

## **APPENDIX C.1**

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# **Historic Resources Technical Memorandum**



## MEMORANDUM

**TO:** Andrina Dominguez, ENV SP  
Los Angeles County Metropolitan Transportation Authority

**FROM:** Margaret Roderick, Daniel Paul, and Richard Starzak  
Architectural Historians, ICF

**DATE:** March 13, 2018

**RE:** Division 20 Portal Widening/Turnback Facility Project – Historical Resources Technical Memorandum

ICF is pleased to submit this Historical Resources Study for the Division 20 Portal Widening/Turnback Facility Project (Proposed Project). The analysis assesses impacts associated with the Proposed Project. Impact conclusions under the California Environmental Quality Act (CEQA) are shown in **Table 1**.

*Table 1. Summary of Impact Statements*

Impact Statement	Proposed Project Level of Significance	Applicable Mitigation Measures
<b>CULTURAL RESOURCES</b>		
Would the proposed project cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the State CEQA Guidelines?	<ol style="list-style-type: none"> <li>1) Significant Impact: Lysle Storage Co./Citizens Warehouse (additions to former Pickle Works)</li> <li>2) Significant Impact: National Ice and Cold Storage Facility</li> <li>3) Significant Impact: 1<sup>st</sup> Street Bridge over the Los Angeles River</li> </ol>	<ol style="list-style-type: none"> <li>1) Reconfigure into a smaller footprint based on Arts District historic significance that meets Metro’s needs for the site and adaptive reuse of remaining portion in a manner consistent with the SOI’s Standards for the Treatment of Historic Properties &amp; archival documentation on the Arts District history of the building.</li> <li>2) Archival documentation focused on the overall written history of the property rather than current photographs, as little of the complex that pre-dates 1924 remains, and Ice and Cold Storage in Los Angeles</li> <li>3) Design to minimize harm and alteration in a manner consistent with the SOI’s PQS</li> </ol>
Notes: CEQA = California Environmental Quality Act; Metro = Los Angeles County Metropolitan Transportation Authority; PQS = Professional Qualification Standards; SOI = U.S. Secretary of the Interior. Source: ICF 2017.		

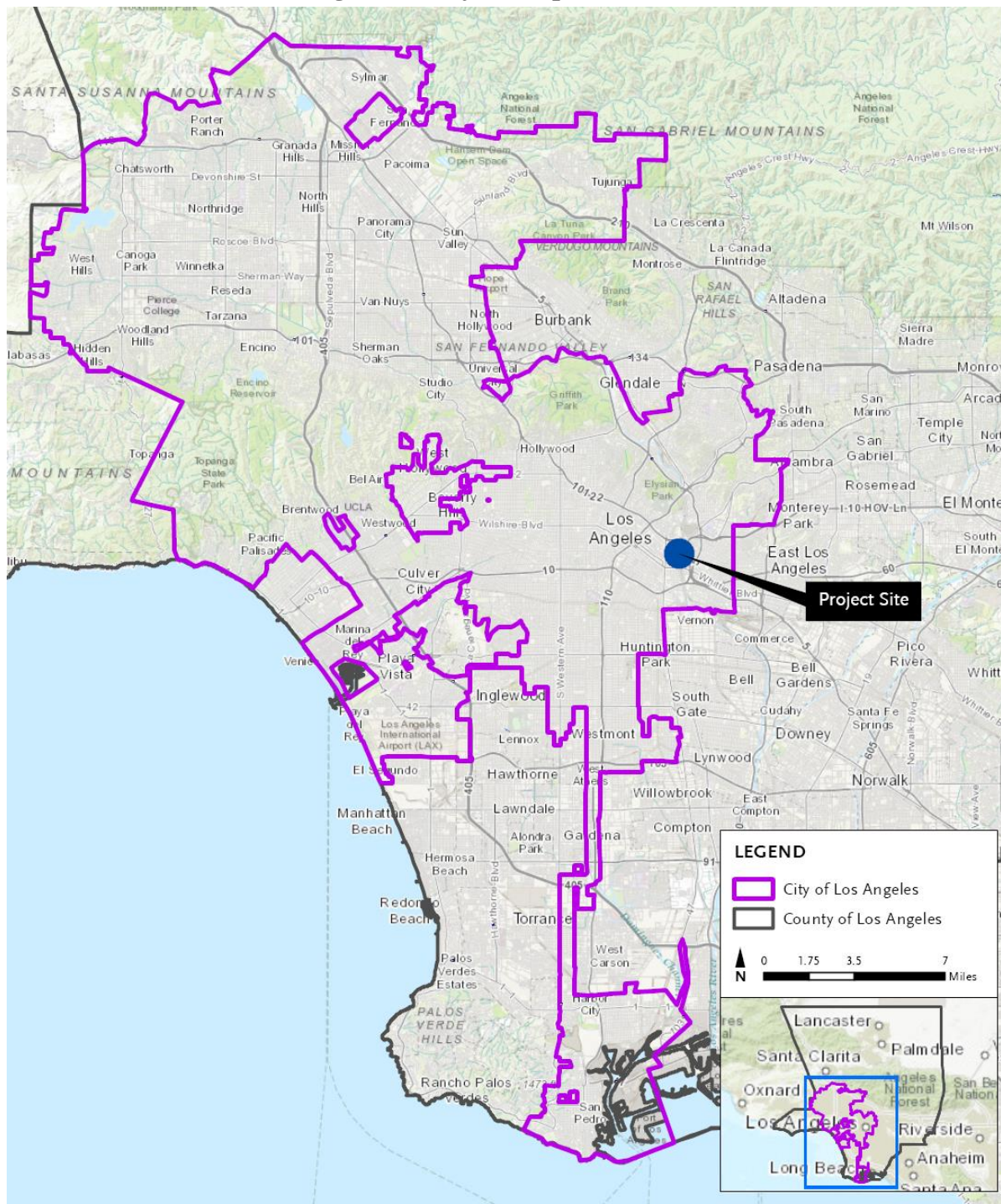
## 1. PROJECT DESCRIPTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing service improvements for its Red and Purple Lines under the Proposed Project. The Proposed Project aims to address the service and capacity limitations with three core improvements, which include:

- Widening of the heavy rail tunnel south of U.S. Highway 101 (US-101) Freeway to accommodate additional special trackwork and high-speed train movements.
- Developing of a new, surface-level turnback facility in the existing Division 20 Rail Yard.
- Reconfiguring and expanding of the surface-level rail storage tracks.

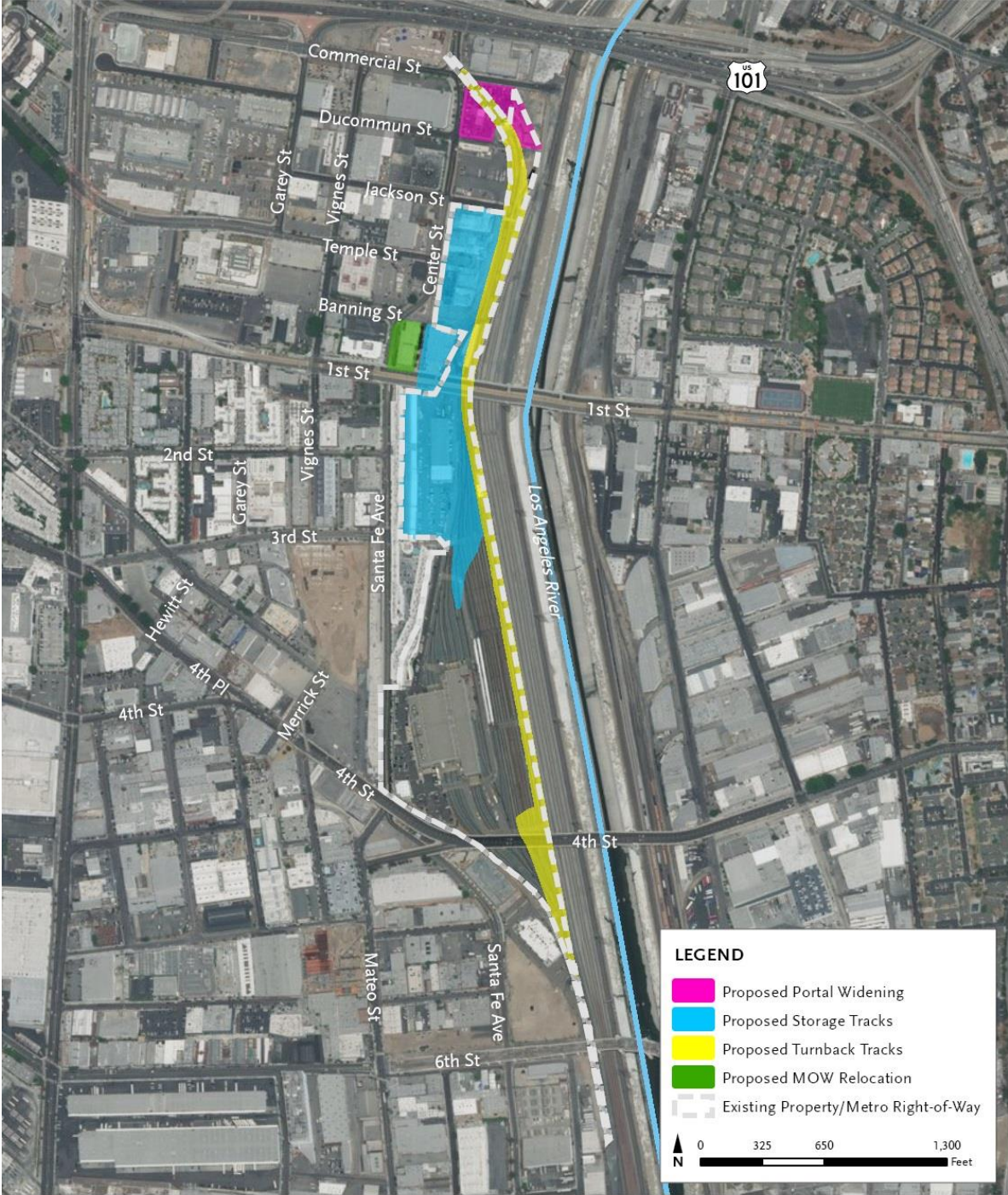
The Project Site is regionally located in the northeast edge of Downtown Los Angeles, in Los Angeles County, as shown in Figure 1. More specifically, it is within an area of Los Angeles known as Central City North. The Division 20 Rail Yard is an approximately 4.5-acre site that supports the Metro Red and Purple Line train storage and maintenance facilities. It is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6<sup>th</sup> Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries west toward Santa Fe Avenue and north toward Commercial Street, is shown in Figure 2. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe (OSF) mixed-use complex immediately south of the 1<sup>st</sup> Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which comprises residential, industrial, and commercial uses; art galleries; and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

**Figure 1. Project Map—Overview**



Source: Terry A. Hayes Associates Inc., 2017.

**Figure 2. Conceptual Site Plan**



NOTE: Exact location of storage tracks and turnback tracks to be determined.  
Source: Terry A. Hayes Associates Inc., 2018.

## **2. METHODOLOGY AND SIGNIFICANCE THRESHOLDS**

### **2.1 Records Search**

As part of this study, ICF reviewed the results of the records search completed at the South Central California Information Center (SCCIC) in 2016 by AECOM. The SCCIC data were reviewed to identify known historical resources located within or near the Proposed Project. In addition, ICF examined national, state, and local inventories of historical resources to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles. The following inventories and sources were consulted:

- National Register of Historic Places (National Register).
- California Register of Historical Resources (California Register).
- California Historical Resources Information System.
- California Historical Landmarks.
- California Points of Historical Interest.
- California Department of Transportation (Caltrans) Historic Bridge Inventory.
- City of Los Angeles Historic-Cultural Monuments (HCM).
- City of Los Angeles Historic Resource Survey (SurveyLA).

### **2.2 Field Survey**

Field surveys of all properties within the study area were undertaken according to the State CEQA Guidelines and related procedures on September 27, 2017, by ICF architectural historians Daniel Paul and Margaret Roderick. For a map of all properties within the study area, please refer to Appendix A. To be qualified under the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) (36 Code of Federal Regulations Part 61), each surveyor must have a bachelor's or master's degree in architectural history or history and at least 2 years of experience in the appropriate discipline. Mr. Paul exceeds the SOI's PQS, while Ms. Roderick is still working toward the requisite 2 years of experience.

The field survey of historical resources included the following steps:

- Visual examination of every parcel within the study area from the public right-of-way, including an assessment of integrity.
- Identification of the age of all major buildings, structures, objects, and potentially coherent districts within the study area.
- Photography of each potential district feature, major structure, building, or object within the study area.
- Review of previous survey data gathered during the records search.

Following the field survey, site-specific research was conducted using the following sources:

- Building permits issued by the City of Los Angeles Department of Building and Safety.
- City directories for Los Angeles County, California.

- Records of significant historic and architectural resources identified.
- Newspapers.com and ProQuest historic newspaper databases.
- Los Angeles Public Library Sanborn Fire Insurance Company Map database.
- Los Angeles Public Library Photo Collection database.
- Calisphere historic database.

The results of the records search, background research, and field survey by qualified architectural historians were recorded on California Historic Resources Inventory forms (Department of Parks and Recreation [DPR] 523) found in Appendix B.

### **2.3 Historical Resource Significance Thresholds**

Under Section 21084 of CEQA, a “project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” For the purposes of CEQA compliance, Sections 15064.5(a)(1) to (4) provide the term "historical resources" to include the following:<sup>1</sup>

- 1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register.
- 2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements in Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- 3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register.
- 4) The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource, as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

### **2.4 Results of the Historical Resources Identification Effort**

The records search, background research, field surveys, and subsequent research identified the following historical resources within the CEQA study.

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1. State CEQA Guidelines, 14 California Code of Regulations Section 15064.5(a).

#### ***2.4.1 1<sup>st</sup> Street Bridge over the Los Angeles River***

The 1<sup>st</sup> Street Bridge over the Los Angeles River, built in 1927–1928, bridge #53C-1166, is a historical resource under Section 15064.5(a)(2) of the CEQA Guidelines because it was declared City of Los Angeles HCM #909. In addition, in 1982, it was determined eligible for inclusion in the National Register under Criterion C by the U.S. Department of Transportation, and it is included in the Historic American Engineering Record, CA-175. Properties formally determined eligible for the National Register are automatically included in the California Register; therefore, the 1<sup>st</sup> Street Bridge is also a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

#### ***2.4.2 4<sup>th</sup> Street Bridge over the Los Angeles River***

The 4<sup>th</sup> Street Bridge over the Los Angeles River, built in 1930–1931, bridge #53C-0044, is a historical resource under Section 15064.5(a)(2) of the CEQA Guidelines because it was declared City of Los Angeles HCM #906. In addition, in 1982, it was determined eligible for inclusion in the National Register under Criterion C by the U.S. Department of Transportation, and it is included in the Historic American Engineering Record, CA-271. Properties formally determined eligible for the National Register are automatically included in the California Register; therefore, the 4<sup>th</sup> Street Bridge is also a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

#### ***2.4.3 Citizens Warehouse/Lysle Storage Company (Site of former Pickle Works)***

The Citizens Warehouse/Lysle Storage Company, located at 110–122 Center Street, was built as a pair of additions in 1905 and ca. 1909 on the north side of a building that is no longer extant, commonly known as the Pickle Works. Before the Pickle Works portion of the resource was demolished, it was determined eligible for the National Register under Criteria A and C through a consensus determination by the Federal Transit Administration (FTA) and California State Historic Preservation Officer (SHPO) in 2001. The property is therefore automatically included in the California Register and continues to be a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

Despite the demolition of the Pickle Works portion of the resource, research indicates the extant portion of the resource is one of the first industrial buildings occupied by artists starting in the late 1970s in what has now become the Arts District neighborhood of Los Angeles. Resettlement of this industrial-use neighborhood by artists and subsequent development that comprises the Arts District is a historically significant event qualifying the still extant Citizens Warehouse/Lysle Storage Company portion of the property as a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines.

#### ***2.4.4 Khan-Beck Company/Friedman Bag Company***

The Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tracts Project on behalf of the Federal Railroad Administration (FRA) and Caltrans and was assigned a California Historic Resource status code of 6Y2 (now 6Y, “determined ineligible for National Register by consensus through Section 106 process—not evaluated for California Register or local listing”). The SHPO concurred with FRA’s determination that it is not eligible for the National Register on January 15, 2014. This determination was also concurred with by the Federal Communications Commission as part of two cellular tower projects, first in 2005, then again in 2011.

However, the northwest portion of the complex, built in 1906, was identified as significant on November 1, 2017, by the City of Los Angeles Office of Historic Resources (OHR) SurveyLA citywide historical resources survey project for associations with early industrial development in Los Angeles between 1880 and 1945. The northwest portion of the building is noted by SurveyLA as an “excellent and rare example of a 1906 industrial building in Los Angeles’ primary industrial district,” adding that it “retains sufficient integrity to convey significance.” Therefore, although the Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was determined not eligible for the National Register, the northwest portion is considered a historical resource for the purposes of CEQA, under Section 15064.1(a)(2) of the State CEQA Guidelines, as a result of the SurveyLA findings.

**2.4.5 National Ice and Cold Storage Facility**

In survey results unpublished as of November 8, 2017, the National Ice and Cold Storage Facility at 210 Center Street/118 Jackson Street was identified as potentially eligible for the National Register, California Register, or Local designation as a district by the City of Los Angeles OHR SurveyLA citywide historical resources survey project, with a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant—the engine room and condenser—and the district no longer retains integrity from the period of significance.

Because of the SurveyLA findings, National Ice and Cold Storage Facility is considered a historical resource for the purposes of CEQA, under Section 15064.1(a)(2) of the CEQA Guidelines.

More detailed information about these historical resources and other properties is provided in Appendix B on the sets of forms used in the State of California to record and evaluate historical resources.

**2.5 Non-Historical Resources**

The properties listed in Table 2 do not meet any of the historical resources definitions in Section 15064.5 (a) of the State CEQA Guidelines.

**Table 2. Non-Historical Resources**

Name	Address/Location	Year Built	Previous OHP Status Code
New York Junk Company	825 E. Commercial Street	1946; 1940s	6Y
Maier Brewery Warehouse; Amay’s Bakery and Noodle Company	837 E. Commercial Street	1939	6Y
Metro Center/Jackson Bus Terminal; Southern California Gas Ducommun Street Plant	410 Center Street	1957	6Z
E.H. Stevenson Warehouse & Office	100–120 Santa Fe Avenue	1937	None
Los Angeles Engine Works	749 E. Temple Street	1929	None
Cleinman and Nesnick Storage	750 E. Jackson Street	1949	None
Notes: OHP = California Office of Historic Preservation			

Ms. Andrina Dominguez

March 13, 2018

Page 9

More detailed information about these historical resources and other non-historical resources is provided in Appendix B on the sets of forms used in the State of California to record and evaluate historical resources.

### 3. IMPACT ANALYSIS

Would the Proposed Project cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the State CEQA Guidelines?

#### 3.1 Impact Thresholds

The impact thresholds necessary to answer this question are set forth in Section 15064.5 of the State CEQA Guidelines, as follows:

- (b) A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.
  - (1) Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.
  - (2) The significance of a historical resource is materially impaired when a project:
    - (A) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and justify its inclusion in, or eligibility for inclusion in, the California Register; or
    - (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
    - (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and justify its eligibility for inclusion in the California Register, as determined by a lead agency for purposes of CEQA.

#### 3.2 Impacts on Historical Resources

This section provides information on each identified historical resource, including a description of the physical characteristics that convey its historical significance, photograph, significance statement, and whether its significance would be materially impaired by the Proposed Project.

##### ***3.2.1. Properties Listed in the California Register and Included in a Local Register of Historical Resources***

The 1<sup>st</sup> Street Bridge and the 4<sup>th</sup> Street Bridge are historical resources under two definitions under Section 15064.5(a) of the CEQA Guidelines. Both bridges are included in the California Register and are on a local register of historical resources.

###### 3.2.1.1 1st Street Bridge over the Los Angeles River

**Physical Characteristics That Convey Historical Significance.** The 1<sup>st</sup> Street Bridge (Figure 3) spans 1,300 feet over the Los Angeles River and the Santa Fe Railroad from approximately Mission Road to the east to Vignes Street to the west. The bridge, constructed of reinforced concrete in 1929, is Neo-Classical in style, with triumphal arches with recessed balconies above the river piers. The main open spandrel is 125 feet wide.

In 2011, the 1<sup>st</sup> Street Bridge's span was widened 26.3 feet along its north elevation and the railings strengthened by the City of Los Angeles Bureau of Engineering to accommodate the Eastside Light-Rail Extension of the Metro Gold Line, in cooperation with the Federal Highway Administration, Caltrans, and Metro.

The boundaries of a historic bridge typically encompass the entirety of the super- and substructure—including approach ramps and supporting embankments/abutments and wingwalls—and extend on either side of the bridge to include piers, cantilevered sidewalks, pylons, and underwater footings. Contributing elements include the reinforced-concrete, open-spandrel viaduct and the arch ribs and struts, the spandrel beams and columns, piers, abutments, and wingwalls. In addition, the character-defining features of this Neo-Classical bridge include the 10 monumental arched porticos at the east/west girder abutments; the east/west arch abutments; the intermediate pylon abutment with projecting balconies; the cantilevered sidewalk, which is supported by heavy brackets; and the arched railing and lighting standards, which consist of a base, pole, and double-acorn luminaire. Noncontributing elements include the additional 26.3 feet of structure along the north to widen the bridge, the current blacktop deck material, and a concrete center median that was added for the Metro Gold Line light rail system, along with its elevated electrical cable infrastructure.

Site visits were conducted on September 27, 2017, to verify existing conditions at the resource on 1<sup>st</sup> Street between Mission Road and Vignes Street and on February 2, 2018, for a detailed inspection of the area where the Proposed Project would be located. Several alterations evidence the bridge's 26.3-foot northern expansion (e.g., the substructure below the bridge, the addition of a narrow-gauge rail transit line running down the middle, the inclusion of plastic light fixtures atop the bridge). Open interior arches located under the deck directly below the light rail transit alignment have been filled in with concrete for additional strength, but are slightly incised to recall the arched openings. The substructure that supports the 26.3-foot widening appears to include materials and methods of construction similar to those used for the original 1929 bridge, in keeping with the SOI's Standards for the Treatment of Historic Properties. The new piers along the north elevation, where the widening took place, mirror the original piers along the south elevation of the bridge. All light fixtures along the bridge have been replaced with plastic replicas, which are likely to correspond to the 2011 bridge widening. The 1<sup>st</sup> Street Bridge retains sufficient integrity to convey its significance.

*Figure 3. 1<sup>st</sup> Street Bridge, Detail of North Elevation, Facing East*



Photo: ICF, September 2017.

**Significance.** As stated earlier, the 1<sup>st</sup> Street Bridge over the Los Angeles River is a historical resource under two definitions set forth in Section 15064.5(a) of the CEQA Guidelines:

- 1) In 1982, the 1<sup>st</sup> Street Bridge was determined eligible for inclusion in the National Register by the U.S. Department of Transportation under Criterion C for the quality of its architecture; therefore, it is automatically included in the California Register.
- 2) In 2008, the 1<sup>st</sup> Street Bridge was declared City of Los Angeles HCM #909; therefore, it is included in a local register of historical resources.

**Impact.** During construction, the 1<sup>st</sup> Street Bridge would be altered by removal of two bents (numbers 16 and 13), widening of one pylon (number 17), and widening of two bents (numbers 14 and 15). The arches in the remaining bents would not be removed, but they would look recessed on one side because the bents would be widened on the other side. Pre-cast concrete beams would be slipped in to minimize further harm to the bridge and to support the load above the two bents to be removed. As part of the Proposed Project, a seismic retrofit evaluation is required and additional interior arch bays will need to be in-filled for certain bents following the same procedure used during the 1990s retrofit. The intent is to not in-fill the bays closest to the outside of the bridge such as to minimize any visual impact but rather to in-fill those that are located deep within the center of the bent. Despite the fact that the bridge was previously widened, removal of historic materials that are character-defining features is not consistent with the SOI's Standards for the Treatment of Historic Properties. It would be a substantial adverse change in its significance for inclusion in the California Register and as an HCM and would be a significant impact under CEQA.

3.2.1.2 4th Street Bridge over the Los Angeles River

**Physical Characteristics That Convey Historical Significance.** The 4<sup>th</sup> Street Bridge (Figure 4) spans 2,730 feet over the Los Angeles River and Santa Fe Railroad from approximately Mission Road to the east to Santa Fe Avenue to the west. The bridge, constructed of reinforced concrete in 1931, features Gothic Revival influences, with arched pylons extending to 40 feet above the bridge. The bridge has an unusual construction method, with a fixed-hinge design for the river spans in which the hinges are fixed after dead-load sediment. At the time of construction, the bridge had the longest reinforced concrete arch span in Southern California, at 254 feet.

The boundaries of the historic bridge typically encompass the entirety of the super- and substructure—including approach ramps and supporting embankments/abutments and wingwalls—and extend on either side of the bridge to include piers, cantilevered sidewalks, pylons, and underwater footings. The 4<sup>th</sup> Street Bridge is of the Gothic Revival design, and contributing, character-defining features include ornamental pylons with lancet arched openings, decorative bronze lanterns, pointed arched pilasters, and pointed capping; trefoil railing detail; tapered concrete light poles with finials and paired decorative bronze lanterns; and closed spandrel barrel arches. The current blacktop deck material is a non-contributing design element. The 4<sup>th</sup> Street Bridge has not been widened and largely retains its 1931 appearance and Gothic Revival design elements.

*Figure 4. 4<sup>th</sup> Street Bridge, Facing Northeast*

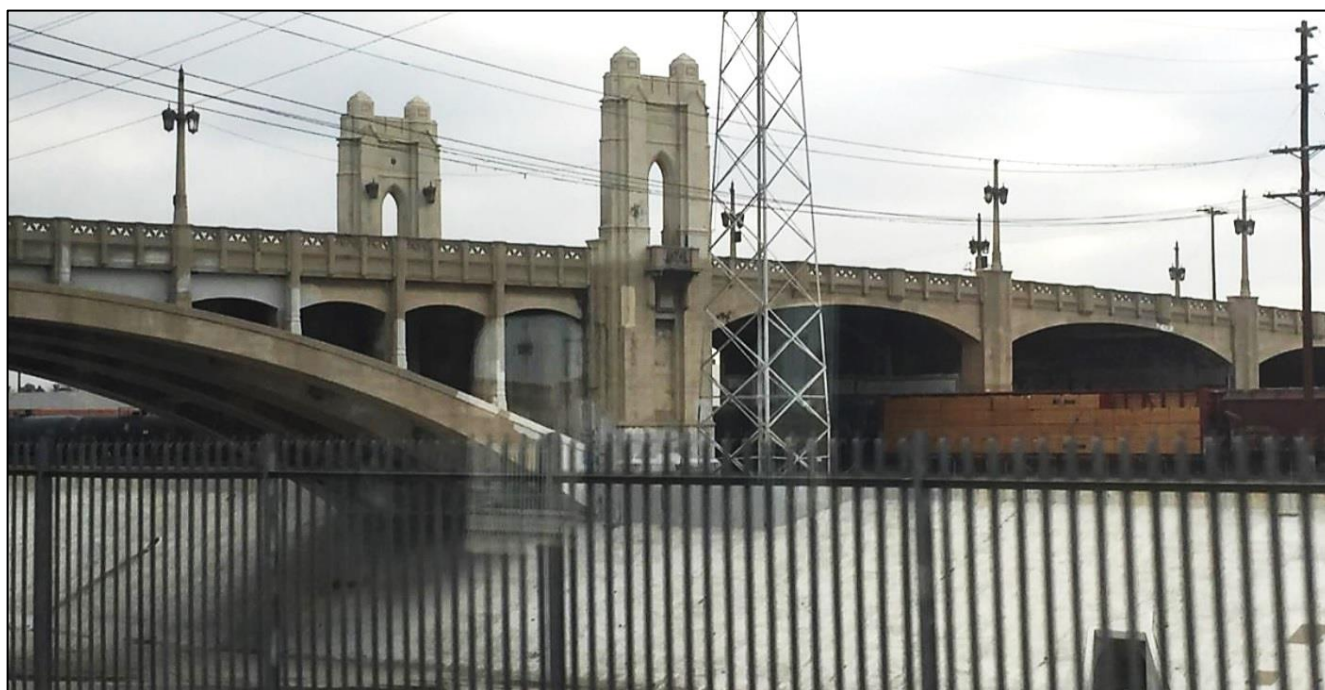


Photo: ICF, August 2016.

**Significance.** As stated earlier, the 4<sup>th</sup> Street Bridge over the Los Angeles River is a historical resource under two definitions set forth in Section 15064.5(a) of the CEQA Guidelines:

- 3) In 1982, the 4<sup>th</sup> Street Bridge was determined eligible for inclusion in the National Register by the U.S. Department of Transportation under Criterion C for the quality of its architecture; therefore, it is automatically included in the California Register.
- 4) In 2008, the 4<sup>th</sup> Street Bridge was declared City of Los Angeles HCM #906; therefore, it is included in a local register of historical resources.

**Impact.** The Proposed Project would not demolish or alter the 4<sup>th</sup> Street Bridge, which spans the Los Angeles River and adjacent railroad tracks from approximately Mission Road to the east to Santa Fe Avenue to the west. Therefore, its status as included in the California Register and as HCM #906 would not be materially impaired by the Proposed Project.

### ***3.2.2. Properties Listed in the California Register***

The Citizens Warehouse/Lysle Storage Company technically continues to be included in the California Register, although the basis for that inclusion no longer exists as it was related to the now-demolished Pickle Works buildings that were on the same property.

However, research indicates the extant additions to the resource comprise one of the first industrial buildings occupied by artists starting in the late 1970s in what has now become the Arts District neighborhood of Los Angeles. This resettlement is a historically significant event qualifying the extant portion of the property as a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines.

#### 3.2.2.1 Citizens Warehouse/Lysle Company Warehouse (additions to the Pickle Works)

**Physical Characteristics That Convey Historical Significance.** The oldest and original portion of this property was demolished when the southernmost 75 feet of the building was removed to accommodate the widening of the 1<sup>st</sup> Street Bridge. The tenants of the now demolished portion were California Vinegar and Pickle Works (1888) and James K. Hill Pickle Works (1894).

What remains of the subject property in 2018 (Figure 5) are additions to the now-demolished Pickle Works, completed by the Lysle Storage Company in 1905 and c. 1909. The south elevation is now a flat stucco wall, with a flat stucco band running between its first and second levels. It presently features *trompe-l'oeil* prints of simulated window openings. The roof above it is underscored with wood rafter tails. The two additions that make up the building were designed in a manner consistent with the original 1888 portion.

From 1981 to 1986, a middle loading dock at the west elevation served as Art Dock, a drive-by art gallery that was overseen by local artist Carlton "Carl" Davis. Located at the 112 Center Street bay, it hosted 35 exhibits of local artists. Though Art Dock in and of itself does not appear to be historically significant in a manner that would warrant the bay's individual eligibility at any level, the fact that the dock remains renders it a character-defining feature, expressive of the property's early association with the Los Angeles Arts District.

Physical characteristics that convey significance include:

- Common-bond brick work.
- Patterned but irregular spacing of fenestration and openings.

- Segmentally arched windows of variegated dimensions.
- Four-part corbelling at west and north elevation rooflines.
- Ceramic insulators affixed to west elevation.
- Sawtooth element at roof.
- Recessed wood-frame multi-light windows.
- Faux shutters and planters.
- The Art Dock bay, located at 112 Center Street (west elevation, second dock from north).
- Elevated single-bay loading docks.
- Basement windows.
- Stucco-capped stepped parapets at the roofline.
- Continuous raised parapet at east elevation.
- Ghost signage at east elevation.
- Dedicated rail spur at east elevation.
- Banked east elevation, correspondent to spur line.

A site visit of the interior was conducted on December 6, 2017, and observations by architectural historians determined that no murals or other artwork remains on the inside of the building that would convey the resettlement of this building by the artists who were tenants.

**Significance.** The Citizens Warehouse/Lysle Storage Co. is one of the first of a non-contiguous grouping of industrial buildings occupied by artists that nearly 40 years later has now lent the Arts District neighborhood both its character and its name. Despite the loss of the property's southerly 75 feet, as an individual property and a contributor to a non-contiguous local district, the property continues to be considered a historical resource for CEQA purposes as per Section 15064.5(a)(4) of the CEQA Guidelines, in part for its historic associations to the Arts District unaddressed by previous analysis. The basis for significance now is changed to reflect the later occupancy by artists, the period of significance is now updated to 1905–c. 1909; c. 1978–1986. The name of the resource has also been updated to reflect the history of the additions.

However, the basis for the National Register eligibility determination of the property is no longer extant. The loss of the southernmost 75 feet of the building, once occupied by California Vinegar and Pickle Works and James K. Hill and Sons Pickle Works, calls into question whether the property is still eligible for the National Register as determined through consensus determination by Federal Transit Administration/SHPO in 2001. The National Register eligibility determination should be reconsidered the next time Section 106 of the National Historic Preservation Act applies to the subject property.

***Figure 5. Citizens Warehouse/Lysle Storage Co., Facing Northeast***



Photo: ICF, September 2017.

**Impact.** During construction, the eastern portion of the remaining buildings along the railroad tracks and the Los Angeles River would be demolished and then stabilized by a temporary, two-story wall. The westernmost 20,000 square feet along Center Street (10,000 square feet per story) would be stabilized and preserved in place. The Center Street façade best represents the Arts District significance because it was most visible from the public right-of-way and features the former location of the Art Dock exhibit. Although the building's original 1888 Pickle Works portion along the southern end of the complex was previously demolished, the demolition of most of what is still extant would be a substantial adverse change in its significance as a California Register-listed resource and a significant impact.

The impacts would occur during construction, but the removal of eastern portion of the buildings would continue to be viewed as a substantial alteration during the operational period.

### ***3.2.3. Properties Identified as Significant in a Historical Resources Survey***

The City of Los Angeles Office of Historic Resources is conducting a historical resource survey known as SurveyLA. Based on results published on November 1, 2017, SurveyLA has identified the following two properties that may be considered historical resources under Section 15064.5(a)(2) of the CEQA Guidelines:

- National Ice and Cold Storage complex.
- Khan-Beck Company/Friedman Bag Company.

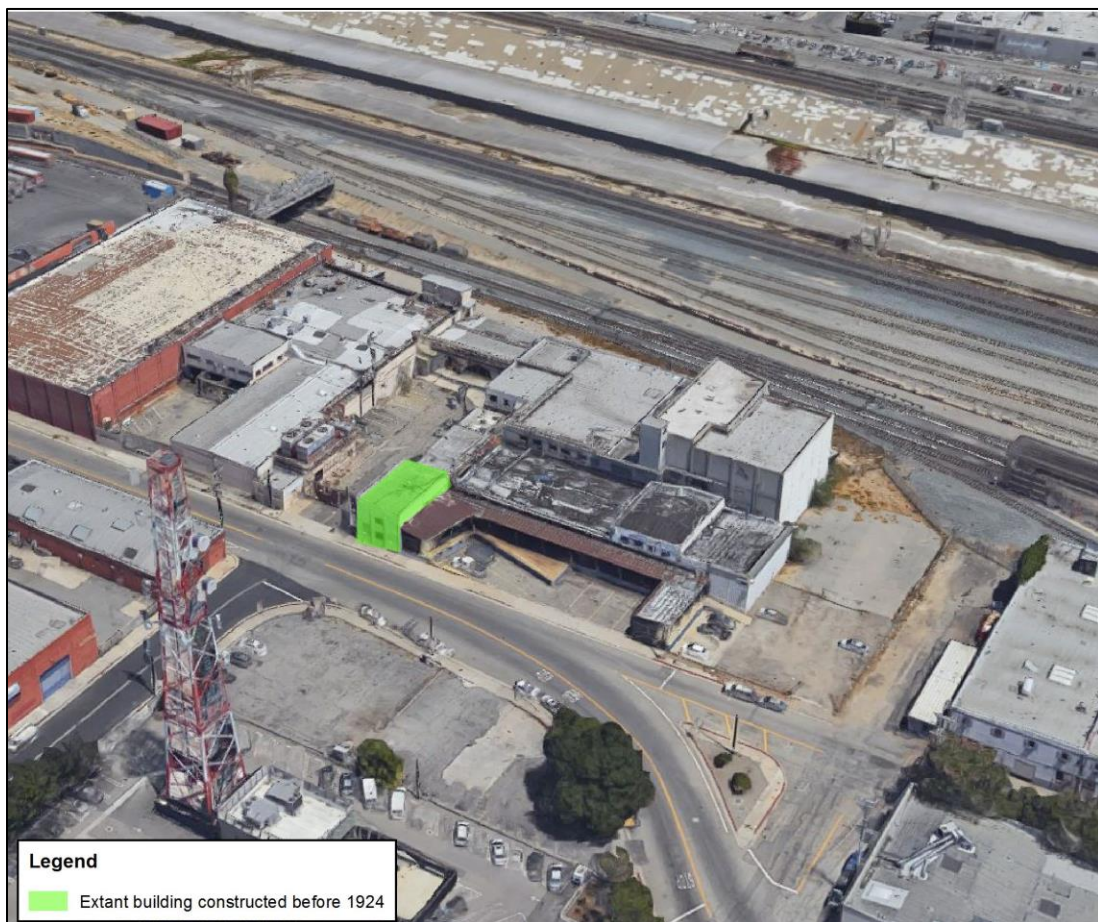
#### **3.2.3.1. National Ice and Cold Storage Facility**

**Physical Characteristics That Convey Historical Significance.** National Ice and Cold Storage is a variegated two-block complex bounded by Banning Street to the south, Center Street to the west, Jackson Street to the north, and railroad sidings to the east. The property, developed over the duration of the National Ice and Cold Storage Company's approximately century-long use of the property from 1892 to at least the

early 1980s, features a concrete loading dock along Center Street, with a two-story brick building behind; a three-story concrete building with a full-height elevator shaft at the rear of the property, alongside the railroad tracks; a metal-sided and windowless component adjacent to surface parking at the corner of Center and Banning Streets; a modest two-story stucco-clad building; a small building with Streamline Moderne influence; a front-gabled concrete and metal warehouse; and a large brick warehouse at the corner of Center and Jackson Streets.

Based on a field visit and research completed in November 2017, and an interior site inspection by architectural historians on February 26, 2018, very little of the early development of the complex remains to convey the historic significance. Research indicates only two small, heavily altered buildings that pre-date 1924 still remain: the engine room and the condenser (Figure 6 and Figure 7). The vast majority of the complex has been demolished and replaced over time with later-era buildings. The attached DPR 523 form for this complex in Appendix B provides more detail on the extent of demolition of the property.

*Figure 6. National Ice and Cold Storage in 2017*



Source: Google Maps with ICF overlay.

*Figure 7. National Ice and Cold Storage in 1924*



Source: Los Angeles Public Library Photo Archive.

**Significance.** In survey results published on November 1, 2017, National Ice and Cold Storage Facility was identified as potentially eligible for the National Register, California Register, or Local designation as a district by the City of Los Angeles OHR SurveyLA citywide historical resources survey project, with a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant, the engine room and the condenser, and the district no longer retains integrity from the period of significance.

Because of the SurveyLA findings, National Ice and Cold Storage Facility is being considered a historical resource for the purposes of CEQA, under Section 15064.1(a)(2) of the CEQA Guidelines.

**Impact.** SurveyLA recorded National Ice and Cold Storage as having a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant, the engine room and condenser. As a result, the district no longer retains integrity from the period of significance. Despite the fact that only these two small components remain, demolition of the entire complex

would be a substantial adverse change in its significance, as described in SurveyLA, and a significant impact under CEQA. Demolition cannot be mitigated to less than significant by archival documentation.

A reasonable argument may be made that avoiding demolition of the only two components of the complex that predate 1924, the engine room and condenser, might reduce the level of impact, but probably not to a less-than-significant level.

### 3.2.3.2. Khan-Beck Company/Friedman Bag Company

**Physical Characteristics That Convey Historical Significance.** The Khan-Beck Company/Friedman Bag Company complex (Figure 8) at 801 Commercial Street is composed of several buildings that, together, form a rectangular footprint. The significance of the property is conveyed by only the building located at the northwest corner of the property. The three-story northwest corner of the property is four bays wide and constructed of board-formed concrete in the northern bay and brick in the remaining three bays to the south. The first floor includes two infilled loading doors surrounded by a series of windows. Windows in the northernmost bay are multi-light single-hung windows, while windows in the upper two stories of the remaining bays are one-over-one double-hung windows with arched head casings and lintels. The building is adorned with brick course work and a cornice.

*Figure 8. North Elevation of Khan-Beck Company/Friedman Bag Company, Depicting Portion Identified in SurveyLA to the Left, Facing Northeast*



Photo: The northwest corner of the building is to the left of frame.  
ICF, September 2017.

**Significance:** The Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tracts Project on behalf of FRA

Ms. Andrina Dominguez  
March 13, 2018  
Page 20

and Caltrans and was assigned a California Historic Resource status code of 6Y2 (now 6Y, “determined ineligible for National Register by consensus through Section 106 process—not evaluated for California Register or local listing”). The SHPO concurred with FRA’s determination that it is not eligible for the National Register on January 15, 2014. This determination was also concurred with as part of two cellular tower projects, first in 2005, then again in 2011.

However, the northwest portion of the building, built in 1906, was identified as significant on November 1, 2017, by the OHR SurveyLA citywide historical resources survey project for associations with early industrial development in Los Angeles between 1880 and 1945. The northwest portion of the building is noted as an “excellent and rare example of a 1906 industrial building in Los Angeles’ primary industrial district,” adding that it “retains sufficient integrity to convey significance.”

Therefore, although the Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street is presumed not to be eligible for the National Register, the northwest portion is considered a historical resource for the purposes of CEQA, using the criteria outlined in Section 15064.1(a)(2) of the State CEQA Guidelines, because of the SurveyLA findings.

**Impact:** The Proposed Project would not result in demolition of or alterations to the Khan-Beck Company/Friedman Bag Company at 801 E. Commercial Street. Therefore, the northwest portion of building’s presumed inclusion in SurveyLA would not be affected by the Proposed Project, and the materials that convey the building’s significance as identified in a survey of historical resources would not be impaired.

## 4. MITIGATION MEASURES

The mitigation measures for historical resources with impacts resulting from the Proposed Project are provided below.

### 4.1 1<sup>st</sup> Street Bridge

CR-1 Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1<sup>st</sup> Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.

#### 4.1.3 *Significance after Mitigation*

The impact on 1<sup>st</sup> Street Bridge would remain significant after Mitigation Measure CR-1.

### 4.2 Citizens Warehouse/Lysle Storage Company Warehouse

Although demolition cannot typically be mitigated to less than significant, the following mitigation measures are proposed to reduce the Proposed Project's impacts.

CR-2 Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Co. building. The documentation shall include a discussion of who lived and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1888 until the present time shall also be included in the documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Co building.

CR-3 Metro shall prepare and implement a plan to retain and stabilize approximately 20,000 square feet of the extant portion of the Citizens Warehouse/Lysle Storage Co building along Center Street (10,000 sf per story), including the former location of the Art Dock, for potential future reuse. Stabilization of the remaining portions of the buildings shall be designed and conducted in a manner consistent with the applicable SOI's Standards. The plan shall be prepared prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Co building.

#### 4.2.3 *Significance after Mitigation*

The impact on Citizens Warehouse/Lysle Storage Company Warehouse would remain significant after Mitigation Measures CR-2 and CR-3.

### **4.3 National Ice and Cold Storage Facility**

Because so little of the National Ice and Cold Storage Facility complex remains from the historic era, the following mitigation measure is proposed in lieu of archival documentation of the current complex.

CR-4 Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage Facility.

#### ***4.3.1 Significance after Mitigation***

Despite the fact that only two small pre-1924 components remain of National Ice and Cold Storage, for the purposes of this EIR, the impact would remain significant after Mitigation Measure CR-4.

### **4.4 Other Historical Resources**

No mitigation is required for the other two historical resources:

- Khan-Beck Company/Friedman Bag Company.
- 4<sup>th</sup> Street Bridge.

## 5. REFERENCES

AECOM. 2017. *Final Initial Study/Mitigated Negative Declaration for Metro Red/Purple Line Core Capacity Improvements Project*. Prepared for the Los Angeles County Metropolitan Transportation Authority, Los Angeles, CA.

Avocado, Laurie. n.d. *Citizens Warehouse or Pickle Works Building*. Evanescent City [blog]. Available: <http://evanescent-city.blogspot.com/2014/10/citizens-warehouse-or-pickle-works.html>.

Davis, Carlton. 2012. *The Art Dockuments: Tales of the Art Dock, the Drive-by Gallery*. Los Angeles, CA.

Galvin Preservation Associates. 2012. *Re-evaluation of the Pickle Works Building: 1001 E. 1<sup>st</sup> Street, Los Angeles*. Technical report. November.

Google Maps Aerial view of 210 Center Street. 2017.

Greenwood and Associates. 2001. *James K. Hill & Sons Pickle Works*. DPR 523a and b evaluation forms. May 21.

JRP Historical Consulting Services. 2004. *Historical Resources Evaluation Report: 1<sup>st</sup> Street Viaduct and Street Widening Project*. Technical report. February 10.

Los Angeles Public Library Photo Archive. Historic Aerial of National Ice and Cold Storage, 1924.

*Los Angeles Times*. 1957. Sgl. or Suite Offices (Citizens Warehouse). Classified advertisement. December 7: 41.

Miller, Lindsey. 2014. *Isolation and Authenticity in Los Angeles' Arts District Neighborhood*. Master's thesis. University of Southern California. May.

## **APPENDICES**

### **Appendix A: Maps**

Project Area Limits, Division 20 Portal Widening

### **Appendix B: DPR 523 Forms**

Citizens Warehouse/Lysle Storage Co. (110-122 Center Street)

National Ice and Cold Storage (210 Center Street)

First Street Bridge over the Los Angeles River

Fourth Street Bridge over the Los Angeles River

Khan-Beck Co./Friedman Bag Co. (801 Commercial Street)

New York Junk Co. (825 E. Commercial Street)

Maier Brewing Co./Amay's Bakery and Noodle Co. (837 E. Commercial Street)

Metro Center/Jackson Bus Terminal/Southern California Gas Ducommun Street Plant  
(410 Center Street)

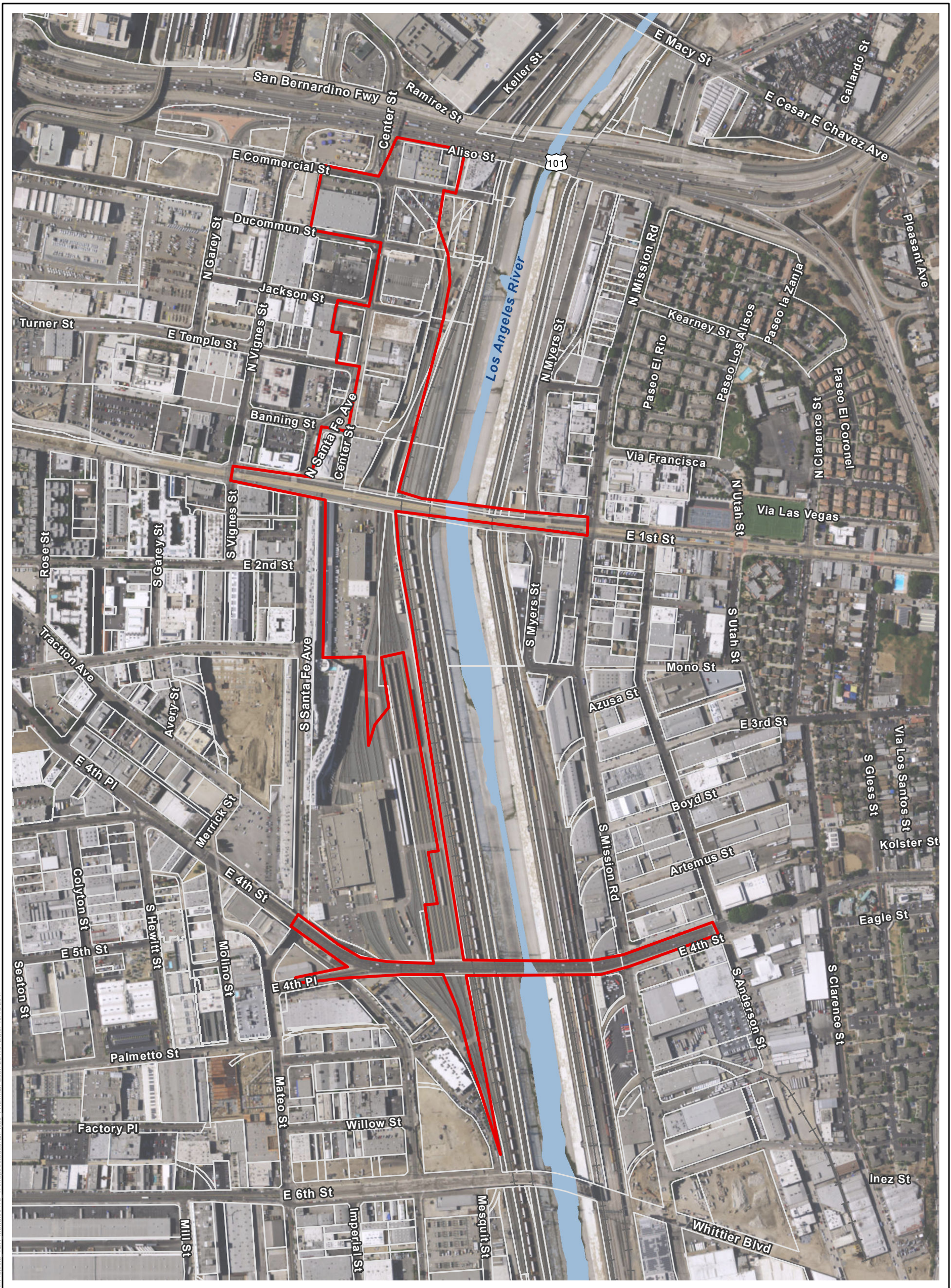
E.H. Stevenson Warehouse & Office (100-120 Santa Fe Avenue)

Los Angeles Engine Works (749 E. Temple Street)

Cleinman and Nesnick Storage (750 E. Jackson Street)

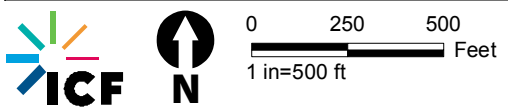
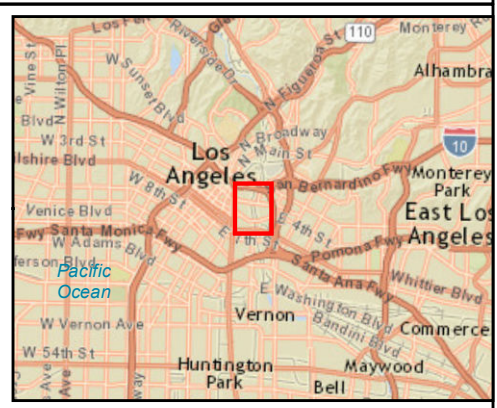
**APPENDIX A: MAPS**





- Legend**
- Project Area Limits
  - Assessors Parcels

Source: Los Angeles County; Imagery-NAIP (2017); ESRI Streetmap (2013)



**Figure A-1**  
**Project Area Limits**  
**Division 20 Portal Widening**



**APPENDIX B: DPR 523 FORMS**



# CITIZENS WAREHOUSE/LYSLE STORAGE COMPANY

**Update DPR (2017)**

## **Attachments**

Records Search: DPR (2001)


GPA Memo (2012)

SurveyLA: Central City North, James K. Hill and Cons Co, Pickleworks (2017)



## CONTINUATION SHEET

Page 1 of 8 \*Resource Name or # Citizens Warehouse/Lysle Storage Co.

\*Recorded by: Daniel Paul, ICF \*Date October 2, 2017   
Continuation  Update

### UPDATED INFORMATION

**Resource Name:** Citizens Warehouse/Lysle Storage Company

**P1. Other Identifier:** Site of California Vinegar and Pickle Works; Site of James Hill and Sons Company; Site of James K. Hill and Sons Pickle Works; R.W. Prideham Co., Lysle Storage Co.; Citizens Warehouse; Art Dock.

**P2.c. Address:** 110-122 Center Street

**P7. Owner:** City of Los Angeles

**B10. Theme:** Art, Social History; **Periods of Significance:** 1905-c.1909; c. 1978-1986

### PREVIOUS ANALYSIS AND RECENT ALTERATION


For the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) undertaking known as the Los Angeles Eastside Corridor, in May 2001, Greenwood and Associates surveyed the subject property for compliance with Section 106 of the National Historic Preservation Act. FTA determined it eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with early industrial development of Los Angeles with a period of significance of 1888-1927 and under Criterion B as an excellent example of "a dwindling stock of Victorian-era buildings remaining in the former heart of Los Angeles' warehouse district". The California State Historic Preservation Officer (SHPO) concurred with FTA's finding on December 5, 2001. For the Federal Highway Administration (FHWA) and Caltrans, in an Historical Resource Evaluation Report (HRER) prepared for the First Street Viaduct and Street Widening Project, in August of 2003, JRP Consulting concurred with FTA's 2001 NRHP eligibility determination, along with applying California Register of Historical Resources (CRHR) eligibility under Criterion 1 and Criterion 3. JRP did not prepare an update DPR as part of the HRER. In December 2005, a Memorandum of Agreement (MOA) was executed among FHWA, SHPO, Caltrans, and the City of Los Angeles to minimize the effect of removing the southernmost 30 feet of the oldest portion of the building. In November 2012, for the City of Los Angeles Bureau of Engineering, Galvin Preservation Associates (GPA) re-evaluated the subject property as part of an amendment to the MOA after the southernmost 75 feet (not 30 feet), and the oldest portion of the building, was demolished. The GPA report, which is attached, found the property to be NRHP ineligible under any Criteria after the demolition, but that analysis was never submitted to or otherwise concurred with by the SHPO.

Presently, in October 2017, the subject property is listed in the California Historic Resources Inventory (HRIU) with a 2S2 Status Code, which means "Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR." However, this 2S2 status code was assigned back in 2001, and does not reflect the demolition of the entire original 1888/1894 portions once occupied by pickle works companies, which served as the basis for the determination of NRHP eligibility under both criteria A and C.

What remains of the subject property in 2017 are in-kind additions to the now demolished 1888 portion that based off GPA research using Sanborn maps and historic era building permits, were completed in

## CONTINUATION SHEET

Page 2 of 8 \*Resource Name or # Citizens Warehouse/Lysle Storage Co.

\*Recorded by: Daniel Paul, ICF \*Date October 2, 2017   
Continuation  Update

1905 and c. 1909. Consequently, the resource name has been changed to the Citizens Warehouse/Lysle Storage Company, to reflect the names of the historic-era occupants of the still extant portions of buildings on the property.

### EARLY HISTORY

In the now demolished portion, the building's original tenants appear to have been the California Vinegar and Pickle Works, listed at the property in the 1888 City Directory but by 1890 relocates to 88 S. Los Angeles Street. The James K. Hill Pickle Works incorporated in June of 1894, and a Sanborn Map of the same year indicates the presence of this business at the far southern end of the property, in place of the earlier pickling entity within the original 1888 buildings, and shows a one-story addition to the north housing pickling vats. What presently remains (in 2017) is not directly or indirectly associated to either of the pickling enterprises.

Though nothing of the 1888 or 1894 portions appear to remain, fairly recent photo-documentation shows that both the 1905 and c. 1909 additions were stylistically in-kind to the original, echoing its running course brick cladding, and multipart corbelling at the roofline, and segmentally arched woodframe, multi-light windows of varying proportions. According to the GPA report, the Lysle family, whose patriarch Addison Lyle came from the Pittsburgh coal trades, purchased the building in 1905, and presumably oversaw its first major expansion of that same year. The Lysle family would continue to own the building through the 1960s. This includes an early period when the building was occupied by the paper manufacturing company of noted Los Angeles citizen, businessman and former Chairman of the County Board of Supervisors R.W. Prideham, who undertook the c. 1909 addition and occupied the building until 1916. Early in its history, the building also housed the Lysle Storage Company, and the Western Door and Sash Company. By 1957, and over the past 60 years, the building -- still owned by the Lysle family -- is identified as the "Citizen's Warehouse."


### ARTS DISTRICT

Neither the 2001 or 2003 evaluations, nor the 2014 report, addressed the property's historic associations to the early advent of the City of Los Angeles Arts District. Spanning a space from Broadway to the west, the LA River to the East, Commercial Street to the north and Olympic Street to the south, beginning in the mid-1970s artists who came to the area as a less expensive alternative to Venice Beach and other points west began occupying, often illegally, vacant warehouses, offices, and other industrial buildings in which they made artwork and lived. The earliest of the artists into the area appeared just of the west of the 110 freeway near Beaudry Avenue in the mid-1970s, before migrating toward Broadway, then along the Los Angeles River, beginning with the Pickle Works property and similar abandoned buildings, then migrating southward, into the heart of what is presently known as the "Arts District."

Lysle Storage Company/Citizens Warehouse was among the first of a non-contiguous grouping of buildings- industrial buildings in the LA River vicinity occupied by artists, this is today called the "Arts District." The artists' presence in the building, which was illegal but allowed by empathetic property owners, seems to start in the late 1970s. Among the multiple artists who occupied the space included

## CONTINUATION SHEET

Page 3 of 8 \*Resource Name or # Citizens Warehouse/Lysle Storage Co.

\*Recorded by: Daniel Paul, ICF \*Date October 2, 2017   
Continuation  Update

Marc Kreisel- the former owner of the seminal punk rock and Arts District venue Al's Bar, who was also one of the original "Young Turks"—the subject of a documentary about the first artists to settle in this area, and Carlton Davis, who from 1981 to 1986 operated a fairly publicized drive-by gallery called "Art Dock" from what is now the middle loading bay of the west elevation. During its run, Davis curated 35 separate exhibits in this dock, which was readily visible to passing cars whenever Davis was home and its roll-up door was open, a "drive-through art gallery" in the words of Davis. A self-published 228 page book authored by Davis was published about Art Dock in 2013, and Art Dock has been written of as an early gallery for the area. Many of its artists, including Scott Greiger, Kim Jones, Gary Lloyd, Karen Kristin and Miles Forst, went onto successful careers in the art world as professors, practitioners, and artists with works in permanent museum collections in Los Angeles and elsewhere. Among the Museum's in possession of their work in the Los Angeles Museum of Contemporary Art (MOCA) whose downtown location appears to have been informed by the burgeoning arts district nearby.

The late 1970s/ early 1980s presence of artists within the subject building—known primarily to them as "Citizens Warehouse," is of an extremely early chapter in in LA Arts District history, prior to passage in 1981 of the Artists in Residence (AiR) program, that formalized and codified the live/work arrangement of artists occupying industrial buildings in the City of Los Angeles. The subject building would continue to house artists until c. 2007, when it was vacated in advance of the 1<sup>st</sup> St Viaduct Widening.

### PRESENT STATUS

The Lysle Storage Co./Citizens Warehouse is one of the first of a non-contiguous grouping of industrial buildings occupied by artists, that nearly 40 years later has now lent the neighborhood both its character and its name: the "Arts District." Despite the loss of the property's southerly 75 feet, as an individual property and a contributor to a non-contiguous local district, the property continues to be considered a historical resource for CEQA purposes as per Section 15064.5(a)(4) of the CEQA Guidelines, in part for its historic associations to the Arts District unaddressed by previous analysis.

However, the basis for the NRHP eligibility determination of the property is no longer extant. The loss of the southernmost 75 feet of the building, once occupied by the California Vinegar and Pickle Works and the James K. Hill and Sons Pickle Works, calls into question whether the property is still eligible for the NRHP as determined through consensus determination by FTA/SHPO in 2001. Because that determination can't officially be changed through the CEQA process, it is recommended that the National Register determination should be re-considered the next time Section 106 of the NHPA applies to the subject property.

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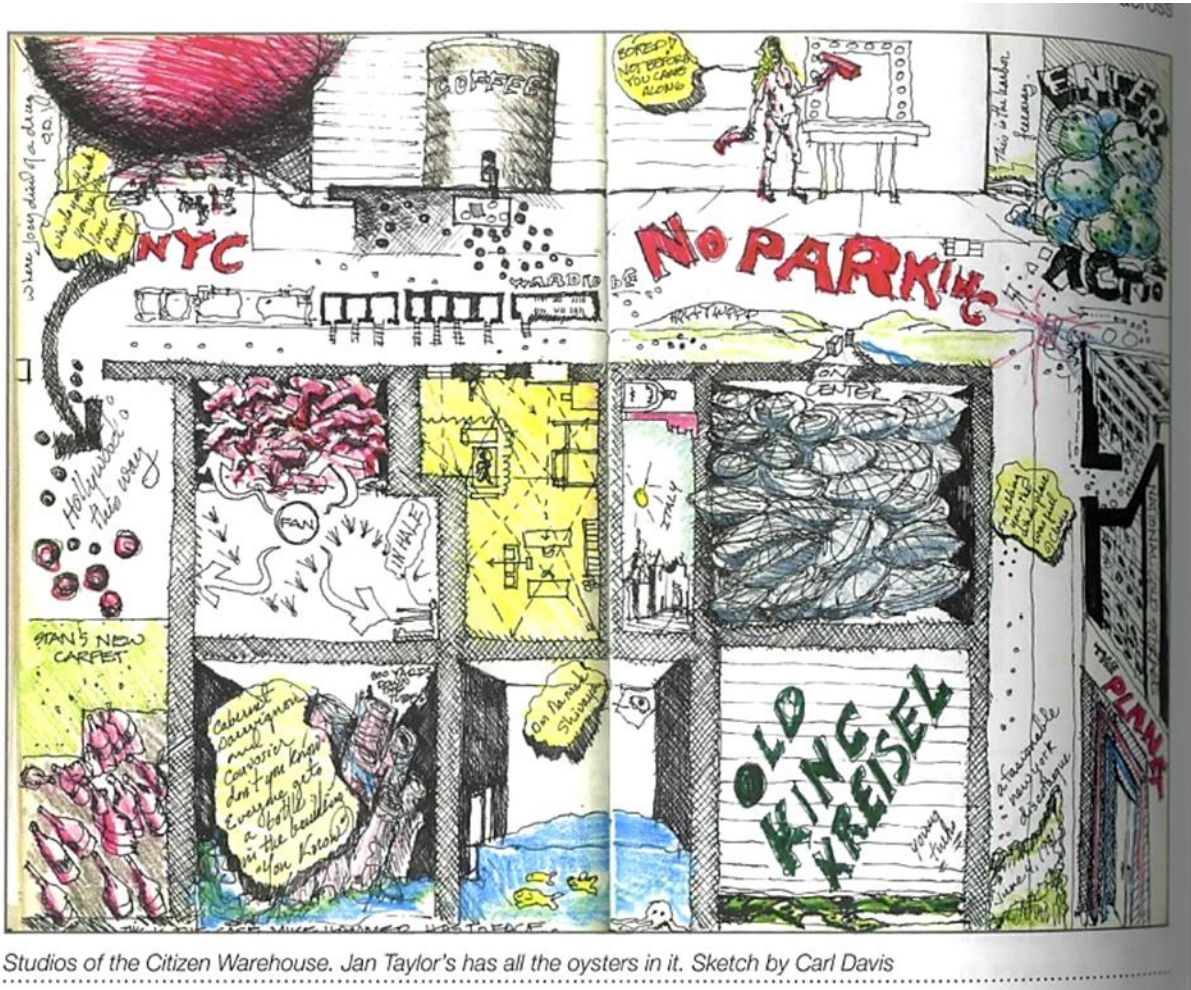
Page 4 of 8 \*Resource Name or # Citizens Warehouse/Lysle Storage Co.

\*Recorded by: Daniel Paul, ICF

\*Date October 2, 2017



Continuation  Update



Studios of the Citizen Warehouse. Jan Taylor's has all the oysters in it. Sketch by Carl Davis

Carlton Davis' sketch of Citizens Warehouse floorplan, n.d. Carlton Davis, *The Art Documents*, 28.

## CONTINUATION SHEET

Page 5 of 8 \*Resource Name or # Citizens Warehouse/Lysle Storage Co.

\*Recorded by: Daniel Paul, ICF

\*Date October 2, 2017




Continuation  Update



Artists at Citizens Warehouse c.1981. Source: Carton Davis, *The Art Dockuments*, 95.

## CONTINUATION SHEET

Page 6 of 8 \*Resource Name or # Citizens Warehouse/Lysle Storage Co.

\*Recorded by: Daniel Paul, ICF \*Date October 2, 2017 

Continuation  Update

SELECTED ART DOCK EXHIBITIONS. (All images: Davis, Carlton, *The Art Dockuments: Tales of the Art Dock: The Drive by Gallery*. [Los Angeles, CA]: Carlton Davis, 2012.)

1. Scott Griger, *Vivid*, Early Summer, 1982.
2. Eve Montana, *Homage to the Studio*, Winter, 1982.
3. Leonard Seagal, *Comedia del Arte*, Summer, 1984.
4. Marguerite Elliott, *Summer Harvest in Los Angeles*, Fall, 1984.



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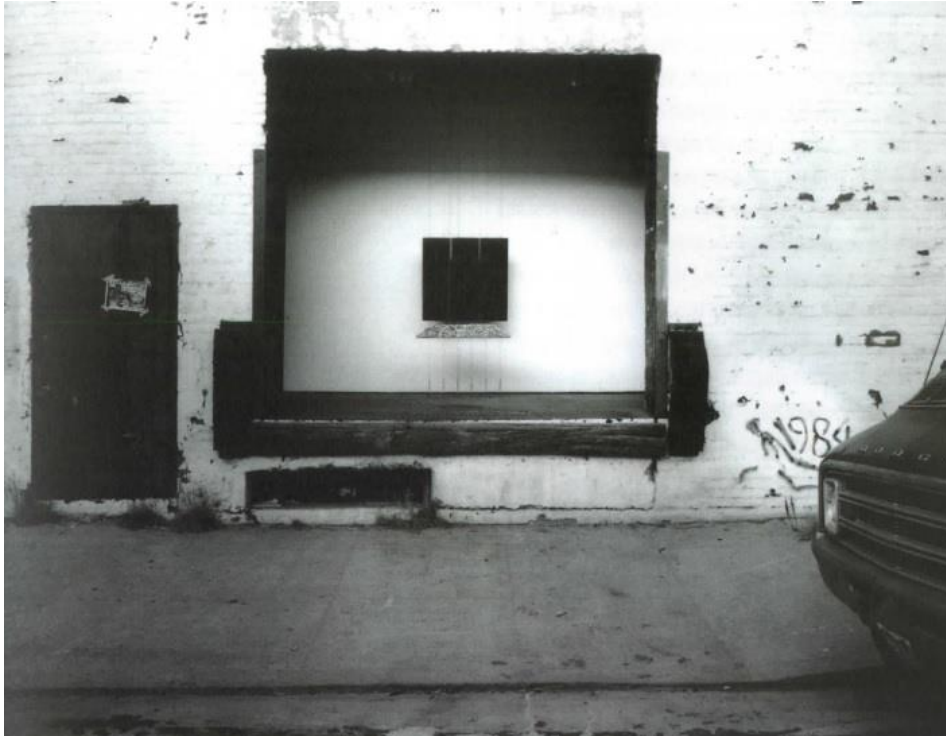


2.

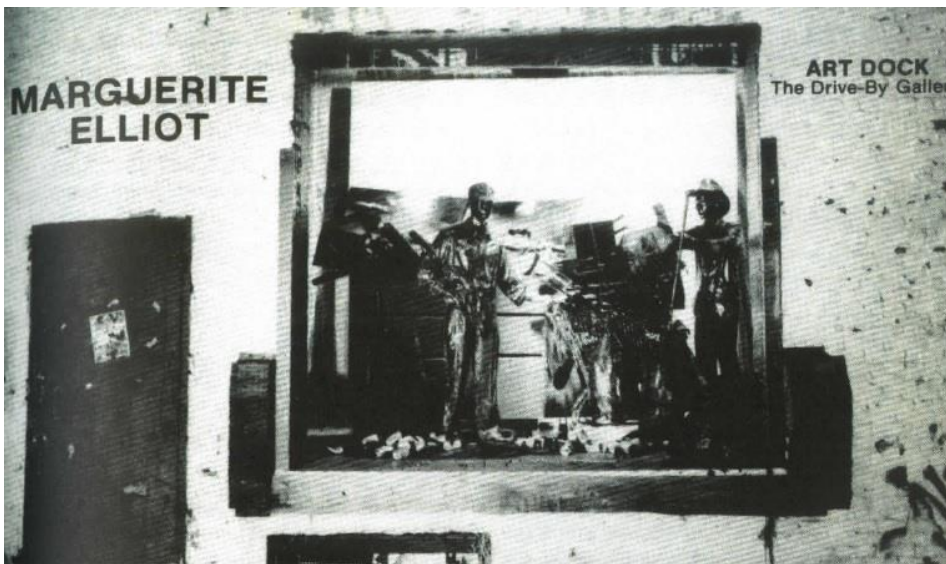
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Page 7 of 8 \*Resource Name or # Citizens Warehouse/Lysle Storage Co.

\*Recorded by: Daniel Paul, ICF \*Date October 2, 2017   
Continuation  Update



3.



4.

## CONTINUATION SHEET

Page 8 of 8 \*Resource Name or # Citizens Warehouse/Lysle Storage Co.

\*Recorded by: Daniel Paul, ICF

\*Date October 2, 2017




Continuation  Update



Lysle Storage Company/Citizens Warehouse, showing truncated south elevation to right of frame. View: NE. Photo: ICF. September, 2017.

## CONTINUATION SHEET

Page 9 of 8 \*Resource Name or # Citizens Warehouse/Lysle Storage Co.

\*Recorded by: Daniel Paul, ICF \*Date October 2, 2017   
Continuation  Update

### Sources:

Avocado, Laurie. "Citizens Warehouse or Pickle Works Building." *Evanescence City* [blog]. Available: <http://evanescent-city.blogspot.com/2014/10/citizens-warehouse-or-pickle-works.html>

Davis, Carlton, *The Art Dockuments: Tales of the Art Dock: The Drive by Gallery*. [Los Angeles, CA]: Carlton Davis, 2012.

Galvin Preservation Associates. "Reevaluation of the Pickle Works Building: 1001 E. 1<sup>st</sup> Street, Los Angeles." Technical report. November, 2012.

Greenwood and Associates. "James K. Hill & Sons Pickle Works." DPR 523a and b evaluation forms. May 21, 2001.

JRP Historical Consulting Services. "Historical Resources Evaluation Report: 1<sup>st</sup> Street Viaduct and Street Widening Project." Technical report. February 10, 2004.

Miller, Lindsey. *Isolation and Authenticity in Los Angeles' Arts District Neighborhood*. Master's Thesis. University of Southern California, May 2014.

"Sgl. Or Suite Offices. [Citizens Warehouse]". *Los Angeles Times*. Classified advertisement. December 7, 1957: 41.

### Attachments:

Greenwood and Associates. "James K. Hill & Sons Pickle Works." DPR 523a and b evaluation forms. May 21, 2001.

California Office of Historic Preservation (OHP). Historic Property File [Prop. #: 161922 James K. Hill and Sons Pickle Works." August 17, 2006.

Galvin Preservation Associates. "Reevaluation of the Pickle Works Building: 1001 E. 1<sup>st</sup> Street, Los Angeles." Technical report. November, 2012.

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

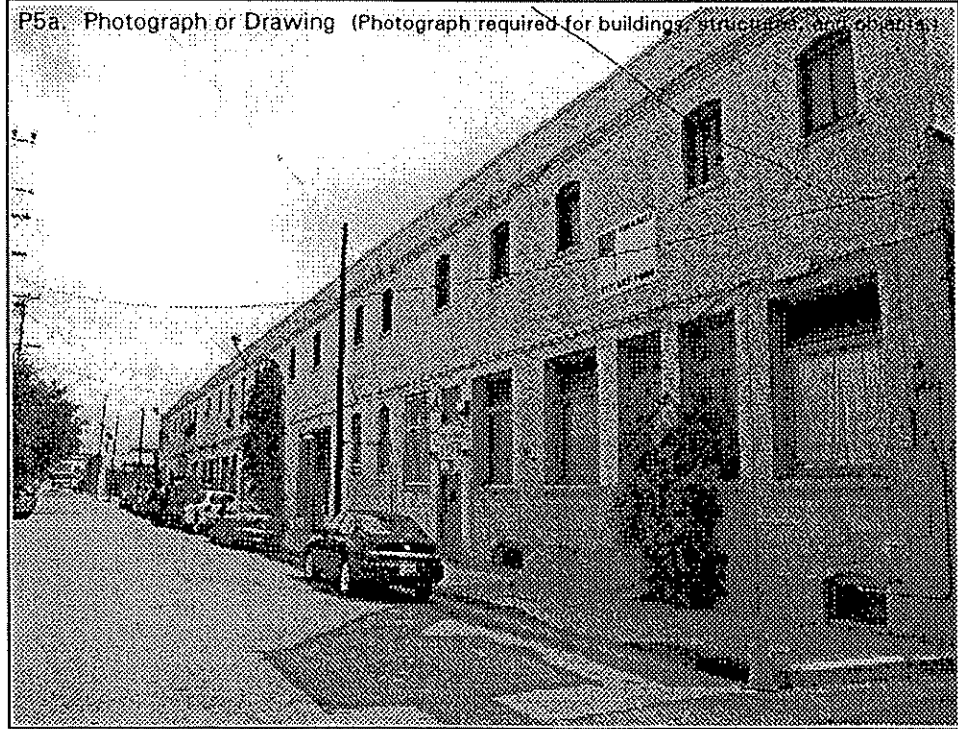
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 HRI # 161922  
 Trinomial \_\_\_\_\_  
 NRHP Status Code 3S  
 Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 3 \*Resource Name or #: (Assigned by recorder) 6  
 P1. Other Identifier: James K Hill + Sons Pickle Works  
 \*P2. Location:  Not for Publication  Unrestricted \*a. County Los Angeles  
 and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)  
 \*b. USGS 7.5' Quad \_\_\_\_\_ Date: \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ ¼ of \_\_\_\_\_ ¼ of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
 c. Address 1001-1007 East 1st Street City Los Angeles Zip 90012  
 d. UTM: (Give more than one for large and/or linear resources) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)  
 APN 5173-023-001

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

With its south elevation just feet from the 1st Street Viaduct, this Victorian brick vernacular industrial building is two stories with a raised basement and an irregular footprint; its east wall is angled to follow the course of an adjacent rail alignment. The structure is covered by a parapeted flat roof to which several north-light windows have been added. An understated corbel table at the parapet line provides the only relief in the wall plains. Fenestration in the upper story consists of small segmental arched windows with brick sills, most of which retain their original four-light casement sash. Windows in the ground floor are mixed flat headed and arched one-over-one double hung sash interspersed with personnel doors and freight bays, both original and modern. Where offices were added at the southwest corner of the building in 1908, there are large square fixed sash windows surmounted by operable transoms.

\*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building  
 \*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo: (view, date, etc.) West elevation, 05-01.

\*P6. Date Constructed/Age and Source:  
 Historic  Prehistoric  Both  
1888 (Dataquick)

\*P7. Owner and Address:  
First and Center, Ltd.  
929 E. 2nd St., #101  
Los Angeles CA 90012

\*P8. Recorded by: (Name, affiliation, address)  
Dana N. Slawson  
Greenwood and Associates  
725 Jacon Way  
Pacific Palisades CA 90272

\*P9. Date Recorded: 05-21-01

\*P10. Survey Type: (Describe)  
Intensive - MTA Los Angeles Eastside Corridor

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

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

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
 HRI# \_\_\_\_\_

Page 2 of 3

\*NRHP Status Code 3S

\*Resource Name or # (Assigned by recorder) 6

- B1. Historic Name: James Hill & Sons Co./R.W. Pridham Paper Box Company  
 B2. Common Name: \_\_\_\_\_  
 B3. Original Use: Industrial B4. Present Use: Residential - Loft Apts.  
 \*B5. Architectural Style: Brick Industrial Vernacular  
 \*B6. Construction History: (Construction date, alterations, and date of alterations)  
North addition, 1905.  
Southwest corner of ground floor converted to offices, 1908.  
 \*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
 \*B8. Related Features: \_\_\_\_\_

- B9a. Architect: Unknown b. Builder: H.A. Cole (N. addition)  
 \*B10. Significance: Theme Industrial Development Area Los Angeles  
 Period of Significance 1888-1927 Property Type Industrial Building Applicable Criteria A, C  
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

An example of late-nineteenth century brick industrial architecture, the earliest, southern, portion of 1001-1007 E. 1<sup>st</sup> St. was erected in 1888 and first housed the California Vinegar & Pickle Co., known after 1895 as James Hill & Sons Co. This firm is noted in the Los Angeles city directories as a packer of olives, olive oil, pickles, and vinegar. In 1905 a large addition was made to the north end of the two-story structure, on land formerly owned by the Diamond Coal Co, and the southwest corner of the ground floor was converted to office use in 1908. During this period the building was briefly occupied by the Western Door and Sash Co. By the time of the 1909 Western Litho Co. map, the structure housed the R.W. Pridham Paper Box Company. Richard W. Pridham was a prominent businessman who established a book bindery in 1882 that grew to become one of Los Angeles' foremost printing and paper box manufacturing concerns. At one time, 200 workers were employed at this site. R.W. Pridham was involved in local politics and numerous civic organizations, serving as Chairman of the County Board of Supervisors in 1911 and President of the Los Angeles Chamber of Commerce in 1921-22. In 1925 he was voted 'Most Useful Citizen in Los Angeles' in a newspaper poll. While it now contains residential lofts and artists' studios, the building retains a high level of design integrity. Segmental arched windows in the upper story retain their original wooded sash, and numerous doors and windows in the lower story are also intact, as are other design features, like the understated corbeling at the roofline. (See Continuation Sheet)

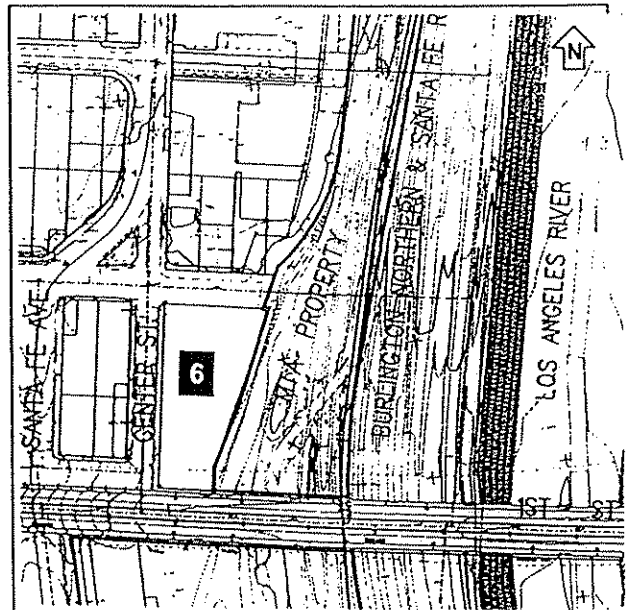
B11. Additional Resource Attributes: (List attributes and codes) \_\_\_\_\_

- \*B12. References:  
 LA City Building Permits #4316, 07-19-1905; #7256, 12-24-1908.  
 Sanborn Map Co., 1888-1952 update.  
 Los Angeles City Directories, 1888-1928  
 Los Angeles Examiner, 04-28-1938  
 B13. Remarks:

\*B14. Evaluator: D. Slawson

\*Date of Evaluation: 05-21-01

(This space reserved for official comments.)



Page 3 of 3 \*Resource Name or # (Assigned by recorder) 6  
\*Recorded by: D. Slawson \*Date 05-21-01  Continuation  Update

B10. Significance, Cont'd.

1001-1007 E. 1<sup>st</sup> St. appears eligible for listing in the National Register under Criterion C, as an as an excellent representative example of its period and type. It is part of a dwindling stock of Victorian-era industrial buildings remaining in the former heart of Los Angeles' warehouse district. The structure occupies what would have been a prime location, directly adjacent to a major rail corridor and one block from Santa Fe's Le Grande station (demolished) and freight facilities. It also appears eligible to the National Register under Criterion A, for its association with the early industrial development of Los Angeles.

19-187722

HISTORIC PROPERTY FILE

SINGLE PROPERTY PRINTOUT

08/17/06

Prop.#: 161922 JAMES K. HILL AND SONS PICKLE WORKS

Prim.#:

Address:

1001 E 1ST ST

LOS ANGELES

90012

County: LAN

X-Street:

Vicinity:

Parcel #: 5173-023-001

Category: BUILDING

Owner Type: PRIVATE

Present Use: COMMERCIAL

Other Recognition:

CHL #:

Dates of Construction: 1888 -

Architect:

Builder: H.A. COLE

Historic Attributes: INDUSTRIAL BLDG.

Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval Crit	Eval-date	Evaluator
PROJ.REVW.	FTA010315A	2S2 C	12/05/01	JANICE CALPO

Key to EVAL:

2S2: Indiv prop det eligible to NR by Section 106 consensus. CR Listed.

**Re-Evaluation of the  
Pickle Works Building  
1001 E. 1<sup>st</sup> Street, Los Angeles**



Prepared For:

The City of Los Angeles  
Bureau of Engineering, Department of Public Works  
Bridge Improvement Program  
1149 S. Broadway Street, Ste. 700  
Los Angeles, CA 90015

Prepared By:

GalvinPreservationAssociates



231 california street  
el segundo, ca 90245

**November 2012**

## 1. Project Background

A Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the 1<sup>st</sup> Street Viaduct Widening in November 2005. A Historic Resources Evaluation Report (HRER) was prepared for the proposed project in February 2004. The HRER concluded that the Pickle Works Building was eligible for listing in the National Register of Historic Places (National Register). As such, the EIR/EIS identified the Pickle Works Building as a historical resource. Section 3.7.2.3 of the EIR/EIS stated that implementation of the proposed project (Build Alternative 2) would constitute an adverse effect on the historical resource due to the removal of the south 30 feet of the building. The effect would be adverse because the National Register eligibility of the building would be negatively affected by the loss of such a substantial portion of the building. Furthermore, the removal of such a substantial portion of the building would not comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

A Memorandum of Agreement (MOA) was executed between the City of Los Angeles, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and the California State Historic Preservation Office (SHPO) on December 20, 2005. In an effort to minimize the impact on the Pickle Works Building, the MOA stipulated (II-B) the reconstruction of the south façade in keeping with the original design.

The widening of the 1<sup>st</sup> Street Viaduct, completed in December 2011, necessitated the removal of an even greater portion of the building than originally anticipated. The south 75 feet of the building was removed, as opposed to the south 30 feet. The discovery of poor soil conditions required the redesign of the proposed foundation of the south façade. It was concluded that the reconstruction of the south façade would not address the serious structural deficiencies of the building or address the challenges faced by the soil conditions on the site.

After weighing several options, the City of Los Angeles requested an amendment of the MOA for the demolition of the Pickle Works Building. SHPO determined, and Caltrans agreed, that prior to any agreement to amend the MOA the City of Los Angeles needed to perform public outreach with the parties previously consulted with the Section 106 process, including the Los Angeles Conservancy and the Office of Historic Resources, as well as any additional parties that may be interested in the demolition of the building. It is the City's understanding that the demolition of the Pickle Works Building would not change the conclusion of the EIR/EIS and that no supplemental environmental document is required. However, since the amendment of the MOA would constitute a change to the commitments of avoidance, minimization, and/or mitigation, a re-evaluation of the building would need to be prepared to validate the EIR/EIS. Hence, the purpose of this memorandum is the re-evaluation of the building as a historic resource.

## 2. Methodology

In preparing this memorandum, GPA performed the following tasks:

1. Conducted a site visit on October 3, 2012 to inspect the building to document its physical integrity. The interior and exterior of the building was photographed during the site visit.
2. Reviewed the existing documentation on the building including the Historic Resources Evaluation Report for the 1<sup>st</sup> Street Viaduct Widening Project (February 10, 2004), the Memorandum of Agreement (December 20, 2005), the State Historic Resource Inventory forms prepare for the Final Supplemental EIS/Final

Subsequent EIR for the Los Angeles Eastside Corridor Project (May 21, 2001), as well as various correspondence between the Bureau of Engineering and Caltrans.

3. Conducted research on the history of the building, as the supporting research for the State Historic Resource Inventory forms was no longer available. Sources included building permits, city directories, historic aerial photographs, Sanborn maps, tract maps, and *Los Angeles Times* articles.
4. Re-evaluated the National Register eligibility of the building based upon the criteria of significance and seven aspects of integrity in National Register Bulletin 15.

### 3. Summary of HRER

A HRER was prepared for the proposed project in February 2004 by JPR Historical Consulting Services. The HRER concluded that the Pickle Works Building was eligible for listing in the National Register. However, the Pickle Works Building had been previously evaluated for National Register eligibility in 2001 in the Cultural Resources Technical Report, Final Supplemental EIS/Fnal Supsequent EIR for the Los Angeles Eastside Corridor prepared by Greenwood and Associates. SHPO concurred with the results of the study and the Pickle Works Building was determined eligible for listing in the National and California Registers. Below is the description and statement of significance from the State Historic Resource Inventory forms (DPR 523 A and B, also attached):

*Description – With its south elevation just feet from the 1st Street Viaduct, this Victorian brick vernacular industrial building is two stories with a raised basement and an irregular footprint; its east wall is angled to follow the course of an adjacent rail alignment. The building is covered by a parapeted flat roof to which several north-light windows have been added. An understated cobel table at the parapet line provide the only relief in the wall plains. Fenestration in the upper story consists of small segmental arched windows with brick sill, most of which retain their original four-light casement sash interspersed with personnel doors and frieght bays, both original and modern. Where offices were added at the southwest corner of the building in 1908, there are large square fixed sash windows surmounted by operable transoms.*

*Statement of Significance – An example of late-nineteenth century brick industrial architecture, the earliest southern, portion of 1001-07 E. 1st Street was erected in 1888 and first housed the California Vinegar & Pickle Company, known after 1895 as James Hill & Sons Company. This firm is noted in the Los Angeles City Directories as a packer of olives, olive oil, pickles, and vinegar. In 1905, a large addition was made to the north end of the two-story structure on land formerly owned by the Diamond Coal Company and the southwest corner of the ground floor was converted to office use in 1908. During this period, the building was briefly occupied by the Western Door and Sash Company. According to the 1909 Western Litho Company map, the building housed the R.W. Pridham Paper Box Company. Richard W. Pridham was a prominent businessman who established a book bindery in 1882 that grew to become one of Los Angeles' foremost printing and paper box manufacturing concerns. At one time, 200 workers were employed at this site. R. W. Pridham was involved in local politics and numerous civic organizations, serving as Chairman of the County Board of Supervisors in 1911 and President of the Chamber of Commerce in 1921-22. In 1925, he was voted 'Most Useful*

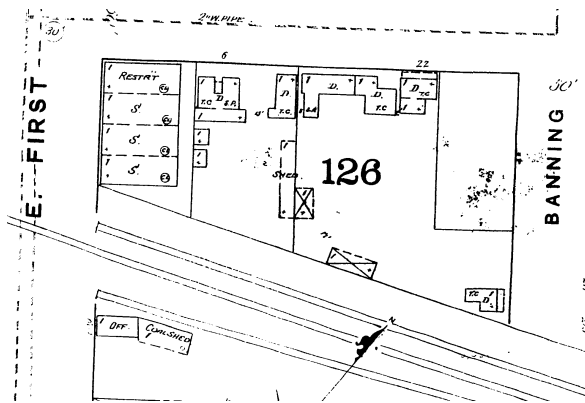
Citizen in Los Angeles' in a newspaper poll. While it now contains residential artists' studios, the building retains a high level of design integrity. Segmental arched windows in the upper story retain their original wood sash and numerous doors and windows in the lower story are also intact, as are other design features, like the understated corbeling at the roofline.

1001-07 E. 1st Street appears eligible for listing in the National Register under Criterion C, as an excellent representative example of its period and type. It is part of a dwindling stock of Victorian-era industrial buildings remaining in the former heart of Los Angeles' warehouse district. The building occupies what would have been a prime location, directly adjacent to a major rail corridor and one block from Santa Fe's Le Grande Station (demolished) and freight facilities. It also appears eligible to the National Register under Criterion A, for its association with the early industrial development of Los Angeles.

#### 4. Findings of Additional Research

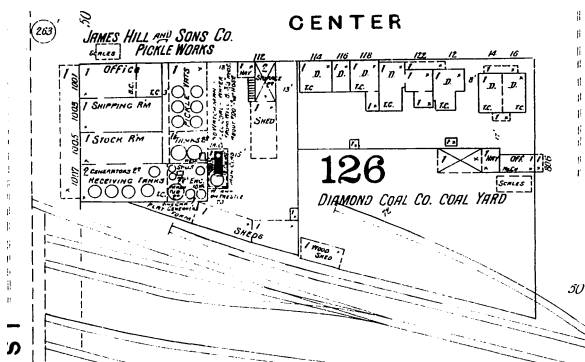
During the site visit, it became apparent that the building was constructed in more than the two phases as had been described in the State Historic Resources Inventory form. This determination was made based upon differences in the structural framing and vertical breaks in the masonry. As such, additional research was conducted on the history of the building to more precisely determine its evolution over time. The research revealed that the building was constructed in at least four phases, rather than two.

Figure 1: 1888 Sanborn Map



The 1888 Sanborn map documents a one-story building on the site with four storefronts oriented toward E. 1st Street. The westernmost storefront was occupied by a restaurant. This building occupied less than one-quarter of the block between E. 1st Street on the south and Banning Street on the north. According to the 1888 City Directory, the California Vinegar and Pickle Works was located at E. 1st Street and Center Street.

Figure 2: 1894 Sanborn Map



The 1894 Sanborn map documents the same one-story building on the site, plus a one-story addition to the south. This building occupied approximately one-quarter of the site. The entire building was used by the James Hill and Sons Company Pickle Works. The westernmost storefront on E. 1st Street was occupied by an office, the next storefront was a shipping room, the next storefront was the stock room, and the next storefront (located along the train tracks) was receiving. The addition was apparently

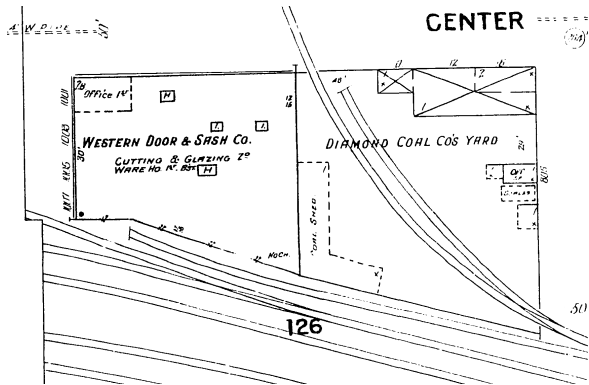
occupied by giant pickle barrels.

The State Inventory form suggested that the California Vinegar and Pickle Works and the James Hill and Sons Company Pickle Works were somehow affiliated. However, that does not appear to have been the case. According to the 1890 and 1893 City Directories, the California Vinegar and Pickle Works moved to 88 S. Los Angeles Street and then 555 Banning Street. The proprietors were Charles von der Kuhler, Alexander Schelling, and C. Herbege. The California Vinegar and Pickle Works appears to have gone out of business by 1898, as they no longer appeared in the City Directories; however, C. Herbege had a pickle factory at 1040 S. Main Street.

The James Hill and Sons Company continued to be located at 1001-07 E. 1<sup>st</sup> Street until 1904, according to the City Directories. In 1909, they were located at 750 Keller Street.

The first building permit was issued for the building in 1905, the first year the City began keeping building permit records. The permit was issued to Addison Lysle. The 1905 City Directory indicates that the building was occupied by the Lysle Storage Company. The permit (LA02986) was for an addition to a two-story warehouse. Between 1894 and 1905, the existing one-story building was either demolished and replaced with a two-story warehouse building, a second story was added to the existing one-story building, or the 1888 and the 1894 Sanborn maps were incorrect, and the existing building was always two-stories, not one-story.

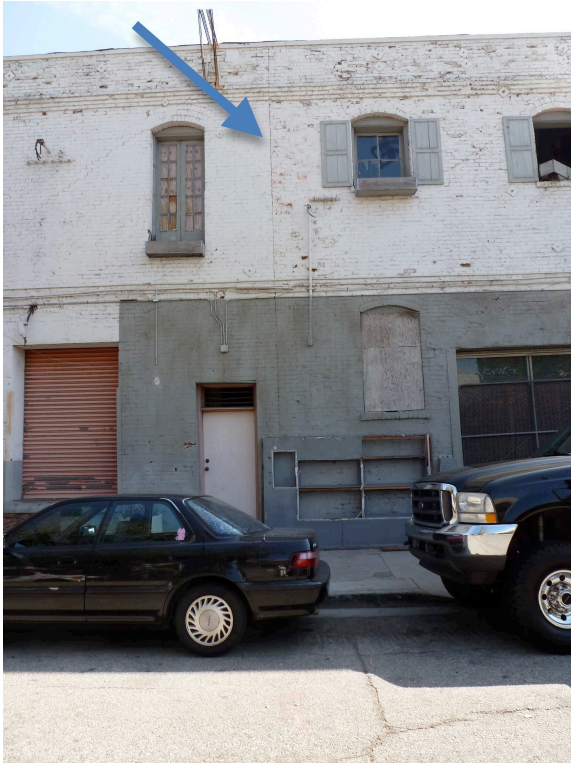
Figure 3: 1906 Sanborn Map



The Lysle family continued to own the building through the early 1960s, although the tenants changed. The 1906 Sanborn map documents that by this time, the building occupied approximately one-half of the block from E. 1<sup>st</sup> Street on the south and Banning Street on the north. The Western Door and Sash Company occupied the building.

The State Inventory form stated that the 1905 addition was made to the north on land formerly owned by the Diamond Coal Company, but that does not appear to have been the case. The 1906 Sanborn map clearly indicates that the subject building only occupied the south half of the block, and that the north half of the block was still occupied by the Diamond Coal Company Yard.

Figure 4: West Façade, October 3, 2012

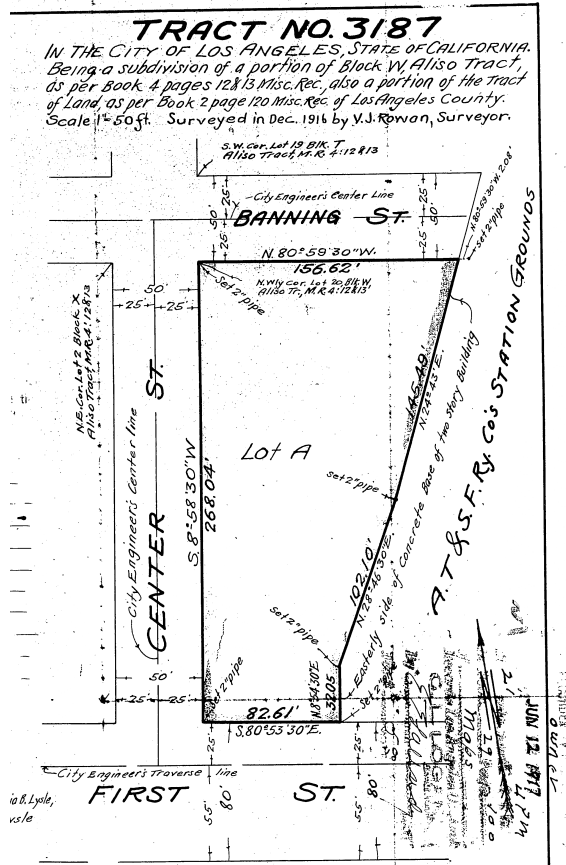


The division between the south half and the north half of the building was evident during the site visit. There is a vertical break in the masonry (see blue arrow on Figure 4) and different structural framing on the interior.

There are no building permits for the addition on the north half of the building. (See Appendix A for the complete building permit record.) It was likely constructed in 1909. 1909 is the first year that Richard W. Pridham was listed in the City Directory at 112-24 Center Street, the alternative address for the building. In 1913 two permits for minor alterations were issued for this address, further indicating the building occupied the entire block from E. 1<sup>st</sup> Street on the south and Banning Street the north by this time. The R.W. Pridham Company continued to be listed at 112-24 Center Street through 1915. An article in the *Los Angeles Times* (October 29, 1916) reported that the company constructed and moved to a large new plant at Main and Alameda.

Pridham's obituary in the *Los Angeles Times* (April 28, 1938) reported that he was elected to the County Board of Supervisors in 1909 and 1913, "serving as the chairman of the board for six of his eight years in office." From 1917 to 1929 he was a director of the Los Angeles Chamber of Commerce, and served as the president in 1925 and as the treasurer in 1927. According to the City Directories, he lived at 115 N. Rossmore Avenue in the 1920s, but by the time of his death he had moved to Hermosa Beach. The State Inventory form discusses Pridham's biographical information, but does not make a case that the building is eligible under Criterion B for its association with him.

Figure 5: 1916 Tract Map



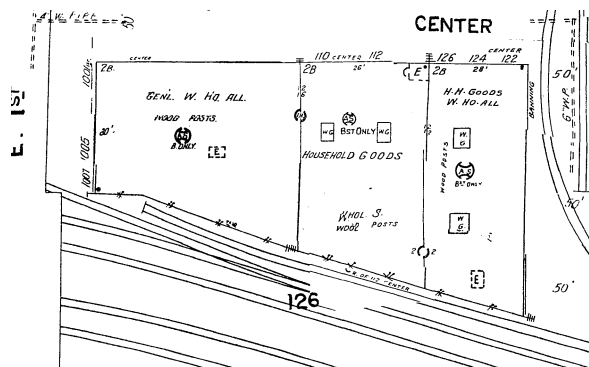
In 1916, the property was re-surveyed. It was previously known as Lots 17-20, Block W, of the Aliso Tract. It was henceforth known as Lot A of Tract No. 3187. The 1916 tract map provides further documentary evidence that the building occupied the entire block from E. 1<sup>st</sup> Street on the south to Banning Street on the north.

Figure 6: Looking East on 1<sup>st</sup> Street in 1929



Historic photograph research was conducted of online archives including the Los Angeles Public Library Photograph Collection, the USC Digital Archive, and Historic Aerials/Nationwide Environmental Title Research. The information collected as a result of this research was limited to two photographs. The photograph in Figure 6 is looking east of 1<sup>st</sup> Street. It was taken in 1929. The blue arrow is pointing to the subject building on the left.

Figure 7: 1950 Sanborn Map



A 1948 aerial photograph indicated a building footprint that matches the building footprint on the 1950 Sanborn Map. At this time, the Sanborn lists the three sections of building as "H.H. Goods W. Ho All", General W. Ho All" and "Household Goods".

## 5. Re-evaluation of National Register Eligibility

As previously stated, the Pickle Works Building was determined eligible for listing in the National Register under Criterion A and C in 2001. Since that time, the south 75 feet of the building was removed. As such, the building is being re-evaluated to determine if it should still be considered eligible for listing in the National Register. To be eligible for listing in the National Register, properties must be significant under one of four criteria, and must retain sufficient integrity to convey their significance. The significance of the building was not fully explained on the State Inventory form. Since the building was officially determined eligible for listing in the National Register based upon the information provided on the State Inventory form, the significance of the building is not analyzed below. Rather the focus of the analysis is whether the building retains sufficient integrity to convey its significance, given the alterations for the widening of the 1st Street Viaduct.

Eligibility under Criterion A – According to the State Inventory form, the building appears eligible for listing in the the National Register under Criterion A, for its association with the early industrial development of Los Angeles. The meaning of "early industrial development" is unclear. It presumably refers to the broad pattern of industrial development that occurred along the Los Angeles River during the late 19th and early 20th centuries. The State Inventory form does not explain what role the building played in the history of industrial development in the Los Angeles River basin, other than being the home of the California Vinegar and Pickle Works from 1888 to 1894, the James Hill and Sons Company from 1894 to at least 1904 , and the R.W. Pridham Company from 1909 to 1916.

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. According to the State Inventory form, the period of significance for the property is 1888 – 1929. The period of significance logically begins in 1888 with the date of construction, but there is no justification for an end date of 1927. There were no major additions or significant alterations to the building after 1909. The R.W. Pridham Company occupied the building from 1909 to 1916. There after the building was occupied by a variety of tenants. The building was owned by the Lysle family until the early 1960s. In 1986, the building was seismically retrofitted to comply with Division 88 of the Los Angeles Building Code. In 1992, the building was converted into 27 residential lofts and artists studios. The basement was used for storage. Thus it could be argued that the period of significance for the building in the context of the early industrial development of the Los Angeles River basin should be shortened to 1916.

While some factors of integrity are more important than others depending on the property and why it is significant, a majority of the seven recognized factors (location, setting, design, materials, workmanship, feeling, and association) should be retained. The seven factors of integrity and an examination of them in relation to the Pickle Works Building is outlined below.

*Location – The place where the historic property was constructed or the place where the historic event occurred.*

The building has not been moved. Therefore, their integrity of location has been retained.

*Setting – The physical environment of the historic property.*

The setting of the building consists of the 1<sup>st</sup> Street Viaduct on the south, the train tracks to the east, and low-rise warehouses and surface parking lots to the west and the north. This is similar to the setting of the property depicted on the 1950 Sanborn map. However, the 1906 Sanborn map depicts commercial buildings along E. 1<sup>st</sup> Street and residential buildings along Banning and Temple (then Turner) Streets. It was during the 1910s and 1920s that the residential buildings were replaced with industrial buildings.

Figure 8: Looking East on 1<sup>st</sup> Street in 2006



The most significant change in the setting of the building is its relationship with the 1<sup>st</sup> Street Viaduct. The building was inches away from the footings of the 1<sup>st</sup> Street Viaduct. Indeed it was this condition that necessitated the removal of such a substantial portion of the building to make way for the widening of the viaduct. With the widening of the viaduct and the removal of the south 75 feet of the building, there is now substantially more space between the viaduct and the building. Therefore the setting of the building has been diminished, but not completely lost.

*Materials – The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.*

The building has seen alterations to its materials. The south 75 feet of the building has been removed. This represented approximately one-quarter of the materials in the building. Furthermore, this represented the oldest portion of the building that was constructed between 1888 and 1894. The remaining portion of the building was constructed between 1905 and circa 1909. The portion of the building that has been removed was that portion that was occupied by the California Vinegar and Pickle Works and the James Hill and Sons Company Pickle Works. Thus, continuing to call the building the Pickle Works Building is misleading. The portion of the building that remains was occupied by the R.W. Pridham Company and a variety of other tenants. The building permit history in Appendix A also documents a variety of alterations to the building that have resulted in the loss of additional historic fabric. Thus, the building lacks integrity of materials.

*Design – The combination of elements that create the form, plan, space, structure, and style of a property.*

The demolition of the south 75 feet of the building fundamentally altered its form and plan. The building was approximately 268 feet long, and is now approximately 193 feet long. It originally narrowed from 156 across Banning Street to 82 feet across E. 1<sup>st</sup> Street. The building still narrows from north to south, but to a much lesser degree. The arrangement of space in the building had already been altered by a succession of tenants, the most recent being the conversion of the building to artists lofts in 1992. The design of the structure has been diminished by the removal of the south 75 feet of the building. This was the oldest (1888-1894) part of the building. However, the remaining portion of the building employed the same structural system of wood framing and unreinforced masonry walls. The style of the remaining portion of the building also matched the original portion (now gone) in that it was designed in no particular style. Rather it is a vernacular brick building with wood frame windows on the second story that are still intact. However, the majority of the doors and openings on the first floor have been altered.

Thus the original design of the building is still evident based upon the remaining portion, however, the overall scale of the building has been reduced. The integrity of design has been diminished, but not completely lost.

*Workmanship – The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.*

The workmanship of the building usually refers to craftsmanship, unique or artisan details, methods of construction and/or building techniques. What remains of the building partially reflects building techniques from the 1910s. As the south 75 feet represented the oldest (1888-1894) portion of the building, it no longer retains the physical evidence of the crafts used during the late 19<sup>th</sup> century. The remaining portion of the building (1905-09) is a typical example of a wood frame structure with unreinforced masonry walls. Therefore, the building has lost its integrity of workmanship.

*Feeling – A property's expression of the aesthetic or historic sense of a particular period of time.*

As the remaining portion of the building is similar in design and construction to the original portion of the building, it continues to feel like an early industrial building, but one from the early 20<sup>th</sup> century rather than the late 19<sup>th</sup> century. Therefore, the integrity of feeling has been diminished by the loss of the south 75 feet, but not completely lost.

*Association – The direct link between an important event or person and a historic property.*

The building is associated with the history of the early industrial development of the Los Angeles River basin. However, the south 75 feet, which would be considered the most significant portion of the building in connection with early industrial development—has been demolished. Previous alterations to the building have further altered it from its original design. Thus, the building lacks integrity of association.

In conclusion, the Pickle Works Building does not appear to remain eligible for listing in the National Register under Criterion A, because it lacks sufficient integrity to convey its significance in the context of the early industrial development of the Los Angeles River basin. The period of significance for the building in this context is 1888 to 1915. The south 75 feet of the building that was demolished represented approximately one quarter of the building, which was the oldest (1888-1894) portion. The remaining portion of the building was constructed between 1905 and

circa 1909. The building as it currently exists retains integrity of location only. The integrity of its setting, design, and feeling have been diminished by the removal of the original portion of the building. The building no longer retains integrity of materials, workmanship, or association.

Eligibility under Criterion C – The building was determined eligible for listing in the the National Register under Criterion C, as an increasingly rare surviving example of Victorian-era brick industrial vernacular architecture in the center of Los Angeles's former warehouse district, which represents the earliest construction in the warehouse district. As previously stated, the period of significance for the property on the State Inventory form is 1888 – 1929. Once again, there is no justification for an end date of 1929. The Victorian era ended in 1901 with the death of Queen Victoria. In Los Angeles, the period of significance for late Victorian forms of architecture is often extended to 1905 because such forms continued to be constructed after 1901, but had mostly faded from popularity by 1905. Therefore the period of significance for the building in the context of architecture should be shortened to 1905.

The Pickle Works Building does not appear to remain eligible for listing in the National Register under Criterion C, because it lacks sufficient integrity to convey its significance in the context of architecture. The south 75 feet of the building that was demolished represented approximately one quarter of the building, which was the oldest (1888-1894) portion. The remaining portion of the building was constructed between 1905 and circa 1909. The 1905 portion represents approximately one-quarter of the building, and is now the southernmost portion of the building. In the context of Victorian-era architecture, the building lacks all aspects of integrity, save for location, because of the substantial loss of historic fabric.



Primary Address: 728 N BUNKER HILL AVE  
 Other Address: 728 1/2 N BUNKER HILL AVE  
 Name:  
 Year built: 1910  
 Architectural style: Craftsman; Craftsman, Japanese

**Context 1:**

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Arts and Crafts Movement, 1895-1930
Sub theme:	Craftsman, 1905-1930
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Craftsman residential architecture in Central City North; very few examples of two-story Craftsman style residences are extant in Central City North.



Primary Address: 124 N CENTER ST  
 Other Address: 1001 E 1ST ST  
 110 N CENTER ST  
 112 N CENTER ST  
 Name: California Vinegar and Pickle Co.; James K. Hill and Sons Co. Pickleworks  
 Year built: 1888  
 Architectural style: Vernacular

**Context 1:**

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Early Industrial Development, 1880-1945
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Very rare example of a late-19th century industrial building in Los Angeles' primary industrial district; one of few remaining examples from this period. Built in 1888 and expanded in 1905, this building served as a pickle works from 1888 to 1908 (first by the California Vinegar and Pickle Co., followed by the James K. Hill and Sons Co. Pickle Works). It operated as a paper box factory from 1909 to 1927. Today, it is one of the last surviving Victorian-era industrial buildings in Los Angeles. The Pickle Works Building was previously determined eligible for listing in the National Register through the Section 106 process. Following this determination, 75 feet of the building was demolished in preparation for a project to expand the First Street Viaduct.



# NATIONAL ICE AND COLD STORAGE

**DPR (2017)**

## **Attachments**

Records Search: DPR (2014) for NICS Extension located at 820 E. Jackson

SurveyLA : Central City North, Historic Districts, National Cold Storage (2017)

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

Primary #  
 HRI #  
 Trinomial  
**NRHP Status Code 6Z (Extension); 5S3**

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 15 \*Resource Name or #: National Ice and Cold Storage  
 P1. Other Identifier: National Ice Company; National Cold Storage; National Cold Storage Extension

\*P2. Location:  Not for Publication  Unrestricted

- \*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- \*b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_; R \_\_\_\_; \_\_\_\_ of \_\_\_\_ of Sec \_\_\_\_; \_\_\_\_\_ B.M.
- c. Address 210 Center Street; 820 East Jackson Street (Extension) City Los Angeles Zip 90012
- d. UTM: (Give more than one for large and/or linear resources) Zone \_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 5173-022-004, 5173-022-001, and 5173-022-002. Bound by Banning Street to the south, Center Street to the west, Jackson Street to the north, and railroad sidings to the east. Historic address is 749-801 Banning Street.

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

National Ice and Cold Storage is located on two blocks, now on three parcels, on the east side of Center Street, bound by Banning St to the south, Jackson St to the north, and railroad tracks to the east. The parcels have been improved with multiple buildings creating a variegated mass. Buildings are one to three stories tall, with lower ones primarily along Center Street and taller buildings alongside the railroad tracks. A recessed, concrete truck loading dock with an overhang is located along Center St. North of the loading dock is a two-story, stucco clad building that was once the complex's engine room. The Engine Room has been heavily altered with stucco recladding, window and door alterations including infill, revising, and replacement, and the removal of the gable roof. See page 3, continuation sheet.

\*P3b. Resource Attributes: HP8: Industrial buildings

P5a. Photograph or Drawing



\*P4. Resources Present:

- Building  Structure  Object  Site
- District  Element of District  Other

P5b. Description of Photo: Primary elevation, corner of Banning and Center Streets, camera facing north east. ICF, 9/27/2017.

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both Multiple between c.1890 and 1962 (LADBS permits, Sanborn Fire Insurance Maps dated 1915 and 1951, Los Angeles Times articles, and a 1924 historic photo)

\*P7. Owner and Address:

Arts District Crossing LLC.  
 210 Center Street  
 Los Angeles, CA 90012

\*P8. Recorded by:  
 Margaret Roderick ICF  
 601 W. 5<sup>th</sup> Street, Suite 900  
 Los Angeles, CA 90071

\*P9. Date Recorded:  
 November 2, 2017

\*P10. Survey Type:  
 Intensive Level Survey

\*P11. Report Citation: Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

- \*Attachments:  NONE  Location 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

\*Resource Name or # National Ice and Cold Storage

\*NRHP Status Code 6Z (Extension); 5S3

Page 2 of 15

- B1. Historic Name: National Ice and Cold Storage; National Ice Company  
B2. Common Name: National Cold Storage  
B3. Original Use: Ice production and cold storage B4. Present Use: Vacant  
\*B5. Architectural Style: Multiple; Industrial Vernacular  
\*B6. Construction History: (Construction date, alterations, and date of alterations)

National Ice and Cold Storage began operating at the Corner of Center and Banning Streets in 1892. However, only two buildings, the Engine Room and the Condenser Room, predate 1924. (See page 3, continuation sheet)

\*B7. Moved?  No  Yes  Unknown Date:

Original Location:

\*B8. Related Features:

- B9a. Architect: Multiple unknown; Charles Wallace (1909) b. Builder: Multiple unknown; George Booth (1909)  
\*B10. Significance: Theme Agricultural Roots, 1850-1965; Ice Production and Cold Storage, 1880s-1990s  
Area Los Angeles Period of Significance 1909 Property Type Industrial Applicable Criteria N/A

The National Ice and Cold Storage, Inc. two-block complex located at 210 Center Street, and bounded by Commercial Street to the west, Jackson Street to the north, railroad tracks and the LA River to the east, and Banning Street to the south, was previously surveyed in 2014 for a Metro Operations Control Center Project and in again in 2016 for the Los Angeles' Office of Historic Resources (OHR) SurveyLA historical resources survey project. The 2014 evaluation evaluated only the northern portion of the complex, denoted as the "National Cold Storage extension" at 820 East Jackson Street, for the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR). The "extension" was assigned California Historical Resources Status Code of 6Z (found ineligible for NR, CR, or Local designation through survey evaluation). SurveyLA identified the National Ice and Cold Storage complex as potentially eligible for the NRHP, CRHR, and Local designation as a district, with a period of significance as 1909. These findings were published on November 1, 2017. As such, although the northernmost building of the National Ice and Cold Storage, Inc. complex at 820 Jackson Street appears to be ineligible for the NRHP and the CRHR, the whole complex has been identified through survey evaluation and because of this significance, may be considered a historical resource for the purposes of the California Environmental Quality Act (CEQA), using the criteria outlined in Section 15064.5(a)(2) of the CEQA Guideline. (See page 10, continuation sheet)

B11. Additional Resource Attributes: N/A.

\*B12. References:

See page 14, continuation sheet.

B13. Remarks:

\*B14. Evaluator: Margaret Roderick, ICF  
\*Date of Evaluation: November 2, 2017

(This space reserved for official comments.)



## CONTINUATION SHEET

Page 3 of 15 \*Resource Name or # National Ice and Cold Storage  
\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation

### **P3a. Description Continued:**

Other buildings located along Center St include a small painted brick building, a metal and stucco low-pitched gabled warehouse, and a large brick building with a flat roof. A series of three, one- and two-story buildings are located east of the loading dock. A two-story building, used by the Southern California Poultry Co. in the 1950s, and two three-story concrete buildings are located alongside the railroad tracks at the eastern portion of the complex. The concrete buildings are windowless. The southern portion of the complex is unimproved.

### **B6. Construction History continued:**

By 1906, according to a Sanborn Fire Insurance Map, the block bound by Banning St to the south, Center St to the west, Turner St (now E. Temple) to the north, and railroad tracks to the east, was completely built out and in use by the company. National Ice and Cold Storage remained at that location till 1962, when it expanded one block north. The property has undergone substantial alterations since the early 1900s. The information provided below will address the extant buildings that comprise the complex in 2017 with their construction dates, denote buildings from the historic era (pre-1924) that are no longer extant, with their known or approximate demolition years,. Figures and images will support the findings.

Figure 1 shows an aerial view of the complex as it appears in 2017, with the two buildings that pre-date 1924 highlighted in green (the one-story Condenser is located east of the two-story Engine Room). (See page 4, continuation sheet)

Figures 2-5 show streetscape views of the complex as it appears in 2017. (See pages 5-7, continuation sheet)

Figure 6 and Table 1 convey the extent of demolition that has occurred to buildings what were extant in 1924. (See pages 8-10, continuation sheet)

## CONTINUATION SHEET

Page 4 of 15 \*Resource Name or # National Ice and Cold Storage  
\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation

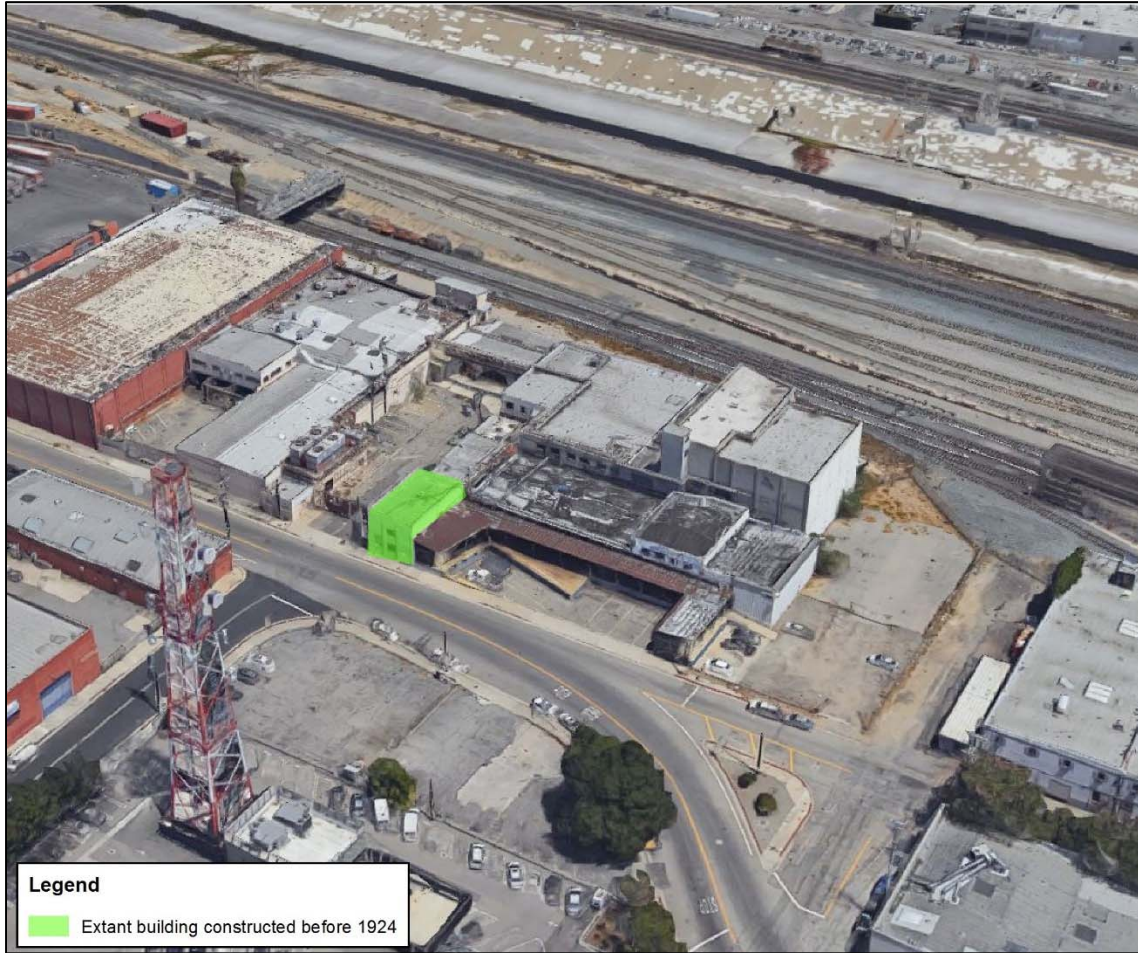


Figure 1: National Ice and Cold Storage Facility. View northeast. Google Maps, 2017.

Still Extant Buildings of the National Ice and Cold Storage facility, listed clockwise starting from upper right:

- Cold Storage, 1962 (LADBS Permit 1962LA04276)
- Southern California Poultry Co., 1952-1964 (historicaerials.com)
- Southern California Poultry Co., by 1948 (historicaerials.com)
- Cold Storage, 1956 (LADBS Permit 1956LA47924)
- Cold Storage, 1937-1940 (LADBS Permit 1937LA36600 and 1940LA04869)
- Cold Storage, 1935 (LADBS Permit 1935LA19782)
- Truck Loading Dock, by 1948 (historicaerials.com)
- Engine Room, by 1906 (Sanborn Fire Insurance Map) (altered)
- Condenser, by 1906 (Sanborn Fire Insurance Map) (altered)

## CONTINUATION SHEET

Page 5 of 15 \*Resource Name or # National Ice and Cold Storage

\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation



Figure 2: National Ice and Cold Storage Facility, primary elevation. View northeast. ICF, 2017.

Detail of the National Ice and Cold Storage facility buildings, listed from left to right:

- Engine Room, by 1906
- Truck Loading Dock, by 1948
- Cold Storage, 1935
- Cold Storage, 1956
- Cold Storage, 1937-1940

## CONTINUATION SHEET

Page 6 of 15 \*Resource Name or # National Ice and Cold Storage  
\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation



Figure 3: National Ice and Cold Storage Facility, rear elevation. View northwest. ICF, 2017.  
Detail of the National Ice and Cold Storage facility buildings, listed from left to right:

- Cold Storage, 1937-1940
- Cold Storage, 1956
- Southern California Poultry Co., by 1948

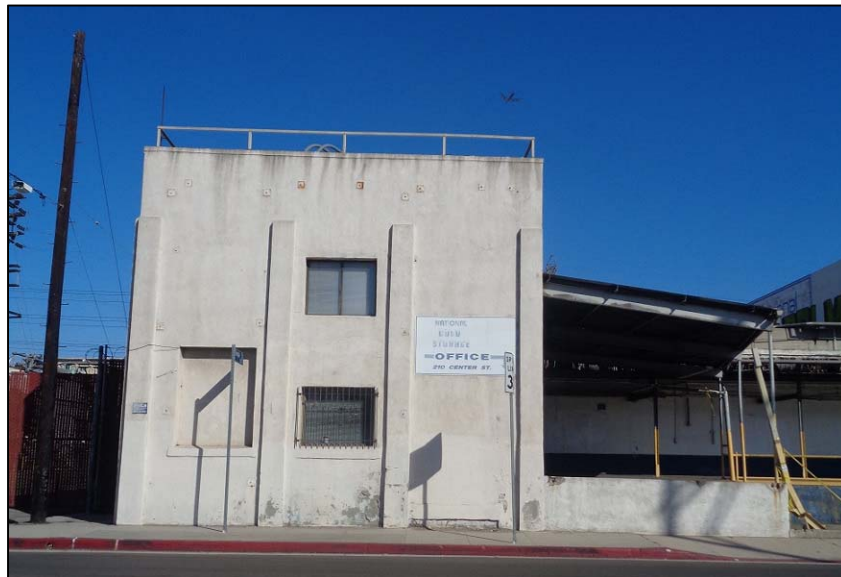


Figure 4: National Ice and Cold Storage Facility, primary elevation, detail of Engine Room.  
View east. ICF, 2017. Detail of the National Ice and Cold Storage facility buildings:

- Engine Room, by 1906

## CONTINUATION SHEET

Page 7 of 15 \*Resource Name or # National Ice and Cold Storage

\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation



Figure 5: National Ice and Cold Storage Facility, primary elevation, detail of 1962 cold storage building. View southeast. ICF, 2017. Detail of the National Ice and Cold Storage facility buildings, listed from left to right:

- Cold Storage, 1962
- Southern California Poultry Co. additional buildings, by 1952-1964
- Engine Room, by 1906

## CONTINUATION SHEET

Page 8 of 15 \*Resource Name or # National Ice and Cold Storage  
\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation



Figure 6: National Ice and Cold Storage facility, 1924. View northeast. Los Angeles Public Library Photo Collection.

Figure 6 shows the National Ice and Cold Storage facility in 1924 when it was near the peak of activity.

Various components of the complex have since been demolished as compared to Figure 1 (2017 view) and as itemized in table 1. Note also the gable roof on the Engine Room indicates a substantial alteration (in 1956) when compared to Figure 4.

**CONTINUATION SHEET**

Page 9 of 15 \*Resource Name or # National Ice and Cold Storage  
\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation

**Table 1: No Longer Extant Buildings of the National Ice and Cold Storage facility**

<i>Building Use</i>	<i>Address or location</i>	<i>Size (ft) (From Sanborn Fire Insurance Map, unless otherwise noted)</i>	<i>Year constructed (Source)</i>	<i>Year demolished (Source)</i>
Office	Corner of Banning St and Center St	39 x 33	By 1906 (Sanborn Fire Insurance Map)	1909, moved (LADBS Permit 1909LA03350)
Ice House	North of office; 210 Center S	125 x 50	By 1906 (Sanborn Fire Insurance Map)	c. 1934 (Sanborn Fire Insurance Map)
Freezing Tank Room	Along Center St; 210 Center St	78 x 50	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Ice Machine	East of Freezing Tank room	25 x 25	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Freezing Tank	South of Ice Machine and east of Freezing Tank room along Center; 210 Center Street	64 x 25	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Ice House	East of Ice House along Center St; extends to railroad track	Irregular; 113 x 72 and 39 x 14; 8682 Sq Ft	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Ice House	South of repair shop; center of block, bound by buildings on all sides	Irregular, c. 33 x 33	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Stable (2)	northeast and southeast corners of block; alongside railroad	64 x 44 (southeast) and 58 x 42 (northeast)	By 1906 (Sanborn Fire Insurance Map)	Southeast stable by 1924 (historic photo); northeast stable by 1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and

**CONTINUATION SHEET**

Page 10 of 15 \*Resource Name or # National Ice and Cold Storage  
 \*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation

<i>Building Use</i>	<i>Address or location</i>	<i>Size (ft) (From Sanborn Fire Insurance Map, unless otherwise noted)</i>	<i>Year constructed (Source)</i>	<i>Year demolished (Source)</i>
				Sanborn Fire Insurance Map)
Ice House	East side of block, centered between Banning St and Turner St (now East Temple) alongside railroad tracts	75 x 47	By 1906 (Sanborn Fire Insurance Map)	Southeast stable by 1924 (historic photo); northeast stable by 1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Wagon Shed & repair shop	Northeast corner of block; corner of Turner St (Now E. Temple) & Railroad tracks	Irregular	By 1906 (Sanborn Fire Insurance Map)	Southeast stable by 1924 (historic photo); northeast stable by 1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Building with Iron Chimneys	East of Condenser; along Turner St (now E. Temple)	55 x 22	By 1906 (Sanborn Fire Insurance Map)	Southeast stable by 1924 (historic photo); northeast stable by 1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Cold Storage	Corner of Banning St and Turner St; previous location of office	90 X 100; five story with basement (LADBS Permit 190904141)	1909 (LADBS Permit 190904141)	1981 ((LADBS Permit 1981LA25093)

**B10. Significance (continued):**

A site visit was conducted on September 27, 2017 to verify existing conditions of the resources located at 210 Center Street (and associated addresses including 820 East Jackson Street). The building complex appears unaltered since both the 2014 and 2016 evaluations. Research conducted through the Los Angeles Department of Building and Safety (LADBS) online permit archive, the Los Angeles Times archives and Sanborn Fire Insurance Maps (accessed through the Los Angeles Public Library (LAPL)), the LAPL’s historic photo

## CONTINUATION SHEET

Page 11 of 15 \*Resource Name or # National Ice and Cold Storage  
\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation

collection, and historic aerials (historicaerials.com and aerialarchives.com) yielded a substantive construction history. National Ice and Cold Storage Co. was established in Los Angeles at Center and Banning Streets in 1892. Since 1892 the site has incurred alterations as ice production and cold storage technology and demand changed. Little remains from 1909: The 1909 five-story brick building was demolished in 1981, the engine room was substantially altered in 1956, and the buildings between the two along Center Street were demolished in the 1940s and their space converted into a truck loading dock. However, the property is still considered a potential historical resource pursuant to CEQA Section 15064.5(a)(2) of the CEQA Guidelines.

While National Ice and Cold Storage will be considered a CEQA historical resource, the property is evaluated below for the CRHR.

### *Context*

National Ice and Cold Storage, bounded by Banning Street to the south, Center Street to the west, Jackson Street to the north, and railroad tracks to the east, was evaluated against the SurveyLA: Los Angeles Historic Resources Survey citywide historic context statement on Industrial Development, 1850-1980, drafted by LSA Associates, INC. and Chattel Architecture, Planning, and Preservation for the City of Los Angeles Department of City Planning, Office of Historic Resources in September 2017. A section of their context statement on Industrial Development is devoted to Cold Storage. The Cold Storage section is summarized below:

As throughout the United States, Los Angeles' cold storage history is rooted in the transition from rural to urban living where fresh food products required transportation over continually longer distances.<sup>1</sup> Prior to the development of large scale ice production, cold storage was limited to areas with colder climates. However, starting in the 1880s ice could be produced in ice houses and used for cold storage and the refrigeration of railcars. Raw food products were no longer limited to sale in local markets. An 1892 article, printed the same year that National Ice and Cold Storage opened facilities at Center and Banning Streets, in the *Los Angeles Times* boasted fully-ripe strawberries picked in California or Florida would remain fresh through transportation and sale in our markets. Soon produce distributors, such as those in the southern California citrus industry, became the largest consumers for cold storage space in Los Angeles. Due to the use of refrigerated railcars, ice and cold storage facilities were often located alongside railroad tracks, as was National Ice and Cold Storage. Ice production and cold storage facilities remained vital through World War I.

In the 1920s, new transportation and cooling measures prompted the expansion of the cold storage industry. Refrigerated trucks and railcars soon no longer required an abundance of ice to keep produce and other food fresh. New condensers used in cooling, for example, required less space and new storage facilities could be more compact and/or provide more space for storage. Indeed, by 1925 Los Angeles reigned the cold storage industry with more cubic feet of cold storage acre per capita than any other city in the United States. [Note Figure 6 photograph showing 1924 conditions on page 8 of 14.]

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<sup>1</sup> As mentioned above, the context presented here is a summary of the "Cold Storage" section of the Industrial Development, 1850-1980 Context Statement drafted by LSA Associates, INC. and Chattel Architecture, Planning, and Preservation for the City of Los Angeles Department of City Planning, Office of Historic Resources in September 2017. Unpublished.

## CONTINUATION SHEET

Page 12 of 15 \*Resource Name or # National Ice and Cold Storage  
\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation

As popularity increased for home refrigerators, the need for ice production decreased. Yet, cold storage facilities continued to play a vital role in the transportation and storage of food throughout the United States. World War II and Post-World War II saw the necessity and popularity for frozen food. The demand for frozen food supported the continued need for cold storage, in addition to produce, meat, and dairy products. The 1950s saw the development of new cold storage facilities in Los Angeles and the expansion of already existing ones. In addition, the 1960s saw an increase in frozen foods with the invention of the microwave. Since the 1960s, cold storage has continued to play a vital role in the economy of food. With advancements in technology, cold storage facilities are more efficient than ever.

National Ice and Cold Storage opened in 1892 in Los Angeles at the corner of Center and Banning Streets in Downtown alongside railroad tracks.<sup>2</sup> By 1906 the company's complex extended an entire city block and in 1907 *The Los Angeles Times* boasted it as "one of the largest and most complete of its kind in the whole Southwest territory."<sup>3</sup> In 1909 a five-story brick building was constructed at the corner of Center and Banning Streets on what was previous an office for the company. The building's construction was reported in *The Los Angeles Times* as an immense sized, fireproof building with 750,000 cubic feet of storage.<sup>4</sup> In addition, the new building was the "most modern in the world."<sup>5</sup> National Ice and Cold Storage continued to expand and upgrade its facilities till the 1960s, when its last new cold storage building was constructed. Today National Ice and Cold Storage is no longer in operation.

### *Evaluation*

The National Ice and Cold Storage complex corresponds to cold storage development in Los Angeles as well as within the United States. Beginning in the late 1800s, storage and production of ice allowed for the storage and transportation of perishable food products such as produce, meat, and dairy. National Ice and Cold Storage appears to have been used for produce and, later, eggs.<sup>6</sup> For example, a five-story brick building, built in 1909, contained 750,000 cubic feet and was expected to hold 250,000 boxes of apples.<sup>7</sup> In 1911 an advertisement for National Ice and Cold Storage Co. states that the company has "[c]old storage for Apples and all kinds of Perishable Commodities."<sup>8</sup> Moreover, located adjacent to railroad track, National Ice and Cold Storage was poised to succeed as an ice and cold storage facility. As discussed in the context statement above, the construction of the five-story brick building in 1909 received press that called out the significance of the company and the construction of this large, modern building. However, the property lacks integrity from 1909, it's Period of Significance and is, therefore, unable to convey its significance as a major, ice and cold storage

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<sup>2</sup> "National Ice and Cold Storage Company," *The Los Angeles Times* (May 11, 1907), 46.

<sup>3</sup> Sanborn Fire Insurance Map (1906) and "National Ice and Cold Storage Company," *The Los Angeles Times* (May 11, 1907), 46.

<sup>4</sup> "New Cold Storage Plant in Los Angeles: Now Being Erected, is of Immense Size and Most Modern in the World," *The Los Angeles Times* (August 22, 1909), 80.

<sup>5</sup> "New Cold Storage Plant in Los Angeles: Now Being Erected, is of Immense Size and Most Modern in the World," *The Los Angeles Times* (August 22, 1909), 80.

<sup>6</sup> Southern California Poultry operated at the facility by 1955 according to a 1955 Sanborn Fire Insurance Map.

<sup>7</sup> "New Cold Storage Plant in Los Angeles: Now Being Erected, is of Immense Size and Most Modern in the World," *The Los Angeles Times* (August 22, 1909), 80.

<sup>8</sup> Ad—"National Ice and Cold Storage Co.," *San Francisco Chronicle* (October 1, 1911), 44.

## CONTINUATION SHEET

Page 13 of 15 \*Resource Name or # National Ice and Cold Storage  
\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation

facility. Therefore, the National Ice and Cold Storage Co. complex in Los Angeles does not appear eligible for the CRHP under Criterion 1.

When National Ice Company incorporated in 1982, the company was operated by Nicholas Ohlandt, President, C.W. Buck, Vice President, William T. Jungbluth, Secretary, John Cashin and Joseph Martin, Superintendents. John Cashin was the local superintendent, managing the Los Angeles location and likely others in Southern California. John Cashin worked for the company until resigning in 1913. However, his son, J.O Cashin had entered the business and also worked as Superintendent of the Los Angeles branch. Both the father and the son appear to have been successful business men within the industry. Yet, neither appears to have made significant contributions to either the Ice or Cold Storage industries. No evidence suggests that Ohlandt, Buck, Jungbluth, or Martin are directly affiliated with the National Ice and Cold Storage complex located in Los Angeles on Center Street, although they do also appear to have been successful business men in the late 1800s and early 1900s.<sup>9</sup> As such, the National Ice and Cold Storage Co. complex in Los Angeles does not appear eligible for the CRHP under Criterion 2.

The National Ice and Cold Storage complex located along Center Street in Los Angeles is an industrial complex consisting of variegated massing and elevations. Architecture is primarily non-distinct and the complex lacks traditional examples of warehouse architecture such as a saw-tooth warehouse. Buildings, constructed of brick or concrete, and some with stucco cladding, often lack windows. One brick two-story building located east of the loading dock appears to retain some integrity yet it is a commonplace example of its type, lacking brick detailing or a cornice (see Primary Record for photograph). A modest one-story brick building, located along Center Street just north of the intersection with E. Temple Street, appears to retain integrity and expresses Streamline Moderne elements such as a roman brick-work wainscot, curved walls at the windows, and original metal sash awning windows (see Figure 14). The 1909 five-story brick building located at the corner of Center and Banning Streets, which may have provided architectural distinction, is no longer extant. The extant buildings, however, do not embody the distinctive characteristics of a type, period, or method of construction, nor do they appear to be the work of master architects, engineers, or builders. Rather, the buildings that form the National Ice and Cold Storage complex are vernacular and commonplace; they lack key industrial features such as saw-tooth roofs or pent roofs. Therefore, the National Ice and Cold Storage Co. complex in Los Angeles does not appear eligible for the CRHP under Criterion 3.

The National Ice and Cold Storage complex located along Center Street in Los Angeles has not and is unlikely to yield information significant in our pre-history or history. The site has been developed and redeveloped since its initial founding in 1892. Moreover, not only have the specific use of the site changed over time—from ice storage and manufacturing, to ice manufacturing and cold storage, to cold storage—but technologies for

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<sup>9</sup> Ohlandt passed away in 1917, Buck in 1923, Jungbluth in 1895, Cashin Sr in 1914, and Martin in 1921, and all were involved in other business ventures. See, “Gets 500,000,” *Los Angeles Herald* (April 30, 1917), 2; “John A. Buck, Prominent in Business, Dies,” *Sausalito News* (April 7, 1923), Front Page; Anne Bloomfield, *Ohlandt Newlyweds House*, National Register of Historic Places nomination form (listed 8/19/1994), 8.5; James Miller Guinn, *A History of California and an Extended History of Los Angeles and Environs: Also Containing Biographies of Well-Known Citizens of the Past and Present, Volume 2* (Historic Record Company, 1915), 145; and “Joseph Martin, “Ice King,” Dead,” *Santa Cruz Evening News* (June 6, 1921), 3.

## CONTINUATION SHEET

Page 14 of 15 \*Resource Name or # National Ice and Cold Storage  
\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation

refrigeration have changed dramatically since the late-1880s and early 1900s. As such, the National Ice and Cold Storage complex is unlikely to retain any old technologies related to the industry that could provide significant information to our history. Therefore, the National Ice and Cold Storage Co. complex in Los Angeles does not appear eligible for the CRHP under Criterion 4.

Based on the 1909 Period of Significance given by SurveyLA, National Ice and Cold Storage does not retain integrity of setting, design, materials, workmanship, feeling, or association. It only retains integrity of location.

### B12. References (Continued):

“Apartments in Every Section: Close-in Lots too Valuable for Residences; Income-Producing Buildings Fill Real Need; Commercial Structures Show Growth of City.” *The Los Angeles Times*. July 17, 1910.

Bloomfield, Anne. *Ohlandt Newlyweds House*. National Register of Historic Places nomination form (listed 8/19/1994).

“Gets 500,000,” *Los Angeles Herald* (April 30, 1917)

Guinn, James Miller. *A History of California and an Extended History of Los Angeles and Environs: Also Containing Biographies of Well-Known Citizens of the Past and Present, Volume 2*. Historic Record Company, 1915.

Historicaerials.com

“Huge Storage Plant: Five-Story Building for National ice Company at Center and Banning Nearly Completed.” *The Los Angeles Times*. December 12, 1909.

“John A. Buck, Prominent in Business, Dies,” *Sausalito News* (April 7, 1923).

“Joseph Martin, “Ice King,” Dead,” *Santa Cruz Evening News* (June 6, 1921).

Los Angeles Department of Building and Safety, online building permits

Los Angeles Public Library Photo Collection

LSA Associates, INC. and Chattel Architecture, Planning, and Preservation. “Los Angeles Citywide Historic Context Statement: Industrial Development, 1850-1980.” Unpublished draft, prepared for City of Los Angeles, Department of City Planning, Office of Historic Resources. September 2017.

“National Ice and Cold Storage Company.” *The Los Angeles Times*. May 11, 1907.

“New Cold Storage Plant in Los Angeles: Now Being Erected, is of Immense Size and Most Modern in the World.” *The Los Angeles Times*. August 22, 1909.

## CONTINUATION SHEET

Page 15 of 15 \*Resource Name or # National Ice and Cold Storage

\*Recorded by: Margaret Roderick, ICF \*Date 11/2/2017  Continuation

Sanborn Fire Insurance Maps (1906 & 1951)

University of Southern California Digital Collections

Pankey, Marilyn R. "San Francisco County Biographies: Joseph Martin." *Ancestry.com*. 2006.  
<http://freepages.genealogy.rootsweb.ancestry.com/~npmelton/sfbmart3.htm> (accessed 11/2/2017)

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 2

\*Resource Name or #: 820 East Jackson Street

**P1. Other Identifier:** National Cold Storage extension

**\*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:** Los Angeles

**Date:** 2012 T ; R ; ¼ of ¼ of Sec ; B.M.

**c. Address:** 820 E. Jackson Street

**City:** Los Angeles, CA

**Zip:** 90012

**d. UTM: Zone:** 11; 386387 mE/ 3768453 mN (G.P.S.)

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 275 feet  
Southeast corner of Center Street and Jackson Street. Assessor's Parcel Number 5173-022-002.

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
This resource is a brick cold storage building built circa 1962. The building is roughly two stories high with a rectangular plan approximately 12 bays long by eight bays wide. The exterior walls are brick with brick pilasters between each bay. The east and west exterior walls have no fenestration. The north wall has a wide garage door on the eastern end of the building with a sign above that reads "National Cold Storage." The south wall is connected to other buildings associated with the National Cold Storage plant that extends beyond East Temple Street.

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



**P5b. Description of Photo:** (View, date, accession #) 820 E. Jackson Street, from Jackson Street, View Southwest. IMG\_1403.JPG

**\*P6. Date Constructed/Age and Sources:**  Historic  
 Prehistoric  Both  
c. 1962

**\*P7. Owner and Address:**  
Unknown.

**\*P8. Recorded by:** (Name, affiliation, and address)  
M.K. Meiser, M.A.  
Marc A. Beherec, Ph.D., RPA  
AECOM  
515 S. Flower St., 8th Floor  
Los Angeles, CA 90071

**\*P9. Date Recorded:** August 7, 2014.

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

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

Marc A. Beherec, M.K. Meiser, Linda Kry, and Angela H. Keller. 2014. Cultural Resources Assessment for the Metro Operations Control Center Project, Los Angeles, California. Los Angeles: AECOM.

**\*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

Page 2 of 2

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder)\_ 820 E. Jackson Street

**B1. Historic Name:** National Cold Storage (extension).

**B2. Common Name:**

**B3. Original Use:** Cold storage.

**B4. Present Use:** Vacant.

\***B5. Architectural Style:** Industrial.

\***B6. Construction History:** (Construction date, alterations, and date of alterations)  
Exact construction history is unknown. Los Angeles County Office of the Assessor lists four improvements to this parcel with effective year built dates between 1943, 1954, 1954, and 1962. This building appears to be Improvement 2, a 36,196 sq. ft. building, which the Assessor gives an effective year built date of 1962.

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

\***B8. Related Features:** Other buildings and structures associated with National Cold Storage, Inc., are connected to the south of the building, continuing south to Banning Street. These are outside our Area of Potential Impact and were fenced-in and not accessible at the time of the survey.

**B9a. Architect:** Unknown.

**B9b. Builder:** Unknown.

\***B10. Significance: Theme** Industrial **Area** City of Los Angeles

**Period of Significance** c. 1962 **Property Type** Industrial **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)  
National Cold Storage, Inc. was a cold storage and distribution facility, previously known as the National Ice and Cold Storage Company, which was founded circa 1880. The original National Ice and Cold Storage Company was located to the south of Temple (then Turner) Street until it expanded north circa 1950. The cold storage brick building is associated with the 1950s expansion of the facility. The building is an industrial structure that supported the functions of the facility, but was a later addition to the original plant, and does not have a level of significance to meet NRHP Criterion A or CRHR Criterion 1. The National Ice and Cold Storage Company was founded in the late 19th century, and this building has no known associations with important historical figures; therefore, it does not meet NRHP Criterion B or CRHR Criterion 2. The building is a particular type of building that serves the cold storage function of the facility, but is industrial in design and is not a unique example of the type. It does not represent the work of a master or any unique materials or workmanship; therefore, it does not meet NRHP Criterion C or CRHR Criterion 3. The building is a mid-20th century standing structure and does not have the potential to yield important archaeological information; therefore, it does not meet NRHP Criterion D or CRHR Criterion 4. This building is not eligible for the NRHP or CRHR.

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

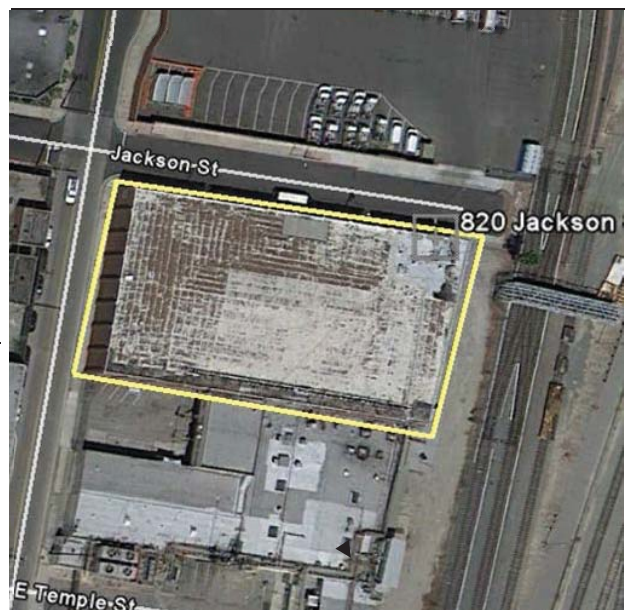
\***B12. References:**  
Los Angeles County, Office of the Assessor. 2011. Property Information, Assessor's ID No. 5173-022-002. Available online: <http://maps.assessor.lacounty.gov/mapping/viewer.asp>  
Accessed August 7, 2014.

**B13. Remarks:**

\***B14. Evaluator:** M.K. Meiser, M.A.

\***Date of Evaluation:** August 7, 2014.

(This space reserved for official comments.)



**Name: National Cold Storage**



**Description:**

Cold storage plant located at 210 N Center St. The plant was constructed in phases over time, and today comprises multiple attached volumes dating from various periods. The plant includes a five-story concrete volume, and multiple additional volumes in brick and metal. Features include steel-frame windows, metal doors, and a large loading dock sheltered by a corrugated metal awning. At the time of the survey, the property appeared to be vacant.

**Significance:**

Excellent and rare example of an early-20th century cold storage building in Los Angeles' primary industrial district. National Ice & Cold Storage Co. was established on this site in 1892, and expanded their original location in 1909, adding a large five-story concrete building to the existing plant. With the expansion, the plant covered an entire block along the railroad trackage of the Los Angeles River. The new building was state of the art and used the latest cold storage technology. The plant provided 700,000 cubic feet of floor space, making it one of the largest of its kind in the West.



**Context 1:**

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Agricultural Roots, 1850-1965
Sub theme:	From Farm to Market, 1900-1960
Property type:	Industrial
Property sub type:	Cold Storage Warehouse
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of an early-20th century cold storage building in Los Angeles' primary industrial district.

# FIRST STREET BRIDGE OVER THE LOS ANGELES RIVER

**Update DPR (2017)**

## **Attachments**

Caltrans Historic Bridge Inventory

Records Search: DPR (1994) & Update DPRs (2009 & 2011)

## CONTINUATION SHEET

Page 1 of 2 \*Property Name: 1<sup>st</sup> Street Viaduct; 1<sup>st</sup> Street Bridge

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update

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

**Bridge number:** 53C 1166

**Present Use:** Vehicular and narrow gauge rail bridge

**Historic Name:** 1st Street Viaduct

**Current Owner:** City of Los Angeles Department of Public Works  
Bureau of Engineering  
Real Estate Group  
1149 S. Broadway, Suite 610  
Los Angeles, CA 90015-2213

### **B10. Significance Updated:**

According to the California Historical Resource Inventory (CHRIS), the 1<sup>st</sup> Street Viaduct over the Los Angeles River was previously determined eligible for inclusion in the National Register of Historic Places (NRHP) in 1982 via the U.S. Department of Transportation (DOE-19-86-0071-0000). In 1986, the viaduct was also determined eligible for inclusion in the NRHP under Criterion C as a result of the Caltrans Historic Bridge Survey (HBS). Moreover, the viaduct was declared Los Angeles Historic Cultural Monument (HCM) #909 on January 30, 2008.

In 2011, the 1<sup>st</sup> Street Viaduct's span was widened 26.3 feet along its north elevation and the railings strengthened by the City of Los Angeles Bureau of Engineering, to accommodate the Eastside Light Rail Transit Extension of the Los Angeles Metro Gold Line, in cooperation with the Federal Highway Administration (FHWA), Caltrans, and Metro.

A site visit was conducted on September 27, 2017, to verify existing conditions of the resource located at 1st Street between Mission Road and Vignes Street. Several alterations evidence the bridge's 26.3 foot northern expansion: the substructure below the bridge, the addition of a narrow gage rail line running down the middle, and the including of plastic light fixtures atop the bridge. The substructure that supports the 26.3 foot widening appears to have used similar materials and methods of construction as was used for the original 1929 bridge in a manner keeping with the Secretary of the Interior's Standards for the Treatment of Historic properties. The new piers along the north elevation, where the widening took place, mirror the original piers along the south elevation of the bridge. All light fixtures along the bridge have been replaced with plastic replicas, which is likely to correspond to the 2011 bridge widening. The 1<sup>st</sup> Street Bridge retains sufficient integrity to convey its significance. Because it is HCM #909 as a local historical resource, the bridge is a historical resource under CEQA pursuant to section 15065 (a)(2) of the CEQA Guidelines.

**Survey Type:** Intensive level survey

## CONTINUATION SHEET

Page 2 of 2 \*Property Name: 1<sup>st</sup> Street Viaduct; 1<sup>st</sup> Street Bridge

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update

**Report Citation:** Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.



**Photo 1.**



**Photo 2.**



**Photo 3.**

Photo 1. 1<sup>st</sup> Street Viaduct, camera facing east. ICF, September 27, 2017.

Photo 2. 1<sup>st</sup> Street Viaduct, north elevation, detail of reconstructed decorative pier, camera facing south. ICF, September 27, 2017.

Photo 3. 1<sup>st</sup> Street Viaduct, detail showing substructure of the original 1929 bridge (L) alongside the 2011 widening (R), camera facing west. ICF, September 27, 2017.



### Historical Significance - Local Agency Bridges

#### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
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
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	FIRST ST BOH	0.5 MI W/O FWY 101	2. Bridge is eligible for NRHP	1929	2011
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	
53C1172	4TH STREET RAMP 'C' OC	AT FLOWER STREET	5. Bridge not eligible for NRHP	1972	
53C1173	4TH STREET RAMP 'D' OC	AT FLOWER STREET	5. Bridge not eligible for NRHP	1972	
53C1175	E. CANYON CHANNEL (FOX ST)	BETW N RTE 5 & SHARP AVE	5. Bridge not eligible for NRHP	1967	
53C1176	LOS ANGELES RIVER	VLYHT DR N & VLYHT DR S	5. Bridge not eligible for NRHP	1951	2004
53C1177	SANTA SUSANA CREEK	W VALLEY CIRCLE BLVD	5. Bridge not eligible for NRHP	1971	
53C1179	WAVERLEY DRIVE OC	0.15 SW/O FWY 5	2. Bridge is eligible for NRHP	1927	
53C1181	TUJUNGA WASH	0.19 MI N OF TRUESDALE	5. Bridge not eligible for NRHP	1953	2009
53C1182	GLENOAKS CULVERT	0.2 MI N OF TRUESDALE	5. Bridge not eligible for NRHP	1952	
53C1183	BURBANK WEST CHNL (GLENOAKS)	ROSCOE BLVD	5. Bridge not eligible for NRHP	1962	
53C1184	GRAND AVENUE VIADUCT	AT 4TH ST. KOSCIUSZKO WA	5. Bridge not eligible for NRHP	1975	1996
53C1188	GRANDE VISTA AVENUE (UP RR) UP	0.1 M N/O WASHINGTON BLVD	4. Historical Significance not determined	1927	
53C1190	E. CANYON CHANNEL (HAGAR ST)	650' W LAUREL CANYON BLVD	5. Bridge not eligible for NRHP	1967	
53C1196	BALLONA CREEK	VENICE BL/WASHINGTON BL	5. Bridge not eligible for NRHP	1974	
53C1199	ENCINO CHANNEL	BTW BURBANK BL/ 101 FWY	5. Bridge not eligible for NRHP	1974	
53C1202	HILL STREET POC	BETW 11TH ST & 12TH ST	5. Bridge not eligible for NRHP	1969	
53C1203	HILL STREET OC	AT CESAR CHAVES AVENUE	5. Bridge not eligible for NRHP	1959	
53C1205	HAINES CANYON CHANNEL	100'W ORO VISTA AVE	5. Bridge not eligible for NRHP	1936	
53C1207	BURBANK WEST CHNL (HOLLYWOOD WY)	0.05 MI NORTH OF I-5	5. Bridge not eligible for NRHP	1962	
53C1208	HOPE STREET PUC	150' S/O 3RD ST	5. Bridge not eligible for NRHP	1976	

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # \_\_\_\_\_  
HRI # 161915, 115005  
Trinomial \_\_\_\_\_  
NRHP Status Code 2S2

Page 1 of 2

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/1st/LA River Bridge #53S-1166, First St. Viaduct

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

a. Address: 900-1100 Blocks of East 1st Street

City Los Angeles Zip \_\_\_\_\_

b. UTM: USGS Quad Los Angeles (7.5'/15') Date \_\_\_\_\_; Zone 11 386624 mE/ 3768001 mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

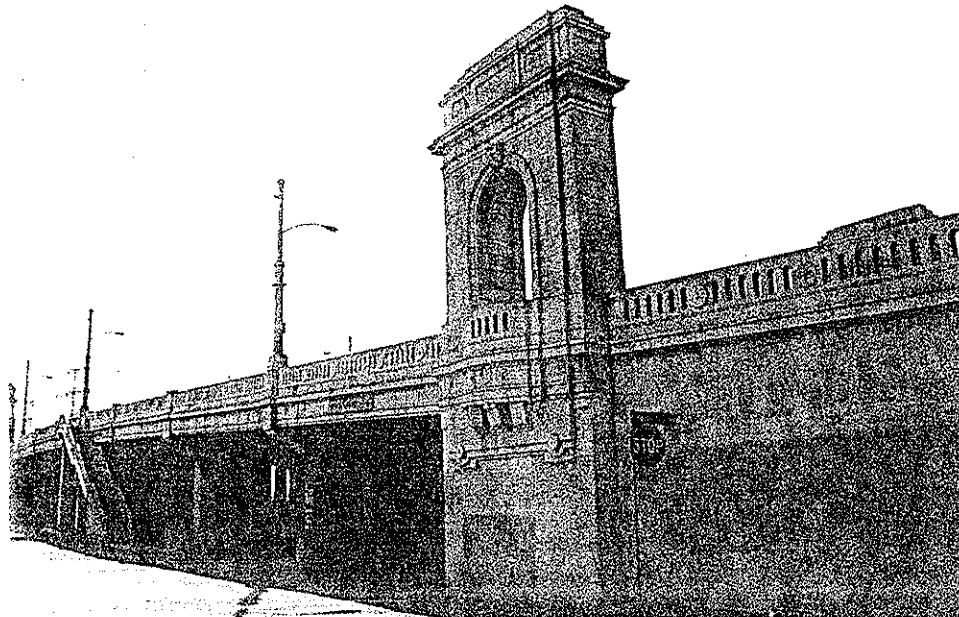
Project APE Map 2, Site 2. East First Street as it crosses the Los Angeles River.

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

[The following description is excerpted from the Caltrans Historic Bridge Inventory.] The First Street Viaduct is a reinforced concrete bridge designed in the Neo-Classical style of architecture. It features a 125 foot open spandrel main span supported by 4 ribbed arches. The 71 foot wide bridge traverses the 1300 feet of Los Angeles River and Santa Fe Railway in 28 spans. Large triumphal arches rise above the river piers, behind which are projecting balconies with benches. The railings are simple arches, but the Neo-Classical detail extends to the entablature pattern on the fascia girders and to the bracketing for the sidewalk. It is unaltered.

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

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



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1927-28 Factual

P7. Owner and Address:

City of Los Angeles

P8. Recorded by: (Name, affiliation,

and address) Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/31/1994

P10. Type of Survey:  Intensive  
 Reconnaissance  Other

Describe: METRO Red Line East  
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD 19 - 150195

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/1st/LA River  
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 2

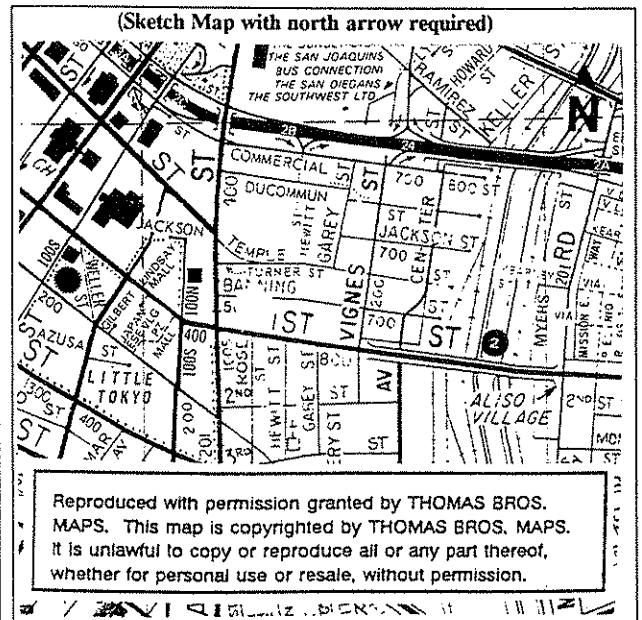
- B1. Address: 900-1100 Blocks of East 1st Street  
 City: Los Angeles County: Los Angeles Zip: \_\_\_\_\_  
 B2. Historic Name: First Street Viaduct B3. Common Name: First Street Viaduct  
 B4. Zoning: \_\_\_\_\_ B5. Threats: Project Related  
 B6. Architectural Style: Neo-Classical  
 B7. Alterations and Date(s): Virtually unaltered.  
 B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
 B9. Related Features:

- B10. Architect: Butler, Merrill (Engineer) Builder: North Pacific Const. Co.; Mittray Bros.  
 B11. Historic Attributes: (List attributes and codes) HP19. Bridge  
 B12. Significance: Theme Civic Architecture Area Los Angeles  
 Period of Significance 1914-1929 Property Type Neoclassical Bridge Applicable Criteria C  
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The First Street Viaduct was determined eligible for inclusion in the National Register of Historic Places in 1986 as a result of the Caltrans Historic Bridge Survey. The Caltrans survey indicated that the First Street Viaduct has retained an excellent degree of integrity and is a major example of a significant designer, Merrill Butler. The construction contract was awarded to the North Pacific construction Company in September, 1927 and the bridge was opened to traffic on January 1, 1929.

- B13. Evaluator: Steve Mikesell  
 B14. Date of Evaluation: 4/4/1986  
 B15. Sources:  
 CALTRANS Historic Bridge Inventory, 1987.  
 Bridge #1166, Category 53 C.  
 Los Angeles Times, "New Street Span Opens to Travel." January 2, 1929.  
 Part II, Page 7.

(This space reserved for official comments.)



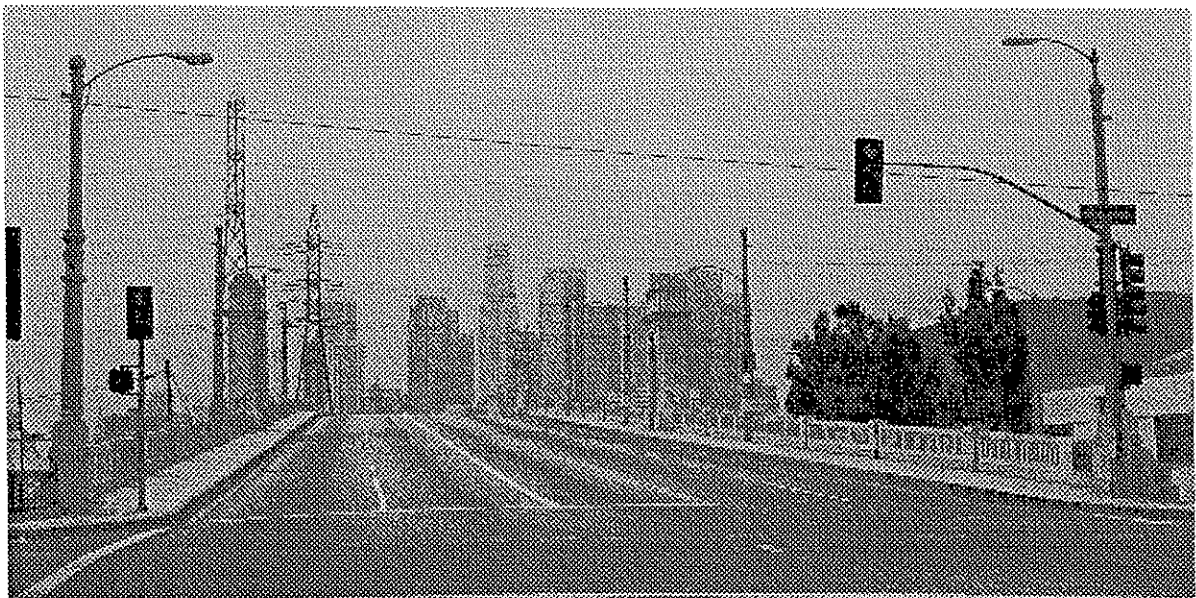
Page 1 of 2 \*Resource Name or # (Assigned by recorder) 5  
\*Recorded by: Dana Slawson, Greenwood and Associates \*Date 05-21-01  Continuation  Update

The 1st Street Viaduct, located on the 900-1100 Blocks of East 1st Street, Los Angeles, was determined eligible for National Register listing in 1986 under Criterion C (NRHP Status Code 2S2). Since that determination, the property has not been altered in any significant way, its setting is not substantially changed, new information concerning historical associations has not been uncovered, and the stock of comparable properties has not diminished appreciably. A reassessment of its National Register status is not appropriate at this time.

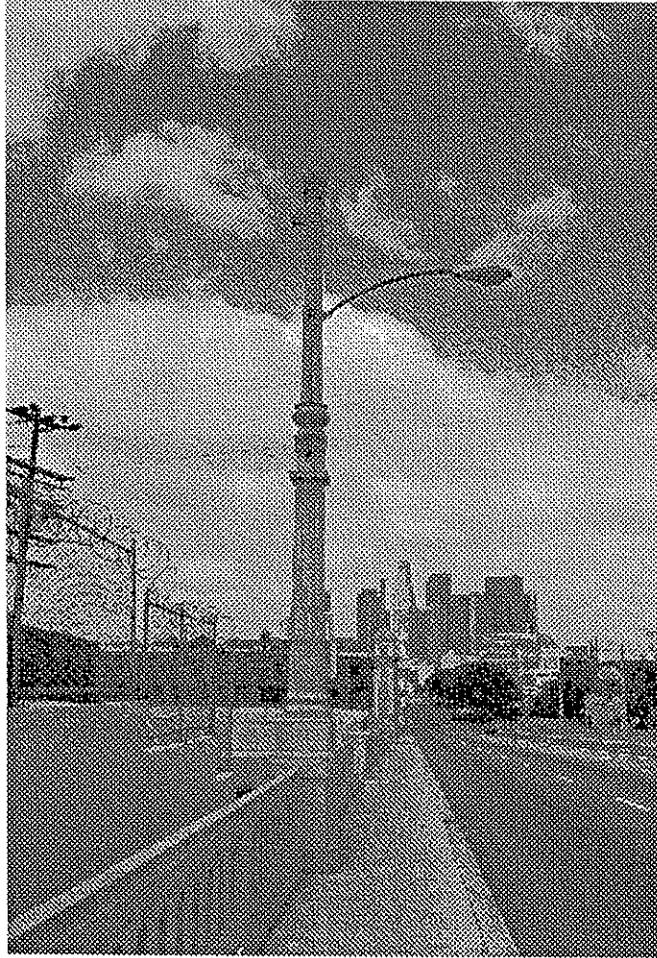
Sources: Myra L. Frank & Assoc., *Section 106 Documentation for the Metro Rail Red Line East Extension*. 1994.



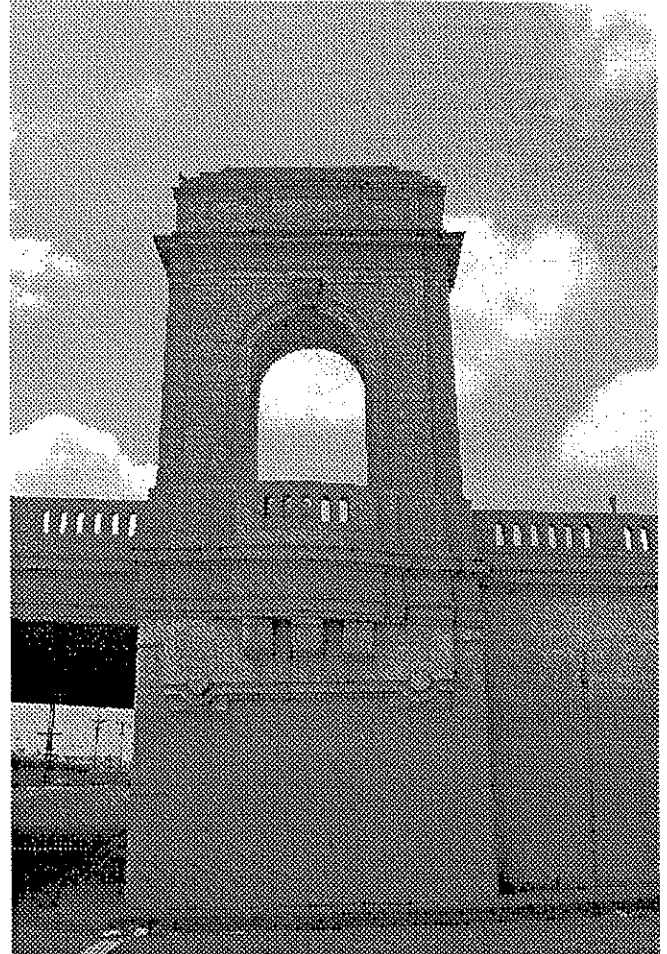
1st Street Viaduct, looking northwest.



1st Street Viaduct, looking west.



1st Street Viaduct, typical lamppost, looking west.



1st Street Viaduct, arch detail, looking south.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 252

Other Listings City of Los Angeles Historic-Cultural Monument # 909, HAER CA-175  
Review Code Reviewer Date

Page 1 of 2

\*Resource Name or #: 1st Street Viaduct (No. 9R-7)

P1. Other Identifier: 1<sup>st</sup> Street Viaduct, Bridge Number 53C-1166\*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: Los Angeles Date: 1966 (photo revised 1981 and 1994) T 1S; R 13W; unsectioned; S.B.B.M.

c. Address:

City: Los Angeles

Zip: 90012

d. UTM: Zone: 11 ; mE/ mN (G.P.S.)

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

The 1<sup>st</sup> Street Viaduct is between Vignes Street and Mission Road.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The 1<sup>st</sup> Street Viaduct was described in 2001:

The bridge is a reinforced concrete arch structure designed in the Neo-Classical style of architecture. It features a 125 foot open spandrel main span supported by four ribbed arches. The 71 foot wide bridge traverses the 1300 feet of Los Angeles River and Santa Fe Railway in 28 spans. Large triumphal arches rise above the river piers, behind which are projecting balconies with benches. The railings are simple arches, but the Neo-Classical detail extends to the entablature pattern of the fascia girders and to the bracketing for the sidewalks (Richard Starzak, Myra L. Frank & Associates, Inc. DPR 523 form, "1994/LAn/1<sup>st</sup>/ LA River," September 2001).

It is one of 12 significant bridges/viaducts that cross the Los Angeles River. Designed by Merrill Butler, the engineer of bridges for the City of Los Angeles in the 1920s, the bridge opened to traffic January 1, 1929. The resource was surveyed as part of the Caltrans Historic Bridge Survey in 1985, and was determined eligible for listing in the National Register under Criteria C (2001). Since that description was prepared, the bridge was significantly altered in a project that is nearly complete. The Viaduct was declared an Historic-Cultural Monument (#909) by the City of Los Angeles in 2008. Despite recent alterations which included widening, addition of light rail lanes and catenary poles, the Viaduct retains requisite integrity and remains an historic property.

\*P3b. Resource Attributes: (List attributes and codes) HP11 (Engineering structure); HP19 (Bridge)

\*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 east, December 21, 2009, IMG 259.jpg

\*P6. Date Constructed/Age and Sources:

 Historic  Prehistoric  
 Both

1929, Caltrans Historic Bridge Inventory

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

F. Smith  
SWCA Environmental Consultants  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030

\*P9. Date Recorded: December 21, 2009

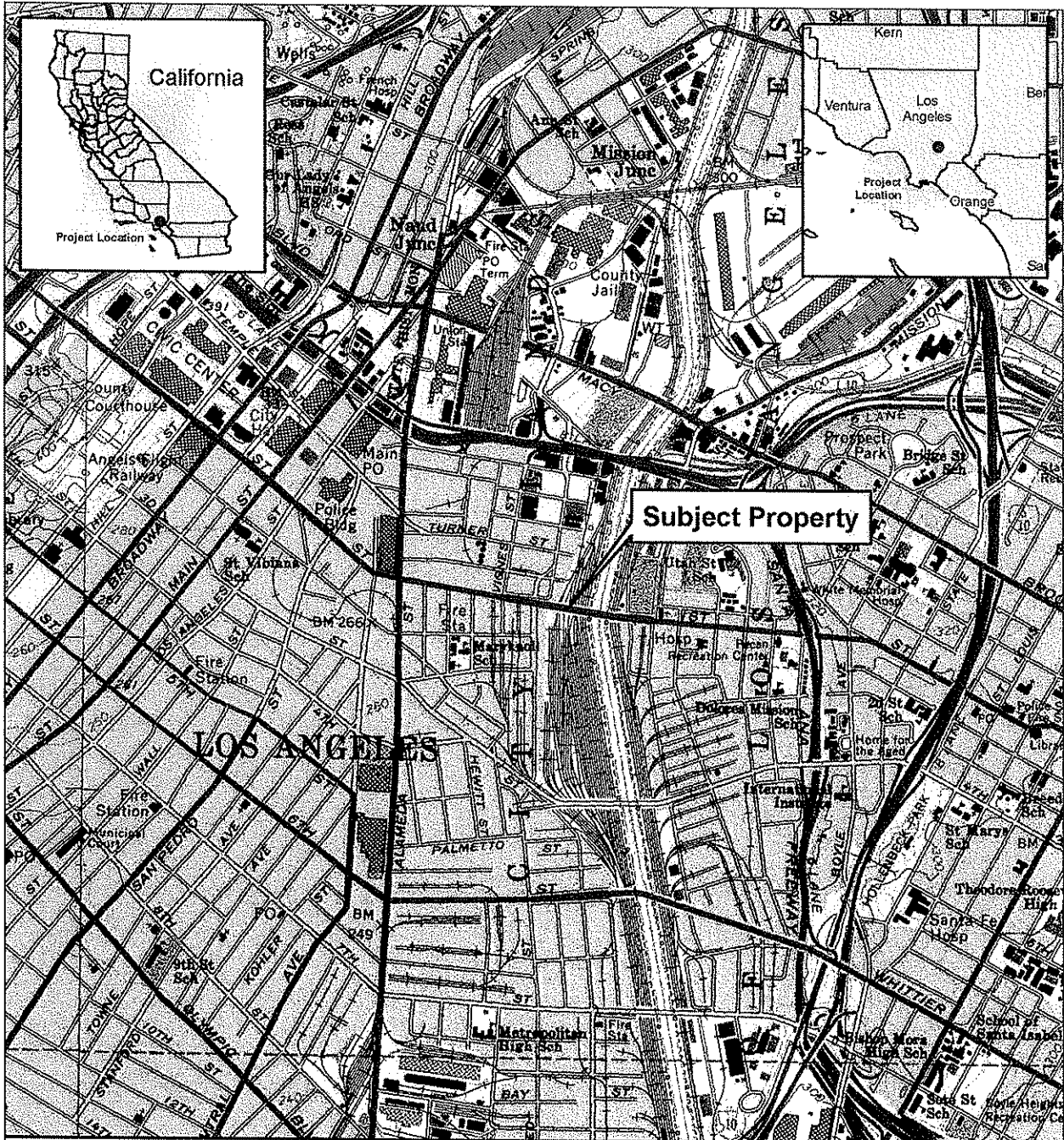
\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and

other sources, or enter "none.")

Built Environment Resources Technical Report, Regional Connector Transit Corridor Project, Los Angeles County, California  
(SWCA Environmental Consultants 2010)

\*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):



<p>0 250 500 Meters 0 1,000 2,000 Feet</p>	<p>1:24,000</p>	<p><b>SWCA</b> ENVIRONMENTAL CONSULTANTS</p>	<p>USGS 7.5' Quadrangle: Los Angeles, CA 1966 (Photorevised 1981, Minor Revision 1994) Township: 1S, Range: 13W, Unsectioned</p>
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Pedestrian Evaluation

UTM: Zone 11: 386351 m/e: 3768175 m/N: USGS Los Angeles Quad 7.5min. 1:24,000

Description:

The 1<sup>st</sup> Street Viaduct is one of twelve significant bridges across the Los Angeles River.

Status Code 5S1, 2S2

LAHCM #909

It was determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).

The west end of the 1<sup>st</sup> Street Viaduct crosses over the proposed ground-level improvements to the Division 20 rail yard that is within the APE of the Westside Subway Extension Project.

There are no proposed changes/alterations/physical effects to the 1<sup>st</sup> Street Viaduct as part of the Westside Subway Extension Project that will alter its ability to convey its historic significance.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*.

\*Recorded by: Pam Daly, Cogstone Resource Management \*Date: July 2011  Continuation  Update



# FOURTH STREET BRIDGE OVER THE LOS ANGELES RIVER

**Update DPR (2017)**

## **Attachments**

Caltrans Historic Bridge Inventory

Records Search: DPR (1994) Update DPR (2011)

## CONTINUATION SHEET

Page 1 of 2 Property Name: 4<sup>th</sup> Street Viaduct; 4<sup>th</sup> Street Bridge

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update

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**Address: (location):** Spanning the Los Angeles River from approximately Mission Road at the east to Santa Fe Avenue at the west.

**Bridge Number:** 53C 00444

**Present Use:** vehicular bridge

**Historic Name:** 4<sup>th</sup> Street Viaduct

**Current Owner:** City of Los Angeles Department of Public Works  
Bureau of Engineering  
Real Estate Group  
1149 S. Broadway, Suite 610  
Los Angeles, CA 90015-2213

### **B10. Significance Updated:**

According to the California Historical Resource Inventory (CHRIS), the 4<sup>th</sup> Street Viaduct over the Los Angeles River was previously determined eligible for inclusion in the National Register of Historic Places (NRHP) in 1982 via the U.S. Department of Transportation (DOE-19-86-0071-0000). In 1986, the viaduct was also determined eligible for inclusion in the NRHP under Criterion C as a result of the Caltrans Historic Bridge Survey (HBS), and was assigned a California Historic Resource Code of 2S2- "Individual property determined eligible for the NR by consensus through Section 106 process. Listed in the CR." Moreover, the viaduct was declared Los Angeles Historic Cultural Monument (HCM) #906 on January 30, 2008.

A site visit was conducted on August 11, 2016, to verify existing conditions of the resource located at 4<sup>th</sup> Street between Mission Road and Santa Fe Avenue. There are no changes to the property's historic integrity or other new information to warrant reevaluation. The previous survey information recorded on the attached DPR form remains accurate, and the 4<sup>th</sup> Street Viaduct retains its 2S2 and 5S1 status codes. Because it is HCM #906 as a local historical resource, the bridge is a historical resource under CEQA pursuant to section 15065 (a)(2) of the CEQA Guidelines.

**Survey Type:** Intensive level survey

**Report Citation:** Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

## CONTINUATION SHEET

Page 2 of 2 Property Name: 4<sup>th</sup> Street Viaduct; 4<sup>th</sup> Street Bridge

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update

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4<sup>th</sup> Street Viaduct, camera facing northeast. ICF, August 11, 2016



# Structure Maintenance & Investigations



## Historical Significance - Local Agency Bridges

October 2016

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0007	EAST FORK SAN GABRIEL RIVER	3.7 MI E SAN GABRL CYN RD	5. Bridge not eligible for NRHP	1936	
53C0008	GRAVEYARD CYN CRK	2.7MI E/O SAN GABRL CN RD	5. Bridge not eligible for NRHP	1942	1966
53C0009	BOUTON CREEK	0.1 MI S/O ATHERTON ST	5. Bridge not eligible for NRHP	1955	
53C0011	SOTO STREET SOH (UP RR)	0.6 MI NORTH OF FWY 10	5. Bridge not eligible for NRHP	1936	
53C0018	LA RIV / DEFOREST AVE	0.1MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1952	
53C0019	LOS ANGELES RIVER	0.1MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1946	
53C0020	LOS ANGELES RIVER	0.1MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1946	
53C0022	RIVO ALTO CANAL	0.1MI E/O RAVENNA DR	5. Bridge not eligible for NRHP	1967	
53C0023	RIVO ALTO CANAL	0.2MI W/O RAVENNA DR	5. Bridge not eligible for NRHP	1967	
53C0024	RIVO ALTO CANAL	0.1MI S/O 2ND ST	5. Bridge not eligible for NRHP	1953	
53C0025	RIVO ALTO CANAL	400FT S/O THE TOLEDO E	5. Bridge not eligible for NRHP	1968	
53C0026	RIVO ALTO CANAL	400FT S/O THE TOLEDO W	5. Bridge not eligible for NRHP	1976	
53C0028	ALAMITOS BAY CHANNEL	1.3MI W/O PACIFIC C HWY	5. Bridge not eligible for NRHP	1967	
53C0031	LOS ANGELES RIVER	0.1 MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1958	1971
53C0032	SAN GABRIEL RIV	0.1MI W/O I-605 FWY	5. Bridge not eligible for NRHP	1916	1950
53C0033	WALNUT CREEK	AT VALINDA AVENUE	5. Bridge not eligible for NRHP	1961	1964
53C0034	ALHAMBRA WASH	100FT S/O GARVEY AVE	5. Bridge not eligible for NRHP	1935	1955
53C0035	NATIONAL BLVD (UP RR) UP	BET SNTA MNCA BL-EXPO BL	5. Bridge not eligible for NRHP	1965	
53C0036	UPRR	0.1MI W/O SAN GAB FWY	5. Bridge not eligible for NRHP	1964	
53C0037	AVENUE 26 (METROLINK) UP	0.5 MI NW PASADENA AVE	4. Historical Significance not determined	1930	
53C0038	DALY AVENUE OH	0.2 MI S/O MAIN STREET	5. Bridge not eligible for NRHP	1982	
53C0042	LOS ANGELES RIV	400FT E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1951	1974
53C0044	4TH ST VIADUCT (SANTA FE AVE)	OVER LA RIVER	2. Bridge is eligible for NRHP	1930	
53C0045	BEVERLY/GLENDALE SEPARATION	0.4 MI WEST 110 FWY	2. Bridge is eligible for NRHP	1942	
53C0046	LOS FELIZ ROAD (UP RR) UNDERPASS	BTW CITY OF GNDL/SENECA A	5. Bridge not eligible for NRHP	1960	
53C0052	ARROYO SECO	0.1 MI SOUTH OF S.R.110	2. Bridge is eligible for NRHP	1940	
53C0053	ARROYO SECO	50' E STATE RTE 110	2. Bridge is eligible for NRHP	1940	
53C0054	BIG DALTON WASH	0.1MI W/O AZUSA AVE	5. Bridge not eligible for NRHP	1956	
53C0055	SAN GABRIEL RIVER	0.4 MI W/O SAN GBRL FWY	5. Bridge not eligible for NRHP	1952	1972
53C0057	SAN GABRIEL RIV	0.2MI W/O I-605 FWY	5. Bridge not eligible for NRHP	1937	
53C0058	SAN FERNANDO BLVD (UP RR) UP	3/8 MI E/O BUENA VISTA ST	5. Bridge not eligible for NRHP	1942	
53C0059	SAN FERNANDO BLVD	0.3MI E/O BUENA VISTA ST	5. Bridge not eligible for NRHP	1942	
53C0062	LOS ANGELES RIVER	0.25 MI N. VICTORY BLVD	5. Bridge not eligible for NRHP	1955	2002
53C0063	LOS ANGELES RIVER	0.05 MI S. VICTORY BLVD	5. Bridge not eligible for NRHP	1957	
53C0065	ENTRANCE CHAN, SPTCO	0.9MI E/O SR-47 FWY	5. Bridge not eligible for NRHP	1968	
53C0067	ANAHEIM STREET PUC	0.1 MI E/O GAFFEY ST	5. Bridge not eligible for NRHP	1945	
53C0069	SANTA CLARA RIVER SPTC	6MI SW/O ANTELOPE FWY	5. Bridge not eligible for NRHP	1952	
53C0070	SAN GABRIEL RIV NF	0.1MI E/O SAN GBL CYN RD	5. Bridge not eligible for NRHP	1949	
53C0071	LOS ANGELES RIV	0.3MI W/O WESTERN AVE	5. Bridge not eligible for NRHP	1948	
53C0072	SAN GABRIEL RIVER	0.5 MI E SAN GAB RIV FWY	5. Bridge not eligible for NRHP	1949	
53C0075	SUNSET BLVD OC	0.2 MI SE OF FOUNTAIN AVE	5. Bridge not eligible for NRHP	1929	
53C0076	WEST BRANCH TUJUNGA WASH	RADFORD AVE & GENTRY AV	5. Bridge not eligible for NRHP	1951	2008
53C0077	COMPTON CRK	1.0MI N/O DEL AMO BLVD	5. Bridge not eligible for NRHP	1950	

# PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Primary # 19-150194 19-150194  
HRI # 161916, 117992  
Trinomial \_\_\_\_\_  
NRHP Status Code 2S2

Page 1 of 3 Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

P1. Resource Identifier: 1994/LAn/4th/LA River Fourth Street Viaduct, Bridge #53C-44

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

a. Address: 900-1700 Blocks of East 4th Street

City Los Angeles Zip 90012

b. UTM: USGS Quad \_\_\_\_\_ (7.5/15) Date \_\_\_\_\_; Zone \_\_\_\_\_; mE/ \_\_\_\_\_ mN

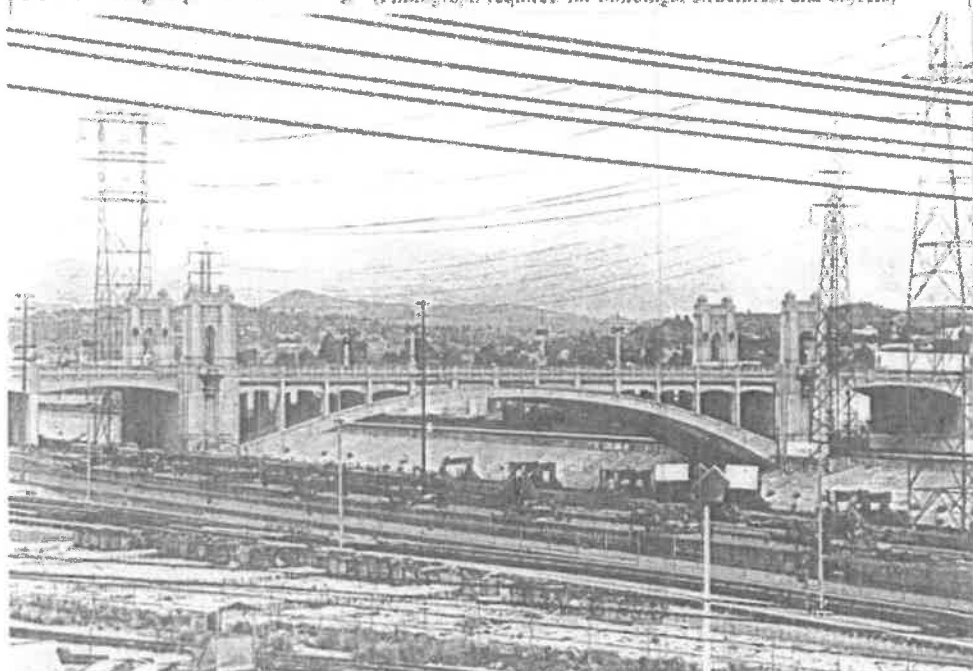
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)  
Project APE Map 3, Site 6. East Fourth Street as it crosses the Los Angeles River.

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

The Gothic Revival style Fourth Street Viaduct was described in detail by Merrill Butler, Engineer of Bridges, City of Los Angeles, in an article in the August 7, 1931 "Southwest Builder and Contractor". In that article the Viaduct's designer states: "The Fourth Street viaduct is 2730 feet in length, and carries that thoroughfare over several streets, the tracks of the Santa Fe and Union Pacific railroads and the Los Angeles river...To bridge the river and maintain an unobstructed channel a clear span of 254 feet was required. As head room was not a matter of concern an arch span offered the most satisfactory solution of the problem. Naturally this became the central feature of the viaduct and to emphasize its importance pylons extending to 40 feet above the sidewalk were placed at either end of the arch section. The spans carrying the roadway over the railroad tracks...consist of a series of girders...averaging about 63 feet in length in the clear. The soffits...were chambered to give the appearance of very flat arches to harmonize with the arched sections of the viaduct. Because of the different types of structural design used it was deemed advisable to divide the structure into different parts by emphasizing" (Continued)

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

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



P6. Date Constructed/Age:

Prehistoric  Historic  Both  
1931 Factual

P7. Owner and Address:

City of Los Angeles

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

Richard Starzak  
Myra L. Frank & Assoc., Inc.  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

Date Recorded: 03/10/1994

P10. Type of Survey:  Intensive

Reconnaissance  Other

Describe: METRO Red Line East Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" \_\_\_\_\_

Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure and Object Record  Linear Resource Record  
 Archaeological Record  District Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**CALIFORNIA Department of Parks and Recreation  
Office of Historic PreservationResource Identifier: 1994/LAn/4th/LA River

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3B1. Address: 900-1700 Blocks of East 4th StreetCity: Los AngelesCounty: Los AngelesZip: 90012B2. Historic Name: Fourth Street Viaduct

B3. Common Name: \_\_\_\_\_

B4. Zoning: \_\_\_\_\_ B5. Threats: Project RelatedB6. Architectural Style: Gothic Revival InfluenceB7. Alterations and Date(s): Virtually unaltered.B8. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

B9. Related Features:

B10. Architect: Butler, Merrill (Engineer)Builder: Fisher, Ross, Macdonald & KahnB11. Historic Attributes: (List attributes and codes) HP19, BridgeB12. Significance: Theme Civic ArchitectureArea Los AngelesPeriod of Significance 1930-1945Property Type BridgeApplicable Criteria C

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

The Fourth Street Viaduct was determined eligible for inclusion in the National Register of Historic Places in 1986 as a result of the Caltrans Historic Bridge Survey. The Caltrans survey indicated that the Fourth Street Viaduct "utilizes an unusual fixed hinge design for the river spans, in which the hinges were fixed after dead load settlement." At the time of its construction in 1931, the bridge had the longest reinforced concrete arch span (254 feet) in Southern California. An article in the "Southwest Builder & Contractor" describe the construction of this arch span..was featured by the use of temporary hinges at the crown and at the haunches during the pouring of arch ribs and deck to reduce the secondary or rib-shortening stresses which occur in a fixed arch. So far as known, this is the first bridge designed in the U. S. to be constructed in this manner." It was also the first viaduct to use cast aluminum lanterns. Construction of the Fourth Street viaduct was begun on May 16, 1930 and was completed in July 1931. Fisher, Ross, Macdonald & Kahn, Inc. were contracted to place approximately 44,200 cubic yards of Class F concrete and 2905 tons of reinforcing steel at a total estimated cost of \$1,246,000. The Raymond Concrete Oil Co. cast-in-place the concrete piles and footings. Total cost of the viaduct including the construction contract, land acquisition, damages and track changes was \$1,960,000, and was shared by Los Angeles City and County (25.5% each), the Santa Fe Railway Co. (21.5%), the Los Angeles Railway Corp. (14.5%), and Union Pacific Railway Co. (13%).

B13. Evaluator: Steve MikesellB14. Date of Evaluation: 6/19/1986

B15. Sources:

CALTRANS Historic Bridge Inventory, 1987.  
Bridge #44, Category 53 T.Southwest Builder & Contractor, 4/24/1931, p.  
46-48Southwest Builder & Contractor, 8/7/31,  
p. 49-50.

(This space reserved for official comments.)



# CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation  
Office of Historic Preservation

Resource Identifier: 1994/LAn/19-150-194

Primary # \_\_\_\_\_

HRI #/Trinomial \_\_\_\_\_

Page 3 of 3

Continuation     Update

## P3. Description

(article from 8/7/31 Southwest Builder & Contractor)

"the vertical elements at the main abutments separating the different sections. This accentuation of vertical lines was carried into the handrail, providing a vertical motif instead of the horizontal emphasis naturally produced by a series of horizontal elements...The vertical lines of the Gothic stonework were simplified into a severely plain treatment, quite in keeping with the massive concrete structure to be embellished. The precast concrete panels of the handrail, while expressing Gothic ornament, were designed to facilitate quantity production, but are in fact not Gothic. The vertical elements of the handrail are carried up into the ornamental bases of the precast concrete lighting standards. The lanterns are designed to harmonize with the remainder of the structure and yet carry ornamentation to its greatest elaboration. They are cast in aluminum and are the first viaduct lighting units to be made of that metal. They harmonize with the natural concrete in the structure better than if they were cast in bronze."

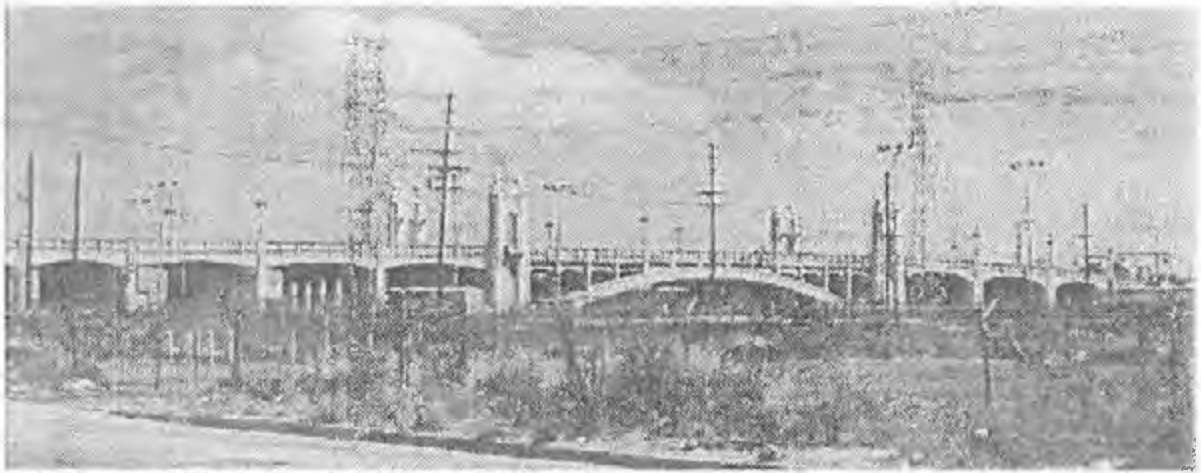
The 2703 foot viaduct begins on the west in Fourth Street at Molino, crosses Santa Fe Avenue and the former Santa Fe railroad yards, the Los Angeles River, the Union Pacific railroad tracks, Mission Road and comes to grade at Anderson Street. A 425 foot long branch on the south side of the viaduct comes to grade in Fourth Place at Mateo Street.

The Fourth Street viaduct has survived with virtually no alterations, with the exception of removal of the two sets of trolley tracks originally constructed for the Los Angeles Railway Co.

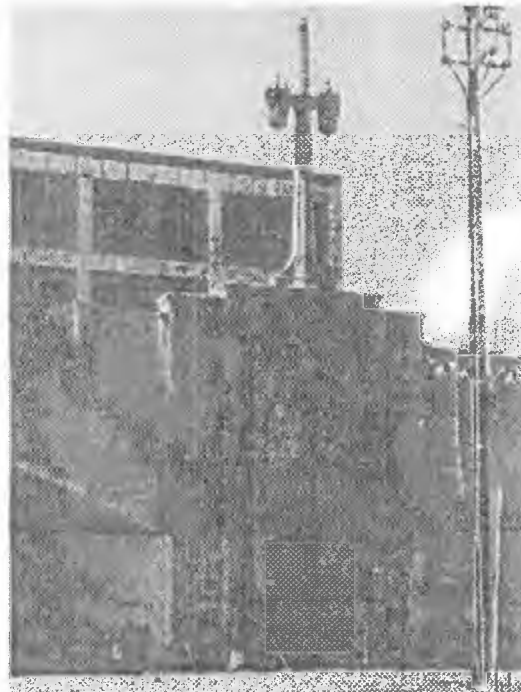
Page 1 of 1 \*Resource Name or # (Assigned by recorder) 70  
\*Recorded by: Dana Slawson, Greenwood and Associates \*Date 09-03-01  Continuation  Update

The 4th Street Viaduct, located on the 900-1700 Blocks of East 4th Street, Los Angeles, was determined eligible for National Register listing in 1986 under Criterion C (NRHP Status Code 2S2). Since that determination, the property has not been altered in any significant way, its setting is not substantially changed, new information concerning historical associations has not been uncovered, and the stock of comparable properties has not diminished appreciably. A reassessment of its National Register status is not appropriate at this time.

Sources: Myra L. Frank & Assoc., *Section 106 Documentation for the Metro Rail Red Line East Extension*. 1994.



4th Street Viaduct, looking northeast.



4th Street Viaduct, lamppost and pier detail, looking south.

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

Primary # P 19- 150194  
 HR#  
 Trinomial

Update

Page 1 of 1 \*Resource Name or # : 4<sup>th</sup> Street Bridge (53C0044). Los Angeles (WSE 92)

Pedestrian Evaluation

UTM: Zone 11: 386442 m/e; 3767446 m/N; USGS Los Angeles Quad 7.5min, 1:24,000

Description:

The 4th Street Bridge is one of twelve significant bridges that cross the Los Angeles River.

Status Code 5S1, 2S2

LAHCM #906

It was determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).

The west end of the 4<sup>th</sup> Street Bridge crosses over the proposed ground-level improvements to the Division 20 rail yard that is within the APE of the Westside Subway Extension Project.

There are no proposed changes/alterations/physical effects to the 4<sup>th</sup> Street Bridge as part of the Westside Subway Extension Project that will alter its ability to convey its historic significance.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*.

\*Recorded by: Pam Daly, Cogstone Resource Management \*Date: July 2011  Continuation  Update

DPR 523L (1/95)

\*Required information



# **KHAN-BECK CO./FRIEDMAN BAG CO.**

**Update DPR (2017)**

## **Attachments**

Records Search: DPR (2002) & Update DPRs (2005 & 2011)

SurveyLA: Central City North, Khan-Beck Co./Friedman Bag (2017)

## CONTINUATION SHEET

Page 1 of 3 Property Name: Khan-Beck Co./Friedman Bag Co.

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update

**Address:** 801 Commercial Street; (as in the HRI) 600 Center Street, Los Angeles, CA 90012

**Assessor's Parcel Number:** 5173-019-006

**Present Use:** Commercial: Storage

**Historic Name:** Khan-Beck Co./ Friedman Bag Co.

**Current Owner:** Magellan Commercial LLC., same address as above.

### **B10. Significance Updated:**

The Khan-Beck Co./ Friedman Bag Co. complex located at 801 Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tract Project on behalf of Federal Railroad Administration (FRA) and Caltrans, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, "determined ineligible for NR by consensus through Section 106 process-not evaluated for CR or Local Listing.") SHPO concurred with FRA's determination that it is not eligible for the National Register of Historic Places (NRHP) on January 15, 2014. This determination was also concurred upon by two cellular tower projects, first in 2005 then again in 2011. The 2005 documentation for Section 106 compliance report for Cellular Communications candidate lease facility is a thorough and detailed analysis. To clarify the record, the discussion on page six of nine of this 2005 documentation indicates that the complex is not eligible under Criterion A, but the last sentence appears to have a typographical error, missing the word "not". Please see attached for previous documentation.

In addition, the northwest portion of the building (first photograph on page 2) built in 1906, was identified as significant in 2016 by the Los Angeles' Office of Historic Resources' (OHR) SurveyLA citywide historical resources survey project for associations with early industrial development in Los Angeles between 1880 and 1945, although these results are unpublished as of September 29, 2017. The northwest portion of the building is noted as an "excellent and rare example of a 1906 industrial building in Los Angeles' primary industrial district" and that it "retains sufficient integrity to convey significance." Therefore, although the complex of the Khan-Beck Co./ Friedman Bag Co., located at 801 Commercial Street, is previously determined not to be eligible for the National Register of Historic Places (NRHP), the northwest portion is considered a historical resource for the purposes of the California Environmental Quality Act (CEQA), using the criteria outlined in Section 15064.1(a)(2) of the CEQA Guidelines, pending publication of the SurveyLA findings. A site visit was conducted on September 27, 2017 to verify existing conditions of the resource located at 801 Commercial Street. The previous survey information recorded on the attached DPR forms remains accurate.

**Survey Type:** Intensive level survey

**Report Citation:** Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

## CONTINUATION SHEET

Page 2 of 3 Property Name: Khan-Beck Co./Friedman Bag Co.

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update



Khan-Beck Co./ Friedman Bag Company, detail of northwestern portion identified by SurveyLA in 2016, camera facing northeast. ICF, September 27, 2017.

## CONTINUATION SHEET

Page 3 of 3 Property Name: Khan-Beck Co./Friedman Bag Co.

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update



Khan-Beck Co./ Friedman Bag Company, detail of south elevation, camera facing northwest. ICF, September 27, 2017.

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

Primary # \_\_\_\_\_  
HR # 163643 160595  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Y2 - Pending SHPO Concurrence

**PRIMARY RECORD**

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 3

\* Resource Name or #: Kahn-Beck Co.: Friedman Bag Company - Textile Division

P1. Other Identifier: \_\_\_\_\_

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles  
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1S; R 13W; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec 28; \_\_\_\_\_ B.M.  
c. Address 801 Commercial St. 600 Center St. City Los Angeles Zip 90012  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app  
APE Map ID# 9; Subdivision of the Aliso Tract, Block F, Lots 11,13,14,15,16,17,18,19,20; APN: 5173-019-006; 600-608 Frontage Road, former addresses: 600-608 Aliso Street, a.k.a. 620 Center Street; 801 Commercial Street; 817 Commercial Street

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The Kahn-Beck Co. building located on 600-608 Frontage Road, formerly 600-608 Aliso Street, a.k.a. 620 Center Street, made crackers, candy and macaroni. This area is an historically industrial section of the City of Los Angeles after 1900. Kahn-Beck's three-story building measuring 85' x 100' was constructed with brick and built in 1902. In 1906, a one-story building addition measuring 85' x 90', located on 801 Commercial Street, was built to the south of the original 1902 building. This addition lost integrity of design, materials, and workmanship when it was substantially altered in 1954 by a second story addition and in 1968 when it was remodeled into offices for Friedman Bag Co. In 1941, the Friedman Bag Co. had architects Barker & Ott, with contractor William P. Neil Co., build a two story third addition, measuring 160' x 100'; 82' x 100', located on 817 Commercial Street, to the east of the 1902 and 1906 building. This third addition, used for shipping and receiving, lacks architectural details because it used tilt-up slab concrete construction. The original 1902 building's north end was set back 18 feet in 1940 due to street widening and the condemnation of Aliso Street for U.S. 101 freeway construction further diminishing its integrity. (See Continuation Sheet)

\* 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 northeasterly, 8/28/02, Photo # DCP 1649

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

1902; 1906; 1941; 1958-59; 1966

\* P7. Owner and Address:

Friedman Bag Company Inc.

P.O. Box 866004

Los Angeles, CA 90086-6006

P--Private

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

David Greenwood

Myra L. Frank & Associates, Inc.

811 West 7th Street, Suite 800

Los Angeles, CA 90017

\* P9. Date Recorded: 8/21/2002

\* P10. Survey Type: (Describe)

Intensive Survey Effort

Section 106 Compliance

P--Project Review

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

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

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

Primary # \_\_\_\_\_  
HR # \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 3

\* NRHP Status Code 6Y2- Pending SHPO Concurrence

\* Resource Name or #: Kahn-Beck Co.; Friedman Bag Company - Textile Division

B1. Historic Name: Kahn-Beck Co., Friedman Bag Co.

B2. Common Name: Friedman Bag Co. (Textile Division)

B3. Original Use: Industrial

B4. Present Use: Industrial/Office

\* B5. Architectural Style: Industrial/Utilitarian

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

Property tax improvement information, from the Los Angeles County Archives: Book no. 16, Page 14, Years 1900-1909, Aliso Tract, Lots 18 & 20, shows an increase from \$0 in 1902 to \$7,150 in 1903 under the owner of the Kahn-Beck Co. On April 27, 1906, an application was made by the Kahn-Beck Co., owner, for the construction of a warehouse addition on lots 17 & 19 for the cost of \$14,000 to the south of the 1902 building. The application cites Robert Brown Young as architect and G.W. Bell as contractor. (See Continuation Sheet)

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

\* B8. Related Features:

Friedman Bag Co. has an additional main office and manufacturing plant, built in 1958-59, the Polyethylene Division located at 706 Ducommon St., and has a parking/warehouse structure, built in 1966, located at 711 Ducommon St.; Sub. of the Aliso Tract; APN: 5173-016-005 for 706 Ducommon St.; 5173-017-006 for 711 Ducommon St.

B9a. Architect: Robert Brown Young (attributed)

b. Builder: G. W. Bell (1906) addition

\* B10. Significance: Theme Manufacturing Area Los Angeles

Period of Significance 1902 Property Type Industrial Building Applicable Criteria N/A

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

In 1902, a three-story brick building for the Kahn-Beck Co., designed by architect Robert Brown Young, occupies lots 18 & 20 of the Sub. Aliso Tract. The Aliso Tract and Aliso Street, recorded in 1878, took their names from the great sycamore, or aliso tree, which grew near the area. As the city grew, residential neighborhood buildings transformed into the first industrial area of the city which was due to proximity to the Los Angeles River and the Railroads. By 1906, a one story addition, also designed by Young and built by G. W. Bell, was built to the south occupying lots 17 & 19 of the Sub. Aliso Tract. In 1941, a two story second addition was built to the east occupying lots 11,13,14,15,16 of the Sub. Aliso Tract. The 1902 and 1906 buildings were designed by Robert Brown Young, an important early architect in Los Angeles during the years of 1883-1914. Young designed various commercial office structures located on Broadway, which was rapidly becoming the city's financial district. These include The Blackstone Building, 320 S. Broadway in 1906; The Orson T. Johnson Building, 510 S. Broadway in 1905; the Orpheum Theater, 626 S. Broadway in 1910; the Joseph E. Carr Building, 644 S. Broadway in 1909; the Lankershim Hotel, 700 S. Broadway in 1902; and Barker Brothers, 722 S. Broadway in 1909. Many of these structures are still extant, and are listed on the National Register as part of the Broadway Historic District, therefore, many better examples of Young's designs are still extant. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes): HP8

\* B12. References:

Los Angeles County Archives

City of Los Angeles Department of Building & Safety Records; County of Los Angeles Assessor's Files

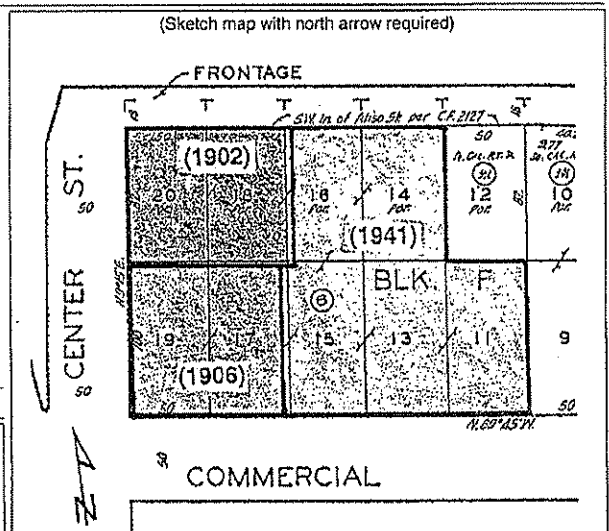
Internet Search; Google

B13. Remarks:

\* B14. Evaluator: Richard Starzak, MFA

Date of Evaluation: 9/6/2002

(This space reserved for official comments.)



State of California-The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>CONTINUATION SHEET</b>	Primary # _____ HR # _____ Trinomial _____
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Page 3 of 3 \*Resource Name or #: (Assigned by recorder) Kahn-Beck Co.; Friedman Bag Company - Textile Division  
 \* Recorded by: David Greenwood  
 Continuation      Update

**P3a. Description (Continued):**

Reconstruction of the north end walls used re-inforced concrete instead of brick which lacked cornice details, column elaboration, and segmental arches above windows. Buildings from this period usually had a metal cornice, which appears to have been removed. The windows are wood sash single hung with segmental brick arches above. For all three buildings, steel grating and security bars were installed over the first and second story windows, and bricking up openings were done in 1968 on the first floors.

**B6. Construction History (Continued):**

In 1941, a second, two story warehouse addition was built, on lots 11,13,14,15,16, to the east of the 1902 and 1906 building. The application cites Barker & Ott as the architects and William P. Neil Company as contractor.

**B10. Significance (Continued):**

The three buildings which comprise the Friedman Bag Co. all exhibit alterations. The 1902 building's main alteration is the removal of 18' of structure to the north portion of the building. Reconstruction of the north end walls, to the new setback, used re-in forced concrete instead of brick which lacked cornice details, column elaboration, and segmental arches above windows. The metal cornice appears to have been removed, openings have been bricked up on the first floor, steel grating and security bars on first and second story windows. For the 1906 building, this addition lost integrity of design, materials, and workmanship when it was substantially altered in 1954 when a second story was added and in 1968 when it was remodeled into offices for Friedman Bag Co. Other alterations include exterior stucco applied over original brick of the first floor; openings have been bricked up, steel grating and security bars on first and second story windows. The 1942 addition appears to be un-altered except for a bricked up arch entry, and security bars with steel grating on first and second story windows. This building does not appear to be significant due to the use of tilt-up concrete slab construction that lacks architectural details.

As indicated above, the buildings of this property have undergone a series of partial demolitions, additions and alterations. This has diminished their integrity of design materials, and workmanship. The construction of the US 101 Freeway immediately north of the property has diminished its integrity of setting. Therefore, the buildings lack sufficient integrity to be eligible for the National Register of Historic Places or the California Register of Historical Resources under any criteria.

# 160595

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_  
 Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

(64)

Page 1 of 9

\*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

P1. Other Identifier: Devon Storage

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Los Angeles

\*b. USGS 7.5' Quad \_\_\_\_\_ Date ; 1/4 of 1/4 of Sec \_\_\_\_\_ ; San Bernardino B.M.

c. Address: 801 East Commercial Street City: Los Angeles Zip: 90012

d. UTM: \_\_\_\_\_ Zone \_\_\_\_\_ , mE \_\_\_\_\_ mN

e. Other Locational Data: APN#: 5173-019-006

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

The evaluated commercial building is located at 801 East Commercial Street. Historically the address was 600 Aliso Street. The evaluated building has an irregular floor plan due to additions to the southeast and southwest elevations of the of the evaluated 3-story building. The building is situated less than 0.1 miles south of the Santa Ana Freeway (Hwy 101) and 1.4 miles east of the Harbor Freeway (I-110). Topographically the site is generally flat.

(continued to page 2)

\*P3b. Resource Attributes:

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other: \_\_\_\_\_

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



P5b. Description of Photo: (view, Date, accession #)

View looking at the northeast at the northwest elevation. Taken on October 26, 2005.

\*P6. Date Constructed/Age and Source

Historic  Prehistoric  
 Both

Original construction c1899 and 1906. 1941 and c1940s additions. City of Los Angeles Bldg. and Safety, bldg. permits.

\*P7. Owner and Address:

Devon Commerical LA LLC  
 2000 Powell Street Ste 1240  
 Emeryville, CA 94608-1850

\*P8. Recorded by:

(Name, affiliation, and address)

Ben Taniguchi/Christeen Taniguchi  
 Galvin & Associates  
 3819 Via La Selva  
 Palos Verdes, CA 90274

\*P9. Date Recorded: October 27, 2005

\*P10. Survey Type: Intensive

\*P11. Report Citation: Section 106 compliance report for Cingular telecommunications candidate lease facility.

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure & Object Report  
 Archaeological Record  District Record  Linear Feature Record  Milling Station  Rock Art Record  
 Artifact Record  Photographic Record  Other (List)

DPR 523A (1/95)

\*Required Information

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_

Page 2 of 9

Recorded By: Ben Taniguchi/Christeen Taniguchi

\*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Date: October 27, 2005

Continuation  Update

(continued from page 1)

**\*P3a. Description:**

The evaluated building has an irregular plan and is comprised of 2 distinct sections with additions. It consists of a core 3-story factory building that was constructed in c1900 on the northwest corner of the property. In 1906 a one-story warehouse building was constructed southwest of the evaluated building. In 1941 a 3-story addition was made to the southeast elevation of the c1900 building. A 2-story factory building was added c1940s to the southeast elevation of the 1906 building. In c1950s a 2-story connecting corridor was added to the northeast elevation of the 1906 building, which connected the building to the southwest elevation of the c1900 building.

The foundation of the c1900 building is concrete. The building has a mostly wood framed structural system and the walls are mostly clad in painted red brick. There is a low parapet with coping surrounding the roof at all sides. The roof of the c1900 building is flat and is clad in rolled composition.

The entire northeast facing facade of the c1900 building and a portion of the northwest elevation of the building were replaced with a poured concrete wall in c1940s. The northeast facing facade has 16 large evenly spaced and nearly square metal framed casement windows. The first floor windows are covered by a metal security screen and there is a recessed section below the windows. On the right side of the facade there is what appears to be a loading dock that consists of two wood doors with eight nearly rectangular lights topped by a transom with four lights. There is also an entrance on the left side of the facade that was most likely a window opening that was sealed and converted into a single door entrance. There are metal letters spelling out "Devon Self-Storage" on the upper edge of the facade.

The northwest elevation of the c1900 building consists of 12 tall rectangular arched window openings with wood framed double hung wood sash windows on the second and third floors. On the first floor there are 3 rectangular arched window openings with wood framed double hung sash windows and one nearly square arched window opening with a wood framed double hung sash window; the first floor windows are covered by a metal security screen. 2 arched nearly rectangular window openings on the first floor have been sealed. There are decorative brick bands near the upper edge of the elevation and a red brick band below the third story windows. A total of 4 vertical concrete piers extend from the second floor to the upper decorative red brick band. In c1941 the right side of the elevation was replaced with a poured concrete wall. The windows on the replaced section consist of three rectangular vertically stacked metal casement windows. There are fire escapes attached to the wall of the poured concrete section and also on the right side of the elevation. There are two rectangular window openings with what appears to be wood framed double hung wood sash windows on the third floor of the southwest elevation.

The 1941 3-story addition to the southeast elevation of the c1900 building have walls that appear to be poured concrete and a slightly hipped roof is clad in rolled composition. There are round vertical metal vents on the roof and the windows are metal casements. The 1906 building has a wood framed structural system and is clad in painted red brick and the flat roof is clad in rolled composition. In c1950s a second story was added to the 1906 building and in 1968 the first floor window openings were sealed with brick. On the right side of the southwest elevation of the 1906 building there is what appears to be a loading dock with a short stone base; there is a transom with two lights above the sealed opening. The c1940s two-story addition to the southeast elevation of the 1906 building appears to have poured concrete walls, slightly hipped roof that is clad in rolled composition and round vertical vents on the roof. There is an entrance near the middle of the southwest elevation of the c1940s 2-story building with a non-original metal framed door surrounded by a peaked decorative surround. To the left of the entrance there are two loading entrance openings with what appears to be non-original roll up doors.

Ancillary buildings on the property consist of a c1940s 1-story painted red brick clad L-shaped building located on the southeast portion of the property just southeast of the 1941 3-story addition to the c1900 building. The c1940s L-shaped building has metal casement windows on the southeast elevation and a loading dock on the northeast elevation. A c1950s stucco clad storage room is attached to the southwest elevation of the c1940s L-shaped building.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

NRHP Status Code \_\_\_\_\_

Page 3 of 9

\*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

B1. Historic Name: Kahn-Beck Company

B2. Common Name: Devon Storage

B3. Original Use: Industrial

B4. Present Use: Storage

\*B5. Architectural Style: none

\*B6.

(see page 4)

\*B7. Moved?  No  Yes

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

B8. Related Features: N/A  
none

B9a. Architect: unknown

b. Builder: unknown

\*B10. Significance: Themes:

Area: Los Angeles

Period of Significance: c1900-2003

Property Type: (1) 3-story industrial building (1) 2-story industrial building Applicable Criteria:

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

B11. Additional Resource Attributes: none

\*B12. References:

"Bag Plant Closed in Union Dispute Over Wage Rise." *Los Angeles Times* 2 March 1955.

"Buildings Are His Monument." *Los Angeles Times* 30 January 1914.

"Business and People." *Los Angeles Times* 3 August 1974.

City of Los Angeles Building and Safety Division: building permits.

County of Los Angeles Assessor's Office: Assessor data.

"Fire Destroys Part of Biscuit Plant." *Los Angeles Times* 25 June 1916.

<http://sanborn.umi.com.ezproxy.lapl.org> (1906 and 1953 Sanborn maps for City of Los Angeles)

<http://www.whiteshoe.org/archive/001009friedmanbag.html> (History of Friedman Bag Company, Inc.)

"Los Angeles Briefs: Bag Production Halts." *Los Angeles Times* 12 April 1946.

"Incorporation (of Kahn-Beck Company)." *Los Angeles Times* 19 October 1899.

"Union Accepts Offer at Struck Bag Firm." *Los Angeles Times* 20 March 1955.

B13. Remarks: none

\*B14. Evaluator:

Ben Taniguchi/Christeen Taniguchi

Galvin & Associates

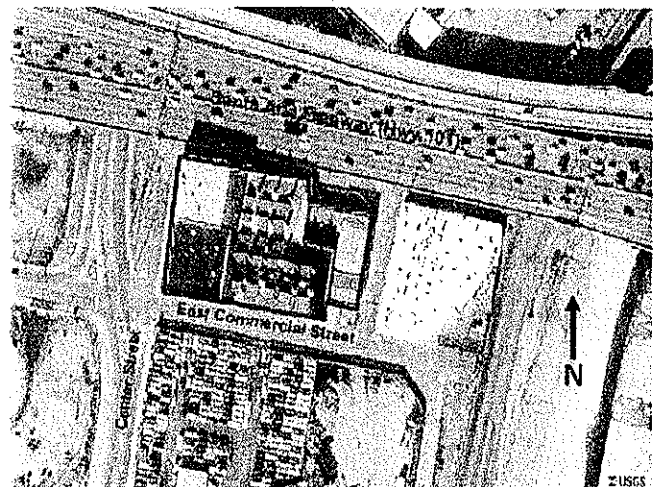
3819 Via La Selva

Palos Verdes Estates, CA 90274

\*Date of Evaluation:

October 27, 2005

(This space reserved for official comments)



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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_

Page 4 of 9

\*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Recorded By: Ben Taniguchi/Christeen Taniguchi

Date: October 27, 2005

Continuation  Update

(from page 3)

**\*B6. Construction History:** No original permit exists for the evaluated building. It is likely that the building was constructed in c1900 after the incorporation in 1899 of its first owner the Kahn-Beck Company. The following building permits were obtained from the City of Los Angeles Building and Safety Department.

1916: "Remove the present burnt floor joists, girders, flooring, etc., replace same with new ones, also reglaze windows, whitewash and other repairs necessary caused by recent fire, N.E. corner Commercial & Center Sts."

1920: Build wooden loading platform (45'X15'X3') between 3-story brick factory (facing Aliso and Center Sts) and 1-story brick factory (southwest of 3-story factory).

1929: Roof repair.

1931: "Heavy flaring around 10'X10' tank edges of same will be surrounded with 3' high fence. East of large tank, will renew on the two 10" I beams inserted in walls supporting two 500 gallon water tanks. Recover 15'X15' roof with slate asphalt roofing."

1931: "Will move a steel tank between the two buildings supported on steel columns in addition will insert two 15" I beams in the outside walls of both buildings to secure more firmness."

1941: "We propose to cut an opening between this existing building and the new building to be built to the east."

1941: "Cut two openings in the existing 21" brick wall."

1965: "Correct parapets."

1972: "New exit construction along Aliso St."

1987: "Damage repair (portion of south wall)."

(from page 3)

**\*B10. Significance:**

The evaluated building was built c1900 as a factory building for the Kahn-Beck Company. The Kahn-Beck Company incorporated in October of 1899. The directors of the newly formed company were Jakob Beck, Verona Beck, John Kahn, Gertrude Kahn and Solomon Kahn. According to a *Los Angeles Times* article dated October 19, 1899 the new company was to "manufacture and deal in all kinds of candy, macaroni and pastes of all kinds, with principal place of business in Los Angeles." In 1906 a separate 1-story warehouse building was constructed southeast of the factory building. The company hired Los Angeles architect Robert B. Young (1855-1914) to design the new warehouse building. In 1916 fire broke out at the factory severely damaging the c1900 building. Repairs were immediately made to the fire damaged building. By 1926 the Kahn-Beck Company had vacated the factory; although they retained ownership until 1928.

The Friedman Bag Company (FBC) was formed by four brothers Samuel, Morris, Saul and Harry Friedman in 1927. The company specialized in the manufacture of burlap bags used for items such as potatoes, animal feed and other foodstuffs. FBC leased the property for a year from the Kahn-Beck Company and from 1928 to 1930 the property was leased from Ben S. Beery. The growth of the company was immediate and by 1930, Samuel Friedman of FBC purchased the property. In 1941, due to the continued growth of the company, an addition was made to the southeast elevation of the c1900 factory building. In c1940s, a 2-story burlap bag manufacturing and warehouse building was added onto the southeast elevation of the 1906 warehouse building. The company would eventually become the largest manufacturers of burlap bags in the west. In April of 1946 the company experienced its first work stoppage when the International Longshoremen's and Warehousemen's labor union demanded higher wages for the 150 employees. The union also demanded that the company compel its non-union employees to join the union. On March 1, 1955 the company experienced a second work stoppage that took nearly 20 days to resolve.

The company entered a new era when in 1974 when Samuel Friedman retired as president of FBC and was replaced by Jerome B. Wesler. Morris Friedman, who was secretary of the company, also retired and was replaced by Sanford Bothman. However, two sons of the original founding members of the FBC remained with the company. By the year 2000 the company had branches in Oregon, Washington and Idaho and employed over 250 people. In c2003 after 75 years in the same location FBC moved out of its original factory to a facility on Ducommun Street. The new facility is located just south of the old factory. In 2003 Devon Commercial Los Angeles purchased the property and the factory buildings are being used as a public storage facility.

DPR 523L

\*Required Information

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_

Page 5 of 9

\*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Recorded By: Ben Taniguchi/Christeen Taniguchi

Date: October 27, 2005

 Continuation  Update**Integrity Statement:**

The subject building was evaluated against the seven aspects of integrity as outlined in National Register Bulletin 15. The seven aspects of integrity include location, design, setting, materials, workmanship, feeling and association.

The evaluated building retains its original location; it has not been moved.

When the core 3-story c1900 building was built the surrounding area was a combination of single family residences and industrial buildings. By 1950 a gas holding tank for the Southern California Gas Company had replaced the single family homes located southwest of the building. Thus the setting, feel and association of the area have changed.

The core 3-story c1900 building was built as a factory building for the manufacturing of food products. This utilitarian building has no specific architectural style. The building retains some of its original design elements and material such as arched rectangular window openings with wood framed double hung wood sash windows on the northwest elevation and decorative red brick bands on the upper and middle part of the northwest elevation. However the building has been significantly altered with the replacement of the northeast facing façade wall and a portion of the northwest elevation wall with a poured concrete wall. A 3-story addition was made to the southeast elevation of the c1900 building in 1941. A warehouse building was built southwest of the c1900 building in 1906. A second story addition was made to the building and in 1968 the first floor windows were sealed with brick. The 1906 building is attached via a 2-story corridor to the southwest elevation of the c1900 building. In c1940s a 2-story addition was added to the southeast elevation of the 1906 building. Thus the alterations to the buildings have significantly compromised the architectural integrity of the buildings.

(continued to page 6)

DPR 523L

\*Required Information

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_

Page 6 of 9

\*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Recorded By: Ben Taniguchi/Christeen Taniguchi

Date: October 27, 2005

Continuation  Update

(from page 5)

*National Register of Historic Places Evaluation*

The property was assessed under National Register of Historic Places (NRHP) Criterion A for its potential significance as a part of a historic trend that may have made a significant contribution to the broad patterns of our history. The evaluated building was constructed in c1900 as a factory building for the Kahn-Beck Company. The company, which incorporated in October of 1899, specialized in the manufacture of macaroni, candy and crackers. In 1927 the Friedman Bag Company was formed and leased the evaluated property. The company manufactured burlap bags to be used to for potatoes, feed and other foodstuffs. By 1930 the company owned the property. They would eventually become the leading manufacturer of burlap bags in the west. In 2003 the company moved to a location just south of the old factory. However, neither historic association is a significant contribution to the broad pattern of our history. **Therefore, it does appear to qualify for the NRHP under Criterion A.**

The property was considered under Criterion B for its association with the lives of persons significant in our past. When the c1900 building was constructed for the Kahn-Beck Company the owner was most likely Charles Schalte. In 1910, the Kahn-Beck Company purchased the property. From 1928 to 1930 Ben B. Beery Trust owned the property. In 1930 Samuel Friedman of Friedman Bag Company purchased the property. For one year in 1937 Samuel Friedman and his brother Soleman were joint owners. The Friedman Bag Company (Friedman Bag Co. Inc. from c1968) owned the property from 1937 to 2003. It does not appear that these individuals associated with the property were not significant in the area.

**Therefore, it does not appear to qualify for the NRHP under Criterion B.**

(continued to page 7)

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_

Page 7 of 9

\*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Recorded By: Ben Taniguchi/Christeen Taniguchi

Date: October 27, 2005

Continuation  Update

(from page 6)

The property was evaluated under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master, possessing high artistic values, or representing a significant and distinguishable entity whose components lack individual distinction. The evaluated property consists of a c1900 core building that has no specific architectural style. The building retains some of its original design elements and material such as arched rectangular window openings with wood framed double hung wood sash windows on the northwest elevation. Decorative red brick bands on the upper and middle part of the northwest elevation. However the building has been significantly altered with the replacement of the northeast facing façade wall and a portion of the northwest elevation wall with a poured concrete wall. A 3-story addition was made to the southeast elevation of the c1900 building in 1941. A warehouse building was built southwest of the c1900 building in 1906. During c1950s a second story addition was made to the building and in 1968 the first floor windows were sealed with brick. The 1906 building was attached via a 2-story corridor to the southwest elevation of the c1900 building. In c1940s a 2-story addition was added to the southeast elevation of the 1906 building. The architect for the c1900 building is unknown. The 1906 warehouse building was designed by Los Angeles architect Robert B. Young. Robert B. Young (1855-1914) designed numerous commercial structures and public buildings throughout Southern California. The c1900 building does not possess high artistic value. Since the architect is unknown it cannot be determined if the building is the work of a master. Therefore, it does not appear to qualify for the NRHP under Criterion C.

The property was considered for Criterion D for the potential to yield or likelihood to yield information to prehistory or history. In order for buildings, structures, and objects to be eligible for this criterion, they would need to "be, or must have been, the principal source of important information." This is not the case with this property. Therefore, it does not appear to qualify for the NRHP under Criterion D.

In summary, the evaluated building does not appear to qualify for the NRHP. Therefore, this building is not a historic property for the purposes of Section 106. The property was not assessed for California Register of Historic Resources or local designation eligibility.

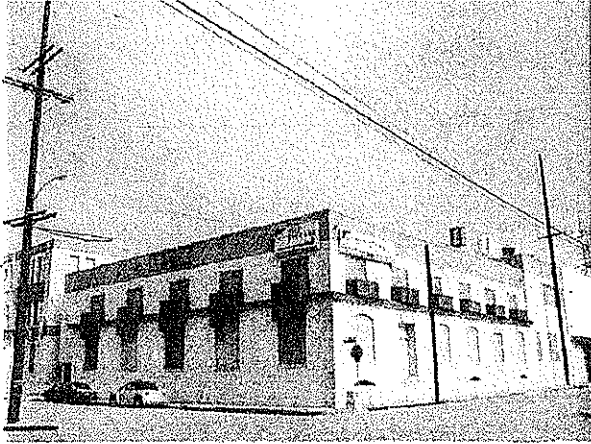
State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
CONTINUATION SHEET

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 8 of 9

Recorded By: Ben Taniguchi/Christeen Taniguchi  
 Continuation  Update

\*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012  
Date: October 27, 2005



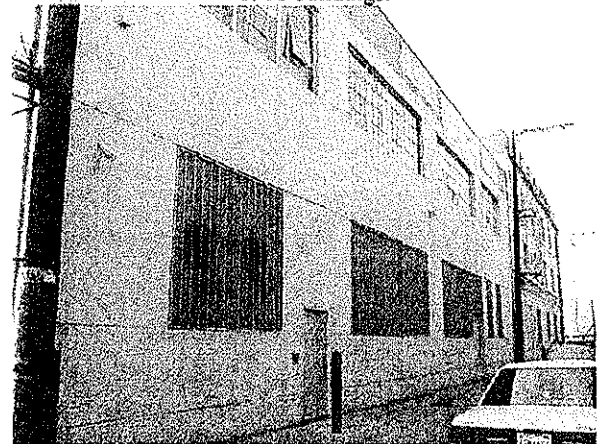
View looking northeast at 1906 warehouse building.



View looking southeast at 2-story corridor between c1899 and 1906 buildings.



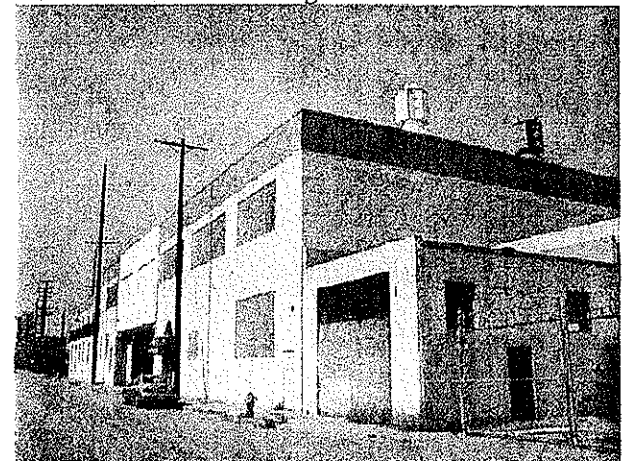
View looking southeast at northeast facing façade of c1899 building.



View looking southwest at 1941 addition to southeast elevation of the c1899 building.



View looking southwest at c1940s ancillary building.



View looking northwest at c1940 addition to 1906 building.

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

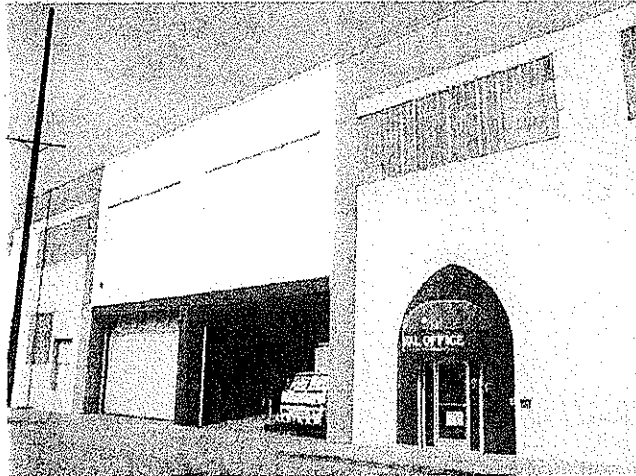
Page 9 of 9

Recorded By: Ben Taniguchi/Christeen Taniguchi

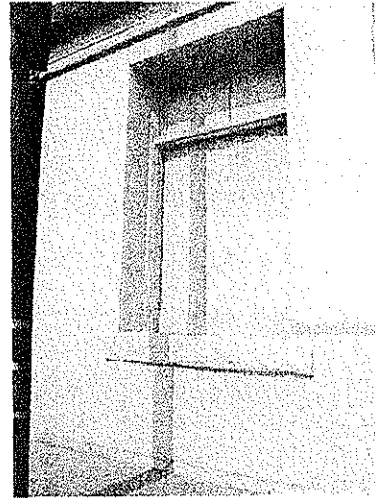
\*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Date: October 27, 2005

Continuation  Update



View looking northwest at entrance and loading entrance to c1940s addition to 1906 building.



View looking northwest at possible loading dock on southwest elevation

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

Primary #  
 HRI # 160595  
 Trinomial  
 NRHP Status Code 6Y

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: Devon Self Storage

P1. Other Identifier:

*update*

\*P2. Location:  Not for Publication  Unrestricted \*a. County:  
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Los Angeles Date: 1981 T;N/A R N/A ¼ of ¼ of Sec N/A; SB.B.M.  
 c. Address: 801 East Commercial Street City: Los Angeles Zip:  
 d. UTM: Zone: 11 ; 386377mE/ 3768723mN (G.P.S.)  
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

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

The Devon Self Storage building is a circa 1941 Modern style block building. The building is a composite of three hsitroic buildings circa 1906-1951. The full subsumation of the three appears to have transpired circa 1941.

See Continuation Sheet

\*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. Photo or Drawing (Photo required for buildings, structures, and objects.) *See Continuation Sheet for additional P5a and b.*

P5b. Description of Photo View to east

\*P6. Date Constructed/Age and Sources: 1941 (AT&T and HRI)  
 Historic  Prehistoric  Both

\*P7. Owner and Address:  
 Devon Commercial  
 2000 Powell Street, Suite 1240  
 Emeryville, CA 94608

\*P8. Recorded by: (Name, affiliation, and address)  
 Shannon L. Loftus MAHP/RPA  
 For: ACE Environmental, LLC  
 9976 Peak Lookout Street

Las Vegas, NV 89178

\*P9. Date Recorded: 8/5/2011

\*P10. Survey Type: Historic Architectural Inventory and Assessment/Summary of Evaluation

\*P11. Report Citation: Loftus, Shannon L. for ACE Environmental, LLC. *Historic Architectural Resource-Finding of Evaluation, Summary: AT&T Site EL0005, Perm-Devon Storage, 801 East Commercial Street, Los Angeles, Los Angeles County, California 90012*

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

State of California — The Resources Agency  
 State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
 BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #  
 Primary #  
 HRI#

Page 2 of 4

\*NRHP Status Code 6Y

\*Resource Name or # Devon Self Storage

- B1. Historic Name: unknown  
 B2. Common Name: Devon Storage  
 B3. Original Use: unknown  
 B4. Present Use: unknown  
 \*B5. Architectural Style: Modern Commerical Block  
 \*B6. Construction History: Built circa 1941; age of additions is unknown

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

\*B8. Related Features: none

B9a. Architect: None

b. Builder: unknown

\*B10. Significance: Theme: Commerce

Area: Storage

Period of Significance: 1940s

Property Type: Industrial

Applicable Criteria: all

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

Historic architectural resources are evaluated in part, according to seven aspects of integrity as stated in the NHPA; (1) *Location* of the resource, (2) *Design* of the resource, (3) *Setting* of the resource, (4) *Materials* of construction, (5) *Workmanship* of the resource, (6) *Feeling* evoked by the resource, and/or (7) *Association* of the resource with a person or even of historical significance. These seven aspects of integrity are assessed and weighed against the four "Criteria of Significance" also found within the NHPA. The four Criteria are; (A) Associated with events which have made a significant contribution to the broad patterns of our history, or (B) Associated with the lives of persons significant in our past, or (C) Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value, or are representative of a significant and distinguishable entity of which the component may lack individual distinction, or (D) Yield, or are likely to yield, data important to our understanding of prehistory and/or history.

#### SEE CONTINUATION SHEET

B11. Additional Resource Attributes HP8: Industrial Building

#### References:

See Cited Report

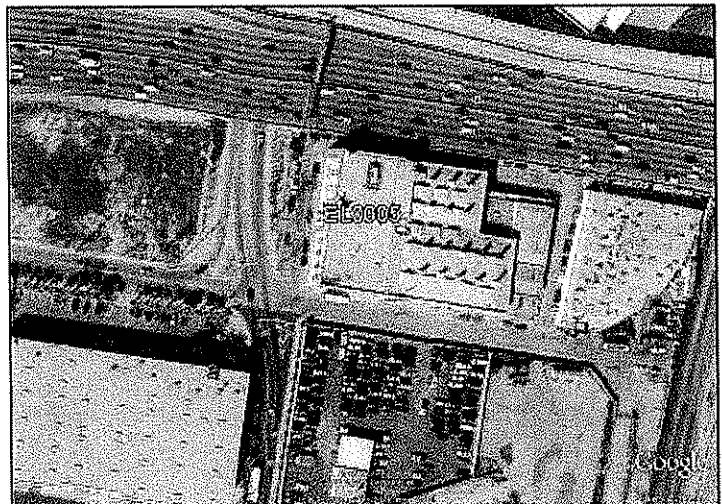
#### B13. Remarks:

The results of the Historic Architectural Resources Inventory and Assessment indicate that the structure, does not appear to satisfy the Criteria of the NHPA, and is recommended as ineligible for inclusion in the NRHP.

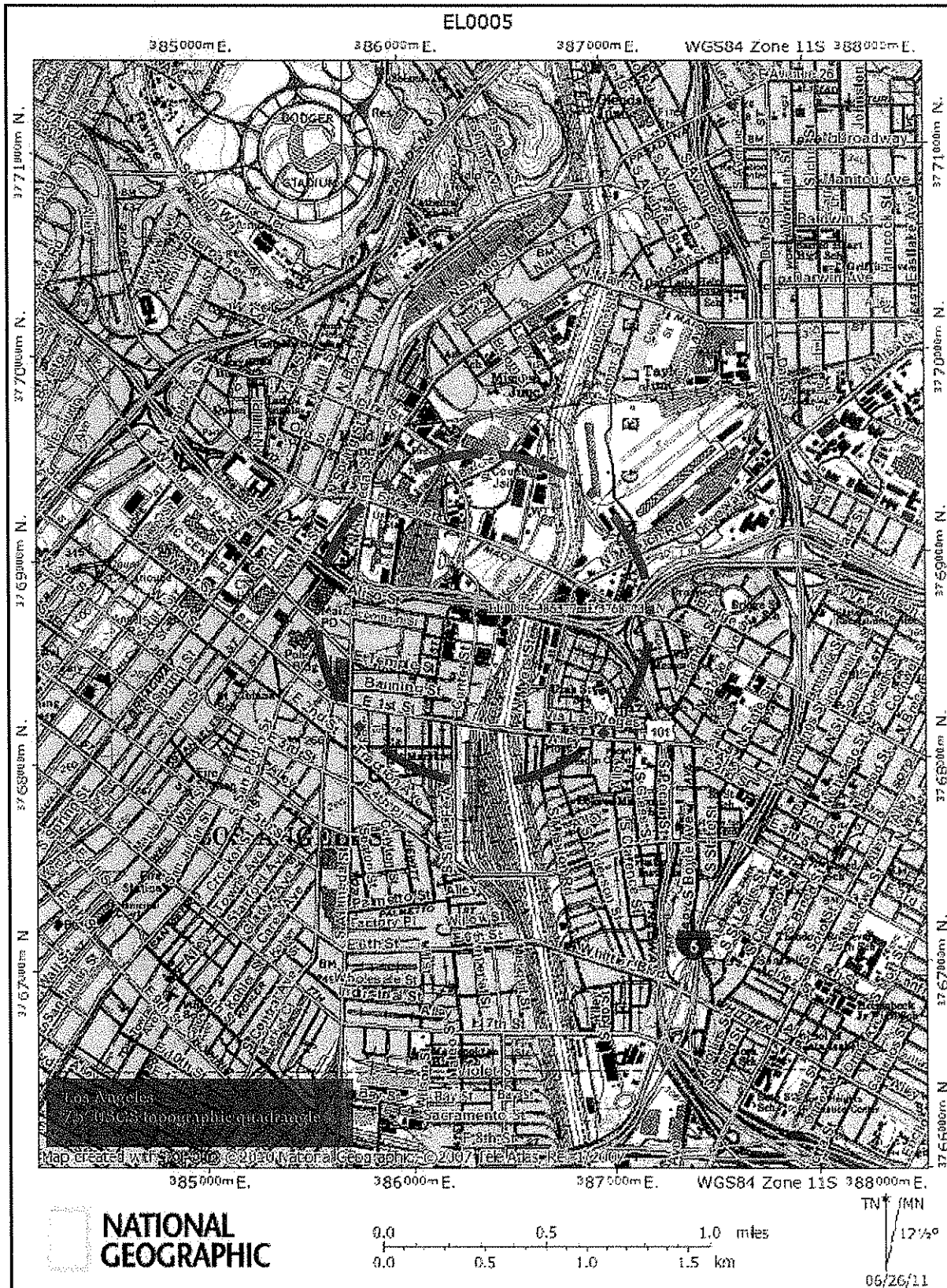
#### \*B14. Evaluator:

Shannon L. Loftus MA HP, RPA/RPH

\*Date of Evaluation: June 27<sup>th</sup>-August 5<sup>th</sup> 2011



10 188242



### P3A. Description

The Direct APE is a conjoined building originating from three separate early/mid 20<sup>th</sup> Century Modern style block warehouse buildings. The northwestern portion of the Direct APE represents the oldest of the three buildings (circa 1906). This building is constructed of reinforced brick and is three stories tall with a parapet flat roof with painted antenna screen walls at the corners. The visual presentation of the west façade is that of three bays oriented via the symmetrical arched window arrangements. The windows are separated vertically by a columnar projecting of brick. A dentil stringcourse separates the second and third floors, and an unadorned stringcourse of header bricks and blank frieze separate the first and second floors. Slightly projecting brick courses curves along the top of the windows and continues along the facade of the building. Arched doorways are located below the northernmost window in three locations at street-level. The doorways have been infilled with brick. A stairwell is located at the northeastern corner of the building.

The north façade is feature-less brick work and modern multi-light sliding windows at the second and third floors. The window openings are square. The first floor features large window openings or truck loading docks have been in-filled with brick and covered with steel security grates.

The western and southern facades are subsumed within the second and third buildings.

The second and third buildings appear to be slightly more contemporaneous with the southeast slightly greater in age, per the Sanborn maps illustrated above. The southwest building is also a block building, two stories tall and constructed of reinforced brick with a flat roof. The buildings are conjoined at the east face, midway along the block, and via a recessed utilitarian type of entry. The west and south facades are similar in that the lower story features a dressed cement veneer along a type of projected block wall masonry with capstone painted red. The windows are tall vertical elements that have been heavily screened and conjoined to appear as one behind the screening along the west façade. These windows appear to feature a type of ventilation return system. The upper story is that of painted brick. The south façade retains the upper and lower story window arrangement, with the lower story brick in-filled, and the upper story heavily screened behind steel security grates.

The third building, the southeast building, is the more recent, but still of historic era. This building is large warehouse structure of Modern block building style and features a thin dressed cement veneer, flat roof, and ribbon window arrangement along the south façade and north façade, and large steel roll-up bay doors at the street level. The windows of the east façade have all been in-filled with brick. Although not visible at ground-level, cupola structures provide for decorative ventilation at the rooftop.



Primary Address: 801 E COMMERCIAL ST  
 Other Address: 807 E COMMERCIAL ST  
 811 E COMMERCIAL ST  
 817 E COMMERCIAL ST  
 821 E COMMERCIAL ST  
 Name:  
 Year built: 1906  
 Architectural style: Vernacular

**Context 1:**

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Early Industrial Development, 1880-1945
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of a 1906 industrial building in Los Angeles' primary industrial district; one of few remaining examples from this period.



# NEW YORK JUNK CO.

**Update DPR (2017)**

## **Attachments**

Records Search: DPR (2002) & SHPO Letter (2004)

## CONTINUATION SHEET

Page 1 of 2 \*Property Name: New York Junk Company

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update

**Address:** 825 E. Commercial Street (Listed in the HRI as 622 Frontage Road), Los Angeles, CA 90012

**Assessor's Parcel Number:** 5173-019-901 and 5173-019-902; Lot 12

**Present Use:** Vacant

**Historic Name:** New York Junk Company

**Current Owner:** LACMTA, One Gateway Plaza, Los Angeles, CA 90012-2952

### **B10. Significance Updated:**

The New York Junk Company at 825 E. Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tract Project on behalf of Federal Railroad Administration (FRA) and Caltrans, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, "determined ineligible for NR by consensus through Section 106 process-not evaluated for CR or Local Listing.") The California State Historic Preservation Officer (SHPO) concurred with FRA's determination that it is not eligible for the National Register of Historic Places (NRHP) on January 15, 2004. The SHPO letter indicates on page 2 that "None of the Remaining 7 pre-1957 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4," which include Amay's Bakery and Noodle Company, New York Junk Company, Khan-Beck Company/Friedman Bag Company- Textile Division & the Friedman Bag Company Storage Building within the Area of Potential Impact (APE).

A site visit was conducted on September 27, 2017, to verify existing conditions of the resource located at 825 East Commercial Street. There is no new information to warrant revaluation, and no new demonstrable potential for historic significance appears likely. The building that was formerly New York Junk Company presently appears to be vacant. Otherwise the previous survey information recorded on the attached DPR form, including its eligibility finding, remain accurate. Applying the criteria outlined in Section 5024.1 of the California Public Resources Code, 825 E. Commercial Street is not a historical resource for the purposes of CEQA under any of the definitions in Section 15064(a) of the CEQA Guidelines, and the property retains its 6Y status code.

**Survey Type:** Intensive level survey

**Report Citation:** Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

## CONTINUATION SHEET

Page 2 of 2 \*Property Name: New York Junk Company

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update



New York Junk Co., front and east-side elevations, camera facing north. ICF, September 27, 2017.

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

Primary # \_\_\_\_\_  
HR # 1631042  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Y2. -Pending SHPO Concurrence

**PRIMARY RECORD**

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: New York Junk Company, 825 E. Commercial St.

P1. Other Identifier: \_\_\_\_\_

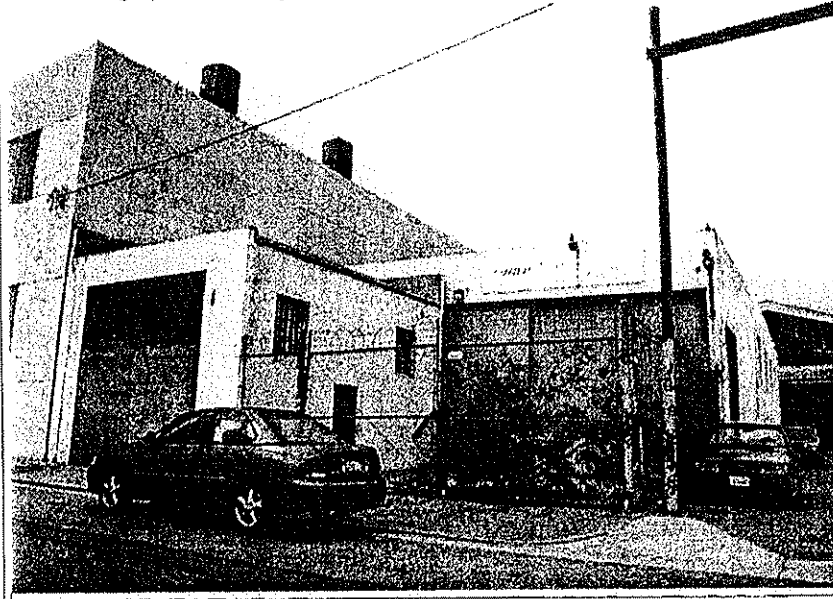
\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles  
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1 S; R 13; W 1/4 of \_\_\_ 1/4 of Sec \_\_\_; \_\_\_ B.M.  
c. Address 825 E. Commercial St. City Los Angeles Zip 90012  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app  
APE Map ID# 8; 622 E. Aliso Street; 622 E. Frontage Street; APN: 5173-019-901; Lots 9 and 10, Block F, Subdivision of the Aliso Tract.

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
There are two buildings on this parcel with the street address, 622 Frontage Street. The building facing Commercial Street, located on the south western corner of the parcel is a one-story industrial building with masonry block walls, a flat roof, a central side pedestrian door flanked by high windows facing easterly and a former vehicular door opening to Commercial Street. This building has been altered by the closure of both the pedestrian and vehicular doors with plywood panels. Security bars have been placed over the windows. The second building is located to the rear of the parcel. It is a one-story building with masonry walls, 50 feet by 80 feet in size, with a vehicular entrance facing Commercial Street and a rear, raised loading dock that is covered by a narrow, projecting flat roof supported by slender rectangular columns. There are both pedestrian doors and one roll-up loading dock door and several closed windows in this rear elevation that faces the former Frontage Street. A high chain link fence encloses the parcel. The buildings are examples of mid-twentieth century vernacular industrial buildings; they are in poor condition and appear to be vacant.

\* 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.)

Facing north west, 10/22/02, Photo #

DCP 1665

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

1946

1946 L.A. City Building Permit

\* P7. Owner and Address:

L A Co. Metro. Trans. Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

P--Private

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

Alma Carlisle

Myra L. Frank & Associates, Inc.

811 W. Seventh Street

Los Angeles, CA 90017

\* P9. Date Recorded: 10/31/2002

\* P10. Survey Type: (Describe)

Intensive Survey Effort

Section 106 Compliance

P-- Project Review

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

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

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

Primary # \_\_\_\_\_  
 HR # \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 2 \* NRHP Status Code 6Y2.-Pending SHPO Concurrence

- \* Resource Name or #: New York Junk Company, 825 E. Commercial St.
- B1. Historic Name: New York Junk Company.
- B2. Common Name: Ranch Fresh Produce
- B3. Original Use: Industrial B4. Present Use: Vacant
- \* B5. Architectural Style: Mid-twentieth Century Vernacular

\* B6. Construction History: (Construction date, alterations, and date of alterations.)  
 No permit was found for the small, freestanding building facing Commercial Street identified as a truck storage building on a 1973 Sanborn Insurance Map. Building Permit #21739 (July 19, 1946) was issued to the New York Junk Company for the construction of the rear building. O. M. Bloch was the licensed engineer and the valuation of this work was \$13,500. Permit #10468 was issued to the New York Junk Company on March 8, 1951 for the addition of a covered loading and storage platform at the rear- engineer, J. M. Fratt; contractor, Eugene Smith.

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

\* B8. Related Features:  
 Chain link fence with a vehicular gate enclosing a small parking pad. Both the fence and the gate are topped with razor wire. There is a side walk at the Commercial Street side.

B9a. Architect: O. M. Bloch, Licensed Engineer b. Builder: Unknown

- \* B10. Significance: Theme Mid-20th Century Industrial Area Los Angeles  
 Period of Significance 1940s Property Type Industrial Storage Applicable Criteria N.A.  
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The resource located at 622 E. Frontage Street (825 E. Commercial Street or 622 Aliso Street) was originally used for sorting and storing junk by the New York Junk Company. The resource includes two (2) buildings. This company specialized in "Metal, Rubber, Iron, Sacks and Bottles." Joseph Rottenberg of 1026 Sentinel Avenue was the company owner. The resource was later used as a beverage warehouse. The resource is an example of the purely functional, unadorned, utilitarian structures of the area. The two buildings now appear to be vacant and in poor condition. When constructed, the resource was located in the historic East Los Angeles Industrial District. This area has undergone multiple changes in use. The general area was an early agricultural section of the City devoted to vineyards and wineries, then it became heavily industrial in character, a use that declined in the mid 1900s and is now undergoing a renaissance for residential loft usage and again continued industrial use. These buildings, although in poor condition, generally maintain their original integrity; however, they are not architecturally significant when compared with other industrial buildings in the East Los Angeles Industrial Area. Further, this resource has no known association with persons or events important to local, state or national history. The resource does not appear to be eligible for listing in the National Register of Historic Places.

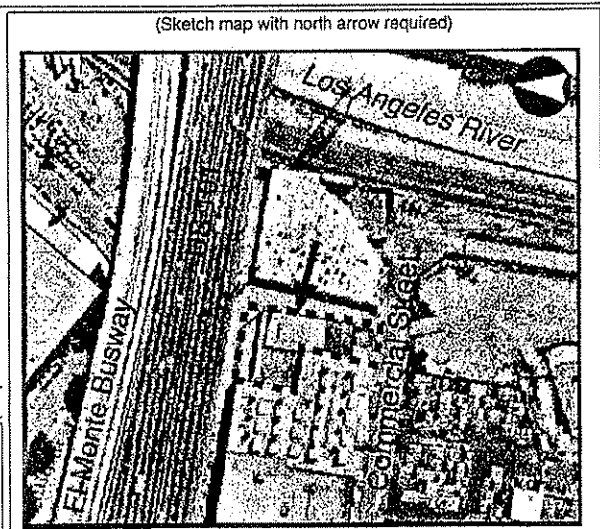
B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

- \* B12. References:  
 Los Angeles County Archives; City of Los Angeles Department of Building & Safety Archives;  
 TRWExperian, Sanborn Insurance Maps, 1909; Los Angeles City Directories,  
 NaviGate LaI, Bureau of Engineering Maps

B13. Remarks:

\* B14. Evaluator: Richard Starzak  
 Date of Evaluation: 2/20/03

(This space reserved for official comments.)



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

***Properties that have been Previously Determined Ineligible for Inclusion in the National Register***

Name	Address/Location	Community	Map Reference Number
Highway 101 Bridge over the Los Angeles River, Bridge #53-0405	Highway 101 crossing the Los Angeles River	Los Angeles	06

***Properties that are Not Eligible for Inclusion in the National Register***

Name	Address/Location	Community	Map Reference Number
163641 Amay's Bakery & Noodle Company	837 Commercial Street	Los Angeles	07
163642 New York Junk Company	622 Frontage Road and 825 Commercial Street	Los Angeles	08
163643 Kahn-Beck Co.; Friedman Bag Company --Textile Division	600-620 Center Street and 801-817 Commercial Street	Los Angeles	09
163644 Thomas R. Barrabee Store and Warehouse	611-615 Ducommun Street	Los Angeles	10
163645 Friedman Bag Company -- Storage Building	500 Garey Street	Los Angeles	11
163646 Los Angeles Casing Company	710-714 Ducommun Street	Los Angeles	12
163647 LAUSD District H Facilities Services and Maintenance Operations	611 Jackson Street	Los Angeles	13

Six (6) properties, which were constructed in 1957 or after, are located within the APE; in accordance with the "Interim Policy for the Treatment of Buildings Constructed in 1957 or Later," none of these appear to be eligible for inclusion in the National Register, are not historical resources under CEQA, and required no further study.

**Los Angeles Union Station  
Area of Potential Effects Map  
Map 3**



**AREA OF POTENTIAL EFFECTS**

Los Angeles Union Station Project  
Los Angeles County, California  
Caltrans No. (PM) 07-LA-101-KP 0 89  
EA 033004

FHWA Transportation Engineer *David M. Valentin* Date *3/21/03*  
FRA

Caltrans District Environmental Branch Chief *Harry Johnson* Date *3/16/03*

The Area of Potential Effects (APE) boundary for the proposed project includes the area within the maximum required right-of-way, easements (temporary and permanent), all railroad properties subject to temporary or permanent changes in access (ingress and egress), and areas where visual or audible changes could occur outside the required right-of-way. North of Union Station, the APE follows the railroad Right of Way until joining tracks east of Mission Junction.

1. Mission Tower, 1432 Alhambra Ave. Year Built: 1916. \*  
Enlarged: 1938
2. Terminal Tower, 413 Bauchet St., Year Built: 1938 \*
3. Vignes Street Undercrossing, Bridge #53C-1764,  
Year Built: 1937 \*
4. Macy Street Undercrossing, Bridge #53C-131, Year Built:  
1931 \*
5. Los Angeles Union Passenger Terminal, 800 Alameda St.,  
Year Built: 1939 \*
6. Highway 101 Bridge over the Los Angeles River, Bridge  
#53-0405, Year Built: 1944; Altered: 1955
7. Arny's Bakery & Noodle Company, 837 Commercial St.  
Year Built: 1939-1944
8. New York Junk Company, 825 Commercial St., Year Built:  
1946
9. Friedman Bag Co. - Textile Division, 801-817 Commercial  
St., Year Built: 1902; 1906; 1941
10. Thomas R. Barrabee Store and Warehouse, 611-615  
Ducommun St., Year Built: 1926
11. Friedman Bag Co. - Storage Building, 500 Garey St.,  
Year Built: 1955
12. Los Angeles Casing Co., 710-714 Ducommun St.,  
Year Built: 1920
13. LAUSD District H Facilities Services and Maintenance  
Operations, 611 Jackson St., Year Built: 1937
14. First Street Viaduct over the Los Angeles River, Bridge  
#53C-1166, Year Built: 1929 \*
15. Car Supply/Repair Shop, 900 Block Avila Street, Year  
Built: 1939 \*

**Legend** Alternative A-1 Alternative A Area of Potential Effects Boundary Union Station National Register Boundary

0 60 120 180 meters 0 200 400 600 feet

Sources: City of Los Angeles, 2002; Myra L. Frank & Associates, Inc., 2002-2003.

\* - Eligible Property

100-188247

19-188247

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

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.parks.ca.gov



January 15, 2004

REPLY TO: FRA031117A

Ronald Kosinski, District Director  
Division of Environmental Planning  
California State Department of Transportation, District 7  
120 S. Spring Street  
Mail Stop #16-A  
LOS ANGELES CA 90012

Re: Historic Property Survey Report and Finding of No Adverse Effect Report for the Los Angeles Union Station Run-Through Tracks Project, Los Angeles, Los Angeles County.

Dear Mr. Kosinski:

Thank you for submitting to our office, on behalf of the Federal Railroad Administration (FRA), your November 3, 2003 letter, Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Historic Property Survey Report (HPSR) and Finding of No Adverse Effect (FNAE) documentation regarding the proposed Los Angeles Union Station Run-Through Tracks Project in the City of Los Angeles, Los Angeles County. FRA, in conjunction with AMTRAK, is proposing to extend the tracks from the existing stub-end tracks at Los Angeles Union Station (Union Station) to provide "run-through" capabilities for four of the ten stub-end tracks at the station. Union Station is listed on the National Register of Historic Places (NRHP).

The extension would involve construction of a railroad bridge span over the El Monte Busway and U.S. 101. The elevated rail structure would continue south then east from U.S. 101, forming an S-curve that would transition to grade and reconnect to the existing Burlington Northern Santa Fe (BNSF) mainline tracks along the west bank of the Los Angeles River, north of the 1<sup>st</sup> Street Bridge. This would allow some of the trains that use Union Station to avoid the current pull-in/back out situation. The project may also require some reconfiguration of the Union Station passenger platforms, changes in pedestrian access at the tunnel level, possibly depressing the baggage handling access road at the south end of the station, ADA improvements to pedestrian ramps and stairways, as well as relocation and installation of utilities. Two alternatives (Alternative A and Alternative A-1) are under consideration for this undertaking. They are described in detail on Page 7 of the HPSR and Page 6 of the FNAE documentation. The proposed Areas of Potential Effects (APEs), as delineated for both proposed alternatives, appear adequate and meet the definition set forth in 36 CFR 800.16(d).

FRA is seeking my comments on its determination of the eligibility of eight (8) pre-1957 architectural properties located within the proposed project APEs for inclusion on the NRHP in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. The HPSR also identified six (6) post-1957 architectural properties within

the project APE and determined them ineligible for inclusion on the NRHP. I do not object to FRA's finding regarding these six (6) post-1957 properties. The HPSR also identified six properties located within the proposed project APEs that are either listed on, or have been determined, by consensus, to be eligible for inclusion on, the NRHP. I have no objection to these properties retaining their current NRHP eligibility status. The documentation also identifies two archeological properties that were located within the project APEs. These properties are:

- CA-LAN-1575/H - a site containing both prehistoric components and extensive historic-era components.
- AE-UPT-01H - an industrial lead track constructed between 1894 and 1906 to serve the no longer extant Maier & Zobelein Brewery which was located at the northwest corner of Commercial and Vignes Streets.

A review of the HPSR leads me to concur with FRA's determination regarding the aforementioned pre-1957 architectural properties:

- <sup>CC9</sup> The Mission Tower located at 1436 Alhambra Avenue is eligible for inclusion on the NRHP at the level of local significance under Criteria A and C as defined in 36 CFR 60.4. The structure has strong associations with the operation and monitoring of train traffic at Union Station and was an integral part of the station's operations in the historic period spanning the years 1916 to 1996. The structure has maintained sufficient integrity of design, materials, workmanship, setting, and feeling associated with its historic period of significance.
- <sup>CC10</sup> None of the remaining 7 pre-1957 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons and are not examples of outstanding architectural or engineering design or function.

Regarding the aforementioned archeological properties I have the following comments:

- **CA-LAN-1575/H -**

I have not found evidence that SHPO concurred with any previous determination of NRHP eligibility for this property. If you have documentation attesting to SHPO concurrence, please provide it as soon as possible. I agree that there is a high potential that portions of this site extend into the current project's APE.

- **Site AE-UPT-01H -**

The documentation states the property appears eligible to the National Register under Criterion D because it may yield information about the materials and location of typical industrial lead tracks associated with a precursor of the AT&SF Railway. The report does not include a research design that explains the information this property may contain, nor does it contain an explanation of why understanding more about materials and location of typical industrial lead tracks is considered important in any specific

163640  
 • 163641  
 • 163642  
 • 163643  
 • 163644  
 • 163645  
 • 163646  
 • 163647

historic context. Absent this information, I at this time unable to concur in this eligibility determination.

FRA is also seeking my comments on its determination of the effects the proposed project alternatives will have on historic properties in accordance with 36 CFR 800. My review of the submitted FOE documentation leads me to concur with FRA on the following:

- The proposed project alternatives, as described, would have no adverse effect on the following National Register-eligible architectural properties:
  - Los Angeles Union Station
  - Los Angeles Union Station Tower (Terminal Tower)
  - Macy Avenue/Cesar Chavez Avenue Bridge
  - Vignes Street Bridge
  - 1<sup>st</sup> Street Viaduct
  - Mission Tower
  - Car Supply/Repair Shop
  - AT&SF Railway Redondo Junction Master Mechanic & Locomotive Supervisors Offices


The proposed project alternatives will not significantly alter or change those characteristics that qualify these properties for inclusion on the NRHP. In addition, numerous alterations that have occurred at Union Station as a result of the El Monte Busway Extension project in 1987 and the Metro Rail Line project in 1991 have introduced elements that have slightly altered the property's historic design, materials, and setting associated with its 1939 appearance. It is these modified elements that the proposed project is designed to have the greatest impact on.

The FOE documentation concludes there is a high potential that CA-LAN-1575/H, AE-UPT-01, and possibly other as yet unknown archaeological deposits may all be subject to adverse effects during construction of this undertaking. It does appear that there is a potential for an adverse effect to these properties should they be determined or considered National Register eligible. The report proceeds to recommend measures to mitigate the prospective adverse effect of this undertaking. It recommends preparing a *Project Treatment Plan for Historic Properties Discovered during Project Implementation* that will discuss how FRA will resolve any adverse effects upon newly discovered properties that may be historic during the implementation of the project. I would like to review this document as part of our Section 106 consultation. The FOE identifies six mitigation measures that could be included in an MOA. I recommend these mitigation measures be addressed in the proposed Treatment Plan. The specific details of mitigation measure CR-1 (how and when archaeological resources will be identified, evaluated, and treated) are crucial to appropriate compliance with Section 106 of the National Historic Preservation Act. Other mitigation measures suggest avoidance will be considered. If identification and evaluation of historic properties will truly proceed apace with construction, it seems that avoidance is not a realistic option. The proposed Treatment Plan should discuss only reasonable options to mitigate adverse effects to prospective historic properties within the APE for this undertaking.

FRA has indicated on Pages 12 and 13 of its HPSR that it has held scoping meetings with, and written letters to, local government agencies and interested parties in period dating from June 2002 to January 2003. As of September 2003, FRA received no written responses to its letters from the interested parties listed on the aforementioned pages of the HPSR. It is unclear whether this lack of written responses to FRA's letters constitutes the full range of possible responses from interested parties that would verify their concurrence or non-concurrence with the project and its potential effects on historic properties. Please provide, at your earliest possible convenience, any additional evidence or information that would convey the views of the aforementioned interested parties about the proposed project and its impact on historic properties.

Thank you again for seeking my comments on your project. If you have any questions, please contact staff historian Clarence Caesar by phone at (916) 653-8902, or by e-mail at [ccaes@ohp.parks.ca.gov](mailto:ccaes@ohp.parks.ca.gov).

Sincerely,



Dr. Knox Mellon  
State Historic Preservation Officer



# AMAYS BAKERY

**Update DPR (2017)**

## **Attachments**

Records Search: DPR (2002) & SHPO Letter (2004)

## CONTINUATION SHEET

Page 1 of 2 Property Name: Amay's Bakery and Noodle Company

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update

---

**Address:** (As listed in the HRI) 837 E. Commercial Street, Los Angeles, CA 90012

**Assessor's Parcel Number:** 5173-019-011 (updated from former APN: 5173-019-009).

**Present Use:** Industrial

**Historic Name:** Maier Brewing Company (now demolished); Beer Warehouse

**Current Owner:** Unknown

### \*B10. Significance Updated:

Amay's Bakery and Noodle Company at 837 E. Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tract Project on behalf of Federal Railroad Administration (FRA) and Caltrans, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, "determined ineligible for NR by consensus through Section 106 process-not evaluated for CR or Local Listing.") The California State Historic Preservation Office (SHPO) concurred with FRA's determination that it is not eligible for the National Register of Historic Places (NRHP) on January 15, 2004. The SHPO letter indicates on page 2 that "None of the Remaining 7 pre-1957 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4," which include Amay's Bakery and Noodle Company, New York Junk Company, Khan-Beck Company/Friedman Bag Company-Textile Division & the Friedman Bag Company Storage Building within the Area of Potential Impact (APE).

A site visit was conducted on September 27, 2017, to verify existing conditions of the resource located at 837 East Commercial Street. There is no new information to warrant reevaluation, and no new demonstrable potential for historic significance appears likely. In addition, Los Angeles Department of Building and Safety permit records were searched on October 9, 2017, but permits are still not available for this property. Aside from the above-listed change to the APN number, the previous survey information recorded on the attached DPR form remains accurate. Applying the criteria outlined in Section 5024.1 of the California Public Resources Code, 837 E. Commercial Street is not a historical resource for the purposes of CEQA under any of the definitions in Section 15064(a) of the CEQA Guidelines, and the property retains its 6Y status code.

**Survey Type:** Intensive level survey

**Report Citation:** Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

## CONTINUATION SHEET

Page 2 of 2 Property Name: Amay's Bakery and Noodle Company

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update



Primary and west elevation of Amay's Bakery and Noodle. View: NE. Photo: ICF, September 27, 2017.

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

Primary # \_\_\_\_\_  
HR # 163641  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Y2, -Pending SHPO Concurrence

**PRIMARY RECORD**

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: Amay's Bakery and Noodle Co.

P1. Other Identifier: \_\_\_\_\_

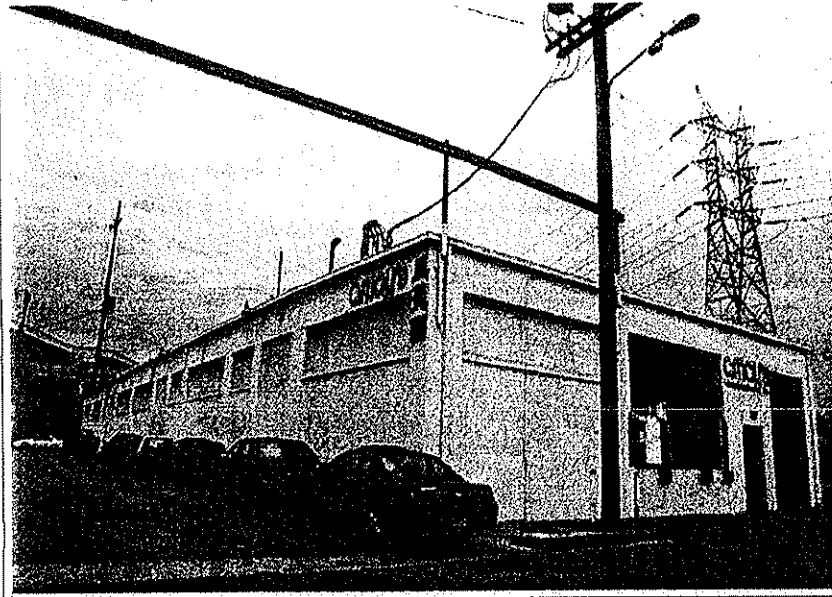
\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles  
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1S; R 13; W 1/4 of 1/4 of Sec. \_\_\_\_\_; \_\_\_\_\_ B.M.  
c. Address 837 E. Commercial St. City Los Angeles Zip 90012  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app  
APE Map ID# 7; Former addresses were 636 Aliso Street and 636 Frontage Road; APN: 5173-019-009; Sub of the Aliso Tract portion of Lots 1 to 3, 5, 7, 8 (Ex of Sts) Lots 4 and 6.

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
Amay's Bakery and Noodle Company, 837 E. Commercial Street, is a tall, freestanding, one-story, industrial building designed in the Utilitarian style. It is located on a wedge shaped parcel bounded by Frontage Road, Commercial Street, and the Los Angeles River. Today's building has a wedge shaped plan, with a curved wall on the eastern elevation or river side, connected by a diagonal wall to a straight façade on the Commercial Street side. The roof is flat with skylights and a continuous flat coping. The existing building, formerly a warehouse with a large open loading dock on the eastern side, has been modified by the enclosure of this loading dock. The warehouse element is of reinforced concrete construction with brick curtain walls and a wood truss roof; the loading dock roof was supported by steel posts. The enclosed loading dock area now houses a single, raised loading dock. A second raised loading dock and pedestrian entrance are located on the Commercial Street elevation. Brick infill and closed window openings occur evenly along the Commercial Street elevation as well as the western elevation. Additional features include a tall iron fence topped with razor wire, a vehicular gate topped with razor wire, a small paved parking lot, wall mounted perimeter lighting, and raised identification signage mounted on wall "amay's bakery and noodle co."

\* 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.)

Facing northwesterly, 09/05/02, Photo # DCP 1666

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

1944 L. A. Co. Assessor's Records

1939 Experian Files

\* P7. Owner and Address:

Hom Leung-On  
837 E. Commercial Street  
Los Angeles, CA 90012  
P--Private

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

Alma Carlisle  
Myra L. Frank & Assoc., Inc.  
811 W. Seventh Street  
Los Angeles, CA 90017

\* P9. Date Recorded: 10/23/2002

\* P10. Survey Type: (Describe)

Intensive Survey Effort  
Section 106 Compliance  
P-- Project Review

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

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

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

Primary # \_\_\_\_\_  
HR # \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 2

\* NRHP Status Code 6Y2 - Pending SHPO Concurrence

- \* Resource Name or #: Amay's Bakery and Noodle Co.
- B1. Historic Name: Beer Warehouse
- B2. Common Name: amay's bakery and noodle co.
- B3. Original Use: Industrial B4. Present Use: Industrial
- \* B5. Architectural Style: Early Twentieth Century Vernacular
- \* B6. Construction History: (Construction date, alterations, and date of alterations.)  
Experian Files identify this building as a 20,984 square foot warehouse constructed in 1939 but was probably built in 1943 when the improvements on the property improved. No records of building permits for construction or alterations for this warehouse were found in the Los Angeles Department of Building & Safety Permit Archives. Sanborn Insurance Maps show a warehouse with a riverside loading dock in 1953. This loading dock is now enclosed and is a part of the composite building.
- \* B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_
- \* B8. Related Features:  
Parking Lot and perimeter fencing.

B9a. Architect: Unknown b. Builder: Unknown

- \* B10. Significance: Theme Industrial Area Los Angeles  
Period of Significance 1939 Property Type Industrial Applicable Criteria \_\_\_\_\_  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Amay's Bakery and Noodle Co. is located within the Original City of Los Angeles boundaries in an early Subdivision of the Aliso Tract. The Aliso Tract was recorded in 1878 and took its name from the great sycamore tree which grew at the Louis Vignes winery and served as an early Los Angeles landmark. The building was constructed in 1939 during the period when this area was changing from earlier agricultural and residential uses to become the historic Los Angeles Industrial Area. This area developed industrial uses because of its proximity to the Los Angeles River and the main freight line of the Atchison, Topeka and Santa Fe Railroad. This building and other industrial buildings on Commercial Street were served by this railroad and historically spurs ran parallel to the easterly, southern and western sides of this building. An assessed improvement on this parcel was documented in 1944, when Leonard and Rose Chudacoff were assessed \$11,750 for this property that they purchased on November 2, 1943. Earlier, the parcels had been owned by the Maier Brewing Company, A, T & S Fe Railroad and Edward R. Kellam. The building neither retains its original design integrity, nor does it embody distinctive characteristics of a type, period or method of construction. Research does not associate the building with significant persons or events that have made a significant contribution to the broad patterns of our history. Therefore, this building does not appear to be eligible for listing in the National Register. of Historic Places under Criterion A, B, C, or D or listing in the California Register of Historic Resources.

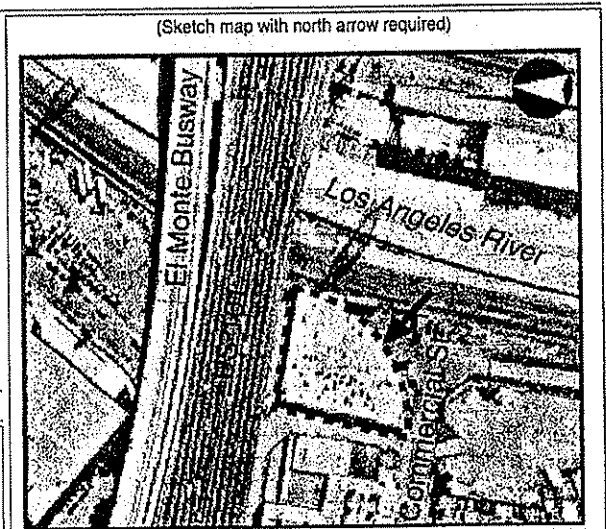
B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

- \* B12. References:  
Sanborn Insurance Maps: 1953 and 1973 #282.  
Experian Files, L. A. County Assessor's Archives, L. A. City Directories  
Los Angeles Department of Building & Safety Building Permit Archives

B13. Remarks:

\* B14. Evaluator: Richard Starzak  
Date of Evaluation: 10/23/02

(This space reserved for official comments.)



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

***Properties that have been Previously Determined Ineligible for Inclusion in the National Register***

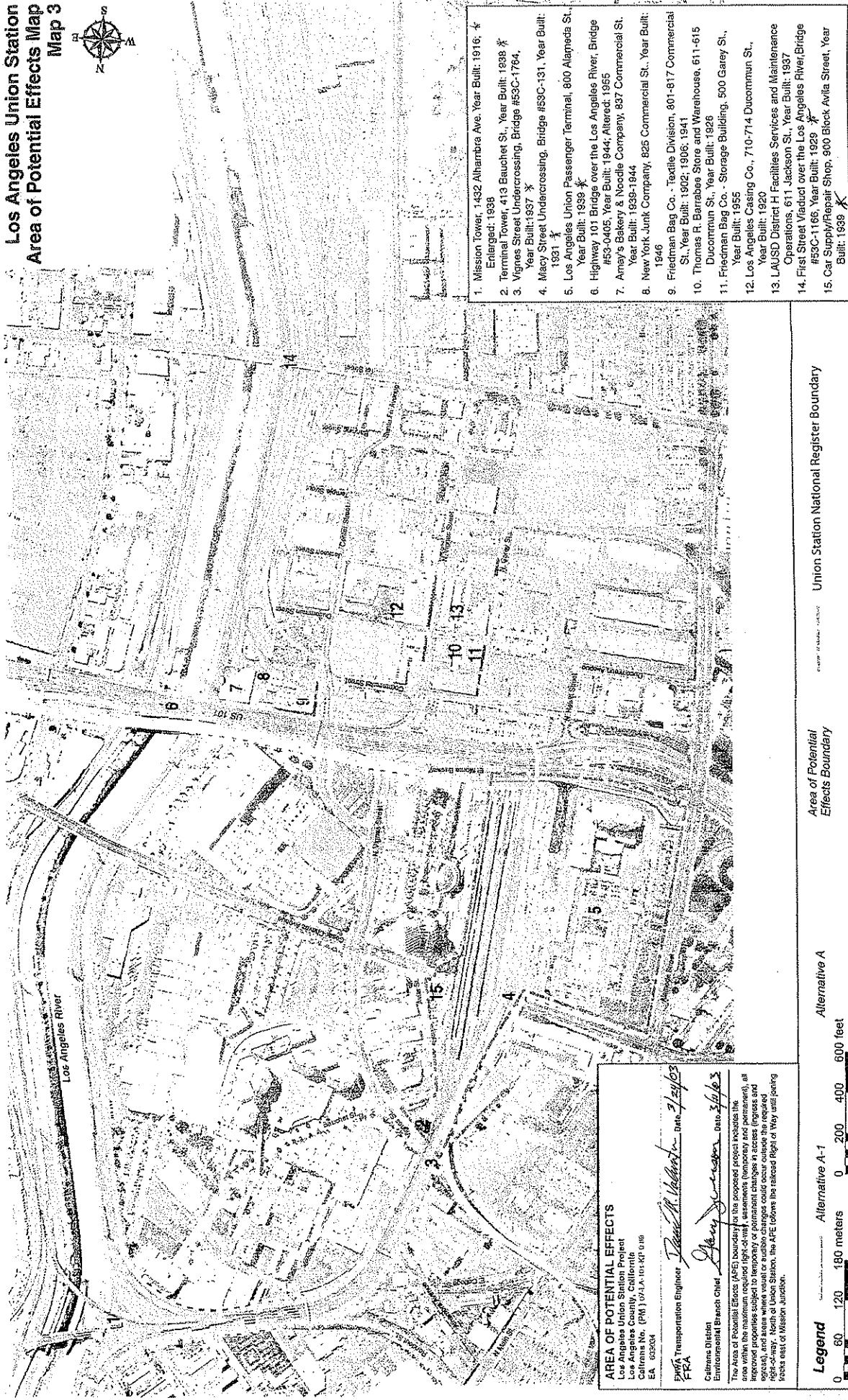
Name	Address/Location	Community	Map Reference Number
Highway 101 Bridge over the Los Angeles River, Bridge #53-0405	Highway 101 crossing the Los Angeles River	Los Angeles	06

***Properties that are Not Eligible for Inclusion in the National Register***

Name	Address/Location	Community	Map Reference Number
163641 Amay's Bakery & Noodle Company	837 Commercial Street	Los Angeles	07
163642 New York Junk Company	622 Frontage Road and 825 Commercial Street	Los Angeles	08
163643 Kahn-Beck Co.; Friedman Bag Company --Textile Division	600-620 Center Street and 801-817 Commercial Street	Los Angeles	09
163644 Thomas R. Barrabee Store and Warehouse	611-615 Ducommun Street	Los Angeles	10
163645 Friedman Bag Company -- Storage Building	500 Garey Street	Los Angeles	11
163646 Los Angeles Casing Company	710-714 Ducommun Street	Los Angeles	12
163647 LAUSD District H Facilities Services and Maintenance Operations	611 Jackson Street	Los Angeles	13

Six (6) properties, which were constructed in 1957 or after, are located within the APE; in accordance with the "Interim Policy for the Treatment of Buildings Constructed in 1957 or Later," none of these appear to be eligible for inclusion in the National Register, are not historical resources under CEQA, and required no further study.

# Los Angeles Union Station Area of Potential Effects Map 3



1. Mission Tower, 1432 Alhambra Ave. Year Built: 1916; \*  
Enlarged: 1938
2. Terminal Tower, 413 Baughet St. Year Built: 1838 \*
3. Vignes Street Undercrossing, Bridge #53C-1764,  
Year Built: 1937 \*
4. Macy Street Undercrossing, Bridge #53C-131, Year Built:  
1931 \*
5. Los Angeles Union Passenger Terminal, 800 Alameda St.,  
Year Built: 1939 \*
6. Highway 101 Bridge over the Los Angeles River, Bridge  
#53-0405, Year Built: 1944; Altered: 1965
7. Amey's Bakery & Needle Company, 837 Commercial St.,  
Year Built: 1939-1944
8. New York Junk Company, 825 Commercial St., Year Built:  
1946
9. Friedman Bag Co., Textile Division, 801-817 Commercial  
St., Year Built: 1902; 1906; 1941
10. Thomas R. Barrabee Store and Warehouse, 611-615  
Ducommun St., Year Built: 1926
11. Friedman Bag Co., Storage Building, 500 Garey St.,  
Year Built: 1955
12. Los Angeles Casing Co., 710-714 Ducommun St.,  
Year Built: 1920
13. LAUSD District H Facilities Services and Maintenance  
Operations, 611 Jackson St., Year Built: 1937
14. First Street Viaduct over the Los Angeles River, Bridge  
#53C-1166, Year Built: 1929 \*
15. Car Supply/Repair Shop, 900 Block Avila Street, Year  
Built: 1969 \*

\* - Eligible Property

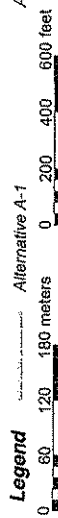
### AREA OF POTENTIAL EFFECTS

Los Angeles Union Station  
Los Angeles County, California  
California No. (PM) 10-1A-101-017-010  
EA 023204

PEWA Transportation Engineer *James R. Valentin* Date: 3/24/03

California District Environmental Branch Chief *Shirley J. ...* Date: 3/16/03

The Area of Potential Effects (APE) boundary in the proposed project includes the area within the maximum required right-of-way, easements (temporary and permanent), all improved properties subject to temporary or permanent changes in access (ingress and egress), and areas where visual or audible changes could occur outside the required right-of-way. North of Union Station, the APE follows the railroad right of way until joining the area west of Mission Junction.



Union Station National Register Boundary

Area of Potential Effects Boundary

Source: City of Los Angeles, 2002; Myra L. Frank & Associates, Inc., 2002-2003.

19-188247

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



P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.parks.ca.gov

January 15, 2004

REPLY TO: FRA031117A

Ronald Kosinski, District Director  
Division of Environmental Planning  
California State Department of Transportation, District 7  
120 S. Spring Street  
Mail Stop #16-A  
LOS ANGELES CA 90012

Re: Historic Property Survey Report and Finding of No Adverse Effect Report for the Los Angeles Union Station Run-Through Tracks Project, Los Angeles, Los Angeles County.

Dear Mr. Kosinski:

Thank you for submitting to our office, on behalf of the Federal Railroad Administration (FRA), your November 3, 2003 letter, Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Historic Property Survey Report (HPSR) and Finding of No Adverse Effect (FNAE) documentation regarding the proposed Los Angeles Union Station Run-Through Tracks Project in the City of Los Angeles, Los Angeles County. FRA, in conjunction with AMTRAK, is proposing to extend the tracks from the existing stub-end tracks at Los Angeles Union Station (Union Station) to provide "run-through" capabilities for four of the ten stub-end tracks at the station. Union Station is listed on the National Register of Historic Places (NRHP).

The extension would involve construction of a railroad bridge span over the El Monte Busway and U.S. 101. The elevated rail structure would continue south then east from U.S. 101, forming an S-curve that would transition to grade and reconnect to the existing Burlington Northern Santa Fe (BNSF) mainline tracks along the west bank of the Los Angeles River, north of the 1<sup>st</sup> Street Bridge. This would allow some of the trains that use Union Station to avoid the current pull-in/back out situation. The project may also require some reconfiguration of the Union Station passenger platforms, changes in pedestrian access at the tunnel level, possibly depressing the baggage handling access road at the south end of the station, ADA improvements to pedestrian ramps and stairways, as well as relocation and installation of utilities. Two alternatives (Alternative A and Alternative A-1) are under consideration for this undertaking. They are described in detail on Page 7 of the HPSR and Page 6 of the FNAE documentation. The proposed Areas of Potential Effects (APEs), as delineated for both proposed alternatives, appear adequate and meet the definition set forth in 36 CFR 800.16(d).

FRA is seeking my comments on its determination of the eligibility of eight (8) pre-1957 architectural properties located within the proposed project APEs for inclusion on the NRHP in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. The HPSR also identified six (6) post-1957 architectural properties within

the project APE and determined them ineligible for inclusion on the NRHP. I do not object to FRA's finding regarding these six (6) post-1957 properties. The HPSR also identified six properties located within the proposed project APEs that are either listed on, or have been determined, by consensus, to be eligible for inclusion on, the NRHP. I have no objection to these properties retaining their current NRHP eligibility status. The documentation also identifies two archeological properties that were located within the project APEs. These properties are:

- CA-LAN-1575/H - a site containing both prehistoric components and extensive historic-era components.
- AE-UPT-01H - an industrial lead track constructed between 1894 and 1906 to serve the no longer extant Maier & Zobelein Brewery which was located at the northwest corner of Commercial and Vignes Streets.

A review of the HPSR leads me to concur with FRA's determination regarding the aforementioned pre-1957 architectural properties:

- <sup>CC9</sup> The Mission Tower located at 1436 Alhambra Avenue is eligible for inclusion on the NRHP at the level of local significance under Criteria A and C as defined in 36 CFR 60.4. The structure has strong associations with the operation and monitoring of train traffic at Union Station and was an integral part of the station's operations in the historic period spanning the years 1916 to 1996. The structure has maintained sufficient integrity of design, materials, workmanship, setting, and feeling associated with its historic period of significance.
- <sup>CC10</sup> None of the remaining 7 pre-1957 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons and are not examples of outstanding architectural or engineering design or function.

Regarding the aforementioned archeological properties I have the following comments:

- **CA-LAN-1575/H -**

I have not found evidence that SHPO concurred with any previous determination of NRHP eligibility for this property. If you have documentation attesting to SHPO concurrence, please provide it as soon as possible. I agree that there is a high potential that portions of this site extend into the current project's APE.

- **Site AE-UPT-01H -**

The documentation states the property appears eligible to the National Register under Criterion D because it may yield information about the materials and location of typical industrial lead tracks associated with a precursor of the AT&SF Railway. The report does not include a research design that explains the information this property may contain, nor does it contain an explanation of why understanding more about materials and location of typical industrial lead tracks is considered important in any specific

163640  
 • 163641  
 • 163642  
 • 163643  
 • 163644  
 • 163645  
 • 163646  
 • 163647

historic context. Absent this information, I at this time unable to concur in this eligibility determination.

FRA is also seeking my comments on its determination of the effects the proposed project alternatives will have on historic properties in accordance with 36 CFR 800. My review of the submitted FOE documentation leads me to concur with FRA on the following:

- The proposed project alternatives, as described, would have no adverse effect on the following National Register-eligible architectural properties:
  - Los Angeles Union Station
  - Los Angeles Union Station Tower (Terminal Tower)
  - Macy Avenue/Cesar Chavez Avenue Bridge
  - Vignes Street Bridge
  - 1<sup>st</sup> Street Viaduct
  - Mission Tower
  - Car Supply/Repair Shop
  - AT&SF Railway Redondo Junction Master Mechanic & Locomotive Supervisors Offices

The proposed project alternatives will not significantly alter or change those characteristics that qualify these properties for inclusion on the NRHP. In addition, numerous alterations that have occurred at Union Station as a result of the El Monte Busway Extension project in 1987 and the Metro Rail Line project in 1991 have introduced elements that have slightly altered the property's historic design, materials, and setting associated with its 1939 appearance. It is these modified elements that the proposed project is designed to have the greatest impact on.

The FOE documentation concludes there is a high potential that CA-LAN-1575/H, AE-UPT-01, and possibly other as yet unknown archaeological deposits may all be subject to adverse effects during construction of this undertaking. It does appear that there is a potential for an adverse effect to these properties should they be determined or considered National Register eligible. The report proceeds to recommend measures to mitigate the prospective adverse effect of this undertaking. It recommends preparing a *Project Treatment Plan for Historic Properties Discovered during Project Implementation* that will discuss how FRA will resolve any adverse effects upon newly discovered properties that may be historic during the implementation of the project. I would like to review this document as part of our Section 106 consultation. The FOE identifies six mitigation measures that could be included in an MOA. I recommend these mitigation measures be addressed in the proposed Treatment Plan. The specific details of mitigation measure CR-1 (how and when archaeological resources will be identified, evaluated, and treated) are crucial to appropriate compliance with Section 106 of the National Historic Preservation Act. Other mitigation measures suggest avoidance will be considered. If identification and evaluation of historic properties will truly proceed apace with construction, it seems that avoidance is not a realistic option. The proposed Treatment Plan should discuss only reasonable options to mitigate adverse effects to prospective historic properties within the APE for this undertaking.

FRA has indicated on Pages 12 and 13 of its HPSR that it has held scoping meetings with, and written letters to, local government agencies and interested parties in period dating from June 2002 to January 2003. As of September 2003, FRA received no written responses to its letters from the interested parties listed on the aforementioned pages of the HPSR. It is unclear whether this lack of written responses to FRA's letters constitutes the full range of possible responses from interested parties that would verify their concurrence or non-concurrence with the project and its potential effects on historic properties. Please provide, at your earliest possible convenience, any additional evidence or information that would convey the views of the aforementioned interested parties about the proposed project and its impact on historic properties.

Thank you again for seeking my comments on your project. If you have any questions, please contact staff historian Clarence Caesar by phone at (916) 653-8902, or by e-mail at [ccaes@ohp.parks.ca.gov](mailto:ccaes@ohp.parks.ca.gov).

Sincerely,



Dr. Knox Mellon  
State Historic Preservation Officer



# JACKSON BUS TERMINAL/ 410 CENTER STREET

**Update DPR (2017)**

## **Attachments**

Records Search: DPR (2014)

## CONTINUATION SHEET

Page 1 of 2 \*Property Name: Jackson Bus Terminal; 410 Center Street

\*Recorded by Margaret Roderick, ICF \*Date September 29, 2017 \*Update

**Address:** 410 Center Street, Los Angeles, CA 90012

**Assessor's Parcel Number:** 5173-621-905

**Present Use:** LACMTA Center/Jackson Bus Terminal

**Historic Name:** Manley Oil Company/ Southern California Gas Company (demolished)

**Current Owner:** LACMTA, One Gateway Plaza, Los Angeles, CA 90012-2952

### **B10. Significance Updated:**

410 Center Street was previously surveyed in 2014 for the Metro Operations Control Center Project and was assigned a California Historic Resource Code of 6Z- "Determined ineligible for NR, CR, or Local Listing as a result of survey evaluation." At that time, the building was evaluated for the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).

A site visit was conducted on September 27, 2017 to verify existing conditions of the resource located at 410 Center Street. Earlier evaluations for the parcel identify it as the Manley Oil Company/ Southern California Gas Company. However, all resources associated to those entities appear to have been demolished, and the property is presently the Los Angeles County Metropolitan Transit Authority (LACMTA) Center/ Jackson Bus Terminal. Otherwise, the previous survey information recorded on the attached DPR form, including its State Historical Resource Status Code, remains accurate. No new information indicating a demonstrable potential for historic significance is present that would warrant the revaluation of this property. Applying the criteria outlined in Section 5024.1 of the California Public Resources Code, 410 Center Street is not a historical resource for the purposes of CEQA under any of the definitions in Section 15064(a) of the CEQA Guidelines, and the property retains its 6Y status code.

**Survey Type:** Intensive level survey

**Report Citation:** Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.



North and west elevations of 410 Center Street. View: SW. Photo: ICF, September 25, 2017.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 410 Center Street

**P1. Other Identifier:** Southern California Gas Ducommun Street Plant

**\*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: Los Angeles

Date: 2012 T ; R ; ¼ of ¼ of Sec ; B.M.

c. Address: 410 Center Street

City: Los Angeles, CA

Zip: 90012

d. UTM: Zone: 11S; 386380 mE/ 3768553 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 270 feet  
Southeast corner of Center Street and Ducommun Street. Assessor's Parcel Number 5173-021-905.

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The property is enclosed by a brick fence and is the former site of the Southern California Gas Company's Ducommun Street Plant and the Ducommun Street Compressor Station. The majority of the site has been cleared and is covered with an asphalt-paved parking lot that is used for bus parking. At the northwest corner of the lot, there is a two-story, rectangular, brick industrial building. The building is approximately seven bays long by one bay wide, and is oriented along Ducommun Street. The south side of the building faces the parking lot. The center portion of the south side is sided with horizontally-grooved metal and contains a large garage door at the ground floor and industrial windows in the upper story. The end portions of the building are brick, and contain man doors and industrial windows in the first and second stories. The east side of the building is also enclosed in the yard, and contains a single garage door. The north and west sides of the building are incorporated into the perimeter brick wall that surrounds the yard. The north wall contains a narrow row of windows, and the west wall is blank.

**\*P3b. Resource Attributes:** (List attributes and codes) HP8—Industrial Building. HP46—Walls.

**\*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 #) Brick Industrial Building at 410 Center Street, View Northwest, October 16, 2013

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

Prehistoric  Both  
Ca. 1957 (LAT 1956, 1957)

**\*P7. Owner and Address:**

Los Angeles County Metropolitan Authority  
1 Gateway Plaza  
Los Angeles, CA 90012

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

M.K. Meiser, M.A.  
Marc A. Beherec, Ph.D., RPA  
AECOM  
515 S. Flower St., 8th Floor  
Los Angeles, CA 90071

**\*P9. Date Recorded:** August 7, 2014

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

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

Marc A. Beherec, M.K. Meiser, Linda Kry, and Angela H. Keller. 2014. Cultural Resources Assessment for the Metro Operations Control Center Project, Los Angeles, California. Los Angeles: AECOM.

**\*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

Page 2 of 3

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) 410 Center Street

**B1. Historic Name:** Southern California Gas Company Ducommun Street Plant.

**B2. Common Name:** 410 Center Street.

**B3. Original Use:** Site was used to pump natural gas into distribution pipes; exact purpose of building is unknown, but it was an ancillary building to the main plant structures, which have been removed.

**B4. Present Use:** County offices.

\***B5. Architectural Style:** Utilitarian Industrial.

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

In 1956-1957, the Southern California Gas Company's Ducommun Street Compressor Station was leveled, and an entirely new facility built on the site (LAT 1956, 1957). This building dates to that 1957 rebuilding. At an unknown later date, all the buildings and structures at the site, with the exception of this building and the brick wall which surrounds the site, were demolished. The building appears to have several post-construction modifications, including a bricked-up doorway in its north wall to Ducommun Street and a bricked-up window in its west wall facing Center Street, but these cannot be dated with certainty.

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

\***B8. Related Features:** A brick fence of poor integrity bounds this parcel and adjacent assessors parcels 5173-021-903 and 5173-021-906 on the north and west. Cinder block and metal fencing of an apparently later date bounds the south and east. The brick portion of the fence appears to date to the 1956-1957 building period.

**B9a. Architect:** Allison and Rible (George B. Allison & Ulysses Floyd Rible)

**B9b. Builder:** Guy T. Martin & Co., Inc.

\***B10. Significance:** Theme Energy/Utilities Area Los Angeles

**Period of Significance** c. 1957 **Property Type** Industrial **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The building and perimeter wall date to the late 1950s, and are associated with the reconstruction of the Southern California Gas Company's Ducommun Street compressor plant in 1957. This building and perimeter wall appear to be ancillary structures to the main plant structures, which have been removed, and do not have a level of significance to meet NRHP Criterion A or CRHR Criterion 1. The structures have no known associations with important historical figures; therefore, they do not meet NRHP Criterion B or CRHR Criterion 2. These utilitarian structures do not exhibit any architectural significance, as they are simplistically designed and recently altered, and do not represent the work of a master or any unique materials or workmanship; therefore, they do not meet NRHP Criterion C or CRHR Criterion 3. These resources are mid-20th century standing structures and do not have the potential to yield important archaeological information; therefore, they do not meet NRHP Criterion D or CRHR Criterion 4. It is not eligible for the NRHP or CRHR.

**B11. Additional Resource Attributes:** (List attributes and codes) HP8—Industrial Building. HP46—Walls.

\***B12. References:**

Los Angeles Times (LAT).

1956 Big Project Announced: New \$5,000,000 Facility Slated by Gas Company. 29 April: E1.

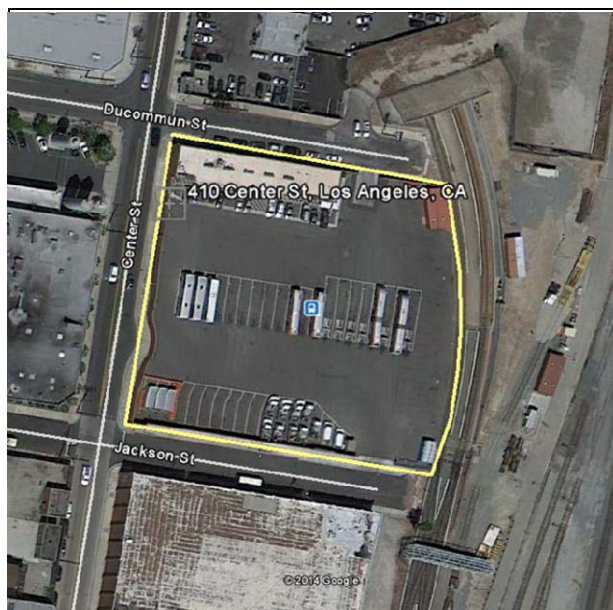
1957 Open House Event Planned for New Gas Company Plant. 9 June: G14.

**B13. Remarks:**

\***B14. Evaluator:** M.K. Meiser, M.A.

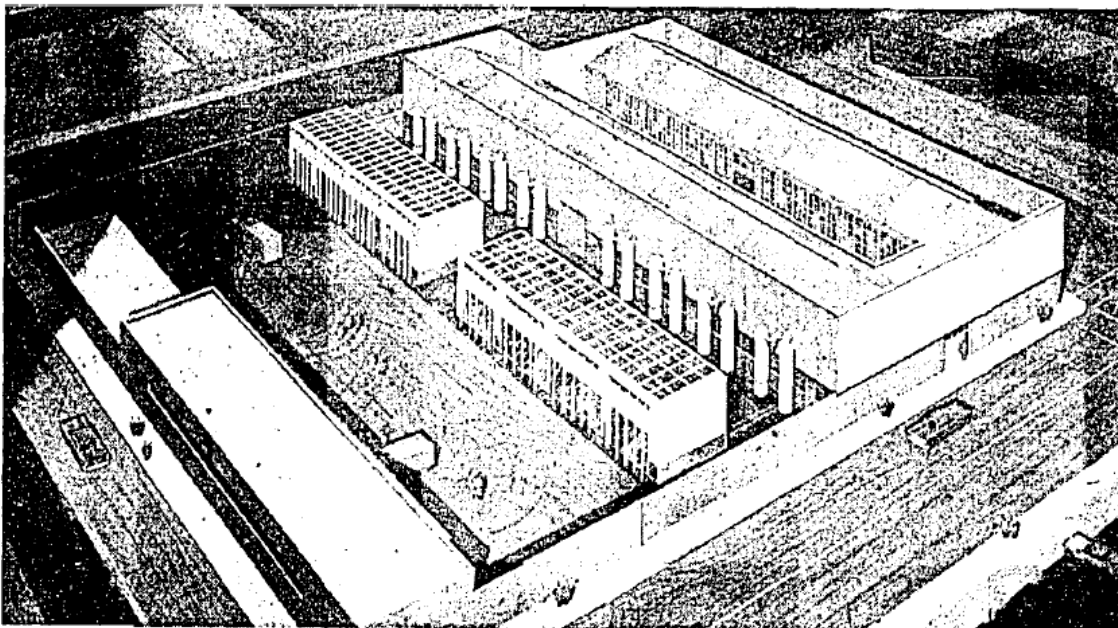
\***Date of Evaluation:** August 7, 2014

(This space reserved for official comments.)





410 Center Street and Brick Wall, View Southeast.



**IMPROVEMENT PROGRAM** – Architect's sketch above, depicts Southern California Gas Co.'s Ducommun St. compressor station as it will look on com-

pletion of \$5,000,000 modernization program. Consulting architects for project are Allison & Ribble. Engineering and construction by Guy T. Martin & Co.

The Ducommun Street Plant (including 410 Center Street) in an architect's conceptual sketch (LAT 1956). The evaluated building is in the lower left hand corner.



# NEWLY EVALUATED, INELIGIBLE

## **DPR (2017)**

100-120 Santa Fe Avenue

749 Temple Street

740-750 Jackson Street

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

Other Listings  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 6

\*Resource Name or #: (Assigned by recorder) 100-120 N Santa Fe Ave

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_;  of  of Sec \_\_\_\_\_ B.M.

c. Address 100-120 N Santa Fe Avenue City Los Angeles Zip 90012

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

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

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

The property at 100-120 North Santa Fe Avenue is a rectangular-plan single story, flat-roofed structure. The west (main) elevation faces Santa Fe Avenue, is clad in a combination of brick and plaster and features a number of large multi-panel windows, two roll-up industrial doors, and a number of single doors. The northern portion of this façade is slightly set back from the rest. This portion of the main façade features a double glass-door and a fixed window. Four small round windows are also featured beneath the roofline on this portion of the façade. The north elevation faces Banning Street, is clad in bricks and features a combination of large and small fixed-windows one of which exhibits security bars. The east elevation faces Center Street, is clad in bricks and features one single industrial door, one small and several medium sized fixed-windows. The southern portion of this façade is slightly set back and partially obstructed by a security fence. This section of the elevation features two roll-up industrial doors and a number of multi-panel windows, one of which has been filled-in by red bricks. The south elevation faces the 1<sup>st</sup> Street Bridge, is clad in bricks and features a single door with a screen security door as well as a number of large multi-panel windows.

\*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.)

P5b. Description of Photo: (view, date, accession#) Overview of the main façade. View to East. ICF, 2017.

P6. Date Constructed/Age and Source:  Historic  Prehistoric

Both

1937 (Tax Assessor)

\*P7. Owner and Address:

Aileen LLC (Same address)

\*P8. Recorded by: (Name, affiliation, and address) Salli Hosseini M.A.H.P. ICF, 601 W 5<sup>th</sup> Street, Suite 900 Los Angeles, CA 90071

\*P9. Date Recorded:

09/26/2017

\*P10. Survey Type: (Describe)

Intensive

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



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

Metro Division 20 Turnaround Facility: Cultural Resources Memorandum

\*Attachments:  NONE  Location 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**

\*Resource Name or # (Assigned by recorder) 100-120 N Santa Fe Ave \*NRHP Status Code 6Z

Page 2 of 6

B1. Historic Name: N/A

B2. Common Name: 100-120 N Santa Fe Ave

B3. Original Use: Warehouse B4. Present Use: Live/Work Loft Space

\*B5. Architectural Style: Vernacular Moderne

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

The property was originally constructed in 1937 as a one-story, 100'x 120' building clad in grout lock bricks, featuring a composition roof (Permit No. 21464). In 1938, a one-story, 107'x 80' building clad in reinforced bricks, featuring a composition roof was added to the original building. The architect was Charles F. Plummer and J.J. Rees was the contractor (Permit No. 37668). The property was subject to undisclosed alterations in 1958 (Permit No. 99076). The original (1937) section of the building was re-roofed in 1964 (Permit No. 58880) and the 1938 section was re-roofed in 1965 (Permit No. 03475). The door opening was enlarged in 1969 (Permit No. 85745). In 1982, a non-bearing partition wall was added in an undisclosed location of the building (Permit No. 39076). The property was converted from an office and warehouse to 8 artist residence joint live work units in 2006 and underwent structural upgrades (Permit No. 05195). In 2008, the building was subject to interior demolition (Permit No. 02474). The building was subject to re-roofing and an HVAC addition in 2014 (Permit No. 09368 and 08846).

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

\*B8. Related Features: None

B9a. Architect: Don Hall McCreery (Engineer) b. Builder: N/A

\*B10. Significance: Theme: Light Industrial/Commercial Development Area: Los Angeles

Period of Significance 1937-1938

Property Type Industrial

Applicable Criteria N/A

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

The property at 100-120 N Santa Fe Ave is not eligible for the CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

The Los Angeles Conservancy has written the following context on the development of Los Angeles' Arts District (2013):

During the mid-19<sup>th</sup> century, the area currently known as LA's Arts District was covered in vineyards. Shortly after, agriculture became the area's main industry and to serve the growing industry's shipping needs, railroads and manufacturing emerged as did transportation and industrial development. (See Continuation Sheet)

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

\*B12. References:

See Continuation Sheet- Page 4

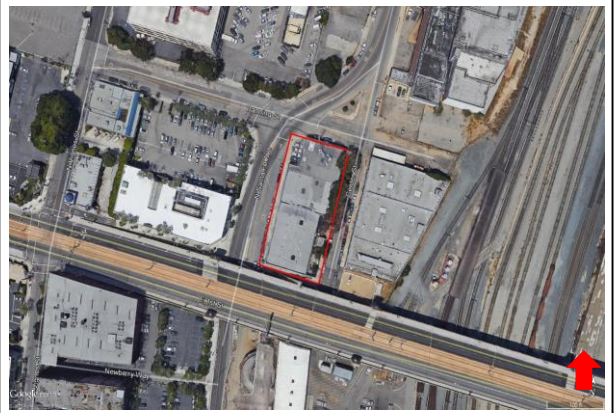
B13. Remarks:

\*B14. Evaluator: Salli Hosseini, M.A.H.P.

\*Date of Evaluation: 09/26/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



## CONTINUATION SHEET

Property Name: 100-120 N Santa Fe Ave

Page 3 of 6

### Continued from \*B10. Significance:

Previously, only local railroads served the Los Angeles area, however, in 1876, the arrival of the Southern Pacific Railroad from San Francisco connected Los Angeles with the transcontinental railroad. In 1885, the Atchison, Topeka, and Santa Fe Railroad arrived near Los Angeles. And in 1905, the arrival of the Union Pacific made Los Angeles a western terminus of three major transcontinental railroads. Consequently, all three railroads began constructing rail yards, depots, warehouses and transportations buildings in and around today's Arts District.

Around the turn of the 20<sup>th</sup> century, the railroads eroded some of the area's agricultural land. Nonetheless, in comparison with the rest of downtown Los Angeles, particularly the residential and commercial developments west of Main Street, Arts District still had a rural feel. By the early 20<sup>th</sup> century, while there were a small number of residential districts in the area, Arts District was primarily home to manufacturing businesses including bakery products, women's clothing, foundry and machinery goods, automobile parts, furniture and printing and publishing materials. By 1922, the City's move to re-zone downtown Los Angeles from mixed use to primarily manufacturing, retail, and office use solidified the Arts District as an industrial center.

In 1937, the subject property was constructed for E.H. Stevenson for use as a warehouse and office.

By the end of World War II as industrial needs evolved and manufacturing plants grew larger in size, the small parcels in the area forced companies to purchase several adjacent parcels to build larger plants. While the difficulty of property acquisition forced some companies to cities of Commerce and Vernon, the Arts District remained occupied by various industries.

Sanborn Fire Insurance maps of the area from 1955 confirm the industrial use of the Arts District during that time. The majority of the parcels surrounding the subject property housed various warehouses ranging from electric supply businesses to cold storage and auto garages. The same map reveals the subject property functioned as an electric supplies warehouse.

### Ownership and Use

The property was originally owned by E. H. Stevenson in 1937 (Permit No. 21464). Multiple building permits reveal the subject property was built and used as a warehouse and remained under Mr. Stevenson's ownership until 1982. In 1982, the property was under the ownership of Shipman/Ward Inc. (Permit No. 39076). Multiple newspaper advertisements reveal the property functioned as a warehouse store for Office Products Centers in 1986 (LA Times, 1986a: 386, 1986b:74). An employment advertisement reveals the property functioned as a printing center in 1996 (LA Times, 1996: 115). Following, the property was owned by Sogo Hotel LLC. in 2006 and converted to use as 8 artist residence joint live work units (Permit No. 05195). In 2008, the property was under the ownership of Santa Fe and Center Loft Association (Permit No. 02474). The property was owned by Aileen LLC. in 2014 (Permit No. 09368 and 08846).

## CONTINUATION SHEET

Property Name: 100-120 N Santa Fe Ave

Page 4 of 6

### Significance Evaluation

Under CRHR Criteria 1, the property at 100-120 N Santa Fe Ave does not have specific important associations with historic events, patterns, or trends of development. The building originally functioned as a warehouse and office that was later converted to several live/work spaces. Archival research did not reveal any significant information on the association of the subject property to the area's transition from an industrial neighborhood to the Arts District. As such, the property at 100-120 N Santa Fe Ave does not appear eligible under CRHR Criteria 1.

Under CRHR Criteria 2, the property at 100-120 N Santa Fe Ave does not share significant association with the lives of persons important to history. Archival research revealed the original owner as E. H. Stevenson who used the property as a warehouse/office. Archival research did not reveal further information on E. H. Stevenson. Building development research revealed other property owners as Shipman/Ward Inc. (1982), Sogo Hotel LLC. (2006), Santa Fe and Center Loft Association (2008), and Aileen LLC. (2014). Archival research did not reveal any significant information on the property owners or occupants over the years. As such, the property at 100-120 N Santa Fe Ave does not appear eligible under CRHR Criteria 2.

Under CRHR Criteria 3, the property at 100-120 N Santa Fe Ave does not appear eligible. The property is a typical example of a 1930s Vernacular Moderne industrial building. Additionally, building development research revealed that the property has been subject to at least one major addition and several modifications since the original construction in 1937. In 1938, a one-story, 107'x 80' building clad in reinforced bricks, featuring a composition roof was added to the original building. The property was subject to undisclosed alterations in 1958, the original (1937) section of the building was re-roofed in 1964, and the 1938 addition was re-roofed in 1965. In 1982, a non-bearing partition wall was added in an undisclosed location of the building, and in 2006, the property was converted from an office and warehouse to 8 artist residence joint live work units. Finally, the building was subject to interior demolition in 2008 and was re-roofed in 2014. Furthermore, as revealed during the property survey, the building has been subject to additional alterations; a number of doors and windows on the main façade have been filled in. Building development research revealed the engineer of the original 1937 building as Don Hall McCreery and the architect of the 1938 addition as Charles F. Plummer. Archival research did not reveal Mr. McCreery as a master engineer. Although Mr. Plummer was an established Los Angeles Architect, archival research did not reveal the addition to the subject property as one of his master designs. Regardless, the original building as well as the addition designed by Mr. Plummer has been so heavily modified that it can no longer convey its original design. As such, the property at 100-120 N Santa Fe Ave does not appear eligible under CRHR Criteria 3.

The property at 100-120 N Santa Fe Ave does not appear to be eligible for the CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

#### **Continued from \*B12. References:**

Building Permits. 1937-2014. Accessed September 25, 2017. <http://ladbsdoc.lacity.org/>. Search for "120 Santa Fe".

PCAD. 2015. Pacific Coast Architecture Database. Accessed September 28, 2017. <http://pcad.lib.washington.edu/person/417/>

Los Angeles Conservancy. 2013. The Arts District. History and Architecture in Downtown L.A. Endings and Beginnings: A History of Change in Downtown L.A.'s Arts District. Pages 1-3. Accessed September 28, 2017. [https://www.laconservancy.org/sites/default/files/files/documents/ArtsDistrict\\_Booklet\\_LR.pdf](https://www.laconservancy.org/sites/default/files/files/documents/ArtsDistrict_Booklet_LR.pdf)

## CONTINUATION SHEET

Property Name: 100-120 N Santa Fe Ave  
Page 5 of 6

Sanborn Fire Insurance Maps. 1955. Volume 3. Sheet 278. Accessed at the Los Angeles Public Library website.

ZIMAS. 2017. Accessed September 22, 2017. <http://zimas.lacity.org/>. Search for "120 Santa Fe Ave".

Los Angeles Times.

1986a. Sales Advertisement. October 25, 1986. Page 386.

1986b. Sales Advertisement. December 5, 1986. Page 74.



Overview of north elevation. View to south. ICF, 2017.



Overview of east elevation. View to west. ICF, 2017.

## CONTINUATION SHEET

Property Name: 100-120 N Santa Fe Ave  
Page 6 of 6



Overview of south-east elevation. View to north-west. ICF, 2017.

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 5 \*Resource Name or #: (Assigned by recorder) 749 E. Temple Street

P1. Other Identifier: 749 E. Turner Street

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_ ; R \_\_\_\_\_ ;  of  of Sec \_\_\_\_\_ ; \_\_\_\_\_ B.M.

c. Address 749 E. Temple Street City Los Angeles Zip 90012

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

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

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

The building at 749 E Temple Street (subject property) is a one-story brick structure with a flat roof. The south (main) elevation faces East Temple Street and features a large double glass-door flanked by glass panels. The east elevation faces Center Street and features five large multi-panel windows and a roll-up industrial door exhibiting security bars. The west elevation faces a private parking area and is partially visible from the public right-of-way. This elevation features three single doors. The north elevation is not visible from the public right-of-way.

\*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.)

P5b. Description of Photo: (view, date, accession #) Overview of south-east corner. View to north-west. ICF, 2017.

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric

Both

1929 (Tax Assessor)

\*P7. Owner and Address:

Cheng, Jilai et al.

(Same address)

\*P8. Recorded by: (Name, affiliation, and address) Salli Hosseini M.A.H.P.

ICF, 601 W 5<sup>th</sup> Street, Suite 900

Los Angeles, CA 90071

\*P9. Date Recorded:

09/26/2017

\*P10. Survey Type: (Describe)

Intensive

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



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

Metro Division 20 Turnaround Facility: Cultural Resources Memorandum

\*Attachments:  NONE  Location 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**

\*Resource Name or # (Assigned by recorder) 749 E. Temple Street \*NRHP Status Code 6Z

Page 2 of 5

B1. Historic Name: 749 E. Turner Street

B2. Common Name: 749 E. Temple Street

B3. Original Use: Unknown B4. Present Use: Commercial

\*B5. Architectural Style: Interwar light industrial

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

The property was originally constructed in 1929 (Los Angeles County Assessor, Permit No. 21317). The building was originally a wood-frame structure with brick exterior walls and composition roofing on wood sheathing (Permit No. 21317). In 1987, the building was in use as an auto repair shop and featured a "wood roof" (Permit No. 79289). An addition to the building took place in 1988 (Permit No. 03644). Survey of the subject building revealed further alterations to the exterior. On the main façade, the original windows flanking the main entrance have been boarded up and no longer function as windows. On the east façade, two of the large windows have been boarded up and covered by plaster. The west façade is partially visible from the public right-of-way and features non-original doors.

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

\*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown

\*B10. Significance: Theme: Automobile Production Area: Los Angeles

Period of Significance 1929 Property Type Industrial Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 749 E Temple Street does not appear to be eligible for the CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

SurveyLA provides the following context on automobile production in Los Angeles (LSA Associates, Inc., 2011):

During the mid-20<sup>th</sup> century, second to Detroit, Los Angeles County was the largest manufacturing center for automobiles on the west coast. Rapid growth in the city's population, an increase in automobile ownership, and the support of the Southern California Automobile Club and the Los Angeles Chamber of Commerce, as well as road improvements led to the industry's growth. (See Continuation Sheet)

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

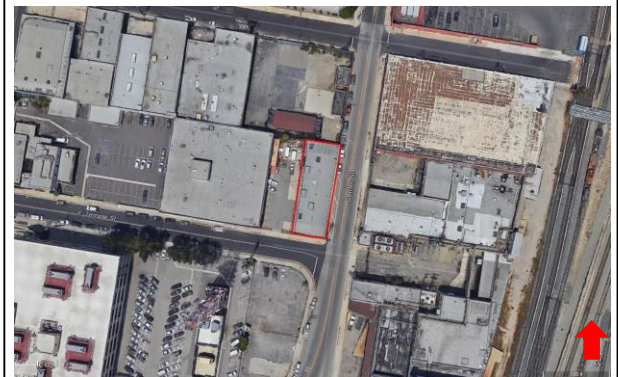
\*B12. References:  
See Continuation Sheet- Pages 4-5

B13. Remarks:

\*B14. Evaluator: Salli Hosseini, M.A.H.P.  
\*Date of Evaluation: 09/26/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



## CONTINUATION SHEET

Property Name: 749 E. Temple Street  
Page 3 of 5

### Continued from \*B10. Significance:

The earliest automobile manufacturers in Los Angeles were in the form of small factories that utilized a combination of locally and nationally produced parts to produce several hundred automobiles per year. By 1910, auto manufacturing had become the sixth leading product in the country. Among the first national manufacturers to open plants in Los Angeles was Ford Motor Company. The factory was located near West 12<sup>th</sup> Street and South Olive Street though has since been demolished.

Los Angeles County's population nearly doubled between 1919 and 1929. During the same period, the number of registered vehicles increased from 141,000 to 777,000. In 1929, there were two cars for every five people in Los Angeles, making Los Angeles the only city in the world with more cars per capita. As a result, Los Angeles had become an ideal place to open automobile factories.

In 1929, the subject property was constructed as a factory conducting general machine business by Los Angeles Engine Works. (Permit No. 21317 and Historic Record Company, 1915:636)

During the 1920s and 1930s, most of the large automobile plants were located on the outskirts of the city. Among those plants were the Ford Motor Company in Long Beach (1931) and the Studebaker plant in the Vermont Central Manufacturing District (1935). Smaller factories continued to produce automobile parts mostly in the industrial areas of South Los Angeles.

Sanborn Fire Insurance maps of the area from 1953 confirm the industrial use of the Arts District during that time. The majority of the parcels between Jackson Street and what was at the time Turner Street (currently Temple Street) housed various manufacturing businesses conducting assembly, storage and manufacturing electric equipment businesses. The same map reveals the subject property housed a 'machine shop'.

### Ownership and Use

The property was originally owned by Los Angeles Engine Works and functioned as a factory (Permit No. 21317). Archival research revealed the factory conducted general machine business (Historic Record Company, 1915:636). Sanborn Fire Insurance maps from 1953 reveal the property was in use as a "machine shop" at the time. The property was owned by Theodore J. Westland and functioned as a machine shop in 1964 (Permit No. 84898). Later, Mrs. Ellen Westland owned the property from 1987 until 1996 while it was in use as an auto repair shop (Permit No. 79289 and 55145).

## CONTINUATION SHEET

Property Name: 749 E. Temple Street  
Page 4 of 5

### Significance Evaluation

Under CRHR Criteria 1, the property at 749 E. Temple Street does not have specific important associations with the development of Los Angeles' automobile manufacturing. While the subject property was originally owned and operated by Los Angeles Engine Works, it was not revealed as one of the well-known small factories in the area. Archival research revealed the small auto factories were mostly located in the south section of Los Angeles. Additionally, research revealed that small auto factories were the bone of the auto industry in Los Angeles prior to 1910. The subject property was constructed in 1929, well beyond the importance of small local factories. During the 1920s and 1930s, the auto factories had shifted to larger national factories that operated plants on the outskirts of Los Angeles. Regardless, archival research did not reveal Los Angeles Engine Works as one of the leading auto manufacturing companies. As such, the property at 749 E. Temple Street is not eligible under CRHR Criteria 1.

Under CRHR Criteria 2, the property at 749 E. Temple Street does not share significant association with the lives of persons important to history. Archival research revealed the original property owner as LA Engine Works in 1929. The president of LA Engine Works was Edward McKain who established the McKain Manufacturing Company for manufacturing mill machinery and employed 35 people. (Historic Record Company, 1915:636) The property was later under the ownership of the Westland family from 1964 until 1996. Archival research did not reveal any significant information on LA Engine Works, Edward McKain, or the Westland family. As such, the property at 749 E. Temple Street does not appear eligible under CRHR Criteria 2.

Under CRHR Criteria 3, the property at 749 E. Temple Street is not eligible. The property is a typical example of a 1920s light industrial building type with no discernible architectural style. Additionally, building development research revealed that the property has been subject to at least one addition since the original construction in 1929. An addition to the building took place in 1988. Furthermore, as evident during the survey, a number of alterations have taken place to the building exterior; on the main façade, the original windows flanking the main entrance have been boarded up and no longer function as windows. On the east façade, two of the large windows have been boarded up and covered by plaster. The west façade features non-original doors. Building development research did not reveal the architect or builder. Regardless, the building has been so heavily modified that it can no longer convey its original design. As such, the property at 749 E. Temple Street is not eligible under CRHR Criteria 3.

The property at 749 E Temple Street does not appear to be eligible for the CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

#### **Continued from \*B12. References:**

Building Permits. 1929, 1987-1996. Accessed September 25, 2017.  
<http://ladbsdoc.lacity.org>. Search for "749 E. Temple".

Historic Record Company. 1915. A History of California and an Extended History of Los Angeles and Environs. Volume III. Los Angeles, CA. Accessed on November 8, 2017. Page 636.

Los Angeles Conservancy. 2013. The Arts District. History and Architecture in Downtown L.A. Endings and Beginnings: A History of Change in Downtown L.A.'s Arts District. Pages 1-3. Accessed September 28, 2017.  
[https://www.laconservancy.org/sites/default/files/files/documents/ArtsDistrict\\_Booklet\\_LR.pdf](https://www.laconservancy.org/sites/default/files/files/documents/ArtsDistrict_Booklet_LR.pdf)

LSA Associates, Inc. 2011. Draft Historic Context Statement. SurveyLA Industrial Development. August 26, 2011. 137-138.

## CONTINUATION SHEET

Property Name: 749 E. Temple Street  
Page 5 of 5

Sanborn Fire Insurance Maps. 1953. Volume 3. Sheet 281. Accessed at the Los Angeles Public Library website.

ZIMAS. 2017. Accessed September 22, 2017. <http://zimas.lacity.org/>. Search for "749 Temple St".



Overview of south-west corner. View to north-east. ICF, 2017.



Overview of east elevation. View to south-west. ICF, 2017.

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code 6Z

Other Listings  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

\*Resource Name or #: (Assigned by recorder) 740-750 Jackson Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_ ; R \_\_\_\_\_ ;  of  of Sec \_\_\_\_\_ B.M.

c. Address 740-750 Jackson Street City Los Angeles Zip 90012

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

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

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

The property at 740-750 Jackson Street contains three rectangular-plan buildings that are only partially visible from the public right-of-way. The building oriented east-west is not visible from the public right-of-way, but appears to feature a side-gable roof from Bing Maps. The other two buildings are oriented north-south; one of which is a one-story, flat-roof, concrete-block structure that is blocked by a corrugated metal wall. Only the top portion of this building's east façade is visible from the public right-of-way. The other building is a one-story brick structure and its only visible façade is the east façade facing Center Street which features no fenestration.

\*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.)

P5b. Description of Photo: (view, date, accession #) Oblique view of property. Bing Maps, 2017.

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric

Both

1949, 1952 (Tax Assessor),  
1962 (Building Permits)

\*P7. Owner and Address:

Arts District Crossing  
Owner LLC (Same address)

\*P8. Recorded by: (Name, affiliation, and address) Salli Hosseini M.A.H.P.  
ICF, 601 W 5<sup>th</sup> Street, Suite 900  
Los Angeles, CA 90071

\*P9. Date Recorded:

09/26/2017

\*P10. Survey Type: (Describe)

Intensive

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



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

Metro Division 20 Turnaround Facility: Cultural Resources Memorandum

\*Attachments:  NONE  Location 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**

\*Resource Name or # (Assigned by recorder) 740-750 Jackson Street \*NRHP Status Code 6Z

Page 2 of 6

- B1. Historic Name: N/A
- B2. Common Name: 740-750 Jackson Street
- B3. Original Use: Unknown B4. Present Use: Unknown
- \*B5. Architectural Style: Unknown
- \*B6. Construction History: (Construction date, alterations, and date of alterations)

The parcel was under the ownership of Defense Plant Corporation, part of Southern California Gas Company from 1942 to 1945 (Permit No. 16029). Building records are not available from 1945 until 1952. Historic aerial photographs of the property from 1952 reveal dramatic change on the parcel compared to 1948 photographs; by 1952 all previous buildings on the parcel were replaced. Sanborn Fire Insurance maps of the property from 1953 confirm this change and reveal three buildings on the parcel, two of which are the concrete-block and the brick building dating to 1949 and 1952. The third building shown on the 1953 maps was demolished in 1962 (Permit No. 4675). Building development research suggests the property was subject to new ownership and use in 1962 as part of which several changes took place; the gable building was constructed by S.B. Barnes and Associates (Permit No. 15857), the parking layout was reconfigured (Permit No. 13322, 4271) and a shade cover was added over the parking (Permit No. 13330). A sketch plan of the parcel confirms the two brick structures at that time and the construction of the 1962 gable building. One brick and one steel structure were also present on the parcel at the time that have since been demolished (Permit No. 15857).

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

\*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

\*B10. Significance: Theme: Industrial Development Area: Los Angeles

Period of Significance 1949-1962 Property Type Cold Storage Warehouse Applicable Criteria N/A  
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 740-750 Jackson Street is not eligible for CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

See Continuation Sheet.

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

\*B12. References:

See Continuation Sheet- Page 5

B13. Remarks: The property has not been identified as a historic resource by SurveyLA.

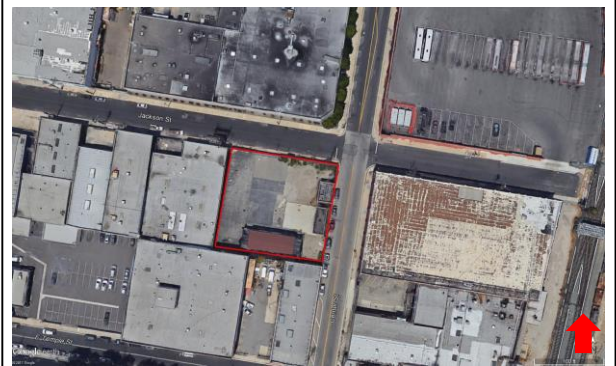
The property could not be surveyed from the public right-of-way as it is blocked off by corrugated metal walls.

\*B14. Evaluator: Salli Hosseini, M.A.H.P.

\*Date of Evaluation: 09/26/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



## CONTINUATION SHEET

Property Name: 740-750 Jackson Street

Page 3 of 6

### Continued from \*B10. Significance:

SurveyLA provides the following context on Cold Storage Warehouses in Los Angeles (LSA Associates, Inc., 2011):

Cold Storage Warehouses are a property type that represent the link between the collection of agricultural goods and their distribution. The first cold storage facilities in Los Angeles were established in the 1880s. Cold storage facilities are utilitarian in character and generally constructed of brick, however, some facilities were also constructed of reinforced concrete. A typical cold storage warehouse would be multiple stories with a basement and without windows. The walls were insulated with corkboard and finished with plaster. In early warehouses, the interior space was divided into rooms separating by the goods they stored. However, the later designs had larger and more open interior spaces as technology allowed organization of inventory by computers.

Following World War II, the industry began to change and grow to accommodate new technologies and demands. Availability of tools such as wooden pallets, forklifts, and metal shelving allowed the small footprint of the early facilities to grow. While earlier warehouses were small and several stories high and only accessible by elevators, the newer facilities were sprawling single-story, and high-volume warehouses that could be easily organized using new technology. Due to the expansive property type, cold storage warehouses require more land than other food processing plants. Also of importance in this property type are large loading docks, truck bay and automobile turnaround space, frontage on a wide street, and proximity to freeways.

### Ownership and Use of 740-750 Jackson Street

The parcel was under the ownership of Defense Plant Corporation during the early 1940s. By 1952 all previous buildings on the parcel were replaced. In 1952, four buildings one of which functioned as a storage were extant and the rest of the parcel was used as a junk yard under the ownership of Ben Cleinman and Irving Nesnick (Permit No. 40196). Sanborn Fire Insurance maps of the property from 1953 reveal the brick building was vacant while the concrete-block building was used as a storage. In 1958, the property was owned by Zinsco Electric and one of the north-south buildings served as a hydraulic equipment storage (Permit No. 18097). Under the ownership of National Storage Company in 1962 and 1963, the buildings served as cold storage for poultry (Permit No. 13322, 13330, 15857).

### National Ice and Cold Storage Company (National Cold Storage, Inc.)

Originally known as National Ice and Cold Storage Company, the company was based in Los Angeles with locations throughout California (Bloomberg L.P., 2017, Los Angeles Times, 1910: 25). The company provided cold storage and distribution services. Bloomberg reports the services offered as follows: frozen storage, freezing, short hold services, cross dock services, dock inspections, preparing bills of lading, taking and recording marked weights, and inventory activity reports. The company's other services include cooler storage services for wet and dry products, container and truck services including loading palletized or un-palletized products (Bloomberg L.P. 2017).

National Ice and Cold Storage Company established a plant in Los Angeles in 1892, which was one of their largest locations. Other locations included San Jose, Fresno, Santa Rosa, Riverside, Stockton, San Bernardino, Berkeley, San Francisco, and Sacramento which were a combination of ice factories and cold storage warehouses for various products. Constructed around 1909, the Los Angeles plant was a five-story brick structure located on the corner of Center and Banning streets. The building was primarily used as a cold storage and exhibited the latest technology in cold-storage construction. The Los Angeles plant stored much of the ice manufactured by the company and supplied ice to hotels, restaurants and other local businesses as well as residents (Los Angeles Times, 1910: 25).

## CONTINUATION SHEET

Property Name: 740-750 Jackson Street  
Page 4 of 6

The subject property was a much later (1962) addition to the company, which was used as poultry storage. Survey of the area revealed the company's presence in other locations in the area such as at 815 E Temple Street (1954), where a "National Cold Storage Co." sign is featured on the building's main façade. This finding suggests the company operated other cold storage locations, including the subject property, during the mid-1900s.

### Significance Evaluation

Under CRHR Criterion 1, the subject property is not eligible as it does not have specific important associations with the development of cold storage warehouses in City of Los Angeles. Cold storage warehouses in Los Angeles began to develop around the 1880s and represented the link between the collection of agricultural goods and their distribution. While the subject property was owned and operated by the National Ice and Cold Storage Company after 1962, one of the early cold storage facilities in Los Angeles, the association was brief and well beyond the period when the company was at its height. National Ice and Cold Storage Company was established in Los Angeles in 1892 and expanded its operations by constructing a large ice storage facility in the area in 1909. The subject property was acquired by the company in 1962 and was used as poultry storage. Therefore, while the subject property was briefly associated with the National Ice and Cold Storage Company, it was not one of the company's largest or most recognized storage facilities and was only a later addition to their warehouses. As such, the property at 740-750 Jackson Street is not eligible under CRHR Criterion 1.

Under CRHR Criteria 2, the property at 740-750 Jackson Street does not share significant association with the lives of persons important to history. Except for two individuals who owned the property in 1952, the property has been associated with companies and not specific individuals. The property was owned by Ben Cleinman and Irving Nesnick in 1952. Archival research did not reveal either Mr. Cleinman or Nesnick as significant individuals to history. Furthermore, the property was associated with companies such as Zinsco Electric until 1962, and by National Storage Company beginning in 1962. Archival research did not reveal a specific person in these companies that was directly associated with the subject property. For all these reasons, the property at 740-750 Jackson Street is not eligible under CRHR Criteria 2.

Under Criteria 3, the property at 740-750 Jackson Street could not be surveyed as it is not visible from the public right-of-way. However, an oblique view of the property on Bing maps does not suggest that the property exhibits architectural merit. Building permits confirmed the construction of the two north-south buildings by 1952 and the construction of the gable building in 1962. Building development research revealed the 1949 and 1952 buildings have been subject to changes in use from regular storage facilities to hydraulic equipment storage to more specialized cold storage use, suggesting the buildings have been subject to modifications since the initial date of construction. Furthermore, a parking cover was added to the property in 1962. The third building on the parcel was constructed as a cold storage facility in 1962. Building development research did not reveal name of the architect or builder for the masonry structures. The 1962 gable building was constructed by S.B. Barnes and Associates, a Los Angeles based structural engineering firm that was established in 1933. Archival research did not reveal the subject building as the firm's master work. Regardless, the subject property is not an outstanding representative of the cold storage building type, while the buildings could not be surveyed from the public right-of-way, aerial views of the property do not reveal important features of the building type such as large loading docks, truck bay and automobile turnaround space on the parcel. For all these reasons, the property at 740-750 Jackson Street is not eligible under CRHR Criteria 3.

## CONTINUATION SHEET

Property Name: 740-750 Jackson Street  
Page 5 of 6

The property at 740-750 Jackson Street is not eligible for CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

### Continued from \*B12. References:

Bloomberg L.P. 2017. Company Overview of National Cold Storage, Inc. Accessed October 10, 2017. <https://www.bloomberg.com/research/stocks/private/snapshot.asp?privcapId=31857>

Building Permits. 1942-1963. Accessed September 25, 2017. <http://ladbsdoc.lacity.org/>. Search for "750 Jackson" and "740 Jackson".

Los Angeles Times. 1910. "National Ice and Cold Storage Company". January 1, 1910. Page 25.

LSA Associates, Inc. 2011. Draft Historic Context Statement. SurveyLA Industrial Development. August 26, 2011. 56-57.

Sanborn Fire Insurance Maps. 1953. Volume 3. Sheet 281. Accessed at the Los Angeles Public Library website.

ZIMAS. 2017. Accessed September 22, 2017. <http://zimas.lacity.org/>. Search for "740 Jackson St" and "750 Jackson St".

# CONTINUATION SHEET

Property Name: 740-750 Jackson Street  
Page 6 of 6



Overview of east elevation. Showing concrete-block and brick buildings. ICF, 2017.



Overview of north elevation. View to south. ICF, 2017.