

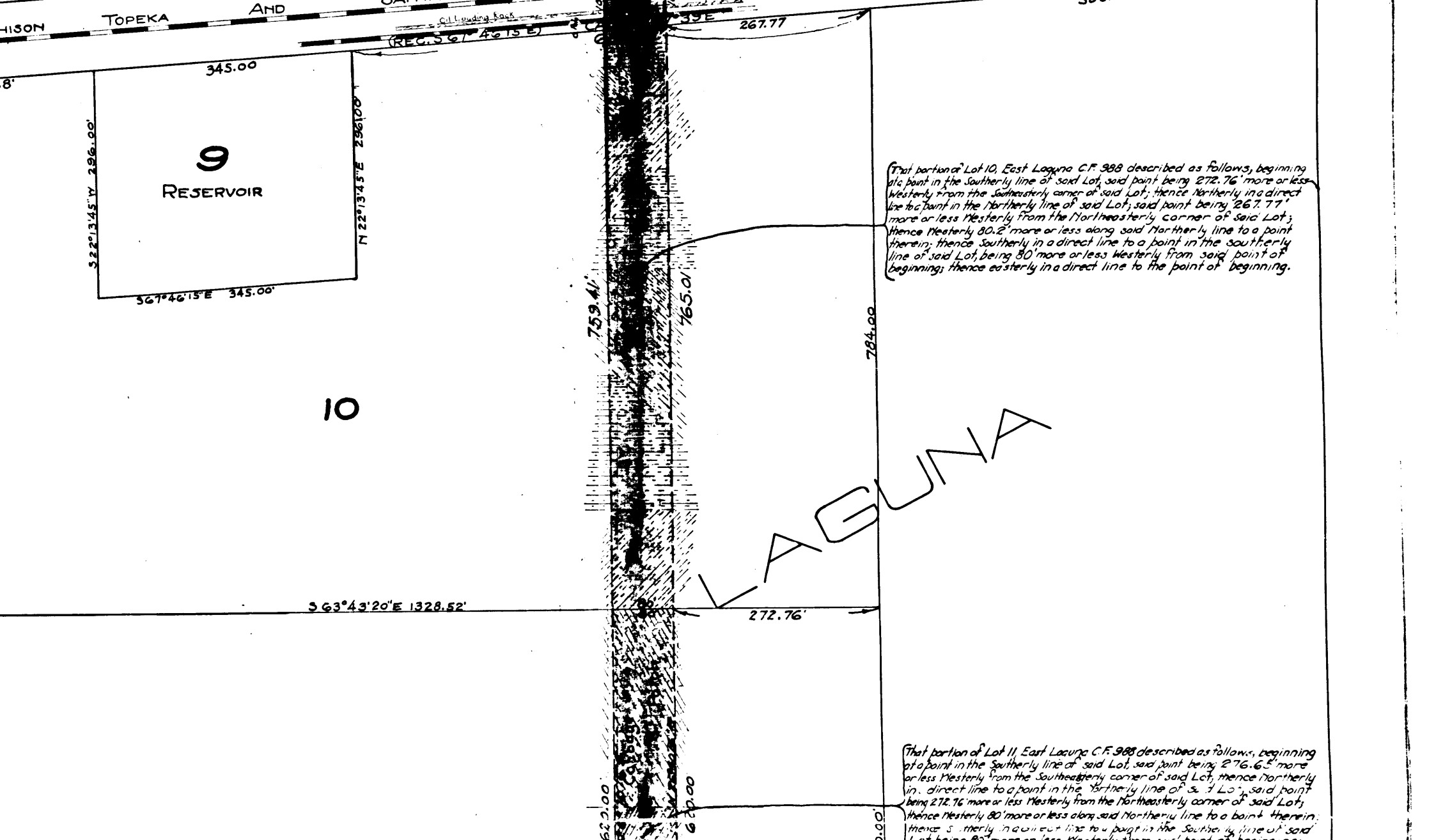
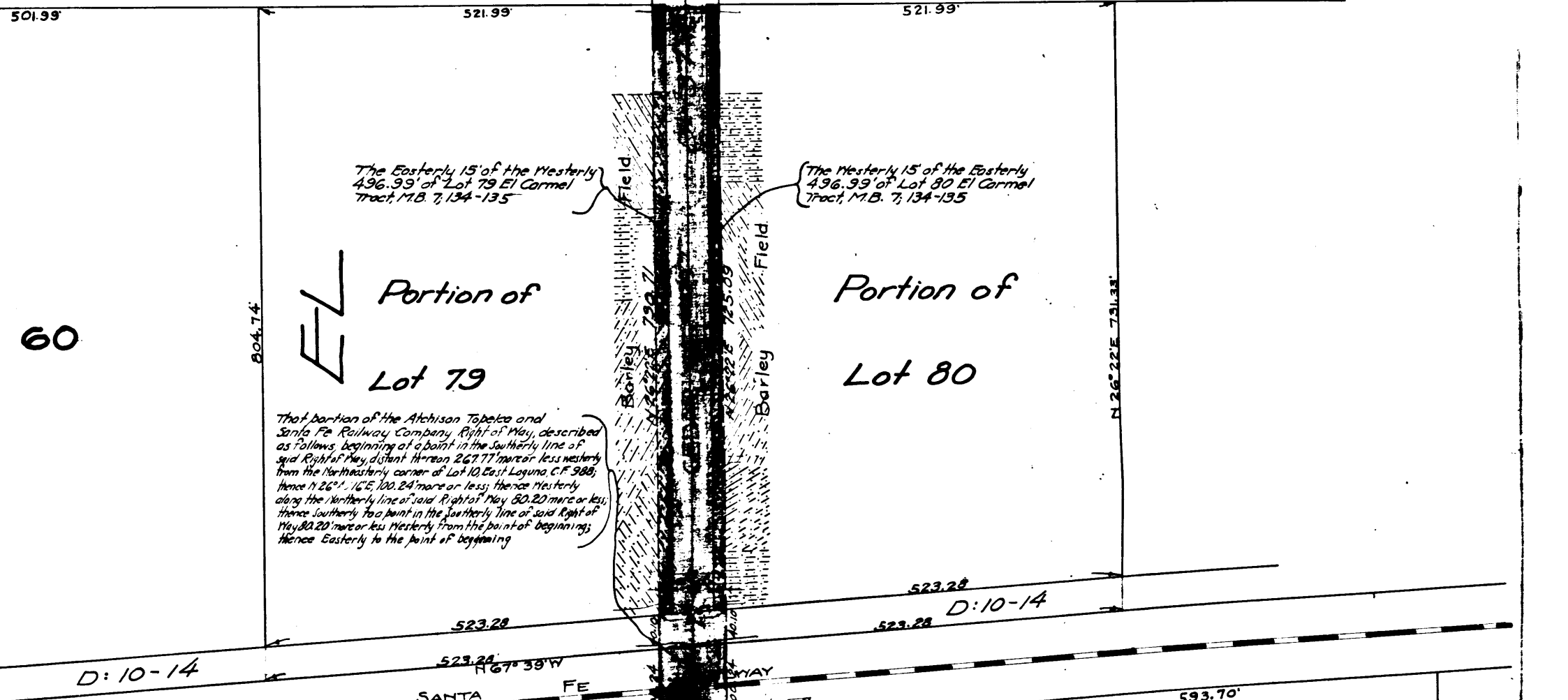
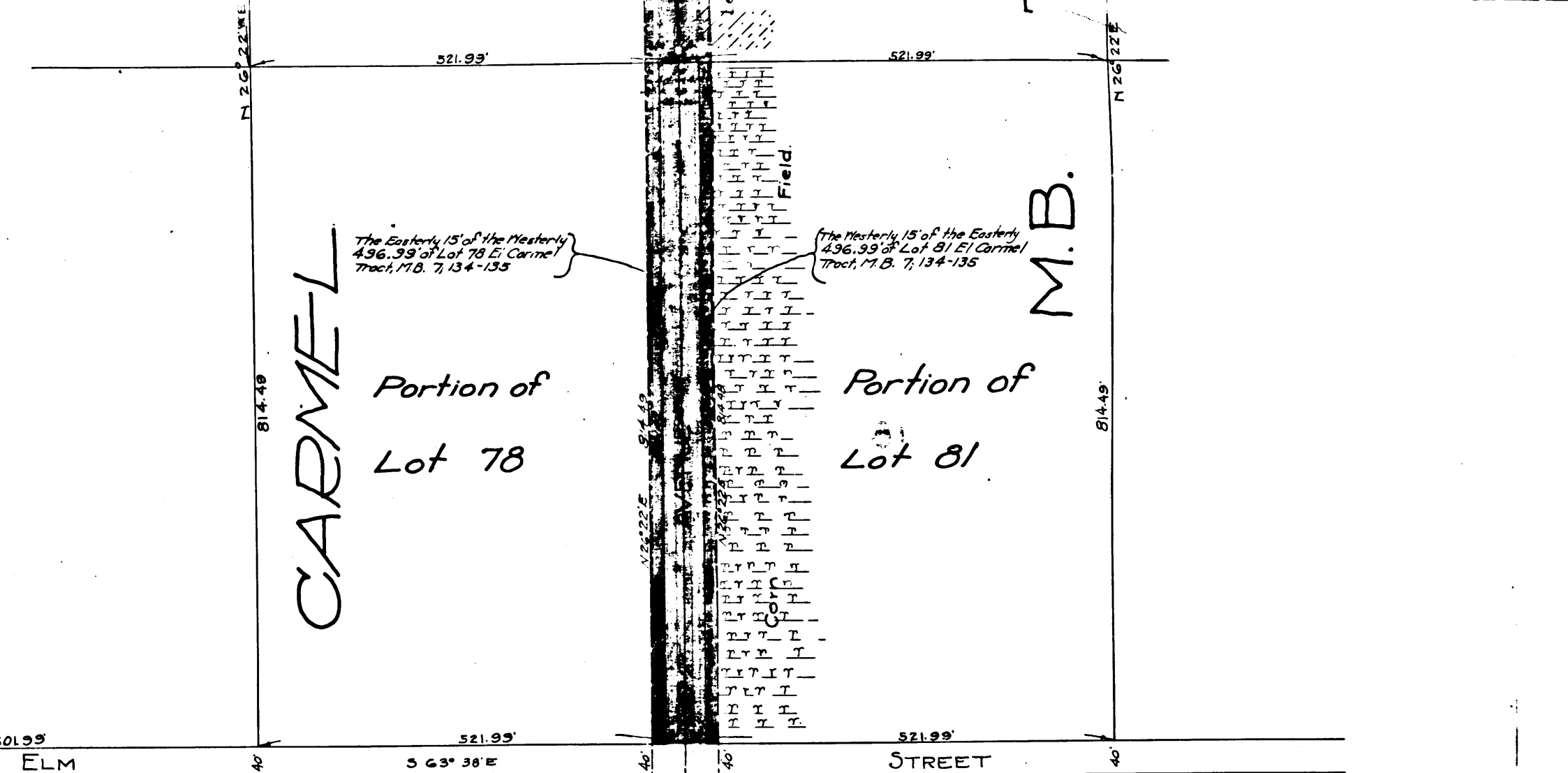
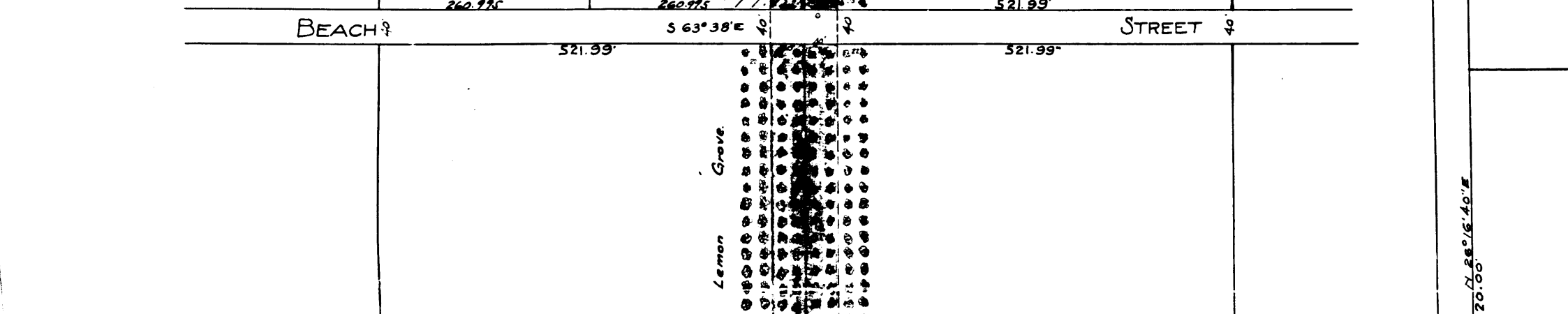
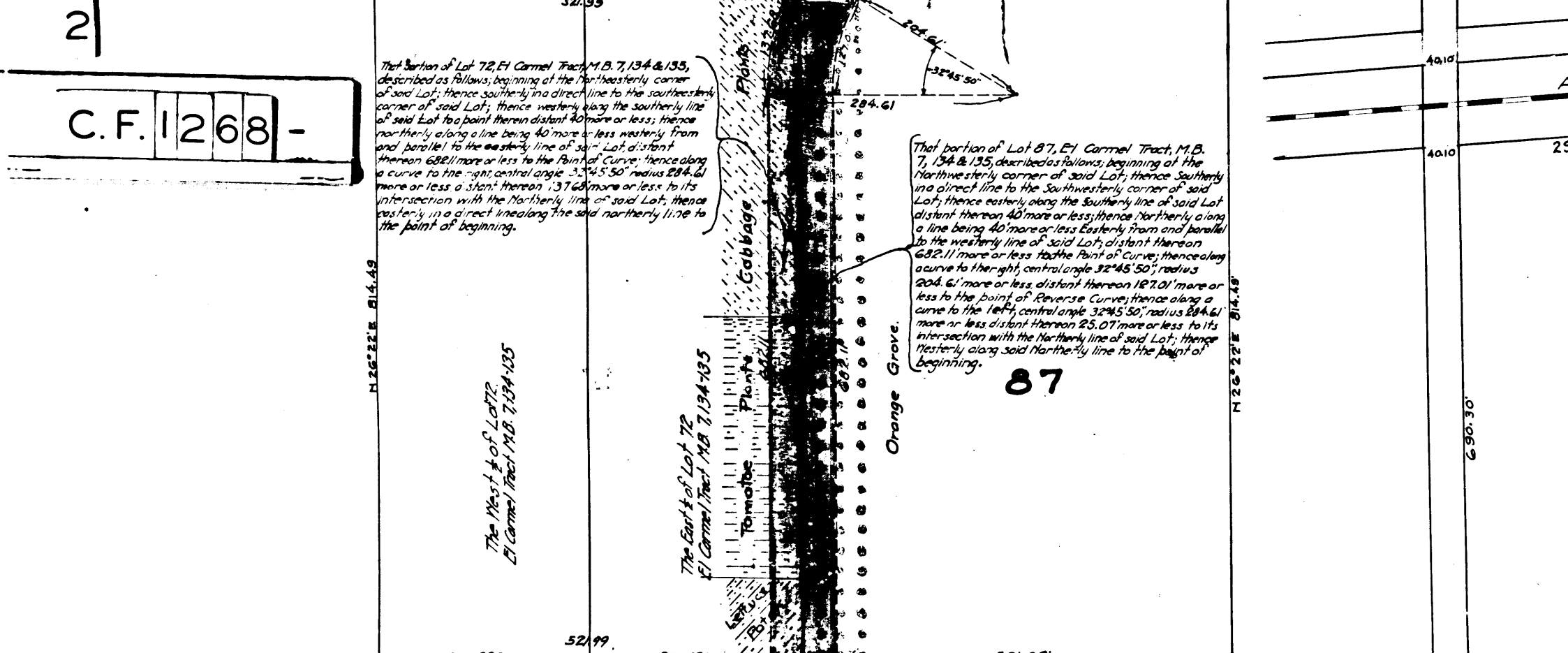
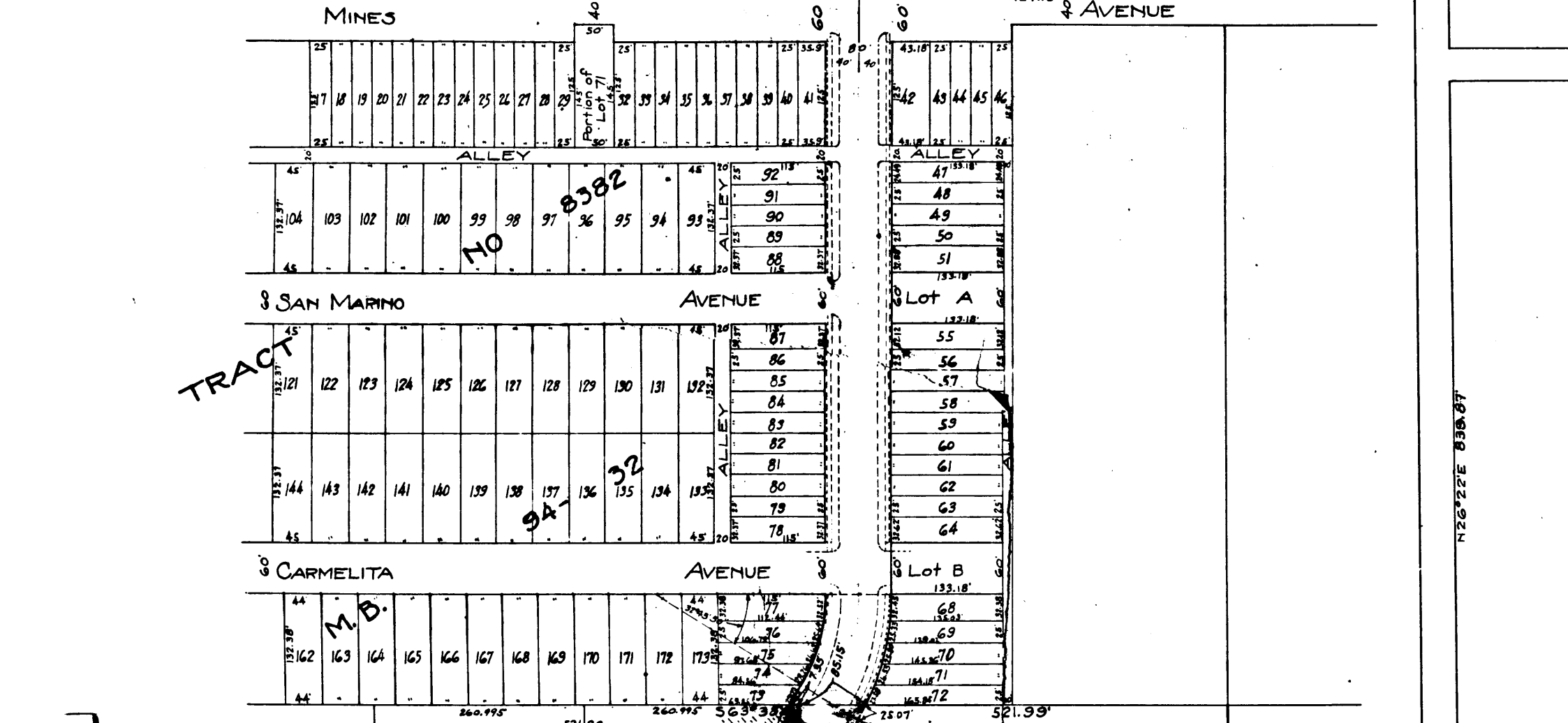
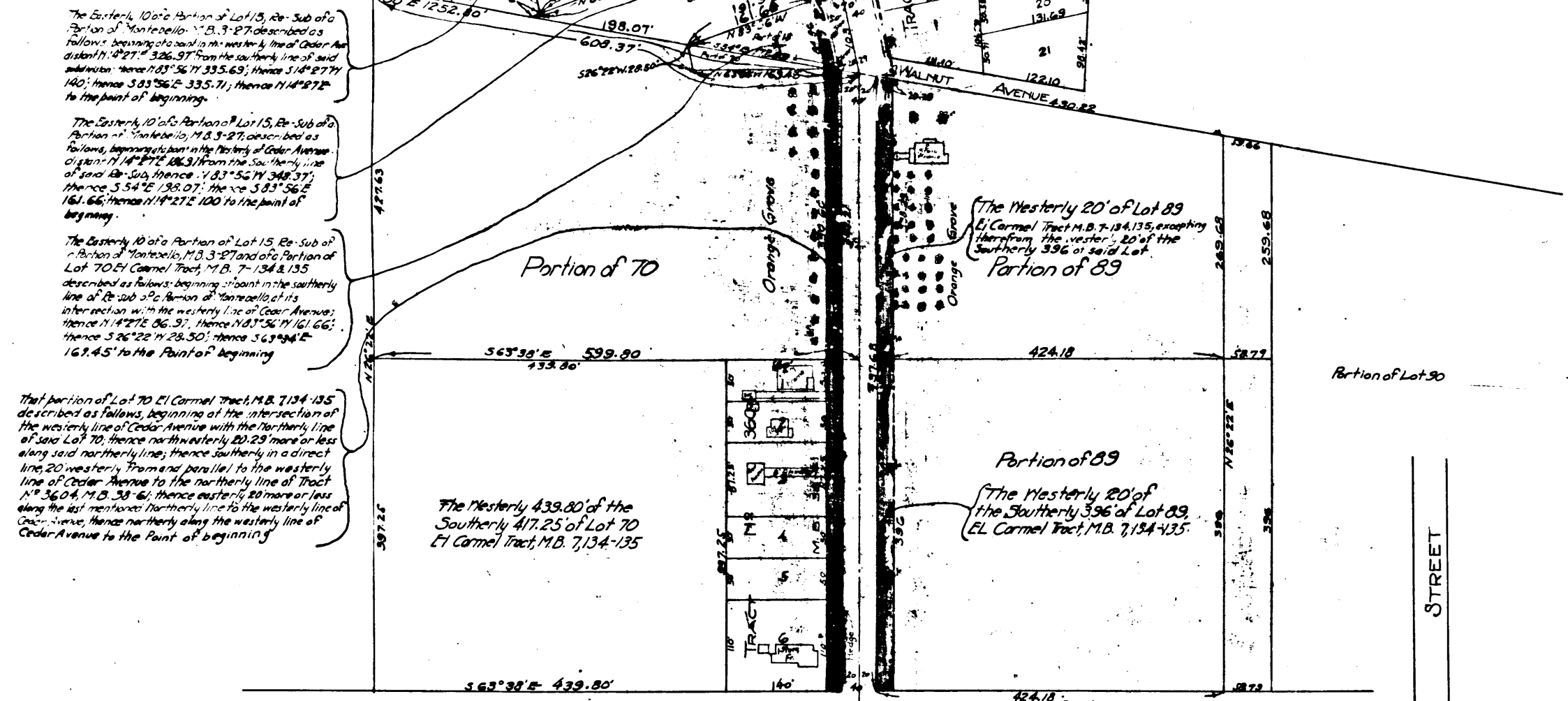
MAP
 SHOWING LAND TO BE CONDEMNED
 FOR THE
 OPENING, WIDENING AND EXTENDING
 OF
CEDAR AVENUE
 BETWEEN
 WHITTIER BOULEVARD AND THE ANAHEIM TELEGRAPH ROAD
 IN THE
 CITY OF MONTEBELLO, CALIFORNIA
 In accordance with Ordinance No. 107
 E. F. Godso City Engineer
 Scale 1"=100'

Note: Land to be condemned shown colored red

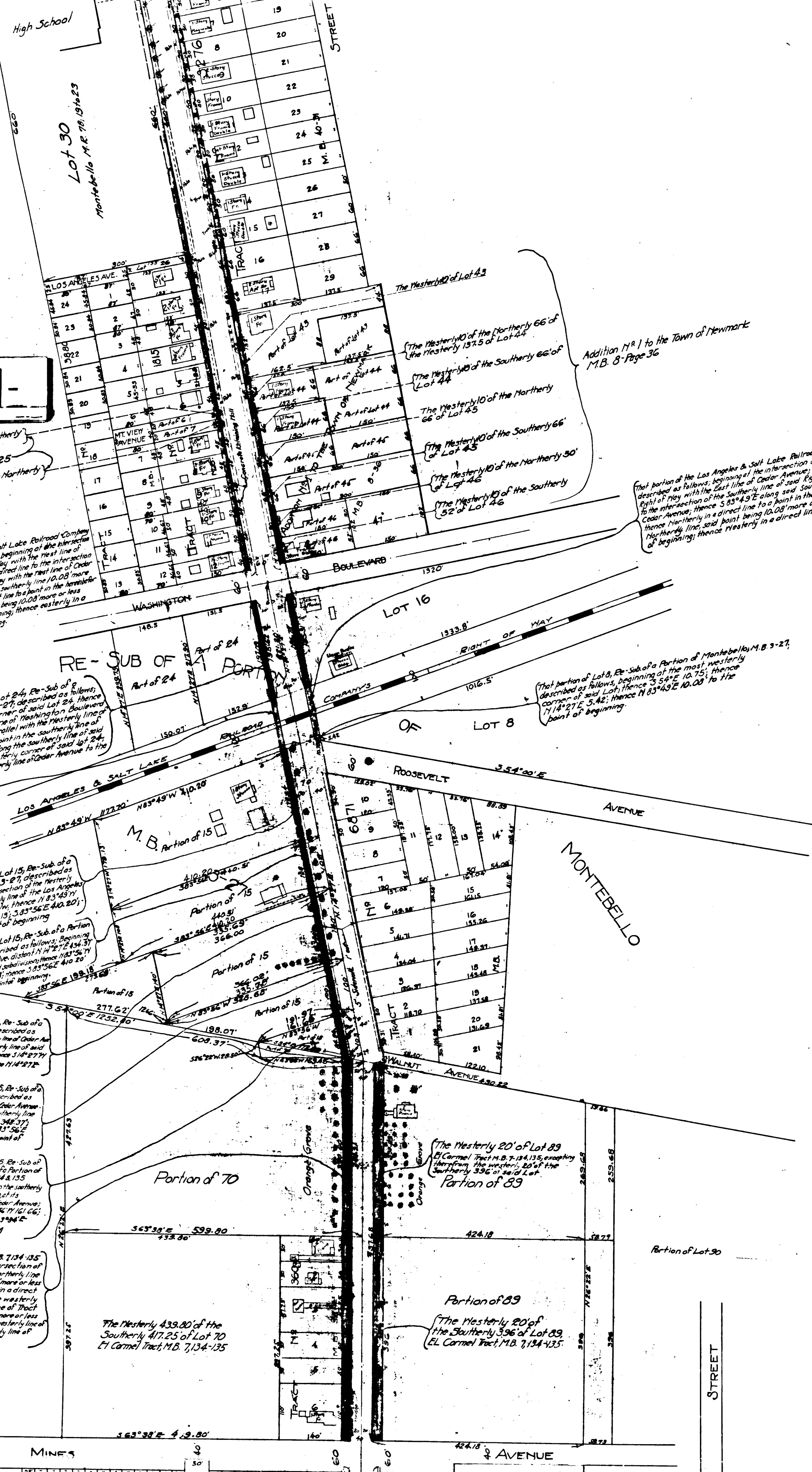
Superior Court Case No. 172105
 Suit for Condemnation
 Filed April 1, 1925
 City of Montebello, Plff.
 Vs.
 Montebello High School District, et al. Def.
 Pending May 1, 1926
 Pending Apr. 1, 1927
 Case dismissed by Plff. Sept. 8, 1927

That portion of Lot 11, East Laguna C.F. 988 described as follows, beginning at a point in the southerly line of said Lot, said point being 276.65 more or less westerly from the northeasterly corner of said Lot, thence southerly in a direct line to a point in the southerly line of said Lot, said point being 276.65 more or less westerly from the northeasterly corner of said Lot, thence southerly in a direct line to a point in the southerly line of said Lot, said point being 276.65 more or less westerly from the northeasterly corner of said Lot, thence southerly in a direct line to a point in the southerly line of said Lot, said point being 276.65 more or less westerly from the northeasterly corner of said Lot, thence southerly in a direct line to the point of beginning.

That portion of Lot 12, East Laguna C.F. 988 described as follows, beginning at a point in the southerly line of said Lot, said point being 277.97 more or less westerly from the southeasterly corner of said Lot, thence southerly in a direct line to a point in the southerly line of said Lot, said point being 277.97 more or less westerly from the southeasterly corner of said Lot, thence southerly in a direct line to a point in the southerly line of said Lot, said point being 277.97 more or less westerly from the southeasterly corner of said Lot, thence southerly in a direct line to the point of beginning.



C.F. 1268-



The Easterly 10' of the Southerly 20' of Lot 6
Tract 171 B. 1. B. 21, 25

That portion of the Los Angeles & Salt Lake Railroad Company Right of Way, described as follows: beginning at the intersection of the southerly line of said right of way with the east line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of said right of way with the east line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of said right of way with the east line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of said right of way with the east line of Cedar Avenue, thence southerly in a direct line to the point of beginning.

The Easterly 10' of a Portion of Lot 15, Re-Sub of a Portion of Montebello, M.B. 3-27, described as follows: Beginning at the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the point of beginning.

The Easterly 10' of a Portion of Lot 15, Re-Sub of a Portion of Montebello, M.B. 3-27, described as follows: Beginning at the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the point of beginning.

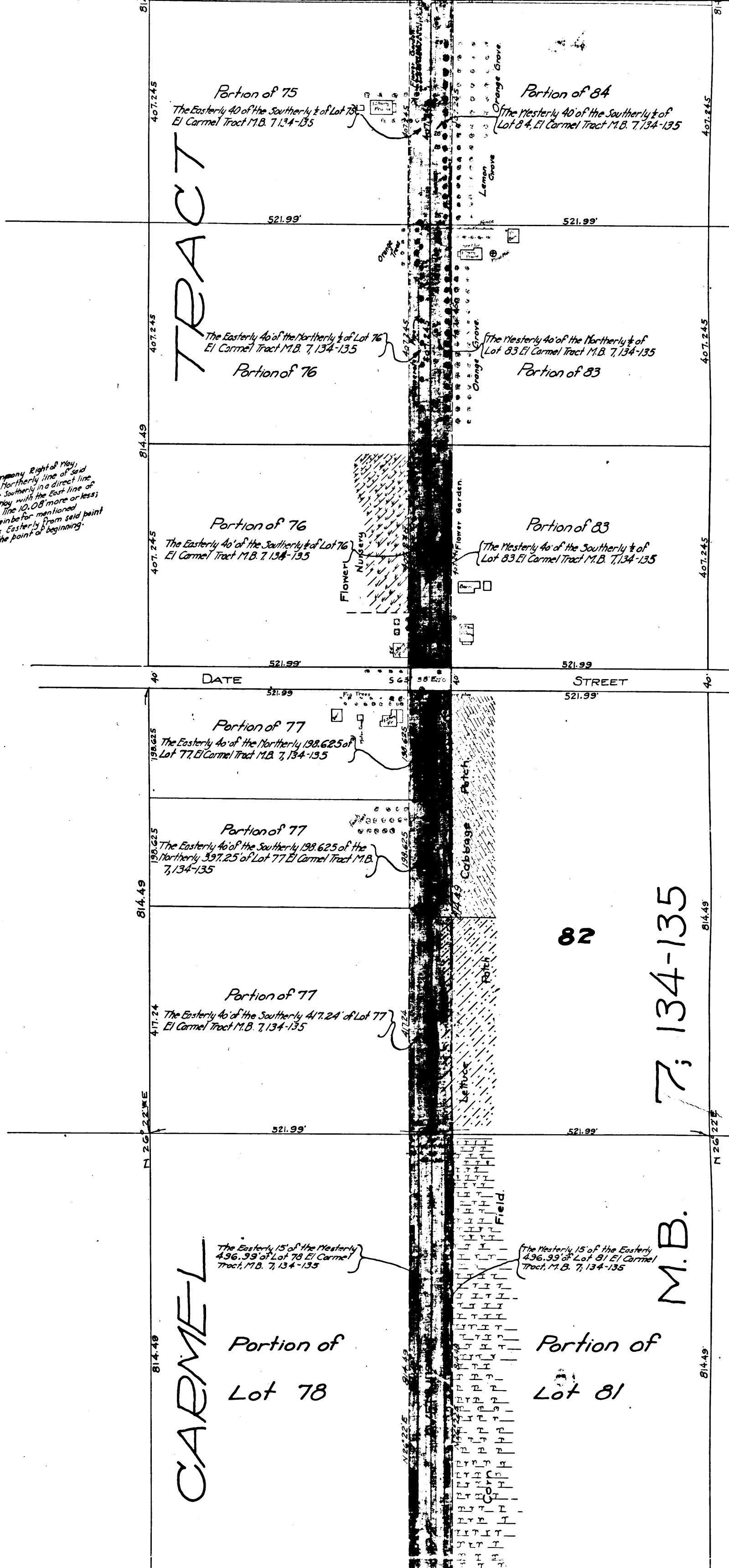
The Easterly 10' of a Portion of Lot 15, Re-Sub of a Portion of Montebello, M.B. 3-27, described as follows: Beginning at the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the point of beginning.

That portion of Lot 70 El Carmel Tract M.B. 7, 134-135 described as follows: beginning at the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the point of beginning.

Addition No. 1 to the Town of Newmark
M.B. 8-Page 36

That portion of the Los Angeles & Salt Lake Railroad Company Right of Way, described as follows: beginning at the intersection of the southerly line of said right of way with the east line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of said right of way with the east line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of said right of way with the east line of Cedar Avenue, thence southerly in a direct line to the point of beginning.

That portion of Lot 8, Re-Sub of a Portion of Montebello, M.B. 3-27, described as follows: beginning at the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the intersection of the southerly line of Cedar Avenue with the southerly line of Cedar Avenue, thence southerly in a direct line to the point of beginning.



TRACT

CARMEL

Portion of 75
The Easterly 40' of the Southerly 1/2 of Lot 75
El Carmel Tract M.B. 7, 134-135

Portion of 84
The Westerly 40' of the Southerly 1/2 of Lot 84 El Carmel Tract M.B. 7, 134-135

Portion of 76
The Easterly 40' of the Southerly 1/2 of Lot 76 El Carmel Tract M.B. 7, 134-135

Portion of 83
The Westerly 40' of the Southerly 1/2 of Lot 83 El Carmel Tract M.B. 7, 134-135

Portion of 76
The Easterly 40' of the Southerly 1/2 of Lot 76 El Carmel Tract M.B. 7, 134-135

Portion of 83
The Westerly 40' of the Southerly 1/2 of Lot 83 El Carmel Tract M.B. 7, 134-135

Portion of 77
The Easterly 40' of the Southerly 1/2 of Lot 77 El Carmel Tract M.B. 7, 134-135

Portion of 77
The Easterly 40' of the Southerly 1/2 of Lot 77 El Carmel Tract M.B. 7, 134-135

Portion of 77
The Easterly 40' of the Southerly 1/2 of Lot 77 El Carmel Tract M.B. 7, 134-135

Portion of 88
The Easterly 15' of the Westerly 496.33' of Lot 78 El Carmel Tract M.B. 7, 134-135

Portion of 89
The Easterly 15' of the Westerly 496.33' of Lot 81 El Carmel Tract M.B. 7, 134-135

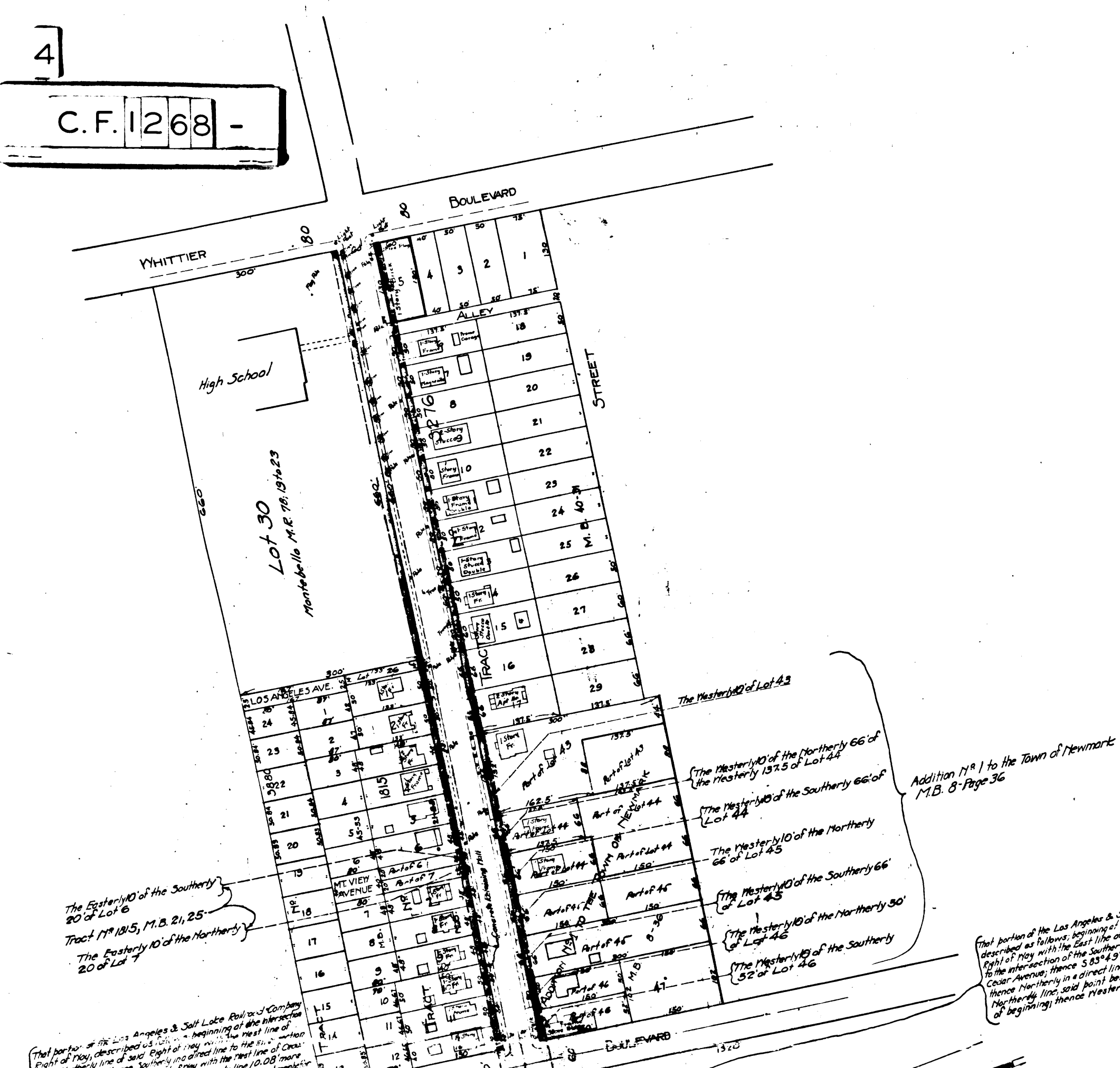
M.B. 7, 134-135

COMPILED

LS 6

4

C.F. 1268 -



The Easterly 10 of the Southerly 20 of Lot 6
Tract 17 M.B. 21, 25

The Easterly 10 of the Northerly 20 of Lot 7

MT. VIEW AVENUE

LOS ANGELES AVE.

The Easterly 10 of the Northerly 66 of the Easterly 137.5 of Lot 42

The Easterly 10 of the Southerly 66 of Lot 42

The Easterly 10 of the Northerly 66 of Lot 43

The Easterly 10 of the Southerly 66 of Lot 43

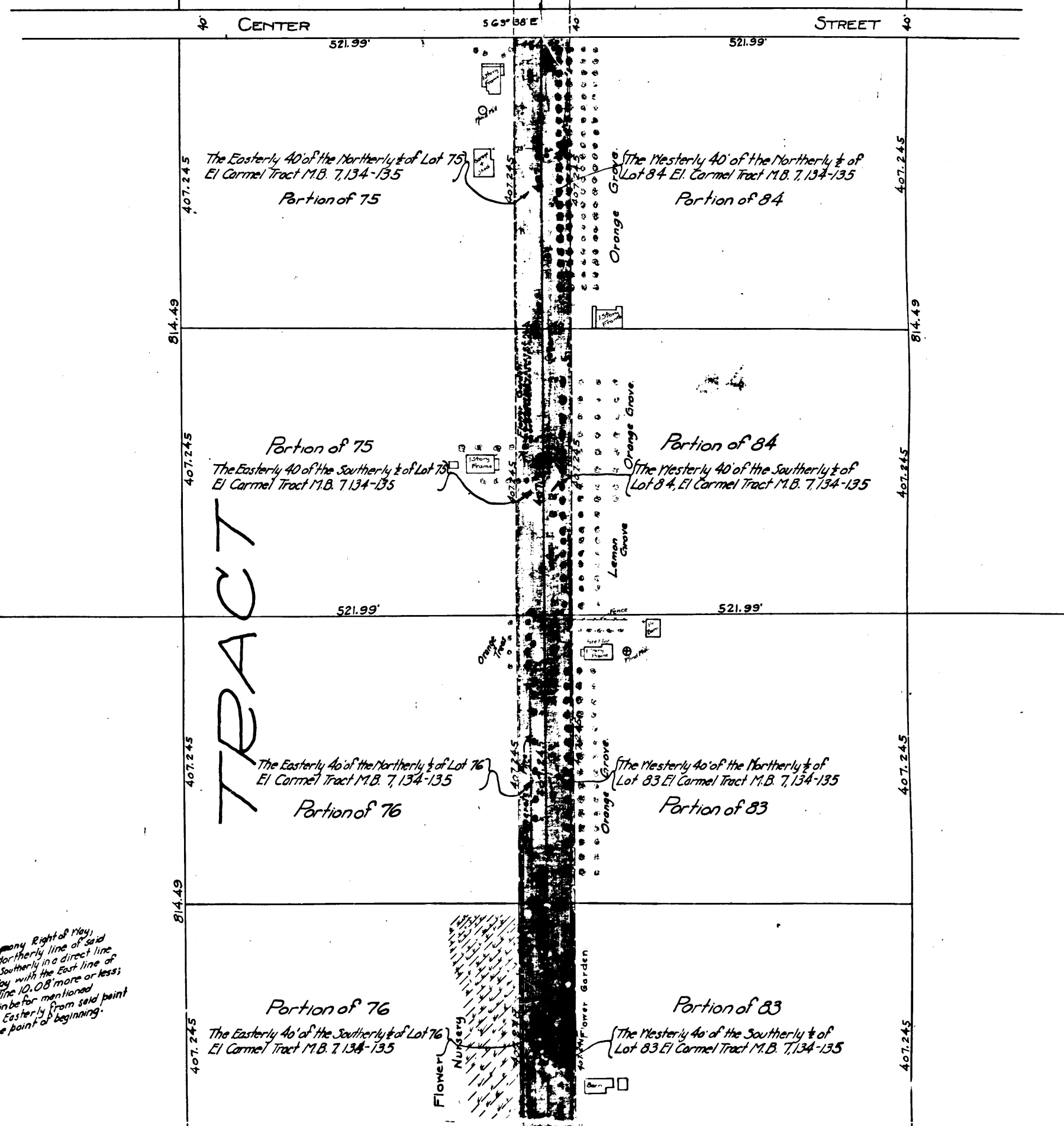
The Easterly 10 of the Northerly 30 of Lot 44

The Easterly 10 of the Southerly 32 of Lot 46

That portion of the Los Angeles & Salt Lake Railroad Company Right of Way, described as follows, beginning at the intersection of the Easterly line of said Right of Way with the East line of Casper Avenue; thence Southerly in a direct line to the intersection of the Southerly line of said Right of Way with the East line of Casper Avenue; thence S 83° 45' E along said Southerly line 121.08 more or less; thence Northerly in a direct line to a point in the hereinafter mentioned Northerly line, said point being 10.00 more or less Easterly from said point of beginning; thence Westerly in a direct line to the point of beginning.

COMPILED

LS 6



TRACT

The Easterly 40 of the Northerly 1/2 of Lot 75
Portion of 75

The Easterly 40 of the Northerly 1/2 of Lot 84
Portion of 84

The Easterly 40 of the Southerly 1/2 of Lot 75
Portion of 75

The Easterly 40 of the Southerly 1/2 of Lot 84
Portion of 84

The Easterly 40 of the Northerly 1/2 of Lot 76
Portion of 76

The Easterly 40 of the Southerly 1/2 of Lot 76
Portion of 76

The Easterly 40 of the Southerly 1/2 of Lot 83
Portion of 83

The Easterly 40 of the Northerly 1/2 of Lot 83
Portion of 83