial stone balustrade with balconies, twelve in number, and at either end pylons of artificial stone twenty-one feet high, surmounted by entablature. The pylons with pedestals and entablatures will reach a height of thirty-seven feet and present an artistic effect. The balconies will be view points where the people traversing the bridge may rest or enjoy the mountain landscape.

SOME WEIGHT HERE.

To build this monolithic structure, 1000 feet long and 50 feet high, 18,200 cubic yards of concrete were used. Estimating a cubic foot of concrete

The "Fashion Show" display of unusual furniture suggestions will be continued this week.

53C-545

#114999
DOE-19-86-0069-0000

ARCH BRIDGE RATING SHEET

252

Bridge #:53C-545 Common Name: Buena Vista Viaduct 19-188229
County: Los Angeles
District: 7
Feature Intersected: Los Angeles River
Road: North Broadway
Route: Postmile:
Routesuf:
Quad: Los Angeles (7.5)
UTM Zone: 11 E: 387693 N: 1780187
Lat: 34 09 30 N Long: 118 13 06 W
Ownership:Town/City
City/Vicinity: in the city/town limits of Los Angeles

RESEARCH STATUS

Invest Int: SDM
Entry Int: SDM
Done: yes
Update: 6/02/86
Rundate: 08/18/86
Assign Rate: 3

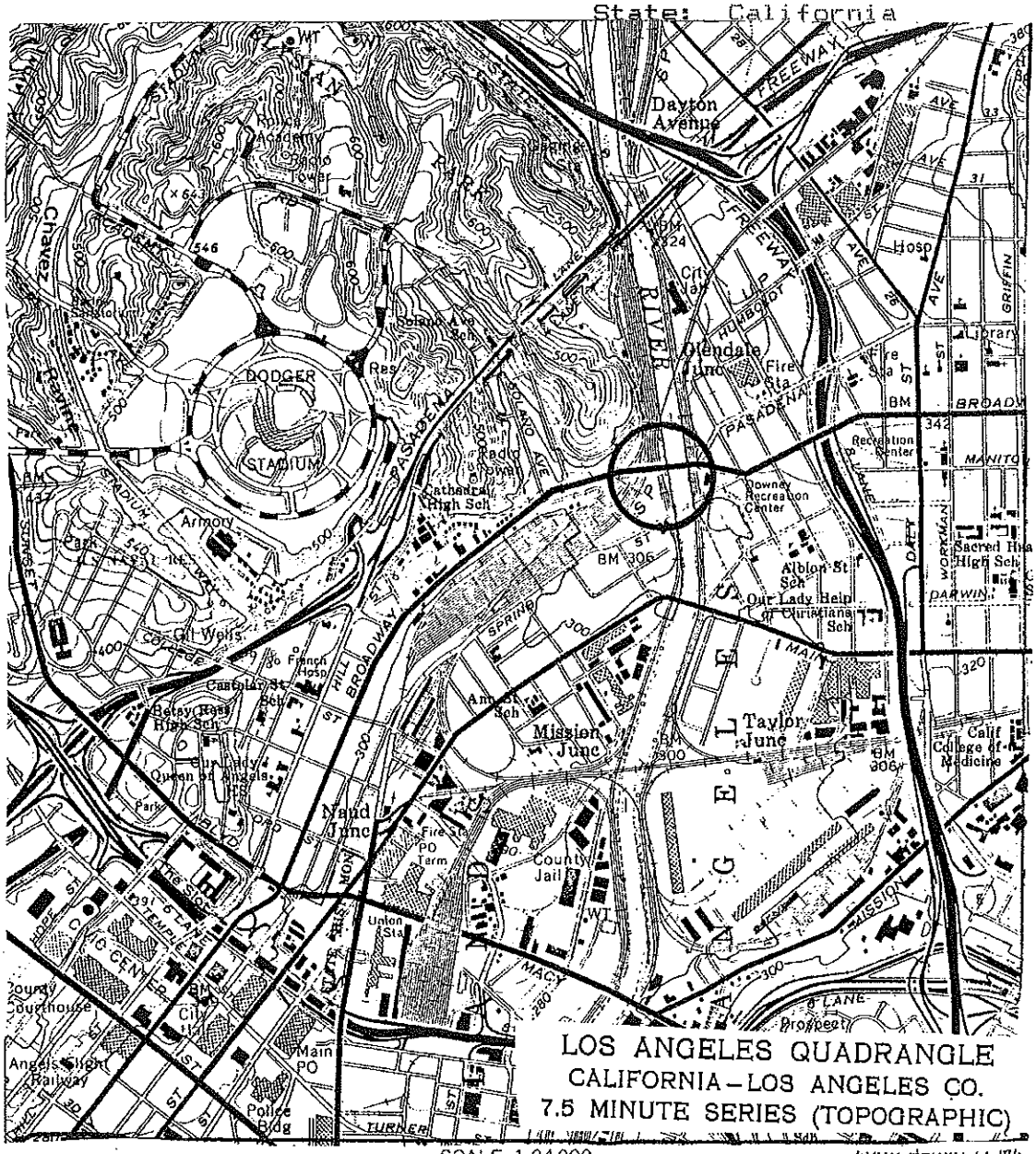
	POINTS
Date: 1910	Date 20
Designer: Homer Hamlin, City of L.A. This is a major example of a significant designer	Sign 12
Contractor: Union Iron Works, LA	
Description: MAINSPAN: rein. conc., open spandrel, fixed, elliptical, 119 feet, 6 ribbed arch, BRIDGE: A 70.0 feet wide, 7 spans, 968 feet long, symmetrical bridge, with 4 lanes, 7 arch spans, additional arch spans length: 119; 111; 107; 101 feet, and with a flush walkway	Span 2 Leng 5
Technical Merit: excellent	Tech 20
Special Features	
Lanterns: other; excellent condition	Lant 0
Railings: modern rail	Rail 0
Pylons: none	Pyl 0
Treatment/Spandrel: arched; highly decorative	Sprl 2
Distinctive Texture: rough concrete	Text 2
Pedestrian Amenities: none	Ped 0
Transportation/Historical Association: state	Hist 7
Aesthetics:	
Site: good	Site 3
Structural: good	Stru 3
Integrity:	
Location/Setting: good	Loc -3
Design/Material: fair	Des -6
Feeling/Association: fair/poor	Feel -2
Plans/Specifications: plans on microfiche at CalTrans	
	TOTAL: 65

Comments:

The Buena Vista Viaduct is one of twelve significant bridges across the Los Angeles River. Nine, including this structure, are viaducts. The Buena Vista Viaduct was an exceptionally bold structure when it was built in 1910. It was the first viaduct in California, the longest and widest concrete bridge in the state, and apparently the first open-spandrel, ribbed concrete arch in the state, a design that became standard for long-span concrete bridges. It was also the first bridge in California to use Beaux Arts architectural detail. While the ornamentation has been removed, the essential engineering features are intact.

19-188229

Bridge #:53C-545
Common Name: Buena Vista Viaduct
UTM Zone: 11 E: 387693
N: 1780187
River: Los Angeles River
Road: North Broadway
Vicinity: Los Angeles
State: California

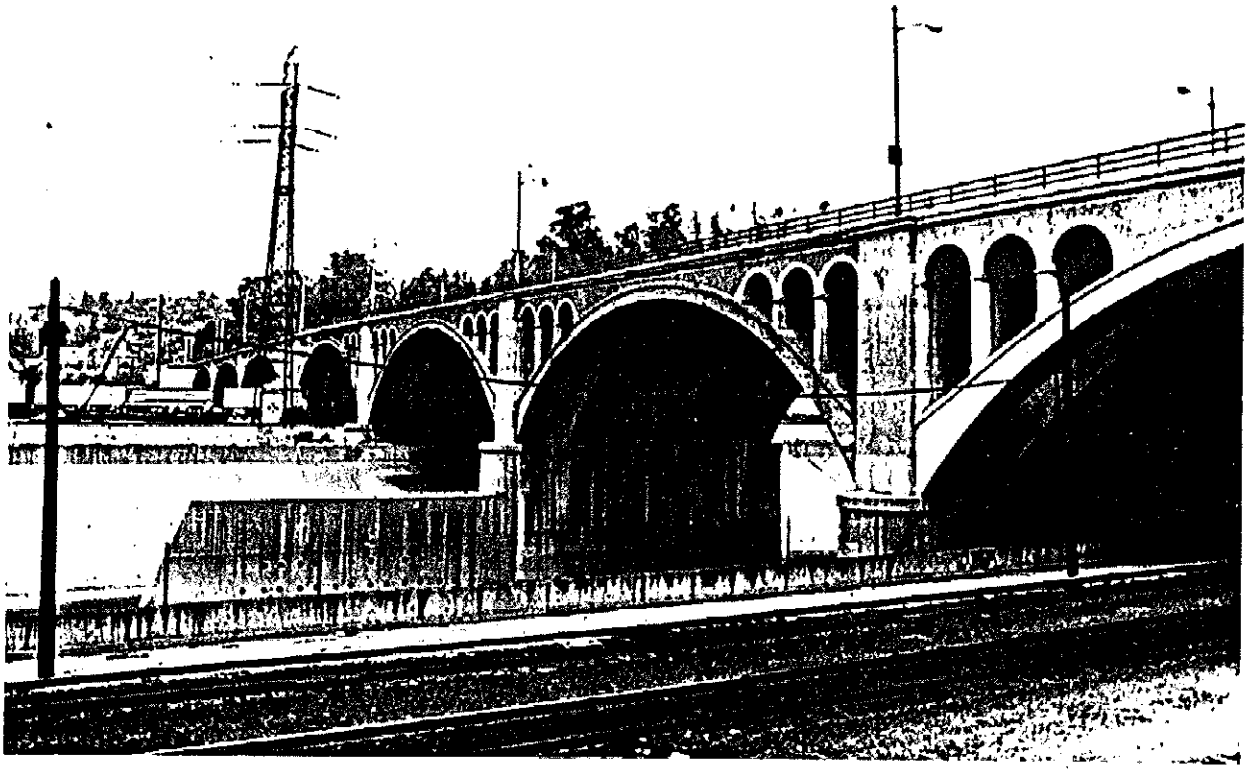


LOS ANGELES QUADRANGLE
CALIFORNIA—LOS ANGELES CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

SCALE 1:24000

1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 10-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929



***Resource Name or #** (Assigned by recorder) Spring Street Bridge (Caltrans Bridge #53C0859)
Recorded By: Amanda Duane, GPA Consulting **Date:** 8/17/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D3-5

P2. Location: Spring Street over the Los Angeles River (see Sketch Map)

***NRHP Status Code:** 2S2, 5S1

Sketch Map:

N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

B10. Significance

The Spring Street Bridge was previously evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory, which was updated in 2004. The Spring Street Bridge was determined eligible for the National Register under Criterion A and C for its design and association with the bridge building period in 1920s Los Angeles (assigned Caltrans Bridge Inventory Category "2. Bridge Eligible for NRHP"). As a result of that evaluation, the bridge was assigned a status code of 2S2, indicating that it was determined eligible for the National Register by consensus through the Section 106 process and listed on the California Register. In 2008, the bridge was designated as Los Angeles Historic-Cultural Monument #900. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016.

The bridge was under construction at the time of survey. The bridge will be improved, widened by about 20 feet, and will undergo a seismic retrofit. A Finding of Effect (FOE) report for the project was prepared for the City of Los Angeles Public Works Department Bureau of Engineering in November 2009 by JRP Historical Consulting, LLC., and updated in April 2011 by Galvin Preservation Associates, Inc., (now GPA Consulting). The FOE concluded that while the project would technically cause an adverse effect due to the alteration of some historic fabric, the selected design option would preserve the essential qualities that qualify the viaduct for the National Register of Historic Places eligibility. Therefore, the status code of 2S2 is still valid, while the 5S1 status code reflects its listing on the local register as Los Angeles Historic-Cultural Monument #900. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The character defining features of the bridge are its relationship with the Los Angeles River, its reinforced concrete construction, open spandrels, multiple spans, and Beaux Arts-inspired design details. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself.

P5a. Photograph

8/17/2016, View looking north

CHECKLIST
For Documenting Historical Significance of Non-Truss Bridges
REINFORCED CONCRETE ARCHES

Locational

Bridge No. 53C-859 County LA (City)/Vic. Los Angeles
Road No. Spring Street Feature intersected Los Angeles River
Lat/Long 34 04 20 118° 13.4' UTM

History

Date 1928 Designer John C. Shaw, City Engineer; Merrill Butler, Bridge Engineer
Contractor The Western Construction Co.

Structural

Total Length 691' Width 49.5' Lanes 4 # spans(total) 11
arched spans 2 Main span length 137'
Other arch spans, length 137'
Arch type open spandrel, 4-rib
Approach span type(s) RC T-girder

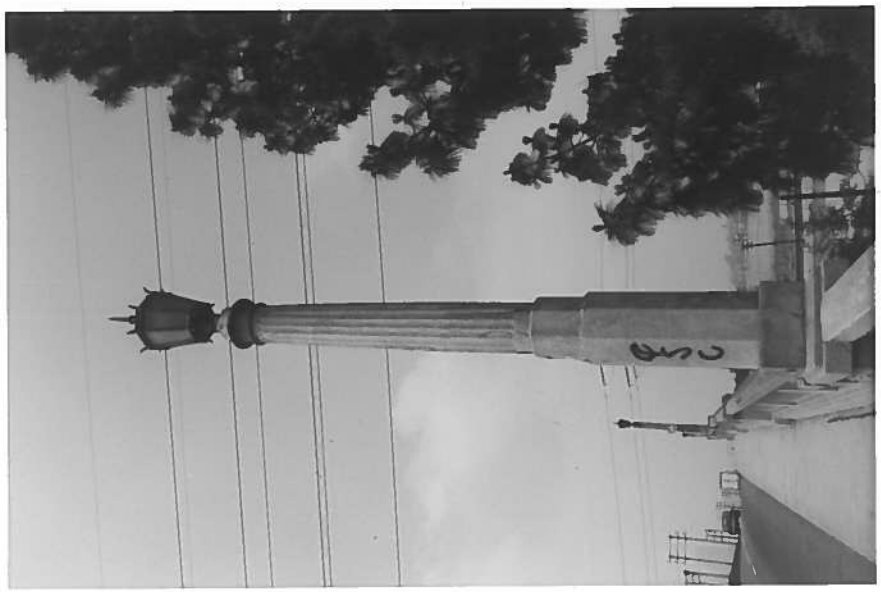
Architectural

Architectural detail fluted Window railings, light standards w/ brass lanterns.

Alterations Minor widening into sidewalk area

Discuss any known association with historical events, patterns, people, or distinctive technology One of 10 viaducts built during Hoover viaduct program of 1923-34. This bridge was originally meant to complement nearby No. Broadway, which was widened in 1928.

Sources: (1) Bridge Maintenance Books; (2) Caltrans Bridge Drawings, Plans 4/12/27; Southwest Builder and Contractor 8/24/28; 10/21/27, p. 37; Los Angeles Bd. of Public Works, Annual Report, 6/30/28, p. 51; 6/30/29, p. 55.



530-859

#115002
DOE-19-86-0071-0000

ARCH BRIDGE RATING SHEET 252

Bridge #:53C-859 Common Name: Spring Street Viaduct
County: Los Angeles
District: 7
Feature Intersected: Los Angeles River
Road: Spring Street
Route: Postmile:
Routesuf:
Quad: Los Angeles (7.5)
UTM Zone: 11 E: 387115 N: 3770398
Lat: 34 04 12 N Long: 118 13 24 W
Ownership:Town/City
City/Vicinity: in the city/town limits of Los Angeles

RESEARCH STATUS
Invest Int: SDM
Entry Int: SDM
Done: yes
Update: 3/31/86
Rundate: 08/18/86
Assign Rate: 3

	POINTS
Date: 1928	Date 8
Designer: Merrill Butler, City of L.A. This is a major example of a significant designer	Sign 12
Contractor: The Western Construction Co.	
Description: MAINSPAN: rein. conc., open spandrel, fixed, parabolic, 137 feet, 4 ribbed arch, BRIDGE: A 49.5 feet wide, 11 spans, 691 feet long, symmetrical bridge, with 4 lanes, 2 arch spans, additional arch span length: 137 feet, and with a cantilevered walkway	Span 3
Approach Span: Reinforced Concrete T-Girder	Leng 5
Technical Merit: good	Tech 10
Special Features	
Lanterns: electroliers; excellent condition	Lant 2
Railings: baluster rail	Rail 2
Pylons: yes	Pyl 2
Treatment/Spandrel: arched; highly decorative	Sprl 2
Distinctive Texture: smooth	Text 0
Pedestrian Amenities: seating	Ped 2
Transportation/Historical Association: state	Hist 7
Aesthetics:	
Site: excellent	Site 5
Structural: excellent	Stru 5
Integrity:	
Location/Setting: excellent	Loc 0
Design/Material: excellent	Des 0
Feeling/Association: excellent	Feel 0
Plans/Specifications: plans on microfiche at CalTrans	
	TOTAL: 65

Comments:

The Spring Street Viaduct is one of twelve significant bridges across the Los Angeles River. Nine, including this structure, are viaducts. The original design intent for the Spring Street viaduct is difficult to appreciate today. It was designed to complement the nearby Buena Vista Viaduct as that bridge appeared in 1928 -- it has similar arched river spans, light standards, and railings. Subsequently, the Buena Vista Viaduct was modified. This attention to context was a hallmark of bridge design by the City of Los Angeles in the late 1920s. The structure is unmodified and significant under Criteria A and C.

LA 8252

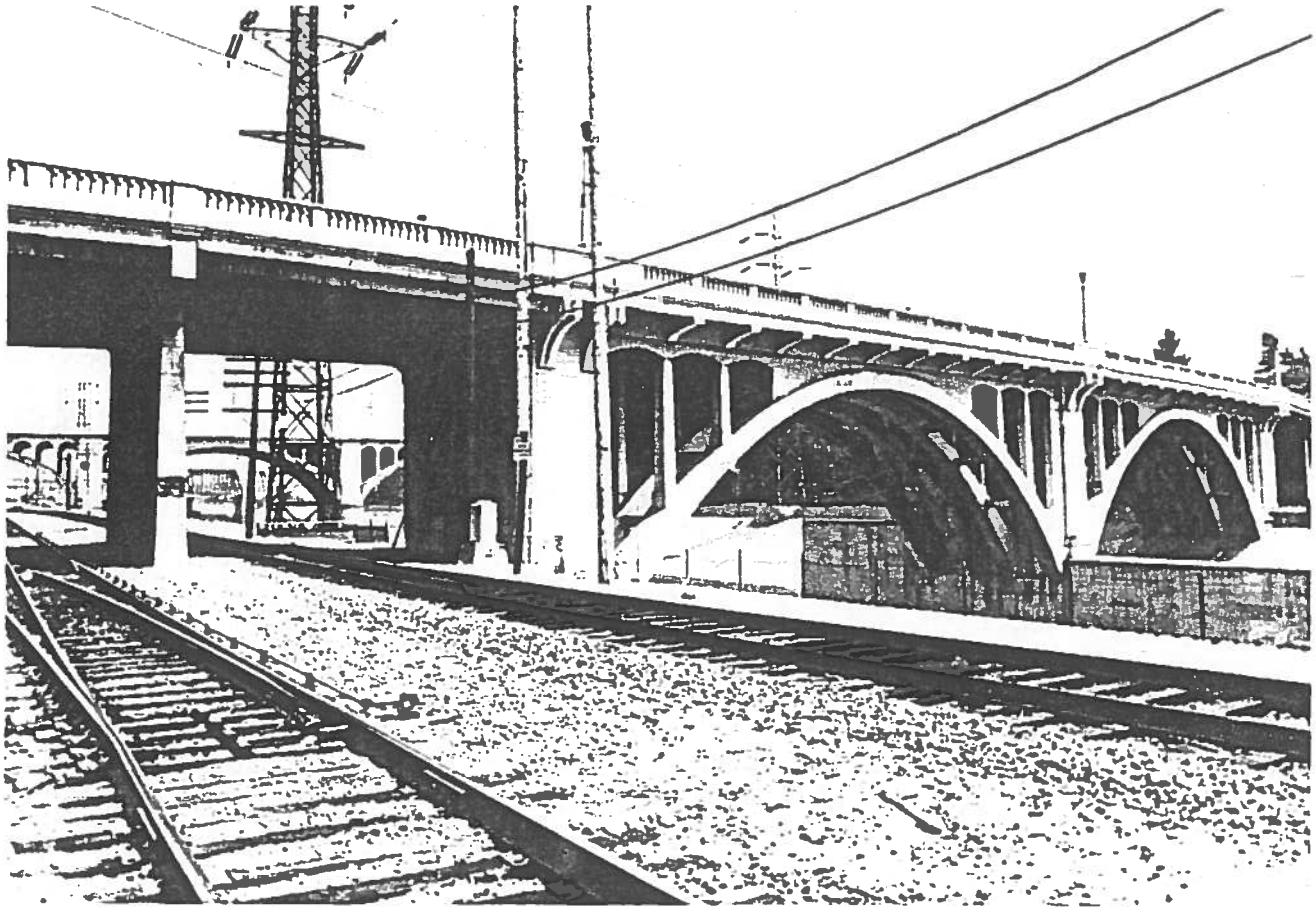
Bridge #: 53C-859
Common Name: Spring Street Viaduct
UTM Zone: 11 E: 387115
N: 3770398
River: Los Angeles River
Road: Spring Street
Vicinity: Los Angeles
State: California

LOS ANGELES QUADRANGLE
CALIFORNIA—LOS ANGELES CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

SCALE 1:24000

1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 10-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929



CONTINUATION SHEET

***Resource Name or #** (Assigned by recorder) Main Street Bridge (Caltrans Bridge #53C1010)

Recorded By: Amanda Duane, GPA Consulting **Date:** 8/17/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D3-6

P2. Location: Main Street over the Los Angeles River (See Sketch Map)

***NRHP Status Code:** 2S2, 5S1

Sketch Map:

B10. Significance

The Main Street Bridge was previously evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory, which was updated in 2004. The Main Street Bridge was determined eligible for the National Register under Criterion C for its engineering. The bridge was a pioneering example of a three-hinge bridge design that originated in Europe, and one of the earliest of its kind in the western United States. As a result of that evaluation, the bridge was assigned a status code of 2S2, indicating that it was determined eligible for the National Register by consensus through the Section 106 process and listed on the California Register. In 2008, the bridge was designated as Los Angeles Historic-Cultural Monument #901. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016.

The bridge has undergone a recently completed seismic retrofit. The retrofitting involved uniform concrete jacketing around structural elements of the bridge to improve seismic safety, as well as the restoration of original bridge elements (railing, lamp posts, etc.) that were removed in the 1970s. Based on visual observation, the property retains sufficient integrity to convey its significance as an early example of three-hinge bridge engineering. These significant structural elements are still extant beneath the concrete jacketing, and non-original elements including railing and lamp posts that detracted from the bridge's significance have been removed and restored with new features that are more in keeping with the bridge's original design. Therefore, the 2S2 status code is still valid, while the 5S1 status code reflects its listing on the local register as Los Angeles Historic-Cultural Monument #901. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The character defining features of the bridge are its relationship with the Los Angeles River, its reinforced concrete construction, open spandrels, multiple spans, and Beaux Arts design details. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself.

P5a. Photograph

12/13/2016, View looking south from Spring Street

CHECKLIST
For Documenting Historical Significance of Non-Truss Bridges
REINFORCED CONCRETE ARCHES

Locational

Bridge No. 53C-1010 County LA (City)/Vic. Los Angeles
Road No. Main Street Feature intersected Los Angeles River
Lat/Long 34° 4.0' 118° 13.4' UTM

History

H.G. Parker, City Engineer
Date 1910 Designer Hugo Eckhardt, Resident Engineer for contractor
Contractor Carl Leonardt

Structural

Total Length 280' Width 70' Lanes 4 # spans(total) 3
arched spans 3 Main span length 97'
Other arch spans, length 97', 97'
Arch type Open spandrel,
Approach span type(s) —

Architectural

Architectural detail Arched spandrel openings, arched railing (blind),

Alterations Most lantern removed, new bannisters, inner

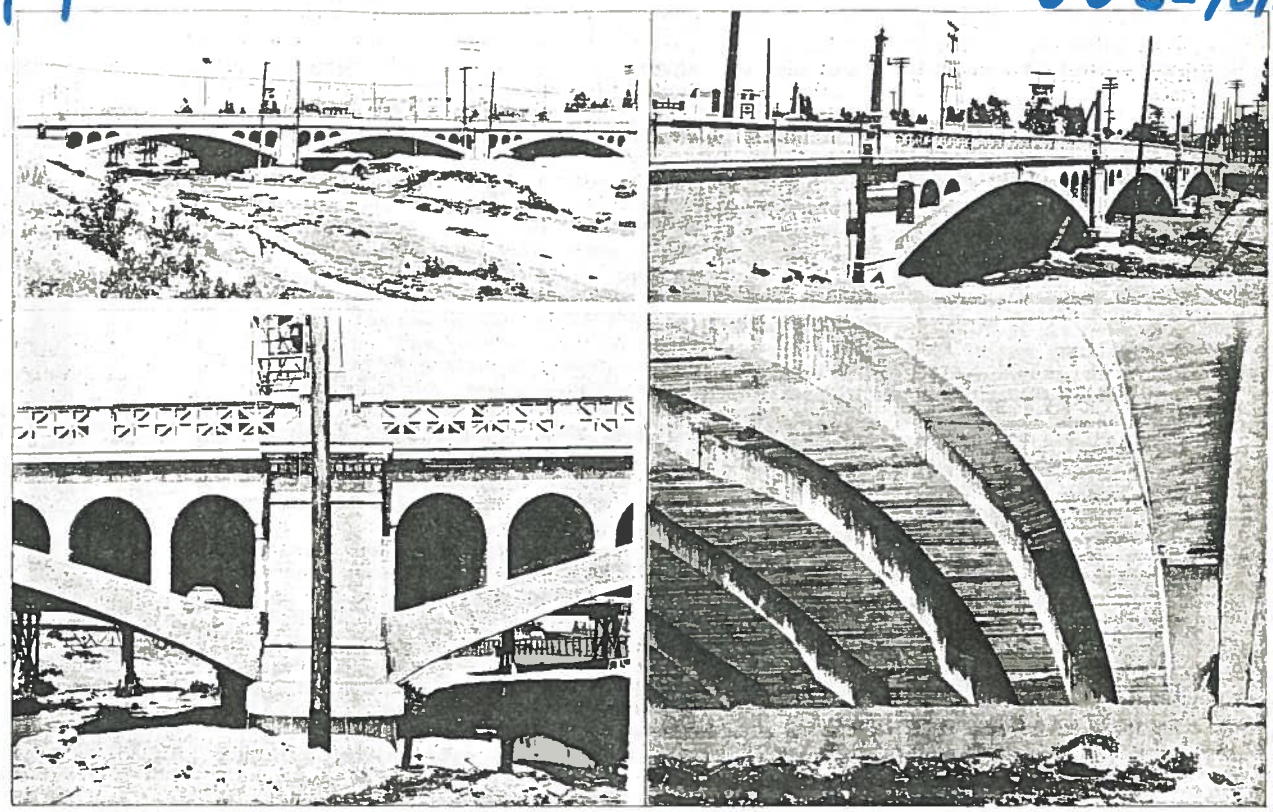
Discuss any known association with historical events, patterns, people, or distinctive technology Held in SCSB&C to be "the first in future hinged ribbed arch" in "the Southwest." Cited the first in California. It is unclear whether Parker originally called for a 3-hinge, or whether this innovation was devised by Eckhardt.

Sources: 1) Caltrans Bridge Maintenance Book; 2) Southwest Contractor and Manufacturer, 5/7/10, pp. 16-17. 3) Plans, Vault, Bureau of Engineering, City of LA (Copy historic bridge files)

5/1/10.

Two Views in Perspective of the North Main St. Bridge, Los Angeles.

53 c-1010



The East Pier. Showing Arch Rib Construction.

A Three Hinged Ribbed Arch Concrete Bridge

The city of Los Angeles has recently accepted from the contractor the main structure of the North Main street reinforced concrete bridge across the Los Angeles river, the third structure of this type of construction completed within the last few months. The bridge was built by Carl Leonardt.

This bridge is of a type, known as the three hinged ribbed arch, never before used in the Southwest and rare in the United States, though in somewhat common use in Europe, where it has proved meritorious. Mr. Hugo Eckhardt, engineer for Mr. Leonardt, states he used this design several years ago in Germany and considers it the best form of construction.

The bridge has a total length of 363 feet over all and a total width of 70 feet 8 inches; the roadway from curb to curb is 56 feet wide; there are two sidewalks, each 5 feet 9 inches in width.

There are three spans each 87.5 feet, supported by piers carried 26 feet below the river channel and rsting on piles driven 12 feet further. There are eight ribs in the width of the arch, one supporting each railway track, two supporting the roadway on each side and one supporting each sidewalk. The completed ribs can be studied in one of the accompanying illustrations, this photograph being taken underneath one of the arches.

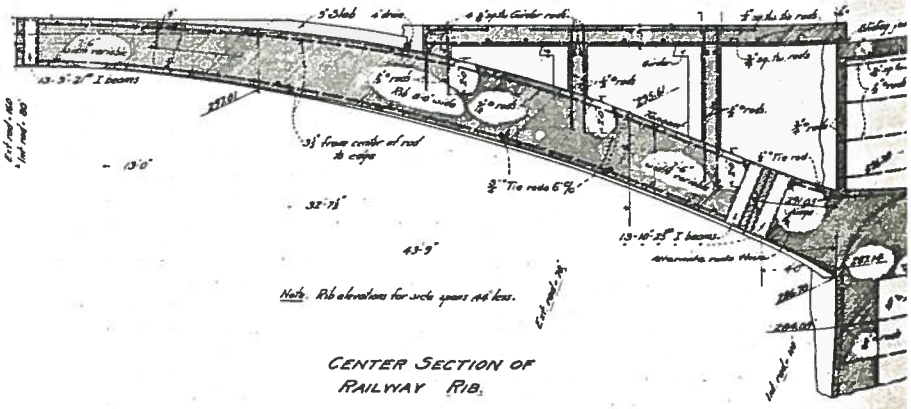
The arches have a span of 87.5 feet and rise of 11 feet. The hinges are located one at the crown and one at each end. They are composed of a 2 3-16 inch steel shaft bearing against cast iron shoes which in turn bear against a grillage of steel beams. The whole is encased in concrete. The joints around the shaft are filled with melted lead and a compressible joint is constructed across the entire rib, composed of one 3-8 inch batten with ¼ inch of deadening felt pasted to each side thereof. The retails of the hinge construction are shown in the reproduced drawing.

The two piers are 9 feet thick on top, 88 feet in length, with extended footing 26 feet wide. They are built hollow; the walls are 2 feet 3 inches thick at the springing line, widening to 3 feet 5½ inches at the footing. A cross section of the ea pier is herewith shown.

The abutments are also built hollow a are 27.5 feet wide on the base and 72 fe long. They extend 21 feet below the bo tom of the channel and rest on piles driv 12 feet down.

The great depth of the piers, 26 feet 12-foot piles, is to provide for the loweri of the channel, which is estimated at foot per year, owing to the hauling o of gravel and sand.

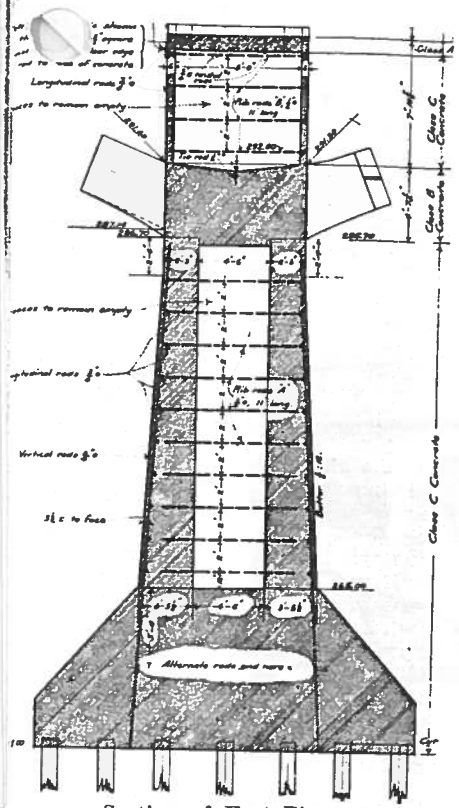
The bridge is designed for carrying load of 4,000 pounds per lin. foot, of ra way track, although the actual loads present are only 2,000 per lin. foot of trac The highway load is designed to carry load represented by a 24-ton steam ro



Center Section of Railway Rib, Middle Span, N. Main St. Bridge.

...walk load is 150 pounds per ...

...steel reinforcing rods used are plain ...ds in the arch ring and twisted rods in ...he deck slab.



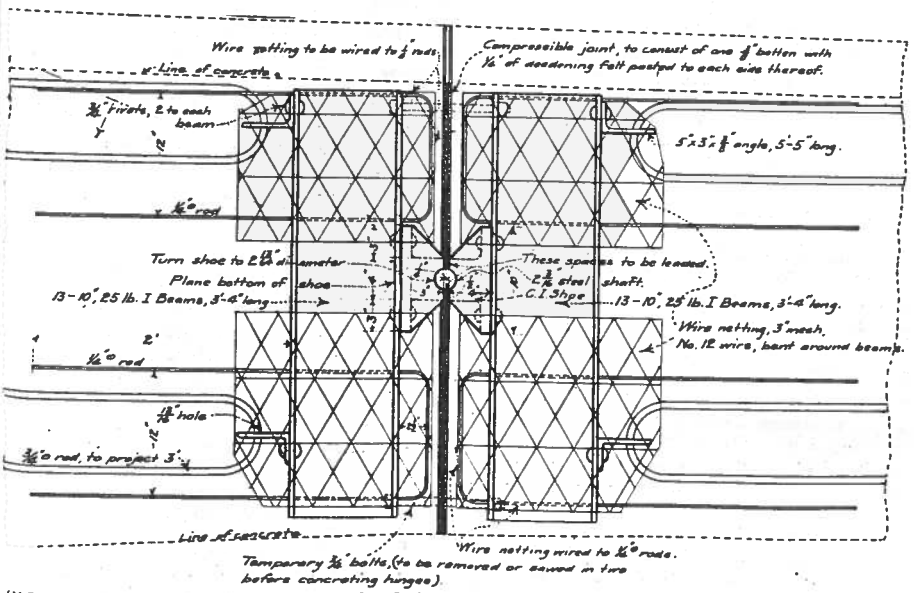
Section of East Pier

...crete aggregates used are: piers ...nents, 1:3:5 gravel; arch rings, 2:4 gravel; spandrel and deck slab, 1:2:4 broken stone. The brand of cement used was Red Devil, a cement manufactured in Utah at a plant in which Mr. Leonardt is financially interested. This cement is higher priced, laid down in Los Angeles, than other brands but was used by the contractor owing to its resistance to the action of oil, more or less prevalent in the waters of the river at this point.

The bridge is ornate in finish, the arch ribs being faced with a special concrete darkened by adding 1 pound of lampblack per sack of cement and using dark stone from Hollywood; thirty days after placing the concrete, the arch rings were picked with a single pointed tool. The spandrel walls are plain concrete picked in the same manner. The coping and railing are artificial stone. The concrete lighting posts are faced with a mixture of crushed marble and crushed lava to resemble granite.

The cost of replacing the old bridge at the North Main street crossing over the Los Angeles river was $90,359.65, and it is possibly the cheapest, compared with its size, of any that the city will or has built. It is understood the contractor, Carl Leonardt, lost money on the contract for the main structure, the amount of his bid being $82,600. The city rejected the bids for the coping and railing and performed this work itself, the report of the city engineer's office to the board of public works claiming the cost of this item to be $3,-859.65 as against a bid of over $6,600 when the work was advertised. The cost of removing the old bridge and erecting a temporary structure was $2,600. The contract for constructing the curbs, sidewalks and roadway surfacing, now being finished, is $1,300. The latter work was done by Petterson & Schmidt. John L. Brickels held the contract for the temporary bridge.

The North Main street bridge was designed by the late H. G. Parker, who died August 6, 1909. It is located a short distance south of the big Buena Vista street viaduct, now under construction. It was about a year in building, cars running across about April 1, 1910. The bridge will be open to general public traffic about May 15.



Side Elevation Railway Rib Skewback Hinge; Others Similar. No. Main St. Bridge.

Method of Constructing Hinge.

1. Place two hinges, bolted together, temporarily in position, care being taken to bring hinge shafe to exact alignment and elevation.
2. Place ¾-in. rods, ¼-in. rods, and wire netting in position.
3. Complete arch ring concrete up to back of hinge.
4. Remove temporary bolts and place compressible joint in position, the same to lear closely against cast iron shoes.
5. ...ill spaces between beams and below cast iron shoe with 1:1 cement grout, care ...eing ...n to leave no voids.
6. ...l spaces between cast iron shoes with melted lead, through holes in shaft pro-...ided ...r the purpose. Adjacent metal surfaces should be previously heater to prevent ...ead from cooling be fore space is completely filled.
7. Fill remaining spaces between beams and above cast iron shoes with Class A ...oncrete. During the process keep concrete on each side of the compressible joint of the ...ame level.

In the Building Field

Based on statistics received from our correspondents during the first four months of this year, the building permits issued in Southern California citiec from Jan. 1st to May 1st, the first third of the year, represent an investment in new buildings of all kinds of about $15,000,000.

Of this amount, Los Angeles has contributed over half, the records of the building inspector's office showing a total of $8,-271,198 in the valuation of new buildings for which permits were issued during this period. The April record alone shows $3,-360,577, exceeding the highest previous record for a single month.

The classified report for Los Angeles for April, 1910, is as follows:

Class A, steel frame	2	$1,425,000
Class A, reinforced concrete	2	36,000
Class B.	1	100,000
Class C.	16	503,400
Class D, one-story frame	356	520,963
Class D, 1½-story frame	33	85,026
Class D, 2-story frame	56	292,079
Class D, three-story frame	2	40,500
Class D, four-story frame	1	30,000
Churches (all classes)	3	17,000
Public buildings (city)	2	11,577
Sheds, barns, (frame)	140	21,102
Frame alterations	44	83,282
Brick Alterations	44	61,108
Demolitions	29	3,540
Addition of 2½ stories to 6-story reinf. con. bldg	1	125,000
Grand total	930	$3,360,577
Comparison with 1909 April	722	$1.019,95

Incomplete returns from the chief cities of Southern California are as follows:

PASADENA—The month of April showed the largest building permit total ever recorded for that period in this city, and the record is the more noteworthy in that the large majority of permits were taken out for residences ranging in cost from $1,000 to $3,000, showing a substantial growth. The permits for the last week in the month totaled $41,311, and the total for the month was $226,854, as against $189,843 for April last year. All signs point to the largest year on record.

SOUTH PASADENA—The permits for April, 1910, numbered 16 with a value of $52,230. Last year the same months show 32 permits valued at $41,090, proving that a higher class of buildings is being erected.

LONG BEACH—There were 75 permits issued last month, valued at $155,921.10, compared with 51 permits valued at $51,-785 for April, 1909. The total for the year to date is 341 permits, with a grand total of $385,077.10.

GLENDALE—Glendale shows a steady growth, having a total of 79 permits representing a value of $85,105 for the first four months of this year. The permits for April amounted to 22, with a valuation of $23,195. This compares with April, 1909, with 26 permits valued at $21,556.

POMONA—The number and value of permits issued last month shows a decrease over the record for April, 1909, but the total for the first four months of the year is

(Continued on Page Nineteen)

S3C-1010

#115003
DOE-19-86-0072-0000
252

ARCH BRIDGE RATING SHEET

Bridge #:53C-1010 Common Name: Main Street Bridge
County: Los Angeles
District: 7
Feature Intersected: Los Angeles River
Road: No. Main Street
Route: Postmile:
Routesuf:
Quad: Los Angeles (7.5)
UTM Zone: 11 E: 387110 N: 3770028
Lat: 34 04 00 N Long: 118 13 24 W
Ownership:Town/City
City/Vicinity: in the city/town limits of Los Angeles
Date: 1910
Designer: H.G.Parker
This is a major example of a significant designer
Contractor: Carl Leonardt
Description: MAINSPAN: rein. conc., open spandrel, 3-hinged, elliptical, 97 feet, 6 ribbed arch,
BRIDGE: A 70.0 feet wide, 3 spans, 280 feet long, symmetrical bridge, with 4 lanes, 3 arch spans, additional arch spans length: 97;97 feet,
and with a flush walkway

Technical Merit: excellent
Special Features
Lanterns: none
Railings: modern rail
Pylons: none
Treatment/Spandrel: arched; highly decorative
Distinctive Texture: rough concrete
Pedestrian Amenities: none
Transportation/Historical Association: local
Aesthetics:
Site: good
Structural: good
Integrity:
Location/Setting: excellent
Design/Material: good
Feeling/Association: fair/poor
Plans/Specifications: plans at county/city public works

RESEARCH STATUS

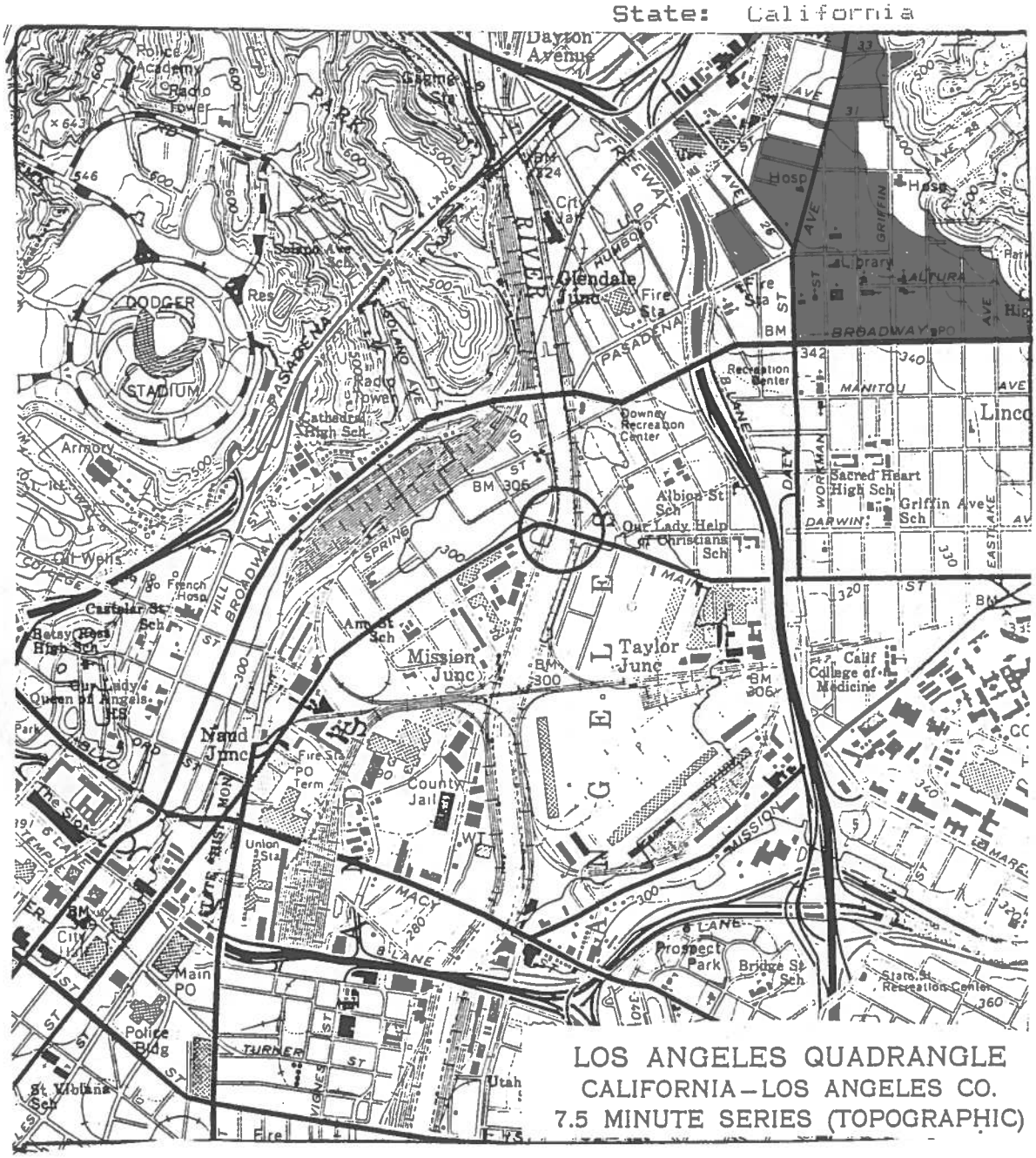
Invest Int: SDM
Entry Int: SDM
Done: yes
Update: 6/02/86
Rundate: 08/18/86
Assign Rate: 3

POINTS	
Date	20
Sign	12
Span	1
Leng	2
Tech	20
Lant	0
Rail	0
Pyl	0
Sprl	2
Text	2
Ped	0
Hist	3
Site	3
Stru	3
Loc	0
Des	-3
Feel	-2
TOTAL:	63

Comments:

The Main Street Bridge is one of twelve significant bridges across the Los Angeles River. This 1910 bridge was a pioneering essay in open-spandrel, 3-hinge reinforced concrete arch design. Although the plans are signed by the City Engineer, the arch design apparently originated with the German engineer, Hugo Eckhardt. It is a "compressive" hinge, after the European model, rather than the "isometric" three-hinge design that originated in the United States. It was the first three-hinge arch bridge of either sort in the Western United States. While the railing has been modified, the engineering elements for which it is significant are intact.

Bridge #:53C-1010 LA 8252
Common Name: Main Street Bridge
UTM Zone: 11 E: 387110
N: 3770028
River: Los Angeles River
Road: No. Main Street
Vicinity: Los Angeles
State: California

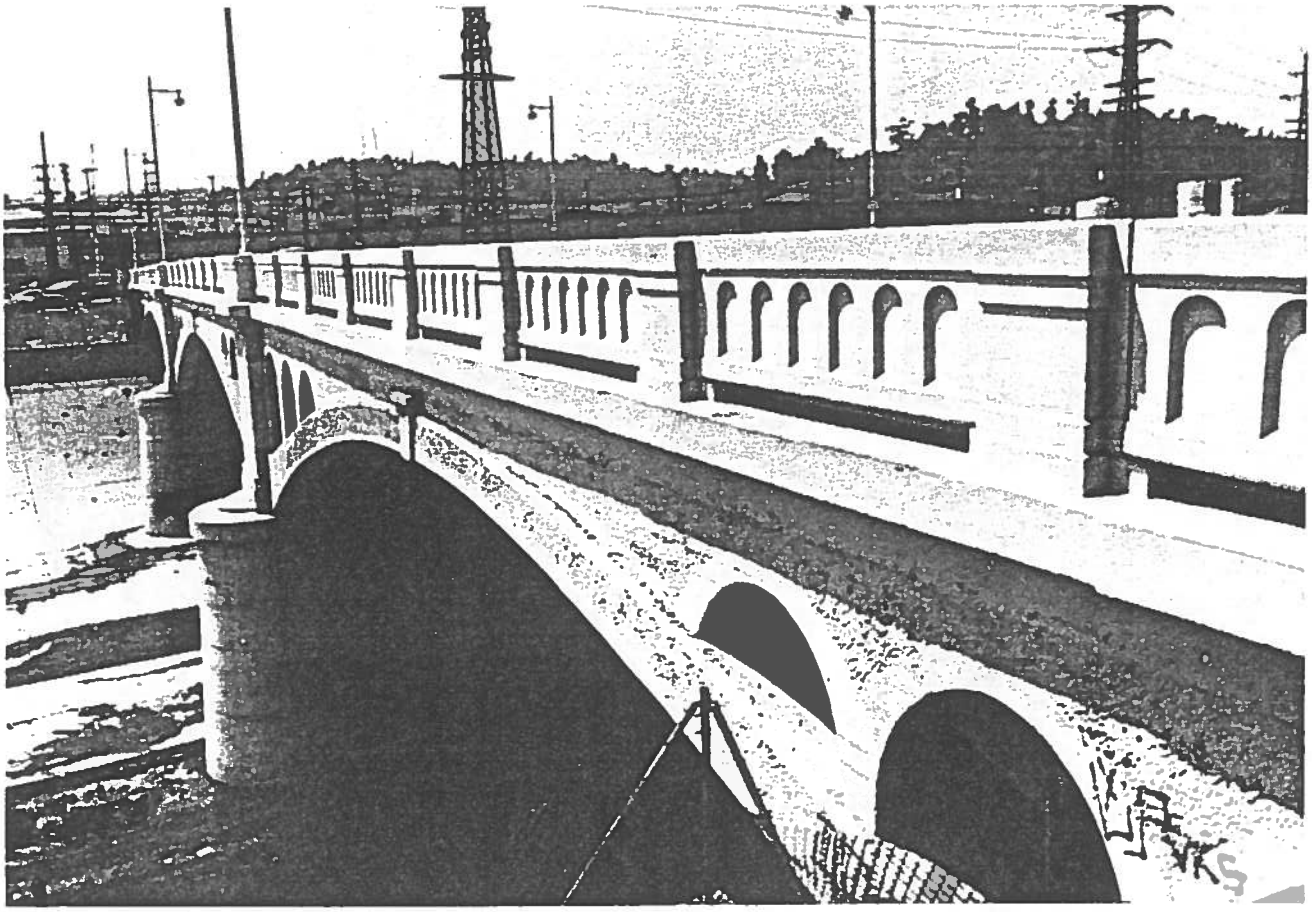


LOS ANGELES QUADRANGLE
CALIFORNIA—LOS ANGELES CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

SCALE 1:24000

1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 10-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929



*Resource Name or # (Assigned by recorder) Macy Street/Cesar Chavez Viaduct (Caltrans Bridge #53C0130)

Recorded By: Laura Groves, GPA Consulting **Date:** 02/08/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D3-7

P2. Location: East Cesar E. Chavez Avenue over the Los Angeles River (See Sketch Map)

***NRHP Status Code:** 2S2, 5S1

Sketch Map:

N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

B10. Significance:

The Cesar Chavez (originally Macy Street) Viaduct was evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory, which was updated in 2004, and by ICF International in 2016. The Cesar Chavez Viaduct was determined eligible for the National Register under Criteria A and C for its design and association with the bridge building period in 1920s Los Angeles. It was determined eligible as part of a thematic grouping of Los Angeles River viaducts, and as part of a smaller group, with First Street and Fourth Street, of period revival style bridges. It was one of nine concrete viaducts constructed by the City of Los Angeles primarily in the 1920s and 1930s that are significant examples of the city addressing City Beautiful concerns by designing bridges as urban monuments. As a result of that evaluation, the bridge was assigned a status code of 2S2 in 1986, indicating that it was determined eligible for the National Register by consensus through the Section 106 process and listed on the California Register (Program Reference # FHWA860919Z). In 1979, the

bridge was designated as Los Angeles Historic-Cultural Monument #224. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in February 2017.

There are no apparent alterations. Based on visual observation, the property retains sufficient integrity to convey its significance as part of the historic Los Angeles River viaducts and an example of the period revival style applied to a bridge design. These architectural elements are still extant, and the bridge continues its historical use and association with the grouping of Los Angeles River viaducts. The status code of 2S2 is still valid, while the 5S1 status code reflects its listing on the local register as Los Angeles Historic-Cultural Monument #224. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The character defining features of the bridge are its relationship with the Los Angeles River, its reinforced concrete construction, open spandrels, multiple spans, and Spanish Colonial Revival-inspired Beaux Arts design details. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself.

P5a. Photograph

2/3/2017, View looking northeast

Address: (Location): Spanning the Los Angeles River from approximately Mission Road at the east to Vignes Street at the west

Bridge Number: 53C 0130

Present Use: (Vehicular) Bridge

Historic Name: Macy Street Viaduct

Owner and Address: City of Los Angeles Department of Public Works
Bureau of Engineering
1149 S. Broadway, Suite 700
Los Angeles, CA 90015-2213

The Cesar Chavez Viaduct, historically named the Macy Street Viaduct, was previously evaluated in 1986, and was determined eligible for inclusion in the NRHP at the local level of significance under Criteria A and C (period of significance 1926), as a result of the Caltrans Historic Bridge Survey (HBS). The Cesar Chavez Viaduct was declared as a City of Los Angeles Historic-Cultural Monument (HCM) in 2008 (HCM # 224). The Viaduct was determined a historic property for Section 106 purposes, and a historical resource for the purposes of CEQA. The California Historic Resource Code was assigned as 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR).

A site visit was conducted on August 11, 2016 to verify existing conditions of the structure located over the Los Angeles River. The previous survey information including its 2S2 status code, remains accurate.

Looking northeast, Photo #7066, 08/11/2016

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Inventory of Concrete Arch Bridges

Bridge #: 53C0130 **District** 7

Road: Cesar E. Chavez Ave. **Route:** **PM:**

Feature Intersected: LOS ANGELES RIVER

City: Los Angeles **County:** Los Angeles

Other Location Info: 0.2 Miles North of US 101

Year Built: 1926

Year Altered:

Owner: County

Designer: Merrill Butler, City of Los Angeles

Contractor: Atkinson-Spicer Co.

Evaluation Summary (NRHP Eligibility)

Previous: 2 Eligible

Update: 2 Eligible

Description: A reinforced concrete, open spandrel, fixed, elliptical arch one arch span and part of the 29-span, 1027 foot long Macy Street Viaduct. The four ribbed arch span crosses the Los Angeles River and is 215 feet long. Approach spans are reinforced concrete T-girders. The four lane bridge has cantilevered walkway, and is 70.5 feet wide. Spanish Colonial archetectural detailing are exhibited in the reinforced concrete baluster railings, twisted column light fixtures and pylons, and four espadana parapets mark the span corners.

Surveyor: AB / EJ **Survey Date:** 3/27/2003

Points	1986		2003	
Date of Construction	8	1926 - 1930 period	8	1926-1930 period
Designer Significance	12	Major example of signif. builder / designer	12	Major example of signif. builder / designer
Length:				
Max. Span Length	8	> 200	8	> 200
Total Length	8	>1000	8	>1000
Technical Merit	15	Very Good	15	Very Good
Special Features:				
Lanterns	2	Major	2	Major
Railings	2	Major	2	Major
Pylons	2	Major	2	Major
Spandrel Treatment	2	Major	2	Major
Distinctive Texture	2	Major	2	Major
Pedestrian Amenities	2	Major	2	Major
Aesthetics				
Site	5	Excellent	5	Excellent
Structural	5	Excellent	5	Excellent
Integrity:				
Location/Setting	0	Excellent	0	Excellent
Design/Material	0	Excellent	0	Excellent
Feeling/Association	0	Excellent	0	Excellent
Transport. / Hist.Assoc.	7	State	N/A	
Totals	80		73	

Criterion A Evaluation:
See Historic Evaluation.

Notes:

Historic Evaluation

The Cesar E. Chavez Avenue Viaduct, formerly The Macy Street Viaduct, 53C0130, over the Los Angeles River and adjoining railroad tracks, was found eligible for listing in the National Register of Historic Places as part of the Bridge Inventory conducted by Caltrans during the 1980s. It was determined eligible under Criterion C as one of nine concrete viaducts constructed by the City of Los Angeles primarily in the 1920s and 1930s that are significant examples of the city addressing City Beautiful concerns by designing bridges as urban monuments. The Macy Street Viaduct is particularly interesting from an architectural standpoint. Its crossing is approximately that of the old El Camino Real. In reference to this, the Bureau of Engineering and the Municpal Arts Commission decorated this structure in Spanish Colonial detail including twisted coloumn light fixtures and pylon features, baluster railings and espadana parapets (decorative façade extensions or "false fronts," sometimes with openings to hold bells) at the railings. Reference: 1980s Survey Rating Sheet for 53C0130; California Department of Transportation, Historic Highway Bridges of California (Sacramento: California Department of Transportation, 1990), 99-101.

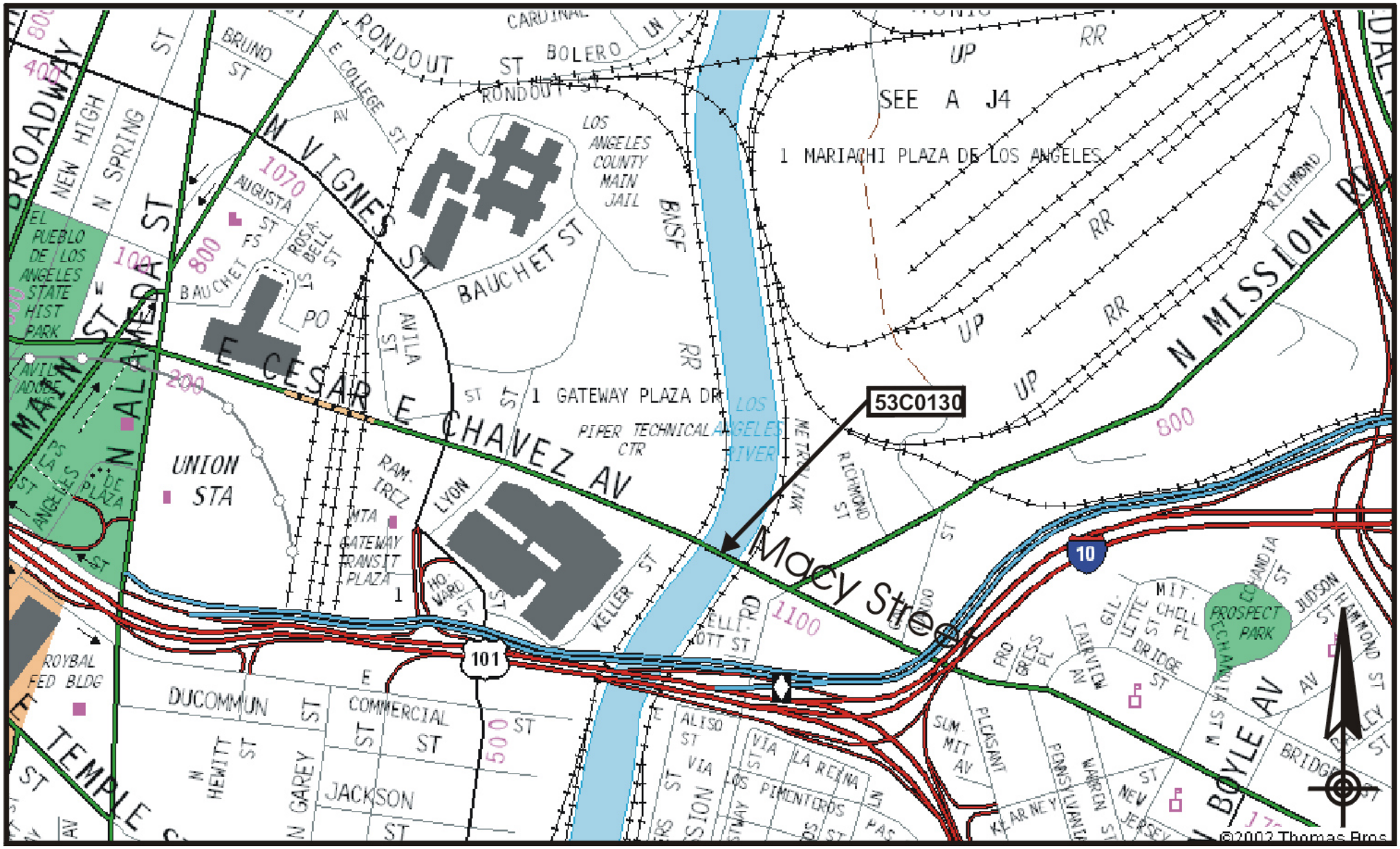
Bridge 53C0130

Facing northeast

Facing northeast

Facing north

Location Map



CHECKLIST
For Documenting Historical Significance of Non-Truss Bridges
REINFORCED CONCRETE ARCHES

Locational

Bridge No. 53C-130 County LA (City)/Vic. Los Angeles
Road Macy Street Feature intersected Los Angeles River & RR tracks
Lat/Long 34°03' 118°13.6' UTM

History

Date 1926 Designer Merrill Butler, Bridge Engineer, City of LA
Contractor Atkinson-Spicer Co.

Structural

Total Length 1027' Width 70.5' Lanes 4 # spans(total) 29
arched spans 1 Main span length 215'
Other arch spans, length 28@35'
Arch type Open spandrel, 4-rib
Approach span type(s) RC T-girder

Architectural

Architectural detail Spanish Colonial detail throughout — Espadaña feature atop round-headed arch pylons; twisted column light standards, wrought iron lamps; fluted balusters.
Alterations None

Discuss any known association with historical events, patterns, people, or distinctive technology Detail chosen because this was the El Camino Real crossing of Los Angeles River. Part of massive viaduct program of 1923-32, the greatest municipal bridge building program in California history. Los Angeles City Cultural Heritage Landmark

Sources: Southwest Builder & Contractor 9/19/24, p. 46; 1/8/26, p. 36; 4/9/26, p. 45; 4/23/26, p. 46; 10/21/27, p. 37; 9/24/28, pp. 32-33; 9/9/26, p. 45; LA Examiner 4/18/26, pt. IV, p. 5; LA Engineering Dept., Annual Report 6/30/23, p. 30; LA Municipal Arts Commission, Annual Report, 1925; Caltrans Bridge Document, Plans, 6/24; LA Times 1/10/71, pt. IV, p. 17.

S3C-130