

HISTORIC PROPERTY SURVEY REPORT

for the

Soto Street Bridge over Mission Road and Huntington Drive Removal Project

City of Los Angeles, County of Los Angeles, California
Bridge #53C0013
07-LA-Hist66-City of Los Angeles
Project #: BHLS-5006 (283)

PREPARED FOR

City of Los Angeles Bureau of Engineering

and

California Department of Transportation
District 7
120 S. Spring Street
Los Angeles, CA 90012

And

Federal Highway Administration

PREPARED BY

Jessica B. Feldman
Myra L. Frank & Associates, Inc.
811 West Seventh Street, Suite 800
Los Angeles, CA 90017

December 2002

SUMMARY OF FINDINGS

The City of Los Angeles proposes to remove the existing Soto Street Bridge (Caltrans bridge number 52C-0013) over Mission Road and Huntington Drive North and construct two signalized intersections, a service road, bike lanes, sidewalks and landscape areas. This Historic Property Survey Report (HPSR) was prepared in compliance with Section 106 of the National Historic Preservation Act of 1996, as amended. This report implements the revised regulations (effective January 11, 2001) of the Advisory Council on Historic Preservation for the Protection of Historic Properties (36 CFR 800).

No archeological resources were identified within the Area of Potential Effects (APE). Two architectural field surveys of all properties within the APE for the proposed project were undertaken according to standard Caltrans guidelines and procedures on May 5 (Soto Street Bridge only) and August 13, 2002. Six (6) properties, including the bridge were identified within the proposed project's APE. Four (4) properties were identified as pre-1957 structures and were subsequently evaluated according to Caltrans guidelines; none appear eligible for listing in the National Register of Historic Places (NRHP). The remaining two (2) properties in the APE were treated in accordance with Caltrans Interim Policy for the Treatment of Buildings constructed in 1957 or later.

I. PROJECT DESCRIPTION

The City of Los Angeles Bureau of Engineering has undertaken the task of identifying bridges that need replacement or rehabilitation. As part of the development of the Highway Bridge Replacement and Rehabilitation (HBRR) program, the City evaluated the condition of the Soto Street Bridge over Mission Road and Huntington Drive. As a result of the evaluation, the City proposes removal of the existing bridge (Caltrans bridge number 52C-0013) and construction of two signalized intersection, a service road, bike lanes, sidewalks and landscape areas. The project will be funded in part by the federal Highway Bridge Rehabilitation and Replacement (HBRR) program with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) being the administering agencies, and in part by the Metropolitan Transportation Authority (MTA) Call for Project funds.

Representatives from the City and Caltrans District 7 performed a Preliminary Field Review to assess the physical conditions of the bridge site and made the following observations:

- Inadequate curb-to-curb width compared to the approach roadway width.
- Inadequate vertical and horizontal clearances below the existing bridge.
- Deteriorated bridge railings.

The bridge was constructed in 1936 and consists of two main spans and 15 approach spans. The main spans consist of steel girders and steel floor beams and the approach spans are cast-in-place concrete T-beams. The total length of the bridge is 149.7 meters and the out-to-out width is 15.8 meters. The bridge curb-to-curb width is approximately 13.4 meters and the approach roadway width is 15.2 meters. The bridge carries a total of 3 lanes of traffic, two lanes heading north and one lane heading south.

This project involves the removal of the existing bridge, which was evaluated by Portia Lee, PhD, in 2001 in association with a proposed bridge-widening project that was never realized, and was found not to meet the criteria for inclusion in the National Register of Historic Places. Once the bridge has been removed, Mission Road and Huntington Drive North will be widened to provide major north-south through traffic movements. A signalized intersection is proposed at Mission Road and Soto Street, aligning Soto Street and Supreme Court as the southern east-west leg. This reconstruction will require the acquisition of land on both sides of the proposed Soto Street/Huntington Drive North intersection.

Huntington Drive North and Huntington Drive South will be realigned with Radium Drive as the northern east-west leg. This will require the acquisition of several parcels that include structures built both pre- and post-1957. A new frontage road with two-cul-de-sacs will be constructed and the resulting residual area between Mission Road and Huntington Drive North will be landscaped to increase the aesthetic aspect of the area. A bikepath along Huntington Drive will also be constructed. A map of the proposed project alignment is included as Figure 2.

Area of Potential Effects

The APE for archaeology includes the area of direct impact. The APE for historic resources includes the area within the existing or proposed right-of-way. The APE was defined by Jessica B. Feldman, Architectural Historian with Myra L. Frank & Associates, in coordination with Diane Kane, Architectural Historian with Caltrans District 7. The APE map is included as Figure 3. Visual impacts are not anticipated as part of the project as the bridge will be removed, exposing new visual corridors, and new landscaping will improve existing aesthetics.

II. SUMMARY OF IDENTIFICATION EFFORTS

Several surveys were made of the project area, beginning with Portia Lee, PhD, who surveyed the Soto Street Bridge on September 14, 2001 for the purpose of preparing an Historic Property Survey Report for an earlier, unrealized bridge widening project (this document is attached to the DPR 523 form for the bridge in Attachment A). Jessica B. Feldman, Architectural Historian II with Myra L. Frank & Associates, returned to the site in May 2002 to survey the bridge and its immediate surroundings again. Ms. Feldman has a Masters in Historic Preservation Planning and over five years experience. John English, Architectural Historian I and Tracy Dudman, Planner, with Myra L. Frank and Associates, Inc. (MFA) conducted an architectural resources survey of the APE on August 13, 2002. Mr. English has over three years experience.

Background research included the following sources:

- The National Register of Historic Places web site (www.cr.nps.gov/nr)
- State Office of Historic Preservation Historic Properties Inventory
- California Historical Resources Information System South Central Coastal Information Center, Fullerton, CA (December 2001)
- California Historical Landmarks (State of California, 1996)
- California Points of Historical Interest (State of California, 1992)
- Caltrans Historic Bridge Inventory (Caltrans, March 5, 1987)
- Historic Highway Bridges of California (Caltrans, 1990)
- City of Los Angeles Tract records
- City of Los Angeles Building permits
- City and County of Los Angeles 2002 tax assessor information (Win2Data)
- Los Angeles Public Library: Photo and Regional History databases, and LAPL catalog

III. PUBLIC PARTICIPATION

Myra L. Frank & Associates (MFA) solicited information and comments regarding cultural resources in the project area from local governments, public and private organizations, and other parties likely to have knowledge or concerns about such resources. Letters requesting information were sent to the following:

- Tom Andrews, Executive Director, Historical Society of Southern California
- Ken Bernstein, Director of Preservation Issues, Los Angeles Conservancy
- Daniel Munoz, President, Los Angeles City Historical Society
- Con Howe, Director of Planning, City of Los Angeles
- Jay M. Oren, Architect-Historic Preservation Officer, Cultural Affairs Department City of Los Angeles
- Councilman Nick Pacheco

As of November 12, 2002, MFA had received no responses indicating knowledge of previously unidentified cultural resources in the project area.

IV. CULTURAL RESOURCES IDENTIFIED

No prehistoric or historical archeological resources were noted during the archaeological survey or as a result of archival research and contact with interested parties. If buried materials are encountered during construction, it is Caltrans policy that work in the area must halt until a qualified archaeologist can evaluate the nature and significance of the find (see *Caltrans Environmental Handbook*, 1991, Volume 2, Chapter 1). If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. The District 7 Environmental Planning Branch must be immediately notified.

The following information identified architectural resources within the APE:

Historic Properties Listed in the National Register

None.

Historic Properties Previously Determined Eligible or Not Eligible for the National Register

None.

Potentially Eligible Historic Properties

No properties within the APE were identified as potentially eligible Historic Properties

Properties that Appear Potentially Eligible but for which Further Study is Needed

No properties within the APE were identified as appearing to be potentially eligible but for which further study is needed.

Resources Evaluated as Not Eligible for Inclusion in the National Register

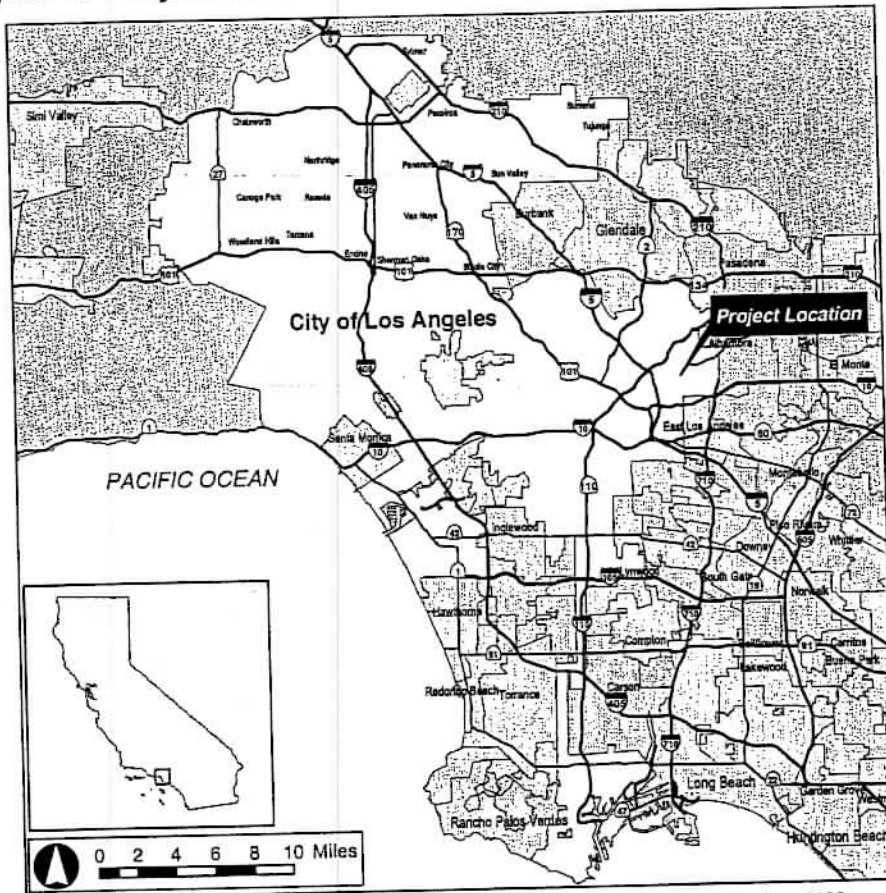
None of the following properties that pre-date 1957 appear to be eligible for inclusion in the National Register and therefore they are not historical resources under CEQA:

Properties that are Not Eligible for Inclusion in the National Register

Name	Address/Location	Community	Map Reference Number
N/A	4124 N. Mission Road	Los Angeles, CA	1
Mehra Heater & Boiler Service	4273 Huntington Drive South	Los Angeles, CA	3
Former Floretta M. Burdick Residence	4285 Huntington Drive South	Los Angeles, CA	4
Soto Street Bridge	Intersection of Mission Road, Huntington Drive North and South.	Los Angeles, CA	6

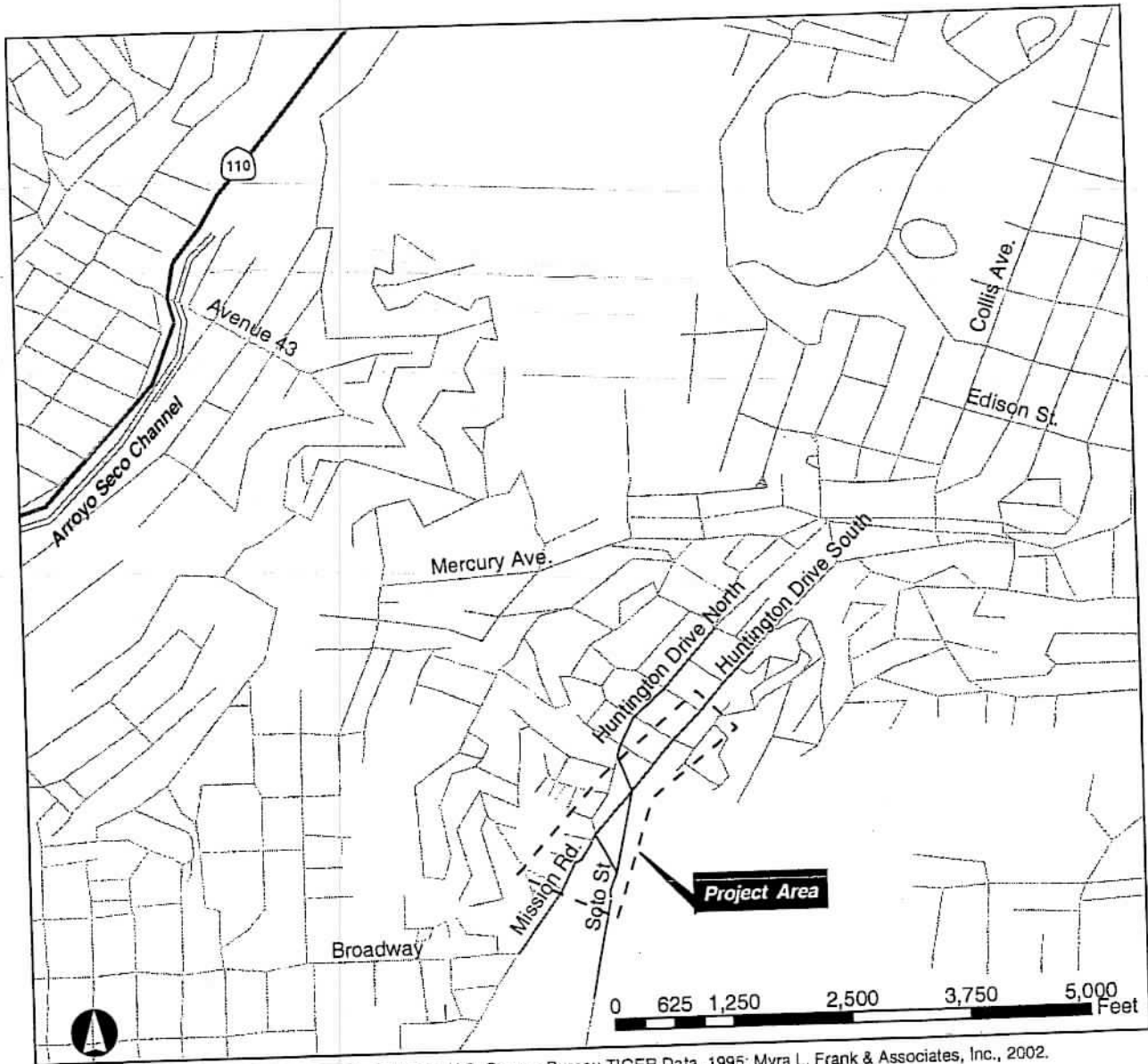
Two (2) properties constructed in 1957 or after are located within the APE; in accordance with the "Interim Policy for the Treatment of Buildings Constructed in 1957 or Later," none of these appear to be eligible for inclusion in the National Register, are not historical resources under CEQA, and required no further study.

Figure 1: Project Location and Vicinity



Sources: Environmental Systems Research Institute, 2001; Myra L. Frank & Associates, Inc., 2002.

Figure 1: Project Vicinity Map



Sources: U.S. Census Bureau TIGER Data, 1995; Myra L. Frank & Associates, Inc., 2002.

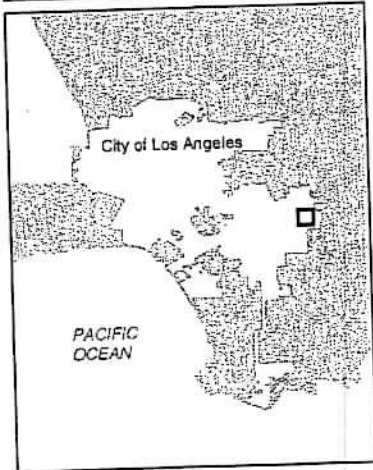


Figure 2: Proposed Project Alignment

See Attached Map

transmittal



Date 12/4/02 Job No. 11053-008

Attention Mr. Dung Tran

To City of Los Angeles

250 East 1st Street

Los Angeles, CA 90012

Regarding Soto Street Bridge Removal Project

We are sending you: Attached Under separate cover via _____ the following items

- Shop drawings
- Prints
- Plans
- Samples
- Specifications
- Copy of letter
- Change Order
- Other _____


Copies	Date	No.	Description
1	12/4/02		Historic Properties Survey Report for Soto Street Bridge

These are transmitted as checked below:

- For approval
- For your use
- As requested
- For review/comment
- Approved as submitted
- Approved as noted
- Returned for corrections
- Other _____
- Resubmit _____ copies for approval
- Submit _____ copies for distribution
- Return _____ corrected prints
- For bids due _____
- Prints returned after loan to us

Remarks

Copy to _____

Signed 

Sherif S. Morcos, Ph.D, P.E.

If enclosures are not as noted, please notify us at once

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
(213) 897-0782



December 4, 2002

COPY

Mr. Micheal Ritchie
Division Administrator
Federal Highway Administration, California Division
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

Re: Soto Street Bridge over Mission Road and Huntington Drive Removal Project Historic Property Survey Report and Finding of No Historic Properties Affected

Dear Mr. Ritchie:

Attention: Cesar Perez

Enclosed are three copies of the Historic Property Survey Report for the Soto Street Bridge over Mission Road and Huntington Drive Removal Project and finding of No Historic Properties Affected. The Soto Street Bridge (Bridge Number 53c-0013) is located over Mission Road and Huntington Drive in the City of Los Angeles, Los Angeles County, California. The City of Los Angeles Bureau of Engineering proposes to remove the Soto Street Bridge and replace it with two signalized intersections, a service road, bike lanes, sidewalks and landscape areas. The project is being funded in part by the Highway Bridge Replacement and Rehabilitation (HBRR) Program that is administered by Caltrans and the Federal Highway Administration.

The bridge, originally constructed in 1936, consists of two main spans and 15 approach spans. The main span is constructed of steel girders and floor beams, while the approach spans are cast-in-place concrete T-beams. At 149.7 meters in length and 15.8 meters in width, the three lane bridge has several deficiencies. The bridge is narrower than its approach roadway, it has inadequate vertical and horizontal clearances and its bridge railings are deteriorated. Once it is removed, Mission Road and Huntington Drive North will be widened, a signalized intersection will be installed at Mission Road and Soto Street, and Soto Street will be aligned with Supreme Court. New right-of way will be required on both sides of the proposed Soto Street/Huntington Drive North intersection, as well as at the realignment of Huntington Drive North and Huntington Drive South with Radium Drive. A new frontage road with two cul-de-sacs will also be constructed and the resulting residual area between Mission Road and Huntington Drive North will be landscaped and a bike path installed.

The Area of Potential Effects includes all existing and proposed right of way necessary for the proposed street modifications. This Negative Historic Property Survey Report evaluated six properties and one bridge for historic significance. The survey results indicated that no properties met the criteria for inclusion in the National Register or the California Register of Historic Places. No prehistoric or historic archaeological resources were noted during the archaeological survey, or as a result of archival research or contact with interested parties.

The purpose of this Negative Historic Property Survey Report is to conclude formal consultation on eligibility issues under 36 CFR 800. 4(c)(1)(2)(d)(2) and to present a Finding of No Historic Properties Affected for SHPO concurrence, subject to 36CFR 800.5(b). If the Federal Highway Administration concurs with these findings, kindly forward the *Negative Historic Property Survey Report and Finding of No Historic Properties Affected for Soto Street Bridge Removal Project* to the State Office of Historic Preservation, Attention Dr. Hans Kreutzberg.

If you have any further questions, please contact the District 7 Heritage Resources Coordinator, Dr. Diane Kane at (213) 897-0782.

Sincerely,

A handwritten signature in black ink that reads "Ronald J. Kosinski". The signature is written in a cursive, flowing style with a prominent initial "R" and a long horizontal stroke at the end.

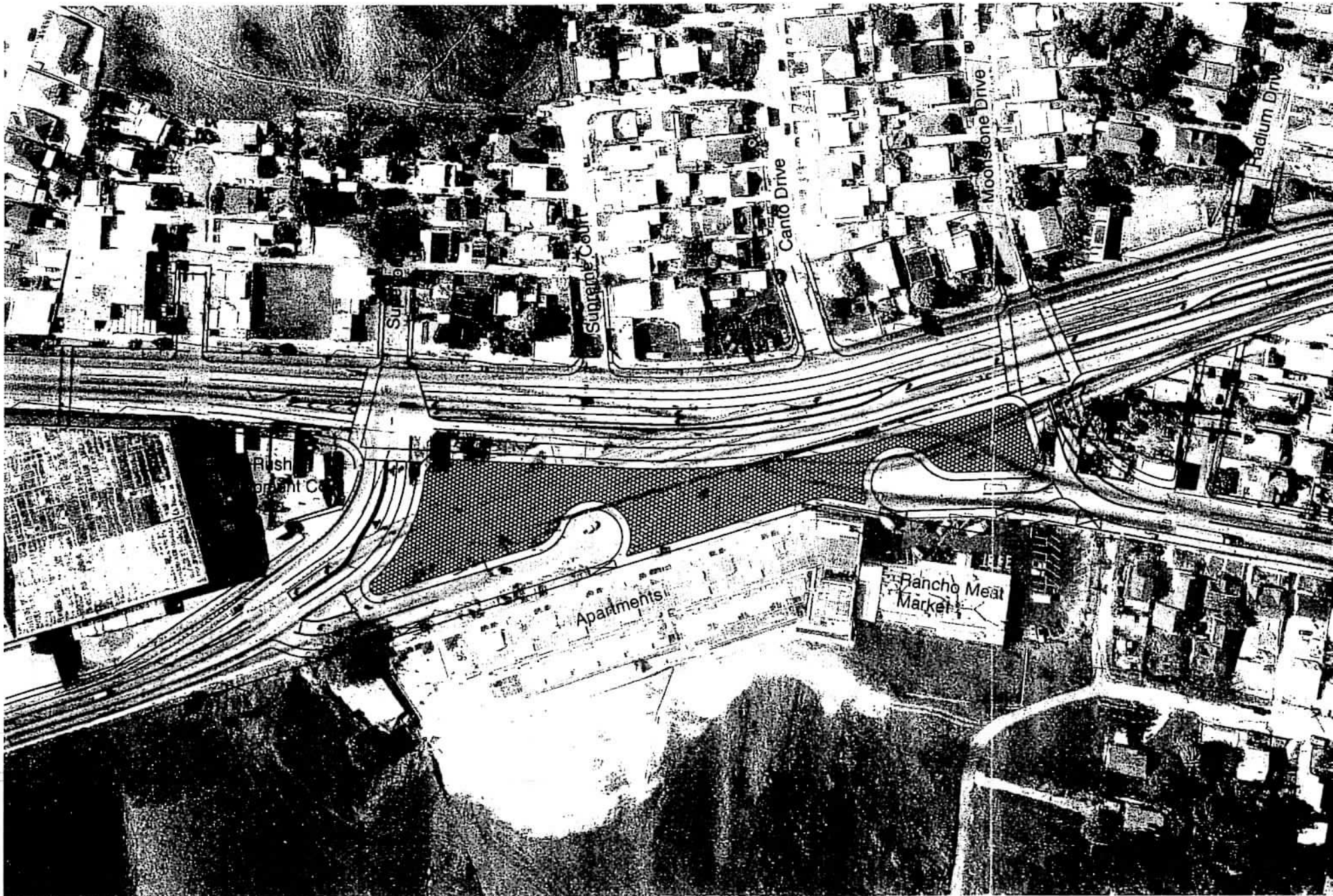
Ronald J. Kosinski
Deputy District Director, Environmental Planning
Caltrans, District 7

Proposed Project Alignment

City of Los Angeles

Bridge No.: 53-C0013



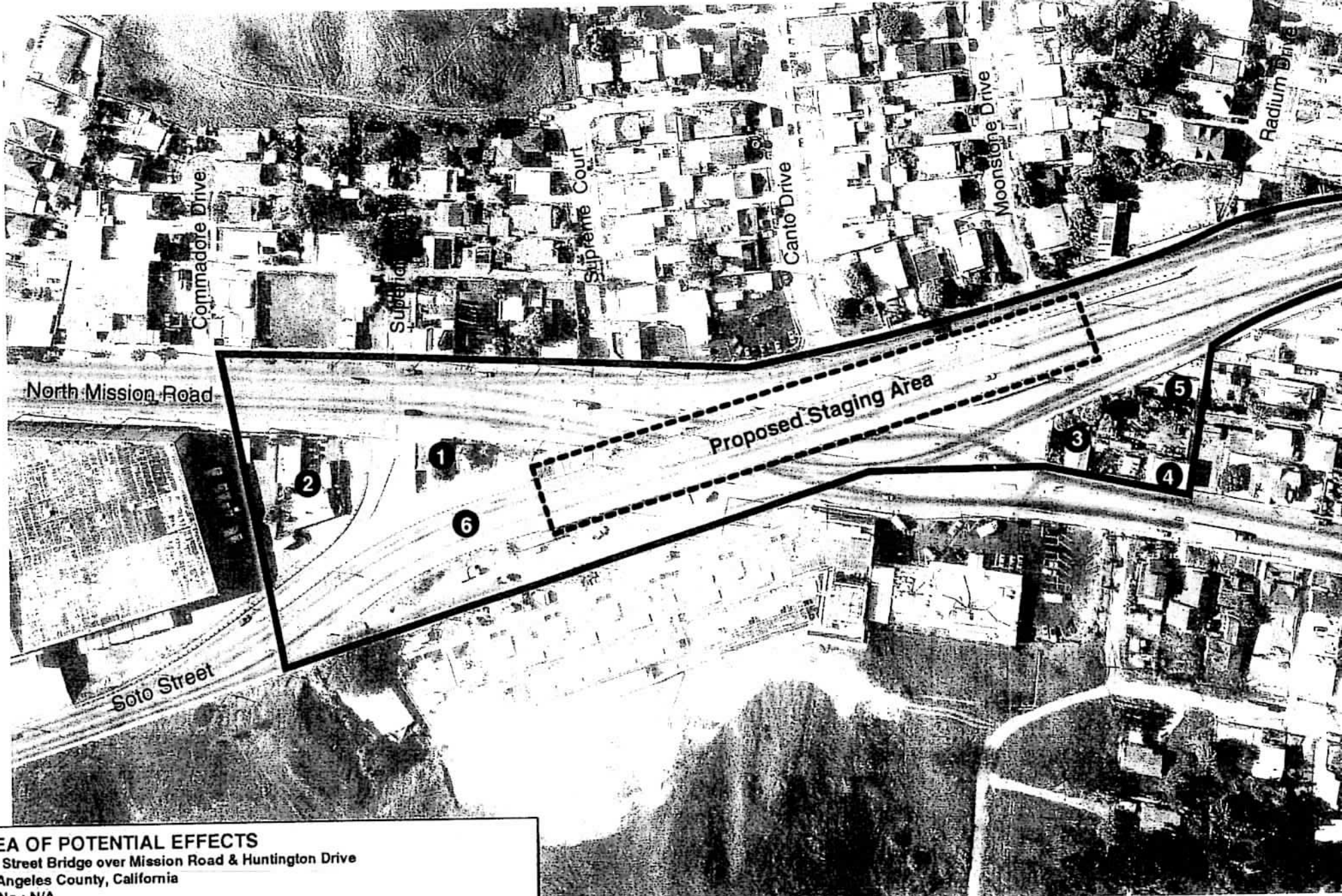


Source: ACT Consulting Engineers, Inc., 2002; Myra L. Frank & Associates, Inc., 2002.

Figure 3: Project APE Map

Area of Potential Effects Map





AREA OF POTENTIAL EFFECTS

Soto Street Bridge over Mission Road & Huntington Drive
 Los Angeles County, California
 E.A. No.: N/A

FHWA Transportation Engineer *Stephan M. Davis* Date 11/13/02
 Caltrans District 7 Environmental Branch Chief *Ben Peterson* Date 11/4/02

The Area of Potential Effects (APE) for the proposed project includes the areas within the maximum required right-of-way, easements (temporary and permanent), all improved properties subject to temporary or permanent changes in access (ingress and egress), and areas where visual or audible changes could occur outside the required right-of-way. The APE was defined by Jessica Feldman (Myra L. Frank & Associates, Inc.) in coordination with Diane Kane, Architectural Historian,

Sources: ACT Consulting Engineers, Inc, 2002; Myra L. Frank & Associates, Inc., 2002.



V. APPENDICES

Appendix A.	Negative Archaeological Survey Report
Appendix B.	Historic Resources Evaluation Report
Appendix C.	California Bridge Inventory Print-Out Sheet

Appendix A
Negative Archeological Survey Report

Sep 04 02 09:20a

HDR Engineering

213-489-5175

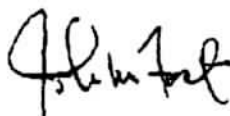

p. 2

Department of Transportation NEGATIVE ARCHAEOLOGICAL SURVEY REPORT DPR-02-01 REV. 2/01					
I. HIGHWAY PROJECT DESCRIPTION					
Soto Street Bridge Removal Report					
An archaeological survey was conducted for the City of Los Angeles for the proposed Soto Street Bridge Project in the City of Los Angeles. The planned project consists of the demolition of the Soto Street Bridge.					
District	County	Route	Post Mile	Charge Unit	Expenditure Authorization
7	LAN	On Soto Street, between Supreme Court on the south and Tourmaline Street on the north.			
II. STUDY FINDINGS					
The record search for the project area indicated that the general area was not sensitive for archaeological resources with no known sites within one-half mile of the project. The foot reconnaissance of the bridge and adjacent property (all surface ground within 100 feet of the bridge) did not result in the identification of any archaeological resources. The project area has been disturbed by bridge construction, road construction, and off- and on-ramp construction. The amount of disturbance has probably precluded survival of any archaeological deposits and the likelihood of encountering any is considered low.					
III. INTRODUCTION					
NAME(S) OF SURVEYOR		QUALIFICATIONS	DATE(S) OF FIELDWORK		
John M. Foster		RPA, 33 years archaeological experience in California.	August 13, 2002		
PRESENT ENVIRONMENT: Soto Street in this area is surrounded by high hills, forming a de facto canyon setting. There is a mixture of light commercial structures throughout the area. The bridge and off- and on-ramps are elevated above the surrounding ground surface. There is very little ground visibility which is principally restricted to the off- and on-ramp areas of the bridge.					
ETHNOGRAPHY: Based on their association with the Spanish missionary establishment of San Gabriel Arcangel, the Native American people described as inhabiting the region surrounding the project area are known as Gabrielino. At the time of European contact these people occupied an area that included the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers, the Los Angeles Basin, the coast from Orange County's Aliso Creek north to Topanga Canyon, and the Channel Islands of Santa Catalina, San Clemente, and San Nicholas (Bean and Smith 1978; Kroeber 1953; McCawley 1996).					
IV. SOURCES CONSULTED					
NATIONAL REGISTER OF HISTORIC PLACES			MONTH AND YEAR 1979/89 and supplements to date		
CALIFORNIA INVENTORY OF HISTORIC PLACES			YEAR 1975		
CALIFORNIA HISTORICAL LANDMARKS			YEAR 1990		

FROM : GREENWOOD & ASSOCIATES

FAX NO. : 3184543891

Oct. 10 2002 11:11AM P2

<p>ARCHAEOLOGICAL SITE RECORDS (NAMES OF INSTITUTIONS) South Central Coastal Information Center, California State University, Fullerton. A review of available literature, archaeological site archives, and relevant historical maps was conducted at the South Central Coastal Information Center on July 26, 2002 by Alice Hale, M.A., of Greenwood and Associates.</p>	
<p>OTHER: Native American Consultation was initiated on October 3, 2002. No reply from the Native American Heritage Commission has been received as of October 10, 2002.</p>	
<p>RESULTS: There have been no archaeological investigations within the project area and only one within a 0.5 mile radius of the project area (Perry 1890).</p> <p>The following historical map was consulted:</p> <p>USGS Pasadena 15' map, 1894: No structures within the project area and only 15 structures within the 0.5 mile search area. The project location appears to have been a reservoir in 1894. A paved road is present on the west side of the reservoir and may have been an early segment of Solo Street. A drainage exits the reservoir and empties to the southwest toward the Los Angeles River. There is also a smaller reservoir or containment basin to the south, immediately north of the tracks of the Southern Pacific Railroad.</p>	
<p>V. FIELD METHODS</p>	
<p>The project area was subjected to pedestrian examination employing parallel transects set at no more than five meter intervals.</p>	
<p>VI. REMARKS</p>	
<p>If buried cultural materials are encountered during construction, it is Caltrans policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find (<i>Environmental Handbook, Vol. 2, Chapter 1</i>).</p>	
<p>VII. CERTIFICATION</p>	
<p>Preparer: John M. Foster</p>	<p>Title: Lead archaeological surveyor</p>
<p>Signature: </p>	<p>Date: September 4, 2002</p>
<p>Reviewer: <u>ALEX KIRKISH</u></p>	<p>Title: <u>AEP - ARCHAEOLOGIST</u></p>
<p>Signature: </p>	<p>Date: <u>11/6/02</u></p>
<p>VIII. MAPS</p>	
<p>DISTRICT LOCATION U.S.G.S. Los Angeles 7.5'</p> <p style="text-align: center;"><small>Quadrangle Name</small></p> <p>(Delineate area of actual survey on Project Map, or largest scale map available.)</p>	
<p>IX. PHOTOGRAPHS</p>	
<p>YES ()</p> <p style="text-align: center;"><small>File Number</small></p>	<p>NO X ATTACHED (OPTIONAL)</p>

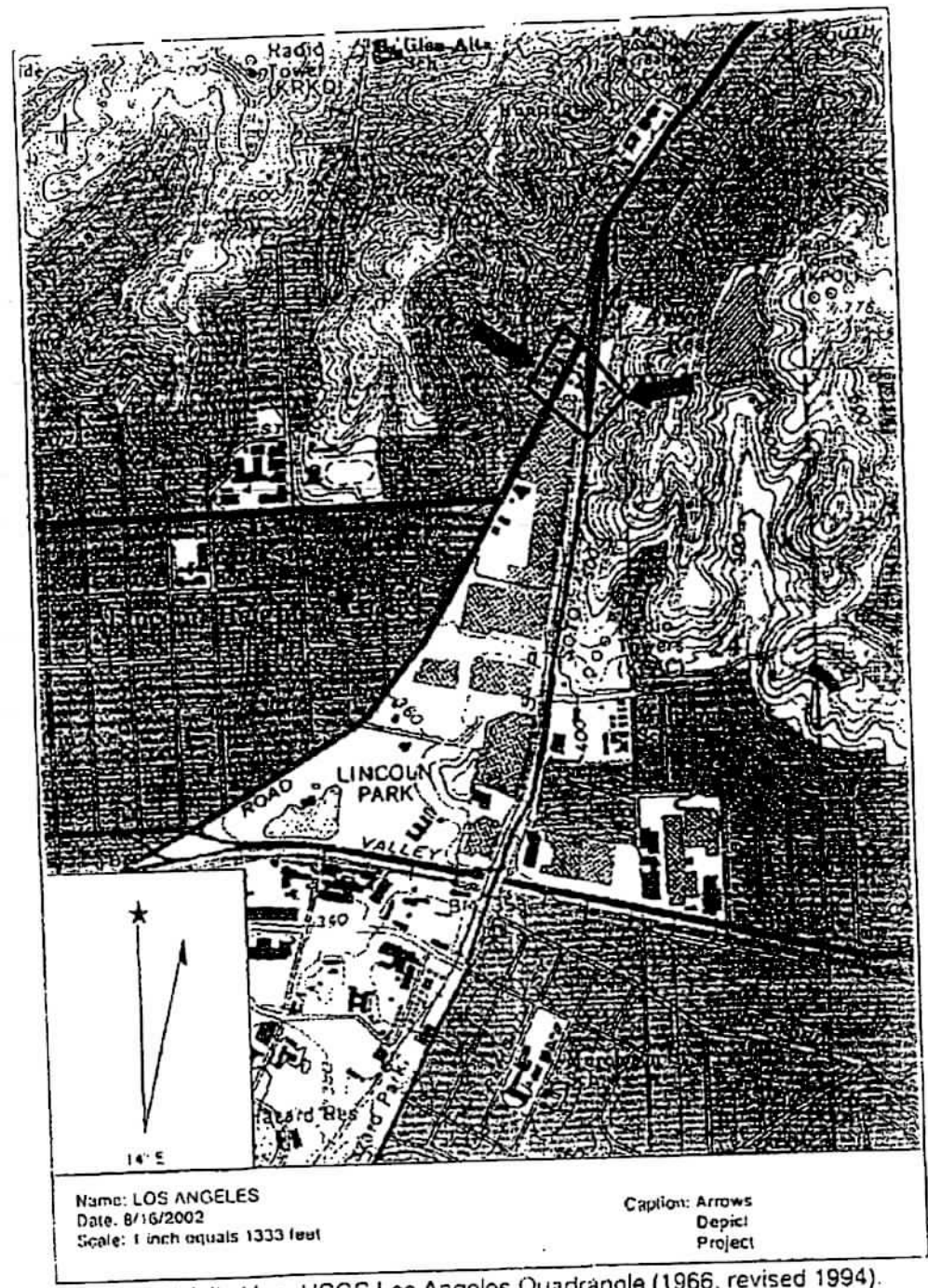


Figure 1. Vicinity Map, USGS Los Angeles Quadrangle (1966, revised 1994).

FROM : GREENWOOD & ASSOCIATES

FAX NO. : 3104543091

Sep. 04 2002 08:16AM P3

X. BIBLIOGRAPHY

- Bean, Lowell John, and Charles R. Smith
1978 Gabrielino. In *California*, edited by Robert F. Heizer, pp. 538-549. *Handbook of North American Indians*, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.
- Kroeber, A. L.
1953 *Handbook of the Indians of California*. California Book Company, Ltd., Berkeley.
- McCawley, William
1996 *The First Angelinos. The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning.
- Perry, Richard
1990 Archaeological and Historical Assessment of 120 Acres for the Proposed Ascot Family Park and Recreation Center in the El Sereno Community, City of Los Angeles. Richard M. Perry Archaeological Consulting. On file, South Central Coastal Information Center, California State University, Fullerton. L-2136.

Appendix B

Historic Resources Evaluation Report

HISTORIC RESOURCES EVALUATION REPORT

For the

Soto Street Bridge over Mission Road and Huntington Drive Removal Project

**City of Los Angeles, County of Los Angeles, CALIFORNIA
Bridge #53C-0013
07-LA-Hist66-City of Los Angeles
Project #: BHLS-5006 (283)**

PREPARED FOR

CITY OF LOS ANGELES BUREAU OF ENGINEERING

AND

**California Department of Transportation
District 7
120 S. Spring Street
Los Angeles, CA 90012**

and

Federal Highway Administration

PREPARED BY

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811 West Seventh Street, Suite 800
Los Angeles, CA 90017**

December 2002

Summary of Findings

The City of Los Angeles proposes to remove the existing Soto Street Bridge (Caltrans bridge number 52C-0013) over Mission Road and Huntington Drive North and construct two signalized intersections, a service road, bike lanes, sidewalks and landscape areas. This Historic Resources Evaluation Report (HRER) was prepared in compliance with Section 106 of the National Historic Preservation Act of 1996, as amended. This report implements the revised regulations (effective January 11, 2001) of the Advisory Council on Historic Preservation for the Protection of Historic Properties (36 CFR 800).

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Maps (attached to Historic Property Survey Report)

Other Attachments

- A. DPR 523 Forms
- B. Statement of Finding for post-1957 buildings within the project APE
- C. Additional Documentation

Project Description

The City of Los Angeles Bureau of Engineering has undertaken the task of identifying bridges that need replacement or rehabilitation. As part of the development of the Highway Bridge Replacement and Rehabilitation (HBRR) program, the City evaluated the condition of the Soto Street Bridge over Mission Road and Huntington Drive. As a result of the evaluation, the City proposes removal of the existing bridge (Caltrans bridge number 52C-0013) and construction of two signalized intersection, a service road, bike lanes, sidewalks and landscape areas. The project will be funded in part by the federal Highway Bridge Rehabilitation and Replacement (HBRR) program with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) being the administering agencies, and in part by the Metropolitan Transportation Authority (MTA) Call for Project funds.

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- Inadequate curb-to-curb width compared to the approach roadway width.
- Inadequate vertical and horizontal clearances below the existing bridge.
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Project APE

The APE for historic resources includes the area within the existing or proposed right-of-way. The APE was defined by Jessica B. Feldman, Architectural Historian with Myra L. Frank & Associates, in coordination with Diane Kane, Architectural Historian with Caltrans District 7. The APE map is included as Exhibit C of the HPSR. Visual impacts are not anticipated as part of the project as the bridge will be removed, exposing new visual corridors, and new landscaping will improve existing aesthetics.

Research Methods

Historical Overview

The proposed project will take place in east Los Angeles, in an area that has been referred to as the Rose Hill District. The area is north of Lincoln Heights, west of El Sereno and Monterey Park and south of South Pasadena. The area is comprised of a mix of commercial, industrial and residential structures, the majority of the commercial and residential buildings face Huntington Drive North and South, N. Mission Road and Soto Street.

The area was surveyed in 1903 and identified as part of the Kalorama Tract, partly in the City of Los Angeles boundaries and partly within the County of Los Angeles. The Kalorama Tract was a subdivision of Block 6 of the Yorba and Paige Tract. This included the streets west of N. Mission Road, south of Topaz Street to Radium Street and west to Pearl Street. It also included a strip of land identified as the Pacific Electric right-of-way, one block west of N. Mission Road. Mission Road was also known as Alhambra Avenue, part of which would later be officially changed to Huntington Drive.

In February 1904, the area was again surveyed and further subdivided. Edward D. Silent and his associates owned the new subdivision. Edward D. Silent was the son of prominent Angeleno Judge Charles Silent, a founding member of the law firm of Houghton, Silent and Campbell.¹ In September of the same year, this same block was surveyed and identified as Girder & Hamilton's Rose Hill, owned by the Kalorama Land Company, comprised of Edward D. Silent, J. Sullivan, Morris Albee and L.T. Garnsey. This may have been the first time the area was referred to as Rose Hill.

Tract No. 8892 was surveyed on July 23, 1905 and included property on N. Mission Road, north of N. Broadway. Lot A of this tract was on the east side of the road between Mission Road and the Pacific Electric right-of-way. John C. Shaw owned it.

Tract No. 22, a subdivision made up of sections of Lots 6-7-8 and part of Lot 5 of Omaha Heights, was surveyed in June 1907. This block included property east of Mission Road, including Beagle Rd (Lot B), one block east of Mission Road.

The streets that intersected with the west side of N. Mission Road and Huntington Drive North and South were established with residences constructed in the first decade of the twentieth century. This includes Turquoise and Tourmaline Streets and Radium, Moonstone and Canto Drives. The dates of construction for these homes generally coincide with the subdivision of the region, and typically single-family residences were built in the styles of the period. These styles include small-scale Folk Victorian or Transitional Arts and Crafts bungalows. There are few examples remaining.

In 1909, the Los Angeles Times reported that five members of the Jacobs family were killed at the intersection of Mission Road and the Pasadena Short Line train tracks. At that time, the railroad crossed Mission Road at-grade. Commuters traveling from Pasadena and other growing suburban areas northeast of downtown Los Angeles utilized Mission Road as a shortcut. The combination of speeding vehicles and high-speed streetcars apparently made for a deadly combination. There was enough public comment and outrage that although the crossing remained at-grade until 1936, there was a report that Pacific Electric would install danger signals at this crossing.ⁱⁱ

Tract No. 4436 (Lot A) encompassing the west side of N. Mission Road (including all of Supreme Court and Superior Court and part of Canto Drive) was surveyed December 19, 1921. It was owned by a widower named Remy A. Roth, the title of which was held by Title Insurance and Trust Company.

The Sanborn Maps from 1927 show that by the 1920s there were a large number of residences along the streets near this intersection. The grade separation for the streetcar had yet to be built. A school, the Rose Hill Public School, had been built immediately north of this area on Huntington Drive North. There was a market, a gas station, a Baptist church and several other offices were already located in the immediate area.

Tract no. 5243, surveyed in July 1922 showed the intersection of Mission Road and Huntington Drive North north of Canto Drive. The Pacific Electric right-of-way was located east of Huntington Drive North. The tract includes parcels north of Canto Drive and the north side of Radium Drive. It was owned by John A. Griffin, and the title was held by the Title Insurance and Trust Company. John Alder Griffin was a city engineer from 1911 to 1920 and an ex officio on the Municipal Art Commission from 1920-1923.

From building permits, Sanborn Maps and tract information, it is apparent that there were two periods of building in the Rose Hill District. The first period of building occurred in the first decade of the twentieth century and primarily consisted of residences. The second building

boom occurred in the 1920s, when homes and businesses were constructed throughout the area, most likely enhanced by the location of the Pasadena Short Line in the neighborhood, the location of neighborhood between Pasadena and downtown Los Angeles and the overall growth of the City of Los Angeles.

In 1935 three agencies finally came together to build the Mission Road Grade Separation on the Pasadena Short Line. Those three agencies, the State of California, the City of Los Angeles and the Pacific Electric Railway, prepared the plans for the bridge and submitted them to the City of Los Angeles Municipal Art Commission for approval. Designed in an Art Deco style, the bridge would carry streetcar traffic over the Mission Road/Huntington Drive intersection on Soto Street. The bridge was utilized for this transportation use until 1951.

Sanborn Maps of the E. Los Angeles District from 1951 show more residences east and west of the intersection, the Baptist Church, the Pacific Electric right-of-way, laundries, a gas station, a variety of mixed-use structures and the Huntington Drive.

Field Methods

Several surveys were made of the project area, beginning with Portia Lee, PhD, who surveyed the Soto Street Bridge on September 14, 2001 for the purpose of preparing an Historic Property Survey Report (this document is attached to the DPR 523 form for the bridge). Jessica B. Feldman, Architectural Historian II with Myra L. Frank & Associates, returned to the site on May 5, 2002 to survey the bridge and its immediate surroundings again. Ms. Feldman has a Masters in Historic Preservation Planning and over five years experience. John English, Architectural Historian I and Tracy Dudman, Planner, with Myra L. Frank and Associates, Inc. (MFA) conducted an architectural resources survey of the APE on August 13, 2002. Mr. English has over three years experience.

Background research included the following sources:

- The National Register of Historic Places web site (www.cr.nps.gov/nr)
- State Office of Historic Preservation Historic Properties Inventory
- California Historical Resources Information System South Central Coastal Information Center, Fullerton, CA (December 2001)
- California Historical Landmarks (State of California, 1996)
- California Points of Historical Interest (State of California, 1992)
- Caltrans Historic Bridge Inventory (Caltrans, March 5, 1987)
- Historic Highway Bridges of California (Caltrans, 1990)
- City of Los Angeles Tract records
- City of Los Angeles Building permits
- City and County of Los Angeles 2002 tax assessor information (Win2Data)
- Los Angeles Public Library: Photo and Regional History databases, and LAPL catalog

Description of Cultural Resources

The street layout of the area around the APE for the Soto Street Bridge Removal Project includes three major thoroughfares: N. Mission Road, Huntington Drive North and South and Soto Street. The roads, mainly two-lane in each direction with no median, run primarily north-to-south. The through roads run along the bottom of a small valley/ravine (possibly a dry riverbed) with residential streets extending uphill to the east and west. The overall setting is reminiscent of a canyon setting. Other than the predominant hills, the main visual characteristic for many years was the Soto Street Bridge and its associated on-and off-ramps. Within the past year a new housing complex has been constructed on the east side of Soto Street that rises approximately five stories in height and has eclipsed the bridge as a visual landmark.

The area is populated predominately by small, single-family residences, a few duplexes and triplexes, and some small one-story commercial buildings (including a liquor store, medium-sized produce markets and one very large warehouse). Most of the residential structures are one-story and appear from tax records and building permits to have been constructed in the first two decades of the twentieth century. The overall integrity of the housing stock is poor, with major alterations consisting of window and door replacement, stucco over wood exteriors, additions and various other alterations. Most of the houses on the west side of Soto Street Bridge are situated on small lots within very close proximity to one another. As a result, many of the primary views from these homes are of the adjacent houses and properties. Many properties contain mature landscaping.

Findings and Conclusions

Six (6) structures were identified as within the proposed projects APE. Of those six, four (4) (including the Soto Street Bridge) were built before 1957 and were evaluated according to the Caltrans guidelines.

Of the three (3) remaining pre-1957 structures, none has been identified as being associated with important historic events, personages or movements. Therefore, it does not appear that these structures are eligible for listing in the NRHP under Criterion A or B. In addition, these structures are generally typical examples of their types, of which many of extant in the immediate vicinity, and/or they lack architectural quality and distinction. Therefore, they are not eligible for listing in the NRHP under Criteria C.

Two (2) properties within the APE post- date 1957; none of these have overriding significance and are thus not eligible for the NRHP. These properties were evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1

of the California Register Resources Code. These properties do not appear to meet the criteria for listing in the California Register of Historical Resources.

Endnotes

¹ Newmark, Harris. *Sixty Years in Southern California*. Dawsons Book shop: Los Angeles, CA, 1984, p.

Bibliography

- California Department of Transportation, *Historic Highway Bridges of California*. 1990.
- California Department of Transportation, Local Agency Bridges list, through 12/24/01
- California Register of Historical Resources, through 12/24/01
- City of Los Angeles Historic-Cultural Monument list, through 12/24/01
- City of Los Angeles Bureau of Engineering website (NaviGate LA!)
- Myra L. Frank & Associates, "Preliminary Environmental Study: Soto Street Bridge over Mission Road and Huntington Drive." Prepared for Bureau of Engineering, City of Los Angeles, California, March 4, 2002.
- Lee, Portia, "Soto Street Bridge over Mission Road and Huntington Drive South Historic Property Survey Report." Prepared for Bridge Improvement Program, Bureau of Engineering, City of Los Angeles, California, September 21, 2001.
- Los Angeles Public Library website
 Photo Database
 California Index (Regional History database)
 Catalog
- National Register of Historic Places, through 12/24/01
- Sanborn Maps, East Los Angeles District, vol. 13, 1399B, 1927, revised 1951.
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