

Attachment A
DPR 523 Forms

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 6Y2Pending SHPO concurr

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

Resource Name or #: 4273 Huntington Drive S

- P1. Other Identifier: _____
- P2. Location: Not for Publication Unrestricted a. County Los Angeles
 b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.
 c. Address _____ City Los Angeles Zip 90032
 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
 APN #: 5209-030-008 APE Map Reference #3

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
 The attached buildings located at 4273 Huntington Drive South are configured in an L-shape, with high security fencing filling in the other sides of the parcel. There are six mature palm trees along the west side of the structure. Inside the small complex are three large metal tanks, possibly related to the shop on the premises. The exterior appears to be stucco, and the cross-gabled roof is clad with a rolled composition covering. The roof has a slight overhanging eave. The type and style of window and door was not evident during the survey of this property. There are no window openings along the Huntington Drive South façade, and the main entry appears to be within the compound on the north "L" of the building.

- P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building
- 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 west from Huntington Drive S.
9/13/02

- P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both
1922 Permit#25113 7/26/22
1935 Permit #5562 4/5/35
- P7. Owner and Address:
Abraham & Yolanda Mehra
5372 Templeton Street
Los Angeles, CA 90032-2328
P--Private
- P8. Recorded by: (Name, affiliation, address)
Jessica B. Feldman
Myra L. Frank & Associates, Inc.
811 W. 7th Street, Suite 800
Los Angeles, CA 90017
- P9. Date Recorded: 8/27/02
- P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P-Project Review

P11. Report Citation: (Cite survey report/other sources or "none") HPSR for the Soto Street Bridge Removal Project
September 2002

- 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) _____

* Required Information

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 6Y2 Pending SHPO concurr

Page 2 of 3

* Resource Name or #: 4273 Huntington Drive S

B1. Historic Name: _____

B2. Common Name: Mehra Heater & Boiler Service

B3. Original Use: Residential

B4. Present Use: Commercial/Residential

* B5. Architectural Style: Minimal Traditional

* B6. Construction History: (Construction date, alterations, and date of alterations.)

Ralph Taylor, owner of the property at 4273 Huntington Drive S, applied for a permit in July 1922, to erect a garage. In April 1935, M.E. Eyler, owner, applied for a permit to construct a work shop storage and private garage. At that time, two additional structure already occupied the property: a residence and a garage. See Continuation Sheet

* B7. Moved? No Yes Unknown Date: _____ Original Location: _____

* B8. Related Features:

Garage, work shop.

B9a. Architect: None b. Builder: None

* B10. Significance: Theme Residential Architecture Area Rose Hill, Los Angeles

Period of Significance 1922 Property Type Single Family Res Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This parcel contains several structures, one of which was formerly a single-family residence built in 1922. It appears that additional structures were built over time, including a workshop. Research indicates this structure has no known association with important historic events, personages or movements, including early property owners Ralph Taylor, M.E. Eyler, and William Kiviniemi. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places under Criterion A or B. In addition, this structure is a typical example of its style of which many of extant in the immediate vicinity, and it lacks architectural quality and distinction, therefore, it does not appear to meet National Register Criteria C. This property has also been 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. The property does not appear to meet the criteria for listing in the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Sanborn Maps, E. Los Angeles District, Vol. 13, 1927, revised 1951

Soto Street Bridge over Mission Road and Huntington Drive South HPSR,
by Portia Lee, PhD, 2001

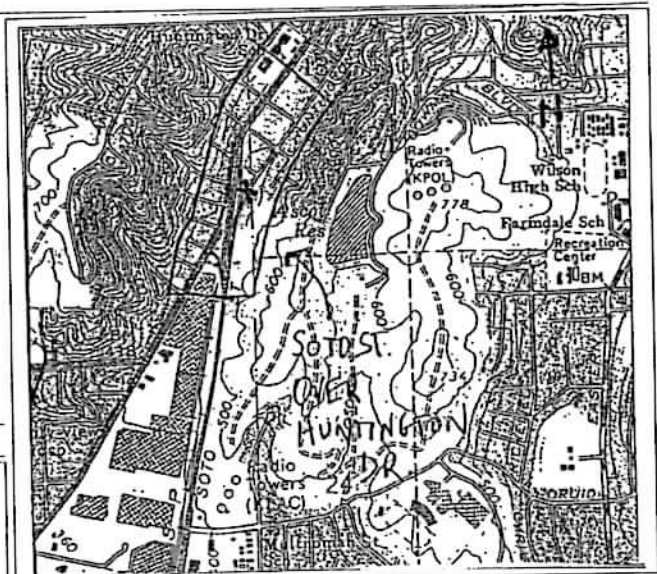
September 2002 Win2 Data (Tax Assessor Data)

B13. Remarks:

* B14. Evaluator: Jessica B. Feldman

Date of Evaluation: 8/30/02

(This space reserved for official comments.)



Primary # _____

HR # _____

Trinomial _____

CONTINUATION SHEET

Page 3 of 3 * Resource Name or #: (Assigned by recorder) 4273 Huntington Drive S

* Recorded by: Jessica B. Feldman

* Date: 8/27/02

Continuation

Update

B6. Construction History continued: In 1946, then owner William Kiviniemi (sp?) applied for a permit to alter, repair or move the construction shop located at this address (see Permit # 17088 10/01/46). In January 1947, Mr. Kiviniemi submitted an application to make interior alterations to the shop. Then in June 1947, Mr. Kiviniemi applied for a permit to make alterations to the dwelling at 4273 Huntington Drive S, a single family residence with three rooms. The permit identifies the dwelling, store and shop on the premises.

PRIMARY RECORD

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: 4285 Huntington Drive S

P1. Other Identifier: _____

* P2. Location: Not for Publication Unrestricted a. County Los Angeles

b. USGS 7.5' Quad _____ Date _____ T _____; R _____; 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address _____ City Los Angeles Zip 90032

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 UTM's, etc. as app

APN #: 5209-030-006 APE Map Reference #4

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This two-story commercial structure was constructed with a concrete foundation, stucco or plaster exterior walls and a flat roof that extends slightly over the exterior walls. The main façade faces Huntington Drive South and is dominated by a staircase with a post and pipe railing and two landings. Though it appears that this stairwell is recessed, it is actually along the front façade, with a small bump-out room below it. There is a sheltered entrance to the second floor hidden behind an angular cutout wall with a round opening near the top. There is a ribbon window fixture along the second story façade with four sets of casement windows with multiple panes. Around the corner, facing Tourmaline Street, is a single casement window and next to it a room air conditioner has been inserted into the wall. On the first story, facing Huntington Drive South is another set of windows beneath the stairwell, with sliding sash and multiple panes, set up high in the wall. Directly above this window is a lighted sign attached to the wall, which extends out over the sidewalk, perpendicular to the building. The exterior finish along the stairwell is peeling and spalling. The remaining exterior wall surface is decorated with scored lines in the stucco that gives the impression the building was constructed of large blocks.

* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

* 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 W from Huntington Dr. S.
8/13/02

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both

1947 Tax Assessor Win2 Data

* P7. Owner and Address:

Yolanda Vasquez/Esther Hidalgo

12812 Acheson Drive

Whittier, CA 90601-2437

P--Private

* P8. Recorded by: (Name, affiliation, address)

Jessica B. Feldman

Myra L. Frank & Associates, Inc.

811 W. 7th Street, Suite 800

Los Angeles, CA 90017

* P9. Date Recorded: 8/27/02

* P10. Survey Type: (Describe)

Intensive Survey Effort

Section 106 Compliance

P-Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") HPSR for the Soto Street Bridge Removal Project

September 2002

* 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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 6Y2pending SHPO concur.

Page 2 of 2

* Resource Name or #: 4285 Huntington Drive S

B1. Historic Name: _____

B2. Common Name 4285 Huntington Drive S

B3. Original Use: Commercial/Light Industrial

B4. Present Use: Commercial/Light Industrial

* B5. Architectural Style: International

* B6. Construction History: (Construction date, alterations, and date of alterations.)

4285 Huntington Drive S was constructed in 1947 as a two-story commercial/industrial structure. It appears that no major alterations have occurred, except for changes to the exterior surface and the addition of the air conditioner in the second story of the north wall.

* B7. Moved? No Yes Unknown Date: _____ Original Location: _____

* B8. Related Features: _____

B9a. Architect: Unknown

b. Builder: Unknown

* B10. Significance: Theme Commercial Architecture Area Rose Hill, Los Angeles

Period of Significance 1947 Property Type Office Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This structure has no known association with important historic events, personages or movements. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places under Criterion A or B. In addition, this structure is a typical example of its style of which many of extant in the immediate vicinity, and it lacks architectural quality and distinction. Therefore, it does not appear eligible for the National Register under Criterion C. This property has also been 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. The property does not appear to meet the criteria for listing in the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Sanborn Maps, E. Los Angeles District, Vol. 13, 1927, revised 1951

Soto Street Bridge over Mission Road and Huntington Drive South HPSR, by Portia Lee, PhD, 2001

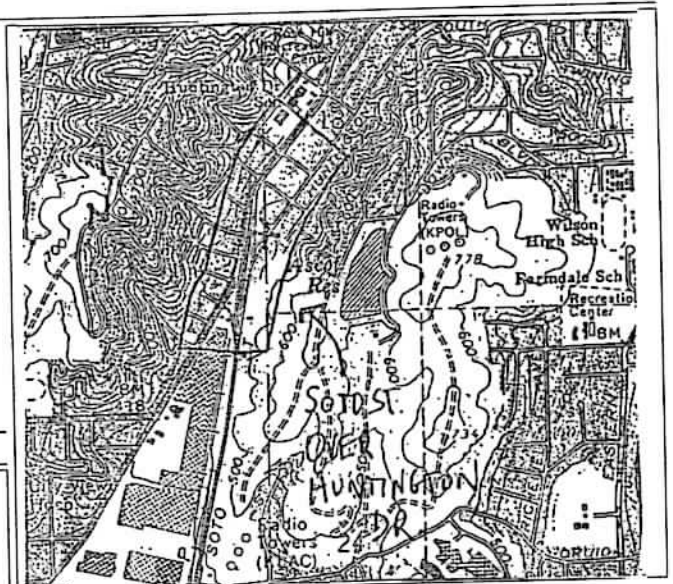
September 2002 Win2 Data (Tax Assessor Data)

B13. Remarks: _____

* B14. Evaluator: Jessica B. Feldman

Date of Evaluation: 8/30/02

(This space reserved for official comments.)



Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 6Y2Pending SHPO concur

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

Resource Name or #: 4124 N. Mission Road

P1. Other Identifier: _____

P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.
c. Address _____ City Los Angeles Zip 90032
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 UTM, etc. as app
APN #: 5211-019-001 APE Map Reference # 1

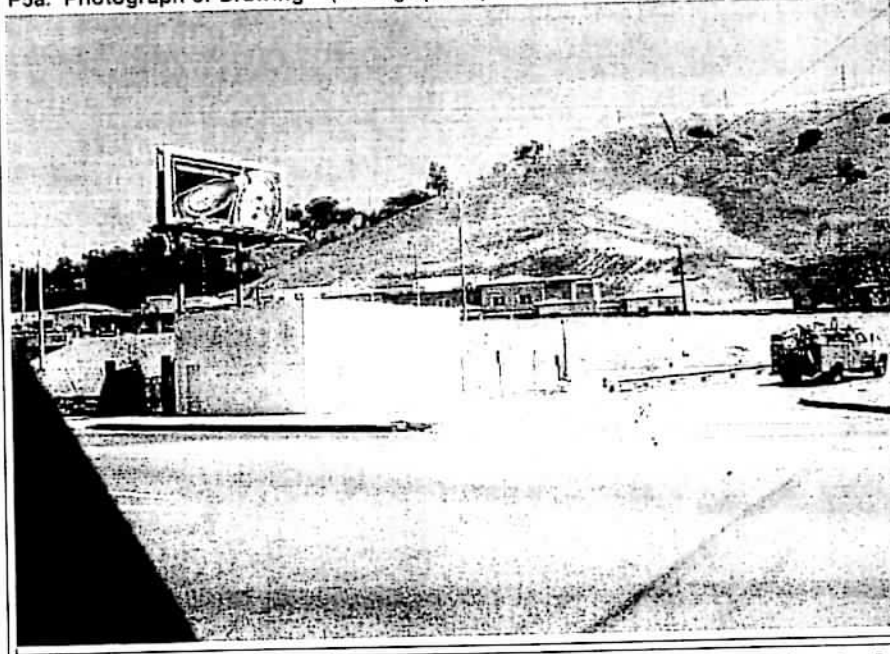
P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This small, one-story structure is positioned on a triangular parcel between N. Mission Road, Soto Street and an access road from N. Mission Road to the south-bound lanes of Soto Street. The parcel is mostly devoid of landscape elements. The structure itself is plain with a single door on the N. Mission Road façade and an exterior light fixture near the flat roof-line. There is an irregular fence behind the building and two concrete posts along N. Mission Road, guarding the entrance to a driveway. The exterior appears to be stucco or plaster.

P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

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 E/NE from Mission Road
towards Soto St. on ramp 9/13/02

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both

1930
1930 Tax Assessor Win2 Data

* P7. Owner and Address:
Thomas C. Jackson, Sr.
818 W. 7th Street, Suite 960
Los Angeles, CA 90017-3457
P--Private

* P8. Recorded by: (Name, affiliation, address)
Jessica B. Feldman
Myra L. Frank & Associates, Inc.
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 8/27/02

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

* P11. Report Citation: (Cite survey report/other sources or "none") HPSR for the Soto Street Bridge Removal Project
September 2002

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) _____

* Required Information

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 6Y2Pending SHPO concur

Page 2 of 2

* Resource Name or #: 4124 N. Mission Road

B1. Historic Name: Jackson Pest Control; Office for Thomas C. Jackson

B2. Common Name _____

B3. Original Use: Commercial

B4. Present Use: Commercial

* B5. Architectural Style: Minimal Commercial

* B6. Construction History: (Construction date, alterations, and date of alterations.)

Constructed in 1930, this office and storeroom was moved from 127 Avalon to this address in 1953 by owner Thomas C. Jackson. There were no other structures on this parcel at that time. Once the building was moved to this location, a new footing was provided, a bathroom was added and the building frame was reinforced. Four months later, in September 1953, Mr. Jackson applied for a permit to install a partition wall, two windows and two doors.

* B7. Moved? No Yes Unknown Date: 1953 Original Location: 127 Avalon

* B8. Related Features:

B9a. Architect: None

b. Builder: None

* B10. Significance: Theme Commercial Architecture Area Rose Hill, Los Angeles

Period of Significance 1930 Property Type Office & Storeroom Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This structure was moved to its present location in 1953. Therefore it has lost any association with its historic context from its 1930s location and lacks integrity of location and setting. As a result of the move and alterations in 1953, it has also lost integrity of design and materials. Research has not uncovered information that the original owner, Thomas C. Jackson, was an important historic person. This structure has no known association with important historic events, personages or movements. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places under Criterion A or B. Furthermore, this structure lacks architectural quality and distinction, as well as integrity and therefore does not meet National Register Criterion C. This property has also been 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. The property does not appear to meet any of the criteria for listing in the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

Sanborn Maps, E. Los Angeles District, Vol. 13, 1927, revised 1951

1953 Permit and earlier permit from 127 Avalon

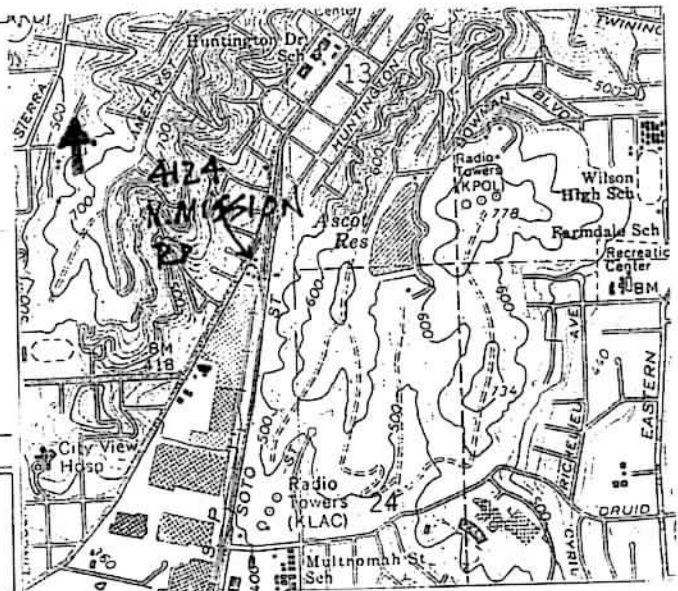
September 2002 Win2 Data (Tax Assessor Data)

B13. Remarks:

* B14. Evaluator: Jessica B. Feldman

Date of Evaluation: 8/30/02

(This space reserved for official comments.)



Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 6Y2Pending SHPO concur.

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: Soto Street Bridge over Mission Road and Huntington Drive South

P1. Other Identifier: _____

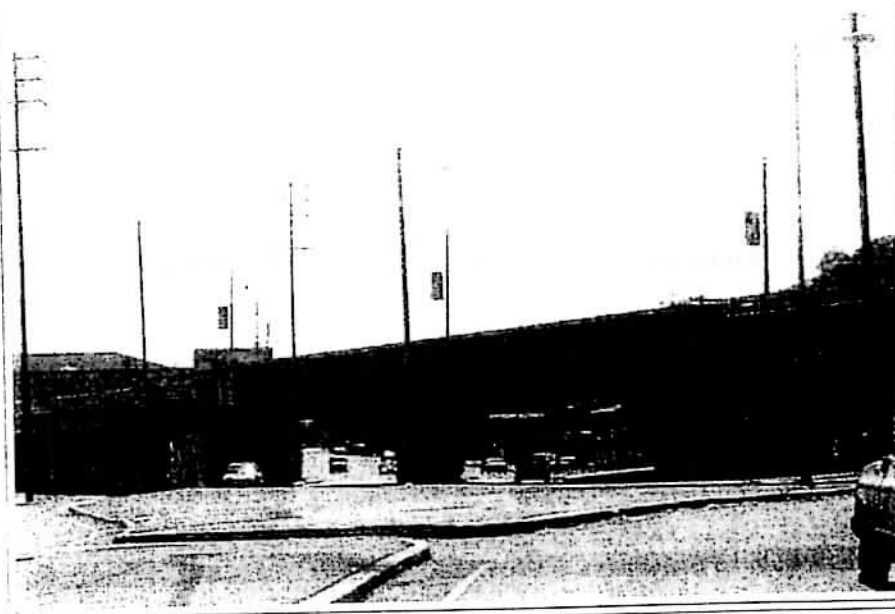
* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T _____; R _____; 1/4 of _____ 1/4 of Sec _____; _____ B.M.
c. Address _____ City Los Angeles Zip 90032
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Between Valley Boulevard and Turquoise Street, 1.7 miles north of I-10 in East Los Angeles (Rose Hill
District) APE Map Reference #6

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
No changes have occurred to the bridge since the 2001 HPSR was completed. The following text is quoted from the 2001 HPSR by Portia Lee, PhD.: "The bridge is approached from Soto Street (south) and Huntington Drive North by a set of concrete approaches that originally rose to the double-tracked, elevated deck of the railway. Between these 15 approach spans are the two main 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. The bridge curb-to-curb width is approximately 13.4 meters. The bridge carries a total of three lanes of traffic (two lanes in the north-bound direction and one lane in the south-bound direction). The bridge spans the intersection of N. Mission Road as it becomes Huntington Drive South. Original details include Art Deco elements such as the deeply scored, curved, semi-circular piers that mark the transition from the concrete portions to the steel section of the bridge. These columns extend the height of the bridge. Access stairways on either side of the bridge were constructed of concrete and the piers below the steel section were also decorated in an Art Deco style. The abutments bents are designed in a closed arch fashion and generally function as retaining walls."

* P3b. Resource Attributes: (List attributes and codes) HP19 Bridge

* 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 S/SW from Huntington Dr S and
Tourmaline Street 9/13/02

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both
1936-1938 Bridge Report 1939

* P7. Owner and Address:
City of Los Angeles

M--Municipal

* P8. Recorded by: (Name, affiliation, address)
Update by Jessica B. Feldman
Myra L. Frank & Associates, inc.
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 8/27/02

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

* P11. Report Citation: (Cite survey report/other sources or "none") HPSR for the Soto Street Bridge Removal Project
September 2002

* 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) _____

* Required Information

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 6Y2 Pending SHPO concur.

- * Resource Name or #: Soto Street Bridge over Mission Road and Huntington Drive South
- B1. Historic Name: Mission Road Grade Separation: Mission Road-Huntington Drive grade separation
- B2. Common Name: Soto Street Bridge: 53C-0013
- B3. Original Use: Bridge
- B4. Present Use: Bridge
- * B5. Architectural Style: Art Deco
- * B6. Construction History: (Construction date, alterations, and date of alterations.)
This bridge was constructed circa 1936. Seismic retrofit work may have be completed in 1992.
- * B7. Moved? No Yes Unknown Date: _____ Original Location: _____
- * B8. Related Features:

B9a. Architect: Pacific Electric Railway Company b. Builder: State of California Division of Highways

* B10. Significance: Theme Architecture/Public Works Area Los Angeles
Period of Significance 1936-38 Property Type Bridge/Overpass Applicable Criteria A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

From Portia Lee's HPSR: "The relevent historic context to determine the significance of the Soto Street Bridge appears to be Criterion A. Originally constructed as a grade separation for rail transportation (Pasadena Short Line) enhancement and safety, the bridge, now used strictly for automotive transportation, has lost its historic function and lacks integrity of materials, design, feeling and association. It therefore does not appear to be eligible for listing in the National Register under Criterion A. Although it retains many of the original Art Deco design elements, they are not significant and the bridge lacks architectural quality and distinction. Therefore, it does not meet National Register Criterion C. The bridge is not associated with important historic personages, as no direct association with Henry Huntington or his successors can be made. Therefore, it does not appear eligible for listing in the National Register under Criterion B." This property has also been 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. The property does not appear to meet the criteria for listing in the California Register of Historical Resources.

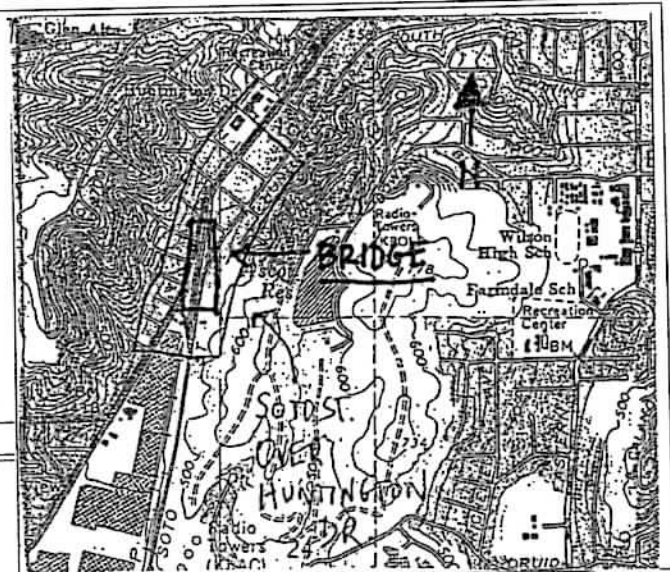
- B11. Additional Resource Attributes: (List attributes and codes): _____
- * B12. References:
Soto Street over Mission Road and Huntington Drive South, HPSR, Portia Lee PhD, 2001
1939 Bridge Report (State of California)

1939 As Built Drawings

B13. Remarks:

* B14. Evaluator: Portia Lee, PhD
Date of Evaluation: 9/21/01

(This space reserved for official comments.)



Primary # _____

HR # _____

Trinomial _____

CONTINUATION SHEET

Page 3 of 3 • Resource Name or #: (Assigned by recorder) Soto Street Bridge over Mission Road and Huntington D

Recorded by: Update by Jessica B. Feldman • Date: 8/27/02

Continuation Update

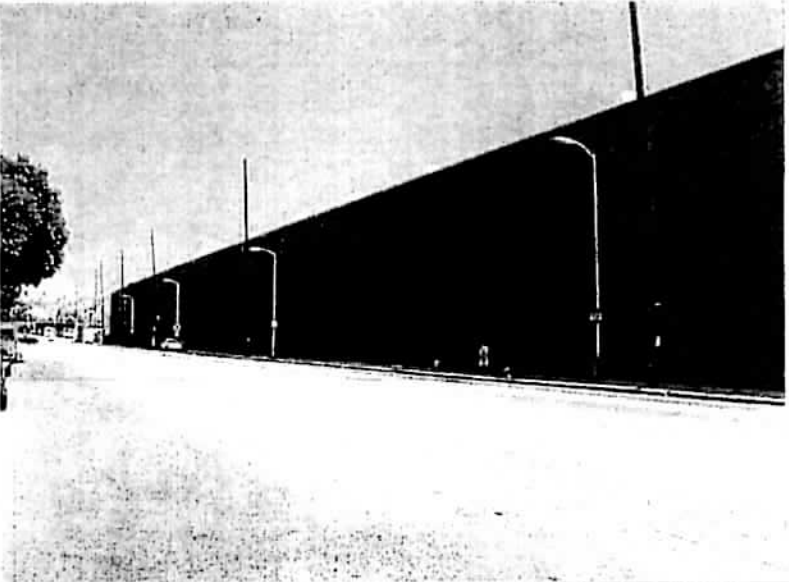
Attachments: See 2001 Historic Property Survey Report by Portia Lee, PhD.

Attachment B

Statement of Finding for Post-1957 Buildings

**Statement of Finding
for
Buildings constructed after 1957
within
The Soto Street Bridge Removal Project APE**

Jessica B. Feldman, who meets the Secretary of the Interior's Professional Qualifications Standards as an architectural historian, has reviewed the projects Area of Potential Effect (APE) and confirmed that no other buildings within the APE appear to predate 1957 or appear to require further study. Post-1957 structures within the APE are identified in the table below.

Address	APN	Year Built	Photo
4281 Huntington Drive South	5209-030-007	Unknown	None available
3880 N. Mission Road	5211-019-024	1965-69	

Attachment C

Soto Street Bridge over Mission Road and Huntington Drive North HPSR

Soto Street Bridge over Mission Road and Huntington Drive South

Historic Property Survey Report Historic Architecture Survey Report

Prepared for:

**Bridge Improvement Program
Bureau of Engineering
City of Los Angeles**

By

**Portia Lee, Ph.D.
California Archives**

September 21, 2001

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Historic Architecture Survey Report

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HISTORIC PROPERTY SURVEY REPORT

I. Description - Location

Bridge Number: Soto Street Bridge over Mission Road and Huntington Drive South
 CalTrans District: 7
 County: Los Angeles
 Location: Between Valley Boulevard and Turquoise Street
 1.7 miles north of I 10
 Year Built: 1936

A. Project Need

As part of the development of the Highway Bridges Replacement and Rehabilitation Program (HBRR), the City of Los Angeles Bureau of Engineering evaluated the condition of the Soto Street Bridge over Mission Road and Huntington Drive South, CalTrans Bridge Number 53C-0013. Representatives from the City of Los Angeles and CalTrans performed a field review to assess the physical condition of the bridge site. The following observations were reported:

- Inadequate curb-to-curb width
- Cracks in the concrete railing and sidewalk
- Cracks in the asphalt and concrete
- No sidewalk
- Non-standard barrier and railing
- Narrow bents presenting traffic barriers
- Insufficient overhead clearance

Bridge Inspection Reports have determined that the bridge has a Sufficiency Rating of 63.6 and is structurally deficient or functionally obsolete.

The bridge was evaluated in 1986 and placed on the CalTrans list of local historic bridges with a Category Rating of 6: Not Eligible for the National Register. At that time the bridge was 50 years old. This report is an updated evaluation of historic significance in the context of a proposed project to widen the bridge.

B. Scope of Project

The City of Los Angeles Bureau of Engineering proposes to improve the serviceability and functional obsolescence rating of the Soto Street Bridge by repairing and widening the bridge deck by 6.1 meters (20 feet). New substructures will be constructed to meet the increased loading demand of the wider superstructure. Also proposed are improvements to the bridge railings, approach guardrails and transition guardrails. The project is 0.27 kilometers in length.

New right of way acquisitions are also proposed. Street traffic modifications are also proposed for the north and south approaches, the geometrics of the at-grade intersections modified to accommodate new bents, and underclearance improved at Mission Boulevard.

C. Area of Potential Effects

The Area of Potential Effects (APE) was established in consultation with the Bureau of Engineering, City of Los Angeles. The APE is essentially the area occupied by the bridge and streets crossing under it within a 100-foot radius. Soto Street Bridge over Mission Road and Huntington Drive South, Bridge No. 53C-0013, is located at the apex of a triangular area formed by Soto Street and Mission Road as they travel northward to intersect. Their junction is the dead-end of both streets. After the intersection, the streets continue northward with new names: Mission Road continues as Huntington Drive South; Soto Street continues as Huntington Drive North.

Outside the APE, topography is moderately sloping terrain with somewhat steep hills to the east.

D. Public Participation

Comment will be solicited from the 14th District Council Office, the Hillside Village Homeowners Association and other interested groups and persons in the El Sereno and Lincoln Heights area.

E. Properties Identified

No properties have been found in the APE that have been previously listed or determined eligible. The north boundary of Lincoln Park is approximately $\frac{3}{4}$ of a mile to the south at Mission Road and Selig Place,

Zoning is largely C-2 along the Mission Road frontage south of the bridge and C2 after the junction along Huntington Drive South. Residential zones along the streets that intersect the bridge such as Moonstone, Canto, Tourmaline and Turquoise Street are

variously designated as R1, R2 and R4. None of these properties were evaluated for this report.

F. List of Attached Documents

1935 Bridge Plans
 CalTrans Bridge Condition Reports
 Current photographs
 Historic Photograph
 Correspondence

G. Summary of Findings

No eligible properties have been identified within the APE of the proposed undertaking.

Bridge 53C-0013, has been identified within the APE of the proposed project. It has been re-assigned a Category Rating 6 on the CalTrans Historic Bridge List: Not Eligible for the National Register of Historic Places.

II. HISTORIC ARCHITECTURE SURVEY REPORT

A. Description

The original Bridge Inspection Report in the files of the California Department of Transportation, dated May 29, 1939, describes the bridge as:

Steel through (3) plate girder spans on reinforced concrete piers on Raymond concrete piles; reinforced concrete (8) girder spans on reinforced concrete (4) column bents on Raymond concrete piles

Spans were:

1 @7.5 cantilever, 3@ 32.5', (2 @ 29.8', 1 @ 26.8', 1 @29.7' not full width of the bridge); 2 @ 84.8', (1 @29.7', 1 @26.8', 3 @ 32.5' c/c N.

The roadway width was 2 @ 32.0' between concrete curbs; sidewalks were 1 @ 5' and 2 @6.5' with 4 connecting roads: 4 @ 25.5 between concrete curbs. The final alignment reflected the intersection of three major roads.

The bridge was designed by the Pacific Electric Railway Company according to Area 1935 specifications and built by the State of California Division of Highways as a Federal Aid Project, No. WPGM-313 in 1936.

B. Bridge History

Roadway and Railway Context

Henry Huntington built the Pasadena Short Line in 1902. The main passenger and freight line to Pasadena, streetcars and trains ran along its lines until Huntington's successor company, the Pacific Electric Railway, converted its passenger services from rail to bus in 1951. The four-track Soto Street railroad bridge over Mission Road and Huntington Drive carried all the Pasadena bound lines from 1936, the year it was built, until service was abandoned in 1951.

A 1949 Zoning Map of the area indicates that the important street in the area was Huntington Drive South; Huntington Drive North was a narrow side street. After 1951, Huntington Drive was widened, so that the southbound Huntington Drive became Soto Street for travel over the bridge, or to turn off it to reach westbound Mission Road. Huntington Drive South, over which the bridge now runs, is essentially a local access road. A stamping in the sidewalk below the bridge reads, "Los Angeles Paving Co., 1936."

Grade Separation

As early as 1909, the at-grade Mission Road crossing proved hazardous to motorists and riders preparing to board the trains of the Pasadena Short Line. On Thanksgiving evening in 1909 five members of the Jacobs family were killed at the intersection, then known as the Rose Hill crossing. "[Street] cars run at high speed through the cut," the *Los Angeles Times* reported on November 28, 1909, "and automobiles approach at a rapid rate." The location was strategic since all of the Pasadena Lines came through the crossing and Mission Road had become the main highway for travel to Pasadena and northeast communities after the paving of Downey Avenue. In addition the Pacific Electric ran freight trains on the tracks, which frequently caused traffic bottlenecks.

Congressman Dromgold of the First Ward, who had carried through successfully the installation of the Buena Vista (North Broadway) bridge, was quoted as saying "public safety requires an immediate arrangement for complete separation of traction and other travel. According to the article, the City Engineer was making a preliminary estimate for the City Council of costs for that portion of the project that affected the underneath roadway. Councilman Dromgold stated that he believed the Pacific Electric would meet the city on equitable terms. Despite the press and community attention given to the tragedy at the Rose Hill crossing, including a reading to the City Council quoting the words of the funeral sermon preached over the bodies of the Jacobs'

victims, the crossing remained at-grade for 27 years. On September 12, 1911 the *Los Angeles Express* reported that the Pacific Electric would install danger signals along the Pasadena Short Line, "immediately... probably with wig-way lights and bells, like those it had been experimenting with at Mission Road."

Apparently the construction of the grade separation after such a long delay in 1936 reflected Depression era economics. The Pacific Electric contributed by drawing the plans, which were approved and built by the State Highway Division, using local labor paid with a portion of the Southern California allotment of Federal relief funds.

The 1935-1936 Annual Report of the Bureau of Engineering reported the Mission Drive-Huntington Road grade separation under construction at a cost of \$275,000. The Annual Report for 1936-1937 reported the structure completed and accepted during the fiscal year, reporting that "final figures are not available from State Highway Department." Correspondence in the CalTrans Bridge Report file, dated March 29, 1939, reports additional costs of 81,605.56, participating costs paid by the Bureau of Public Roads. The entire facing page of Chapter IX of the Report of the Bridge and Structural Design Division was taken up with "before and after" views of the intersection. (See Attachments, Historic Photograph.)

Architecture

On October 23, 1935 Charles West Jones wrote to Mr. Panhorst on Bridge Department internal stationery a complete description of the proposal for the Mission Road Grade Separation. A three party agreement to build the bridge would be entered into between the State, Pacific Electric Railway and City of Los Angeles. The railway company prepared the contract plans, dated November 1935, and submitted them to the city's Art Commission, which approved them.

The steel plate railroad bridge occupied the center section of the structure. Concrete approaches on either end rose to the double-tracked, elevated deck of the railway, allowing the Pasadena Short Line cars to cross the multiple intersection above grade. Passenger access to the streetcars was afforded through two stairways from the street. Only a limited waiting area was available for streetcar passengers, since the design provided neither handrails nor sidewalks elsewhere on the street railway deck. At the present time, modern barrier rails have been constructed along the margin of the pavement.

Decorative details on the concrete portions of the bridge were carefully wrought, reflecting the Art Deco aesthetic of the era. Trolley poles and trolley pole supports were a very important aspect of the design. Poles were pocketed at the ends of the shallow bent arches. Each pole was inserted into an elaborated corbel fastened to a decorative plate. The plate was elaborated downward into a curved bracket attached to the bent column. The most prominent decorative elements were the curved, semi-

circular piers marking the transition from the concrete portions of the bridge to the steel center section. These columns, extending the height of the bridge, were deeply scored. Access stairways were concrete. Piers below the steel section are also ornamented in the Art Deco Style. Bents at the abutment are characterized by closed, shallow divided arches; these function as a retaining wall.

C. Significance

Three distinct requirements have been established for properties to be listed in the National Register of Historic Places:

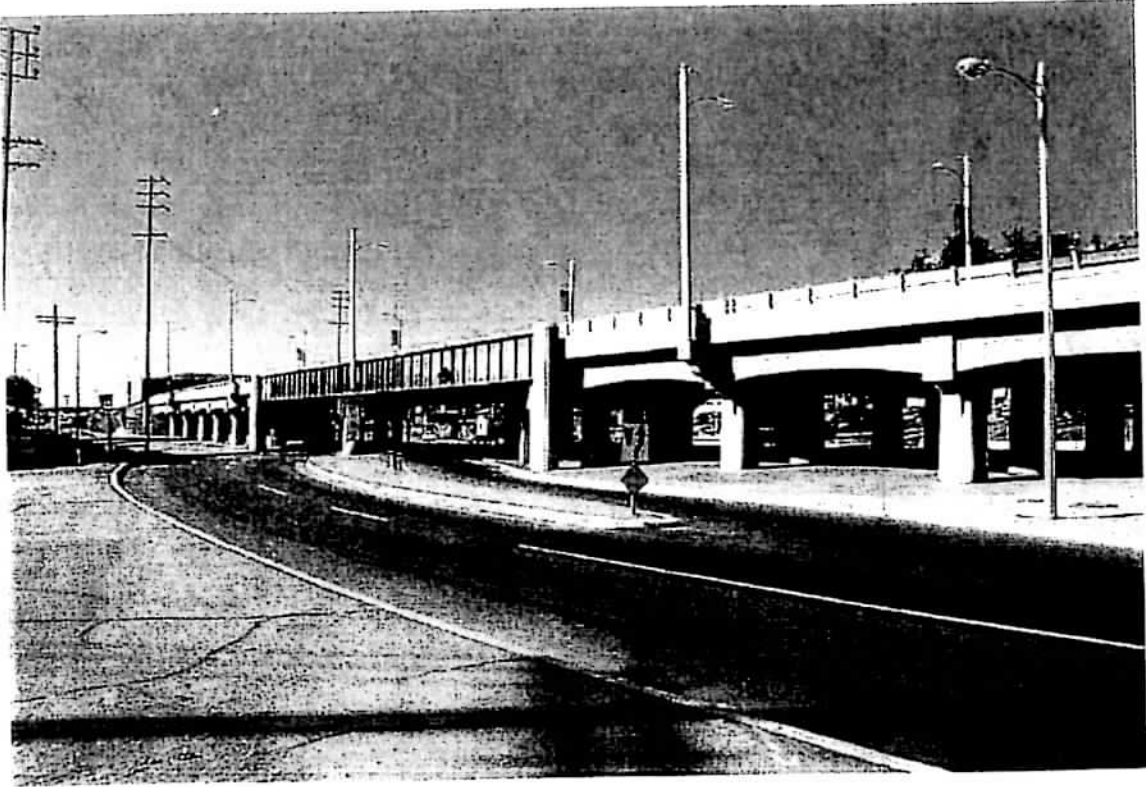
- Properties must possess significance
- The significance must satisfy at least one of the four National Register criteria
- Significance must be derived from an understanding of historic context.

Historic context, the theme, place and time within which a property develops its significance, describes the important aspects of the historic development of an area. Context reveals the quality of significance that is present in sites, building, structures or objects that possess integrity of location, design, setting, materials, workmanship, feeling and association. To be eligible for the National Register, sites, buildings, structures and objects must also be:

- Criterion A. Associated with events that have made a significant contribution to the broad patterns of history; or
- Criterion B. Associated with the lives of person significant in the past; or
- Criterion C. Embody the distinctive characteristics of a type, material, method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D. Yield, or be likely to yield, information important in prehistory.

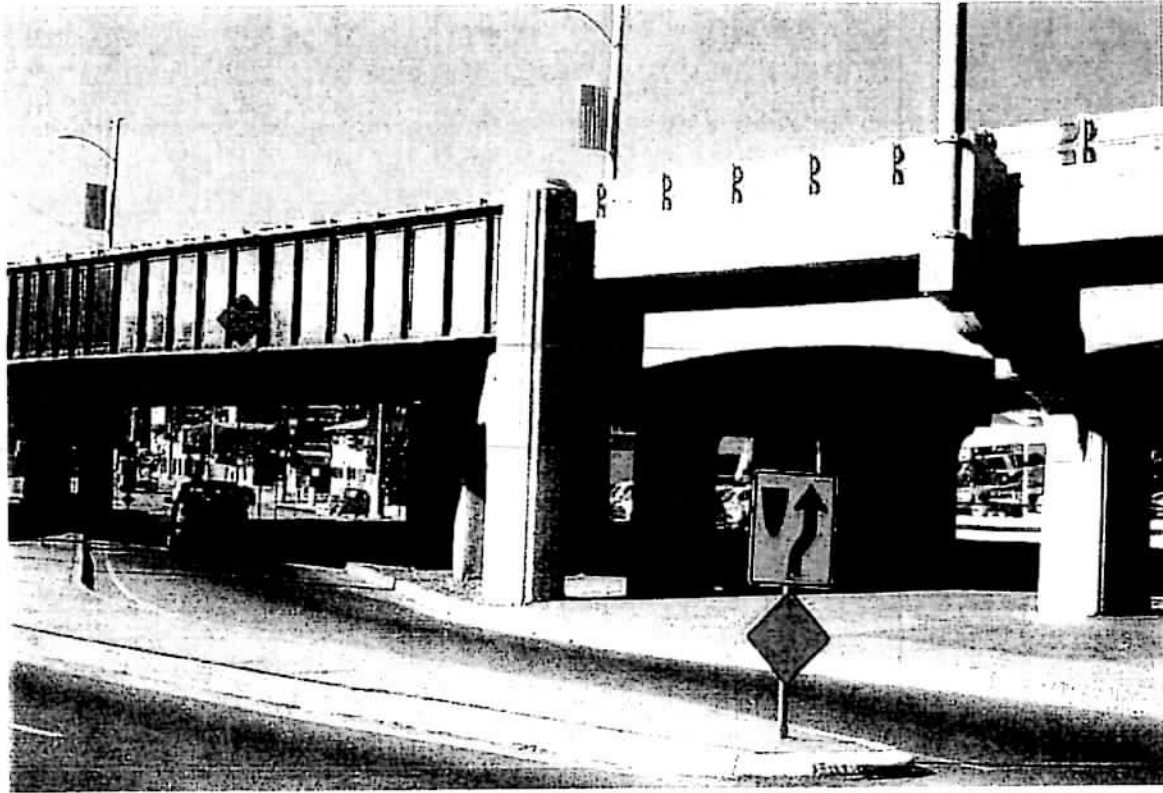
The relevant historic context to determine significance for the Soto Street Bridge over Mission Road and Huntington Drive appears to be Criterion C, Architecture: Art Deco Public Works Projects in Los Angeles in the 1930s. In addition to its significance through Art Deco ornamentation, it has some historic significance under Criterion A through its association with the Federal Aid Projects of the Depression era. In addition, the bridge conveys its significance as part of the historic Pasadena Short Line railroad. The bridge has retained substantial integrity with the exception of association lost when the bridge was taken out of rail service. It also appears that some decorative features may have been lost in seismic upgrade.

Current Photographs



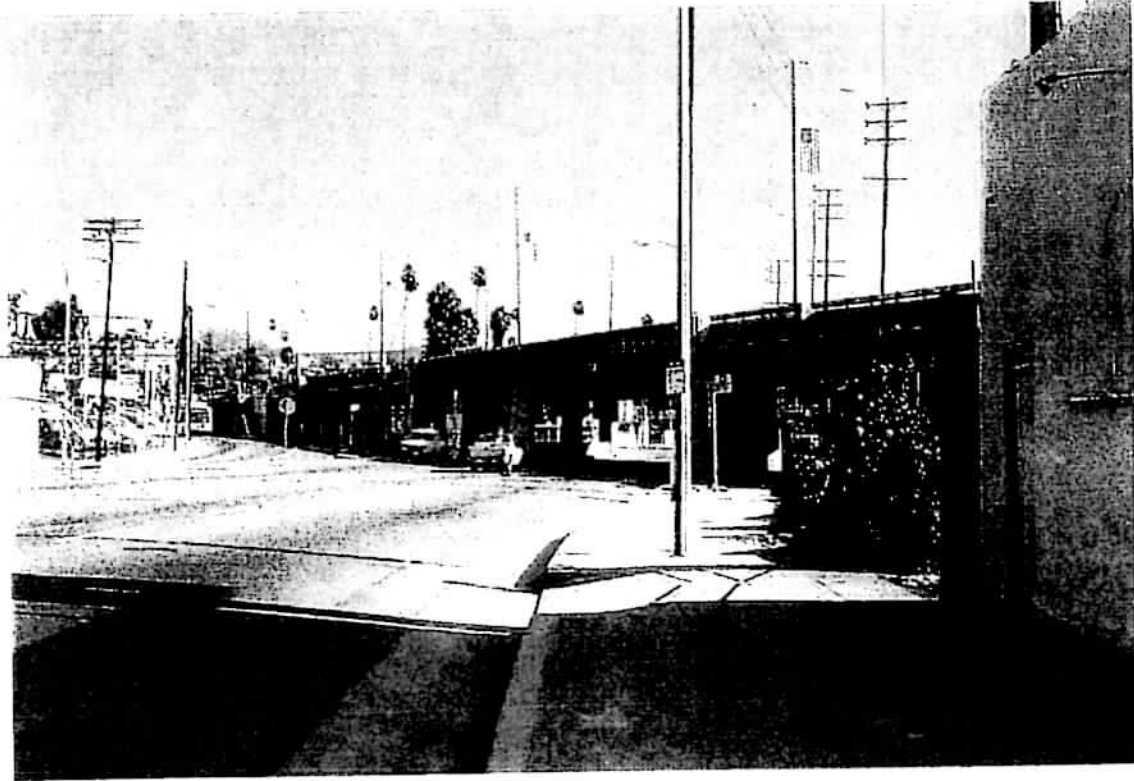
Soto Street Bridge over Mission Road and Huntington Drive
Los Angeles, CA

Looking south, from Huntington Drive South



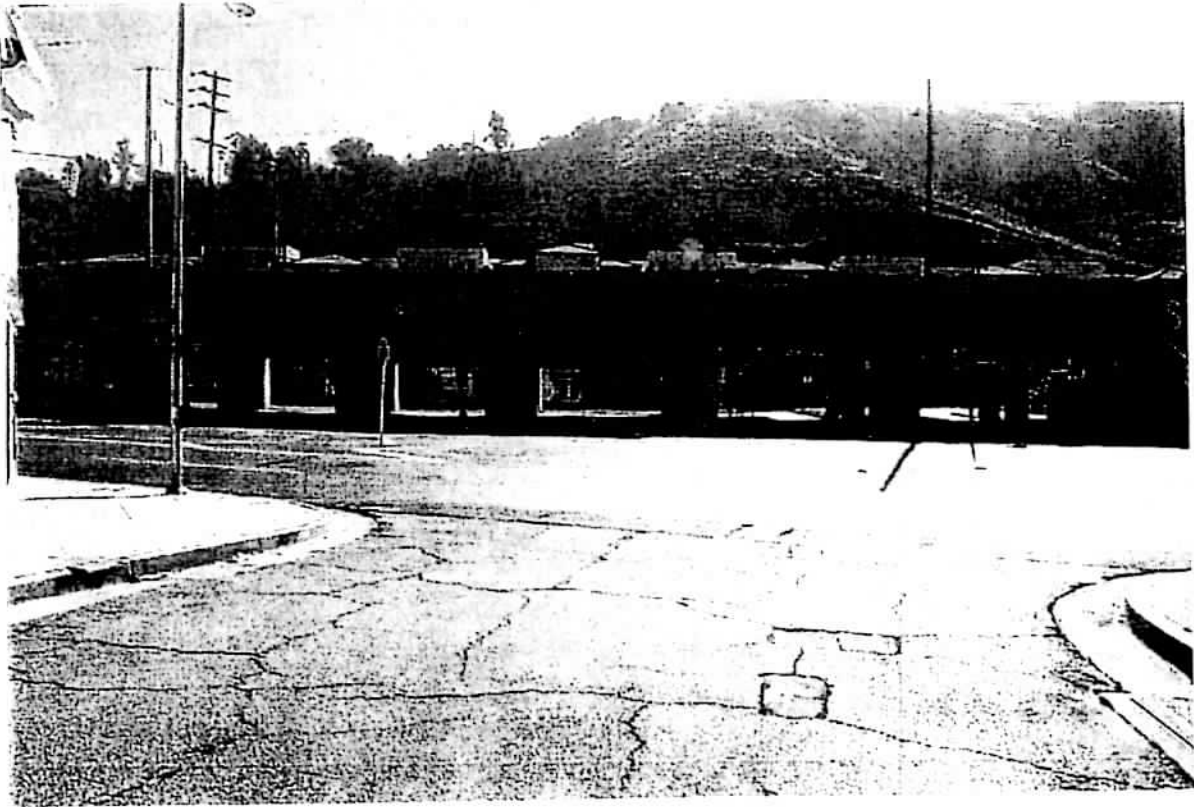
Soto Street Bridge over Mission Road and Huntington Drive
Los Angeles, CA

Looking southwest at one of the piers between steel deck and concrete approach span



Soto Street Bridge over Mission Road and Huntington Drive
Los Angeles, CA

Looking north from Mission Drive towards the bridge



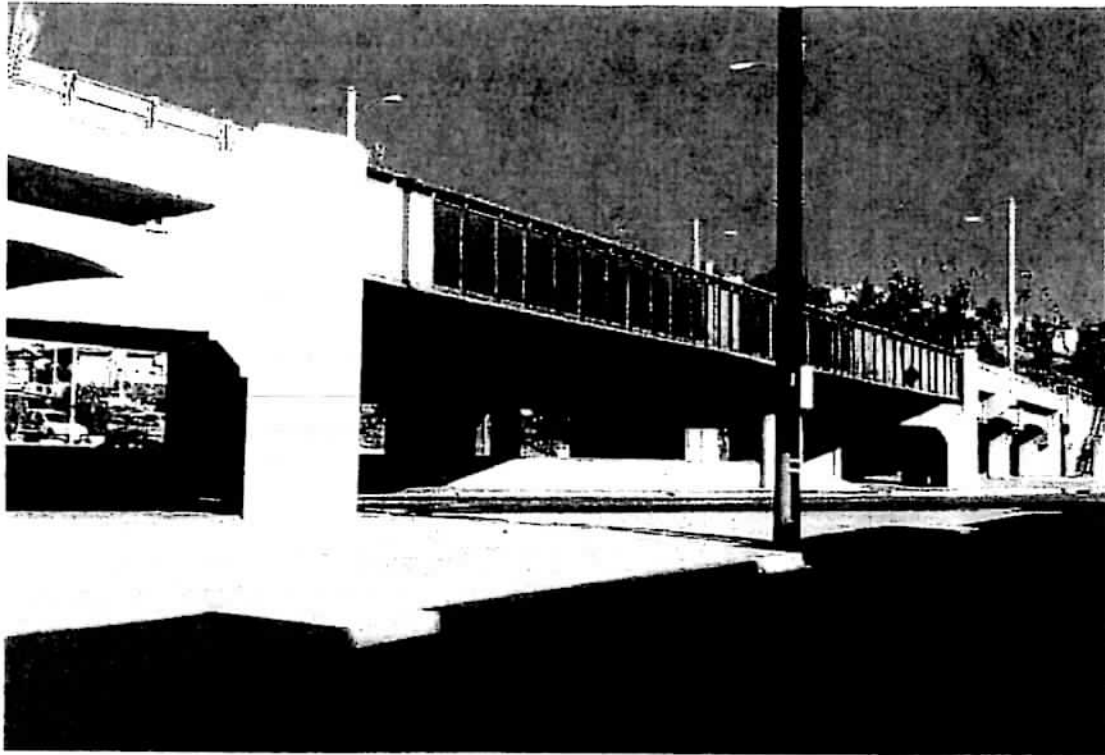
Soto Street Bridge over Mission Road and Huntington Drive
Los Angeles, CA

Looking east from Canto Drive towards the bridge



Soto Street Bridge over Mission Road and Huntington Drive
Los Angeles, CA

Looking southeast at the bridge from Huntington Drive North



Soto Street Bridge over Mission Road and Huntington Drive
Los Angeles, CA

Looking northwest from Soto Street towards the bridge

BRIDGE DEPARTMENT

Mission Road Gr. Sep.

VII-LA-Feeder

October 23, 1935

Mr. Panhorst:

In the case of the Mission Road Grade Separation project, which is on a Feeder Road in Los Angeles City, the following information will be of value to Mr. Durkee, who, I understand, is preparing agreements with railroads.

It would seem desirable to have a three party agreement with State, Pacific Electric Railway and the City of Los Angeles being parties. All three are in agreement that the public convenience and safety require the elimination of hazard to life at the railroad crossing.

The tracks of the railway are designated as the Pasadena Short Line of the Pacific Electric Railway Company. There are four existing tracks. There will be four tracks when the project is completed.

The crossing will be located over Mission Road at the intersection of Mission Road, Huntington Drive and Soto Street, all of which roads are under the jurisdiction of the City of Los Angeles.

The railway company has prepared complete contract plans.

The contractor should be required to enter into an agreement with the railway and to furnish bonds in the sum of \$20,000. to safeguard the railway from damages due to his operations.

#2 - Mr. Panhorst

October 23, 1935

The State will contract the work for building the structure to support the railway tracks and retaining walls to support track approaches and all necessary street work and street drainage except the railway company will install the steel superstructure which is to be furnished by the State's contractor.

The railway company will do all work necessary to maintain railway traffic, including the construction of any temporary track support, shoo-fly track, track grading and other adjustment, signal adjustment, rearrangement of poles, trolley, telephone and telegraph lines on railway right of way and adjustment of its drainage facilities and will furnish such assistance as it may consider necessary to supervise construction operations and keep proper cost records, and insure the safety of operation of its trains and other facilities during construction. Railway will voluntarily contribute necessary easement for right of way for highway purposes across its property. Upon the completion of the work the railway will maintain its tracks and other facilities and any supporting walls parallel to the tracks which may be built to support its road bed also the superstructure built to support its tracks.

The City of Los Angeles will furnish any necessary right of way and will assume all costs for damages to private property caused by the grade change. The City will be responsible for the maintenance of all street work, sidewalks, curbs, gutters and highway drainage facilities and also for the maintenance of piers and abutments in the highway and for the

#3 - Mr. Panhorst

October 23, 1935

maintenance of any illuminating or flashing devices which may be installed to protect highway traffic.

It is proposed to effect separation of grade by raising the four track line of the railway, supporting same on a concrete and steel viaduct so that highway traffic may proceed under same at present grade.

The following information which deals with the proposed method of construction will be of interest to the specification writers.

Assuming the tracks are numbered from east to west, 1, 2, 3 and 4, it is proposed to throw easterly tracks 1 and 2 out of service and carry all train traffic on tracks 3 and 4 while the easterly half of the structure and the complete fill under track 1 and partial fill under track 2 is being built. It is then proposed to carry railroad traffic on tracks 1 and 4, the extreme easterly and extreme westerly tracks, so that fill under track 2 may be completed. It is then proposed to place railway traffic on the two easterly tracks 1 and 2 while the westerly half of the bridge and its approaches are being constructed.

Foundation explorations indicate that piling are needed under the structure and walls. The railroad seems to feel that the cheapest form of construction is to ^{drill} dig holes and fill same with concrete. On account of the height of the ground water and the nature of the ground formation I am inclined to feel that it would be better to drive piles and probably make use of Raymond type. The Pacific Electric apparently is not very strong for the use of creosoted piles.

#4 - Mr. Panhorst

October 23, 1935

During the construction of the crossing spans it is proposed to close Mission Road over the tracks and divert traffic on to Huntington Drive North and Soto Street.

Mr. Halsey of the Pacific Electric is taking up with the property owners the matter of securing dirt from the bluffs on the southeast corner. (The railway has under advisement the matter of permitting the State's contractor to do the track grading work.) *MD*

It might be well in the agreement with the railway to have a general paragraph stating that the railway and State by mutual agreement may vary the work to be done by each.

The Art Commission of the City has approved plans which have been submitted. So far as we can see the plans are satisfactory except that flashers should be installed at the ends of the center pier and that a slight raise of track grade is desirable to eliminate the expense of lowering pavement under the bridge.


Charles West Jones

CWJ:MD

cc:P.E.Rwy.Co.

Appendix C

California Bridge Inventory Print-Out Sheet

Historical Significance - Local Agency Bridges

Los Angeles County

Bridge Number	District	Structure Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0007	07	EAST FORK SAN GABRIEL RI	3.7 MI E SAN GABRL CYN RD	5 Not eligible for NRHP	1938	
53C0008	07	GRAVEYARD CYN CRK	2.7 MI E SAN G CANYON RD	5 Not eligible for NRHP	1942	1966
53C0009	07	BOUTON CREEK	0.1 MI S ATHERTON ST	5 Not eligible for NRHP	1955	
53C0011	07	SOTO STREET SOH	0.6 MI NORTH OF I-10	5 Not eligible for NRHP	1936	
53C0012	07	SOTO STREET UP	BET PICO BL & WASH BL	5 Not eligible for NRHP	1937	
53C0013	07	NORTH MISSION ROAD UC	1.7 MI NORTH OF I-10	5 Not eligible for NRHP	1936	
53C0018	07	L A RIVER & DEFOREST AVE	0.1 MI E LONG BEACH FRY	5 Not eligible for NRHP	1954	
53C0019	07	LOS ANGELES RIVER	0.1 MI E LONG BEACH FRWY	5 Not eligible for NRHP	1946	
53C0020	07	LOS ANGELES RIVER	0.1 MI S LONG BEACH FWY	5 Not eligible for NRHP	1946	
53C0022	07	RIVO ALTO CANAL BR	0.2 MI S OF 2ND ST	5 Not eligible for NRHP	1967	
53C0023	07	RIVO ALTO CANAL BR	0.2 MI W RAVENNA DR	5 Not eligible for NRHP	1967	
53C0024	07	RIVO ALTO CANAL BR	0.1 MI S OF 2ND ST	5 Not eligible for NRHP	1953	
53C0025	07	RIVO ALTO CANAL BR	0.3 MI S OF 2ND ST	5 Not eligible for NRHP	1968	
53C0026	07	NAPLES CANAL	0.2 MI S THE TOLEDO WEST	5 Not eligible for NRHP	1976	
53C0028	07	ALAMITOS BAY CHANNEL	1.25 MI W/O PACIFIC C HWY	5 Not eligible for NRHP	1966	
53C0029	07	SAN GABRIEL RIVER BR	0.6 MI S OF 2ND ST	5 Not eligible for NRHP	1963	
53C0031	07	LOS ANGELES RIVER	0.1 MI E LONG BEACH FWY	5 Not eligible for NRHP	1958	1971
53C0032	07	SAN GABRIEL RIVER BRIDGE	0.1 M W/O SAN GAB R FWY	5 Not eligible for NRHP	1916	1950
53C0033	07	WALNUT CREEK	1/4 MI S SAN BRNDNO FRWY	5 Not eligible for NRHP	1961	1964
53C0034	07	ALHAMBRA WASH	100' S GARVEY AVE	5 Not eligible for NRHP	1935	1955
53C0035	07	NATIONAL BLVD UP	BET SNTA MNCA BL-EXPO BL	5 Not eligible for NRHP	1965	
53C0036	07	BEVERLY BLVD OH	0.1 MI W SAN GAB FRWY	5 Not eligible for NRHP	1964	
53C0037	07	AVENUE 26 UP	200' S/O LACY ST	5 Not eligible for NRHP	1930	
53C0038	07	DALY AVE OH	0.2 MI SOUTH OF MAIN ST	5 Not eligible for NRHP	1982	
53C0042	07	LOS ANGELES RIVER	1/4 MI E OF LONG BEACH FW	5 Not eligible for NRHP	1951	1974
53C0044	07	4TH ST VIAD(SANTA FE AV)	BTWN MISSION RD & SNTA FE	2 Br eligible for NRHP	1930	
53C0045	07	BEVERLY/GLENDALE SEP	0.5 MI S/O US 101	5 Not eligible for NRHP	1942	
53C0046	07	LOS FELIZ RD UNDERPASS	BTW CITY OF GNDL/SENECA A	5 Not eligible for NRHP		
53C0052	07	ARROYO SECO	0.1 MI SOUTH OF S.R. 11	5 Not eligible for NRHP	1940	
53C0053	07	ARROYO SECO	0.15 MI E STATE RTE 11	5 Not eligible for NRHP	1940	
53C0054	07	BIG DALTON WASH	0.1 MI W AZUSA AVE	5 Not eligible for NRHP	1956	
53C0055	07	SAN GABRIEL RIVER	0.4 MI W SAN GBRL RIV FWY	5 Not eligible for NRHP	1952	1972
53C0057	07	SAN GABRIEL RIV	0.2 MI W SAN GABR RIV FWY	5 Not eligible for NRHP	1937	
53C0058	07	BURBANK UP(SAN FERNANDO)	3/8 MI E/O BUENA VISTA ST	5 Not eligible for NRHP	1942	
53C0059	07	VICTORY PLACE	14.32 MI N WHITTIER BLVD	5 Not eligible for NRHP	1942	
53C0062	07	LOS ANGELES RIVER	BTW KITRDGE ST/VICTORY BL	5 Not eligible for NRHP	1955	
53C0063	07	LOS ANGELES RIVER	BTW VICTORY BLVD/ERWIN ST	5 Not eligible for NRHP	1957	
53C0064	07	LITTLE ROCK CREEK	6.5 MI E SIERRA HWY	5 Not eligible for NRHP	1922	1969
53C0065	07	GERALD DESMOND BRIDGE	1.0 MI E STATE ROUTE 47	5 Not eligible for NRHP	1968	
53C0067	07	ANAHEIM ST OH	0.1 MI E/O GAFFEY ST	5 Not eligible for NRHP	1945	
53C0069	07	SANTA CLARA RIVER BOH	6.0 MI S/W ANTELOPE FWY	5 Not eligible for NRHP	1952	
53C0070	07	N FK SAN GABRIEL RIV	0.1 MI E SAN GBL CYN RD	5 Not eligible for NRHP	1949	
53C0071	07	LOS ANGELES RIVER	1/4 MI W WESTERN AVE	5 Not eligible for NRHP	1948	
53C0072	07	SAN GABRIEL RIVER	0.5 MI E SAN GAB RIV FWY	5 Not eligible for NRHP	1949	