

Appendix E

SHPO Correspondence and Determination



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

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Mr. Milford Wayne Donaldson
State Historic Preservation Officer
Department of Parks and Recreation
1725 23rd Street, Ste. 100
P.O. Box 942896
Sacramento, CA 94296-0001
ATTN: Dr. Susan Stratton/Amanda Blosser, Project Review Unit

JUN 13 2012

Re: Section 106 Consultation Update for the
Crenshaw/LAX Transit Corridor Project
(OHP# FTA 11022A)

Dear Mr. Donaldson:

The purpose of this letter is to update compliance with Section 106 of the National Historic Preservation Act (NHPA) and 36 CFR Part 800 for proposed modifications to the Crenshaw/LAX Transit Corridor project in the County of Los Angeles. On May 23, 2001, the State Historic Preservation Officer (SHPO) concurred with the definition of the Area of Potential Effects (APE), eligibility determinations, and determination of "No Adverse Effect" to historic resources for the project. Since then, preliminary engineering has resulted in refinement of the alignment and station design. The Federal Transit Administration (FTA), with the local sponsor, Los Angeles County Metropolitan Transportation Authority (LACMTA), proposes project modifications within the existing Area of Potential Effect (APE). Project modifications include the proposed demolition of two railroad bridges, a change in the location of an optional station and related portals, and minor roadway and pedestrian circulation improvements. Thirty-two properties and two bridges (34 total properties) were identified requiring analysis under Section 106.

Overview of the Project

The Crenshaw/LAX Transit Corridor Project is located in a highly urbanized part of Los Angeles County, and includes the cities of Los Angeles, Inglewood, and El Segundo, as well as unincorporated areas of Los Angeles County, as shown as Attachment A, Figure 1. The Crenshaw/LAX Transit Corridor Project would construct an 8.5-mile light rail transit (LRT) line along Crenshaw Boulevard and the Harbor Subdivision railroad right-of-way. The project would operate in a north/south direction between the Exposition Line at the Crenshaw/Expo Station and the existing Metro Green Line Aviation/LAX Station. The Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) was completed in August 2011 and the Record of Decision was issued in December 2011. The Cultural Resources Technical Report, which was included in the FEIS/FEIR, is enclosed for your reference.

Currently Proposed Action

Since the issuance of the ROD, preliminary engineering has resulted in refinement of the alignment and station design. Project modifications include:

1. Demolition of the Florence Avenue/I-405 railroad bridge and the Century Boulevard/Aviation Boulevard railroad bridge, two previously unidentified properties.
2. A change in the location of the optional below-grade Crenshaw Boulevard/Vernon Station, with two options for portal locations. Should this optional station be implemented, only one portal would be constructed, which would require a full parcel acquisition. One of these partial acquisitions for the roadway and pedestrian circulation improvements will become a full acquisition to accommodate the station portal.
3. Relocated station and name change for the optional at-grade Aviation/Manchester Station, now referred to as the Florence/Hindry Station, due to the location change from north of Florence Avenue between Aviation Boulevard and Isis Avenue to north of Florence Avenue east of Hindry Avenue. No additional right-of-way is required.
4. Acquisitions and temporary construction easements (TCE) of 31 parcels for roadway and pedestrian circulation improvements, as well as further project refinements.
5. Approximately 165 square foot temporary construction easement of a parcel on which the Macy's/May's Building (a property eligible for National Register of Historic Places (NRHP)) is located.

Demolition of Railroad Bridges

At the time of the FEIS/FEIR, it was assumed that the railroad bridges across I-405 and Century Boulevard would not be affected by the project as negotiations for the abandonment of the Burlington Northern Santa Fe (BNSF) line were still ongoing. The new light rail bridges would be constructed adjacent to the railroad bridges. With the abandonment of the BNSF line, the Crenshaw/LAX Transit Corridor alignment was modified in order to improve geometry and to reduce right of way (ROW) impacts and cost. The change in the alignment required the demolition of the two railroad bridges, which would be replaced by new light rail bridges. (Refer to Attachment B, Figure 2A, Insets 2 and 4).

Florence Avenue/I-405 Railroad Bridge: Florence Avenue Underpass (located at Florence Avenue where it crosses I-405) is shown in Exhibit 1. Removal of this Florence Avenue/I-405 Railroad Bridge represents an incremental change to the assumed construction process in this area. It is expected that the railroad bridge (given its design) can be lifted in segments and removed without the use of wrecking balls, explosives, or other highly invasive techniques. Demolishing the bridge would allow for a shorter aerial structure, that would fit entirely within the LACMTA right-of-way.

Exhibit 1. Florence Avenue/I-405 Railroad Bridge, looking west.



Century Boulevard/Aviation Boulevard Railroad Bridge: This Century Boulevard/Aviation Boulevard Bridge is a concrete structure with a center pier, abutments, and retained-fill approach structures (See Exhibit 2 below). Century Boulevard at Aviation Boulevard crosses under the former AT&SF (Atchison Topeka & Santa Fe) railroad. Demolition of the structure and the removal of concrete would require the use of pneumatic equipment or wrecking balls. By demolishing the existing bridge, the new alignment would have improved geometry, which would avoid potential impacts on the Wally Park parking structure, allow for a turnback for the Metro Green Line and/or potential extension as part of a future project, and optimize track connections to the new Southwestern Yard, located at Arbor Vitae Street and Bellanca Avenue (referred to as Site #14 – Arbor Vitae/Bellanca Alternative in the FEIS/FEIR).

Exhibit 2. Century Boulevard Under AT&SF, looking southwest.



Optional Crenshaw/Vernon Station and Options for Portal Locations

Refinements to the optional Crenshaw/Vernon Station include an in-street underground alignment, similar to the one analyzed in Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR). The station includes two options for portal locations. One portal location option (at 4330 Crenshaw Boulevard, Parcel 5024-018-007) is on the northeast corner of the Crenshaw Boulevard/West 43rd Place intersection, immediately northwest of Leimert Park and approximately 500 feet northwest of the portal location analyzed in the FEIS/FEIR. A second option for the portal station is located at 4371 Crenshaw Boulevard (Parcel 5024-006-013), on the northwest corner of the Crenshaw Boulevard/Vernon Avenue intersection, to the immediate west of Leimert Park and approximately 300 feet northwest of the portal location analyzed in the FEIS/FEIR. A commercial building also currently occupies this location. Attachment 2, Figure 2A, Inset 1, shows the location that was previously evaluated in the FEIS/FEIR as well as the currently proposed options for the portal location and underground tunnel alignment.

Only one of these two locations would be selected for the station portal location, should the optional Crenshaw/Vernon Station be implemented. Parcel 5024-018-007 and Parcel 5024-006-013 have been identified as locations for partial acquisitions to accommodate roadway and sidewalk improvements.

If one of these parcels is selected as the portal location, then the parcel would be a full acquisition, instead of a partial acquisition.

The construction of the portal would employ the same construction means and methods previously discussed in the FEIS/FEIR. Open-cut excavation would be employed for the station box area. The adjoining below-grade alignment segment south of the station would be built using cut-and-cover construction methods as previously identified due to the short distance between the station and guideway portal just north of 48th Street. The segment north of the station would be constructed using either cut-and-cover or tunneling methods.

Station Location Change of the Optional Aviation/Manchester (Florence/Hindry) Station

During the preliminary engineering process, the optional Aviation/Manchester Station (at-grade) was relocated away from the curve in the alignment northeast of the Aviation/Manchester intersection. The at-grade station location has been shifted approximately 350 feet to the east, north of Florence Avenue and just west of Hindry Avenue. The optional Aviation/Manchester Station has been accordingly renamed to the optional Florence/Hindry Station, to reflect this new location. The station would be located within the LACMTA right-of-way. No additional property acquisition would be required.

Roadway and Pedestrian Circulation Improvements

The FEIS/FEIR identified the types of equipment and safety features at at-grade crossings along the corridor that would be required. After coordination with the California Public Utilities Commission (CPUC), which jurisdictional authority over all at-grade rail crossings, the preliminary engineering efforts have refined the design to allow for crossing gate equipment and associated traffic flow improvements. Thirty-two (32) partial acquisitions and temporary construction easements were identified to accommodate crossing gates, bus bays, driveway reconfigurations, tie-ins for roadway modifications where they join the existing grade, median strips, sidewalk modifications, and other amenities to facilitate vehicular and pedestrian circulation as well as to provide for construction staging. Also, sidewalk vents and the aerial structure at the Aviation/Century Boulevard Station would also require partial acquisitions. (See Table 2 and Attachment B: Figures 2B and 2C).

The proposed improvement at 4001 Crenshaw Boulevard would use approximately 165 square feet of the property as a temporary construction easement (TCE) on the southeastern corner of the property. The proposed temporary modification is located approximately 30 feet from the Crenshaw Boulevard/West Martin Luther King, Jr. Boulevard entrance to the building (see Exhibit 3). The TCE would provide space for a sidewalk modification, would require the removal of the wrought-iron fencing and may temporarily disturb landscaping (the bushes adjacent to the wrought-iron fence). Once construction has been completed, the sidewalk would be rebuilt, and safety lighting would be installed. The rebuilt sidewalk would be similar in dimensions and materials to the existing sidewalk.

Area of Potential Effect (APE)

Your office concurred with the definition of the APE for the Crenshaw LAX Transit Corridor project on May 23, 2011 (see Attachment C-Correspondence). The currently proposed action involves 34 properties - consisting of 32 parcels and two railroad bridges – all within the original 2011 APE (see Attachment B, Figures 2B and 2C).¹ No changes to the APE are needed.

¹ All 29 properties/parcels where changes or refinements are proposed were included in Tables 4-2 through 4-7 in Appendix F of the Cultural Resources Technical Report (2011).

**Exhibit 3. Macy's/May Building at 4001 Crenshaw Boulevard
(looking south the property from parking area)**



Source: ICF International, April 2012.

Consultation with Interested Parties

The Native American Heritage Commission (NAHC) was contacted by letter on June 15, 2010, requesting a review of the Sacred Lands File and a list of appropriate Native American contacts for the project. The NAHC search of the Sacred Lands File did indicate the presence of Native American cultural resources within 0.5-mile of the project area. The NAHC provided a list of nine Native American contacts; letters were sent to each Native American contact on July 7, 2010 requesting information regarding potential cultural resources that may be located within the project APE. Follow-up letters were sent to the Native American contacts on January 7, 2011, followed up with telephone calls to each contact on January 24, 2011.

Four responses were received as a result of these contact efforts. On January 19, 2011, Mr. Andy Salas, Chairperson of the Gabrielino Band of Mission Indians, stated via email that the project is within a culturally sensitive area and recommended a Native American monitor be on-site during ground disturbing activities. On January 24, 2011, Mr. Robert Dorame of the Gabrielino Tongva Indians of California Tribal Council stated that he had not checked yet for sensitivity in the project area and would get back to the consultant. In February 2011 Mr. Dorame contacted LACMTA and asked that he continue to be consulted with as the project progressed. On January 26, 2011, Mr. Anthony Morales of the Gabrielino/Tongva San Gabriel Band of Mission Indians expressed concern about sites in the project area, but did not mention specific sites or site locations. He requested to be updated on the project as it continues. On January 24, 2011, Sam Dunlap of the Gabrielino Tongva Nation was contacted by telephone. He stated that he had not yet read the project letter and would call or email if he had any questions or concerns about the project. No further response had been received from Mr. Dunlap.

None of the responses identified sensitive resources near the 32 properties or the two railroad bridges that are part of the currently proposed action. Interested Parties consultation is ongoing, and individuals who have expressed an interest in being updated on the proposed project will be contacted as the project progresses.

Records Search and Survey Results

Archeological Resources

A cultural resources records search for the project was conducted at the South Central Coastal Information Center (SCCIC) on January 2, 2008 during the preparation of the Draft EIS/EIR. The records search included a review of available documents and site records within a 0.25-mile radius of the APE. Results indicated that three previously recorded prehistoric archaeological resources are located within a 0.25-mile radius of the APE. One of these sites, CA-LAN-80, contained two human burials and is located immediately adjacent to the APE. Two other sites, CA-LAN-171 and CA-LAN-1336, are located within 0.25-mile of the direct APE. CA-LAN-171 also encompassed human remains. No archaeological sites are known to exist within the APE.

Historic Resources

Because the proposed project is expected to be constructed by 2018, identification efforts were focused on parcels containing improvements constructed in or before 1968 (2018-50 years = 1968). Those improvements pre-1698 were evaluated for NRHP or California Register eligibility as part of the project identification phase, as well as noting all previously identified historic properties and historical resources. The Los Angeles County Assessor website was checked to verify parcel data and year built information. That information was then compared to the following tables in the Cultural Resources Technical Report (2011):

- Table 4-2: Previously Recorded Built Environment Resources within the APE;
- Table 4-3: Parcels with Pre-1968 Improvements in APE Exempted from Evaluation;
- Table 4-4: Parcels Evaluated in the APE;
- Table 4-5: Properties Listed or Found Eligible for Individual Listing in the NRHP;
- Table 4-6: NRHP-Eligible Historic District Contributors; and
- Table 4-7: Properties Listed or Found Eligible for Listing in the CRHR.

All 32 properties where changes or refinements are proposed were identified in Tables 4-2 through Table 4-7 in Appendix F of the previous Cultural Resources Technical Report. These parcels were identified as Post-1968 Parcels or Vacant Parcels in APE, which were not required to be evaluated for eligibility in the NRHP. On April 11, 2012, qualified architectural historians/historians conducted a field survey to verify the location and condition of the 32 properties and two railroad bridges that are part of the currently proposed action, and to evaluate them for eligibility for the NRHP.

The railroad bridges, Florence Avenue/I-405 Bridge and Century Boulevard/Aviation Boulevard Bridge, are within the original 2011 APE. According to the California Department of Transportation Historic Bridge Inventory, both bridges were identified as Category 5 – those bridges determined ineligible for the NRHP through the Section 106 process. The bridge inventory categorizes the NRHP-eligibility of state and locally-owned bridges in California.² The inventory was conducted in 1986 and updated in 2010; copies of the bridge inventory sheets can be found in Attachment D. As a result of this earlier investigation, FTA has determined the two bridges are ineligible for the NRHP.

Table 1. Eligibility of Bridges

Bridge Name/Location	Bridge Number	Year Built	Historical Significance
Florence Avenue Underpass	53 1247	1961	5 – Bridge not eligible for the NRHP
Century Boulevard Under AT&SF	53C1123	1968	5 – Bridge not eligible for the NRHP

² <http://www.dot.ca.gov/hq/env/cultural/history/index.htm>. California Department of Transportation, Historic Bridge inventory. Accessed 5/29/2012.

Of the 32 parcels and two railroad bridges that are included in this analysis, only one, the former May Company Building at 4001 Crenshaw Boulevard, is considered to be a historic property for the purposes of Section 106. Table 2 below shows the location and addresses of each of the 32 parcels previously identified in the Cultural Resources Technical Report and eligibility status. On May 23, 2011, SHPO previously concurred with FTA's determination for each of the 32 properties and parcels.

The six properties shown in Table 2 were constructed in 1968 or earlier were evaluated for the NRHP and the California Register of Historic Resources (California Register). However, none were determined to be eligible for the NRHP. However, five were found to be eligible for local listing or designation (shown with a 5S2 designation; 5S2 is the California Historical Resource Status Code for an individual property that is eligible for local listing or designation only and is not eligible for the National or California Registers). One property received a 6Z designation, the California Historical Resource Status Code, which means it was found ineligible for both the NRHP and California Registers, as well as being ineligible for local designation. Copies of the associated California Department of Parks and Recreation forms for the Edison substation and 5S2 properties on Crenshaw Boulevard are located in Attachment E.

The seven parcels were occupied by pre-1968 improvements in APE exempted from evaluation. Those properties exempted from evaluation were found to be significantly altered, and lacking sufficient integrity to warrant consideration for NRHP or California Register significance.

Eleven parcels had post-1968 improvements and were not evaluated. This group includes the two parcels (Parcel Numbers 5024-006-013 and 5024-018-007) currently considered in the project modifications for station portal locations.

Six parcels were determined to be vacant (lacking any buildings or structures) based on the Los Angeles County Assessor data, and this status was confirmed during the survey on April 11, 2012. The property on 1237 W. Arbor Vitae (APN 4120-200-08), was found to be vacant during the site survey although the Los Angeles County Assessor data erroneously indicated that a large building, constructed in 1955, was located at this address. There are two parcels associated with this address: Assessor's ID Nos. 4126-020-007 and 4126-020-008. The parcel that is proposed for this project is Assessor's ID No. 4126-020-008. No building was seen on this parcel during the field survey. It is possible that this is an error in the property assessment, as Assessor's ID No. 4126-020-007 has no improvements per the Assessor, yet contains a large, one-to-two story structure as seen during the field survey. The parcel containing the structure is not subject to modification by this project.

Shown in Exhibit 3, the former May Company Building at 4001 Crenshaw Boulevard, now Macy's, was previously determined eligible for listing in the National Register under Criteria A and C and was listed in the California Register in 2004. It is assigned with California Historical Resource Status Code "2S2," which refers to an individual property determined eligible for NRHP by a consensus through Section 106 process and listed in the California Register.³ A copy of the associated California Department of Parks and Recreation forms are located in Attachment E.

³ California State Office of Historic Preservation. Technical Assistance Bulletin #8, User's Guide to the California Historical Resource Status Codes & Historic Resources Inventory Directory. Department of Parks & Recreation, November 2004.

Table 2. Usage and Eligibility of Properties for the Proposed Action

#	Address	Parcel Number	Year Built	2011 Finding	Acquisition Type ¹
1	4001 Crenshaw Blvd, Los Angeles, CA (Macy's/May Company Building)	5032-002-055	1947	2S2 (Eligible for the NRHP, Listed in the California Register)	TCE
2	Edison Substation	4020-021-810	1920	5S2 (Eligible for local listing)	Partial
3	4822 Crenshaw Blvd, Los Angeles, CA	5013-020-005	1920	5S2 (Eligible for local listing)	TCE
4	4816 Crenshaw Blvd, Los Angeles, CA	5013-020-004	1920 1937	5S2 (Eligible for local listing)	TCE
5	4812 Crenshaw Blvd, Los Angeles, CA	5013-020-003	1927	6Z (Ineligible for NR, CR, or local designation through survey evaluation)	TCE
6	4808 Crenshaw Blvd, Los Angeles, CA	5013-020-002	1925	5S2 (Eligible for local listing)	TCE
7	4802 Crenshaw Blvd, Los Angeles, CA (3316-3322 W. 48 th Street)	5013-020-001	1924 1932	5S2 (Eligible for local listing)	TCE
8	6848 West Blvd, Los Angeles, CA	4006-021-033	1959	Pre-1968 Improvements in APE -Exempted from Evaluation	Partial
9	6907 West Blvd, Los Angeles, CA	4013-008-001	1949	Pre-1968 Improvements in APE -Exempted from Evaluation	Partial
10	6833 Brynhurst Ave, Los Angeles, CA	4006-021-039/ 4006-021-029	1960/ 1953	Pre-1968 Improvements in APE -Exempted from Evaluation	Partial
11	No Address (6820 Brynhurst Ave, Los Angeles, CA)	4006-023-003	1947	Pre-1968 Improvements in APE -Exempted from Evaluation	Partial
12	6700 Crenshaw Blvd, Los Angeles, CA	4006-025-032	1953, 1928	Pre-1968 Improvements in APE -Exempted from Evaluation	Partial
13	3240 W Slauson Ave, Los Angeles, CA	4005-005-032	2004, 1967, 1986	Pre-1968 Improvements in APE -Exempted from Evaluation	Partial
14	5804 Crenshaw Blvd, Los Angeles, CA	4005-005-024	1967, 1993, 2001	Pre-1968 Improvements in APE -Exempted from Evaluation	Partial & TCE
15	311 W Florence Ave, Inglewood, CA	4020-005-011	1975	Post-1968 Improvement	Partial
16	310 E Florence Ave, Inglewood, CA	4015-027-030	1973	Post-1968 Improvement	Partial
17	330 E Florence Ave, Inglewood, CA	4015-027-029	1978	Post-1968 Improvement	Partial
18	3540 W Slauson Ave, Los Angeles, CA	4005-005-022	1993	Post-1968 Improvement	TCE
19	5850 Crenshaw Blvd, Los Angeles, CA	4005-005-033	1988	Post-1968 Improvement	Partial & TCE
20	5817 Crenshaw Blvd, Los Angeles, CA	4005-004-020	2008	Post-1968 Improvement	Partial & TCE

#	Address	Parcel Number	Year Built	2011 Finding	Acquisition Type ¹
21	5805 Crenshaw Blvd, Los Angeles, CA	4005-004-019	1981	Post-1968 Improvement	Partial & TCE
22	3645 Crenshaw Blvd, Los Angeles, CA	5046-022-016	1990	Post-1968 Improvement	Partial
23	3606 Exposition Blvd, Los Angeles, CA	5046-022-900	1970	Post-1968 Improvement	Partial
24	4330 Crenshaw Blvd, Los Angeles, CA	5024-018-007	1994	Post-1968 Improvement	Partial or Full ²
25	4371 Crenshaw Blvd, Los Angeles, CA	5024-006-013	2006	Post-1968 Improvement	Partial or Full ²
26	No Address	5032-002-039	1988	Post-1968 Improvement	Partial & TCE
27	1237 W Arbor Vitae	4126-020-008	1955 ³	Not evaluated – no structures present	Partial & TCE
28	No Address	4020-021-008	NA	Not evaluated – no structures present	Partial
29	5008 Crenshaw Blvd. Los Angeles, CA	5013-019-034	NA	Not evaluated – no structures present	TCE
30	3322 W 50th St, Los Angeles, CA	5013-019-033	NA	Not evaluated – no structures present	TCE
31	No address	4006-024-900	N/A	Not-evaluated, no structures present	Partial
32	No address	4125-026-801	N/A	Not-evaluated, no structures present	Full

Notes:

- 1 Acquisition types: Temporary Construction Easement (TCE), Partial Acquisition (Partial), or Full Acquisition (Full)
- 2 Should the Crenshaw/Vernon Station Option be implemented, one of these partial acquisitions will become a full acquisition to accommodate the station portal.
- 3 The property on 1237 W. Arbor Vitae (APN 4120-200-08), was found to be vacant during the April 2012 site survey although the Los Angeles County Assessor data erroneously indicated that a large building, constructed in 1955, was located at this address.

Effects Analysis

Archeological Resources

Although no archeological resources were identified within the APE, archeological resources were identified in the project vicinity. Qualified archaeologists will prepare a Cultural Resources Monitoring and Mitigation Plan (CRMMP) for the project, which will be submitted to your office for review under separate consultation letter. This CRMMP prescribes actions to be taken during project construction to avoid and minimize impacts to buried cultural resources discovered during construction. The CRMMP provides measures for construction monitoring and, if needed, data recovery excavations.

Historic Resources

As shown earlier in Table 2, the other properties affected by the currently proposed action previously received SHPO's concurrence to FTA's determination of ineligibility on May 23, 2011. Of the 32 parcels and two railroad bridges that are included in this analysis, only one, the former May Company Building at 4001 Crenshaw Boulevard, is considered to be a historic property for the purposes of Section 106. The proposed improvement at 4001 Crenshaw Boulevard would use approximately 165 square feet of the property as a TCE on the southeastern corner of the Macy's/May Company Building. The proposed temporary modification is located approximately 30 feet from the Crenshaw Boulevard/W. Martin Luther King, Jr. Boulevard entrance to the building. The TCE would provide space for a sidewalk modification, would require the removal of the wrought-iron fencing and may temporarily disturb landscaping (the bushes adjacent to the wrought-

iron fence). Once construction has been completed, the sidewalk would be rebuilt, and safety lighting would be installed. The rebuilt sidewalk would be similar in dimensions and materials to the existing sidewalk.

The primary entrance, as designed, is from the parking lot on the west/northwest side of the building. The historic property would not be demolished, relocated, or altered in a manner inconsistent with the Secretary of the Interior's Standards. The proposed improvement would be focused on permanent modifications to the sidewalk, including removal of non-original metal fencing, and temporary modifications to the sidewalk that would not change the character of the property's use. The wrought-iron fence and landscaping are not noted for being character-defining features of the property. The primary architectural feature at this location is the rounded corner of the building. Neither the structure nor the parking lot would be affected by the sidewalk modification. The temporary or permanent sidewalk modifications would not introduce new visual, atmospheric or audible elements that would diminish the integrity of the significant historic features.

In accordance with Section 106 of the NHPA, the currently proposed action would have no adverse effects on archaeological, historic and architectural resources in the APE.

Findings

In accordance with Section 106, FTA requests SHPO's concurrence with the following determinations:

1. Two railroad bridges (Number 53 1247 and 53C1123) to be demolished are ineligible for inclusion in the National Register of Historic Places;
2. The 31 parcels under consideration remain ineligible for listing on the National Register of Historic Places; and
3. Temporary construction easement will have No Adverse Effect to the Macy's/May Company Building (Parcel No. 5032002055).

Pursuant to 36 CFR Part 800.3(c)(4), if we have not heard from your office within thirty days, we will assume that your office concurs with the determinations. We will contact your office to address any comments you may have. If we can assist in expediting your review, please let us know.

If you have any questions, please feel free to contact Anthony Lee, Environmental Protection Specialist, at (212) 668-2173 or Mary Nguyen, Environmental Protection Specialist of our Los Angeles Metropolitan Office at (213) 202-3956.

Sincerely,


For Leslie T. Rogers
Regional Administrator








Attachments:

- Attachment A: Figure 1 - Existing Project
- Attachment B: Figures 2A, 2B and 2C – Proposed Actions
- Attachment C: Previous SHPO Correspondence
- Attachment D: Bridge Inventory Forms
- Attachment E: DPR Forms
- Attachment F: Cultural Resources Survey Report (2011) (on CD)

Attachment A:
Figure 1 – Existing Project

Figure 1: Existing Project

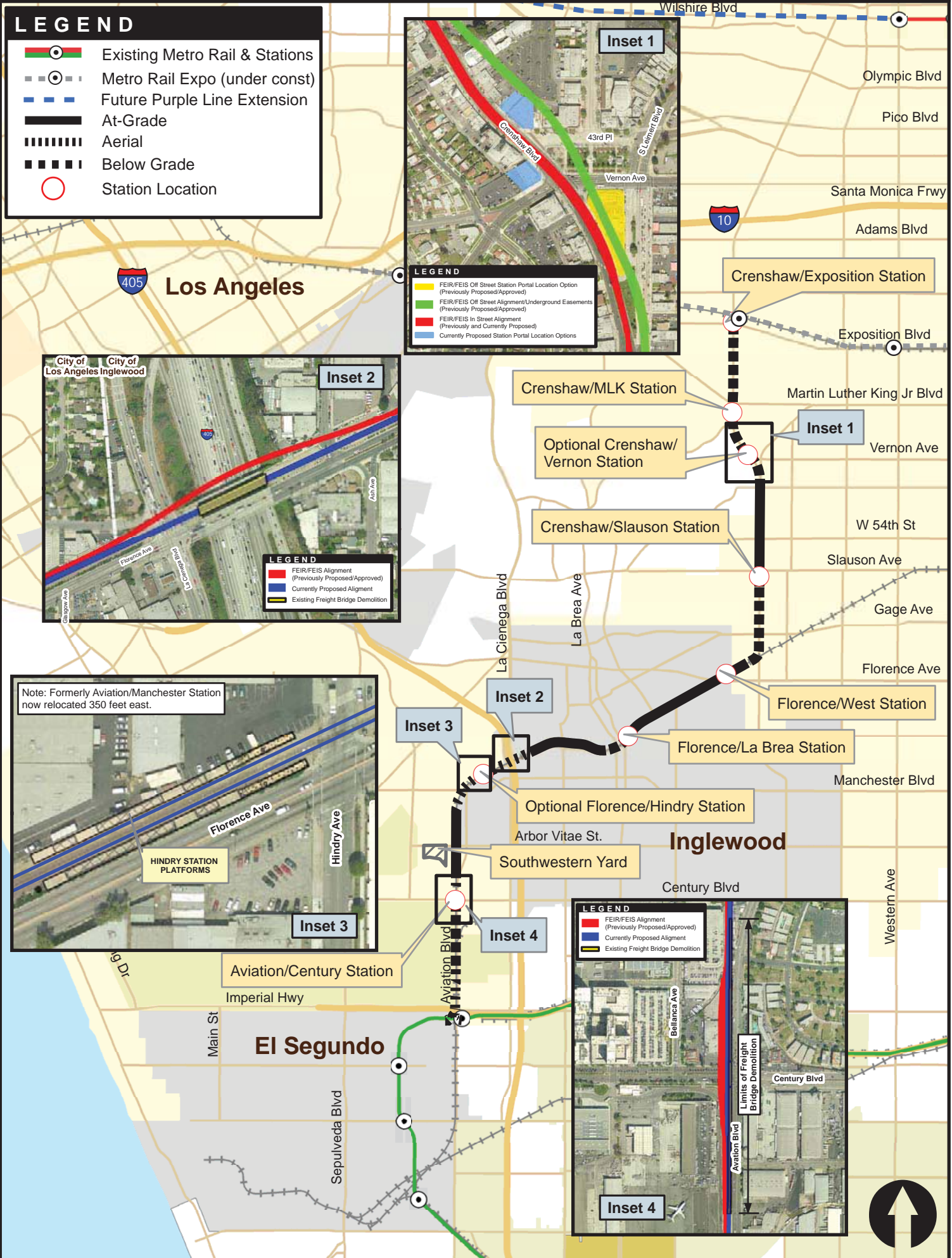
LEGEND

-  Existing Metro Rail & Stations
-  Metro Rail Expo (under const)
-  Future Purple Line Extension
-  At-Grade
-  Aerial
-  Below Grade
-  Station Location



Attachment B:
Figure 2A, 2B and 2C – Proposed Actions

Figure 2A: Proposed Actions



LEGEND

- Existing Metro Rail & Stations
- Metro Rail Expo (under const)
- Future Purple Line Extension
- At-Grade
- Aerial
- Below Grade
- Station Location

Inset 1

LEGEND

- FEIR/FEIS Off Street Station Portal Location Option (Previously Proposed/Approved)
- FEIR/FEIS Off Street Alignment/Underground Easements (Previously Proposed/Approved)
- FEIR/FEIS In Street Alignment (Previously and Currently Proposed)
- Currently Proposed Station Portal Location Options

Inset 2

LEGEND

- FEIR/FEIS Alignment (Previously Proposed/Approved)
- Currently Proposed Alignment
- Existing Freight Bridge Demolition

Note: Formerly Aviation/Manchester Station now relocated 350 feet east.

Inset 3

Inset 4

LEGEND

- FEIR/FEIS Alignment (Previously Proposed/Approved)
- Currently Proposed Alignment
- Existing Freight Bridge Demolition



Figure 2B: Affected Parcels - Crenshaw Boulevard Segment

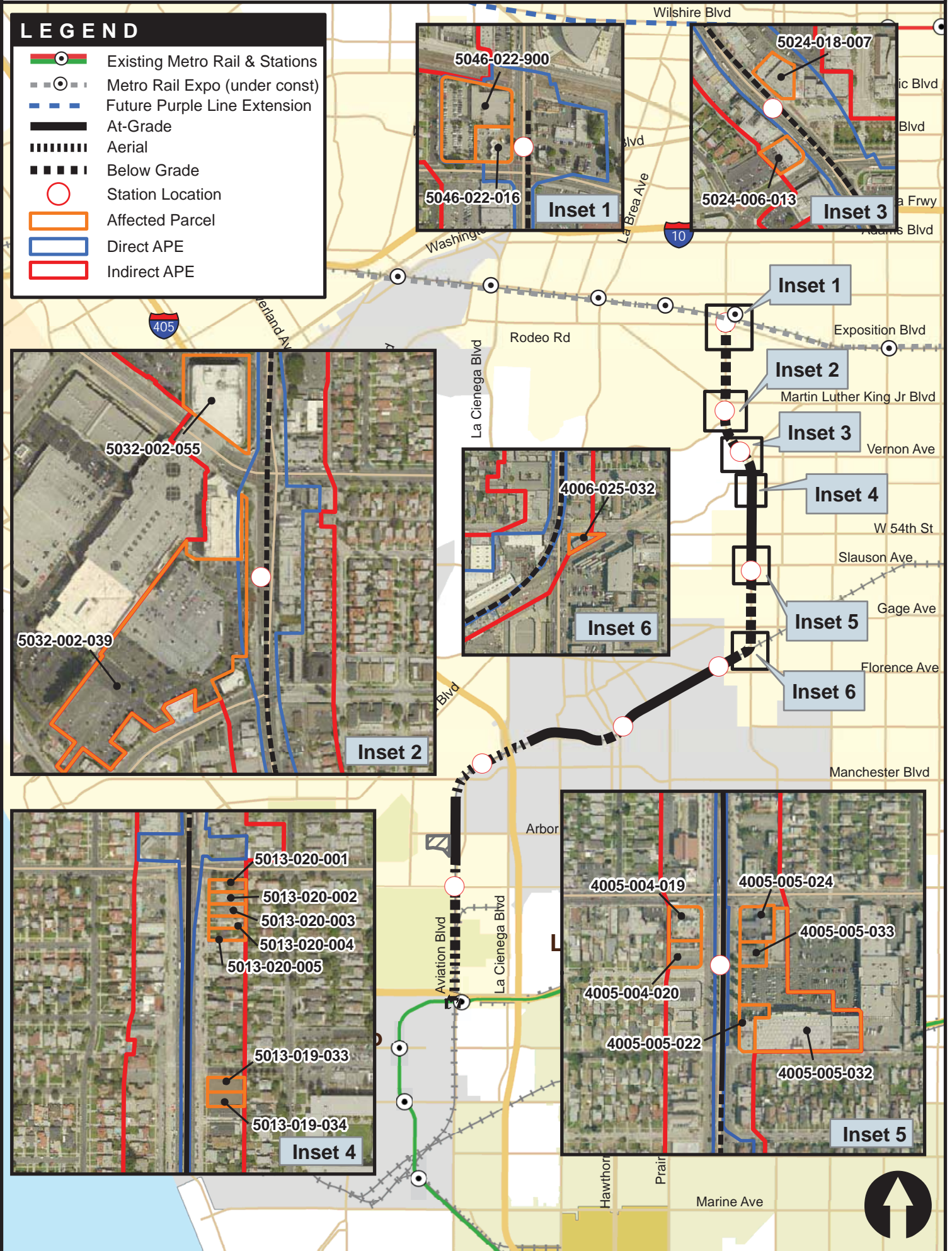










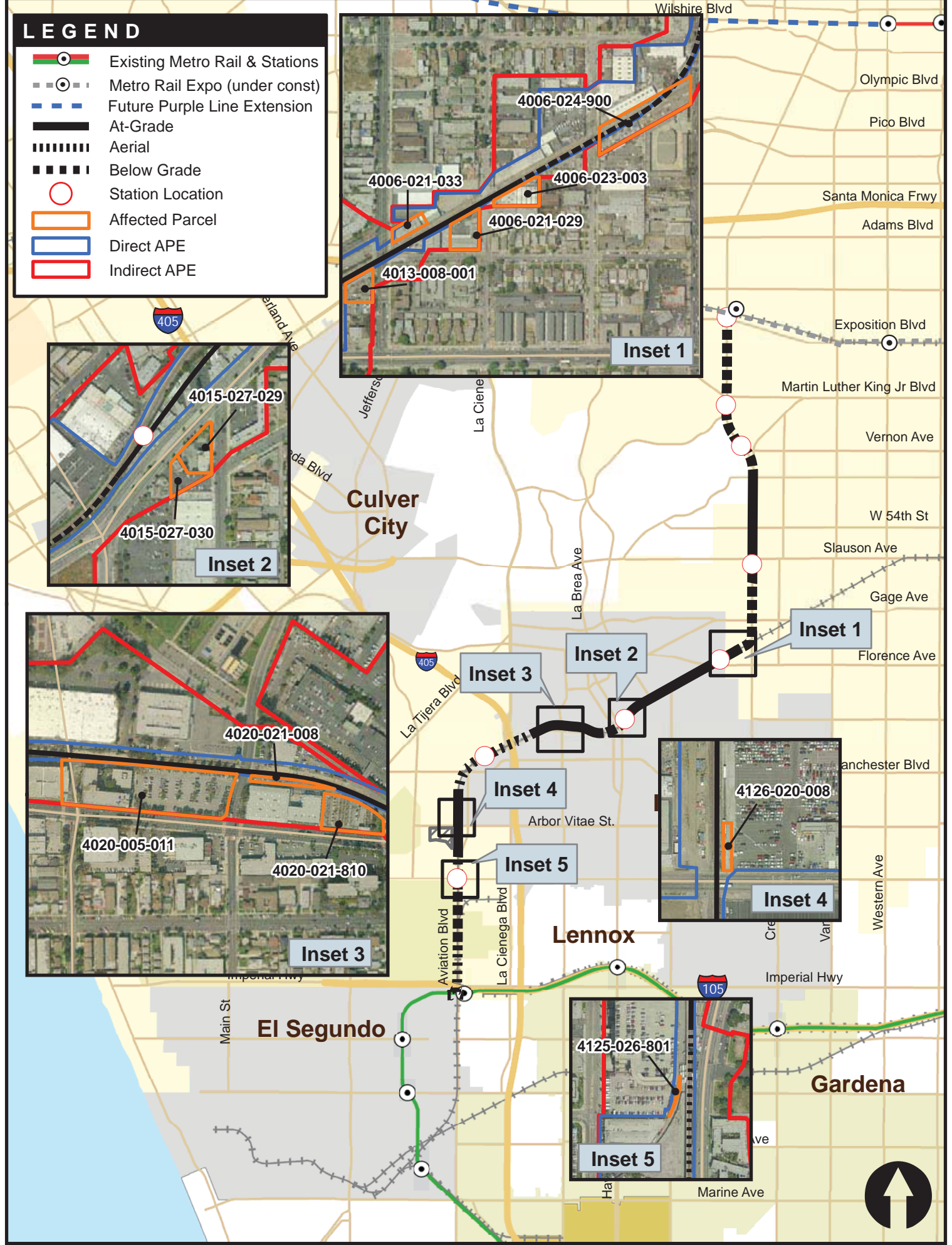
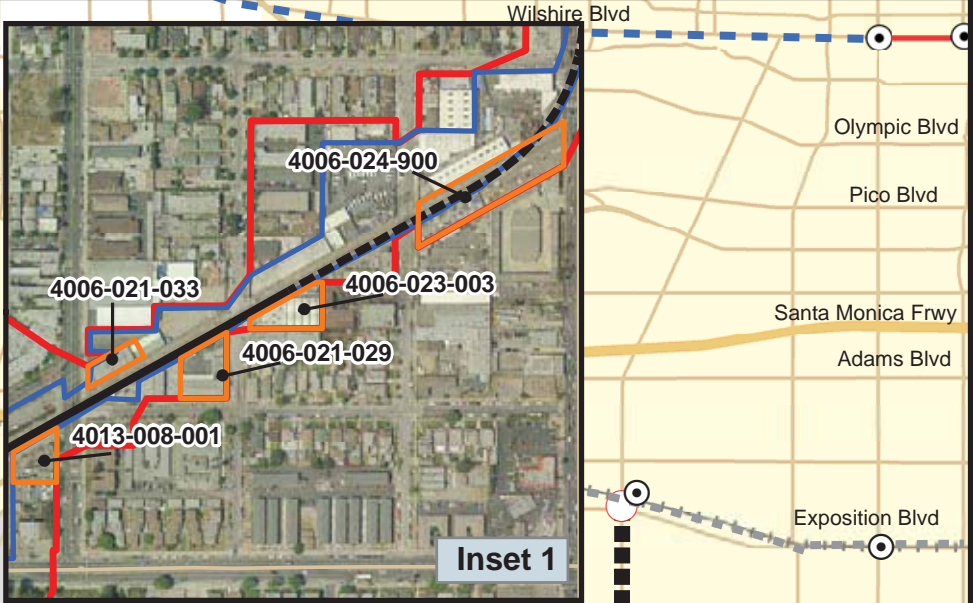


Figure 2C: Affected Parcels - Harbor Subdivision Segment

LEGEND

-  Existing Metro Rail & Stations
-  Metro Rail Expo (under const)
-  Future Purple Line Extension
-  At-Grade
-  Aerial
-  Below Grade
-  Station Location
-  Affected Parcel
-  Direct APE
-  Indirect APE



Attachment C:
Previous SHPO Correspondence

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
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23 May 2011

Reply To: FTA110222A

Roderick Diaz
Crenshaw/LAX Corridor Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Section 106 Consultation for the Crenshaw/LAX Transit Corridor Project, Los Angeles County, CA

Dear Mr. Diaz:

Thank you for your letter of 18 February 2011 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. FTA has delegated authority to consult directly with the Los Angeles County Metropolitan Transportation Authority (LAMCTA) although FTA remains responsible for all findings. You are requesting at this time that I concur with the APE for the undertaking.

The proposed undertaking will improve public transit service and mobility in Los Angeles County by extending 8.5 miles from the Metro Crenshaw/LAX Station to the Exposition Light Rail Transit (LRT) line (under construction) at the Exposition/Crenshaw Boulevards intersection. The alignment would be double-tracked and would be comprised of at-grade street, at-grade railroad, aerial, and below-grade sections. The Crenshaw/LAX Line would join the Metro Green line at the Aviation Station and extend to the Exposition Line Crenshaw Station in the north. Metro Green Line service can also be extended north to serve the new Century Station for transfers to the Los Angeles International Airport (LAX). Four additional alternatives are being considered in the Final EIS/EIR. Each alternative is described in further detail in your letter.

FTA has defined the APE for the Light Rail Alternative as shown in the maps attached to your letter. A written description is also provided in your letter and includes a methodology for survey. I agree the APE is sufficient pursuant to 36 CFR 800.4(1)(a).

Within the APE, 210 resources were of sufficient age to be considered for inclusion in the National Register of Historic Places (NRHP). Of these resources, one was previously determined eligible for inclusion in the NRHP:

1. May Company, 4001 Crenshaw Boulevard, Criterion A and C

40 were determined eligible for inclusion in the NRHP as part of this survey either individually or as a contributor to a historic district. They are as follows:

2. Angelus Funeral Home, 3874-3887 Crenshaw Boulevard, Criteria A and C, period of significance 1951;
3. Broadway Department Store, 4101 Crenshaw Boulevard, Criteria A and C, period of significance 1947;


4. Department of Water and Power, 4030 Crenshaw Boulevard, Criteria C, period of significance 1959-1961. This building is also a contributor to the Leimert Park Historic District;
5. Harrison Ross Mortuary, 4601 Crenshaw Boulevard, Criterion C, period of significance 1930;
6. Merle Norman Cosmetics Company, 9030-9130 Bellanca Avenue, Criterion C; period of significance 1952-1961;
7. Leimert Park Historic District, Criteria A and C, period of significance 1927-1959. The following properties are contributors to the historic district and fall within the APE:
 - 1) 3514-3520 West 39th Street
 - 2) 3904 Crenshaw Boulevard
 - 3) 3908 Crenshaw Boulevard
 - 4) 3916-3934 ½ Crenshaw Boulevard
 - 5) 3936-3954 ½ Crenshaw Boulevard
 - 6) 3964-3970 ½ Crenshaw Boulevard
 - 7) 4030 Crenshaw Boulevard
 - 8) 4067 McClung Drive
 - 9) 4071 McClung Drive
 - 10) 4075 McClung Drive
 - 11) 4109 McClung Drive
 - 12) 4115 McClung Drive
 - 13) 4119 McClung Drive
 - 14) 4123 McClung Drive
 - 15) 4127 McClung Drive
 - 16) 4131 McClung Drive
 - 17) 4137 McClung Drive
 - 18) 4147 McClung Drive
 - 19) 4121-4223 McClung Drive
 - 20) 4125-4227 McClung Drive
 - 21) 4129-4231 McClung Drive
 - 22) 4235-4237 McClung Drive
 - 23) 4239 McClung Drive
 - 24) 4243-4245 McClung Drive
 - 25) 4247-4249 McClung Drive
 - 26) 4251-4253 McClung Drive
 - 27) 4261-4263 McClung Drive
 - 28) 4265-4267 McClung Drive
 - 29) 4269-4271 McClung Drive
 - 30) 4273-4275 McClung Drive
 - 31) 4279-4281 McClung Drive
 - 32) 4283 McClung Drive
 - 33) 3413-3415 W. 43rd Place
 - 34) Leimert Plaza Park, 4395 Leimert Park
8. Leimert Park Cemetery, 720 E. Florence Avenue, with the following contributors which fall in the APE: the Mausoleum of the West, the former Los Angeles Railroad Inglewood Station and the Chapel of the Chimes. The district is eligible under Criterion C and meets the Criterion Consideration D. The period of significance is 1905-1961.

I concur with the above determinations. The remainder of the resources were either determined not eligible or were exempted for survey either due to age, significant alterations (as agreement in the original meeting between SHPO staff and Metro), or they were vacant parcels.

FTA has determined the proposed undertaking will not have an adverse effect on historic properties. As described in your revised report, dated May 2011, all construction activities which could potentially affect historic properties (pile driving) was restricted to areas where there are no historic properties or potential for subsurface archaeological deposits. I concur with the determination.

Thank you for considering historic properties in your planning process and I look forward to consultation on future projects. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Handwritten signature in cursive script that reads "Susan K Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab

CC: Ray Tellis, Federal Transit Authority

Attachment D:
Bridge Inventory Forms



Structure Maintenance & Investigations



June 2011

Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 1225	VINELAND AVENUE UC	07-LA-101-11.11-LA	5. Bridge not eligible for NRHP	1957	1992
53 1226	MOORPARK STREET UC	07-LA-101-11.45-LA	5. Bridge not eligible for NRHP	1957	1992
53 1227	ROUTE 405/91 SEPARATION	07-LA-405-16.56-TOR	5. Bridge not eligible for NRHP	1962	
53 1228	PRAIRIE AVENUE UC	07-LA-405-16.78-TOR	5. Bridge not eligible for NRHP	1962	
53 1229	REDONDO BEACH BLVD UC	07-LA-405-16.88-TOR	5. Bridge not eligible for NRHP	1962	
53 1230	166TH STREET UC	07-LA-405-17.14-LNDL	5. Bridge not eligible for NRHP	1962	2003
53 1231	ROUTE405/107 SEPARATION	07-LA-405-17.56-LNDL	5. Bridge not eligible for NRHP	1962	
53 1232	MANHATTAN BEACH BLVD UC	07-LA-405-17.86-LNDL	5. Bridge not eligible for NRHP	1963	
53 1233	INGLEWOOD AVENUE UC	07-LA-405-18.23-LNDL	5. Bridge not eligible for NRHP	1963	
53 1234	MARINE AVENUE UC	07-LA-405-18.63-RDOB	5. Bridge not eligible for NRHP	1963	
53 1235	LAWNDALE OH	07-LA-405-18.92-HAW	5. Bridge not eligible for NRHP	1963	
53 1236	ROSECRANS AVENUE UC	07-LA-405-19.21-HAW	5. Bridge not eligible for NRHP	1963	
53 1237	135TH STREET UC	07-LA-405-19.74-HAW	5. Bridge not eligible for NRHP	1963	1985
53 1238	129TH STREET OH	07-LA-405-20.18-HAW	5. Bridge not eligible for NRHP	1963	1989
53 1238G	N405-105 CONNECTOR OH	07-LA-405-20.19-HAW	5. Bridge not eligible for NRHP	1989	
53 1239	EL SEGUNDO BLVD UC	07-LA-405-20.22-HAW	5. Bridge not eligible for NRHP	1963	1989
53 1239H	E&W105-S405 CONNECTOR OC (EL SEGUNDO BLVD OC)	07-LA-105-R2.05-LA	5. Bridge not eligible for NRHP	1989	
53 1239J	S405-EL SEGUNDO BLVD OFF-RAMP	07-LA-405-20.2-HAW	5. Bridge not eligible for NRHP	1989	
53 1240	120TH STREET UC	07-LA-405-R20.73-ESEGE	5. Bridge not eligible for NRHP	1963	1989
53 1240G	120TH STREET UC (N405-105)	07-LA-405-R20.72	5. Bridge not eligible for NRHP	1989	
53 1240H	E&W105-S405 CONNECTOR OC (120TH ST OC)	07-LA-105-R2.05	5. Bridge not eligible for NRHP	1989	
53 1241	IMPERIAL HIGHWAY UC	07-LA-405-R21.22-LA	5. Bridge not eligible for NRHP	1963	1994
53 1241J	IMPERIAL HIGHWAY UC (SOUTH OFF-RAMP)	07-LA-405-R21.22-LA	4. Historical Significance not determined	1994	
53 1241S	IMPERIAL HIGHWAY UC, NORTH COLLECTOR RAMP	07-LA-405-R21.22-LA	5. Bridge not eligible for NRHP	1963	1994
53 1241T	IMPERIAL HIGHWAY UC (NORTH ON-RAMP)	07-LA-405-R21.22-HAW	4. Historical Significance not determined	1994	
53 1242	LENNOX BLVD UC	07-LA-405-21.74-LA	5. Bridge not eligible for NRHP	1963	
53 1242K	LENNOX BLVD UC, S/B COLL	07-LA-405-21.74-LA	5. Bridge not eligible for NRHP	1989	
53 1242S	LENNOX BLVD UC, N/B COLL	07-LA-405-21.74-LA	5. Bridge not eligible for NRHP	1989	
53 1243	CENTURY BLVD UC	07-LA-405-22.22-ING	5. Bridge not eligible for NRHP	1963	
53 1244	ARBOR VITAE STREET OC	07-LA-405--ING	5. Bridge not eligible for NRHP	1963	
53 1245	HILLCREST BLVD OC	07-LA-405-23-ING	5. Bridge not eligible for NRHP	1963	
53 1246	MANCHESTER BLVD OC	07-LA-405-23.36-ING	5. Bridge not eligible for NRHP	1961	
53 1247	FLORENCE AVENUE UP	07-LA-405-23.51-ING	5. Bridge not eligible for NRHP	1961	
53 1248	FLORENCE AVENUE OC	07-LA-405-23.5-ING	5. Bridge not eligible for NRHP	1961	
53 1249	LA CIENEGA BLVD NB OC	07-LA-405-23.64-ING	5. Bridge not eligible for NRHP	1961	
53 1250	LA CIENEGA BLVD SB OC	07-LA-405-23.71-ING	5. Bridge not eligible for NRHP	1961	
53 1251	LA TIJERA BLVD OC	07-LA-405-24.27-LA	5. Bridge not eligible for NRHP	1963	
53 1252	CENTINELA CREEK	07-LA-405-25.54-CLC	5. Bridge not eligible for NRHP	1963	
53 1253	CENTINELA AVENUE UC	07-LA-405-25.27-ING	5. Bridge not eligible for NRHP	1963	1987
53 1254	SEPULVEDA BLVD UC	07-LA-405-25.46-CLC	5. Bridge not eligible for NRHP	1963	1987
53 1255	JEFFERSON BLVD UC	07-LA-405-25.93-LA	5. Bridge not eligible for NRHP	1963	
53 1256	BALLONA CREEK	07-LA-405-26.49-CLC	5. Bridge not eligible for NRHP	1960	2009
53 1257	EAST BELLFLOWER OH	07-LA-091-R16.54-BFL	5. Bridge not eligible for NRHP	1968	



Structure Maintenance & Investigations



June 2011

Historical Significance - Local Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C1109	LOS ANGELES RIVER	WODLEY AV & HAYHRST AV	5. Bridge not eligible for NRHP	1974	
53C1110	HASKELL CHANNEL	IN THE SEPULVEDA BASIN	5. Bridge not eligible for NRHP	1974	
53C1111	BURBANK BLVD CULVERT	0.8 MI E HAYVENHURST AVE	5. Bridge not eligible for NRHP	1974	
53C1116	LOS ANGELES RIVER	0.1 M N/O VANOWEN ST	5. Bridge not eligible for NRHP	1956	2006
53C1117	SANTA SUSANA CREEK	0.2 M N/O PARTHENIA ST	5. Bridge not eligible for NRHP	1966	1971
53C1118	TUJUNGA WASH	0.5 MI E/O WOODMAN AVE	5. Bridge not eligible for NRHP	1952	
53C1119	CALABASAS CREEK	0.45 M E VALLEY CIRCLE BL	5. Bridge not eligible for NRHP	1968	
53C1121	BALLONA CREEK	0.2 MI NW FWY 90	5. Bridge not eligible for NRHP	1938	2000
53C1122	COMPTON CREEK	AT IMPERIAL HWY	5. Bridge not eligible for NRHP	1952	
53C1123	CENTURY BLVD UNDER AT&SF	20' WEST AVIATION BLVD	5. Bridge not eligible for NRHP	1968	
53C1125	TUJUNGA WASH	0.1 MI E COLDWATER CYN AVE	5. Bridge not eligible for NRHP	1951	
53C1126	TUJUNGA WASH	BTW GDLAND AVE/CLDWTR CYN	5. Bridge not eligible for NRHP	1957	
53C1127	SAWTELLE-WESTWOOD CH	0.15 MI E/O MCLAUGHLIN AV	5. Bridge not eligible for NRHP	1948	
53C1131M	EAST CANYON CHANNEL	0.1 MI SW OF RTE 5	5. Bridge not eligible for NRHP	1967	
53C1132	SANTA SUSANA CREEK	0.2 MI W Topanga Cyn Bl	5. Bridge not eligible for NRHP	1964	
53C1134	BROWNS CANYON CREEK	0.4 MI W DE SOTO AVE	5. Bridge not eligible for NRHP	1972	
53C1136	BULL CREEK	SWINTON AVE/GOTHIC AVE	5. Bridge not eligible for NRHP	1956	
53C1137	SIDEHILL VIADUCT	0.05 MI EAST OF PCH	5. Bridge not eligible for NRHP	1954	
53C1138	LOS ANGELES RIVER	0.7 MI S/O US 101	5. Bridge not eligible for NRHP	1951	1967
53C1139	TUJUNGA WASH	AT COLDWATER CANYON AVE	5. Bridge not eligible for NRHP	1951	1967
53C1141	LOS ANGELES RIVER	0.1 MI N/O VENTURA BLVD	5. Bridge not eligible for NRHP	1956	
53C1142	HAINES CANYON CHANNEL	AT COMMERCE AVE	5. Bridge not eligible for NRHP	1938	
53C1144	LOS ANGELES RIVER	0.3 MI N. VICTORY BLVD	5. Bridge not eligible for NRHP	1957	2006
53C1145	LIMEKILM CHANNEL	0.2 MI N NORDOFF ST	5. Bridge not eligible for NRHP	1964	
53C1146	LIMKILN CHANNEL	0.05 M S/O LASSEN ST	5. Bridge not eligible for NRHP	1966	
53C1147	SEPULVEDA CHANNEL	0.35 MI SW FWY405	5. Bridge not eligible for NRHP	1951	
53C1149	212TH STREET DRAIN	212TH STREET	5. Bridge not eligible for NRHP	1959	
53C1150	BROWNS CANYON WASH	0.3 MI S PARTHENIA ST	5. Bridge not eligible for NRHP	1972	
53C1151	LOS ANGELES RIVER	0.2 MI N VANOWEN ST	5. Bridge not eligible for NRHP	1958	2002
53C1152	PACOIMA DIVERSION CHNL (ARLETA AVE)	30 M E. OF DEVONSHIRE ST	5. Bridge not eligible for NRHP	1952	1969
53C1153	SANTA SUSANA CREEK	50' W VALLEY CIRCLE BLVD	5. Bridge not eligible for NRHP	1967	
53C1157	SANTA MONICA CANYON CHANNEL	0.1 MI NORTH ESPARTA WAY	5. Bridge not eligible for NRHP	1962	
53C1159	SANTA MONICA CANYON CHANNEL	W CHNNL RD & 0.4 M NE PCH	5. Bridge not eligible for NRHP	1952	
53C1161	CALABASAS CREEK	0.35 M N/O BURBANK BLVD	5. Bridge not eligible for NRHP	1961	
53C1162	DAYTON CREEK	AT SATICOY ST	5. Bridge not eligible for NRHP	1964	
53C1163	BELL CREEK	0.3 MI N/O VANOWEN AVE	5. Bridge not eligible for NRHP	1963	
53C1164	FERN DELL CREEK	0.7 MI N HOLLYWOOD BLVD	5. Bridge not eligible for NRHP	1923	
53C1165	FIGUEROA STREET POC	BETWEEN 4TH ST & 5TH ST	5. Bridge not eligible for NRHP	1977	
53C1166	LA RIVER, UP, AT&SF	0.5 MI W/O FWY 101	2. Bridge is eligible for NRHP	1929	
53C1167	FLETCHER DRIVE UP	0.15 M SW SAN FERNANDO RD	5. Bridge not eligible for NRHP	1962	
53C1168	FLOWER STREET POC	BETWEEN 3RD ST & 4TH ST	5. Bridge not eligible for NRHP	1976	
53C1170	4TH STREET RAMP 'A' OC	AT FLOWER STREET	5. Bridge not eligible for NRHP	1972	
53C1171	4TH STREET ACCESS RAMP	E/O HOPE ST	5. Bridge not eligible for NRHP	1972	

Attachment E:
DPR Forms

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

Primary # 19-169869 (Update)
HRI #
Trinomial
NRHP Status Code 1CS, 2S2, 5S2

Other Listings
Review Code Reviewer Date

Page 1 of 2

*Resource Name or #: 4001 Crenshaw Boulevard (No.4-3)

P1. Other Identifier: May Company

***P2. Location:** Not for Publication Unrestricted

***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Hollywood* **Date:** 1966 (PR 1981)

T R ¼ of ¼ of Sec. Unsectioned **B.M.** S.B.

c. Address: 4001 Crenshaw Boulevard

City: Los Angeles

Zip: 90014

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5030-002-061

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

The May Company Store, was determined eligible for listing in the National Register of Historic Places and was listed in the California Register of Historical Resources in 2004. Refer to the original Historic Resources Inventory Forms for description, and significance.

***P3b. Resource Attributes:** (List attributes and codes) HP7. commercial building over 3 stories

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

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



P5b. Description of Photo: (View, date, accession #)
View southwest, June 14, 2010, Photograph # BS 098

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both
1947, County of Los Angeles Assessor

***P7. Owner and Address:**

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

S. Carmack
SWCA Environmental Consultants
150 S. Arroyo Parkway, 2nd Floor
Pasadena, CA 91105

***P9. Date Recorded:** January 20, 2011

P10. Survey Type: (Describe) Intensive

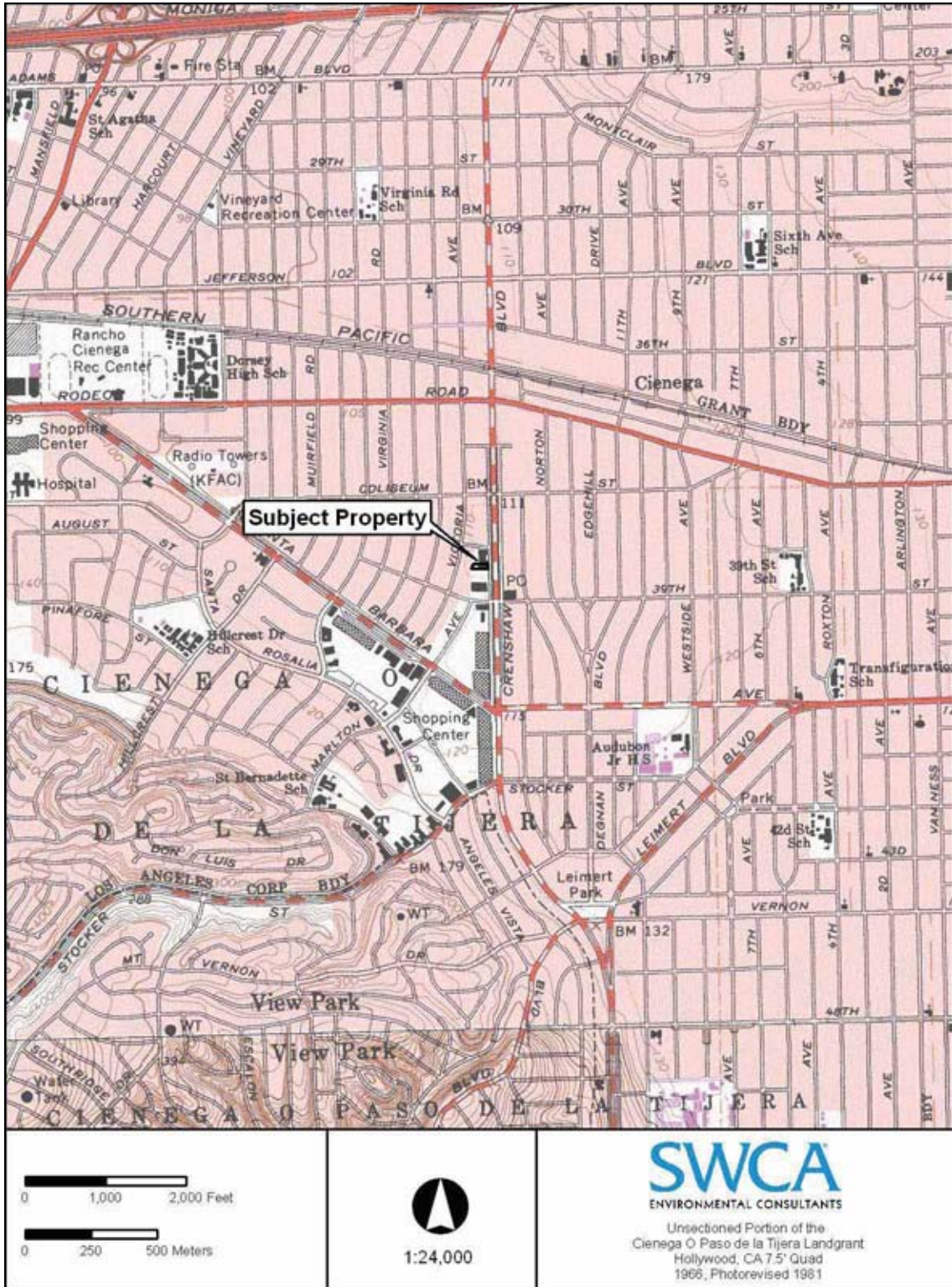
***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Built Environment Technical Report, Crenshaw/LAX Transit Corridor Project, Los Angeles County, California (SWCA Environmental Consultants 2011)

***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):

DPR 523A (1/95)

*Required information



19-169869

HISTORIC PROPERTY FILE

SINGLE PROPERTY PRINTOUT

10/30/03

Prop.#: 023847 MAY CO

Prim.#: 19-169869

Address:

4001 CRENSHAW BLVD

LOS ANGELES

90008

County: LAN

X-Street: KING BLVD

Vicinity:

Parcel #: 1

Category: BUILDING

Owner Type: PRIVATE

Present Use: COMMERCIAL

Other Recognition:

CHL #:

Dates of Construction: 1947 - 0

Architect: MARTIN, ALBERT C.

Builder: JOSHUA H MARKS

Historic Attributes: COMM.BLG, >3 ST.

Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval Crit	Eval-date	Evaluator
HIST.SURV.	0053-1303-0000	3S		PERSON UNKNOWN

Key to EVAL:

3S : Appears eligible to NR as individual prop thru survey evaluation.

This property was identified in the following survey:

KING, PHIL

19-0053-008

1983 FINAL REPORT FOR YEAR III HISTORICAL AND CULTURAL RESOURCES
 SURVEY OF LOS ANGELES: SYLMAR, WATTS, CRENSHAW, AND
 VERMONT/SLAUSON

HISTORIC RESOURCES INVENTORY

Ser. No. 1000
HABS _____ NAER _____ NR _____ SHL _____ Loc _____
UTM: A _____ B _____
C _____ D _____
11/376770 13764070

IDENTIFICATION

19-169869

1. Common name: May Company
2. Historic name: May Company
3. Street or rural address: 4001 Crenshaw Boulevard
City Los Angeles (Crenshaw) Zip 90008 County Los Angeles
4. Parcel number: Tract No. 12950 - Portion of Lot 1 (5032 023 014 & 013)
5. Present Owner: May Company Address: 801 S. Broadway
City Los Angeles, CA Zip 90014 Ownership is: Public _____ Private X
6. Present Use: Commercial Original use: Commercial

DESCRIPTION

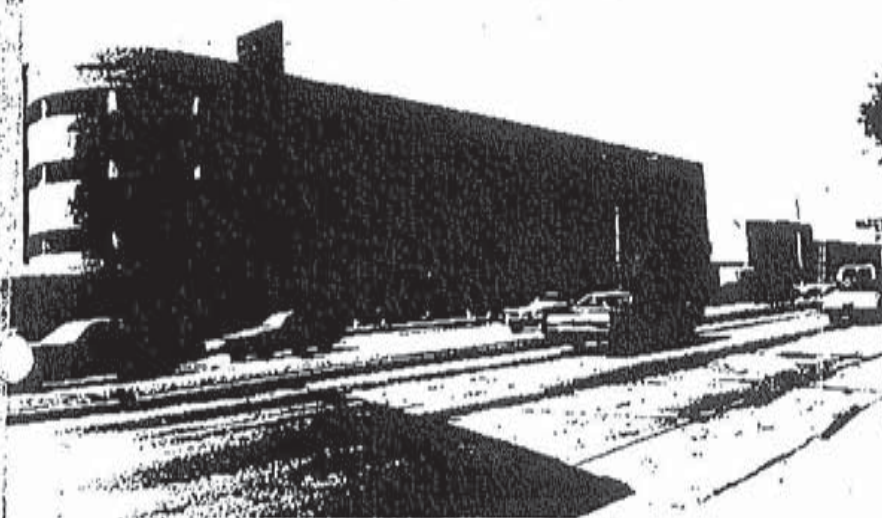
- 7a. Architectural style: 50s Modern
- 7b. Briefly describe the present physical description of the site or structure and describe any major alterations from its original condition:

The May Company Store is a four story building located on a corner site and built in a trapezoidal shape with the Crenshaw and King sides parallel to these adjacent streets. It is designed in the 50s Modern style with Streamline Moderne influences. The building exterior is faced with black artificial granite on the entrance level and architectural concrete on the upper levels.

Recessed doors provide primary entrance from the parking lot at the rear, secondary entrances on the Crenshaw side and minor entrance from King Blvd. Display windows consist of protruding glass rectangles, full height display windows adjacent to the entrances, and an angled window at the curving corner.

The major architectural feature is the rounded corner at King and Crenshaw. The lower level of this element houses a dominant display window. The upper floors consist of three recessed porches (continued)

8. Construction date: Estimated _____ Factual 1947
9. Architect Albert C. Martin
10. Builder Joshua H. Marks
11. Approx. property size (in feet)
Frontage _____ Depth _____
or approx. acreage 1.01 acres
parking lot 5.98 acres
12. Date(s) of enclosed photograph(s)
April 1983



- 13. Condition: Excellent ___ Good ___ Fair ___ Deteriorated ___ No longer in existence ___
- 14. Alterations: Closure of display windows
- 15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___
Residential ___ Industrial ___ Commercial ___ Other: _____
- 16. Threats to site: None known ___ Private development ___ Zoning ___ Vandalism ___
Public Works project ___ Other: Redevelopment
- 17. Is the structure: On its original site? Yes Moved? ___ Unknown? ___
- 18. Related features: Rear parking lot -

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

The May Company Store is located in Tract No. 12950 on a portion of Lot 1. The tract is a subdivision of a portion of Rancho Cienega O'Paso de la Tijera and is a portion of the Angeles Mesa Addition to the City, annexed on July 27, 1922 and a portion of the Crenshaw Manor Addition No. 2, annexed to the City on August 14, 1941. The tract consists of only one legal lot (#1) which was divided into subsections at some time prior to 1950.

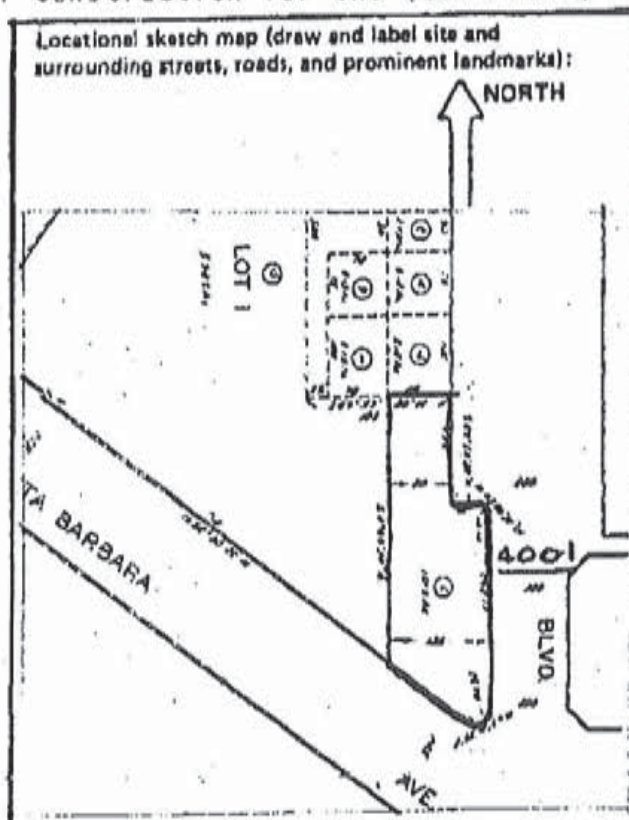
On March 7, 1946, permit #6278 was issued to the May Department Stores Company for the construction of a 261,500 square foot building with three main floors a mezzanine and full basement to be constructed of reinforced concrete exterior walls. The permit lists Albert C. Martin as the project architect, E. Lee as the project engineer and Joshua H. Marks as the contractor. The valuation of the proposed construction was estimated at \$900,000.00. A number of additional permits were issued while the building was under construction for the (continued)

- 20. Main theme of the historic resource: (if more than one is checked, number in order of importance.)
Architecture Arts & Leisure ___
Economic/Industrial Exploration/Settlement ___
Government ___ Military ___
Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).

Lupams File
City of Los Angeles Annexation Map file
L. A. County Assessor's Files

- 22. Date form prepared 4/83
By (name) City of Los Angeles
Organization Bureau of Engineering
Address: 200 N. Spring St.
City Los Angeles Zip 90012
Phone: 485-6556



Continuation Sheet No. 1

4001 Crenshaw Boulevard

7b. Physical Description

with flat parapets supported by round columns. This semi-open area is flanked by two granite fins that project above the roof level and beyond the face of the building to provide the background for the building identification signage.

Other features include a continuous cantilevered marquee located on three sides of the building separating the entrance level from the upper levels; a continuous horizontal band of windows on the mezzanine floor; landscaping areas located in pockets between the display windows and (originally) along the parapets of the rounded corner; the smooth surfaced volume of the building and the horizontal emphasis of the building shape, window bands, marquee and street level design.

Architectural details include a flag pole mounted on the roof - at the rounded corner, poles for banners at the Crenshaw and King elevations and metal trim at the entrances and display windows.

The building appears to be unaltered except for the minor closure of some of the display windows.

19. Significance

foundation, signage and interior partition work.

Albert C. Martin founded the world renowned Los Angeles Based architectural firm - Albert C. Martin and Associates. He earned an architectural and engineering degree from the University of Illinois. He initiated his practice of architecture in Los Angeles in 1904 and his first design project was the May Company downtown store, formerly the Hamburger Department Store - then the City's largest department store. The firm has expanded in its almost 80 years of existence to a staff of over 340 professionals with offices in New York, Houston and Irvine and is responsible for the design of more than 50% of all the major buildings erected in downtown Los Angeles since World War II. The firm has won many awards and is credited with a number of architectural innovations including Los Angeles' largest concrete department store (1912), the world's first cantilevered reinforced concrete balcony (in the Million Dollar Theater-1916), one of the first major retail shopping centers (Lakewood - 1948), the country's first pre-stressed concrete multistory office building (for Atlantic Richfield - 1952), the largest privately operated hospital complex in the west (Cedars-Sinai Medical Center - 1976).

Continuation Sheet No. 2

19. Significance

The May Company originated in Colorado where David May opened a small tailor shop and clothing store. By 1946, when the Crenshaw store was under construction, the Company had grown to a chain of seven department stores located in Akron, St. Louis, Baltimore, Cleveland, Los Angeles, and Denver. The Crenshaw store was planned to reach the southwest Los Angeles middle income market.

This building is significant for its association with the award-winning architectural firm, for its architectural integrity, as a focal point in the Crenshaw Shopping Center and for its part in the economic growth of Los Angeles after World War II.

20. Sources

Files of architectural photographer Julius Shulman
A.C. Martin Brochure No. B34
Southwest Builder and Contractor, August 23, 1946
Article, Los Angeles Times, November 25, 1979
Article, Business Week, August 3, 1946