

Link Union Station

Cultural Resources Impact Assessment Report

June 2019



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Attachment A: Map of Archaeological Site CA-LAN-1575/H (CONFIDENTIAL)

Attachment B: Historical Resources Evaluation Report

Attachment C: Archaeological Survey Report (CONFIDENTIAL)

Attachment D: National Register of Historic Places Evaluation of Archaeological Site CA-LAN-1575/H
(CONFIDENTIAL)

Attachment E: State Historic Preservation Officer Concurrence Letter

ACRONYMS and ABBREVIATIONS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADI	Area of Direct Impacts
All	Area of Indirect Impacts
ASR	Archaeological Survey Report
ca.	circa
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHC	Cultural Heritage Commission
CRMMP	Cultural Resource Mitigation and Management Plan
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
EIR	Environmental Impact Report
FRA	Federal Railroad Administration
FHWA	Federal Highway Administration
HABS	Historic American Building Survey
HBI	Historic Bridge Inventory
HRER	Historic Resources Evaluation Report
HSR	High-Speed Rail
ICF	ICF International
LAHCM	City of Los Angeles Historic-Cultural Monument
LAUS	Los Angeles Union Station
Link US	Link Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Places
OHP	California Office of Historic Preservation
OHR	City of Los Angeles Office of Historic Resources
PRC	Public Resources Code
Project	Link Union Station Project
ROW	right-of-way
SHPO	State Historic Preservation Officer
TATTN	Tongva Ancestral Territorial Tribal Nation

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ES.0 Executive Summary

This Cultural Resources Impact Assessment Report was prepared to present the methodology and results of identifying historical resources and tribal cultural resources (including human remains) within the Link Union Station (Link US or project) project study area; assess potential impacts on these resources that could occur from implementation of the proposed project or the build alternative; and provide mitigation measures to avoid, minimize, or reduce significant impacts. The Link US project study area encompasses the extent of environmental study associated with potential direct, indirect, and cumulative impacts on historical resources and tribal cultural resources that could result from implementation of the proposed project or the build alternative. For the purposes of identifying and assessing potential impacts to historical resources and tribal cultural resources, two geographic areas within the overall boundary of the project study area are considered in this study:

- The area of direct impacts (ADI), which encompasses the area where any ground-disturbing work for the proposed project or the build alternative would occur (including but not limited to excavation, grading, construction, demolition, utility relocations, and railroad track reconfiguration) that may directly impact resources.
- The area of indirect impacts (AII), which encompasses the ADI and any areas that may be subject to indirect impacts on resources, such as visual impacts, noise, vibration, or shadow. Additionally it includes areas for temporary access and staging areas. If any portion of a parcel is included in the ADI, that entire parcel is included within the AII.

As a result of previous identification efforts undertaken jointly by Metro and the Federal Railroad Administration (FRA), a Historic Properties Survey Report package—including a Historic Resource Evaluation Report (HRER; Attachment B) to identify and evaluate built environment resources, an Archaeological Survey Report (ASR; Attachment C) to identify archaeological resources, and a National Register of Historic Places (NRHP) evaluation of Archaeological Site CA-LAN-1575/H (Attachment D) was prepared by Metro and FRA and concurrence from the State Historic Preservation Officer (SHPO) was received in a letter dated September 27, 2018 (Attachment E).

The identification efforts for built environment and archaeological resources resulted in the identification of 18 resources that are considered historical resources for the purposes of CEQA within the AII. Seventeen of these are built environment resources and one is an archaeological resource; the prehistoric component of the archaeological resource is also considered a tribal cultural resource.

This study identifies six historical resources under CEQA to which the proposed project or the build alternative may cause a substantial adverse change in the significance:

- LAUS and Vignes Street Undercrossing (two separate but related historical resources, as explained in the HRER [Attachment B])
- William Mead Homes

- Friedman Bag Company—Textile Division Building
- North Main Street Bridge (Bridge #53C 1010)
- Archaeological Site CA-LAN-1575/H

Additionally, the proposed project or the build alternative may cause a substantial adverse change in the significance of a tribal cultural resource: Archaeological Site CA-LAN-1575/H.

For the proposed project, a summary of the level of significance after implementation of mitigation is as follows:

- For LAUS and the associated Vignes Street Undercrossing, Mitigation Measures HIST-1a through HIST-1d (described in Section 8.0) are proposed; however, impacts would remain significant and unavoidable.
- For William Mead Homes, Mitigation Measures AES-1 (described in the *Link US Visual Impact Assessment*) and HIST-2 (described in Section 8.0) would reduce impacts to a level less than significant.
- For the Friedman Bag Company—Textile Division Building, Mitigation Measure HIST-3 (described in Section 8.0) is proposed; however, impacts would remain significant and unavoidable.
- For the North Main Street Bridge, Mitigation Measure HIST-4 (described in Section 8.0) would reduce impacts to a level less than significant.
- For Archaeological Site CA-LAN-1575/H, implementation of Mitigation Measures HIST-5 and HIST-6 (described in Section 8.0) would reduce impacts to a level less than significant.
- For human remains, Mitigation Measure HR-1 (described in Section 8.0) would reduce impacts to a level less than significant.
- For tribal cultural resources, implementation of Mitigation Measures HIST-5 and HIST-6, as well as TCR-1 (described in Section 8.0), would reduce impacts to a level less than significant.

For the build alternative, the level of significance for each of the resources above is the same as the proposed project, with exception of William Mead Homes. For the build alternative, upon implementation of Mitigation Measures AES-1 (described in the *Link US Visual Impact Assessment*) and HIST-2 (described in Section 8.0), impacts at William Mead Homes would remain significant and unavoidable.

1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the Link US project to transform Los Angeles Union Station (LAUS) from a “stub-end tracks station” into a “run-through tracks station” with a new passenger concourse that would improve the efficiency of the station and accommodate future growth and transportation demands in the region.

1.1 Project Location and Study Area

LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by US-101 to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. Figure 1-1 depicts the regional location and general vicinity of LAUS.

Figure 1-2 depicts the project study area, which encompasses the extent of environmental study associated with potential direct, indirect, and cumulative impacts from implementation of the project. The project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below.

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes the area north of the platforms, from Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains traverse five lead tracks into and out of the rail yard, except for one location near the Vignes Street Bridge where the tracks reduce to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the Garden Tracks (stub-end tracks where private train cars are currently stored, just north of the platforms and adjacent to the existing Gold Line aerial guideway), the East Portal building, the baggage handling building with aboveground parking areas and access roads, the ticketing/waiting halls, and the pedestrian passageway with connecting ramps and stairways below the rail yard.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east/west from Alameda Street to the west bank of the Los Angeles River and north/south from Keller Yard to Control Point Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River, from Keller Yard to Control Point Olympic, and the “Amtrak Lead Track” connecting the main line tracks with Amtrak’s Los Angeles Maintenance Facility. Businesses within the run-through segment are primarily industrial and manufacturing related.

The project study area has a dense street network ranging from major highways to local city streets. The roadways within the project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

1.2 Proposed Project Overview

The proposed project components are summarized north to south below.

- **Throat and Elevated Rail Yard** – The proposed project includes subgrade and structural improvements in Segment 1 of the project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The proposed project includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak) and accommodate the planned High-Speed Rail (HSR) system within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The rail yard would be elevated approximately 15 feet. New passenger platforms with individualized canopies would be constructed on the elevated rail yard, with an underlying assumption that the platform infrastructure and associated vertical circulation elements (stairs, escalators, and elevators) would be modified at a later date to accommodate the planned HSR system. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of Control Point Chavez, the proposed project also includes safety improvements at the Main Street public at-grade crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **Above-Grade Passenger Concourse with New Expanded Passageway** – The proposed project includes an above-grade passenger concourse with new expanded passageway in Segment 2 of the project study area (concourse segment). The above-grade passenger concourse with new expanded passageway would include space dedicated for passenger circulation, waiting areas, ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The new passenger concourse would create an opportunity for an outdoor, community-oriented space and enhance Americans with Disabilities Act (ADA) accessibility at LAUS. The elevated portion of the above-grade passenger concourse would be located above the rail yard, approximately 90 feet above the existing grade with new plazas east and west of the elevated rail yard (East and West Plazas). The new expanded passageway would be located below the rail yard to provide additional passenger travel-path convenience and options. Amtrak ticketing and baggage check-in services would occur at two locations at the east and west ends of LAUS, and new carousels would be constructed within the new expanded passageway. The above-grade passenger concourse includes a canopy over the West Plaza up to 70 feet in height, with individual canopies that would extend up to 25 feet over each platform. New vertical circulation elements would also be constructed throughout the concourse to enhance

passenger movements throughout LAUS while meeting ADA and National Fire Protection Association platform egress code requirements.

- **Run-Through Tracks** – The proposed project includes up to 10 new run-through tracks (including a new loop track) south of LAUS in Segment 3 of the project study area (run-through segment). The run-through tracks would facilitate connections for regional/intercity rail trains and HSR trains from LAUS to the main line tracks on the west bank of the Los Angeles River. A “common” viaduct/deck over US-101 and embankment south of US-101, from Vignes Street to Center Street, would be constructed wide enough to support regional/intercity rail run-through service, and future run-through service for the planned HSR system.

The proposed project would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, positive train control, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad right-of-way (ROW); additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

1.3 Build Alternative Overview

The primary differences between the proposed project and the build alternative are related to the lead tracks north of LAUS and the new passenger concourse. Compared to the proposed project, the build alternative includes the following:

- **Dedicated Lead Tracks North of LAUS** – The build alternative includes reconstruction of the throat, with two new lead tracks that would be located outside of the existing railroad ROW, facilitating a dedicated track alignment, with a total of seven lead tracks. Reconfiguration of Bolero Lane and Leroy Street would also be required.
- **At-Grade Passenger Concourse** – The build alternative includes an at-grade passenger concourse below the rail yard.

All other infrastructure elements are similar to the proposed project. The components of the build alternative are described north to south below.

- **Throat and Elevated Rail Yard** – The build alternative accommodates future HSR trains on dedicated lead tracks in the throat segment. The build alternative includes the addition of two new lead tracks for a total of seven lead tracks in the throat segment (with future HSR trains and some express/intercity services using the two western dedicated lead tracks and most regional/intercity trains using the five eastern lead tracks). The rail yard would be elevated approximately 15 feet. New passenger platforms with a grand canopy covering the elevated rail yard would be constructed, with an underlying assumption that the platform infrastructure and associated vertical circulation elements (stairs, escalators, and elevators) would be modified at a later date to accommodate the

planned HSR system. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed under the build alternative. North of Control Point Chavez, the build alternative also includes safety improvements at the Main Street public at-grade crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.

- **At-Grade Passenger Concourse** – The build alternative includes a new at-grade passenger concourse that would include space dedicated for passenger circulation, waiting areas, ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The at-grade passenger concourse would also create an opportunity for an outdoor, community-oriented space and enhanced ADA accessibility. The at-grade passenger concourse would be constructed below the elevated rail yard. Amtrak ticketing and baggage check-in services would occur at a centralized location where new carousels would be constructed at the concourse level. The at-grade passenger concourse also includes new plazas east and west of the elevated rail yard (East and West Plazas), and a grand canopy that would extend up to 70 feet above the elevated rail yard and West Plaza. New vertical circulation elements would also be constructed throughout the concourse to enhance passenger movements throughout LAUS while meeting ADA and National Fire Protection Association platform egress code requirements.
- **Run-Through Tracks** – The build alternative includes up to 10 new run-through tracks (including a new loop track) in the run-through segment. All infrastructure south of LAUS is the same as described above for the proposed project.

The build alternative would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, positive train control, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad ROW; additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

1.4 Purpose

As a result of previous identification efforts undertaken jointly by Metro and FRA for Link US, a Historic Properties Survey Report package—including an HRER; (Attachment B) to identify and evaluate built environment resources, an ASR; (Attachment C) to identify archaeological resources, and an NRHP evaluation of Archaeological Site CA-LAN-1575/H (Attachment D) was prepared by Metro and FRA and received concurrence from the State Historic Preservation Officer (SHPO) in a letter dated September 27, 2018 (Attachment E).

The purpose of this study was to:

- Determine if historical resources, including human remains, and tribal cultural resources are known or reasonably anticipated within the ADI and AII based on the previous identification efforts completed by Metro and FRA for the proposed project and build alternative
- Assess the potential for the proposed project or the build alternative to result in significant impacts on these identified resources
- Identify mitigation measures to avoid, minimize, or reduce impacts on identified resources that may occur from implementation of the proposed project or the build alternative

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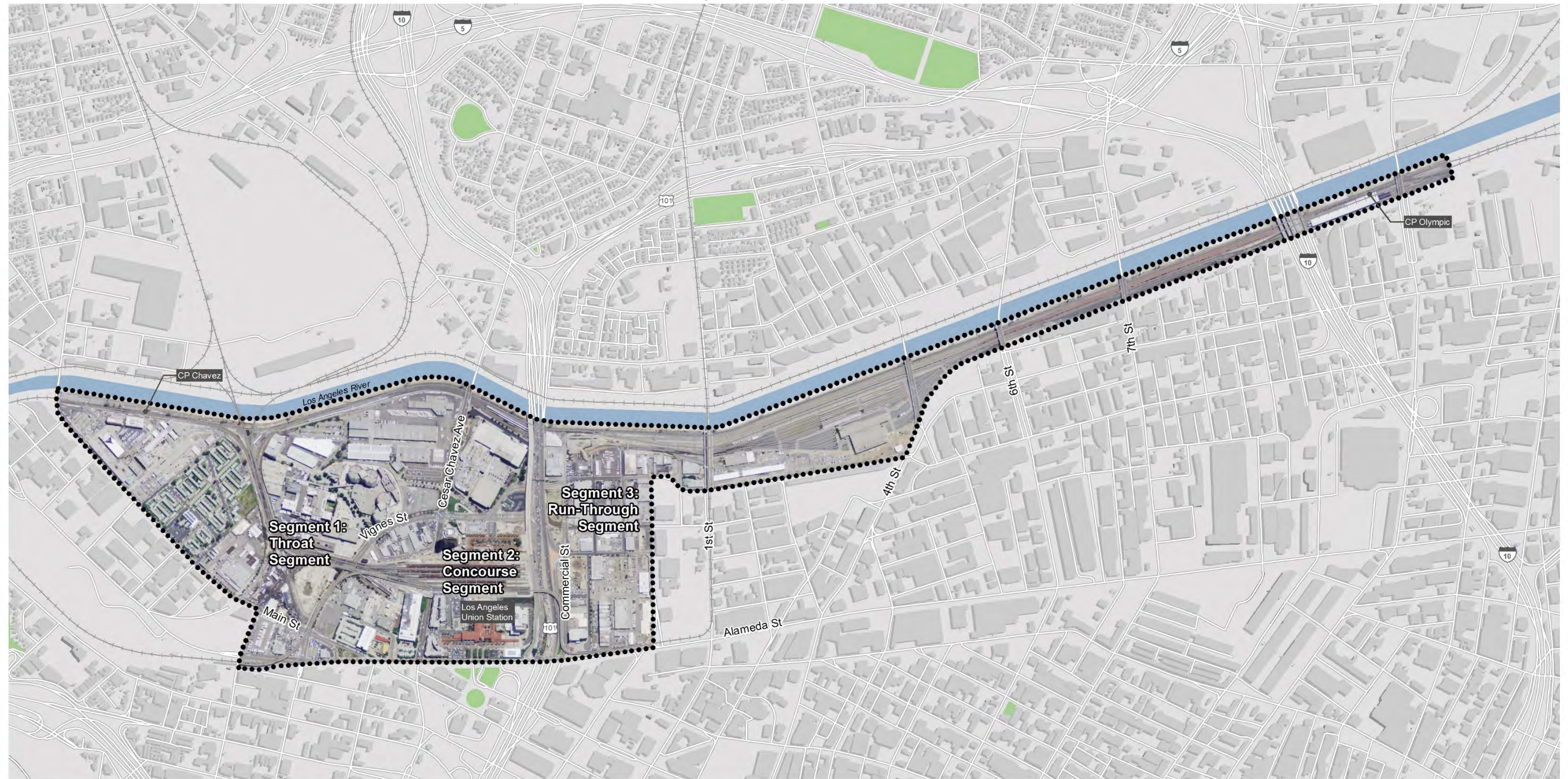
Figure 1-1. Project Location and Regional Vicinity



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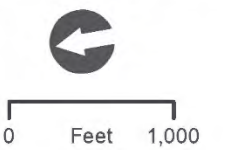
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Figure 1-2. Project Study Area



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 Project Study Area



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2.0 Project Study Area/Area of Potential Impacts

The Link US project study area, shown on Figure 2-1, is in a dense urban setting. Along the east side of the project study area are railroad tracks and several bridges that cross the Los Angeles River, from Main Street at the north to Olympic Boulevard in the south. A description of the project study area, as pertains to the resources considered in this study, is summarized below:

- **Segment 1: Throat Segment** – North of the LAUS terminal building, the project study area includes the throat, with an existing public at-grade crossing at the North Main Street Bridge and incoming rail alignments, plus properties near and at Avila Street.
- **Segment 2: Concourse Segment** – At the LAUS terminal, the project study area includes the entirety of LAUS—both the primary building and an expanded historic district of associated resources, which were listed in the NRHP in 1980, the pedestrian passageway, in addition to various ramps, butterfly sheds, and track alignments above it. Patsaouras Transit Plaza and adjacent parcels to the east are also within the project study area.
- **Segment 3: Run-Through Segment** – The southern part of the project study area includes US-101 and undeveloped lots and early- to mid-twentieth-century industrial buildings. In this area, new ROW would be acquired to construct proposed elevated run-through tracks structures along the existing alignment of Commercial Street (which would be relocated to the north) to facilitate main line connections along the west bank of the Los Angeles River. At-grade track improvements would be required beneath multiple extant bridges, although no construction disturbance of any kind is proposed at any of these bridges.

For the purposes of identifying and assessing potential impacts on cultural resources, two geographic areas traversed by the boundary of the project study area are considered in this study:

- The ADI, which encompasses the area where any ground-disturbing work for the proposed project or the build alternative would occur (including but not limited to excavation, grading, construction, demolition, utility relocations, and railroad track reconfiguration) that may directly impact resources.
- The AII, which encompasses the ADI and any areas that may be subject to indirect impacts on resources such as visual impacts, noise, vibration, or shadow. Additionally, it includes areas for temporary access and staging areas. If any portion of a parcel is included in the ADI, that entire parcel is included within the AII.

2.1 Vertical Extent of Potential Impacts

The ADI takes into account the total depth of ground disturbance associated with construction of the proposed project or the build alternative.

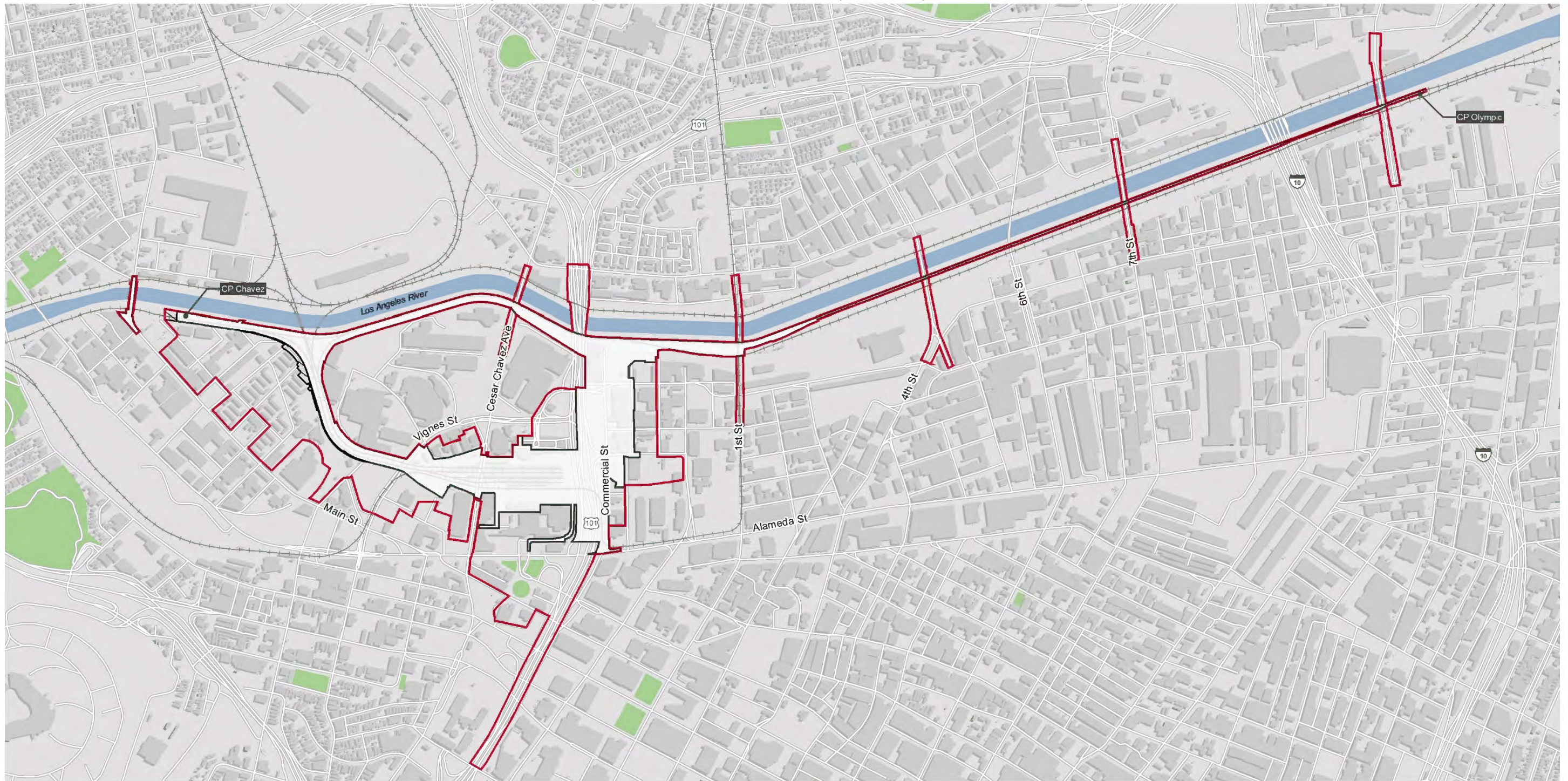
Figure 2-2 and Figure 2-3 depict the approximate range of depths associated with the proposed project and the build alternative, which ranges from just below current ground surface to up to 100 feet below ground surface. Table 2-1 summarizes the anticipated vertical extent of excavations associated with the major components of the proposed project or the build alternative.

Table 2-1. Anticipated Vertical Extents of Link Union Station Excavations		
Major Project Component	Related Ground Disturbance	Maximum Depth Associated with Ground Disturbance
Throat track reconstruction	Utility relocations	Up to 50 feet
	Track widening and retaining walls	Up to 20 feet
	Throat reconstruction (over-excavation only)	Up to 5 feet
	Vignes and Cesar Chavez Bridge supports	Up to 100 feet
	At-grade passenger concourse ²	Up to 20 feet
	Utility relocations	Up to 50 feet
	Drainage improvements (cisterns)	Up to 20 feet
Run-through tracks	Support piers/bents	Up to 100 feet
	Utility relocations	Up to 20 feet
	Center Commercial Street lowering	Up to 10 feet




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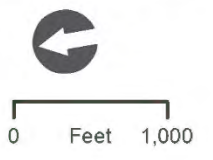
- ¹ Ground disturbance associated with the proposed project only.
- ² Ground disturbance associated with the build alternative only.

Figure 2-1. Areas of Potential Direct and Indirect Impacts (Proposed Project and Build Alternative)



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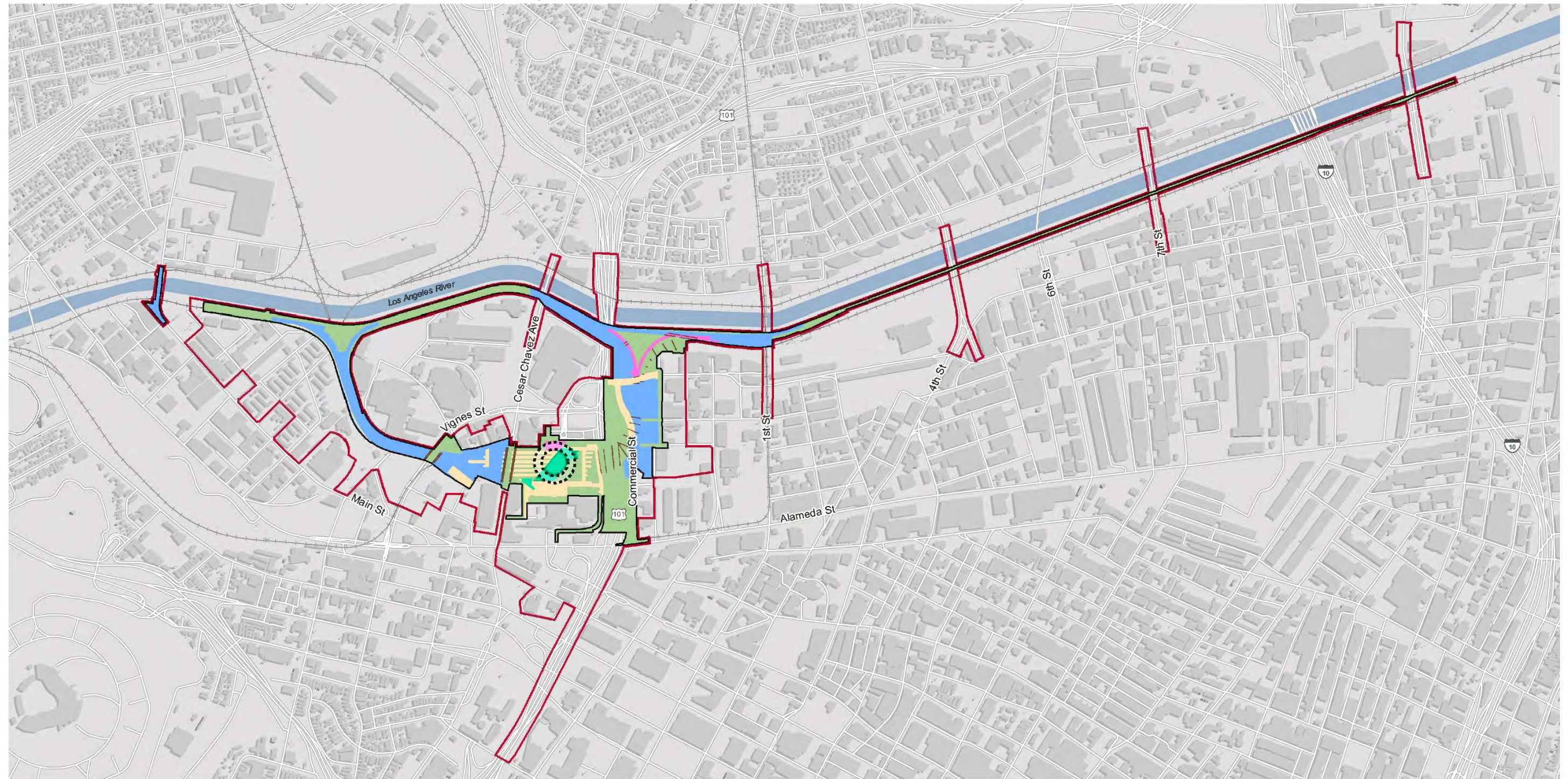
-  Area of Direct Impacts (Proposed Project)
-  Additional Area of Direct Impacts (Build Alternative)
-  Area of Indirect Impacts



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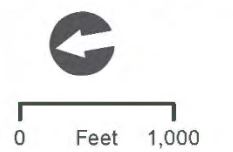
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Figure 2-2. Vertical Extent of Potential Impacts associated with the Proposed Project



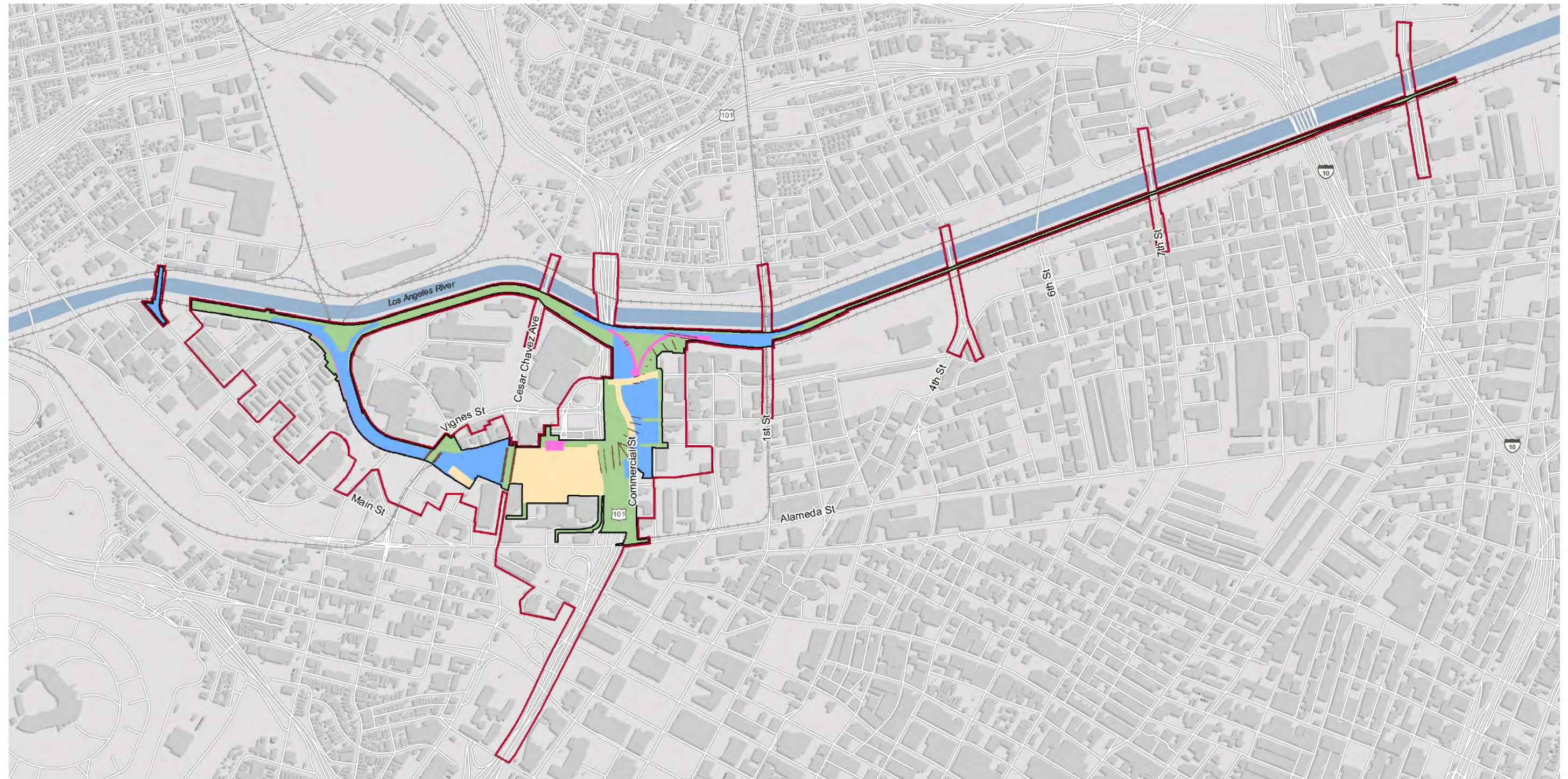
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|--------------------------|----------------------------|----------|--|
| Area of Indirect Impacts | Construction Depth 0-10 ft | 0-100 ft | Above-Grade Passenger Concourse Area, Supporting Piles (0-100 ft) will be distributed in this area |
| Area of Direct Impacts | 0 ft | 0-20 ft | |
| | 0-5 ft | 0-60 ft | |











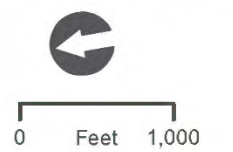
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Figure 2-3. Vertical Extent of Potential Impacts associated with the Build Alternative



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	Area of Indirect Impacts		Construction Depth		0-100 ft
	Area of Direct Impacts		0 ft		0-20 ft
			0-5 ft		0-60 ft



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3.0 Regulatory Framework

3.1 CEQA

The CEQA statutes are encoded in the California Public Resources Code (PRC), Sections 21000 et seq., with Guidelines for Implementation codified in the California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Sections 15000 et seq. Pursuant to CEQA, it is necessary for the lead agency to determine whether a proposed project may have a “significant effect on the environment” (PRC § 21082.2[a]). CEQA associates a significant effect on the environment with “a substantial adverse change in the significance” of a historical resource (PRC § 21084.1) or a tribal cultural resource (PRC § 21084.2).

3.1.1 Historical Resources under CEQA

For the purposes of CEQA review, a historical resource is defined as follows (14 CCR § 15064.5[a]):

1. A resource listed in, or determined eligible by the State Historical Resources Commission for listing in, the California Register of Historic Resources (CRHR);
2. A resource included in a local register of historical resources;
3. A resource identified as significant in a historical resource survey meeting the requirements specified in PRC § 5024.1 (g); or
4. Any resource that the lead agency determines to be historically significant.

Generally, a lead agency shall consider a resource to be “historically significant” if the resource retains “sufficient integrity” and meets the criteria for listing on the CRHR (PRC § 5024.1). These include the following criteria (14 CCR § 4852[b]):

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Determining the integrity of a resource involves evaluating the authenticity of that resource’s physical identity—that is, the survival of characteristics that were present during the resource’s period of significance. In order to be listed on the CRHR, resources must “retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance” (14 CCR § 4852[c]). Integrity is evaluated with regard to the retention of location, design setting, materials, workmanship, feeling, and association (Section 3.1.2).

A “substantial adverse change” in the significance of a historic resource includes “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (14 CCR § 15064.5[b]). If the proposed project has the potential to cause a substantial adverse change in the significance of a historic resource, the lead agency shall identify potentially feasible measures to mitigate such change.

3.1.2 California Register of Historical Resources

The CRHR criteria are set forth in 14 CCR 4852(b)–(d), as follows:

- (b) Criteria for evaluating the significance of historical resources. A historical resource must be significant at the local, state, or national level under one or more of the following four criteria:
 - (1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
 - (2) It is associated with the lives of persons important to local, California, or national history;
 - (3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
 - (4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.
- (c) Integrity. Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described in Section 4852 (b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

(d) Special considerations:

- (1) Moved buildings, structures, or objects. The Commission encourages the retention of historical resources on site and discourages the non-historic grouping of historic buildings into parks or districts. However, it is recognized that moving a historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the CRHR if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. A historical resource should retain its historic features and compatibility in orientation, setting, and general environment.
- (2) Historical resources achieving significance within the last fifty (50) years. In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than fifty (50) years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance.
- (3) Reconstructed buildings. Reconstructed buildings are those buildings not listed in the CRHR under the criteria in Section 4853(b)(1), (2), or (3) of this chapter. A reconstructed building less than fifty (50) years old may be eligible if it embodies traditional building methods and techniques that play an important role in a community's historically rooted beliefs, customs, and practices; e.g., a Native American roundhouse.

Any historical resource in California that is listed on, or determined eligible for listing on, the NRHP is automatically included on the CRHR (PRC § 5024.1[d][1]). Under CRHR regulations, "it is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the California Register" (14 CCR § 4852[c]). The CRHR also includes properties that are:

1. Registered State Historical Landmarks numbered 770 and above;
2. Points of Historical Interest that have been reviewed and recommended to the State Historical Resources Commission for listing; or
3. City- and County-designated landmarks or districts, if the criteria for designation are determined by the California Office of Historic Preservation (OHP) to be consistent with CRHR criteria (OHP 2004).

3.1.3 Unique Archaeological Resources under CEQA

CEQA also applies to archaeological sites that do not meet the criteria for historical resources but do meet the definition of a “unique archeological resource” (PRC § 21083.2[g]). A unique archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological resource is neither a historical resource nor a unique archaeological resource, the project effects on the resource shall not be considered significant (14 CCR § 15064.5[c][4]).

3.2 California Assembly Bill 52

California Assembly Bill (AB) 52 consists of amendments to PRC § 21073, 21074, 21080.3.1, 21080.3.2, 21083.09, 21084.2, and 5097.94. AB 52 requires lead agencies to establish a meaningful consultation process with California Native American tribal governments at the earliest possible point in the CEQA review process. AB 52 also seeks to recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities. Tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

In order to recognize tribal cultural values, in addition to the scientific and archaeological values when determining impacts and mitigation, a new category of resources in CEQA called “tribal cultural resources” is identified under AB 52. In order to qualify as a tribal cultural resource, a resource must be listed, or determined eligible for listing, on the national, state, or local register of historic resources; or be a resource that a lead agency chooses to treat as a tribal cultural resource based on the CRHR criteria and the cultural value of a resource to a California Native American tribe (PRC § 21074).

Consultation is defined as “the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American tribes shall be conducted in a way that is mutually respectful of each party’s sovereignty. Consultation shall also recognize the tribes; potential needs for confidentiality with respect to places that have traditional tribal cultural significance” (PRC § 21080.3.1[a]; Government Code § 65352.4).

For consultation to begin under AB 52, California Native American tribes must submit a written request to potential lead agencies stating that they wish to be notified of projects within their traditionally and culturally affiliated areas (PRC § 21080.3.1[b]). Under the provisions of PRC § 5097.94[m], a list of agencies that may be lead agencies under CEQA was to be provided by the Native American Heritage Commission (NAHC) on or before July 1, 2016. Within 14 days of determining that a project application is complete, or to undertake a project, a lead agency must provide formal notification, in writing, to tribes that have requested notification. The written notification must include the project description and location, and state that a tribe has 30 days to request consultation regarding the specific project. After receiving a request, a lead agency has 30 days to begin consultation. Consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or EIR is required for a project (PRC § 21080.3.1).

AB 52 specifically states that a project that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (PRC § 21084.2). If it is determined that a project may cause a substantial adverse change to a tribal cultural resource, mitigation measures must be considered (PRC § 21084.3). Consultation concludes when the involved parties agree on mitigation measures or a party acting in good faith concludes that a mutual agreement cannot be reached (PRC § 21080.3.2[b]).

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4.0 Background

4.1 Environmental Setting

The project study area is located in the southeast portion of the San Fernando Valley, surrounded by the San Gabriel Mountains to the northeast, Verdugo Mountains to the east, Chalk Hills and Santa Monica Mountains to the south, and Simi Hills to the west. The region, including southern California, experiences a Mediterranean climate in the Köppen Climate Classification (Peel et al. 2007), characterized by warm, dry summers and cool, wet winters.

The Los Angeles River and several tributaries flow through the San Fernando Valley. The Los Angeles River starts at Bell and Calabasas creeks in Canoga Park and flows in the eastern direction along the San Fernando Valley's southern portions. In addition, the seasonal Tujunga Wash flows southwest from the San Gabriel Mountains through the Hansen Dam Recreation Center in Lake View Terrace. The Tujunga Wash continues south along the Verdugo Mountains and flows through the eastern portion of the San Fernando Valley, joining the Los Angeles River just north of the project study area. The Los Angeles River is located immediately east of the project study area, which is located on the river's floodplain. The elevation of the area is approximately 285 feet above sea level. The Pacific Ocean is approximately 15 miles west of the project study area. The project study area is completely urbanized and does not contain any native habitat.

4.2 Cultural Setting

The project study area has a complex cultural background. A review of the prehistory, history, and ethnography of the general area provides the context for identifying and assessing the historical significance of historical resources in the ADI and AII. Additional background information about the project study area is included in the attached HRER (Attachment B), ASR (Attachment C), and NRHP evaluation of Archaeological Site CA-LAN-1575/H (Attachment D).

4.2.1 Prehistoric Background

Humans have lived in southern California for at least 10,000 years, and several chronologies have been proposed to divide different periods of cultural habitation and development. The most-commonly used cultural chronology (Wallace 1955) divides human occupation of southern California into five broad periods: the Paleoindian Period (10,000 years BP to 8000 BP), the Early Period or Millingstone Horizon (8000 BP to 3000 BP), the Middle Period or Intermediate Horizon (3000 BP to AD 1000), the Late Prehistoric Period (AD 1000 to 1770), and the Historic Period (AD 1770 to present). Different patterns and types of material culture distinguish each of these periods.

Large fluted or leaf-shaped projectile points from the Paleoindian Period indicate a reliance on hunting large animals. Human diet during this period probably also included smaller game and harvested plants. Sites representing this period have been found mostly inland at prehistoric lakebeds (e.g., China Lake, Tulare Lake; Wallace 1955, 1978).

The Early Period or Millingstone Horizon, as the name suggests, was characterized by the widespread adoption of millingstones, including metates and manos used in the preparation of plant- and seed-based foods. Subsistence on terrestrial game supplemented the diet of people during this time (Wallace 1978:28). During the Middle Period or Intermediate Horizon, subsistence expanded to a greater diversity of plant and animal foods. Tools used during this period included mortars and pestles, likely indicating a new reliance on hard nut foods, such as acorns (Wallace 1978:30).

During the Late Prehistoric Period, the Tongva (Gabrielino), Acjachemen (Juaneño), and Payómkawichum (Luiseño) lived throughout much of the southern California coastal area extending from present-day southern Los Angeles County to northern San Diego County. Villages among these groups were permanent to semi-permanent, with seasonal camps. Among them was Yangna (also transliterated as Yaagna), a Tongva village south of present-day LAUS. At this time, trade networks linking the coast, Channel Islands, mountains, and inland valleys became more complex and significant in shaping cultural practices (Bean and Shipek 1978; McCawley 1996).

The Historic Period began with the expansion of Spanish exploration and settlement in California. Critical turning points within this period were the establishment of Mission San Gabriel and the Asistencia of Los Angeles, Mexican independence, secularization of mission lands, the Mexican-American War, and American sovereignty in California. This period witnessed the decimation of native peoples throughout southern California through disease, loss of territories, incorporation into the Spanish mission system, and physical conflict. While some native people survived, many experienced great loss of culture and tradition despite efforts to keep them prospering. Many traditional cultural traditions are reflected in the artifacts found at archaeological sites (Estrada 2003; McCawley 1996).

4.2.2 Ethnography: Gabrielino

As discussed above, the project study area is on lands that were once inhabited by the Tongva, also known as the Gabrielino. The Tongva come from a Uto-Aztecan (or Shoshonean) group that likely entered the Los Angeles Basin as recently as 1500 BP from the southern Great Basin or interior California deserts. However, it is also possible that they migrated in successive waves over a longer period of time beginning around 4000 BP. It has been proposed that the Uto-Aztecan speakers displaced local Hokan occupants of the southern coast (Kroeber 1925:578–580), as Hokan language speakers in the area are represented by the Chumash to the north and the Diegueño to the south. Much of the review of the Tongva presented here is based on William McCawley's book, *The First Angelinos* (1996).

The Tongva lived in an area of more than 1,500 square miles that included the watersheds of the Los Angeles River, San Gabriel River, Santa Ana River, and Rio Hondo, as well as the southern Channel Islands. There were at least 50 residential communities, or villages, each with 50 to 150 individuals. Each community consisted of one or more lineages associated with a permanent territory represented by a permanent central settlement, with associated hunting, fishing, gathering, and ritual areas. A typical settlement had a variety of structures used for daily living, recreation, and rituals. In the larger communities, the layout was a little more intricate, characterized by a ritualistic or sacred enclosure that was encircled by the residences of the chief and community leaders, around which were smaller homes of the rest of the

community. Sweathouses, cemeteries, and clearings for dancing and playing were also common at larger settlements (McCawley 1996:32–33).

Tongva subsistence was inclusive of many surrounding resources, including forest, water, and mountain animals. These included mule deer, pronghorn, rabbits, small rodents, freshwater and maritime fish and shellfish, sea mammals, snakes, lizards, insects, quail, and mountain sheep. Botanical resources included native grass seeds, pine nuts, acorns, berries, and fresh greens and shoots. Food resources were managed by the chief, who was in charge of food reserves, and families were known to keep aside rations for times when resources were less abundant. A complex trade network among themselves and their neighbors made the Tongva among the most materially wealthy of California’s native groups (McCawley 1996:141).

The Tongva were artistic people who had many forms of cultural materials, including beads, baskets, bone and stone tools and weapons, shell ornaments, wooden bowls and paddles, and steatite ornament and cooking vessels (Blackburn 1963). These items were also traded frequently, and with the Chumash, who often exchanged Olivella shell beads as currency for Tongva goods.

As with many other Native American groups, the settlement of Europeans in California brought many conflicts and disease as the Spanish sought to claim the lands as their own, and in the process incorporated Native American groups into the mission system. As a result of this and subsequent historical events, including the takeover of indigenous territories under Mexican and American rule, and the displacement of Native populations, the Tongva people, along with other groups, saw their populations and cultural traditions drastically decimated. Today, the Tongva continue their traditions in southern California, with an approximate representation of 2,000 individuals. The project study area is located north of the historically documented village of Yangna (or group of villages comprising the village community of Yangna).

Many accounts reported that a 60-foot-tall sycamore tree known as El Aliso was a place for important gatherings of tribal elders and traders of the Yangna community. The tree was located approximately 250 feet south-southeast of the southeast corner of LAUS. The location has been identified as 150 feet northeast of the intersection formed by Commercial Street and Garey Street, south of US-101, now believed to be a raised island adjacent to a US-101 on-ramp (Figure 4-1 and Figure 4-2).

Figure 4-1. A 1857 photograph of Los Angeles Plaza that shows El Aliso in the background, view toward east



Courtesy of the Los Angeles Public Library

Figure 4-2. A photograph from circa 1876 shows Los Angeles Plaza, with El Aliso standing in the background (indicated by white arrow), view toward east-southeast



Courtesy of the Los Angeles Public Library

4.2.3 Historical Background

Spanish Mexican Period (1781 to 1850)

Europeans first sailed up the coast of California in 1542 as part of a Spanish exploration expedition led by Captain Juan Rodriguez Cabrillo. Cabrillo sailed into San Pedro Harbor and called it “Bahía de los Fumos” (Bay of the Smokes) due to the Indian campfires he observed along the shores (Kipen 2011:25). It is estimated that the Tongva people numbered approximately 5,000 individuals at this time, spread across hundreds of villages throughout the Los Angeles Basin and the Channel Islands, though the population was as large as 10,000 (Kroeber 1925:883; Lepowsky 2004). Cabrillo reported passing by a large Tongva village on the west bank of the Los Angeles River, south of the current location of LAUS. This village is believed to be Yangna, one of the largest central villages of the Tongva people (California Department of Parks and Recreation 2011:6; King 2000:65).

Spain would not resume in-depth exploration and settlement of the region until much later, when Russian and French encroachment threatened Spain’s interests in the territories known as Alta California (Upper California). The return of Spanish presence in California was highlighted by the 1769 expedition led by Captain Gaspar de Portolá (Treutlein 1968:291). Shortly thereafter, Spain began to establish a system of pueblos, presidios, ranchos, and missions along the California coast to bolster Spanish settlement and political presence. The Spanish Franciscan missionaries established a system of 21 missions, including the nearby San Gabriel Mission, along El Camino Real, and incorporated much of the Native American population during the process, leading to their decline and increasingly hostile relationships between the Europeans and the Native Americans.

As part of this network of Spanish presence, the City of Los Angeles was established in 1781 with 11 families brought in from San Gabriel Mission. Following Mexican independence from Spanish rule in 1821, and the subsequent Mexican-American war that ended in 1848, present-day California came under the jurisdiction of the United States government. Over the decades, lands that were once a part of Yangna were divided up and sold off (Rasmussen 2002).

In 1834, El Aliso and the property upon which it stood were acquired by Jean-Louis Vignes, a French vineyard owner. Figure 4-3 shows the tree surrounded by wine barrels in a circa 1875 drawing. The illustration is labeled “*EL ALISO at LOS ANGELES, the old VIGNES WINE ESTABLISHMENT.*” In 1874, the Philadelphia Brew House (one of Los Angeles’ first breweries) was built on the site of El Aliso but spared the tree. Rasmussen (2002) reported that El Aliso was subsequently cut down in either 1891 or 1892 for firewood and to make room for a brewery, which corresponds with the 1882 purchase of the Philadelphia Brew House by German immigrants Joseph Maier and George Zobelein, who renamed the brewery Maier & Zobelein (Figure 4-4).

The City of Los Angeles experienced extensive growth in the late nineteenth and early twentieth centuries, spurred on by an influx of new settlers looking to strike it rich during the Gold Rush, and the railroad and oil booms that followed.

Figure 4-3. El Aliso, circa 1875 (drawing by Edward Vischer)



EL ALISO DE LOS ANGELES. DE W. VIGNES. WIND. 1875. 1875.

Source: California Historical Society, USC Library

Figure 4-4. The Maier & Zobelein Brewery, circa 1900 (Aliso, Vignes, and Commercial Streets)



Source: Security Pacific National Bank Collection, Los Angeles Public Library

American Period (1850 to 1971)

In 1850, the Los Angeles census counted two Chinese men among its population, both of whom were resident servants near Los Angeles Plaza. In 1851, Anglo-American settler Matthew Keller purchased the property at the current location of LAUS and developed the land as a vineyard (Greenwood 1993b:5–6). Remains of Keller’s sherry house were found during excavations for the Metropolitan Water District of Southern California (MWD) Headquarters (Costello et al. 1998:99).

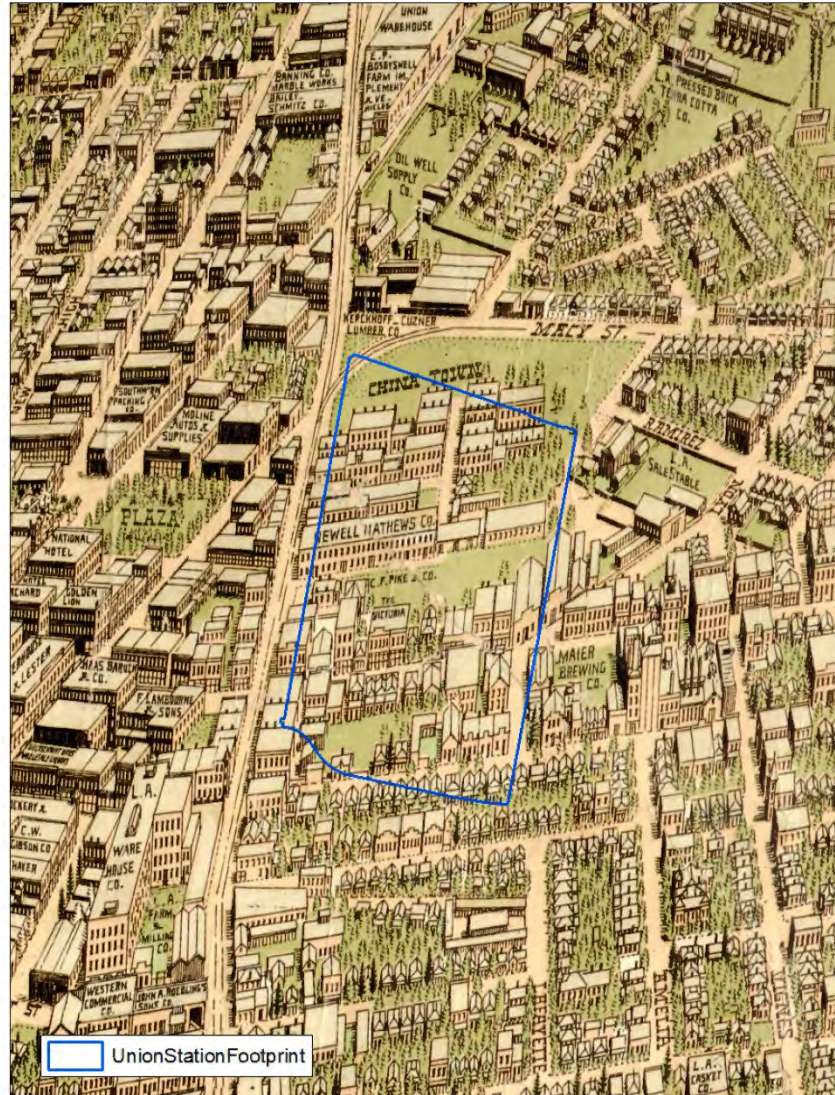
In the 1870s, residential lots were sold along Aliso Street by entrepreneurs like Thomas Keller. Initially purchased by upper-middle-class families for their private dwellings, by the 1880s the area was changing into a blue-collar neighborhood with residences rented rather than owned by the residents. The location continued to evolve with houses converted into rooming homes or replaced by commercial and industrial establishments. “After the properties were purchased by the Industrial Land and Development Company in anticipation of the building of Union Station, it is probable they were patronized by laborers and workmen involved in its construction” (Costello et al. 1998:82).

By 1900, the population of Los Angeles had exceeded 100,000, which included not only American settlers from the east and descendants of Spanish and Mexican settlers from earlier centuries, but immigrants from all over the world. By this time, Los Angeles had a fairly sizeable Chinese presence numbering approximately 600 people, mostly congregated within the boundaries of the current site of the LAUS (Greenwood 1993b:20). Here, the Chinese set up restaurants, laundries, general goods stores, vegetable markets, and other establishments within a rapidly growing metropolis. More than half of the Chinese population in 1880 lived along a narrow street called Negro Alley (McDannold 1973:21), just south of Los Angeles Plaza, on the opposite side of Alameda Street from Archaeological Site CA-LAN-1575/H, outside the ADI. Negro Alley was eventually renamed Los Angeles Street in 1887. The All (especially the area beneath the train yard) historically had a mixture of uses. A review of Sanborn maps from 1888 and 1906, and a list of businesses compiled by the Los Angeles Chief of Police in 1909 (Elton 1909) indicate that most buildings were domestic residences, in addition to the following business establishments: barber, butcher, opium den, clothing store, gambling house, drug store/apothecary, vegetable market, general goods store, restaurants, tailor shop, tin shop, lodging house, launderer, and Chinese School (for children of Chinese descent).

The area immediately surrounding the All, as depicted on a 1909 business directory map (, shows numerous large businesses ranging from breweries, stables, and lumber to auto suppliers, oil well suppliers, packing, and several others, all within a few blocks of the future site of LAUS (approximate location shown on Figure 4-5.

Los Angeles had major traffic congestion issues in the first part of the twentieth century. In the early 1920s, traffic was such a nuisance that there were dissertations written by engineering students at the University of California, Los Angeles, suggesting ways to improve commute times (Terrass 1922). One exhaustive study completed in 1925 by Kelker, De Leuw & Co., commissioned by the City of Los Angeles, recommended ways the City could accommodate Los Angeles' estimated 1,000,000 residents, preparing for the future needs of a city that was expected to reach more than 3,000,000. Although most agreed that a union or central station was needed, there was heated debate over how to run an expanded rail system to and through the city. The basic problem was that heavy trains cannot go uphill easily, so engineers needed to build tracks so that trains could "make the grade" by eliminating steep climbs. This was achieved by digging tunnels, digging trenches, raising tracks on fill, and elevating tracks on trestles.

Figure 4-5. Portion of a Los Angeles Business Directory Map published in 1909



Source: US Library of Congress

In 1926, a measure was placed on the ballot in Los Angeles presenting a choice between a network of elevated railways and the construction of a new train station. Should voters choose the latter, they would also vote on putting the station either at Los Angeles Plaza or across from it in Chinatown. The voters chose to build the train station by a wide margin, and opted for Chinatown as the location of the new station. In 1933, the demolition of Chinatown began, making way for construction of LAUS throughout the 1930s. A “new” Chinatown, resulting from the displacement of the original Chinatown’s residents and businesses, was formed west of Alameda Street and north of what is now Cesar Chavez Boulevard. The first passenger train arrived at the station on May 7, 1939. Construction of LAUS required huge amounts of fill to elevate the train yard area to maintain track grade (Figure 4-6). Estimates vary regarding the depth of fill. It ranges

from 1 to 3 feet in the southwest portion of the site to as much as 24 feet of fill under the track yard (Costello et al. 1998:1-3; see Lovret 1978, who estimates fill depths at 12 to 16 feet).

Figure 4-6. A 1935 photograph of Union Station from Aliso Street (road along left side of photograph), view toward northwest (shown with approximate Red Line excavation location)



Source: California Historical Society

5.0 Identification Efforts

5.1 Built Environment Resources

5.1.1 Sources of Information

In addition to property research and other information that has been incorporated from the 2005 *Run-Through Tracks EIR*, the following standard sources of information were reviewed in the process of compiling this report:

- NRHP (National Park Service 2018)
- California Points of Historical Interest (State of California 2018a)
- California Historical Landmarks (State of California 2018b)
- CRHR (State of California 2018c)
- California Historic Resource Inventory System (State of California 2018d)
- California Department of Transportation (Caltrans) Historic Highway Bridge Inventory (State of California 2018e)

ICF International (ICF) conducted a record search at the South Central Coastal Information Center at California State University, Fullerton, on November 17 and 19, 2014, and August 4, 2016. The record search included a review of the South Central Coastal Information Center databases for previously identified built resources in or near the All and existing cultural resource reports pertaining to the general vicinity of the All.

The following additional resources were consulted in the process of compiling this report:

- SurveyLA – City of Los Angeles Historic Resources Survey (Architectural Resources Group 2016; Historic Resources Group 2016)
- Caltrans As-Built Drawing Archives (State of California 2018f)
- Caltrans Historic Bridge Inventory (State of California 2018g)
- Historic Aerials (Nationwide Environmental Title Research 2018)
- Online Archive of California (California Digital Library 2018)
- Sanborn Fire Insurance Company maps (Library of Congress 2018)
- City Directories (Los Angeles Public Library 2018)
- Los Angeles Department of Building and Safety permits (City of Los Angeles 2018a)

- Los Angeles County archives, including the County assessor's improvement books (City of Los Angeles 2018b)
- ProQuest Historical *Los Angeles Times* Database (ProQuest 2018)
- Newspapers.com database (Ancestry 2018)
- Metro documents library (Metro 2018)
- Southern California Rapid Transit District Metro Rail project construction drawings (circa [ca.] 1987; Metro 2018)

5.1.2 Themes to Establish Historic Context

Historic context is not being provided for properties that were previously listed or determined eligible for listing in the NRHP. However, historic context is being provided to evaluate or reevaluate five properties in the All. Four industrial properties that were constructed in 1963 or thereafter are being evaluated, and one property is being reevaluated because of historic context information provided by an interested party.

To establish the historic context, appropriate research was conducted to evaluate the resources within the All. The following research themes were pursued:

- Notable early landowners
- Subdivision and development of property in the American Period
- The Macy Street Neighborhood
- The East Side Industrial District

5.1.3 Public Participation and Consultation

Letters were sent to government agencies and consulting and interested parties who may have knowledge or concerns about historic properties (which are automatically considered historical resources for the purposes of CEQA) in the area. Please refer to the HRER (Attachment B) and ASR (Attachment C) for details on the consultation.

5.1.4 Field Survey

Field surveys of all developed properties with buildings or structures within the All were initially undertaken between November 2014 and July 2016 by ICF. Daniel Paul, architectural historian, acted as principal investigator for this project and also conducted the fieldwork and research. Andrew Bursan, historian, conducted the historic research analysis. Jessica Feldman, architectural historian, conducted fieldwork at the bridges and undercrossings. Salli Hosseini, architectural historian, prepared the analysis of US-101.

Additional field work was undertaken in April 2018 to confirm current conditions and determinations for two previously documented properties that were added to the All:

1. Los Angeles Plaza Historic District (Map Reference #29) because of indirect visual effects from the above-grade passenger concourse.
2. Denny's Restaurant (Map Reference #30) because of proposed temporary staging areas in the parking lot.

The field work of those two properties was conducted by Margaret Roderick and Katrina Castaneda, both of whom have the necessary education in architectural history, but are still working toward the necessary years of experience required under 36 Code of Federal Regulations (CFR) Part 61. Their work was assigned and reviewed by fully qualified architectural historians and historians.

Daniel Paul, architectural historian, and Andrew Bursan, historian, prepared the California Department of Parks and Recreation (DPR) 523 forms. Elizabeth Hilton, architectural historian and consultant with ICF, helped prepare the technical reports. Rick Starzak, architectural historian, provided quality assurance and quality control. All persons, except as noted above, meet the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61) in the disciplines of architectural history and/or history.

All parcels were observed from the public ROW or with owner permission, and digital photographs were taken of all buildings and structures that were visible on each property.

5.2 Archaeological Resources

5.2.1 California Historical Resources Information System Record Search

Information on previously documented resources and previous investigations in the ADI is based on five record searches conducted between 2014 and 2016. On November 17 and 19, 2014, ICF conducted record searches at the South Central Coastal Information Center at California State University, Fullerton, for the ADI (when the project was known as SCRIP). Those record searches encompassed the SCRIP project study area and a 0.25-mile radius beyond that ADI. The Link US ADI has grown and changed in size since the SCRIP project, and supplemental record searches were performed by archaeologist Ryan Moritz for Link US on June 7, 2016, June 23, 2016, and September 6, 2016, using a 0.25-mile buffer beyond the Link US ADI. The review included previously documented resources and listings on the NRHP, CRHR, California Historical Landmarks, California Points of Historical Interest, and historic General Land Office maps.

The record searches indicated that 50 previous investigations have been performed in the ADI, and that approximately 91 percent of the ADI has been previously surveyed for archaeological resources (Attachment C for details). Table 5-1 lists previously recorded resources within the ADI, ordered by primary number. Additional documentation on these resources is provided on California DPR 523 Forms included in Appendix A of the ASR (Attachment C).

Table 5-1. Archaeological Resources Within the Area of Direct Impacts (Proposed Project and Build Alternative)

Primary No.	Trinomial	Description and Age	Documentation	Evaluation and Eligibility
P-19-001575	CA-LAN-1575/H	Artifacts, features, and burials likely associated with Native American village site; structural features associated with Avila and Keller Vineyards; Historic Chinatown.	Costello et al. 1998, 1999; Foster 1989; Greenwood 1993a, 1993b; Goldberg et al. 1999; Warren et al. 2005	Status Code 2S2 – Individual property determined eligible for NRHP by a consensus through Section 106 process
P-19-003169	CA-LAN-3169H	Two segments of an abandoned rail siding along Commercial Street, ca. 1880 to ca. 1945; no longer extant.	Robinson and Harris 2003	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-187085	No trinomial assigned because resource is known only from historical records.	Mojave Road: network of pathways connecting the Los Angeles area to the Nevada border, through the Mojave Desert; subsequently used as a wagon road, ca. 1000 BP to AD 1883	Elder 1984	Status Code 7R – Identified in reconnaissance level survey: not evaluated

Three archaeological resources have been previously recorded within the ADI:

- **P-19-001575 (CA-LAN-1575/H)** – Historic Chinatown and early Los Angeles deposits (ca. 1860 to 1930s) and Late Prehistoric period Native American burial and deposits (ca. AD 1000 to 1850), located at the current site of LAUS.
- **P-19-003169 (CA-LAN-3169H)** – Two segments of an abandoned railroad siding, ca. 1880 to ca. 1945.
- **P-19-187085** – Mojave Road, a network of pathways used to cross the Mojave Desert, eventually becoming a military wagon road that connected the Mojave Desert to communities in present-day Los Angeles, ca. 1000 BP to ca. AD 1883.

In addition, 16 resources were previously recorded within 0.25 mile of the ADI. Table 5-2 lists previously recorded resources within 0.25 mile of the ADI. Resources are ordered by primary number.

Table 5-2. Archaeological Resources Within 0.25 Mile of the Area of Direct Impacts (Proposed Project and Build Alternative)

Primary Number	Trinomial	Description and Age	Evaluation and Eligibility Status
P-19-000887	CA-LAN-887H	Wall and building foundations of eighteenth, nineteenth, and twentieth century buildings; trash lenses; portion of Zanja Madre; 25,000 artifacts in association with Spanish/Mexican period midden	Status Code 3S – Recommended eligible for the NRHP
P-19-002828	CA-LAN-2828H	Historic period commercial debris, late 1800s to early 1900s	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-003103	CA-LAN-3103H	Zanja Madre (Water Conveyance Feature, this segment only), ca. 1781 to ca. 1904	Status Code 6Z – Evaluated and determined not eligible
P-19-003338	CA-LAN-3338H	Subsurface historic refuse deposit	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-003340	CA-LAN-3340H	Subsurface historic refuse deposit	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-003353	CA-LAN-3353H	Subsurface historic refuse deposit	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-004112	CA-LAN-4112H	Historic period residential and commercial debris and structural features, late 1800s to early 1900s	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-004113	CA-LAN-4113H	An extension of Zanja 6-1 constructed ca. 1857	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-004201	CA-LAN-4201H	Naud's Junction: former location of a railroad control tower, warehouse, industrial track segments of the Southern Pacific Railroad. Contains five features with 10 associated artifacts, and 249 artifacts consisting of ceramic tableware, animal bones, building materials, glass and ceramic bottles, horseshoes, hardware, and machinery parts, ca. 1881 to ca. 1945	Status Code 7R – Identified in reconnaissance level survey: not evaluated

Table 5-2. Archaeological Resources Within 0.25 Mile of the Area of Direct Impacts (Proposed Project and Build Alternative)

Primary Number	Trinomial	Description and Age	Evaluation and Eligibility Status
P-19-004202	CA-LAN-4202H	Four railroad segments associated with Southern Pacific Railroad, abandoned in place, ca. 1880s to ca. 1945	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-004218	CA-LAN-4218H	Los Angeles Plaza Cemetery, located within the NRHP-listed Los Angeles Plaza Historic District. Cemetery contains remains of Hispanic, Native American, and people of other heritage associated with the Plaza Church, ca. 1821 to ca. 1850	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-004320	No trinomial assigned because resource was not recorded as an archaeological site.	Subsurface historic refuse deposit, nineteenth to early twentieth centuries	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-100515	No trinomial assigned because resource was not recorded as an archaeological site.	Subsurface historic refuse deposit	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-100882	No trinomial assigned because resource was not recorded as an archaeological site.	Subsurface historic refuse deposit	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-100887	No trinomial assigned because resource was not recorded as an archaeological site.	Subsurface historic refuse deposit	Status Code 7R – Identified in reconnaissance level survey: not evaluated
P-19-120014	No trinomial assigned because resource was not recorded as an archaeological site.	Subsurface pit feature containing historic artifacts	Status Code 7R – Identified in reconnaissance level survey: not evaluated

Previous archaeological investigations within 0.25 mile of the ADI consist of surveys and mitigation monitoring for a variety of development and improvement projects. Studies were conducted for rail, road, and other transportation infrastructural upgrades, as well as building construction, and general improvements in Los Angeles Plaza area. These investigations resulted in the discovery of prehistoric materials, as well as materials dating from the late eighteenth century, shortly after the City’s founding, to

the early twentieth century and provide context for interpreting findings directly associated with Archaeological Site CA-LAN-1575/H, which is located within the ADI.

Investigations carried out for transportation projects uncovered deposits reflecting daily consumption of late nineteenth and early twentieth century activities in the form of glass bottles, ceramic plates, faunal bone, and building materials. In addition, these studies also uncovered structural features such as building foundations and segments of historic period *zanjas* that conveyed water (Amaral 2007; Dietler 2010; Ehringer et al. 2008; Gibson and Dietler 2011; Wesson 2002; Wlodarski and Greenwood 1978). It should be noted that historical maps demonstrate the Zanja Madre system was located west of the modern alignment of Alameda Street, outside the ADI (Figure 7-4 of the ASR [Attachment C]).

Archaeological investigations conducted at the Los Angeles Plaza, directly across Alameda Street from LAUS, revealed artifacts from the late eighteenth to early twentieth centuries. Investigations at the north end of Olvera Street revealed trash lenses, 25,000 artifacts, a portion of the Zanja Madre, and portions of wall and building foundations dating to the eighteenth, nineteenth, and twentieth centuries (Costello 1981). Immediately south along Olvera Street, subsurface investigations at the Hammel Building uncovered late nineteenth to early twentieth century materials as well as a portion of the Zanja Madre (Foster 2011; Slawson 2005; Slawson and Kay 2012). In addition, archaeological monitoring at the Los Angeles Plaza Cemetery, adjacent to the historic La Placita Church, resulted in the discovery of the remains of Hispanic people, Native American people, and people of other heritage associated with the Plaza Church, dating from ca. 1821 to ca. 1850 (Dietler and Murray 2011). This information, some of which is found immediately adjacent to the ADI, demonstrates the high sensitivity for the presence of archaeological resources in the Downtown Los Angeles area that are related to the same temporal periods as identified for Archaeological Site CA-LAN-1575/H, and likely represents an archaeological landscape that is both prehistoric and historic (industrial) in nature.

5.2.2 Other Background Sources

In a meeting regarding the Link US project engineering on May 9, 2016, a representative of the Los Angeles Department of Water and Power indicated that an archaeological study carried out on nearby Commercial Street discovered a historic period cobblestone road underneath the modern pavement (Mercado 2016). There is no documentation of this resource on file at the South Central Coastal Information Center, but the presence of the original cobblestone road is again suggestive of the high sensitivity of the entire ADI for the historic period landscape that may be associated with the same temporal components of Archaeological Site CA-LAN-1575/H.

Archaeological constituents discovered in association with historic period buildings near LAUS also indicate high potential for archaeological resources in or near the ADI. A study conducted at the William Mead Homes Site (P-19-002828/CA-LAN-2828) discovered a late nineteenth century deposit of ceramics, glass, animal bones, shellfish, and coal. The finds were likely associated with a restaurant or commercial food service establishment (Bissell 2000). Similarly, in 2011, Greenwood and Associates reported late nineteenth/early twentieth century artifacts recovered within and below the crawl space of the Hammel Building in Los Angeles Plaza on Main Street near Cesar Chavez Avenue (Foster 2011). Furthermore, the

segment of the Zanja Madre that runs through the Plaza also runs diagonally through the existing lot of the Hammel Building.

5.2.3 Field Survey

On June 15, 2016, Paleo Solutions archaeologists Michael Kay and Ryan Moritz conducted an intensive pedestrian survey within the ADI. Paleo Solutions obtained authorization for fieldwork and site visitation passes from Metro. Parallel transects spaced 15 meters (50 feet) apart were consistently employed across unpaved areas of the ADI. Visibility was obscured by elements of the built environment, paved roads, and existing infrastructure covering the vast majority of the ADI around LAUS, and areas that were visually or windshield surveyed include active train tracks, rail yards, and paved areas. Techniques used to navigate around the ADI and locate boundaries of reported sites included maps, tapes, compass, and Trimble Global Positioning System units. Survey conditions were recorded on survey forms and photographed with digital cameras. Field documents are on file at the Paleo Solutions Monrovia office. Updates were made on DPR 523 Site Record forms for resources, where necessary.

Starting on January 30, 2017, and continuing to the present, Paleo Solutions is conducting archaeological monitoring for preliminary Link US-related preconstruction geotechnical borings within the ADI; the borings will provide geotechnical information for the project. Geotechnical boring work is ongoing, and may include up to approximately 75 borings, using both hollow-stem auger and wet rotary methods. Where possible, soils recovered from the borings are inspected by the archaeological monitor for evidence of archaeological materials, although only the hollow-stem auger drilling produces spoil piles that can easily be monitored. The majority of the geotechnical borings have not been completed, and the final results are, therefore, not incorporated into this study, but initial results provide some insight. To date, no *in situ* subsurface artifacts, features, or deposits were discovered during monitoring efforts for borings within the ADI, although trace historic materials comprising non-diagnostic glass and ceramic fragments dating prior to 1920 were observed in the Commercial Street area in the ADI south of US-101. These historic materials were identified within a secondary fill deposit that had been introduced to form an embankment supporting the east wall along Metro's Red Line subway alignment in this area.

5.3 Tribal Cultural Resources

5.3.1 Summary of Assembly Bill 52 Consultation with Native American Tribes

In compliance with AB 52 revisions to CEQA, Metro has undertaken Native American consultation. This section provides a brief synopsis of the Native American consultation that has occurred as of the date of this report, as well as comments and requests from Native American groups. For a detailed summary of Native American consultation, refer to the ASR (Attachment C).

On May 5, 2016, Metro filed a Sacred Lands File Search with the NAHC. The NAHC responded that tribal resources are present within the ADI, but provided no specific information regarding their nature or location. The NAHC provided a list of Native American tribes that may have information regarding cultural

resources in or near the ADI, with recommendations to contact the Gabrieleño Band of Mission Indians – Kizh Nation and local tribal entities for more information regarding the cultural resources. This list of tribes was supplemented with the names of other local tribes who have cultural affiliation within the general project area.

On June 9, 2016, Metro mailed letters to the following Native American tribes, inviting them to be consulting parties under AB 52 for the identification of tribal cultural resources in the ADI:

- Soboba Band of Luiseño Indians, San Jacinto, California
- Gabrieleño Band of Mission Indians – Kizh Nation, Covina, California
- Tongva Ancestral Territorial Tribal Nation, Marina del Rey, California
- Gabrielino/Tongva Nation, Los Angeles, California
- Gabrielino-Tongva Tribe, Los Angeles, California
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, San Gabriel, California
- Gabrielino Tongva Indians of California Tribal Council, Bellflower, California

Replies expressing interest in consulting were received from the Gabrieleño Band of Mission Indians – Kizh Nation, the Tongva Ancestral Territorial Tribal Nation, the Gabrielino/Tongva Nation, and the Gabrieleno/Tongva San Gabriel Band of Mission Indians. Metro consulted with the Soboba Band of Luiseño Indians (Soboba), but they are no longer active in consultation. Soboba concluded consultation via email dated February 1, 2017. No replies were received from the remaining tribes.

Because the Gabrieleño Band of Mission Indians – Kizh Nation and the Tongva Ancestral Territorial Tribal Nation are also consulting parties with FRA under Section 106, all further AB 52 consultation between these groups and Metro was conducted in parallel.

On September 12, 2016, Metro, in collaboration with FRA, sent an email inviting representatives from all aforementioned tribes to the September 19, 2016, Tribal Information Meeting for the Link US project, which was intended to provide information about the project as it relates to cultural resource investigations. None of the invitees attended the meeting.

On November 15 and 16, 2016, individual tribal consultation meetings were scheduled between FRA, Metro, and the three consulting tribes mentioned above to offer the latest project updates and provide a forum to discuss specific resource concerns. A brief summary of each meeting is provided below.

- **Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation)** – Andrew Salas, Chairperson, provided information that indicated the Kizh Nation’s ancestral association to the general project area. He stated that the project is within the vicinity of a major trade route that once connected San Francisco to San Diego, but has since been paved over (possibly by US-101). He stated that the ADI is a highly sensitive area for the presence of cultural resources associated with the Kizh Nation. Chairperson Salas stated his support for the project and noted that the area is the birthright of the tribe to protect. He also indicated that the area is not only associated with one large village of Yangna, but rather with many villages of a larger network. The burials found in the area to date reflect the high archaeological potential of the area. The Kizh Nation also indicated that a very important large sycamore tree in the area where tribal and spiritual leaders met and prayed together (El Aliso) should be considered in the evaluation of Archaeological Site CA-LAN-1575/H. The Kizh Nation has requested that a monitor from the Kizh Nation be present during ground-disturbing activities.
- **Tongva Ancestral Territorial Tribal Nation (TATTN)** – John Tommy Rosas, Tribal Administrator, noted that the project is located at the site of the original Pueblo of Los Angeles and emphasized that artifacts may still remain undisturbed despite decades of development. TATTN noted that they have information the California Historical Resources Information System does not have, and would be willing to share that with the Link US project team. TATTN supports the project, but also wants to make sure that the resources are protected (in particular the village of Yangna). TATTN emphasized that there needs to be a proper discovery and treatment plan in place prior to construction that deals with testing the site. If resources are impacted, TATTN recommends that there should be *in situ* preservation wherever possible, specific treatment plans should be available, human remains should be reburied as close as possible to their original locations, and any artifacts should be reburied in the site area with any human remains found with them. There should be no analysis of human remains or associated burial goods. TATTN emphasized that there needs to be a strong Memorandum of Agreement or Programmatic Agreement developed with a strong treatment plan for management/treatment of discoveries. TATTN also requested that the Advisory Council on Historic Preservation be engaged in reviewing the treatment plans.
- **Gabrielino/Tongva Nation** – Sam Dunlap, Cultural Resources Director, has expressed that the Gabrielino/Tongva Nation is interested in being a consulting party for the project, but there have been no meetings with them to date. Mr. Dunlap has expressed a desire to monitor during the construction phase, and to continue to consult under Section 106.
- **Gabrieleno/Tongva San Gabriel Band of Mission Indian** – On May 18, 2017, Anthony Morales, Chairperson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians, called Nina Delu (HDR) and stated that he wanted to consult with Metro (under AB 52) on the Link US project. Chairperson Morales was aware that project identification work was underway and that FRA is also

conducting Section 106 consultation for the project, but he has not contacted FRA to consult. He stated that Downtown Los Angeles is a very sensitive place for cultural resources and that this area is both culturally and spiritually significant to his tribe. Chairperson Morales noted that he did not think he would have much to offer in terms of specific knowledge of the resources of the area that we did not already have, and said that he believes that the Link US Team has done a good job on the identification studies. He stated that the project is very sensitive and Native Americans should be monitoring construction activities. He wants to be kept in the loop about the project and will be sent cultural reports as they become ready. When the project goes to construction, he would like to have his tribe involved as Native American monitors.

These suggestions from the Tribal Representatives are incorporated into appropriate mitigation measures for Cultural and Tribal Resources.

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6.0 Historical Resources Identified

The AII is centered primarily around LAUS, an NRHP/CRHR-listed property located in an urban setting with industrial properties and railroad tracks. The built environment and archaeological resource surveys resulted in the identification of 18 resources that are considered historical resources for the purposes of CEQA; these are discussed below. Seventeen of these are built environment resources and one is an archaeological resource.

6.1 Built Environment Resources

The 17 built environment resources identified as CEQA historical resources are listed in Table 6-1. Further detail on these resources can be found in the HRER (Attachment B). All resources are shown on Figure 6-1, which also shows the ADI, AII, and corresponding Map Reference numbers that identify each resource.

Table 6-1. California Environmental Quality Act Built Environment Resources in the Area of Indirect Impacts (Proposed Project and Build Alternative)

Name (Map Reference No. ¹)	Address/Location	Community	OHP Status Code ²
North Main Street Bridge (Bridge #53C 1010)	N. Main Street over the Los Angeles River	Los Angeles, CA	2S2, 5S1
Los Angeles Department of Water and Power, Main Street Center (#1)	1630 N. Main Street	Los Angeles, CA	2D2
William Mead Homes (#2)	1300 Cardinal Street	Los Angeles, CA	2S2
Mission Tower (# 3)	800 Alameda Street	Los Angeles, CA	2S2
Vignes Street Undercrossing (Bridge #53C 1764) (# 4)	0.2 mile northwest of Cesar Chavez Avenue	Los Angeles, CA	2D2
U.S. Post Office—Los Angeles Terminal Annex (#5)	900 Alameda Street	Los Angeles, CA	1S
Macy Street School (# 8)	900 N. Avila Street	Los Angeles, CA	3S
Los Angeles Union Passenger Terminal (LAUS) (#9)	800 Alameda Street	Los Angeles, CA	1S, 5S1
Cesar Chavez Avenue (formerly Macy Street) Viaduct (Bridge #53C 0130) (#10)	Cesar Chavez Avenue over the Los Angeles River, 0.12 mile north of US-101	Los Angeles, CA	2S2, 5S1

Table 6-1. California Environmental Quality Act Built Environment Resources in the Area of Indirect Impacts (Proposed Project and Build Alternative)

Name (Map Reference No. ¹)	Address/Location	Community	OHP Status Code ²
Los Angeles Plaza Historic District (#29)	Roughly bounded by Cesar Chavez Avenue to the north, Alameda and Los Angeles streets to the east, Arcadia Street to the south, and Spring Street to the west	Los Angeles, CA	1S
Denny’s Restaurant (#30)	530 East Ramirez Street	Los Angeles, CA	3S
Thomas R. Barabee Store and Warehouse (#16)	611–615 Ducommun Street	Los Angeles, CA	5S3
Friedman Bag Company— Textile Division (#22)	801 E. Commercial Street	Los Angeles, CA	3S
First Street Viaduct (Bridge #53C 1166) (#10)	First Street over the Los Angeles River, 0.6 mile west of US-101	Los Angeles, CA	2S2, 5S1
Fourth Street Viaduct (Bridge #53C 0044) (#26)	Fourth Street over the Los Angeles River	Los Angeles, CA	2S2, 5S1
Seventh Street Viaduct (Bridge #53C 1321) (#27)	Seventh Street over the Los Angeles River	Los Angeles, CA	2S2, 5S1
Olympic Boulevard (Ninth Street) Viaduct (Bridge #53C 0163) (# 28)	Olympic Boulevard over the Los Angeles River	Los Angeles, CA	2S2, 5S1

Notes:

¹ This map reference code corresponds to Figure 6-1.

² OHP Status Codes: 1S = Individual property listed in NRHP by the Keeper. Listed in the CRHR; 2D2 = Contributor to a district determined eligible for NRHP by consensus through Section 106 process. Listed in the CRHR; 2S2 = Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR; 3S = Appears eligible for NR as an individual property through survey evaluation; 5S1 = Individual property that is listed or designated locally; 5S3 = Appears to be individually eligible for local listing or designation through survey evaluation.

6.1.1 Properties Listed in the National Register of Historic Places/California Register of Historic Resources

To be included in the NRHP, a property goes through a formal nomination process, often with the documentation prepared by private individuals and organizations, or local governments and Native American tribes. The nomination is then considered by a professional review board, in the applicable state, that makes a recommendation of eligibility. The SHPO submits the recommended nomination to the National Park Service; if it is approved, the property is formally included in the NRHP and is automatically listed in the CRHR. Such properties did not require re-evaluation or further application of the NRHP/CRHR criteria by the Link US project, unless field survey investigation revealed that their listing status was compromised. The following three NRHP/CRHR listed historical resources are still extant and were identified within the All, in order of Map Reference Number:

1. **United States Post Office – Los Angeles Terminal Annex** (Map Reference #5), 900 Alameda Street, Los Angeles, was the central mail processing facility for Los Angeles from 1940 to 1989. Constructed in 1937 to 1938, the architectural style is a Mission/Spanish Colonial Revival, and it was intentionally designed to be consistent in style with LAUS. The period of significance is 1938, the year construction was completed. Los Angeles Terminal Annex was found to meet NRHP Criterion C when it was listed in the NRHP on January 11, 1985 (NRHP SID #85000131), as part of the United States Post Office Thematic Resource nomination. The property is not a state landmark or local monument. The United States Post Office – Los Angeles Terminal Annex is automatically included in the CRHR and is a historical resource for purposes of CEQA.
2. **Los Angeles Union Passenger Terminal** (also known as LAUS or Union Station, Map Reference #9), 800 Alameda Street, Los Angeles, was constructed from 1934 to 1939 and was designed in the Spanish Colonial Revival and Streamline Moderne styles. The period of significance is 1939, the year construction was completed. It was listed in the NRHP on November 13, 1980 (NRHP SID #80000811), under NRHP Criteria A and C. Union Station was also found to be of exceptional importance and therefore met NRHP Criteria Consideration G for properties achieving significance within 50 years prior to the time of listing. The property is also listed as California Historical Landmark No. 892. LAUS was declared City of Los Angeles Historic-Cultural Monument (LAHCM) #101 on August 2, 1972. LAUS is automatically included in the CRHR and is a historical resource for purposes of CEQA.
3. **Los Angeles Plaza Historic District** (El Pueblo de Los Angeles Historic District/El Pueblo, Map Reference #29) is roughly bounded by Cesar Chavez Avenue to the north, Alameda and Los Angeles streets to the east, Arcadia Street to the south, and Spring Street to the west. The buildings feature an extensive range of nineteenth and early twentieth century architectural styles, including some from the Spanish Colonial and Mexican eras. The oldest extant resources remaining in the district were constructed in 1822: Nuestra Señora La Reina de Los Angeles (Old Plaza Church), and the Plaza Church Cemetery, site of the first cemetery of Los Angeles. The period of significance is 1818 to 1932. Los Angeles Plaza Historic District was first listed in the NRHP on November 3, 1972 (NRHP SID #72000231), its boundary was amended on

November 12, 1981, and the resource count was revised on June 21, 2016. Los Angeles Plaza Historic District was found to meet NRHP Criteria A and C at the local level of significance. The approximately 9.5-acre site comprises 20 contributing buildings, 2 contributing sites, 6 non-contributing buildings, and 1 non-contributing structure. Many of the individual resources have been designated at the national, state, and local levels. Six resources are listed as California Historical Landmarks: Nuestra Señora La Reina de Los Angeles (No. 144), Avila Adobe (No. 145), Los Angeles Plaza (No. 156), Pico House (Hotel; No. 159), Merced Theatre (No. 171), and Old Plaza Firehouse (No. 730). Under the name Los Angeles Plaza Park, the Olvera Street and Plaza portions were declared LAHCM #64 on April 1, 1970. The Los Angeles Plaza Historic District is automatically included in the CRHR and is a historical resource for purposes of CEQA.

Additional documentation on these resources is provided on California DPR 532 Forms included in Appendix A of the HRER (Attachment B).

6.1.2 Properties Previously Determined Eligible for the National Register of Historic Places/California Register of Historic Resources

Properties previously determined eligible for the NRHP as a result of a consensus between a federal agency and the SHPO are historic properties for the purposes of Section 106 and are historical resources under CEQA. Properties previously determined eligible for the NRHP have gone through a different process than those already listed in the NRHP as described in Section 6.1.1. Properties in this category differ because there is not a formal nomination process involving approval by the National Park Service. Properties may be determined eligible for the NRHP through a consensus determination by a federal agency and SHPO, usually through the Section 106 process.

For the Link US project, properties previously determined eligible for the NRHP/CRHR did not require re-evaluation or further application of the NRHP/CRHR criteria, unless field survey investigation revealed that their NRHP/CRHR eligibility status was compromised or needed to be updated. The following nine historical resources previously determined eligible for the NRHP/CRHR are still extant and were identified within the AII. Additional documentation on these historical resources is provided on California DPR 523 Forms included in Appendix A of the HRER (Attachment B).

1. **North Main Street Bridge** (Bridge #53C 1010, Map Reference #31): The North Main Street Bridge was previously evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory, which was updated in 2004. The North Main Street Bridge was determined eligible for the NRHP under Criterion C for its engineering. The North Main Street Bridge was constructed in 1910, a year that also serves as its period of significance. The bridge was a pioneering example of a three-hinge bridge design that originated in Europe, and one of the earliest of its kind in the western United States. As a result of that evaluation, the bridge was assigned a status code of 2S2, indicating that it was determined eligible for the NRHP by consensus through the Section 106 process and listed in the CRHR. In 2008, the bridge was designated as LAHCM #901. Through a recent project that appears to have complied with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the bridge has undergone a seismic retrofit. The retrofitting involved uniform

concrete jacketing around structural elements of the bridge to improve seismic safety, as well as the restoration of original bridge elements (railing, lamp posts, etc.) that were removed in the 1970s. Based on visual observation, the property retains sufficient integrity to convey its significance as an early example of three-hinge bridge engineering. These significant structural elements are still extant beneath the concrete jacketing, and non-original elements including railing and lamp posts that detracted from the bridge's significance have been removed and restored with new features that are more in keeping with the bridge's original design. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016. The 2S2 status code is still valid, while the 5S1 status code is also valid and reflects its listing on the local register as LAHCM #901. The North Main Street Bridge is determined eligible for the NRHP, automatically eligible for the CRHR, and a historical resource for purposes of CEQA.

2. **Los Angeles Department of Water and Power Main Street Center** (Map Reference #1), 1630 North Main Street, Los Angeles, is a substantially scaled, multi-building yard owned and operated by the Los Angeles Department of Water and Power. The eight earliest buildings on the property were constructed from 1923 to 1937. On the property are numerous shops, test labs, warehouses, repair facilities, garages, crane aisles, and offices designed in the industrial style. A Determination of Eligibility prepared by the Federal Emergency Management Agency after the Northridge Earthquake in 1994 found the eight earliest buildings on the property to be contributors to a historic district eligible for the NRHP under Criteria A and C. In 1995, SHPO concurred with the Federal Emergency Management Agency's Determination of Eligibility through the mechanism of a Programmatic Agreement. The district record prepared in 1994 established the period of significance as 1923 to 1944, stating that "the district boundaries incorporate a group of historic industrial buildings which are over 50 years old and retain a sense of time and place." While not explicitly stated, the close of the period of significance was set as 50 years before the evaluation in accordance with guidance in NRHP Bulletin 16A, and was not linked to the construction years of any of the buildings on the facility. This study for Link US confirms those findings from the 1995 Federal Emergency Management Agency Determination of Eligibility and recommends that the close of the period of significance be extended to 1965 to encompass the construction dates of four more buildings that share similar historic associations and design quality and also meet NRHP Criteria A and C, and that those four buildings be added as contributing features to the district. The property is not a state landmark or local monument. The Los Angeles Department of Water and Power Main Street Center is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.
3. **William Mead Homes** (Map Reference #2), 1300 North Cardinal Street, Los Angeles, is a 17-acre multiple-family public housing complex designed in the Modern "garden apartments" style and constructed from 1943 to 1952. The period of significance was established as 1943 to 1952, based on the years of construction. William Mead Homes was determined eligible for the NRHP on June 3, 2002, with SHPO consensus, at the local level of significance through the Department of Housing and Urban Development Section 106 Programmatic Agreement for the City of Los Angeles. It was determined to meet Criterion A for its association with the development of public

and defense worker housing in Los Angeles during the Second World War, and to meet Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements. The property is not a state landmark or local monument. William Mead Homes is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.

4. **Mission Tower** (Map Reference #3), 1436 Alhambra Avenue, Los Angeles, was constructed in 1916 and enlarged in 1938. Its design was influenced by the Spanish Colonial Revival style. The period of significance is 1916 to 1938, based on when original construction was completed by the Atchison, Topeka and Santa Fe Railway and when it was enlarged for LAUS. Mission Tower was determined eligible for the NRHP by FRA, and SHPO concurred on January 15, 2004, as a result of the previous Run-Through Tracks Project Section 106 process. Mission Tower was determined to meet NRHP Criteria A and C at the local level of significance. The property is not a state landmark or local monument. Mission Tower is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.
5. **Cesar Chavez Avenue (formerly Macy Street) Viaduct** over the Los Angeles River (Bridge #53C 0130, Map Reference #10) was constructed in 1926 and designed in the Spanish Colonial Revival architectural style. The period of significance is 1926, the year construction was completed. It was previously determined eligible for inclusion in the NHRP in 1986 through a consensus determination process by the Federal Highway Administration (FHWA) and SHPO as a result of the Caltrans Historic Bridge Inventory (HBI), under NRHP Criteria A and C at the local level of significance. The bridge was declared LAHCM #224 on August 1, 1979. Cesar Chavez Avenue Viaduct is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.
6. **First Street Viaduct** over the Los Angeles River (Bridge #53C 1166, Map Reference #25), located 0.6 miles west of US-101, was constructed from 1926 to 1929 and was designed in the Neo-Classical architectural style. The period of significance is 1929, the year construction was completed. It was previously determined eligible for inclusion in the NRHP in 1986 through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. Furthermore, on December 5, 2001, SHPO concurred with a finding that the bridge was eligible for the NRHP under Criterion C. The bridge was declared LAHCM #909 on January 30, 2008. First Street Viaduct is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.
7. **Fourth Street Viaduct** (Bridge #53C 0044, Map Reference #26), spanning the Los Angeles River from Mission Road at the east to Santa Fe Avenue at the west, was constructed from 1930 to 1931 and was designed in the Beaux Arts and Gothic Revival architectural styles. The period of significance is 1930 to 1931, the years of construction. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. Fourth Street Viaduct was declared LAHCM #906 on January 30, 2008. Fourth Street Viaduct is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.

8. **Seventh Street Viaduct** (Bridge #53C 1321, Map Reference #27), spanning the Los Angeles River from approximately Myers Street at the east to Santa Fe Avenue at the west, was initially constructed in 1910 with subsequent work in 1927. It was originally designed in the Beaux-Arts style. The period of significance is 1910 to 1927. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. Seventh Street Viaduct was declared LAHCM #904 on January 30, 2008. Seventh Street Viaduct is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.
9. **Olympic Boulevard (Ninth Street) Viaduct** (Bridge #53C 0163, Map Reference #28), spanning the Los Angeles River from Rio Vista Avenue at the east to Enterprise Street at the west, was constructed in 1925 as Ninth Street Viaduct and was re-named in commemoration of the 1932 Olympic Games. The period of significance is 1925, the year construction was completed. Its design features Classical style structural elements combining Doric and Corinthian orders. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The structure was declared LAHCM #902 on January 30, 2008. Olympic Boulevard Viaduct is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.

6.1.3 Properties Recently Evaluated and Determined Eligible for the National Register of Historic Places/California Register of Historic Resources

All built environment properties more than 50 years old were evaluated for eligibility for the NRHP/CRHR by architectural historians and historians with qualifications that meet the Secretary of the Interior's Professional Qualifications Standards (Appendix A to 36 CFR Part 61). All properties less than 50 years old in the All were determined to be ineligible for the NRHP or CRHR because they lacked exceptional importance and did not meet NRHP Criteria Consideration G or CRHR Special Consideration 2. Survey work was conducted between November 2014 and July 2016, with updates in April 2018. All parcels were observed from the public ROW or with owner permission, and digital photographs were taken of all buildings and structures visible on each property.

In addition to the 11 properties previously listed in or formally determined eligible for the NRHP detailed in Sections 6.1.1 and 6.1.2, respectively, 19 other built environment resources more than 50 years of age were evaluated. Properties that were evaluated and recommended eligible for the NRHP/CRHR are detailed here. Properties evaluated and recommended not eligible for the NRHP but considered eligible for CEQA are detailed in Section 6.1.4. Properties evaluated and not recommended eligible for the NRHP or CEQA are described in Section 6.1.5. SHPO concurred on the eligibility of these resources in a letter dated September 27, 2018 (Attachment E).

Three architectural resources were determined eligible for the NRHP with SHPO concurrence (Attachment B and Attachment E) as a result of this study and are automatically considered historical resources under CEQA. They are listed below in order of Map Reference Number. Additional

documentation on these properties is provided on California DPR 523 Forms included in Appendix A of the HRER (Attachment B).

1. **Vignes Street Undercrossing** (Bridge #53C 1764, Map Reference #4) carrying LAUS tracks over Vignes Street, was constructed from 1933 to 1939 as part of LAUS, but is just outside that property's NRHP boundary. It was designed essentially in the Streamline Moderne style with Spanish Colonial Revival influence. Its period of significance is 1933 to 1939, based on the years of construction. The Vignes Street Undercrossing contributes to the significance of LAUS, and was recommended eligible for the NRHP under Criterion A at the local level of significance. The SHPO has concurred with this recommendation. The property is not a state landmark or local monument. Vignes Street Undercrossing is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.
2. **Macy Street School** (Map Reference #8), 900 North Avila Street, Los Angeles (alternate address 505 Clara Street), was constructed in 1915 and designed in the English Renaissance Revival style. The period of significance is 1915 to 1930, based on the year of construction and the tenure of School Principal Nora Sterry. The Macy Street School was recommended eligible for the NRHP at the local level of significance under Criterion A for associations to the Progressive Era and with ethnic settlement and assimilation in this part of Los Angeles, and under Criterion B for associations with early Principal Nora Sterry. The SHPO has concurred with this recommendation. The property is not a state landmark or local monument. Macy Street School is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.
3. **Denny's Restaurant** (Map Reference #30), 530 East Ramirez Street, Los Angeles, was constructed in 1965. It is an excellent example of a "Googie" style coffee shop designed by architect Larry A. Ray, based on the Armet & Davis prototype design from 1958. The period of significance is 1965, the year construction was completed. It was recommended eligible for the NRHP at the local level of significance under Criterion C. This NRHP eligibility determination is consistent with the findings of SurveyLA, the Los Angeles Historic Resources Survey, published in September 2016. The SHPO has concurred with this recommendation. The property is not a state landmark or local monument. Macy Street School is automatically eligible for the CRHR and is a historical resource for purposes of CEQA.

6.1.4 CEQA-Only Built Environment Historical Resources

The City of Los Angeles Office of Historic Resources (OHR) has provided information, in the form of a comment regarding draft survey findings that resulted in two of the built environment resources considered to be historical resources under CEQA, as follows:

1. **Thomas R. Barabee Store and Warehouse** (Map Reference #16), 611–615 Ducommun Street, Los Angeles, was constructed in 1926, and was designed in the Commercial/Industrial Vernacular style. The period of significance is 1926, based on the year it was constructed. It is not eligible for the NRHP but is being considered a CEQA historical resource. The building was previously surveyed in 2002 and was determined ineligible for the NRHP by FRA; SHPO concurred with this finding on

January 15, 2004 (FRA031117A). In an email on December 19, 2014, responding during the Section 106 process for SCRIP (the predecessor project to Link US), the City of Los Angeles OHR stated that it believed the Thomas R. Barabee Store and Warehouse is a historical resource for the purposes of CEQA. In 2014, OHR believed that the property is a significant example of commercial architecture and provided information related to context, theme, and property type for citywide commercial architecture. However, when OHR published its SurveyLA findings nearly 2 years later in September 2016, the property was not among the individual resources identified as significant in the Central City North area. Based on the information provided by OHR in 2014, it is considered to be a historical resource under CEQA. The property is not a state landmark or local monument. FRA has determined that this property remains ineligible for listing in the NRHP and the SHPO has concurred with this determination.

2. **Friedman Bag Company—Textile Division Building** (Map Reference #22), 801 East Commercial Street, Los Angeles. The oldest portion of this building was constructed in 1902, with additions in 1906, 1941, and 1954. It is designed in the Industrial/Utilitarian style. The period of significance is 1902, based on the year the oldest extant portion of the building was constructed. The building was previously surveyed in 2002 and was determined ineligible for the NRHP by FRA; SHPO concurred with this finding on January 15, 2004 (FRA031117A). As a result, the entire property is considered not eligible for the NRHP because of a previous Section 106 consensus determination. However, the northwest portion of the building that was originally constructed in 1902 was identified as significant in 2016 by the OHR's SurveyLA program for associations to early industrial development in Los Angeles between 1880 and 1945. Therefore, the northwest portion of the building constructed in 1902 is a historical resource under CEQA because it was found to be significant in a historical resources survey conducted by a local government agency. The property is not a state landmark or local monument. FRA has determined that this property remains ineligible for listing in the NRHP and the SHPO has concurred with this determination.

Additional documentation on these two properties is provided on California DPR 523 Forms included in Appendix A of the HRER (Attachment B).

6.1.5 Other Properties

All other resources in the Link US All were determined not eligible for the NRHP and not CEQA historical resources.

A total of eight properties, listed below in order of Map Reference Number, were recommended not eligible for the NRHP through the Section 106 process with SHPO concurrence (Attachment E). None of these eight properties are considered historical resources under CEQA. Additional documentation on these properties is provided on California DPR 523 Forms included in Appendix A of the HRER (Attachment B).

1. Gonzalez Candle Shop manufacturing building, 940 North Avila Street, Los Angeles, OHP Status Code 6Y, Map Reference #6.
2. Interstate Rubber Company, 908 North Avila Street, Los Angeles, OHP Status Code 6Y, Map Reference #7.
3. US 101 Slot (Santa Ana Freeway), US-101, Post Mile 1.3 to Post Mile 0.7, approximately located between Grand Avenue and Vignes Street, Los Angeles, OHP Status Code 6Y, Map Reference #11.
4. American Warehouse and Realty Company, 430 Commercial Street, Los Angeles, OHP Status Code 6Y, Map Reference #13.
5. Maier Brewing Company, 620 Commercial Street, Los Angeles, OHP Status Code 6Y, Map Reference #14.
6. Friedman Bag Company, Polyethylene Division, North Building, 711 Ducommun Street, Los Angeles, OHP Status Code 6Y, Map Reference #18.
7. Friedman Bag Company, Polyethylene Division, South Building, 706 Ducommun Street, Los Angeles, OHP Status Code 6Y, Map Reference #19.
8. Manley Oil Company/ Southern California Gas Company, 410 Center Street, Los Angeles, OHP Status Code 6Y, Map Reference #21.

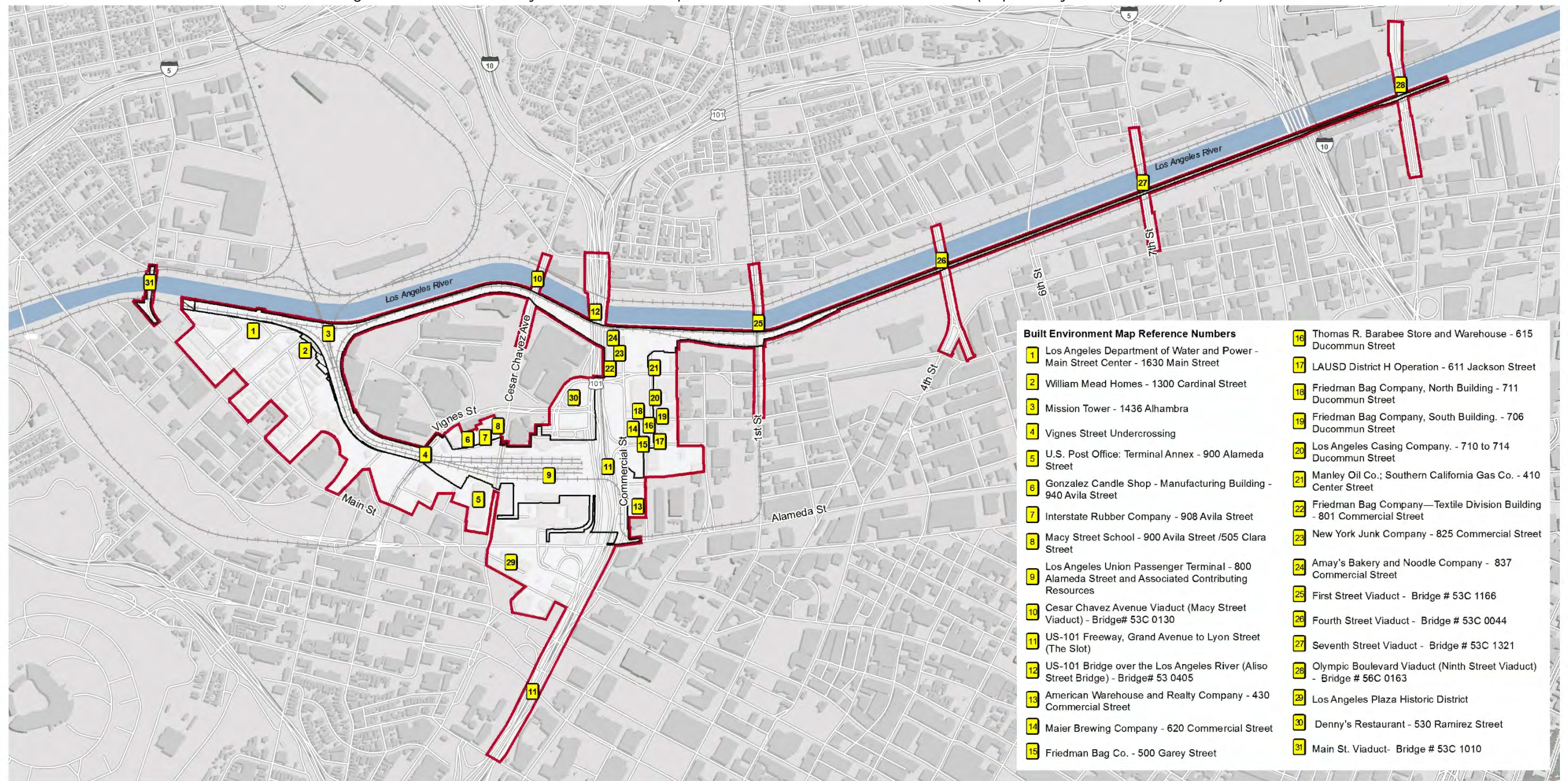
Six additional properties, listed below in order of Map Reference Number, were determined not eligible for listing in the NRHP as a result of previous studies, and are not considered historical resources under CEQA. They were previously assigned an OHP status code of 6Y. The updated evaluations performed for the project confirm that retention of status code 6Y is appropriate. Additional documentation on these properties is provided on California DPR 523 Forms included in Appendix A of the HRER (Attachment B).

9. US-101 Bridge #53-0405, US-101 over the Los Angeles River, Los Angeles, OHP Status Code 6Y, Map Reference #12.
10. Friedman Bag Company—Storage Building, 500 Garey Street, Los Angeles, OHP Status Code 6Y, Map Reference #15.
11. Los Angeles Unified School District District H Facilities Services and Maintenance Operations, 611 Jackson Street, Los Angeles, OHP Status Code 6Y, Map Reference #17.

12. Los Angeles Casing Company, 710–714 Ducommun Street, Los Angeles, OHP Status Code 6Y, Map Reference #20.
13. New York Junk Company, 622 Frontage Road (825 Commercial Street), Los Angeles, OHP Status Code 6Y, Map Reference #23.
14. Amay’s Bakery & Noodle Company, 837 Commercial Street, Los Angeles, OHP Status Code 6Y, Map Reference #24.

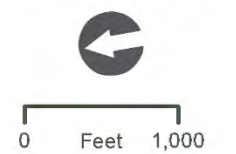
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Figure 6-1. Link Union Areas of Direct and Indirect Impacts and Built Environment Resource Location (Proposed Project and Build Alternative)



Built Environment Map Reference Numbers	
1	Los Angeles Department of Water and Power - Main Street Center - 1630 Main Street
2	William Mead Homes - 1300 Cardinal Street
3	Mission Tower - 1436 Alhambra
4	Vignes Street Undercrossing
5	U.S. Post Office: Terminal Annex - 900 Alameda Street
6	Gonzalez Candle Shop - Manufacturing Building - 940 Avila Street
7	Interstate Rubber Company - 908 Avila Street
8	Macy Street School - 900 Avila Street /505 Clara Street
9	Los Angeles Union Passenger Terminal - 800 Alameda Street and Associated Contributing Resources
10	Cesar Chavez Avenue Viaduct (Macy Street Viaduct) - Bridge# 53C 0130
11	US-101 Freeway, Grand Avenue to Lyon Street (The Slot)
12	US-101 Bridge over the Los Angeles River (Aliso Street Bridge) - Bridge# 53 0405
13	American Warehouse and Realty Company - 430 Commercial Street
14	Maier Brewing Company - 620 Commercial Street
15	Friedman Bag Co. - 500 Garey Street
16	Thomas R. Barabee Store and Warehouse - 615 Ducommun Street
17	LAUSD District H Operation - 611 Jackson Street
18	Friedman Bag Company, North Building - 711 Ducommun Street
19	Friedman Bag Company, South Building - 706 Ducommun Street
20	Los Angeles Casing Company - 710 to 714 Ducommun Street
21	Manley Oil Co.; Southern California Gas Co. - 410 Center Street
22	Friedman Bag Company—Textile Division Building - 801 Commercial Street
23	New York Junk Company - 825 Commercial Street
24	Amay's Bakery and Noodle Company - 837 Commercial Street
25	First Street Viaduct - Bridge # 53C 1166
26	Fourth Street Viaduct - Bridge # 53C 0044
27	Seventh Street Viaduct - Bridge # 53C 1321
28	Olympic Boulevard Viaduct (Ninth Street Viaduct) - Bridge # 56C 0163
29	Los Angeles Plaza Historic District
30	Denny's Restaurant - 530 Ramirez Street
31	Main St. Viaduct- Bridge # 53C 1010

LEGEND
 Area of Indirect Impacts
 Area of Direct Impacts (Proposed Project)
 Additional Area of Direct Impacts (Build Alternative)



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6.2 Archaeological Resources

The identification of archaeological resources is discussed in detail in the confidential ASR (Attachment C). One archaeological resource was determined eligible for the NRHP with SHPO concurrence (Attachment D and Attachment E) and is automatically considered a historical resource under CEQA. Two archaeological resources were determined ineligible for listing in the NRHP/CRHR and are not considered historical resources under CEQA. SHPO concurred with these determinations on September 27, 2018 (Attachment E).

6.2.1 P-19-001575 (CA-LAN-1575/H)

Archaeological Site P-19-001575 (herein CA-LAN-1575/H) is a large multicomponent subsurface archaeological site located in Downtown Los Angeles, California. Site boundaries are currently defined as the block north of US-101, bounded on the west by Alameda Street, on the north by Cesar Chavez (formerly Macy) Avenue, and by the eastern edge of the railroad tracks east of 800 Alameda Street: the general location of LAUS (see confidential map in Attachment A). Greenwood (1993a) originally defined the size of the site as covering approximately 88,000 square meters with dimensions of 330 by 266 meters. Review of these dimensions against the actual bounding landmarks gives an area of 350 by 330 meters, or 115,500 square meters. These boundaries are based on historical research and archaeological discoveries made during past construction projects that exposed portions of the site. Because the site boundary was determined through discovery of components within the ADI as a result of previous construction projects, it is highly probable that the site boundary, specifically the Native American component, extends well beyond the ADI. The entire landscape in and around the ADI is considered highly sensitive for buried cultural resources.

Subsurface deposits of Archaeological Site CA-LAN-1575/H are below and beyond the developed and operational portions of LAUS, which was built between 1933 and 1939 on approximately up to 24 feet of fill covering a portion of Historic Los Angeles Chinatown. There are no portions of the archaeological site that are visible or accessible within the modern developed surface area of LAUS.

Past historical, ethnographic, and archaeological research, as well as past construction projects that encountered portions of the site, have helped to define the site boundary and components within the ADI. Artifacts and features uncovered during past projects include prehistoric burials, habitation deposits, and remnants of Historic Los Angeles Chinatown. The previously uncovered material assemblage and features can be grouped into three broad overlapping temporal/cultural components:

- The Prehistoric/Historic Native American Period (AD 1000–1848)
- The Spanish-Mexican Period (1781–1850)
- The American Period – Historic Los Angeles Chinatown (1850–1966)

Archaeological testing, monitoring, and excavations at Archaeological Site CA-LAN-1575/H were performed for three projects:

- Metro Redline Subway (Costello 1981; Greenwood 1993b)
- MWD Headquarters Project (Costello et al. 1998, 1999; Goldberg et al. 1999)
- Union Station Village Apartments and Catellus Corporation Head Start Building Projects (Warren et al. 2005)

The Metro Red Line subway archaeological excavations recovered mostly historic-period materials and features associated with Chinatown; however, a scattering of prehistoric materials and one prehistoric human interment were also found. The MWD Headquarters Project recovered extensive materials from Chinatown and a prehistoric cemetery, while Union Station Village and the Head Start Building Projects recovered only historic-period materials associated with Chinatown.

Native American Archaeological Component

Excavations in 1996 (Goldberg et al. 1999) recovered the remains of 19 individuals, 14 found in primary interments and 5 as cremations. These prehistoric and historic-period Native American remains date from 1000 BP to approximately 130 BP (Goldberg et al. 1999). Three burials were found at depths ranging from approximately 1.7 to 2.5 meters (5.6 to 8.2 feet) below the asphalt of the LAUS parking lot.

Hundreds of shell, schist, talc, and jadeite beads and a few shell ornaments were found associated with these burials and cremations. Other prehistoric artifacts found with these remains included projectile points, a metate fragment, a stone pipe fragment, a bowl mortar fragment, ceramic vessel fragments, bone awls and hairpins, a steatite drinking bowl, and four charred basketry fragments. This portion of Archaeological Site CA-LAN-1575/H has been interpreted as representing an area used specifically as a cemetery, and not a village occupation area.

Historical Period Archaeological Components

Spanish-Mexican Period. The only artifact or feature dating from the Spanish-Mexican Period found to date at Archaeological Site CA-LAN-1575/H is Zanja 654. This earthen ditch feature was likely built for the Avila vineyards of the 1820s and subsequently improved into a wooden conduit in 1881 when the winery was upgraded by new managers. Discovered during archaeological investigations at the MWD property (Costello et al. 1998), Costello's research concluded that Zanja 654 was not part of the Zanja Madre system, but was likely an agricultural irrigation feature.

American Period. The American Period component of Archaeological Site CA-LAN-1575/H consists of remains associated with the development of Chinatown and its decline during the 1860s to 1933. Greenwood (1993b) discusses intact deposits from Chinatown identified during construction of the Metro Red Line tunnel under the LAUS Yard.

Historical features documented during subsequent excavations for the MWD Headquarters building (Costello et al. 1998, 1999; Goldberg et al. 1999) included hundreds of privies, extensive refuse deposits, and numerous structural foundations, including those of Matthew Keller's sherry house, the Sisters of Charity Orphan Asylum, several family residences, and the foundations of numerous brothels and Chinese cribs. Thousands of historic-era artifacts were recovered, including ceramics, bottles, and glassware, Chinese ceramics and coins, and numerous types of household items (Costello et al. 1998, 1999). Individual features found include wells, and the remains of a large brick three-burner wok stove.

No archaeological materials from the historic period after construction of LAUS (1934 to 1968) have been found at the site.

Integrity

Pre-1933 surface features and buildings in the area of Archaeological Site CA-LAN-1575/H were destroyed or removed when the area was cleared and filled for the construction of LAUS. Although surface constituents of the site no longer exist, subsurface artifacts and features discovered during previous investigations suggest that the site retains integrity of objects, deposits, or features dating to the Native American and American periods in the history of Los Angeles.

An intact prehistoric cemetery containing the remains of 19 individuals along with an extensive collection of burial goods discovered underneath the MWD Headquarters Project site (Goldberg et al. 1999) strongly suggest that additional Native American archaeological materials still exist within the boundaries of Archaeological Site CA-LAN-1575/H.

While little archaeological evidence of the Spanish-Mexican Period has been found to date (a single ditch segment), this single find may signal that other agricultural features also remain. So, too, might evidence of agricultural practices associated with the extensive vineyards of the Spanish-Mexican era. However, continued use of the area for vineyards and orchards well into the American Period likely removed or obscured evidence of the Spanish-Mexican Period agriculture. It should be noted that historical maps demonstrate the Zanja Madre system was located west of the modern alignment of Alameda Street, outside the ADI (Figure 7-4 of the ASR [Attachment C]). In addition, numerous artifacts, features, and deposits associated with Chinatown discovered in situ during the Metro Red Line Project (Greenwood 1993b) suggest that other portions of the site retain integrity of objects associated with the early Chinese in American history.

Excavations for the MWD Headquarters building, the Metro Red Line tunnel, and the Catellus Head Start Building and Mozaic Apartments likely destroyed any archaeological materials within their footprints. All projects required construction excavations that extended well below the calculated maximum depth for any archaeological resources.

Eligibility

For Link US, FRA evaluated the historical significance of Archaeological Site CA-LAN-1575/H for each of the site's cultural components with reference to the NRHP eligibility criteria at 36 CFR 60.4 (Appendix D). FRA determined and SHPO concurred that Archaeological Site CA-LAN-1575/H is:

- **Not Eligible Under Criterion A/1:** The site does not qualify for listing in the NRHP/CRHR according to eligibility Criterion A/1 for the following cultural components of the site:
 - *Prehistoric/Historic Native American Period:* Despite uncovering significant Native American remains dating from ca. 1000 BP to ca. 130 BP, no relationship to significant events can be recognized.
 - *Spanish-Mexican Period:* Archaeological Site CA-LAN-1575/H manifests scant evidence of remains from the Spanish-Mexican Period with only one previous discovery of a zanja that does not appear to be part of the larger zanja system. Despite the historical associations with vineyards, the Spanish-Mexican component of Archaeological Site CA-LAN-1575/H does not maintain integrity of design, setting, materials, workmanship, feeling, and association. The entire environment of the site has been transformed, particularly with the development of the LAUS complex and the modern urban development of Los Angeles. As such, this component does not qualify under Criterion A/1.
 - *American Period:* Despite the historical associations with Historical Los Angeles Chinatown, Archaeological Site CA-LAN-1575/H does not maintain integrity of design, setting, materials, workmanship, feeling, and association. The entire environment of the site has been transformed with the development of the LAUS complex and the modern urban development of Los Angeles. Because there are no remnants of the Chinatown community, the American Period component does not qualify under Criterion A/1.
- **Not Eligible Under Criterion B/2:** The site does not qualify for listing in the NRHP/CRHR according to eligibility Criterion B, since after review of ethnographic literature and consultation with Native American Tribes and review of historic period documents, the site lacks any known associations with historically important persons or legendary beings.
- **Not Eligible Under Criterion C/3:** The site does not qualify for listing in the NRHP according to eligibility Criterion C because the site does not exhibit qualities that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- **NRHP Eligible Under Criterion D/4:** The site has yielded and still has the potential to yield significant archaeological data/information regarding the Late Prehistoric Period and American Period. As demonstrated by past investigations, artifacts, deposits, features and other archaeological materials retain the integrity necessary to answer pertinent and current research questions, through recovery and interpretation of the archaeological record at the site.

Archaeological Site CA-LAN-1575/H was determined NRHP eligible under Criterion D by FRA with SHPO concurrence on September 27, 2018 (Appendix E), and is automatically eligible for the CRHR. The period of significance for Link US archaeological materials is Late Prehistoric Period (AD 1000) to AD 1940, which encompasses Native American cultural remains and cultural materials deposited up until the demolition of the Original Los Angeles Chinatown and subsequent completion of LAUS.

The recent field survey for Link US did not result in any observations of any remnants or indications of Archaeological Site CA-LAN-1575/H. The recorded area of the site is completely covered by buildings, structures, and pavement; however, based on previous investigations of the site, Archaeological Site CA-LAN-1575/H is present within the ADI under the current urban landscape and, therefore, the potential for the ADI to yield buried historic and prehistoric archaeological resources is considered high.

6.2.2 P-19-003169 (CA-LAN-3169H)

Resource P-19-003169 (CA-LAN-3169H), two segments of an abandoned railroad siding, was first recorded in 2003 by Applied EarthWorks (Robinson and Harris 2003) for the Run-Through Tracks Project. The resource was described as being in two separate segments at two places: on Commercial Street near the intersection with Center Street; and in a vacant city block south of Commercial Street and north of Ducommun Street, between North Garey Street and North Hewitt Street. This resource has been removed and paved over and no longer exists within the ADI.

6.2.3 P-19-187085

The Mojave Road (also known as Mojave Trail) is solely represented by a State Historical Landmark (No. 963) located a considerable distance from the project study area. The landmark monument is located at the Midway Rest Area along Interstate Highway 15 North, approximately 30 miles northeast of Barstow. The portion of this resource that may have been located in Downtown Los Angeles has been paved over, buried, or no longer exists along its reported alignment, which is based on historical descriptions and maps. The resource may have crossed the project study area, but the actual historical alignment within the vicinity of the project study area is not known, and no remnants or signs of the resource exist within or near the ADI.

6.3 Tribal Cultural Resources

The NAHC was contacted to incorporate the opinions and concerns of Native Americans in the ADI. The NAHC consulted its Sacred Lands File for Native American burial sites and sacred places that could exist in the ADI. The NAHC indicated the presence of sacred sites in the ADI, recommended contacting the Gabrieleño Band of Mission Indians – Kizh Nation for more information about these sites, and suggested that other individuals of Native American descent with an interest in the general project area could have additional information, knowledge, or concerns regarding resources.

A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe and either:

- Is on, or eligible for, the CRHR or a local historic register
- The lead agency, “in its discretion and supported by substantial evidence,” determines that the resource meets the register criteria

As a result of tribal consultation conducted under AB 52 by Metro, the Native American component of Archaeological Site CA-LAN-1575/H is considered a Tribal Cultural Resource.

The Native American component of Archaeological Site CA-LAN-1575/H, which was determined eligible (with SHPO consensus) for the NRHP under Criterion D, is automatically eligible for the CRHR under Criterion 4.

Chairman Andrew Salas of the Gabrieleno Band of Mission Indians – Kizh Nation addressed the significance of the area in a letter dated June 15, 2016:

Your project lies in an area where the Ancestral territories of the Kizh (Kitc) Gabrieleño’s villages Such as Yangna adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods. The homeland of the Kizh Gabrieleño was probably the most influential Native American group in aboriginal Southern California (Bean and Smith 1978a:538), was centered in the Los Angeles Basin, and reached as far east as the San Bernardino-Riverside area. The homeland of our neighbors the Serrano’s was primarily the San Bernardino Mountains, including the slopes and lowlands on the north and south flanks. Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/base sites are marked by midden deposits often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.

Given the project location and the high sensitivity for archaeological resources within the ADI, all tribes that have met with Metro under AB 52 have requested that a Native American Monitor be present on site for any and all ground disturbance (including but not limited to pavement removal, pot holing, augering, boring, grading, excavation, and trenching) to protect any cultural resources that may be impacted during construction of the proposed project or the build alternative.

Additionally, the Gabrieleño Band of Mission Indians – Kizh Nation, through consultation, has recommended that a robust monitoring and mitigation plan be in place prior to the start of construction. This was also a recommendation made by the Soboba Band of Luiseño Indians.

In regard to this tribal cultural resource, in a meeting held on November 15, 2016, between FRA, Metro, and Mr. John Tommy Rosas of the TATTN, Mr. Rosas noted that this site should be tested prior to construction, and that there should be a specific treatment plan in place prior to the start of construction that details the plan of action in case human remains are encountered and to address the long-term disposition of artifacts. Mr. Rosas stated a preference for the reburial of Native American human remains as close as possible, as well as for the reburial of any artifacts found during excavations.

Follow-up meetings with tribal representatives in August 2018 did not result in additional information that altered the analysis that the Native American component of Archaeological Site CA-LAN-1575/H is significant under Criteria D/4 and extremely sensitive to the consulting tribes. Tribal representatives expressed concerns that burials discovered near the location of the El Aliso sycamore tree may be burials of people who had high status, based on burial goods found in nearby contexts. They were also concerned that the area in which Native American remains and burials may be encountered is much larger than the ADI. The probability that additional Native American burials may be discovered during construction was reiterated. It was requested that the monitoring and treatment plans carefully analyze where construction may impact Native American remains and that the plans should emphasize a heightened sensitivity in the areas where Native American components may be present. It was requested that testing occur prior to construction.

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7.0 Impact Assessment

7.1 Built Environment Resources

7.1.1 Built Environment Resources Determined to have No Impact

The following five bridges that are classified as historical resources, as defined in §15064.5, and located within the All would result in no impact because no physical alteration to any of the bridges would result from the proposed project or the build alternative:

- Cesar Chavez Avenue viaduct over the Los Angeles River
- First Street viaduct over the Los Angeles River
- Fourth Street viaduct over the Los Angeles River
- Seventh Street viaduct over the Los Angeles River
- Olympic Boulevard viaduct over the Los Angeles River

While some track work would occur where the railroad tracks pass under the bridge structures, and the tracks, ties, and ballast constitute “physical features within the setting” of the bridges, they have been subject to regular replacement over the years as part of routine maintenance and do not comprise historic material that contributes to the significance of the bridges themselves. Therefore, there would be no impact on these historical resources.

Additionally, the Thomas R. Barabee Store and Warehouse is classified as a historical resource and would result in no impact because the proposed project or the build alternative would result in no physical alteration to the building. Therefore, there would be no impact on this historical resource.

The following six built environment resources are classified as historical resources to which the proposed project or the build alternative may cause a substantial adverse change in the significance:

- LAUS and Vignes Street Undercrossing (two separate but related historical resources, as explained in the HRER [Attachment B])
- William Mead Homes
- Friedman Bag Company-Textile Division Building
- North Main Street Bridge (Bridge #53C 1010)

7.1.2 Direct Impacts – Construction

The proposed project and build alternative have the potential to result in direct impacts on the following built environment historical resources: LAUS and Vignes Street Undercrossing, William Mead Homes, Friedman Bag Company—Textile Division Building, and North Main Street Bridge.

Los Angeles Union Station and Vignes Street Undercrossing

Proposed Project and Build Alternative

In the interim condition, demolition of Platform 4 and the associated butterfly shed canopy would occur to implement new run-through service.

In the full build-out condition, the rail yard would be elevated up to approximately 15 feet above the existing elevation to accommodate the Caltrans vertical clearance requirements for new run-through tracks over both the El Monte Busway and US-101. The new passenger concourse would also be constructed in the full build-out condition. A portion of the characteristics that qualify LAUS for listing in the NRHP/CRHR would be destroyed or substantially altered; therefore, the proposed project or the build alternative would have a substantial adverse change in significance on the following character-defining features (Figure 7-1 and Figure 7-2):

- **Platforms** – The 21-foot-wide concrete platforms would be demolished, and new, longer, wider concrete platforms (29 feet wide) would be constructed to enhance safety; allow space for proposed elevators, stairs, and escalators; and accommodate building code requirements for loading (ramps and railings would not be replaced). The proposed platforms would be lengthened and elevated up to approximately 15 feet above their present elevation. The proposed project or the build alternative would have a similar impact on this feature.
- **Butterfly Shed Canopy** – The butterfly shed canopies above the remaining existing platforms would be demolished because they are too narrow, are not long enough to perform their historic function on the widened and lengthened platforms, and do not take into account the design requirements of multiple operating agencies, each with their own unique needs and train types and each with different design criteria for proximity and clearance of canopies. The newly proposed canopies over each individual platform (proposed project) or the grand canopy over the rail yard (build alternative) would not convey the historic feeling and association currently experienced by visitors or travelers to LAUS.
- **Pedestrian Passageway (Tunnel), Ramps, Platform Railings, Solid Balustrades** – The pedestrian passageway, passenger ramps, platform railings, and solid balustrades would be demolished to make space for the construction of the concourse. The concourse would include multiple egress routes, with public areas integrated into the design. For the proposed project, an above-grade passenger concourse with new expanded passageway would be constructed, and the existing pedestrian passageway below the rail yard would be demolished. The new expanded passageway would provide additional passenger travel-path convenience and options. For the build alternative

with the at-grade passenger concourse, the pedestrian passageway would be demolished to accommodate the at-grade concourse-related improvements. For both the proposed project and the build alternative, new elevators, escalators, stairs, and ramps would be constructed to achieve compliance with California Building Code egress and ADA standards. The above-grade passenger concourse with new expanded passageway (proposed project) or at-grade passenger concourse (build alternative) would not convey the historic feeling and association currently experienced by visitors or travelers to LAUS.

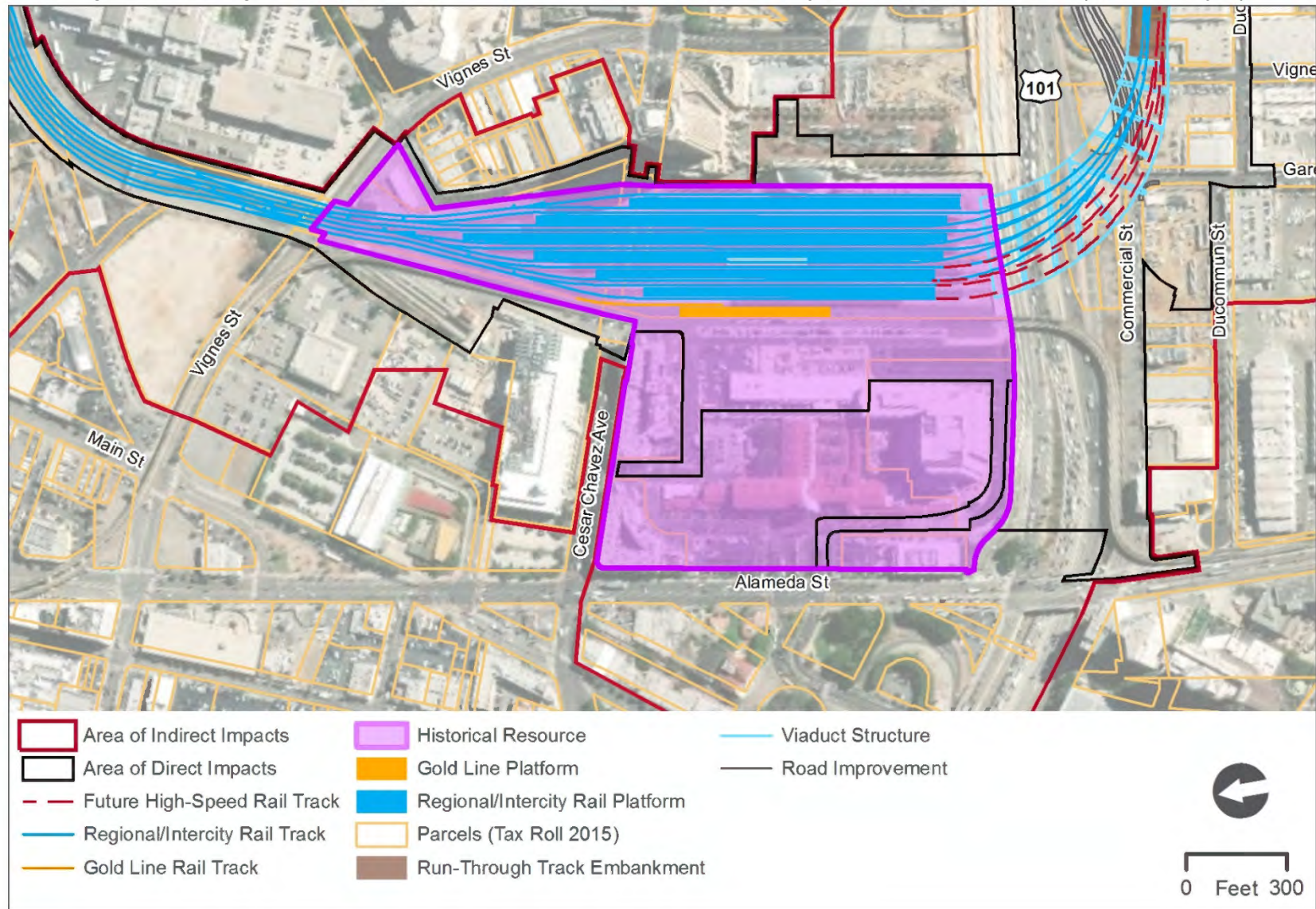
- **Terminal Tower** – The Terminal Tower would be moved and either reoriented at grade or raised vertically, depending on final design. The proposed project or the build alternative would have a similar impact on this feature.
- **Car Supply Building** – The Car Supply Building and retaining walls would be demolished in order to raise the rail yard by up to 15 feet. The proposed project or the build alternative would have a similar impact on this feature.
- **Undercrossings** – The Cesar Chavez Avenue and Vignes Street undercrossings would be demolished and replaced with new bridges to accommodate the elevated rail yard and the egress requirements from the platforms. The proposed project or the build alternative would have a similar impact on this feature.
- **South Retaining Wall** – The proposed run-through track structure over the El Monte Busway and US-101 would be designed to span above the existing south retaining wall, which would be largely obscured from public view, but may still be altered (likely with the run-through tracks structure crossing through the wall) but would be reconstructed in-kind, where feasible, and visible from US-101. The proposed project or the build alternative would have a similar impact on this feature.

As described above, the portions of the LAUS property that would be demolished under either the proposed project or the build alternative would include the following contributing features: platforms, butterfly shed canopies, ramps, railings, pedestrian passageway, solid balustrades off the passageway to the platforms, Cesar Chavez Avenue Undercrossing, and Car Supply Building. Further, the Vignes Street Undercrossing (Figure 7-3 and Figure 7-4) would also be demolished. The physical removal of these features would be a substantial change in significance of the historical resource, even though LAUS would retain enough integrity to remain listed in the NRHP/CRHR due to the preservation of the historic main building (e.g., tile roof, stucco wall cladding, arched main entrance, decorated beams, and tile floors) and other features such as the ticketing halls, arcades, clock tower, and patios. There would be substantial alterations to the south retaining wall and Terminal Tower. While not a qualifying characteristic, approximately 5 to 7 feet of the Bauchet Street wall at the location where it joins the Avila Street wall would be demolished and replaced by a new wall to provide adequate fire access.

For LAUS and the associated Vignes Street Undercrossing, this is considered a significant impact. Mitigation Measures HIST-1a through HIST-1d are proposed to mitigate this impact; however, impacts would remain significant and unavoidable.

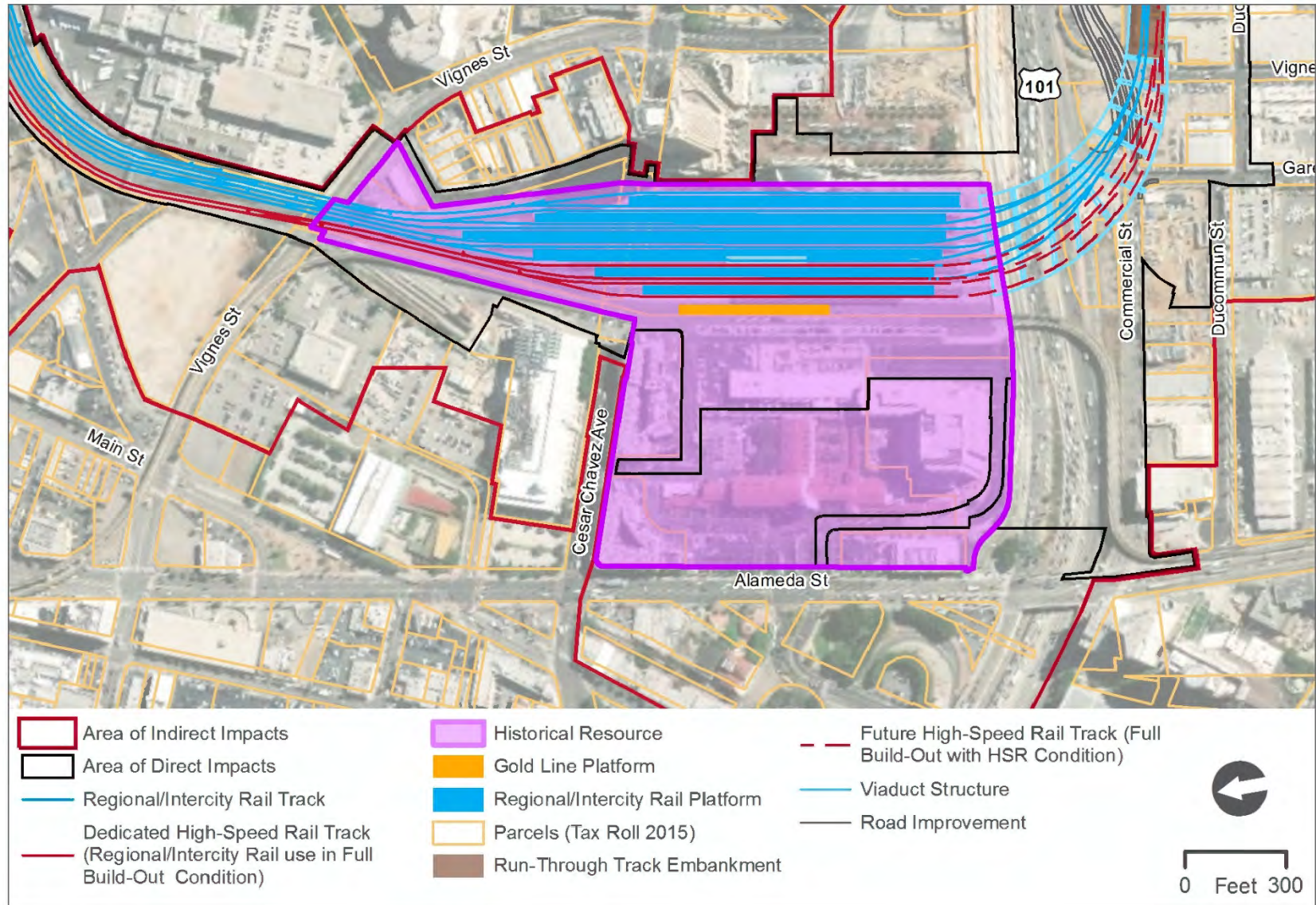
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Figure 7-1. Los Angeles Union Station Historical Resource Boundary and Areas of Direct and Indirect Impacts (Proposed Project)



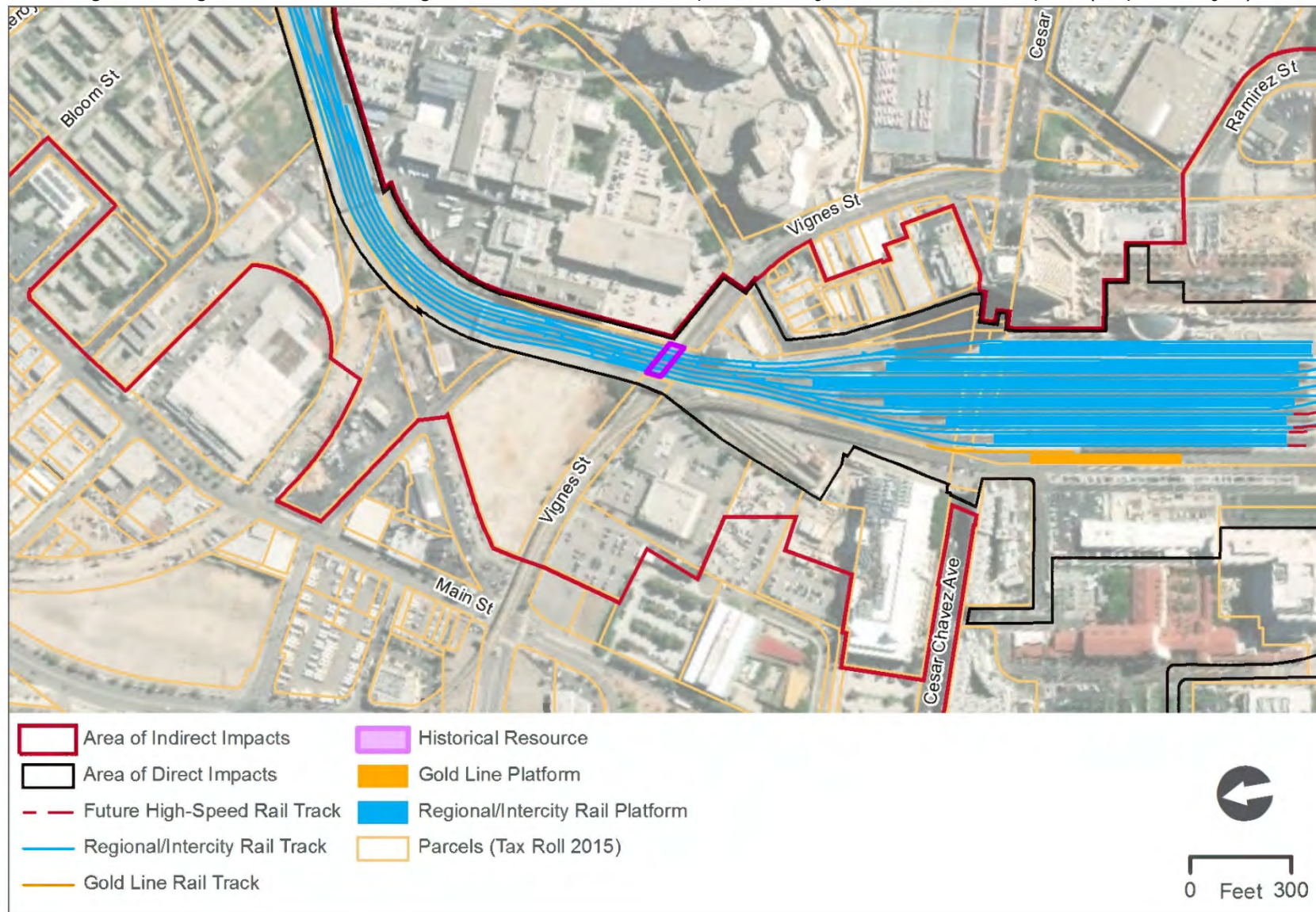
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Figure 7-2. Los Angeles Union Station Historical Resource Boundary and Areas of Direct and Indirect Impacts (Build Alternative)



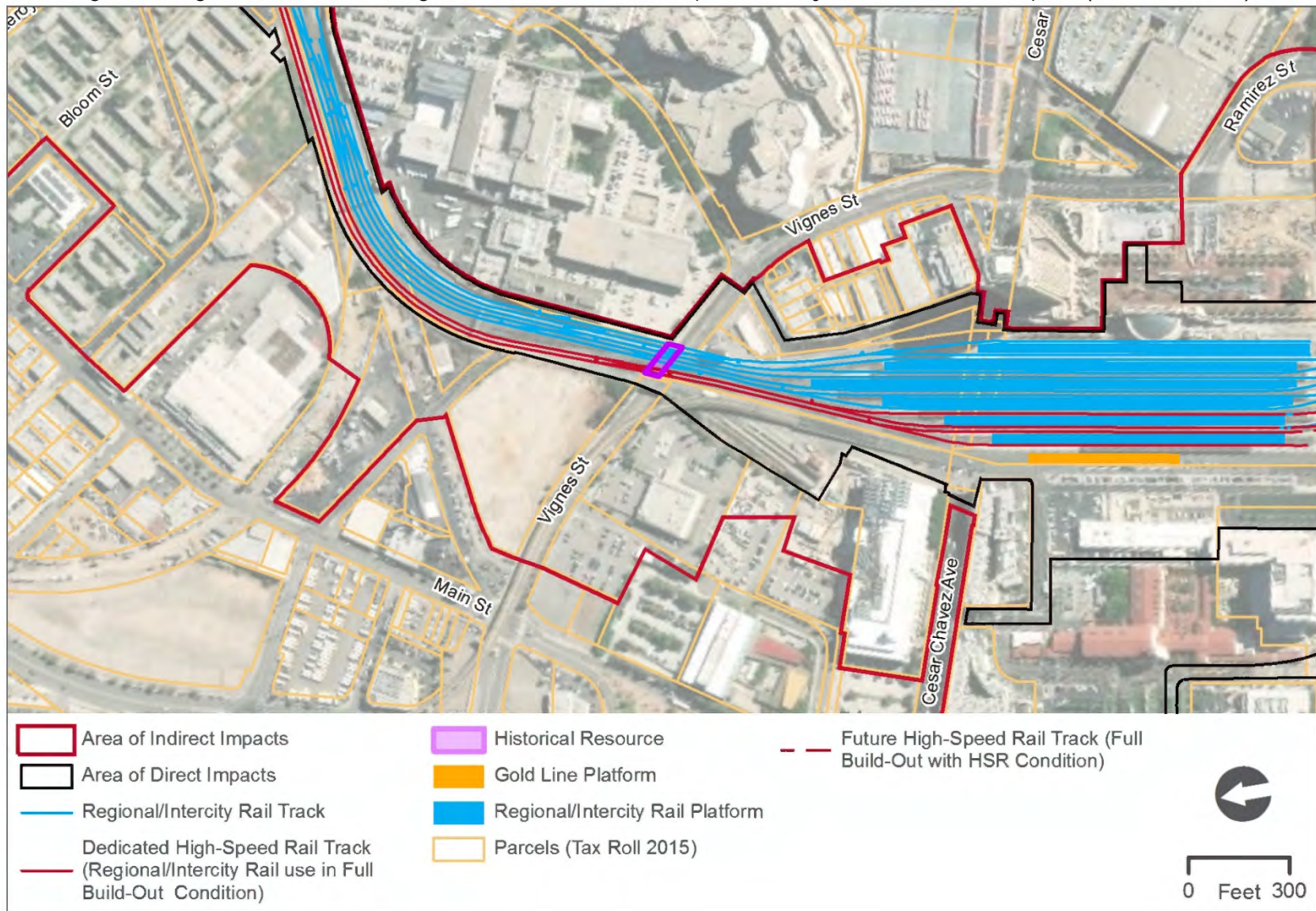
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Figure 7-3. Vignes Street Undercrossing Historical Resource Boundary and Areas of Direct and Indirect Impacts (Proposed Project)



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Figure 7-4. Vignes Street Undercrossing Historical Resource Boundary and Areas of Direct and Indirect Impacts (Build Alternative)



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William Mead Homes

Proposed Project

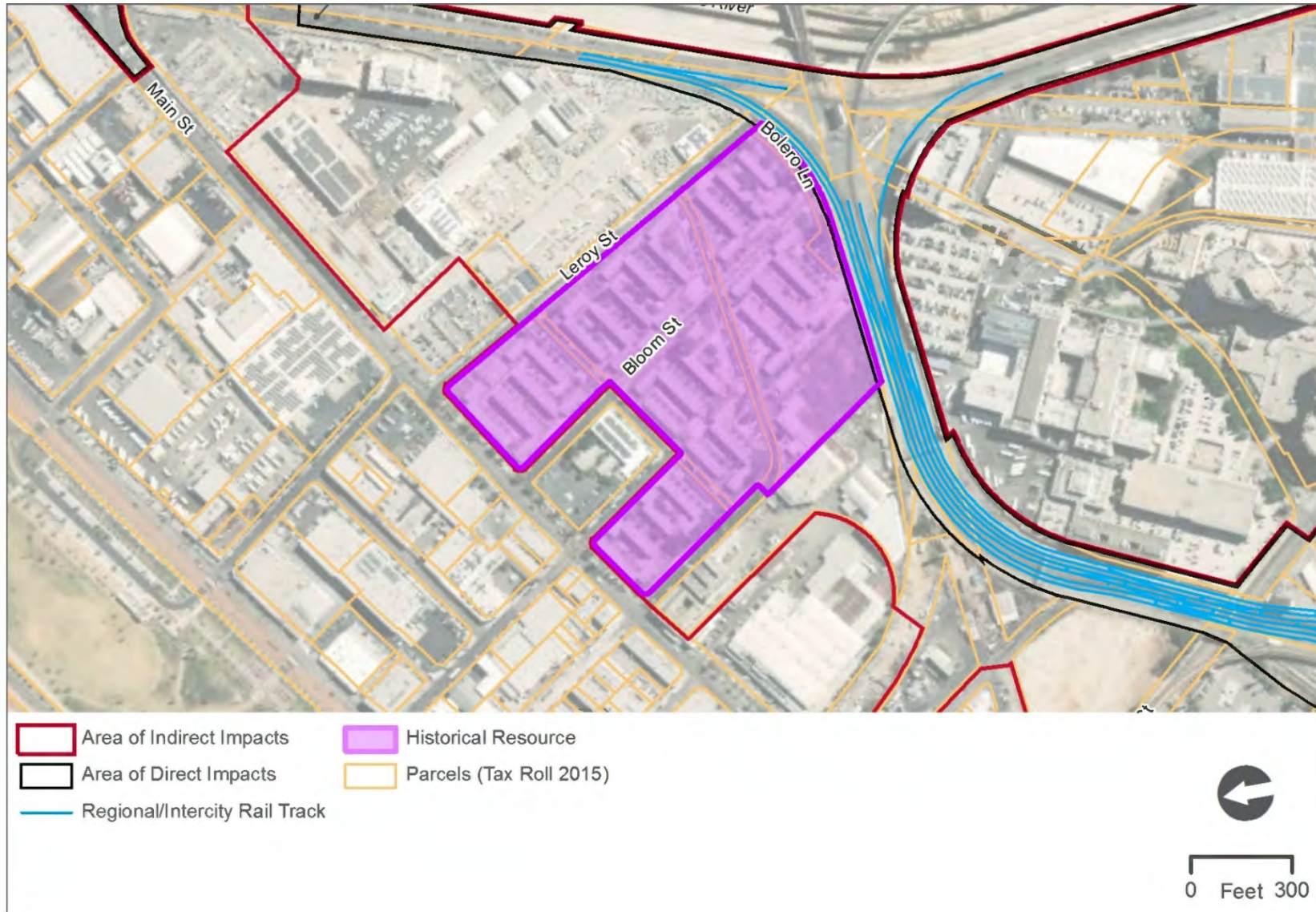
The ADI includes track improvements and a retaining wall/sound wall that would be located within the railroad ROW. A temporary construction easement is required outside of the railroad ROW to provide space for construction vehicles and equipment to construct the retaining wall/sound wall. Proposed activities within the temporary construction easement would include excavation to set wall footings and staging activities. No permanent encroachment or impacts on the William Mead Homes property, including recreation areas, sidewalks or streets, would result from the proposed project (Figure 7-5). Although construction of a retaining wall and sound wall would introduce new visual elements, these features would be restricted to Metro's existing ROW and situated at the rear of the property such that they would not be visible from the property frontage. Nonetheless, this is considered a significant impact for William Mead Homes. Through ongoing coordination with the Housing Authority of the City of Los Angeles and the residents of William Mead Homes to identify appropriate aesthetic treatments, such as wall treatments, captured in Mitigation Measures AES-1 (described in the *Link US Visual Impact Assessment*) and HIST-2 (described in Section 8.0) are proposed to reduce impacts to a level less than significant.

Build Alternative

In contrast to the proposed project, the track improvements including two new lead tracks for the planned HSR system and a retaining wall/sound wall associated with the build alternative would extend outside of the railroad ROW; thereby resulting in a physical encroachment along the southern edge (or rear) of the property (Figure 7-6). This encroachment would require a partial acquisition along the property's southern border, which in turn would require the modification to portions of Bolero Lane. The modifications would extend the roadway centerline into the lawn areas closer to the existing buildings, and remove up to 21 parking spaces, a portion of one of the laundry areas, a modern handball court, and small portion of the baseball field. None of the contributing buildings would be acquired or altered. Nonetheless, this is considered a significant impact. Mitigation Measures AES-1 (described in the *Link US Visual Impact Assessment*) and HIST-2 (described in Section 8.0) are proposed to reduce impacts; however, impacts would remain significant and unavoidable.

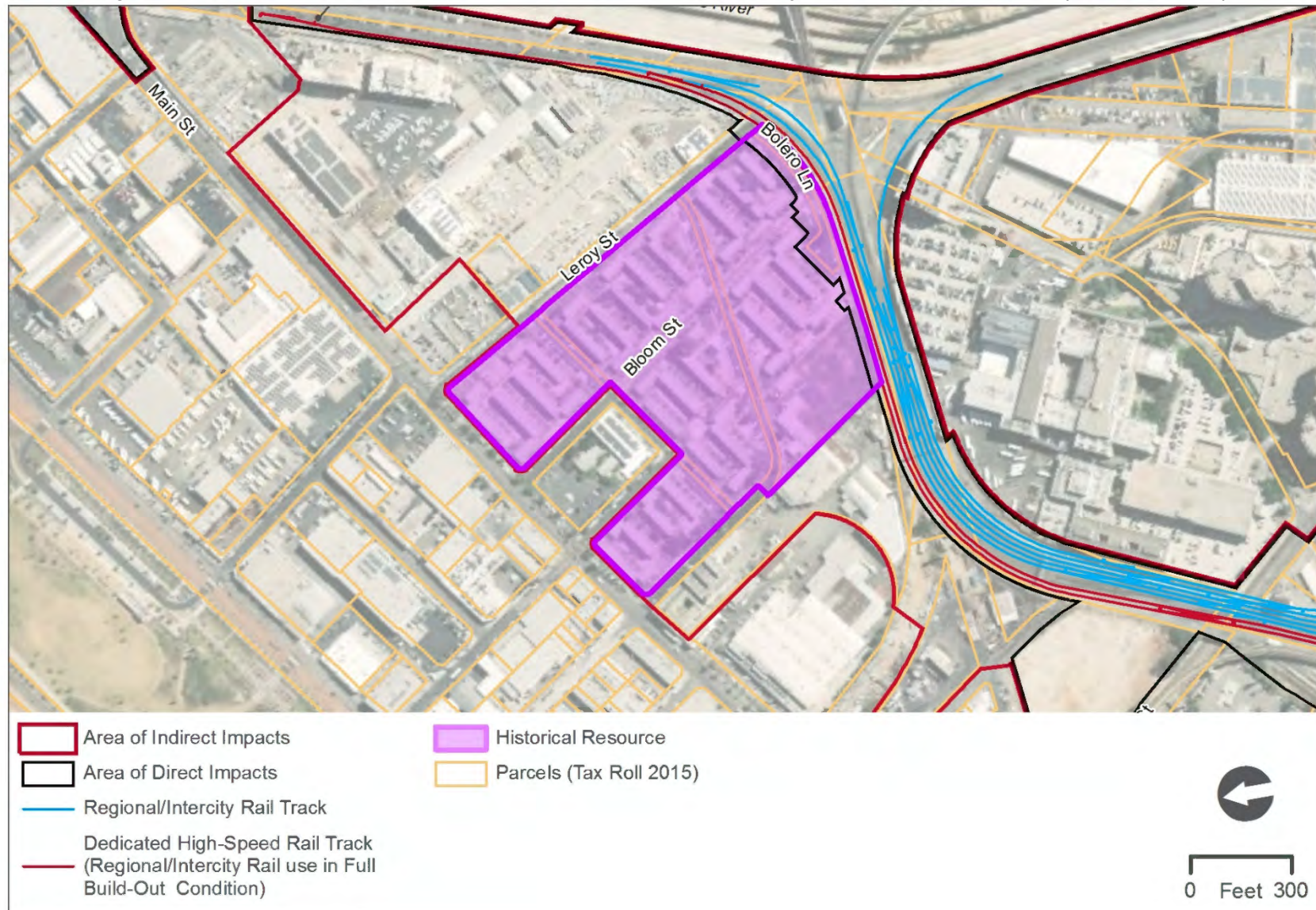
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Figure 7-5. William Mead Homes Historical Resource Boundary and Areas of Direct and Indirect Impacts (Proposed Project)



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Figure 7-6. William Mead Homes Historical Resource Boundary and Areas of Direct and Indirect Impacts (Build Alternative)



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Friedman Bag Company-Textile Division Building

Proposed Project and Build Alternative

The Friedman Bag Company—Textile Division Building would be demolished in the interim condition for construction of the loop track (Figure 7-7). This is considered a significant impact. Mitigation Measure HIST-3 is proposed to reduce this impact; however, impacts would remain significant and unavoidable.

North Main Street Bridge (Bridge #53C 1010)

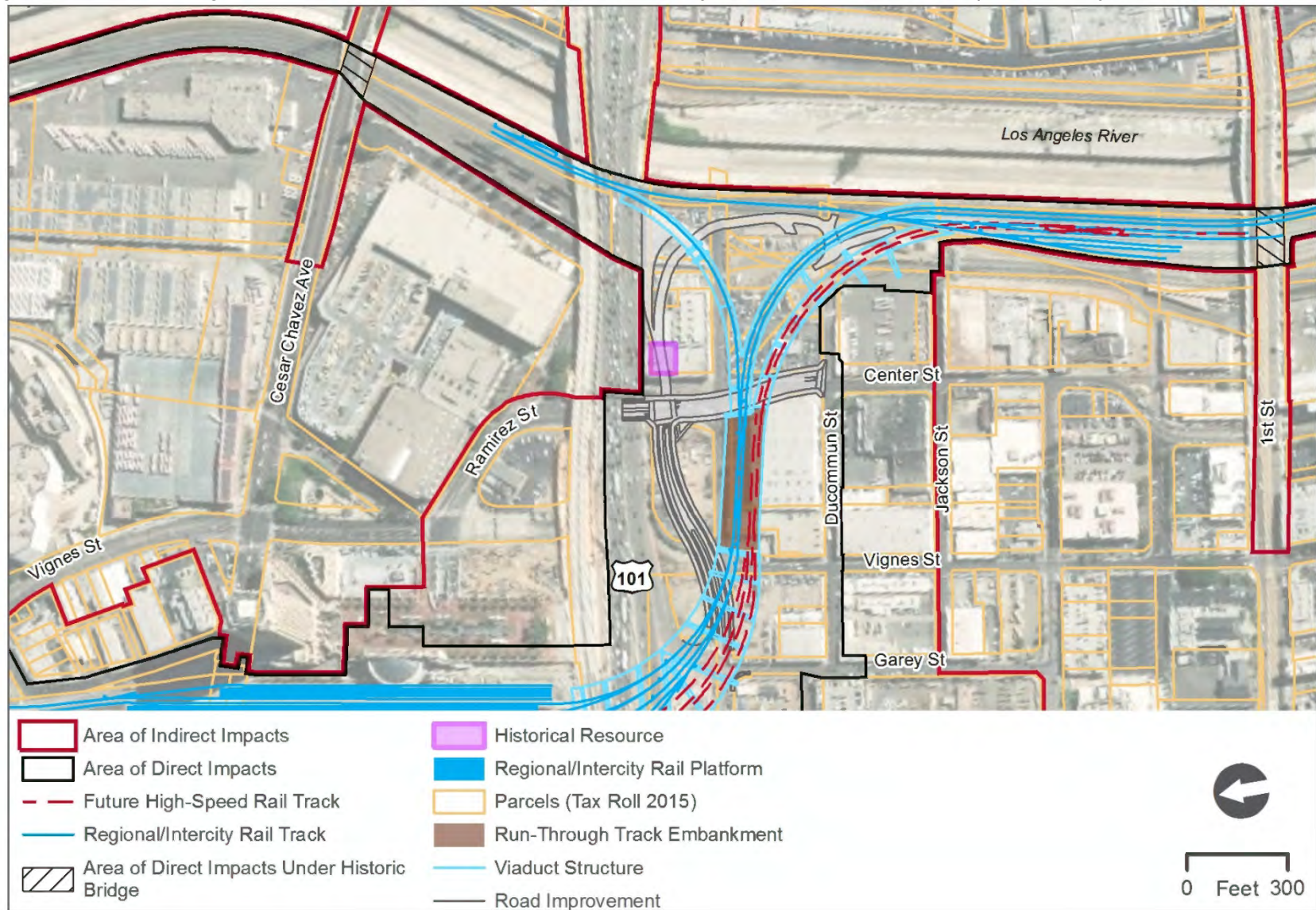
Proposed Project and Build Alternative

Both the proposed project and the build alternative would include the same type of safety improvements at the North Main Street Bridge location (Figure 7-8 and Figure 7-9). Safety improvements at the North Main Street Bridge include: new sidewalk and curb ramps for ADA access; proposed Metrolink wire mesh fence, gates, and hand-railings to keep pedestrians within the sidewalk; modification of northwest and southwest wingwalls to accommodate pedestrian access; modification of the bridge roadway to add a new median (8 inch high, 8 foot wide, and 100 feet in length); new pavement and restriping of the roadway to accommodate the new median and other safety improvements. Work nearby, but not upon, the North Main Street Bridge includes railroad gate and traffic signal improvements, the addition of a second median to the west of the railroad tracks on Main Street, and reconfiguration of an existing utility manhole to grade.

These safety improvements have potential to cause a significant impact on the North Main Street Bridge as a historical resource. The bridge's wingwalls are an important character defining feature, and there is no historic period precedent for a median upon its decking where the new median would be constructed. Mitigation Measure HIST-4 (described in Section 8.0) includes provisions that require the design of sidewalks, decking, and wingwalls to follow the Secretary of Interior's Standards for the Treatment of Historic Properties, and for the City of Los Angeles CHC to review the proposed modifications pursuant to Article 1, Section 22.171.14 of the City Cultural Heritage Ordinance. Mitigation Measure HIST-4 is proposed to reduce impacts to a level less than significant.

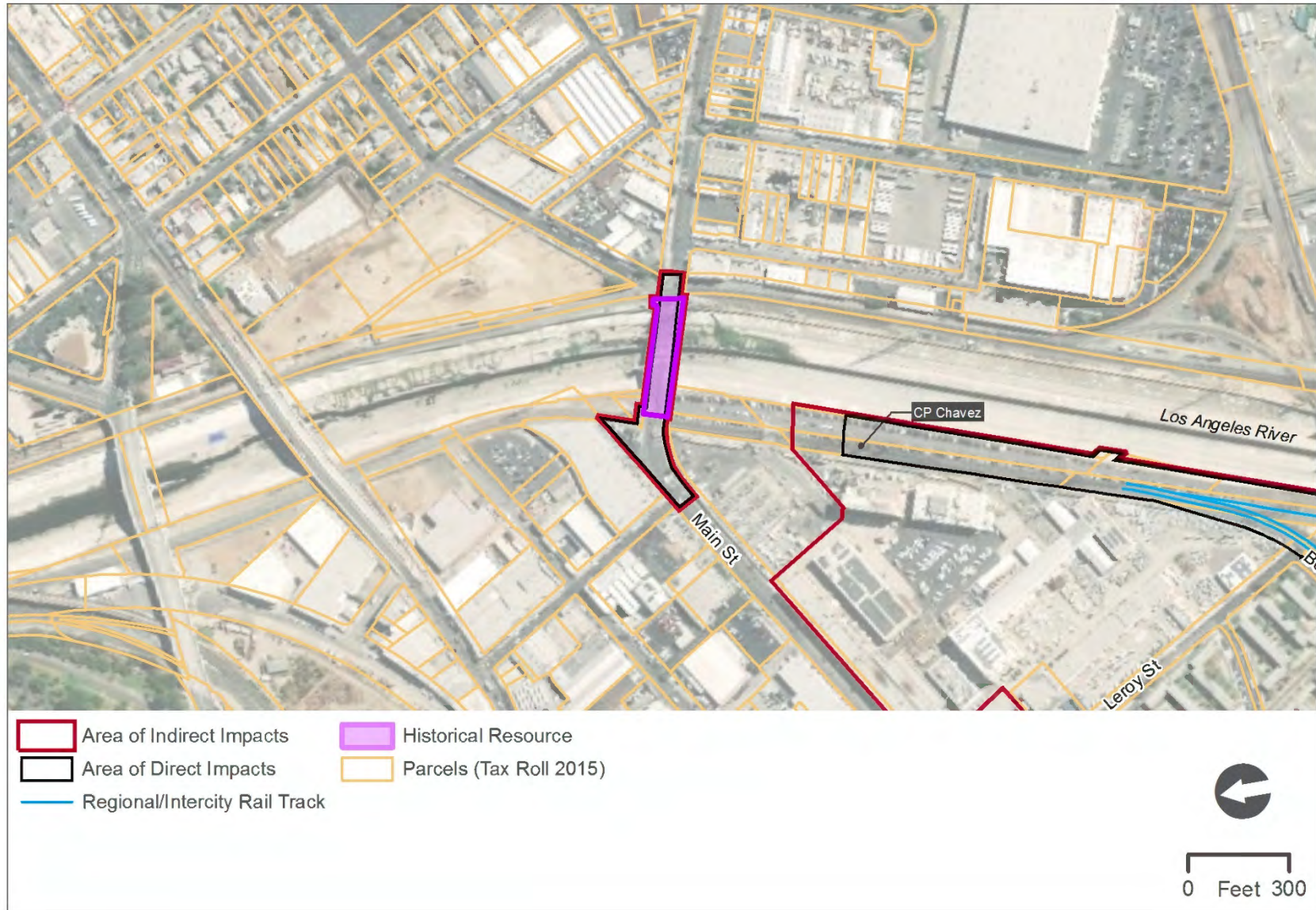
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Figure 7-7. Friedman Bag Company Historical Resource Boundary and Areas of Direct and Indirect Impacts (Proposed Project and Build Alternative)



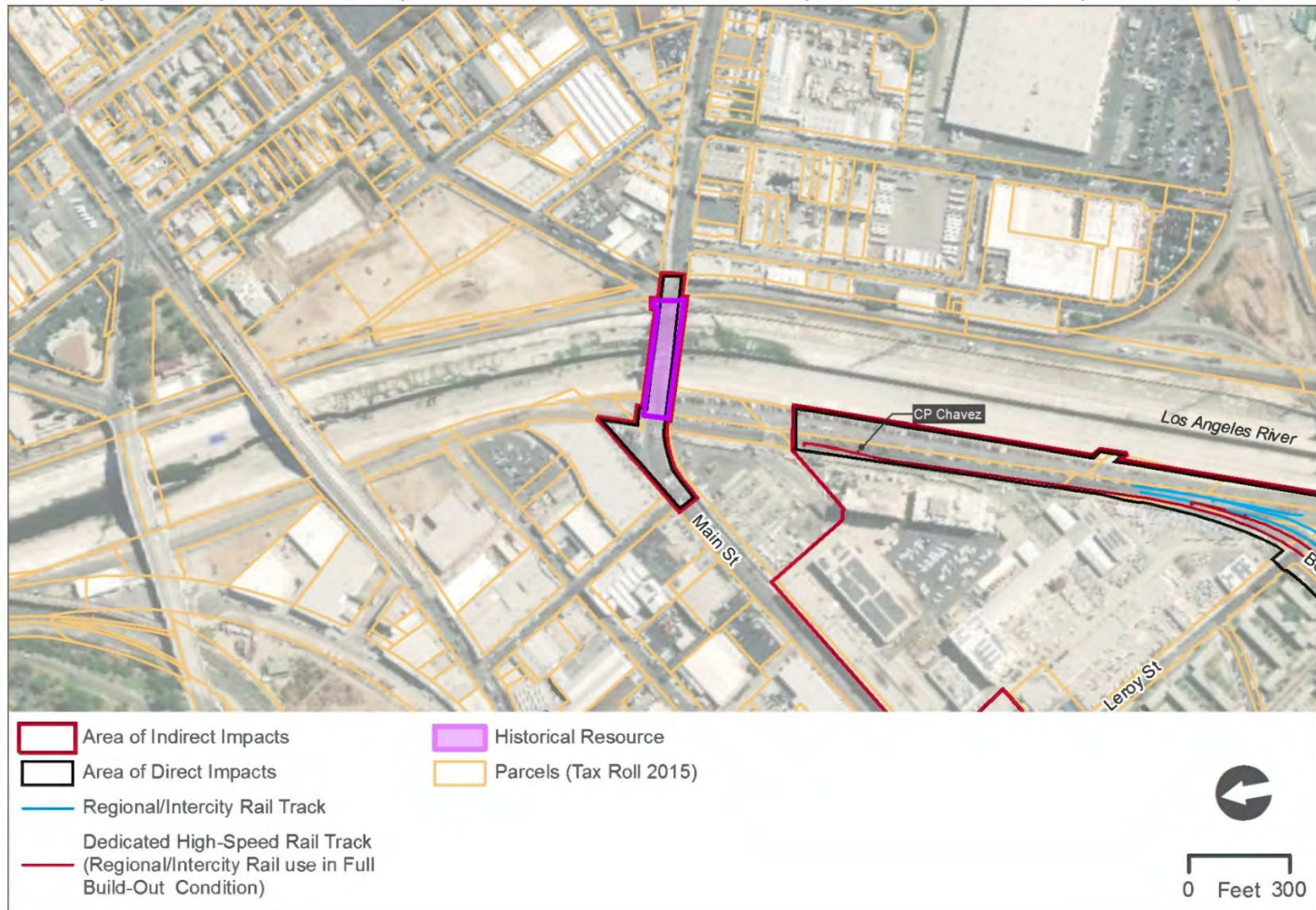
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Figure 7-8. North Main Street Bridge Historical Resource Boundary and Areas of Direct and Indirect Impacts (Proposed Project)



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Figure 7-9. North Main Street Bridge Historical Resource Boundary and Areas of Direct and Indirect Impacts (Build Alternative)



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7.1.3 Direct Impacts – Operations

Proposed Project and Build Alternative

Once operational, the proposed project or the build alternative would involve passenger train operations along the railroad corridor and periodic maintenance on the railroad ROW. There are no anticipated corresponding impacts on any of the built environment historical resources as the result of long-term operations. No impacts from long-term operations would occur.

7.1.4 Indirect Impacts

Proposed Project and Build Alternative

The following historical resources are considered for potential indirect impacts:

LAUS – The above-grade passenger concourse with the new expanded passageway (proposed project) and the at-grade passenger concourse (build alternative) are incompatible with LAUS as a historical resource, resulting in indirect visual impacts. Additionally, at this early stage of project design, the elevated portion of the above-grade passenger concourse may include a modern design element over the rail yard, which is incompatible with the historic fabric and other character-defining features of LAUS. The elevated portion of the above-grade passenger concourse is vertical in nature, and with a 90-foot maximum height above existing grade, it would be visible behind the historic concourse and outdoor courtyards, which are extant character-defining features of LAUS. Though the above-grade passenger concourse incorporates a new expanded passageway in the same general location as the present historic pedestrian passageway that is at-grade and offers a similar pattern of east to west circulation across LAUS, this new expanded passageway is of non-historic dimensions, design, and materials and would have new vertical and expanded horizontal circulation elements. The at-grade passenger concourse is similar in this manner to the newly proposed expanded passageway element of the above-grade concourse. Unlike the existing condition at LAUS, the elevated portion of the above-grade passenger concourse design would include lighting that would illuminate at night.

Historically, LAUS and its landscape have been experienced primarily, though not completely, in a horizontal, at-grade capacity. A transit rider enters the complex from Alameda Street, either into the waiting room or the ticketing concourse, ultimately moving through enclosed, rectangular courtyards that are traditional features of Spanish Renaissance and Spanish Revival architecture. A visitor might sit and wait temporarily in any of these areas before continuing eastward through the existing passenger concourse and into the pedestrian passageway before ascending up ramps to their respective boarding platform.

As originally designed, LAUS separated the circulation of inbound and outbound passengers through means such as a three part passenger concourse, which is now altered, and a taxi pickup that was once located off the south courtyard, among other features. Arrival and departure separation is no longer a LAUS circulation feature, and though horizontal circulation was a primary feature, axial circulation was not. As presented above, a vertical circulation element with the ascent or descent up or down ramps to board trains

has always been historically present, and the introduction in the early 1990s of the Red and Purple Line subways set a precedent for pronounced vertical circulation, compromising the horizontal circulation many historically experienced within LAUS prior. The difference with the elevated portion of the above-grade passenger concourse is that its vertical and expanded circulation elements are prominently expressed in newly introduced and incompatible massing, height, volume, and form, where such elements did not pre-exist, and in a modern style.

Though LAUS's historic courtyards would not be directly impacted, both the elevated portion of the above-grade passenger concourse and the grand canopy associated with the at-grade passenger concourse may be visible from within them. The at-grade passenger concourse features a grand canopy structure that would be 70 feet above the elevated rail yard platforms although lower than the proposed height of the elevated portion of the above-grade passenger concourse. Neither the new expanded passageway element of the above-grade passenger concourse nor the at-grade passenger concourse would be visible from the historic courtyards, LAUS, or beyond.

These indirect impacts on LAUS are considered a significant impact for LAUS. While Mitigation Measures HIST-1a through HIST-1d (described in Section 8.0) are proposed to reduce impacts at LAUS, the impacts would remain significant and unavoidable.

William Mead Homes – Construction of a sound wall atop the retaining wall adjacent to the William Mead Homes complex would result in indirect impacts on the property because visual elements associated with a sound wall would occur where there was not previously one. For both the proposed project and the build alternative, the retaining wall and sound wall would be situated at the rear of the property such that they would not be visible from the property frontage. Nonetheless, this is considered a significant indirect impact for William Mead Homes. Mitigation Measures AES-1 (described in the *Link US Visual Impact Assessment*) and HIST-2 (described in Section 8.0) are proposed to reduce impacts to a level less than significant.

Los Angeles Department of Water and Power Main Street Center – The proposed project or the build alternative would introduce a retaining wall within the railroad ROW and adjacent to the historical resource boundary, but neither would acquire any portion of the historical resource nor any of the contributing buildings. Los Angeles Department of Water and Power Main Street Center resource has a utilitarian/industrial character, and the visual impact associated with introduction of a new retaining wall and movement of existing railroad tracks closer to the contributing buildings on the property is considered less than significant.

Mission Tower – The tracks that connect to LAUS that would be elevated for the proposed project or the build alternative would return to grade well before they reach Mission Tower. The visual change from the existing condition would be minimal at Mission Tower, and the integrity of the characteristics that qualify it for the CRHR would not be diminished. Therefore, impacts are considered less than significant.

Terminal Annex – The rear of the building would not be destroyed, damaged, nor altered and no portion of the property would be acquired as a result of the proposed project or the build alternative. Potential

vibration from work in parcels adjacent to the property is unlikely to disturb the current occupants and function of the building, because drilling, and not pile driving, is proposed at this location. Impacts are considered less than significant.

Macy Street School – Under either the proposed project or the build alternative, the setting at LAUS, west of the Macy Street School, would be changed, but it does not contribute to historic significance under Criterion 1 (association with events that have made a significant contribution to the broad patterns of history) for ethnic heritage or Criterion 2 (association with the lives of historically important persons) for association with Principal Sterry. Impacts are considered less than significant.

Los Angeles Plaza Historic District – No direct impact on the Los Angeles Plaza Historic District would occur because it would not be physically disturbed or altered by the proposed project or the build alternative. The elevated portion of the above-grade passenger concourse would be a maximum height of 90 feet above existing grade, and the grand canopy associated with the at-grade passenger concourse would be a maximum height of 70 feet above the elevated rail yard platforms. The appearance of these infrastructure elements may result in an indirect visual impact since they may be visible from portions of the plaza area. However, none of the characteristics that qualify Los Angeles Plaza Historic District for the CRHR would have their integrity diminished because the views east from the Plaza have changed substantially since the end of the period of significance (1932). This view of the landscape has changed dramatically over the last 8 decades because of the construction of LAUS, modernization of Alameda and Los Angeles Streets, construction of US-101 and the El Monte Busway, high-rise condominium buildings, Gateway Plaza, and the MWD Headquarters. Therefore, impacts are considered less than significant.

Denny's Restaurant – The parking lot would be used as a temporary staging area for the proposed project or the build alternative. The Denny's building would not be physically disturbed or altered, and its setting would be unchanged after construction is completed. Impacts are considered less than significant.

7.2 Archaeological Resources

7.2.1 Direct Impacts – Construction

Archaeological Site CA-LAN-1575/H

Proposed Project and Build Alternative

Archaeological Site CA-LAN-1575/H extends throughout the parcel boundaries of LAUS and likely extends farther than the currently defined boundary (Attachment A). Implementation of any phase of the proposed project or the build alternative would result in disturbance, displacement, or damage to archaeological remains present in Archaeological Site CA-LAN-1575/H. This site has components that are NRHP/CRHR eligible under Criterion D/4 that have yielded and are anticipated to yield significant archaeological data related to the Prehistoric/Historic Native American Period (AD 1000 to 1848) and the American Period (1850 to 1966). Past archaeological projects that impacted the site indicate that significant components of Archaeological Site CA-LAN-1575/H would be directly impacted by construction of the proposed project or

the build alternative. Features from the remains of Chinatown, including privies and architectural elements such as floors, foundations, and a large number of items left by the residents who were forced to relocate, may be encountered. Artifacts, features, and possibly human remains may be uncovered from the Native American component.

Ground-disturbing construction activities during any phase of work would occur in areas known to contain Archaeological Site CA-LAN-1575/H and in areas that may contain previously undiscovered prehistoric and historical archaeological sites. Under any phase of the proposed project or the build alternative, Archaeological Site CA-LAN-1575/H may sustain direct impacts as the result of proposed construction activities (e.g., excavations for utility relocations, retaining walls, bridge supports, and drainage improvements). Although a large percentage of the site has been covered in artificial fill, the proposed depth of construction activities for both the proposed project and the build alternative range from 5 to 100 feet below the present ground surface. Many activities would penetrate below the maximum recorded level of artificial fill and would likely impact significant archaeological deposits. For the proposed project, the above-grade passenger concourse would have generally shallower excavations punctuated with deep support piles (of up to 100 feet in depth) to support the structure over the rail yard. The build alternative with an-at-grade passenger concourse would result in greater potential for impacts as to the proposed project due to the substantially greater amount of excavation that would occur. This is considered a significant impact. Mitigation Measures HIST-5 and HIST-6 (described in Section 8.0) are proposed to reduce impacts to a level less than significant.

7.2.2 Direct Impacts – Operations

Proposed Project and Build Alternative

Once operational, the proposed project or the build alternative would involve passenger train operations along the railroad corridor and periodic maintenance on the railroad ROW. Since operations would occur at ground surface, and intact archaeological resources are buried, there would be no anticipated corresponding impacts on archaeological historical resources throughout operations. No impacts from long-term operations would occur.

7.2.3 Indirect Impacts

Proposed Project and Build Alternative

During construction activities for any phase of the proposed project or the build alternative, even though the construction site would be fenced and off-limits to the general public, indirect impacts may still result from increased accessibility to archaeological resources (such as artifacts) by construction personnel that could lead to resource looting or vandalism activities. Damage to improperly curated artifacts and other specimens is considered a significant impact. Mitigation Measure HIST-5 (described in Section 8.0) is proposed to reduce impacts to a level less than significant.

7.3 Human Remains

Native American burials have been encountered during previous projects at LAUS and in the ADI, and there is a high likelihood that more undiscovered burials are present in the area.

7.3.1 Direct Impacts – Construction

Proposed Project and Build Alternative

Ground-disturbing construction activities associated with the proposed project or the build alternative during all phases of work would occur in areas with the potential to contain human remains. This is considered a significant impact. Mitigation Measure HR-1 (described in Section 8.0) is proposed to reduce impacts to a level less than significant.

7.3.2 Direct Impacts – Operations

Proposed Project and Build Alternative

Once operational, the proposed project or the build alternative would involve passenger train operations along the railroad corridor and periodic maintenance of the railroad ROW. Since operations would occur at ground level and the discovery of human remains would occur only with ground-disturbing construction, there would be no anticipated corresponding impacts of these operations on human remains. No impact from operations would occur.

7.3.3 Indirect Impacts

Proposed Project and Build Alternative

Indirect impacts on human remains during any phase of the proposed project or the build alternative are not anticipated. No impact would occur.

7.4 Tribal Cultural Resources

Tribal Cultural Resource CA-LAN-1575/H has been identified within the ADI. Its boundary is currently associated with the parcel boundaries of LAUS, although it is likely to extend farther than its currently defined boundary (Attachment A).

7.4.1 Direct Impacts – Construction

Proposed Project and Build Alternative

Ground-disturbing construction activities for any phases of the proposed project or the build alternative that would have excavations in areas with the potential to contain Tribal Cultural Resource CA-LAN-1575/H as it relates to the descendants of groups that inhabited the area in the Native American period is

considered a significant impact. Mitigation Measures HIST-4 and HIST-5, in addition to TCR-1 (described in Section 8.0), are proposed to reduce this impact to a level less than significant.

7.4.2 Direct Impacts – Operations

Proposed Project and Build Alternative

Once operational, the proposed project or the build alternative would involve passenger train operations along the railroad corridor and periodic maintenance of the railroad ROW. Since operations would occur at ground surface and the intact tribal cultural resource is buried, there would be no anticipated corresponding impacts of these operations to tribal cultural resources. No impact would occur.

7.4.3 Indirect Impacts

Proposed Project and Build Alternative

Even though the construction site would be off limits to the general public, during construction activities associated with any phase of the proposed project or the build alternative, indirect impacts may result from increased accessibility by construction personnel to the tribal cultural resource (such as artifacts or sacred items) that could lead to resource looting or vandalism activities. Damage to improperly curated artifacts and other specimens is considered a significant impact. Mitigation Measure HIST-4 (described in Section 8.0) is proposed to reduce impacts to a level less than significant.

8.0 Mitigation Measures

8.1 Built Environment Resources

Per Section 15126.4(a)(4)(b) of the CEQA Guidelines, mitigation measures must be roughly proportional to the impacts of the project. As result, the mitigation measures for LAUS Historical Resources include four parts (HIST-1a to HIST-1d) because the historical resource is recognized as significant at multiple levels (LAHCM, California Historical Landmark, and listed in the NRHP/CRHR when it was found to have exceptional importance) and because multiple character-defining features would be demolished or altered as a result of the proposed project or the build alternative. In addition, due to the association of the historical resource Vignes Street Undercrossing with LAUS, the mitigation measures for the undercrossing are included under relevant LAUS mitigation measures (HIST-1a to HIST-1b).

Similarly, the mitigation measures for William Mead Homes, Friedman Bag Company-Textile Division Building (HIST-2 and HIST-3), and the North Main Street Bridge (HIST-4) are commensurate with the significance of each resource and the extent of impacts from implementation of the proposed project or the build alternative.

- HIST-1a LAUS City of Los Angeles Cultural Heritage Commission (CHC) Review and Consultation:** Metro shall comply with the applicable Cultural Heritage Ordinance sections for LAUS. Per Article 1, Section 22.171.14 of the City Cultural Heritage Ordinance, no person, owner or other entity shall demolish, alter, rehabilitate, develop, construct, restore, remove, or change the appearance of any designated historic-cultural monument without first having applied for and been granted a permit. The Director of Planning may refer a permit to the CHC when there is a potential discrepancy between the proposal and the standards. The commission may vote to object or not object to the issuance of a permit, for up to 180 days, with an additional 180-day extension to the objection period upon a vote of the City Council.
- HIST-1b LAUS Historic American Building Survey- (HABS) Like Documentation: Historic Resource Recordation:** Impacts resulting from the demolition or alteration of character-defining features of LAUS shall be minimized through archival documentation of as-built and as-found conditions. Prior to initiation of construction work at LAUS, Metro shall ensure that documentation of the character-defining features proposed for demolition is completed in a manner similar to a HABS, Level I survey documentation. The further documentation of LAUS shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History or Architectural History. The archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.

At a minimum, but not limited to, the following character-defining features shall be included in this documentation:

- Pedestrian passageway
- Ramps
- Railings
- Platforms
- Butterfly shed canopies
- South retaining wall
- Terminal Tower
- Car Supply/Maintenance Building
- Cesar Chavez Avenue Undercrossing
- Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation)

HIST-1c LAUS Restoration of the Existing Passenger Concourse: To ensure compatibility with the architecturally significant buildings that comprise LAUS, and to mitigate the demolition and/or alteration of character-defining features at LAUS, the original passenger concourse, shall be restored, where feasible, from an engineering and constructability standpoint, to its 1939 appearance in accordance with the Secretary of the Interior's Standards for Restoration. The original passenger concourse is a distinct transitional space between the waiting hall and the pedestrian passageway, having a low and flat ceiling with chamfered, rectangular columns with flared capitals. The original passenger concourse presently contains multiple retail spaces, restrooms, Amtrak ticketing and baggage handling, and the entrance to the subterranean Red and Purple subway lines. This includes possible re-design of the entrance to the Metro Red Line Subway to be more compatible with the historic LAUS design. Metro shall design and implement the restoration in consultation with and with approval from the City of Los Angeles CHC and OHR prior to final design.

HIST-1d LAUS Educational Exhibit: Because the passenger interface (i.e., the pedestrian passageway, ramps, railings, and butterfly shed canopies) between the trains and the architecturally significant buildings at LAUS would be demolished and replaced by a new design, an educational display shall be created by Metro and installed at LAUS that can be viewed by the public to demonstrate the history of LAUS and how it was used by past railroad passengers. Metro shall design and implement the educational display in consultation with the City of Los Angeles CHC and OHR during final design.

- HIST-2 **William Mead Homes Consultation:** Mitigation Measure AES-1 (described in the *Link US Visual Impact Assessment*) requires coordination with HACLA on the aesthetic treatments for the proposed retaining wall and sound wall. Metro shall send copies of pertinent consultation documentation regarding proposed retaining wall and sound wall design and/or aesthetic treatments including plans, specifications, and other documentation to the City of Los Angeles OHR to keep them apprised of the consultation process.
- HIST-3 **Friedman Bag Company—Textile Division Building-City of Los Angeles Office of Historical Resources Review and Consultation and HABS-Like Documentation:** Prior to demolition, the character-defining features of the historical resource shall be photographed in a manner similar to HABS standards, submitted to the City of Los Angeles OHR for review and approval, and the archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.
- HIST-4 **North Main Street Bridge City of Los Angeles CHC Review and Consultation:** Metro shall ensure that prior to construction, work proposed on all elements and character-defining features of the North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, shall follow the Secretary of Interior’s Standards for the Treatment of Historic Properties. The North Main Street Bridge is designated a LAHCM (#901). Pursuant to Article 1, Section 22.171.14 of the City Cultural Heritage Ordinance, no person, owner or other entity shall demolish, alter, rehabilitate, develop, construct, restore, remove, or change the appearance of the North Main Street Bridge without first having applied for and been granted a permit by the City of Los Angeles. The Director of Planning may refer a permit to the CHC when there is a potential discrepancy between the proposal and the standards. The commission may vote to object or not object to the issuance of a permit, for up to 180 days, with an additional 180-day extension to the objection period upon a vote of the City Council.

8.2 Archaeological Resources

Mitigation measures for Archaeological Site CA-LAN-1575/H (HIST-5 and HIST-6) are presented below.

- HIST-5 **Archaeological Site CA-LAN-1575/H:** Preparation of a Cultural Resource Mitigation and Management Plan (CRMMP): Prior to construction, Metro’s qualified archaeologist shall develop a CRMMP that includes the treatment and management for known historical resources, determines thresholds of significance for each of the feature types encountered, and the process for treating unanticipated discoveries. The CRMMP shall contain a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction. The CRMMP shall detail the discovery protocol if human remains and/or funerary objects, sacred objects, and objects of cultural patrimony are encountered and shall include a plan for reburial in an appropriate location. The CRMMP shall be consistent with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation and the California Office of Historic Preservation’s *Archaeological Resources Management*.

Consulting Tribes under AB 52 for the project shall have the opportunity to review and comment on the Draft CRMMP. Provisions within the CRMMP may include arrangements with tribal representatives, for example, to respectfully reinter tribal resources on site if practicable.

The CRMMP shall include, at a minimum, the following:

- ***Efforts to Preserve and Protect in Place.*** The CRMMP, per CEQA Guidelines 15162.4(b)(3), shall attempt to avoid impacts on Archaeological Site CA-LAN-1575/H and preserve in place any areas where significant components of Archaeological Site CA-LAN-1575/H are known to exist.
- ***Development of a Preconstruction Site-Specific Sensitivity Model:*** Final design feature location and the respective level and depth of ground disturbance shall serve as the basis for impact to known locations of previously recorded archaeological features. Comparison with historic maps for the area shall identify specific site features buried within the project study area, if any. Further, specific geotechnical boring results and past archaeological reports that identify depth of fill shall determine the level of sensitivity to encounter archaeological remains for each construction component. A three-dimensional model or other relatable graphic depiction shall be created to assist Metro with the interpretation of potential archaeological impacts.
- ***Phasing of Feature Testing in Advance of Construction, Excavation, and Recovery:*** The CRMMP shall contain very specific methodology regarding testing of known features identified through the development of the sensitivity model. Due to the extreme constraints posed by the project area location (affecting public transportation through closure of roads, etc.), testing shall occur as part of the preconstruction activities. This CRMMP shall also contain specific methodology regarding feature evaluation, data recovery, and analysis for reporting.
- ***Archaeological Monitoring.*** The CRMMP shall identify monitoring locations and protocols based on the final design and potential impacts. Metro shall retain archaeological monitors who will be supervised by a qualified archaeologist who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis and evaluation of the types of material anticipated to be encountered. All archaeological monitors shall be trained in the types of materials they may encounter. The CRMMP shall rely on an Occupational Safety and Health Administration-qualified determinations in regards to the safety of monitoring locations and the potential for contaminated soils or other hazards.

- **Worker Environmental Awareness Program Training (WEAP):** A qualified archaeologist shall be retained to prepare a cultural resource-focused WEAP training that shall be given to all ground-disturbing construction personnel to minimize harm to Archaeological Site CA-LAN-1575/H and any previously undiscovered archaeological resources. Topics to be included for WEAP training shall be identified in the CRMMP. All site workers shall be required to complete WEAP Training, with a focus on cultural resources, including education on the consequences of unauthorized collection of artifacts, and a review of discovery protocol. WEAP training shall also explain the requirements of mitigation measures that must be implemented during ground-disturbing construction activities in archaeologically sensitive areas.
- **Archaeological Reporting.** All archaeological reports shall meet the requirements set forth for reporting in the CRMMP and be submitted to Metro.
 - **Evaluation and Data Recovery Reports:** Where archaeological evaluation and data recovery are required, the results shall be documented in an evaluation and data recovery report. This document shall summarize the evaluation efforts and data recovery results. For each site or feature that undergoes data recovery, the report shall be prepared in accordance with the guidelines established by the Secretary of the Interior's Standards for Archaeological Documentation and the Archaeological Resource Management Reports: Recommended Contents and Format.
 - **Archaeological Monitoring Report:** Metro's qualified archaeologist shall prepare a yearly written report detailing monitoring activities performed at Archaeological Site CA-LAN-1575/H and at any other previously undiscovered archaeological site. A final monitoring report shall be written by Metro's qualified archaeologist upon completion of grading and excavation activities within cultural bearing soils. The yearly report shall include the results of the fieldwork for the time period and all appropriate laboratory and analytical studies that were performed in conjunction with excavations.
- **Curation of Archaeological Collections:** Archaeological collections are comprised of several components, including but not limited to artifacts, environmental and dating samples, field documentation, laboratory documentation, photographic records, related historical documents, and reports. All artifacts, notes, photographs, and other materials recovered during the monitoring program related to Archaeological Site CA-LAN-1575/H, and any historical resource encountered during construction shall be curated or reburied by Metro, following the specific guidelines presented in the CRMMP.

HIST-6 Development of a Public Participation or Outreach Plan: Prior to construction, Metro shall develop a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52 and other potential stakeholders. The plan may include visual/educational exhibits or murals within LAUS, the development of an educational telephone application, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans.

8.3 Human Remains

Implementation of the following mitigation measure would avoid, minimize, or reduce significant impacts related to human remains.

HR-1 Human Remains: In the event that any human remains or related resources are discovered during construction, such resources shall be treated in accordance with applicable state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate. All construction affecting the discovery site shall immediately cease until the County Coroner is contacted (within 24 hours of the discovery of potential human remains, as required by CEQA Guidelines, Section 15064.5[e]), and the human remains are evaluated by the County Coroner for the nature of the remains and cause of death. The County Coroner must determine within 2 working days of being notified if the remains are subject to their authority. PRC Section 5097.98 requires that the immediate vicinity where the discovery occurred be subject to no further disturbances and be adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. If the remains are determined to be of Native American origin, the coroner shall contact the NAHC by phone within 24 hours, and the NAHC shall be asked to determine the most likely descendants who are to be notified or, if the remains are unidentifiable, to establish the procedures for burial within 48 hours of notification. All parties involved shall ensure that any such remains are treated in a respectful manner and that all applicable local, state, and federal laws are followed. This discovery protocol shall be included in the CRMMP.

8.4 Tribal Cultural Resources

Implementation of the following mitigation measure would avoid, minimize, or reduce significant impacts related to tribal cultural resources.

- TCR-1 **Native American Monitoring:** To ensure tribal cultural resources are treated with culturally appropriate dignity, Metro shall retain a Native American monitor to be present at all phases of work with the potential to impact Archaeological Site CA-LAN-1575/H. A Native American monitor shall also be present at all phases of work with the potential to impact other previously undiscovered archaeological resources related to ethnohistoric or prehistoric archaeological deposits. The Native American monitor shall be selected from a tribal group with ancestral ties to this location, to be present alongside the archaeological monitor. The CRMMP shall guide Native American monitoring and shall include details on the potential discovery of previously undiscovered ethnographic and prehistoric archaeological deposits, human remains, and other sensitive resources.

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9.0 Level of Significance after Mitigation

For the proposed project, a summary of the level of significance after implementation of mitigation is as follows:

- For LAUS and the associated Vignes Street Undercrossing, Mitigation Measures HIST-1a through HIST-1d are proposed; however, impacts would remain significant and unavoidable.
- For William Mead Homes, Mitigation Measures AES-1 (described in the *Link US Visual Impact Assessment*) and HIST-2 would reduce impacts to a level less than significant.
- For the Friedman Bag Company—Textile Division Building, Mitigation Measure HIST-3 is proposed; however, impacts would remain significant and unavoidable.
- For the North Main Street Bridge, Mitigation Measure HIST-4 would reduce impacts to a level less than significant.
- For Archaeological Site CA-LAN-1575/H, implementation of Mitigation Measures HIST-5 and HIST-6 would reduce impacts to a level less than significant.
- For human remains, Mitigation Measure HR-1 would reduce impacts to a level less than significant.
- For tribal cultural resources, implementation of Mitigation Measures HIST-5 and HIST-6, as well as TCR-1, would reduce impacts to a level less than significant.

For the build alternative, the level of significance for each of the resources above is the same as the proposed project, with exception of William Mead Homes. For the build alternative, upon implementation of Mitigation Measures AES-1 and HIST-2, impacts at William Mead Homes would remain significant and unavoidable.

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Attachment A:
Map of Archaeological Site
CA-LAN-1575/H (CONFIDENTIAL)

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**Attachment B:
Historical Resources Evaluation Report**

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DRAFT
Historical
Resources
Evaluation Report
Link Union Station

July 2018

Prepared for:



Prepared by:



Link US

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Summary of Findings

The Federal Railroad Administration (FRA) is the federal agency with responsibility for compliance with Section 106 of the National Historic Preservation Act (Public Law 89-665; 54 U.S.C. 300101 et seq.). FRA has determined that the Link Union Station Project (Link US) is an undertaking that has the potential to effect historic properties. The Los Angeles County Metropolitan Transportation Authority (Metro) is the applicant for federal assistance and is the lead agency pursuant to the California Environmental Quality Act (CEQA).

The purpose of this investigation is to identify and evaluate built environment resources in the proposed Link US Area of Potential Effects (APE) by applying the eligibility criteria of the National Register of Historic Places (NRHP) and the definitions of historical resources established under CEQA.

Previous Undertaking and Findings: The Link US APE is similar but larger to that of an undertaking FRA considered in 2005—the Run-Through Tracks project (refer to Attachment A of the Historic Property Survey Report [HPSR], Figure 3, APE Map). In a letter dated January 15, 2004, the State Historic Preservation Officer (SHPO) concurred with FRA’s NRHP eligibility determinations for built resources properties within the Run-Through Tracks APE (see Attachment G of the HPSR—2004 SHPO letter).

Current Undertaking: The FRA and Metro are proposing the Link Union Station Project (project) to transform LAUS from a “stub-end tracks station” into a “run-through tracks station” with a new passenger concourse that would improve the efficiency of the station and accommodate future growth and transportation demands in the region. Major project components associated with Link US would include an elevated rail yard, reconstructed throat segment, new at-grade or above-grade passenger concourse, and extend up to ten run-through tracks (including a new loop track) constructed on a common structure/deck over U.S. Highway (US) 101 and embankment south of US-101 to connect to main line tracks along the west bank of the Los Angeles River (refer to Section 1.1 of this Historical Resources Evaluation Report (HRER) for a detailed project description and Attachment A of the HPSR, Figures 1 and 2 for the project location and regional vicinity map).

The scope of this HRER confirms and updates the previous NRHP eligibility determinations for built environment resources within the APE, incorporates existing historic context information where applicable, and includes new or updated Department of Parks and Recreation (DPR) forms for all properties within the Link US APE. Prehistoric and historic archaeological resources are identified in the Archaeological Survey Report (ASR) for Link US (refer to Attachment D of this HPSR) and evaluated in Attachment J of the HPSR.

The majority of the determinations of eligibility for built environment resources appear to be unchanged since the 2004 determinations were made, as follows.

- Three properties were previously listed in the NRHP
- Eight properties were previously determined eligible for listing in the NRHP

- Three properties were evaluated for this study and recommended eligible for listing in the NRHP
- Two properties were previously determined ineligible for listing in the NRHP, but are considered to be historical resources under CEQA
- Eight properties were previously determined ineligible for listing in the NRHP and that ineligibility is confirmed in this study
- Six properties were evaluated for this study and recommended ineligible for listing in the NRHP

Regarding built environment resources, the following 14 historic properties and two additional CEQA-only historical resources, listed in order of map reference number, are located within the Link US APE (Map reference numbers are assigned to each property in Attachment A of the HPSR, Figure 3, APE Map):

1. **Los Angeles Department of Water and Power (LADWP) Main Street Center** (Map Reference #1), 1630 N. Main Street, Los Angeles, is a substantially scaled, multi-building yard owned and operated by the LADWP. The eight earliest buildings on the property were constructed from 1923 to 1937 and seven of those eight buildings are located outside the APE. The original period of significance was 1923 to 1937. On the property are numerous shops, test labs, warehouses, repair facilities, garages, crane aisles, and offices designed in the industrial style. A Determination of Eligibility prepared by the Federal Emergency Management Agency (FEMA) after the Northridge Earthquake in 1994, found the eight earliest buildings on the property to be contributors to a historic district eligible for the NRHP under Criteria A and C. In 1995, SHPO concurred with FEMA's DOE through the mechanism of a Programmatic Agreement. The district record prepared in 1994 established the period of significance as 1923 to 1944, stating "the district boundaries incorporate a group of historic industrial buildings which are over 50 years old and retain a sense of time and place." While not explicitly stated, the close of the period of significance was set as 50 years before the evaluation in accordance with guidance in NRHP Bulletin 16A, and was not linked to the construction years of any of the buildings on the facility. This study for Link US confirms those findings from the 1995 FEMA DOE and recommends the close of the period of significance be extended to 1965 to encompass the construction dates of four more buildings that share similar historic associations and design quality, also meet NRHP Criteria A and C and that those four buildings be added as contributing features to the district. The property is not a state landmark or local monument.
2. **William Mead Homes** (Map Reference #2), 1300 Cardinal Street, Los Angeles, is a seventeen-acre, multiple family public housing complex designed in the Modern "garden apartments" style and constructed from 1943 to 1952. The period of significance was established as 1943 to 1952, based on the years of construction. William Mead Homes was determined eligible for the NRHP on June 3, 2002, with SHPO consensus, at the local level of significance through the Department of Housing and Urban Development (HUD) Section 106 Programmatic Agreement for the City of Los Angeles. It was determined to meet

Criterion A for its association with the development of public and defense worker housing in Los Angeles during World War II, and to meet Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements. The property is not a state landmark or local monument.

3. **Mission Tower** (Map Reference #3), 1436 Alhambra Avenue, Los Angeles, was constructed in 1916 and enlarged in 1938. Its design was influenced by the Spanish Colonial Revival style. The period of significance is 1916 to 1938, based on when original construction was completed by the Atchison, Topeka and Santa Fe Railway and when it was enlarged for LAUS. Mission Tower was determined to be eligible for the NRHP by FRA and SHPO concurred on January 15, 2004, as a result of the previous Run-Through Tracks Project Section 106 process. Mission Tower was determined to meet NRHP Criteria A and C, at the local level of significance. The SHPO concurrence letter is included in Attachment G of the HPSR prepared for Link US. The property is not a state landmark or local monument.
4. **Vignes Street Undercrossing** (Bridge #53C 1764, Map Reference #4) was constructed from 1933 to 1939 as part of LAUS, but is just outside of that historic property's NRHP boundary. It was designed essentially in the Streamline Moderne style with Spanish Colonial Revival influence. Its period of significance is 1933 to 1939, based on the years of construction. The Vignes Street Undercrossing contributes to the significance of LAUS and is being recommended eligible for the NRHP under Criterion A, at the local level of significance, as a result of this study for Link US. The property is not a state landmark or local monument.
5. **United States Post Office—Los Angeles Terminal Annex** (Map Reference #5), 900 Alameda Street, Los Angeles, was the central mail processing facility for Los Angeles from 1940 to 1989. Constructed in 1937 to 1938, the architectural style is Mission/Spanish Colonial Revival, and it was intentionally designed to be consistent in style with LAUS. The period of significance is 1938, the year construction was completed. Los Angeles Terminal Annex was found to meet NRHP Criterion C when it was listed in the NRHP on January 11, 1985 (NRHP SID #85000131), as part of the U.S. Post Office Thematic Resource nomination. The property is not a state landmark or local monument.
6. **Macy Street School** (Map Reference #8), 900 N. Avila Street, Los Angeles (alternate address 505 Clara Street), was constructed in 1915 and designed in the English Renaissance Revival style. The period of significance is 1915 to 1930. The Macy Street School is being recommended eligible, as a result of this study for Link US, for the NRHP at the local level of significance under Criterion A for associations to the Progressive Era and with ethnic settlement and assimilation in this part of Los Angeles, and under Criterion B for associations with early Principal Nora Sterry. The property is not a state landmark or local monument.
7. **Los Angeles Union Passenger Terminal** (a.k.a. LAUS or Union Station, Map Reference #9), 800 Alameda Street, Los Angeles, was constructed from 1934 to 1939 and was designed in the Spanish Colonial Revival and Streamline Moderne styles. The period of significance is 1939, the year construction was completed. It was listed in the NRHP on

November 13, 1980. (NRHP SID #80000811), under NRHP Criteria A and C. Union Station was also found to be of exceptional importance and therefore met NRHP Criteria Consideration G for properties achieving significance within 50 years prior to the time of listing. LAUS was declared City of Los Angeles Historic-Cultural Monument (LAHCM) #101 on August 2, 1972.

8. **Cesar Chavez Avenue Viaduct** over the Los Angeles River (formerly Macy Street Viaduct, Bridge #53C 0130, Map Reference #10) was constructed in 1926 and designed in the Spanish Colonial Revival architectural style. The period of significance is 1926, the year construction was completed. It was previously determined to be eligible for the NRHP in 1986 through a consensus determination process by FHWA and SHPO as a result of the California Department of Transportation (Caltrans) Historic Bridge Inventory (HBI), under NRHP Criteria A and C, at the local level of significance. The bridge was declared LAHCM #224 on August 1, 1979.
9. **Thomas R. Barabee Store and Warehouse (CEQA only)** (Map Reference #16), 611–615 Ducommun Street, Los Angeles, was constructed in 1926, and was designed in the Commercial/Industrial Vernacular style. The period of significance is 1926, based on the year it was constructed. It is not eligible for the NRHP but is being considered a CEQA historical resource. The building was previously surveyed in 2002, was determined not eligible for the NRHP by FRA, and SHPO concurred with this finding on January 15, 2004 (FRA031117A). In an email on December 19, 2014, responding during the Section 106 process for SCRIP (the predecessor project to Link US), the City of Los Angeles OHR stated that it believed the Thomas R. Barabee Store and Warehouse is a historical resource for the purposes of CEQA. In 2014, OHR believed that the property was a significant example of commercial architecture and provided information related to context, theme, and property type for citywide commercial architecture. However, when OHR completed its SurveyLA findings for the Central City North nearly two years later in September 2016, it did not include this property among those individual resources found to be significant in this area. Because of the information provided by OHR in 2014, it is, considered a historical resource under CEQA. The property is not a state landmark or local monument. FRA has determined that this property remains ineligible for listing in the NRHP.
10. **Friedman Bag Company—Textile Division Building (CEQA only)** (Map Reference #22), 801 E. Commercial Street, Los Angeles. The oldest portion of this building was constructed in 1902, with additions in 1906, 1941, and 1954. It is designed in the Industrial/Utilitarian style. The period of significance is 1902, based on the year the oldest extant portion of the building was constructed. The building was previously surveyed in 2002, was determined not eligible for the NRHP by FRA, and SHPO concurred with this finding on January 15, 2004 (FRA031117A). As a result, the entire property is considered not to be eligible for the NRHP because of a previous Section 106 consensus determination. However, the northwest portion of the building that was originally constructed in 1906, was identified as significant in 2016 by the OHR's City of Los Angeles Historic Resources Survey (SurveyLA) program for associations to early industrial development in Los Angeles between 1880 and 1945. Therefore, the northwest portion of the building constructed in 1902 is a historical resource under CEQA because it was found to be significant in a historical resources survey

conducted by a local government agency. The property is not a state landmark or local monument. FRA has determined that this property remains ineligible for listing in the NRHP

11. **Los Angeles Plaza Historic District** (a.k.a. El Pueblo de Los Angeles Historic District or El Pueblo, Map Reference #29), is roughly bounded by Cesar Chavez Avenue to the north, Alameda and Los Angeles Streets to the east, Arcadia Street to the south, and Spring Street to the west. The buildings feature an extensive range of 19th and early 20th century architectural styles, including some from the Spanish Colonial and Mexican eras. The oldest extant resources remaining in the district were constructed in 1822: Nuestra Señora La Reina de Los Angeles (Old Plaza Church), and the Plaza Church Cemetery, site of the first cemetery of Los Angeles. The period of significance is 1818 to 1932. Los Angeles Plaza Historic District was first listed in the NRHP on November 3, 1972 (NRHP SID #72000231), its boundary was amended on November 12, 1981, and the resource count was revised on June 21, 2016. Los Angeles Plaza Historic District was found to meet NRHP Criteria A and C, at the local level of significance. The approximately 9.5 acre site is comprised of twenty contributing buildings, two contributing sites, six non-contributing buildings, and one non-contributing structure. Many of the individual resources have been designated at the national, state and local level, including the Los Angeles Plaza itself, which is California Historical Landmark No. 156. Six resources are listed as California Historical Landmarks (CHL): Nuestra Señora La Reina de Los Angeles (no. 144); Avila Adobe (no. 145); Los Angeles Plaza (no. 156); Pico House (Hotel) (no. 159); Merced Theatre (no. 171); and Old Plaza Firehouse (no. 730). Under the name Los Angeles Plaza Park, the Olvera Street and Plaza portions are also listed as Los Angeles Historic Cultural Monument (HCM) no. 64.
12. **Denny's Restaurant** (Map Reference #30) 530 East Ramirez Street, Los Angeles, was constructed in 1965. It is an excellent example of a "Googie" style coffee shop designed by architect Larry A. Ray based on the Armet & Davis prototype design from 1958. The period of significance is 1965. As a result of this study for Link US, it is being recommended eligible for the NRHP at the local level of significance under Criterion C. This NRHP eligibility determination is consistent with the findings of SurveyLA, the Los Angeles Historic Resources Survey, published in September 2016. The property is not a state landmark or local monument.
13. **First Street Viaduct** over the Los Angeles River (Bridge #53C 1166, Map Reference #25), located 0.6 mile west of US-101, was constructed from 1926 to 1929 and was designed in the Neo-Classical architectural style. The period of significance is 1929, the year construction was completed. It was determined to be eligible for the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. Furthermore, on December 5, 2001, SHPO concurred with a finding that the bridge was eligible for the NRHP under Criterion C. The bridge was declared LAHCM #909 on January 30, 2008.
14. **Fourth Street Viaduct** (Bridge #53C 0044, Map Reference #26), spanning the Los Angeles River from Mission Road on the east to Santa Fe Ave on the west, was constructed from 1930 to 1931 and was designed in the Beaux Arts and Gothic Revival architectural styles. The period of significance is 1930 to 1931, the years of construction. It was determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C

through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The Fourth Street Viaduct was declared LAHCM #906 on January 30, 2008.

15. **Seventh Street Viaduct** (Bridge #53C 1321, Map Reference #27), spanning the Los Angeles River from approximately Myers Street on the east to Santa Fe Avenue on the west, was initially constructed in 1910 with subsequent work in 1927. Its was originally designed in the Beaux-Arts style. The period of significance is 1910 to 1927. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The Seventh Street Viaduct was declared LAHCM #904 on January 30, 2008.
16. **Olympic Boulevard (Ninth Street) Viaduct** (Bridge #53C 0163, Map Reference #28), spanning the Los Angeles River from Rio Vista Avenue on the east to Enterprise Street on the west, was constructed in 1925 as the Ninth Street Viaduct and was re-named in commemoration of the 1932 Olympic Games. The period of significance is 1925, the year construction was completed. Its design features Classical style structural elements combining Doric and Corinthian orders. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The Olympic Boulevard Bridge was declared LAHCM #902 on January 30, 2008.

All other resources in the Link US APE are recommended not eligible for the NRHP and not to be historical resources under CEQA.

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APPENDICES

Appendix A: California Department of Parks and Recreation Forms: DPR 523
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List of Abbreviated Terms

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
ASR	Archaeological Survey Report
BNSF	Burlington Northern and Santa Fe
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
CP	Control Point
DPR	Department of Parks and Recreation
LADWP	Los Angeles Department of Water and Power
FRA	Federal Railroad Administration
HABS	Historic American Buildings Survey
HBI	Caltrans Historic Bridge Inventory
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
HSR	California High-Speed Rail
HUD	Department of Housing and Urban Development
LAHCM	City of Los Angeles Historic-Cultural Monument
LAUS	Los Angeles Union Station
Link US	Link Union Station Project
Metro	Los Angeles County Metropolitan Transportation Authority
NRHP	National Register of Historic Places
OHR	City of Los Angeles Office of Historic Resources
PTC	Positive Train Control
ROW	Right-of-way
SCCIC	South Central Coastal Information Center
SCRIP	Southern California Regional Interconnector Project
SCRRRA or Metrolink	Southern California Regional Rail Authority
SCRTD	Southern California Rapid Transit District
SHPO	State Historic Preservation Officer
SurveyLA	City of Los Angeles Historic Resources Survey
US	U.S. Highway

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1.0 Project Description

1.1 Introduction

The Federal Railroad Administration (FRA) is the lead federal agency with responsibility for compliance with Section 106 of the National Historic Preservation Act (NHPA). FRA has determined that the Link Union Station Project (Link US) is an undertaking that has the potential to affect historic properties. The Los Angeles County Metropolitan Transportation Authority (Metro) is the applicant for federal assistance and is the lead agency pursuant to the California Environmental Quality Act (CEQA). The California Department of Transportation (Caltrans) is a cooperating agency under NEPA and will also be a CEQA Responsible Agency in light of the need for Link US to obtain an encroachment permit for the new track structures that would cross U.S. Highway (US) 101. The cultural resources technical studies reports are prepared in the general format of a Historical Resources Evaluation Report (HRER) in accordance with Caltrans standards to assist Caltrans in an efficient review (Caltrans Volume 2—Standard Environmental Reference Handbook: Exhibit 5.1).

1.2 Project Location and Project Study Area

Los Angeles Union Station (LAUS) is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by US-101 to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. Attachment A in the Historic Property Survey Report (HPSR), Figure 1 depicts the regional location and general vicinity of LAUS.

HPSR Attachment A, Figure 2 depicts the project study area, which encompasses the anticipated extent of environmental study associated with the project. The project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below.

- **Segment 1: Throat Segment** – This segment, known as the LAUS “throat”, includes the area north of the platforms, from Control Point (CP) Chavez and Mission Tower at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains traverse five lead tracks into and out of the rail yard, except for one location near the Vignes Street Bridge where the tracks reduce to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101; and includes LAUS, the rail yard, the East Portal building, the baggage handling building with aboveground parking areas and access roads, the historic ticketing/waiting halls, and the historic pedestrian passageway with connecting ramps and stairways below the rail yard.

- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east/west from Alameda Street to the west bank of the Los Angeles River and north/south from US-101 to CP Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, BNSF West Bank Yard, Keller Yard, and main line tracks that extend along the west bank of the Los Angeles River, south of US-101 to CP Olympic. Businesses within the run-through segment are primarily industrial and manufacturing-related.

The project study area has a dense street network ranging from major highways to local city streets. The roadways within the project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

1.3 Project Description

The FRA and Metro are proposing the Link Union Station Project (project) to transform LAUS from a “stub-end tracks station” into a “run-through tracks station” with a new passenger concourse that would improve the efficiency of the station and accommodate future growth and transportation demands in the region. Major project components associated with the project are described below:

Throat and Elevated Rail Yard – The project includes new track and subgrade improvements in the throat segment (Segment 1) to increase the elevation of the tracks leading to the LAUS rail yard in the concourse segment (Segment 2). The throat would be reconstructed in the interim condition with a shared or dedicated track alignment for regional/intercity trains and High-Speed Rail trains north of LAUS. The project also includes new passenger platforms and canopies on the elevated rail yard; with an underlying assumption that the project will be constructed in phases.

New Passenger Concourse – To meet the requirements of a modern station, the project includes a new passenger concourse in Segment 2 that would include space dedicated for passenger circulation and waiting areas with ancillary support functions (“back of house” uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and civic/cultural open spaces and terraces. The new passenger concourse would create an opportunity for an outdoor, community-oriented space and enhance Americans with Disabilities Act (ADA) accessibility at LAUS with new vertical circulation elements such as stairs, escalators, and elevators.

Run-Through Tracks – The project includes up to ten new run-through tracks in Segment 3 (including a new loop track) that would be constructed on a common structure/deck over US-101. Construction will happen in phases (e.g. interim improvements), and would include regional/intercity rail (Metrolink/Amtrak) run-through tracks, and multiple run-through track

configuration options that accommodate the planned HSR system (with a maximum of ten run-through tracks).

Link US would also require modifications to two existing bridges at Vignes Street and Cesar Chavez Avenue for new elevated tracks; modifications to US-101 and local streets (including potential street closures, geometric modifications, and parking improvements); railroad signal, positive train control (PTC), and communications-related improvements; modifications to the Gold Line light rail platforms and tracks; modifications to the main line tracks along the west bank of the Los Angeles River; modifications to the existing Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad right-of-way (ROW); additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

1.4 Area of Potential Effects

As defined in Section 800.16 of the Section 106 regulations, *area of potential effects* (APE) means: “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The [APE] is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The Link US APE contains approximately 248 acres. It is determined both horizontally and vertically as follows, and is documented on the APE map in Attachment A, Figure 3, of the HPSR.

1.4.1 Horizontal APE

The APE for archaeological resources includes any ground area that would potentially be directly impacted by excavation, grading, construction, demolition, temporary access and staging activities, utility relocation, or railroad track reconfiguration. Additional properties that may be directly affected as a result of Link US, such as the potential alteration of bridges and a highway, are also included. This area of potential direct impacts is employed for the identification, evaluation, and assessment of effects for archaeological resources and is referred to as the Direct APE.

The APE for architectural and historical resources includes the parcels encompassing the Direct APE. If any portion of a parcel is included in the Direct APE, that entire parcel is included within the APE. Additionally, the APE includes any adjacent parcels containing resources sensitive to permanent visual effects or to noise and vibration effects. For example, two prominent structures proposed for the project range in height from approximately 38 feet above the existing ground surface (for the maximum height of the run-through tracks parapet) and approximately 76 feet above the current top of rail (the maximum roof height for the concourse) which resulted in the inclusion of additional parcels within the APE to account for their potential indirect visual effect.

The Link US APE is in a dense urban setting northeast of downtown Los Angeles that includes LAUS buildings and its associated right-of-way that includes rail yard, tracks, and undercrossings. Along the east side of the APE in existing right-of-way are railroad tracks and several bridges that cross the Los Angeles River, from Cesar Chavez Avenue in the north to Olympic Boulevard in the south (Map References #10, #25, #26, #27, and #28.). Throughout Link US, the APE accommodates the physical footprint of the proposed California HSR.

The project APE includes the entirety of LAUS—both the primary building and an expanded historic district of associated resources, which were listed in the National Register of Historic Places (NRHP) in 1980. North of the LAUS terminal building, the APE includes the throat, with incoming rail alignments, plus properties near and at Avila Street. At the LAUS terminal, the APE includes the footprint of a proposed concourse, and a new plaza area immediately behind the LAUS building at the present location of the passageway, in addition to various ramps, butterfly sheds, and track alignments above it. Patsaouras Plaza and adjacent parcels to the east are also within the APE. The southern part of the APE includes US 101 (Map Reference #11) and, to its south, undeveloped lots and early- to mid-twentieth-century industrial buildings. In this area, elevated run-through tracks structures are presently proposed that are located along the alignment of existing Commercial Street (which will be relocated to the north) reconnecting to extant rail ROW along the west shoulder of the Los Angeles River channel.

1.4.2 Vertical APE

Further, the proposed APE for Link US includes a vertical APE that ranges from just below current ground surface to up to 100 feet to take into account the total depth of ground disturbance associated with the construction of the undertaking. See Section 3.2.2 of the ASR for detailed information about the vertical extent of the APE.

2.0 Research Methods

2.1 Sources of Information

In addition to property research and other information that has been incorporated from the Run-Through Tracks analysis, the following standard sources of information were reviewed in the process of compiling this report:

- NRHP (National Park Service, 2018, <http://www.cr.nps.gov/nr>)
- California Points of Historical Interest (State of California, 2018a, http://ohp.parks.ca.gov/?page_id=21750 and <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>)
- California Historical Landmarks (State of California, 2018b, http://ohp.parks.ca.gov/?page_id=21387)
- California Register of Historical Resources (CRHR) (State of California, 2018c, http://ohp.parks.ca.gov/?page_id=21238)
- California Historic Resource Inventory System, 2014, http://ohp.parks.ca.gov/?page_id=28063
- Caltrans Historic Highway Bridge Inventory, 2018, <http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>

ICF International (ICF) conducted a records search for the proposed project at the South Central Coastal Information Center (SCCIC) was conducted at California State University, Fullerton on November 17 and 19, 2014, and August 4, 2016. The records search included a review of the SCCIC databases for previously identified built resources in or near the APE and existing cultural resources reports pertaining to the project vicinity.

The following additional resources were consulted in the process of compiling this report:

- City of Los Angeles Historic Resources Survey (SurveyLA) (<https://preservation.lacity.org/survey>)
- Caltrans As-Built Drawing Archives
- Historic Aerials (www.historicaerials.com)
- Online Archive of California
- Sanborn Fire Insurance Company maps
- City directories
- Los Angeles Department of Building and Safety permits
- Los Angeles County archives, including the county assessor's improvement books
- ProQuest Historic *Los Angeles Times* Database

- Newspapers.com database
- Metro documents library

Southern California Rapid Transit District (SCRTD) Metro Rail project construction drawings (c. 1987)

2.2 Themes to Establish Historic Context

Historic context is not being provided for properties that were previously listed or determined eligible for listing in the NRHP. However, historic context is being provided to evaluate or reevaluate five properties in the APE. Four industrial properties that were constructed in 1963 or thereafter are being evaluated, and one property is being reevaluated because of historic context information provided by an interested party.

To establish the historic context, appropriate research was conducted to evaluate the resources within the APE. The following research themes were pursued:

- Notable early landowners
- Subdivision and development of property in the American period
- The Macy Street Neighborhood
- The East Side Industrial District

2.3 Public Participation and Consultation

On August 24, 2016, letters were sent to government agencies and consulting and interested parties who may have knowledge or concerns about historic properties in the area (HPSR Attachment E). The letters requested information regarding historic buildings, districts, sites, objects, and archeological sites of significance in the project vicinity. The letters were sent to the recipients listed below.

2.4 Entities Consulted

2.4.1 Local Government

Los Angeles County
Metropolitan Transportation Authority
Jeanet Owens, Executive Officer-Regional
Rail
One Gateway Plaza
Los Angeles, CA 90012

Los Angeles County Historic Landmarks and
Records Commission
Louis Skelton, Chairman
500 W. Temple Street
Los Angeles, CA 90012

City of Los Angeles Planning Department
Michael LoGrande, Director of Planning
City Hall, Mail Stop 395
200 N. Spring Street
Los Angeles, CA 90012

City of Los Angeles Cultural Heritage
Commission
Richard Barron, President
City Hall, Mail Stop 395
200 N. Spring Street
Los Angeles, CA 90012

City of Los Angeles Office of Historic
Resources
Ken Bernstein, Manager
City of Los Angeles
200 N. Spring Street, Room 620
Los Angeles, CA 90012

Housing Authority of Los Angeles
Patricia Davis, General Services Assistant
Director 2600 Wilshire Blvd.
Los Angeles, CA 90057

2.4.2 Preservation Organizations

California Preservation Foundation
Tom Neary, President
5 Third Street, Suite 424
San Francisco, CA 94103

Los Angeles Conservancy
Linda Dishman, Executive Director
523 W. Sixth Street, Suite 826
Los Angeles, CA 90014

2.4.3 Historical Societies

California Historical Society
Anthea M. Hartig, Executive Director
678 Mission Street
San Francisco, CA 94105

Chinese Historical Society of Southern
California
Donald Loo, President
415 Bernard Street
Los Angeles, CA 90012

Historical Society of Southern California
P.O. Box 93487
Pasadena, CA 91109

Society of Architectural Historians,
Southern California Chapter
Sian Winship, President
P.O. Box 56478
Sherman Oaks, CA 91413

Boyle Heights Historical Society
435 South Boyle Avenue
Los Angeles, California 90033

Little Tokyo Historical Society
319 E. Second St., Suite 203
Los Angeles, CA 90012

El Pueblo de Los Angeles Monument
Commission
125 Paseo de la Plaza
Los Angeles, CA 90012

Los Angeles City Historical Society
P.O. Box 862311
Los Angeles, CA 90086-2311

2.4.4 Architectural Organizations

AIA Los Angeles
Nicci Solomons, Executive Director
3780 Wilshire Boulevard, Suite 800
Los Angeles, CA 90010

Los Angeles Forum for Architecture and Urban
Design
P.O. Box 291774
Los Angeles, CA 90026

2.4.5 Environmental Organizations

Friends of the Los Angeles River
Lewis MacAdams, President
570 W. Avenue 26, #250
Los Angeles, CA 90065

2.4.6 Museums

Japanese American National Museum
100 N. Central Avenue
Los Angeles, CA 90012

Natural History Museum
William D. Estrada, Curator
900 Exposition Boulevard
Los Angeles, CA 90007

Chinese American Museum
Michael Truong, Director of Education and
Programs
125 Paseo de la Plaza, Suite 300
Los Angeles, CA 90012

2.4.7 Railroad Organizations

Pacific Railroad Society
210 W. Bonita Avenue
San Dimas, CA 91773

Southern Pacific Historical and Technical
Society
1523 Howard Access Road
Upland, CA 91786

San Bernardino Railroad Historical Society
Paul Prine, President
121 Alabama Street
Huntington Beach, CA 92648

California State Railroad Museum
125 I Street
Sacramento, CA 95814

Train Riders Association of California
Paul Dyson
1025 Ninth Street
Sacramento, CA 95814

The Transit Coalition
ATTN: Bart Reed
P.O. Box 567
San Fernando, CA 91341

Lomita Railroad Museum
Julie Klarin, Curator
2137 W 250th Street
Lomita, CA 90717

Travel Town Planning and Development
Department of Recreation and Parks
Park Services Division
4800 Griffith Park Drive, Mail Stop 663
Los Angeles, CA 90027

Los Angeles Railroad Heritage Foundation
Wendell Mortimer, President
1500 W. Alhambra Road
Alhambra, CA 91801

In addition, another railroad organization, the Los Angeles Union Station Historical Society, P.O. Box 411682, Los Angeles, CA 90041 was added because of their attendance at a July 2016 Metro meeting regarding the Los Angeles Union Station Master Plan and because of their letter addressed to Metro dated December 31, 2016.

2.4.8 Additional Interested Parties

Central City Association
Carol Schatz, President
626 Wilshire Boulevard
Los Angeles, CA 90017

Chinatown BID
727 N. Broadway, Suite 208
Los Angeles, CA 90012

JACCC
Little Tokyo Community Council
244 S. San Pedro Street
Los Angeles, CA 90012

East Los Angeles Community Corporation
530 S. Boyle Avenue
Los Angeles, CA 90033

Boyle Heights Neighborhood Council
Carlos Montes, President
2130 E. First Street, Suite 110
Los Angeles, CA 90033

Central City East Association
Raquel Beard, Executive Director
725 S. Crocker Street
Los Angeles, CA 90021

Los Angeles River Artists and Business
Association
Steve Allwright, Board Member
801 E. Fourth Place
Los Angeles, CA 90013

Downtown Los Angeles Neighborhood Council
Patricia Berman, President
P.O. Box 13096
Los Angeles, CA 90013

Historic Downtown Business
Improvement District
453 S. Spring Street, Suite 1116
Los Angeles, CA 90013

El Pueblo Historic Cultural Neighborhood
Council
Attn. Brian Kito
307 E. First Street
LA, CA 90012

A follow up email was sent to the invited consulting parties and interested parties on March 29, 2017. As a result, the Los Angeles River Artists and Business Association, was added to the list of active consulting parties because of their willingness to participate in consultation regarding

potential impact to historic structures and areas within the Arts District as expressed in their response to the follow-up e-mail.

2.5 Comments Received

Copies of comments received are provided in full in Attachment E of the HPSR, and are summarized below in this HRER.

2.5.1 Comment from City of Los Angeles Office of Historic Resources, via email

In an email on December 19, 2014, regarding SCRIP (the predecessor project to Link US), the OHR stated that it believed the Thomas R. Barabee Store and Warehouse at 611–615 Ducommun Street is a historical resource for the purposes of CEQA. The OHR believes that the property is a significant example of commercial architecture and sent information related to context, theme, and property type for citywide commercial architecture. The City of Los Angeles is currently conducting a citywide historic resources survey (SurveyLA). Although the subject property has not yet been surveyed by OHR, the property appears to have eligibility with respect to significant context, theme, and property type, as follows:

- Context: architecture and engineering, 1850–1980
- Theme: late nineteenth- and early twentieth-century architecture, 1865–1950
- Sub-theme: early twentieth-century commercial vernacular, 1900–1950
- Property type: commercial
- Property sub-type: two-part commercial block

2.5.2 Comment from AIA/LA, via email

In an email dated January 11, 2017, Will Wright, Hon., Director, Government Public Affairs of the American Institute of Architects/Los Angeles Chapter (AIA/LA) provided comments that Link US be coordinated with other plans and projects being considered at LAUS, and to consider a Red Line/Purple Line station in the Arts District. Generally, he supported the historic findings, suggested advice be sought from the LA OHR and LA Conservancy, and to proceed with the overall Link US schedule.

2.5.3 Comment from Los Angeles River Artists and Business Association, via email

In an email dated March 29, 2017, Yuval Bar-Zemer, Vice president for the Los Angeles River Artists and Business Association, requested that the organization “would like to actively participate and voice concerns on potential impact to Historic structures and areas within the Arts District.”

2.5.4 Comment Regarding the Macy Street School, from the NEPA/CEQA scoping meeting

On June 2, 2016, Eugene Moy, an interested party, provided comments at the NEPA/CEQA scoping meeting that research should be included to evaluate impacts on pre-Union Station development including Chinatown and the adjacent Mexican American neighborhood north of Cesar Chavez Avenue. Mr. Moy also provided information on the historic Macy Street School building, and this information led to it being proposed as eligible for the NRHP under the Section 106 process for Link US. (HPSR Attachment E).

2.5.5 Comments Regarding LAUS and US-101 from the NEPA/CEQA scoping meeting

On June 2, 2016, Joshua Knudson, an interested party, provided comments at the NEPA/CEQA scoping meeting inquiring if US-101 will be evaluated, and expressed concerns about effects on effects on the NRHP listed Los Angeles Union Station, including removal of the original platforms and heavy alterations. (HPSR Attachment E).

2.5.6 Comments Regarding a Stone Wall at Bauchet Street, via email

On June 14, 2016, subsequent to the NEPA/CEQA scoping meeting, an interested party provided information via email regarding an existing buttressed stone wall within the APE along the former extension of Bauchet Street, north of Cesar Chavez Avenue, and suggested that if the wall had to be removed, that the stones could be incorporated into a new structure associated with the proposed project.

2.5.7 Comments from the Los Angeles Union Station Historical Society, via letter

A letter was received by Metro regarding other planned projects at LAUS, but the comments are also relevant to Link US. In a letter dated December 31, 2016, Tom Savio, Executive Director of the Los Angeles Union Station Historical Society (LAUSHS), provided comments about information shared at a LAUSHS board meeting on July 25, 2016, in regards to the former Los Angeles Union Station Master Plan.

LAUSHS' comments largely focused on the space beneath the tracks, currently occupied by the historic pedestrian tunnel, which is proposed to be impacted by the new passenger concourse options, and their concerns are summarized as:

- Stating concerns that LAUS' Spanish Colonial Revival and Art Deco elements are not being incorporated into the proposed passenger concourse
- Questioning the functionality of the proposed passenger concourse for the transfer and flow of passengers at LAUS

- Discussing an alternative of two new pedestrian tunnels on each side of the existing passenger tunnel, which would obviate an enlarged central tunnel mall space and the need to raise the terminal tracks.

In a letter dated March 9, 2017, LAUSHS accepted FRA's invitation (dated February 13, 2017) to consult under Section 106.

2.5.8 Letter from TRAC

In a letter dated January 11, 2017, the Train Riders Association of California (TRAC) expressed concerns that the vertical relationship between the platform tracks and the mainline tracks may risk runaway trains. TRAC requested an alternative be studied without a new passenger concourse, and suggested constructing two new tunnels, parallel to the existing passenger tunnel. Other concerns were raised about:

- Constructability of the proposed new passenger concourse and difficulty of phasing on an operating rail terminus
- Accessibility by elderly and disabled passengers resulting from the demolition of existing ramps without identified replacements and
- Effects on the historic bridges crossing the Los Angeles River.

2.5.9 Letter from HACLA

In a letter dated February 28, 2017, the Housing Authority of the City of Los Angeles (HACLA) provided comments on the proposed project encroachment onto the William Mead Homes property along Bolero Lane and through the current softball field. Issues and concerns that would adversely affect the residents of William Mead Homes were itemized in the letter, including the following related to Section 106:

- Handball Court: request that the facility be relocated.
- Clotheslines: can be shortened but must remain intact for residents to dry clothes since many residents cannot afford to buy dryers.
- Softball field currently has no scheduled leagues; however, it is a major play area for residents. Potentially it could be converted to a soccer field but must remain green space.

To date, no other comments have been received (see Attachment E of the HPSR: Public Participation).

3.0 Field Methods

Field surveys of all developed properties with buildings or structures within the Link US APE were initially undertaken between November 2014 and July 2016 by ICF. Daniel Paul, architectural historian, acted as principal investigator for this project and also conducted the fieldwork and research. Andrew Bursan, historian, conducted the historic research analysis. Jessica Feldman, architectural historian, conducted fieldwork at the bridges and undercrossings. Salli Hosseini, architectural historian, prepared the analysis of US-101.

Additional field work was undertaken in April 2018 to confirm current conditions and determinations for two previously documented properties that were added to the APE:

1. Los Angeles Plaza Historic District (Map Reference #29) because of indirect visual effects from the above-grade passenger concourse option.
2. Denny's Restaurant (Map Reference #30) because of proposed temporary staging areas in the parking lot.

The field work of those two properties was conducted by Margaret Roderick and Katrina Castaneda, both of whom have the necessary education in architectural history, but are still working towards the necessary years of experience required under 36 CFR Part 61. Their work was assigned and reviewed by fully qualified architectural historians and historians.

Daniel Paul, architectural historian, and Andrew Bursan, historian, prepared the DPR 523 forms. Elizabeth Hilton, architectural historian, consultant with ICF, helped prepare the technical reports. Rick Starzak, architectural historian, provided quality assurance and quality control. All persons, except as noted above, meet the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61) in the disciplines of architectural history and/or history.

All parcels were observed from the public ROW or with owner permission, and digital photographs were taken of all buildings and structures that were visible on each property.

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4.0 Historic Overview

The 2004 Run-Through Tracks HRER provided a thorough historic context for the variety of properties evaluated within that specific project's APE. The historic context for Run-Through Tracks provided information regarding the early history of Los Angeles, railroad history in Los Angeles, and more detailed information regarding the Spanish and Mexican periods.

This HRER for the Link US APE evaluates four additional industrial properties that are similar to one another as simple and commonplace small to medium sized vernacular buildings, primarily from the post-World War II era. Accordingly, the historic context provided below is highly specific to the subject properties and correspondingly focuses on specific early landowners as well as the nature of the area during key periods, including the ethnic character of the Macy Street neighborhood. The context statement also discusses the APE's predominant property type: light industrial architecture.

4.1 Notable Early Landowners

4.1.1 Don Louis Vignes

In the late nineteenth century, years before its development as one of the city's first industrial areas, the Aliso Tract area (Figure 1), which comprises much of the project APE, was agricultural with a low population density, but it included some significant early figures in Los Angeles history. Among these figures was Don Louis Vignes.

An early map of the area (Figure 5) shows lands between today's Aliso Street and a field of willows, bordering Rio Porciuncula, as the vineyard of Don Jean-Louis Vignes, who would become one of the first significant property owners in the area. Vignes joined Spanish dons in planting the fields with cuttings obtained from the "mother vineyard" at Mission San Gabriel Archangel, located at 428 South Mission Drive, in what is now the City of San Gabriel.¹ Pioneer Los Angeles merchant Harris Newmark reminisced about Jean-Louis Vignes in his seminal history, *Sixty Years in Southern California*:

Don Louis Vignes came to Los Angeles in 1829 and set out the Aliso Vineyard on 104 acres. The vineyard derived its name, as did the street, from a previous and incorrect application of the Castilian "aliso," meaning "alder," to the sycamore tree, a big specimen of which stood on the place. This tree, possibly a couple of hundred years old, long shaded Vignes' wine cellars; it was finally cut down a few years ago to make room for the Philadelphia Brew House. From a spot about 50 feet away from the Vignes adobe extended a grape arbor, perhaps 10 feet in width and fully a quarter of a mile long, thus reaching to the river; this arbor was associated with many of the early celebrations of Los

¹ Carlisle, Alma. 2002. *Los Angeles Run-Through Tracks Project*. DPR 523 form. August.

Angeles. The northern boundary of the property was Aliso Street; its western boundary was Alameda. Part of it was surrounded by a high adobe wall, inside of which, during the troubles of the Mexican War, Don Louis enjoyed a far safer seclusion than many others.²

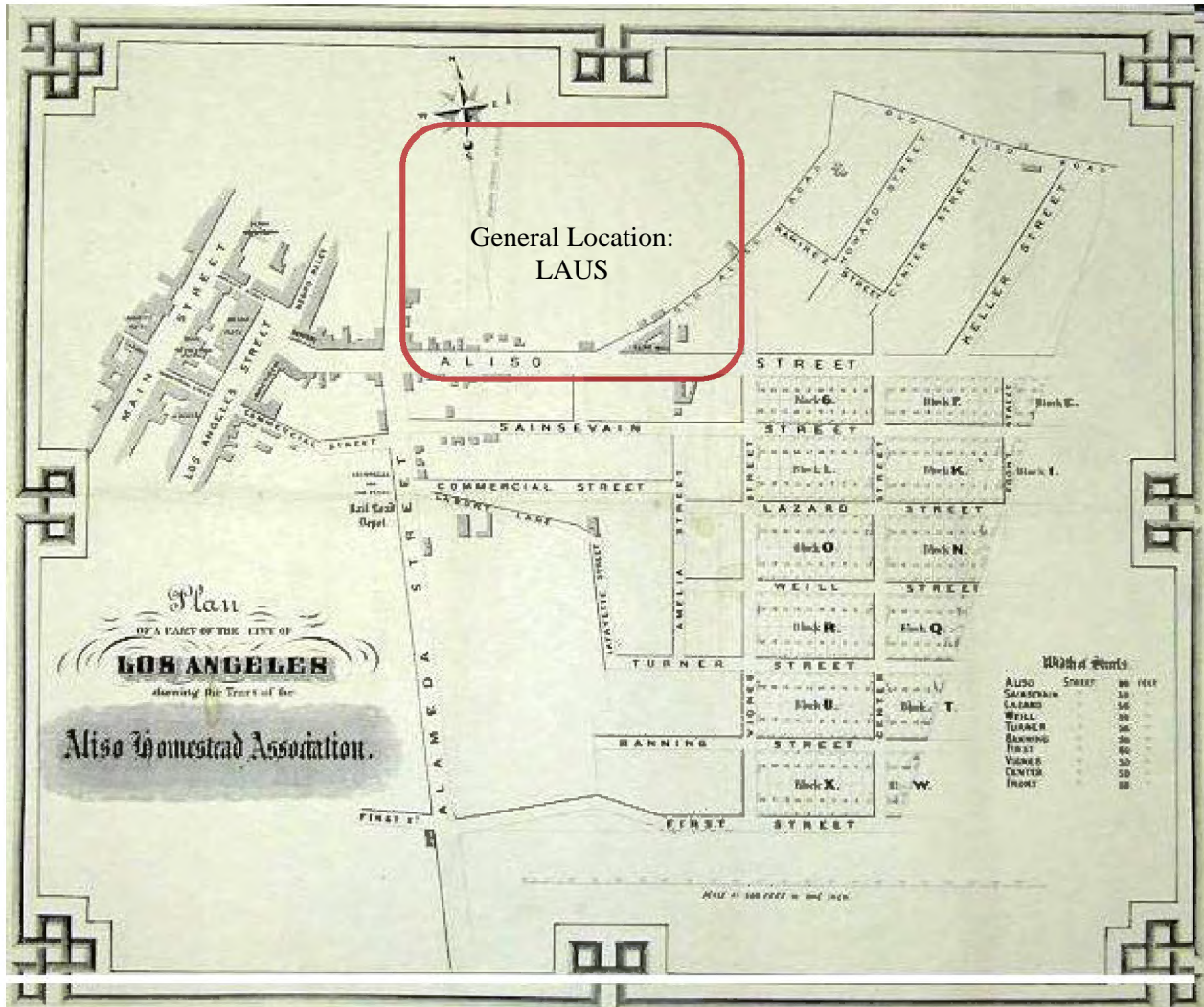


Figure 1: The Aliso Tract, circa 1869, from the Aliso Homestead Association.

This maps the area now bisected by the Santa Ana Freeway (US-101) where it crosses Alameda Street and shows the future LAUS site. Commercial Street and Arcadia Street are access roads, still in existence. First Street is on the south, Old Aliso Road (now under Union Station) is on the north, Main Street is on the west, and Center Street is on the east. The Bella Union Hotel and Arcadia Block are also shown. (Huntington Digital Library)

According to Newmark, Don Louis Vignes transferred his property to his nephew, Jean-Louis Sainsevain, in 1855, including the vineyard and the wine cellars. Sainsevain’s brother, Pierre,

² Newmark, Harris. 1984. *Sixty Years in Southern California: 1853–1913*. Fourth edition. Los Angeles: Dawson’s Book Shop. p. 197.

joined him in the wine business, and together they produced the first California champagne in 1857.

4.1.2 Johann Groningen and Juan Ramirez

Vignes' neighbor to the west was Dutchman Johann Groningen, or "Juan Domingo" as he was locally known. Groningen's property, acquired around 1838, stretched from Vignes' Aliso Vineyard west to Alameda Street and from Aliso Street on the north to Commercial Street. Another landowner of the period was Juan Ramirez (or "Ramires," as it appears in some early documents), who apparently occupied the parcel where Union Station is now located, immediately north of Aliso. Ramirez owned this property from at least 1838 to 1880. Although the possibility that the property was transferred from communal fields to another owner before Juan Ramirez cannot be entirely discounted, it nonetheless seems likely that Juan Ramirez was the first property owner of the Union Station portion of the APE.

Ramirez's use of his property for agrarian purposes is demonstrated from three early documents dating from the Mexican-American period's transition. The first is an 1847 sketch of Los Angeles by William Rich Hutton, with a view of the plaza looking eastward (Figure 2). The proposed project would be located in the background at the far right of the frame (La Nopalera n.d.). Supposedly accurate in most or all details, the sketch shows the study area as being devoid of any construction or development at the end of the Mexican period.

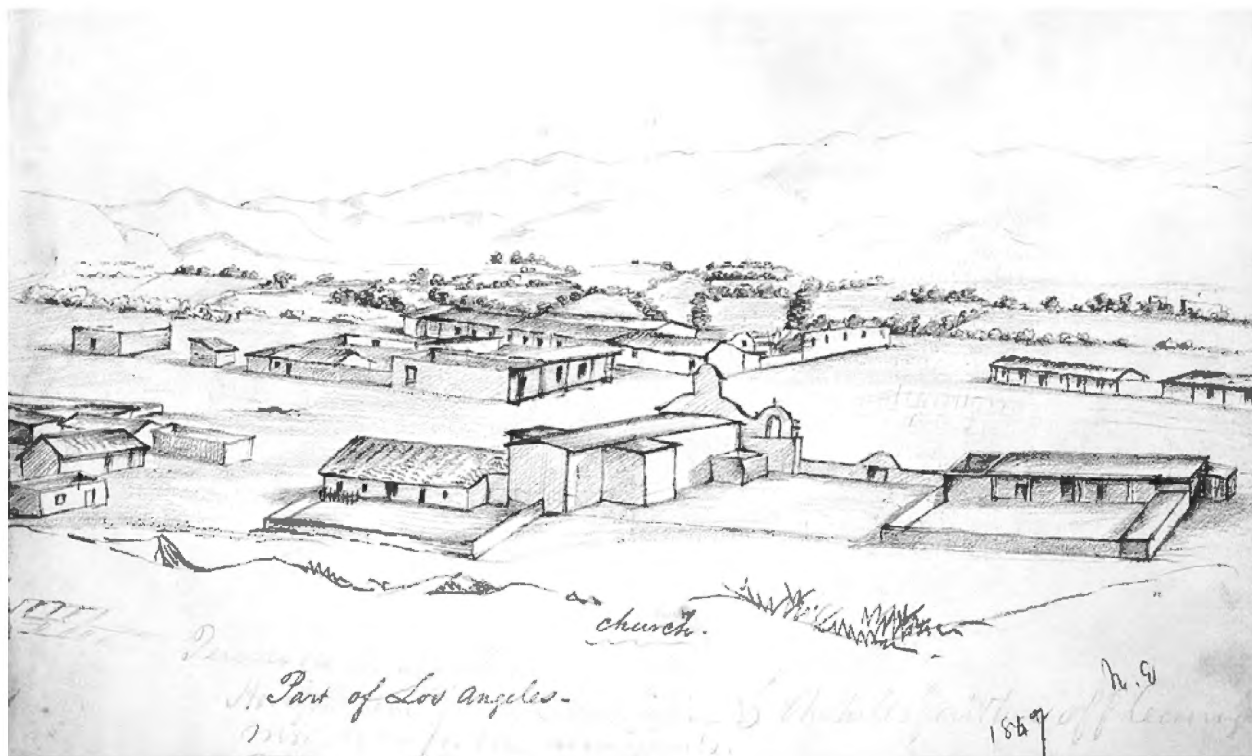


Figure 2: 1847 sketch of Los Angeles, looking eastward at the plaza, by William Rich Hutton

The second document is the first map of greater Los Angeles, prepared by Lieutenant E.O.C. Ord for the U.S. Army on August 29, 1849. It portrays the area bounded by what would become Alameda Street on the west, Aliso Street on the south, Old Aliso Road on the east, and Cesar Chavez Avenue on the north (the Union Station area) as entirely agricultural fields. Notably, developments are shown on the Vignes and Groningen properties, implying that none were present in the fields to the north (Figure 3) (University of Southern California. n.d.).



Figure 3: 1849 survey of Los Angeles by Lt. E.O.C. Ord.

The third document, another Hutton sketch, was completed in 1852. Like the earlier sketch, it, too, portrays the study area and its immediate surroundings as entirely agrarian, with no

evidence of development³ (Figure 4). Bell's Row was located at the southeast corner of Los Angeles Street and Aliso Street. It is believed that the residence in the far left corner is the Vignes adobe, and the one slightly closer to Bell's Row is that of Johann Groningen, or "Juan Domingo."

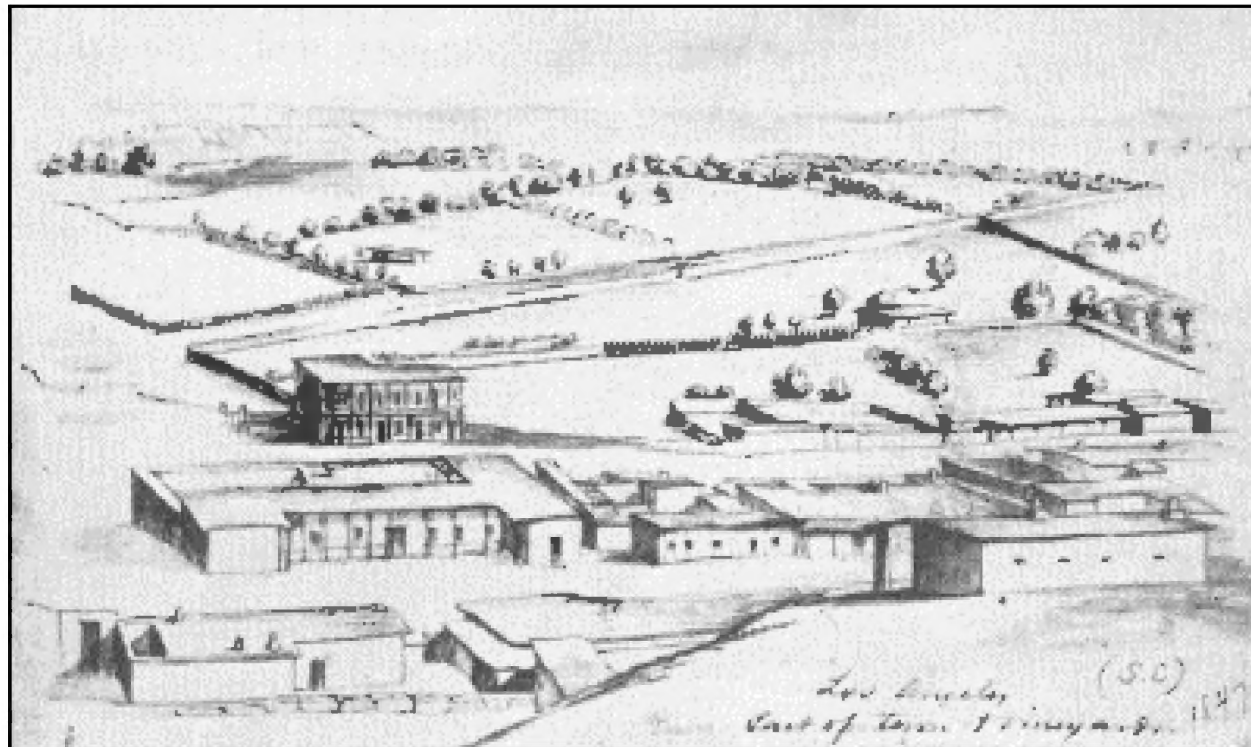


Figure 4: 1847 (or 1852) sketch of Bell's Row in Los Angeles, facing east.

4.2 Subdivision and Development of Property in the American Period

The APE remained agricultural and ranch land through the end of the Mexican period. After California became a state in 1850, the transformation of southern California began. Subdivision of former agricultural lands in the APE began in the 1870s. The APE changed from agricultural to residential uses, and later, because of the influence of the railroads and its proximity to the Los Angeles River, the subject project became the city's first industrial area.

In 1878, the former property of Don Louis Vignes was subdivided into the Aliso Tract by a French immigrant, Eugene Meyer, grandfather of *Washington Post* publisher Katharine Graham. Vignes Street and Sainsevain Street were named after the original landowners⁴ (see illustrations). Figure 5 shows a portion of a panorama of Los Angeles as it appeared in 1871

³ Myra L. Frank & Associates, Inc. 1995. Metropolitan Water District of Southern California DEIR. pp. 3-173 and 3-174.

⁴ Newmark, 1984, p. 198.

(Library of Congress, Control Number 7569023)⁵. Figure 6 is a photograph of the Vignes property taken in 1865 (Los Angeles Public Library Photo Database, Photo No. 31390.) Ten years later, a Sanborn map dated 1888 indicates dwellings on the former willow fields and the presence of the Philadelphia Brewery at the site where Don Louis Vignes' aliso tree once stood.⁶

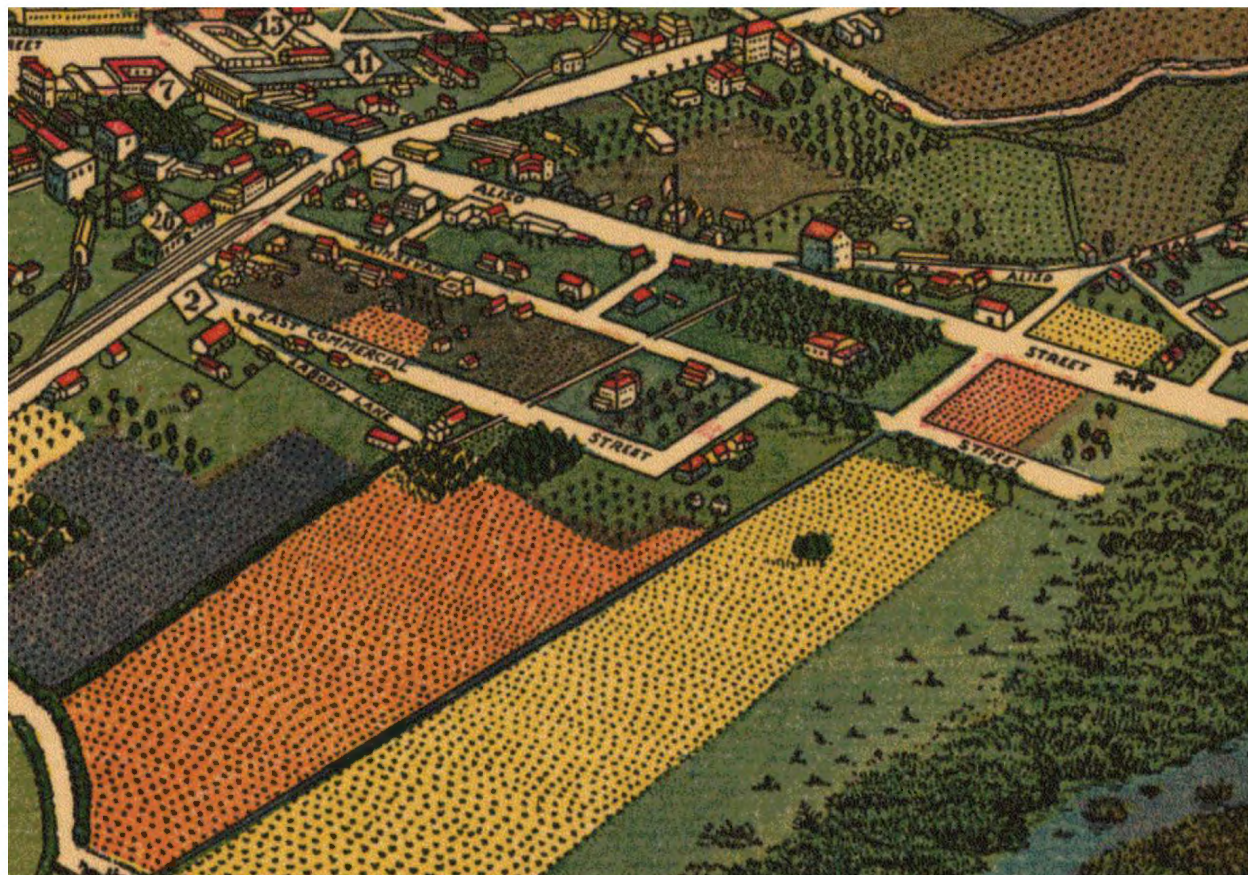


Figure 5: The proposed project site, as it appeared in 1871.

The Vignes adobe is believed to have been located on the south side of Aliso Street, two blocks east of the railroad tracks on Alameda Street (west of the unlabeled Vignes Street).

⁵ Gores, and Los Angeles Women's University Club. Los Angeles as it appeared in. [Los Angeles Women's University Club of L.A, 1871] Map. <https://www.loc.gov/item/75690623/>.

⁶ Sanborn Fire Insurance Company. 1888. Maps, Los Angeles, California.



Figure 6: Photograph of the Vignes property, 1865.

4.2.1 Matthew Keller

Subdivision of the Ramirez property began circa 1860 when a series of commercial structures was built on the corner of Aliso and Alameda Streets. About 10 years later, Matthew Keller obtained the western side of Ramirez’s property, while a strip of lots measuring 100 feet deep was subdivided on the southern side of the property, fronting Aliso Street. Keller used his property for a vineyard and constructed a large winery. The buildings along Aliso Street, south of Keller, were apparently commercial establishments rather than residences. These included a bakery, farm supplies retailer, and livery stable, while the strip along Old Aliso Road was used for a livery stable and livestock pens. A large open area lay behind the commercial buildings, and Keller’s winery appears to have been used for livestock and similar purposes, perhaps related to the Old Aliso Road businesses. In the 1880s, Chinatown began to develop to the north of the study area. Although the existing evidence is equivocal, it is possible that some of the Chinese tenements may have extended southward along Juan Street and into the study area. The commercial nature of the structures in the study area, with Chinatown extending into or abutting the property to the north, characterized the land use pattern into the twentieth century when construction of LAUS began in the 1930s.⁷

4.2.2 Development in the APE by 1905

By 1905, downtown Los Angeles—from Macy Street south to First Street and from Alameda Street east to the Los Angeles River, on what had been willow fields, vineyards, and orange groves only 30 years earlier—had become a thriving city, with “China Town” located at the

⁷ Myra L. Frank & Associates, Inc. 1995. Metropolitan Water District of Southern California DEIR. p. 3-174.

northwest corner of the APE at Alameda Street and Macy Street (now Cesar Chavez Avenue). The Victoria Hotel, C. F. Pike & Co., and Newell Matthews Company were some of the commercial businesses that were interspersed with residential dwellings along Aliso Street. Los Angeles Gas & Electric Company occupied a parcel on Macy Street south to Aliso Street, next to the river. A macaroni and candy factory, Kahn-Beck Company, appeared on a 1906 Sanborn map at the northwest corner of Aliso Street and Center Street, in a building that is now occupied by the Friedman Bag Company. On the corner of Commercial Street and Vignes Street, the Maier Zobelein Brewery now occupies the former site of the Philadelphia Brewery, the original site of the historic Vignes adobe.

4.2.3 Development Changes in the APE in the 1920s

Following the residential boom sparked by railroad competition in the mid- to late 1880s, the character of the APE changed from agricultural to predominantly single-family residential, although a few industrial and commercial buildings were interspersed. By the 1920s, however, the residential character yielded to industrial; by the 1950s, the APE was almost entirely industrial in character.

Within the APE, the Thomas R. Barabee Store and Warehouse and the Los Angeles Casing Company on Ducommon Street were both built in the 1920s, reflecting the new industrial character of the area. The parcels were derived from the original Alanis Tract, which had been recorded by Charles Ducommun and I. W. Hellman in 1874, approximately the same time that Eugene Meyer subdivided the Aliso Tract. Barabee was listed in the 1926 Los Angeles City Directory as being involved with “chemicals.”⁸ The Los Angeles Casing Company was a “gut products manufacturing company.”⁹ To the east of these buildings, at Ducommon Street and Center Street, were Los Angeles Gas & Electric Company tanks.

During this era, the portion of the APE north of Aliso Street was assessed as a potential location for the Los Angeles Union Passenger Terminal. A study entitled “Location and Class of Buildings—Railroad and Industrial District—1918” identified dwellings, hotels, apartments and lodging houses, industrial uses, other uses, and “Mongolians,” with industrial uses dominating.¹⁰

4.2.4 The Macy Street Neighborhood

Just northeast of downtown Los Angeles and just west of the Los Angeles River, the Macy Street neighborhood emerged as a home to working-class, immigrant families during the first quarter of the twentieth century. Of the approximately 3,000 residents that inhabited the neighborhood by the mid-1920s, two-thirds were of Mexican decent with a smaller concentration of Chinese-American residents and other newly immigrated families. Most inhabitants of the

⁸ Carlisle, Alma. 2002. *Los Angeles Run-Through Tracks Project*. DPR 523 form. October.

⁹ Chasteen, Carrie. 2002. *Los Angeles Run-Through Tracks Project*. DPR 523 form. September.

¹⁰ Weitze, Karen J. 1980. *Aliso Street Historical Report, El Monte Busway Extension in the City of Los Angeles*. January. p. 17.

crowded and impoverished Macy Street neighborhood were relegated to the area due to poverty and widespread segregation, which prevented non-whites from residing in the majority of residential districts in Los Angeles during the period. The Macy Street neighborhood was commonly referred to as the “Foreign Quarter” during the 1910s and 1920s because of the ethnic, immigrant makeup of the neighborhood.¹¹ Macy Street was also adjacent to manufacturing and naturally became a home to many of the low-paid manual laborers who worked nearby.¹²

The maze of cramped dwellings that characterized much of Macy Street first developed during the turn of the century as housing for workers in nearby industry. At the time, building codes provided little protection against poor construction and did not prevent residences from being built directly adjacent to polluting and unsanitary industrial sites. Many of the dwellings in the neighborhood were little more than shacks that were built in the cheapest and most rudimentary way. Surrounding the neighborhood were the Wilson and Cudahy meat packing plant and accompanying animal corral to the west and along the river, oil and lumber industrial sites to the south and west, and Southern Pacific rail yards to the north. In addition to the pollution caused by these industries, the Los Angeles River, which was contaminated with animal and human waste, added further to the unsanitary conditions of the neighborhood.¹³

During the 1910s and 1920s, the overcrowded and poorly constructed living quarters on Macy Street created substandard living conditions for the vast majority of residents. Many of the dwellings lacked toilets, indoor sinks, bathtubs, electricity, and gas connections. Homes remained in a general state of disrepair that included rotten wood, broken windows, leaky roofs, and defective plumbing. Vermin infestation and mold issues were common, and corridors through the neighborhood were littered with trash.¹⁴ The proliferation of trash in the neighborhood was partly due to the lack of City services to the area, such as trash collections, that were provided to more affluent districts in Los Angeles. Because of these unsanitary living conditions, such communicable diseases as diphtheria, typhus, smallpox, tuberculosis, and scarlet fever regularly swept through the community. Conditions had become so unhealthy that a plague epidemic inflicted the Macy Street neighborhood in fall 1924, and the City health officials decided to temporarily quarantine the neighborhood. The plague drew national attention and helped motivate local activists, like Macy Street School principle Nora Sterry, to speak out publically against the deplorable and inhumane conditions that persisted in the neighborhood (Figure 7).¹⁵

¹¹ No author listed, “Where Children of Many Nations Will Receive Instruction” Los Angeles Times. May 2, 1915.

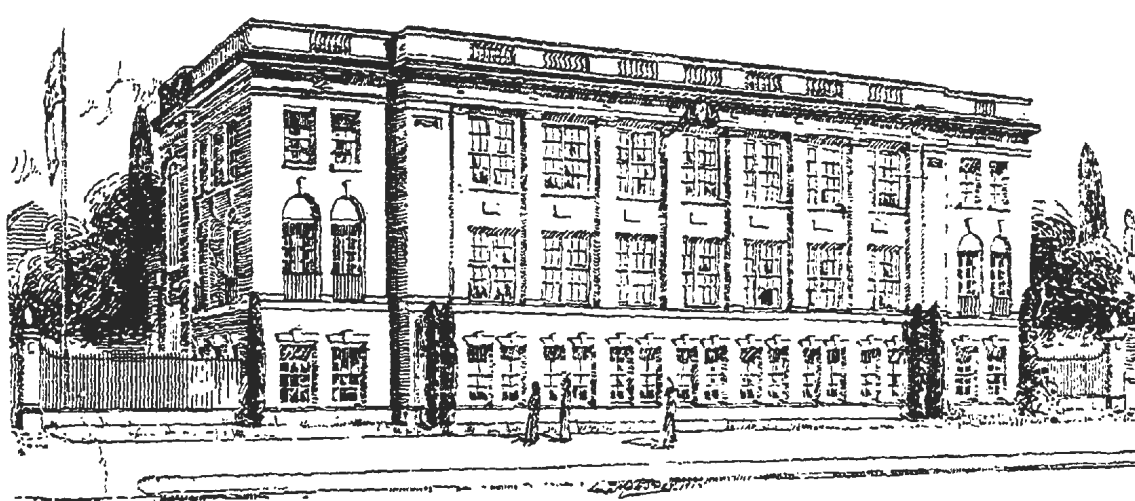
¹² Feldinger, Frank. *A Slight Epidemic: The Government Cover-up of Black Plague in Los Angeles: What Happened and Why It Matters*. Los Angeles, CA: Silver Lake Pub., 2008. Pg. 19-20

¹³ Ibid., pg 20-22

¹⁴ Ibid., pg 21

¹⁵ Raftery, Judith Rosenberg. *Land of fair promise: politics and reform in Los Angeles schools, 1885-1941*. Stanford University Press, 1992. Pg. 99

Where Children of Many Nations Will Receive Instruction.



Architect A. C. Martin's perspective of new Macy-street school.

This modern building in the heart of Los Angeles' most pronouncedly foreign quarter is intended to serve not only as a model public school, but as a neighborhood center for both children and grownups representing at least thirty different nationalities.

Figure 7: Los Angeles Times, May 2, 1915, rendering of the Macy Street School

The residential character of the neighborhood began to change due to increased downtown development, and homes were demolished in the late 1930s to allow for the construction of LAUS, the U.S. Postal Annex on Alameda Street, and later the county jail.¹⁶ Historic aerial maps indicate that other residences in the neighborhood had largely been demolished for commercial and industrial development by the early 1950s.¹⁷ As of 1951, businesses expanding into the Macy Street neighborhood included Eureka Metal Works, the Southern California Gas Company, the Wilson & Co. Packing Plant, and a plumbing supply store. Since the 1950s, the area has become a mix of infrastructural, government, and commercial uses. Surrounding Macy Street School building—the primary remaining property of the former neighborhood—are now substantial correctional facilities, multiple bail bonds companies (some in the Macy Street School building itself and in 1950s-era former warehouse and light industrial properties), Metro headquarters, LAUS, and a handful of other industrial and commercial enterprises.¹⁸

4.2.5 The East Side Industrial District

The first true industrial center of Los Angeles emerged in the 1910s in what would become known as the East Side Industrial District, located on the east end of downtown Los Angeles. Proximity to the Los Angeles River and major railroad lines fueled early industrial growth and made for easy distribution of locally produced goods. The traditional boundaries of the East Side Industrial District lie between Alameda Street (west), the Los Angeles River (east), Ninth Street (south), and Elysian Park (north). The properties in the APE at 410 Center Street,

¹⁶ Simross, Lynn, "Old Macy St. Gang Puts Best Foot Forward for Youths" Los Angeles Times. May 5, 1982.

¹⁷ Historicalaerials.com: 1948, 1952, 1964

¹⁸ Sanborn Fire Insurance Maps: 1906, 1951

620 Commercial Street, 706 Ducommun Street, and 711 Ducommun Street are at the northern end of the district on land that historically had been part of the Aliso Tract (Figure 1).¹⁹

The East Side Industrial District moniker suggests an area that is devoted exclusively to industry. However, at the turn of the century, the area was a diverse mix of residential, commercial, and industrial properties. Along with the heavy-industry foundries and boiler works, one could find grocery stores, restaurants, saloons, and residences that ranged from single-family dwellings to apartment buildings. Although the district became increasingly industrial in the 1910s and 1920s, the limited amount of land and high land values motivated some industrialists to relocate farther east or south of downtown by the mid-1920s to expand their operations in a less congested environment.²⁰

According to the Sanborn Fire Insurance Company maps from 1951, the area immediately surrounding the buildings on Ducommun, Center, and Commercial Streets was completely devoted to industrial enterprises by the mid-twentieth century. Along Center Street, the Southern California Gas Company operated a number of gas compressors, holding tanks, and storage buildings that extended several blocks. The Grand Canyon Lime and Cement Company and other cement companies had operations between the gas company facility to the west and the adjacent Atchison, Topeka & Santa Fe railroad tracks to the east.²¹

After World War II, housing and related neighborhood uses, such as churches and neighborhood-type markets, disappeared on the east side at a rapid rate, because these types of buildings were replaced in the hundreds by industrial structures of utilitarian design. With rare exception, these structures were functional in character, one story tall, and constructed from bricks or concrete blocks; later, tilt-up construction methods were used.²² By the late 1970s, the east side was a predominantly industrial and commercial district with essentially the same physical and land use character/mix as today. Although some new industrial buildings and parking structures have been constructed in the district over the last 20 years, the mid-century warehouses, which often replaced pre-World War II industrial buildings and residences, remain the most common building type in the area.

¹⁹ Sitton, Tom, and William Deverell (eds.). 2001. *Metropolis in the Making*. Berkeley: University of California. pp. 13–18.

²⁰ *Ibid.*, pp. 14 and 15.

²¹ Sanborn Fire Insurance Company. 1906 and 1951. Maps, Los Angeles, California.

²² Carson Anderson. 1992. *Eastside Industrial Area Architectural and Historical Resources*. Los Angeles, CA: Community Redevelopment Agency, City of Los Angeles. pp. 9 and 10.

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5.0 Significance Thresholds

5.1 Evaluation per NRHP Criteria

To be considered for inclusion in the NRHP, a property must meet the criteria for evaluation set forth in 36 Code of Federal Regulations (CFR) Part 60.4, as described below.

Criteria for Evaluation

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association and

- a. Are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. Are 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 values or represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. Have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- d. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

- e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g. A property achieving significance within the past 50 years if it is of exceptional importance.

5.2 Evaluation per CEQA Criteria

Section 15064.5 of the State CEQA Guidelines (Title 14 California Code of Regulations [CCR], Chapter 3) sets forth the criteria and procedures for determining significant historical resources and the potential significant impacts of a project on such resources.

5.2.1 CEQA Statute

The CEQA statute and guidelines provide five basic definitions as to what may qualify as a historical resource. Specifically, Section 21048.1 of the CEQA statute provides a description for the first three of these definitions, simplified as follows:

1. Listed in the California Register of Historical Resources (CRHR), including the following that are listed automatically:
 - a. Listed in the National Register of Historic Places;
 - b. Determined eligible for the National Register either by the Keeper of the National Register or through a consensus determination on a project review such as Section 106 of the NHPA;
 - c. State Historical Landmarks from number 770 on.
2. Determined eligible for the CRHR by the State Historical Resources Commission; or
3. Included in a local register of historical resources.²³

²³ PRC 5020.1(k): "Local register of historic resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

5.2.2 CEQA Guidelines

Section 15064.5(a) of the State CEQA Guidelines supplements the CEQA statute by providing two additional definitions of historical resources, which may be simplified in the following manner. A historical resource is a resource that is:

1. Identified as significant in a historical resource survey meeting the requirements of PRC §5024.1(g)²⁴; or
2. Any object, building, structure, site, area, place, record, or manuscript which 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 an 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 CRHR (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

5.2.3 California Register of Historical Resources

The CRHR criteria are set forth in 14 CCR 4852(b), as follows:

- (b) Criteria for evaluating the significance of historical resources. A historical resource must be significant at the local, state, or national level under one or more of the following four criteria:
 - (1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
 - (2) It is associated with the lives of persons important to local, California, or national history;
 - (3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or

²⁴ PRC 5024.1(g): A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

- (1) The survey has been or will be included in the State Historic Resources Inventory.
- (2) The survey and the survey documentation were prepared in accordance with office procedures and requirements.
- (3) The resource is evaluated and determined by the office [of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523.
- (4) If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

- (4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.
- (c) Integrity. Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described in Section 4852 (b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

(d) Special considerations:

- (1) Moved buildings, structures, or objects. The Commission encourages the retention of historical resources on site and discourages the non-historic grouping of historic buildings into parks or districts. However, it is recognized that moving a historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the CRHR if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. A historical resource should retain its historic features and compatibility in orientation, setting, and general environment.
- (2) Historical resources achieving significance within the last fifty (50) years. In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than fifty (50) years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance.
- (3) Reconstructed buildings. Reconstructed buildings are those buildings not listed in the CRHR under the criteria in Section 4853(b)(1), (2), or (3) of this chapter. A reconstructed building less than fifty (50) years old may be eligible if it embodies traditional building methods and techniques that play an important role in a community's historically rooted beliefs, customs, and practices; e.g., a Native American roundhouse.

6.0 Findings and Conclusions

6.1 Application of Eligibility Criteria

The historic and architectural resources survey resulted in the identification of properties that are eligible for listing in the NRHP and considered historical resources for the purposes of CEQA. They are evaluated through an understanding of the historic context and application of the federal and state criteria. The federal and state significance criteria are discussed in Chapter 5, in Sections 5.1 and 5.2, respectively.

Through application of the federal and state criteria, in consideration of the historic context and other research, the historic properties (listed or eligible for listing in the NRHP) and historical resources outlined in the discussion that follows (per State CEQA Guidelines) were identified within the APE. Within the APE, all properties over 50 years old were evaluated to determine eligibility for listing in the NRHP and for meeting CEQA criteria. All built environment properties over 50 years old were evaluated for eligibility for the NRHP by architectural historians and historians meeting the Secretary of the Interior's Professional Qualifications Standards (Appendix A to 36 CFR Part 61). All properties under 50 years old in the APE were determined to be ineligible for the NRHP or CHHR because they lacked exceptional importance and did not meet NRHP Criteria Consideration G nor CRHR Special Consideration 2. Survey work was conducted between November 2014 and July 2016, with updates in April 2018. All parcels were observed from the public ROW or with owner permission, and digital photographs were taken of all buildings and structures that were visible on each property.

6.2 Findings of this Report

The project APE is centered primarily around LAUS (Map Reference #9), an NRHP-listed property located in an urban setting with industrial properties and railroad tracks. The following NRHP-listed and NRHP-eligible properties are analyzed and evaluated in the DPR series 523 forms found in Attachment A of this HRER.

For Link US, the evaluation of historic significance consisted of five categories of effort:

1. Identifying properties listed in the NRHP,
2. Identifying properties previously determined eligible for inclusion in the NRHP through a consensus between a Federal agency and SHPO, and
3. Proposing additional properties to be eligible for the NRHP by applying the NRHP criteria and requesting concurrence from SHPO.
4. CRHR criteria and the other definitions of historical resources at § 15064.5(a) of the CEQA Guidelines were applied to other properties in the APE over 50 years old to determine if they were CEQA historical resources, even if they did not meet NRHP eligibility criteria. Properties which fell into one of the three bullets above are also considered to be CEQA historical resources

5. Properties over 50 years old which were evaluated for eligibility for both the NRHP and CRHR, but were determined to be ineligible for both lists.

The results of the effort to evaluate historic significance follows.

6.3 Properties Listed in the NRHP

To be included in the NRHP, a property goes through a formal nomination process, often with the documentation prepared by private individuals and organizations or local governments and Native American tribes. The nomination is then considered by a professional review board in the applicable state, who makes a recommendation of eligibility. The SHPO submits the recommended nomination to the National Park Service (NPS), and if it is approved, the property is formally included in the NRHP. Properties already included in the NRHP maintained by the Secretary of the Interior are historic properties for the purposes of Section 106. Such properties did not require re-evaluation or further application of the NRHP criteria by the Link US project, unless field survey investigation revealed their NRHP status was compromised. The following three historic properties are still extant and were identified within the Link US APE, in order of Map Reference Number:

1. **United States Post Office—Los Angeles Terminal Annex** (a.k.a., Terminal Annex, Map Reference #5), 900 Alameda Street, Los Angeles, was the central mail processing facility for Los Angeles from 1940 to 1989. Constructed in 1937 to 1938, the architectural style is a Mission/Spanish Colonial Revival, and it was intentionally designed to be consistent in style with LAUS. The period of significance is 1938, the year construction was completed. Los Angeles Terminal Annex was found to meet NRHP Criterion C when it was listed in the NRHP on January 11, 1985 (NRHP SID #85000131), as part of the U.S. Post Offices in California 1900 to 1941 Thematic Resource nomination. Specific NRHP eligibility criteria were not articulated in the NRHP nomination but areas of significance were, indicating Criterion A was met for association with community planning and Criterion C was met for quality in architecture and art. Therefore, when Terminal Annex was listed in 1985, the property met NRHP Criteria Consideration G for exceptional importance for properties achieving significance within the past 50 years. The property is not a state landmark or local monument.
2. **Los Angeles Union Passenger Terminal** (a.k.a., LAUS or Union Station, Map Reference #9), 800 Alameda Street, Los Angeles, was constructed from 1934 to 1939 and was designed in the Spanish Colonial Revival and Streamline Moderne styles. The period of significance is 1939, the year construction was completed. It was listed in the NRHP on November 13, 1980 (NRHP SID #80000811). Specific NRHP eligibility criteria were not articulated in the NRHP nomination but areas of significance were, indicating Criterion A was met for association with community planning and transportation Criterion C was met for quality in architecture. When LAUS was listed in 1980, it was only 41 years old, therefore the property met NRHP Criteria Consideration G for exceptional importance for properties achieving significance within the past 50 years. LAUS was declared City of Los Angeles Historic-Cultural Monument (LAHCM) #101 on August 2, 1972.

- Los Angeles Plaza Historic District** (El Pueblo de Los Angeles Historic District/El Pueblo, Map Reference #29), is roughly bounded by Cesar Chavez Avenue to the north, Alameda and Los Angeles Streets to the east, Arcadia Street to the south, and Spring Street to the west. The buildings feature an extensive range of 19th and early 20th century architectural styles, including some from the Spanish Colonial and Mexican eras. The oldest extant resources remaining in the district were constructed in 1822: Nuestra Señora La Reina de Los Angeles (Old Plaza Church), and the Plaza Church Cemetery, site of the first cemetery of Los Angeles. The period of significance is 1818 to 1932. Los Angeles Plaza Historic District was first listed in the NRHP on November 3, 1972 (NRHP SID #72000231), its boundary was amended on November 12, 1981, and the resource count was revised on June 21, 2016. Los Angeles Plaza Historic District was found to meet NRHP Criteria A and C, at the local level of significance. The approximately 9.5 acre site is comprised of 20 contributing buildings, two contributing sites, six non-contributing buildings, and one non-contributing structure. Many of the individual resources have been designated at the national, state and local level, including the Los Angeles Plaza itself, which is California Historical Landmark No. 156. Six resources are listed as California Historical Landmarks (CHL): Nuestra Señora La Reina de Los Angeles (no. 144); Avila Adobe (no. 145); Los Angeles Plaza (no. 156); Pico House (Hotel) (no. 159); Merced Theatre (no. 171); and Old Plaza Firehouse (no. 730). Under the name Los Angeles Plaza Park, the Olvera Street and Plaza portions were declared LAHCM #64 on April 1, 1970.

Additional documentation on these properties is provided on California Department of Recreation (DPR) Forms, Series 523 included in Appendix A.

6.4 Properties Previously Determined Eligible for the NRHP

Properties previously determined eligible for the NRHP as a result of a consensus between a federal agency and the SHPO are historic properties for the purposes of Section 106. Properties previously determined eligible for the NRHP have gone through a different process than those already listed in the NRHP as described in Section 6.3 above. Properties in this category differ because there is not a formal nomination process involving approval by the National Park Service (NPS). Properties may be determined eligible for the NRHP through a consensus determination by a federal agency and SHPO, usually through the Section 106 process.

For the Link US project, properties previously determined eligible for the NRHP did not require re-evaluation or further application of the NRHP criteria, unless field survey investigation revealed their NRHP eligibility status was compromised or needed to be updated. The following eight historic properties previously determined eligible for the NRHP are still extant and were identified within the Link US APE, in order of Map Reference Number:

- Los Angeles Department of Water and Power (LADWP) Main Street Center** (Map Reference #1), 1630 N. Main Street, Los Angeles, is a substantially scaled, multi-building yard owned and operated by the LADWP. The earliest buildings on the property were constructed from 1923 to 1937 and seven of those eight buildings are located

outside the APE. The original period of significance was 1923 to 1944. On the property are numerous shops, test labs, warehouses, repair facilities, garages, crane aisles, and offices designed in the industrial style. A Determination of Eligibility (DOE) by the Federal Emergency Management Agency (FEMA) after the 1994 Northridge Earthquake found the eight earliest buildings on the property to be contributors to a historic district eligible for the NRHP under Criteria A and C. In 1995, SHPO concurred with FEMA's DOE through the mechanism of a Programmatic Agreement. The district record prepared in 1994 established the period of significance as 1923 to 1944, stating "the district boundaries incorporate a group of historic industrial buildings which are over 50 years old and retain a sense of time and place." While not explicitly stated, the close of the period of significance was set as 50 years before the evaluation in accordance with guidance in NRHP Bulletin 16A, and was not linked to the construction years of any of the buildings on the facility. This study for Link US confirms those findings from the 1995 FEMA DOE and recommends the close of the period of significance be extended to 1965 to encompass the construction dates of four more buildings that share similar historic associations and design quality and also meet NRHP Criteria A and C and that those four buildings be added as contributing features to the district. The property is not a state landmark or local monument.

2. **William Mead Homes** (Map Reference #2), 1300 Cardinal Street, Los Angeles, is a seventeen-acre, multiple family public housing complex designed in the Modern "garden apartments" style and constructed from 1943 to 1952. The period of significance was established as 1943-1952, based on the years of construction. William Mead Homes was determined eligible for the NRHP on June 3, 2002, at the local level of significance through the Department of Housing and Urban Development (HUD) and SHPO Section 106 Programmatic Agreement for the City of Los Angeles. It was determined to meet Criterion A for its association with the development of public and defense worker housing in Los Angeles during World War II, and to meet Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements. William Mead Homes was designed by chief architect P. A. Eisen in collaboration with Norman F. Marsh, Herbert Powell, Armand Monaco, A. R. Walker, and David D. Smith. Its landscape was designed by prolific landscape architect Ralph D. Cornell. The property is not a state landmark or local monument.
3. **Mission Tower** (Map Reference #3), 1436 Alhambra Avenue, Los Angeles, was constructed in 1916 and enlarged in 1938. Its design was influenced by the Spanish Colonial Revival style. The period of significance is 1916 to 1938, based on when original construction was completed by the Atchison, Topeka and Santa Fe Railway and when it was enlarged for LAUS. Mission Tower was determined eligible for the NRHP by FRA, and SHPO concurred on January 15, 2004, as a result of the previous Run-Through Tracks Project Section 106 process. The SHPO concurred with FRA's determination of eligibility under NRHP Criteria A and C at the local level of significance (see Attachment G of the HPSR—2004 SHPO letter). The property is not a state landmark or local monument.

4. **Cesar Chavez Avenue Viaduct** (formerly Macy Street Viaduct over the Los Angeles River (Bridge #53C 0130, Map Reference #10) was constructed in 1926 and designed in the Spanish Colonial Revival architectural style.). The period of significance is 1926, the year construction was completed. It was previously determined to be eligible for the NRHP in 1986 under Criterion C through a consensus determination process by the Federal Highway Administration (FHWA) and SHPO as a result of the Caltrans Historic Bridge Inventory (HBI). The bridge was declared LAHCM #224 on August 1, 1979.
5. **First Street Viaduct** over the Los Angeles River (Bridge #53C 1166, Map Reference #25), located 0.6 mile west of US-101 was constructed from 1926 to 1929 and was designed in the Neo-Classical architectural style. The period of significance is 1929, the year construction was completed. It was previously determined eligible for inclusion in the NRHP in 1986 under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. Furthermore, on December 5, 2001, SHPO concurred with a finding that the bridge was eligible for the NRHP under Criterion C. The bridge was declared LAHCM #909 on January 30, 2008.
6. **Fourth Street Viaduct** (Bridge #53C 0044, Map Reference #26), spanning the Los Angeles River from Mission Road on the east to Santa Fe Ave on the west was constructed from 1930 to 1931 and was designed in the Beaux Arts and Gothic Revival architectural styles. The period of significance is 1930 to 1931, the years of construction. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of Significance under Criterion C; through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The Fourth Street Viaduct was declared LAHCM #906 on January 30, 2008.
7. **Seventh Street Viaduct** (Bridge #53C 1321, Map Reference #27), spanning the Los Angeles River from approximately Myers Street on the east to Santa Fe Avenue on the west, was initially constructed in 1910 with subsequent work in 1927. It was originally designed in the Beaux-Arts style. The period of significance is 1910 to 1927, according to the Caltrans HBI. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The Seventh Street Viaduct was declared LAHCM #904 on January 30, 2008.

8. **Olympic Boulevard (Ninth Street) Viaduct** (Bridge #53C 0163, Map Reference #28), spanning the Los Angeles River from Rio Vista Avenue on the east to Enterprise Street on the west, was constructed in 1925 as the Ninth Street Viaduct and was re-named in commemoration of the 1932 Olympic Games. The period of significance is 1925, the year construction was completed. It was previously determined eligible for inclusion in the NRHP in 1986 at the local level of Significance under Criterion C through a consensus determination process by FHWA and SHPO as a result of the Caltrans HBI. The Olympic Boulevard Bridge was declared LAHCM #902 on January 30, 2008.

6.5 Properties Evaluated and Recommended Eligible for the NRHP as a Result of This Study

As described in the Section 106 regulations at 36 CFR § 800.16(l)(2), historic properties also include all other properties that meet NRHP criteria.

All architectural properties over 50 years old were evaluated for eligibility for the NRHP by architectural historians and historians meeting the Secretary of the Interior's Professional Qualifications Standards (Appendix A to 36 CFR Part 61). All properties under 50 years old in the APE were determined to be ineligible for the NRHP or CHHR because they lacked exceptional importance and did not meet NRHP Criteria Consideration G nor CRHR Special Consideration 2. Survey work was conducted between November 2014 and July 2016, with updates in April 2018. All parcels were observed from the public ROW or with owner permission, and digital photographs were taken of all buildings and structures that were visible on each property.

In addition to the 11 properties previously listed in or formally determined eligible for the NRHP detailed in Sections 6.2 and 6.3, respectively, 19 other architectural resources over 50 years of age were evaluated. Properties that were evaluated and recommended eligible for the NRHP are detailed here. Properties evaluated and recommended not eligible for the NRHP but considered eligible for CEQA are detailed in Section 6.6. Properties evaluated and not recommended eligible for the NRHP nor CEQA are described in Section 6.7.

Three architectural resources are recommended eligible for the NRHP as a result of this study because they meet NRHP criteria. They are listed below in order of Map Reference Number. Additional documentation on these properties are included is provided on California DPR 523 Forms included in Appendix A:

1. **Vignes Street Undercrossing** (Bridge #53C 1764, Map Reference #4), carrying LAUS tracks over Vignes Street, was constructed from 1933 to 1939 as part of LAUS but is just outside that property's NRHP boundary. That the resource was left outside the boundary appears to be a documenting error of the NRHP nomination, because the map was based on the property's parcel boundary. Vignes Street forms the northern boundary of the LAUPT National Register boundary, and the Vignes Street Undercrossing is immediately adjacent to the boundary. It was designed essentially in the Streamline Moderne style with Spanish Colonial Revival influence. The period of significance begins in 1933 with the initial construction of the bridge and ends in 1939 with the

opening of the LAUS. The bridge has functioned as an important element of the LAUPT, with which it shares a direct historic association. The design and construction of the bridge was an integral part of the overall planning process to bring train service to Union Station; the bridge has carried all train traffic into LAUS since the terminal opened to service in 1939. While the concrete substructure of the Vignes Street Undercrossing has been repaired over the years somewhat compromising its integrity of materials, the structure continues to possess integrity of location, design, workmanship, setting, feeling and association. The Vignes Street Undercrossing contributes to the significance of LAUS, and is recommended eligible for the NRHP under Criterion A, at the local level of significance, as a result of this study for Link US. The property is not a state landmark or local monument.

2. **Macy Street School** (Map Reference #8), 900 N. Avila St, Los Angeles (alternate address 505 Clara Street), was constructed in 1915 and designed in the English Renaissance Revival style by noted Los Angeles Architect Albert C. Martin. The period of significance is 1915 to 1930 which is related to the tenure of School Principal Nora Sterry. The Macy Street School is recommended eligible as a result of this study for Link US, for the NRHP at the local level of significance under Criterion A for associations to the Progressive Era and with ethnic settlement and assimilation in this part of Los Angeles, and under Criterion B for associations with early Principal Nora Sterry. The building retains sufficient historic integrity to convey significance under NRHP Criteria A and B, however, substantial window alterations and entry additions have compromised its integrity of design, materials and workmanship that it is not eligible for the NRHP under Criterion C. The property is not a state landmark or local monument.
3. **Denny's Restaurant** (Map Reference #30) 530 East Ramirez Street, Los Angeles, was constructed in 1965. It is an excellent example of a "Googie" style coffee shop designed by architect Larry A. Ray based on the Armet & Davis prototype design from 1958. The period of significance is 1965. As a result of this study for Link US, it is being recommended eligible for the NRHP at the local level of significance under Criterion C. This NRHP eligibility determination is consistent with the findings of SurveyLA, the Los Angeles Historic Resources Survey, published in September 2016. The property is not a state landmark or local monument.

6.6 Properties Evaluated and Recommended Not Eligible for the NRHP but Considered Historical Resources under CEQA as a Result of This Study

Outside of the resources listed in Sections 6.3, 6.4, and 6.5, all other resources in the Link US APE are recommended not eligible for the NRHP. Details on properties evaluated and determined not eligible for the NRHP are located in Section 6.7.

Based on information provided by the City of Los Angeles Office of Historic Resources (OHR), and the results of SurveyLA conducted by OHR, two of the built resources in the APE are considered historical resources under CEQA, as follows:

1. The **Thomas R. Barabee Store and Warehouse** (611–615 Ducommun Street, Los Angeles, Map Reference #16), was constructed in 1926, and was designed in the Commercial/Industrial Vernacular style. The period of significance is 1926, based on the year it was constructed. It is not eligible for the NRHP but is being considered a CEQA historical resource. The building was previously surveyed in 2002, was determined ineligible for the NRHP by FRA, and SHPO concurred with this finding on January 15, 2004 (FRA031117A). In an email on December 19, 2014, responding during the Section 106 process for SCRIP (the predecessor project to Link US), the City of Los Angeles OHR stated that it believes the Thomas R. Barabee Store and Warehouse is a historical resource for the purposes of CEQA. In 2014, OHR believed that the property is a significant example of commercial architecture and provided information related to context, theme, and property type for citywide commercial architecture. However, when OHR completed its SurveyLA findings for the Central City North nearly two years later in September 2016, it did not include this property among those individual resources found to be significant in this area.²⁵ Because of the information provided by OHR in 2014, it is being considered a historical resource under CEQA. FRA has determined that this property remains ineligible for listing in the NRHP. The property is not a state landmark or local monument.
2. The **Friedman Bag Company—Textile Division Building (Magellan Storage)** (Map Reference #22) 801 E. Commercial Street, Los Angeles. The oldest portion of this building was constructed in 1902, with additions in 1906, 1941, and 1954. It is designed in the Industrial/Utilitarian style. The period of significance is 1902, based on the year the oldest extant portion of the building was constructed. The building was previously surveyed in 2002, was determined ineligible for the NRHP by FRA, and SHPO concurred with this finding on January 15, 2004 (FRA031117A). However, the northwest portion of the building that was originally constructed in 1902, was identified as significant in 2016 by the OHR's SurveyLA program for associations to early industrial development in Los Angeles between 1880 and 1945. As reported in 2002 (see attached DPR form), the original 1902 building's end was set back 18 feet in 1940 due to street widening and the condemnation of Aliso Street for the construction of U.S. 101, therefore, it lacks integrity. Despite the alteration, the northwest portion of the building constructed in 1902 is a historical resource under CEQA because it was found to be significant in a historical resources survey conducted by a local government agency. The property is not a state landmark or local monument. FRA has determined that this property remains ineligible for listing in the NRHP.

Additional documentation on these two properties is provided on California DPR 523 Forms included in Appendix A.

²⁵ "Central City North: Individual Resources 09-29-2016." *SurveyLA*, available at https://preservation.lacity.org/sites/default/files/CentralCityNorth_IndividualResources.pdf, accessed 20 June 2018.

6.7 Properties Evaluated and Recommended Not Eligible for the NRHP nor CEQA as a Result of This Study

All other resources in the Link US APE are recommended not eligible for listing in the NRHP, not to be historical resources under CEQA, or were not evaluated because they have not achieved significance within the past 50 years and do not have exceptional importance.

The following eight properties, in order of Map Reference Number, were evaluated for this study and are recommended not eligible for the NRHP through the Section 106 process documented in this HRER. Additional documentation on these properties are included on California DPR 523 forms in Appendix A. As a result, they have been assigned a temporary OHP status code of “6Y” in Table 1, pending OHP review and confirmation. Status code “6Y” is defined by OHP as “determined ineligible for NR[HP] by consensus through Section 106 process – not evaluated for CR[HR] or Local Listing.” In addition, none of these eight properties are considered historical resources under CEQA.

1. Gonzalez Candle Shop manufacturing building, 940 N. Avila Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #6.
2. Interstate Rubber Company, 908 N. Avila Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #7.
3. US 101 Slot (Santa Ana Freeway), PM 1.3 to PM 0.7, approximately located between Grand Avenue and Vignes Street, Los Angeles, CA, OHP Status Code 6Y, 6Z Map Reference #11.
4. American Warehouse and Realty Company, 430 Commercial Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #13.
5. Maier Brewing Company, 620 Commercial Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #14.
6. Friedman Bag Company, Polyethylene Division, North Building, 711 Ducommun Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #18.
7. Friedman Bag Company, Polyethylene Division, South Building, 706 Ducommun Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #19.
8. Manley Oil Company/ Southern California Gas Company, 410 Center Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #21.

Six additional properties, listed below in order of Map Reference Number, were determined not to be eligible for listing in the NRHP as a result of previous studies, and were previously assigned an OHP status code of “6Y”. The updated evaluations performed in the current Section 106 process for Link US confirms retention of status code “6Y” is appropriate. Additional documentation on these properties is provided on California DPR 523 Forms included in Appendix A. None of these six properties are considered historical resources under CEQA.

9. US-101 Bridge #53-0405, US-101 over the Los Angeles River, Los Angeles, CA, OHP Status Code 6Y, Map Reference #12
10. Friedman Bag Company—Storage Building, 500 Garey Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #15
11. LAUSD District H Facilities Services and Maintenance Operations, 611 Jackson Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #17
12. Los Angeles Casing Company, 710–714 Ducommun Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #20
13. New York Junk Company, 622 Frontage Road (825 Commercial Street), Los Angeles, CA, OHP Status Code 6Y, Map Reference #23
14. Amay's Bakery & Noodle Company, 837 Commercial Street, Los Angeles, CA, OHP Status Code 6Y, Map Reference #24

6.8 CEQA Historical Resources within the APE

The following sixteen properties are considered to be historical resources for the purposes of CEQA. These resources were all detailed in previous sections.

1. Los Angeles Department of Water and Power, Main Street Center, 1630 N. Main Street, Los Angeles, CA, OHP Status Code 2D2, Map Reference #1
2. William Mead Homes, 1300 Cardinal Street, Los Angeles, CA, OHP Status Code 2S2, Map Reference #2
3. Mission Tower, 800 N. Alameda Street, Los Angeles, CA, OHP Status Code 2S2, Map Reference #3
4. Vignes Street Undercrossing (Bridge #53C 1764), 0.2 mile northwest of Cesar Chavez Avenue, Los Angeles, CA, OHP Status Code 2D2, Map Reference #4
5. U.S. Post Office—Los Angeles Terminal Annex, 900 N. Alameda Street, Los Angeles, CA, OHP Status Code 1S, Map Reference #5
6. Macy Street School, 900 N. Avila Street, Los Angeles, CA, OHP Status Code 3S, Map Reference #8
7. Los Angeles Union Passenger Terminal (Union Station. LAUS), 800 N. Alameda Street, Los Angeles, CA, OHP Status Codes 1S, 5S1, Map Reference #9
8. Los Angeles Plaza Historic District, Roughly bounded by Cesar Chavez Avenue to the north, Alameda and Los Angeles Streets to the east, Arcadia Street to the south, and Spring Street to the west, Los Angeles, CA, OHP Status Code 1S, Map Reference #29
9. Denny's Restaurant, 530 East Ramirez Street, Los Angeles, CA, OHP Status Code 3S, Map Reference #30

10. Cesar Chavez Avenue (formerly Macy Street) Viaduct (Bridge #53C 0130), Cesar Chavez Avenue over the Los Angeles River, 0.12 mile north of US-101, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #10
11. Thomas R. Barabee Store and Warehouse, 611–615 Ducommun Street, Los Angeles, CA, OHP Status Code 5S3, Map Reference #16
12. Friedman Bag Company— Textile Division, 801E. E. Commercial Street, Los Angeles, CA, OHP Status Code 3S, Map Reference #22
13. First Street Viaduct (Bridge #53C 1166), First Street over the Los Angeles River, 0.6 mile west of US-101, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #25
14. Fourth Street Viaduct (Bridge #53C 0044), Fourth Street over the Los Angeles River, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #26
15. The Seventh Street Viaduct (Bridge #53C 1321), Seventh Street over the Los Angeles River, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #27
16. Olympic Boulevard (Ninth Street) Viaduct (Bridge #53C 0163), Olympic Boulevard over the Los Angeles River, Los Angeles, CA, OHP Status Codes 2S2, 5S1, Map Reference #28

6.9 Conclusions

This technical report addresses the 30 properties more than 50 years old within the Link US APE.

- Three properties were previously listed in the NRHP
- Eight properties were previously determined eligible for listing in the NRHP
- Three properties were evaluated for this study and recommended eligible for listing in the NRHP
- Two properties were previously determined ineligible for listing in the NRHP, but are considered to be historical resources under CEQA
- Eight properties were previously determined ineligible for listing in the NRHP and that ineligibility is confirmed in this study
- Six properties were evaluated for this study and recommended ineligible for listing in the NRHP

All other properties in the APE are less than fifty years old, and do not possess exceptional importance. Therefore, these properties do not require additional evaluation.

Table 1 summarizes the NRHP determinations and CEQA historical resource determinations for the 30 properties over 50 years old in the APE, and lists them first in the order of their NRHP status, and second in order of their Map Reference Number.

Table 1. NRHP and CEQA Status of Properties over 50 years old in the APE					
Property Name	NRHP Status	CEQA Status	OHP Status Code	Map Reference Number	CHL or LAHCM Number
Listed in the NRHP					
U.S. Post Office—Los Angeles Terminal Annex	NRHP Listed SID #85000131 January 11, 1985	Previously determined to be a Historical Resource	1S	5	N/A
Los Angeles Union Passenger Terminal (Union Station)	NRHP Listed SID #80000811 November 13, 1980	Previously determined to be a Historical Resource	1S, 5S1	9	LAHCM #101
Los Angeles Plaza Historic District	NRHP Listed, SID #72000231 November 3, 1972	Previously determined to be a Historical Resource	1S	29	CHL #156, LAHCM #64
Previously Determined Eligible for the NRHP					
Los Angeles Department of Water and Power, Main Street Center	SHPO concurred with FEMA determination in 1995; current study adds contributors	Previously determined to be a Historical Resource	2D2	1	N/A
William Mead Homes	SHPO concurred with HUD determination on June 3, 2002	Previously determined to be a Historical Resource	2S2	2	N/A
Mission Tower	SHPO concurred with FRA determination on January 15, 2004	Previously determined to be a Historical Resource	2S2	3	N/A
Cesar Chavez Avenue (formerly Macy Street) Viaduct (Bridge #53C 0130)	Consensus determination by FHWA and SHPO in 1986 for Caltrans HBI	Previously determined to be a Historical Resource	2S2, 5S1	10	LAHCM #224
First Street Viaduct (Bridge #53C 1166)	Consensus determination by FHWA and SHPO in 1986 for Caltrans HBI	Previously determined to be a Historical Resource	2S2, 5S1	25	LAHCM #909
Fourth Street Viaduct (Bridge #53C 0044)	Consensus determination by FHWA and SHPO in 1986 for Caltrans HBI	Previously determined to be a Historical Resource	2S2, 5S1	26	LAHCM #906
Seventh Street Viaduct (Bridge #53C 1321)	Consensus determination by FHWA and SHPO in 1986 for	Previously determined to be a Historical Resource	2S2, 5S1	27	LAHCM #904



Table 1. NRHP and CEQA Status of Properties over 50 years old in the APE

Property Name	NRHP Status	CEQA Status	OHP Status Code	Map Reference Number	CHL or LAHCM Number
	Caltrans HBI				
Olympic Boulevard (Ninth Street) Viaduct (Bridge #53C 0163)	Consensus determination by FHWA and SHPO in 1986 for Caltrans HBI	Previously determined to be a Historical Resource	2S2, 5S1	28	LAHCM #902
Determined Eligible for the NRHP in this Study					
Vignes Street Undercrossing (Bridge #53C 1764)	Recommended eligible under Criterion A at the local level	Historical Resource as a result of this study	2D2	4	N/A
Macy Street School	Recommended eligible under Criteria A and B at the local level	Historical Resource as a result of this study	3S	8	N/A
Denny's Restaurant	Recommended eligible under Criterion C at the local level	Historical Resource as a result of this study	3S	30	N/A
CEQA Historical Resource but not Eligible for the NRHP					
Thomas R. Barabee Store and Warehouse	Previously determined not eligible by FRA with SHPO concurrence on January 15, 2004	Historical Resource based on e-mail from City of LA OHR on December 19, 2014	5S3	16	N/A
Friedman Bag Company— Textile Division	Previously determined not eligible by FRA with SHPO concurrence on January 15, 2004	Historical Resource based on SurveyLA results in 2016 (northwest portion only)	3S	22	N/A
Ineligible for the NRHP and not a CEQA historical resource					
Gonzalez Candle Shop Manufacturing Building	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	6	N/A
Interstate Rubber Company	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	7	N/A
US Highway 101 Segment, Santa Ana Freeway ("the slot")	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y, 6Z	11	N/A
American Warehouse and Realty Company	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	13	N/A

Table 1. NRHP and CEQA Status of Properties over 50 years old in the APE

Property Name	NRHP Status	CEQA Status	OHP Status Code	Map Reference Number	CHL or LAHCM Number
Maier Brewing Company	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	14	N/A
Friedman Bag Company, Polyethylene Division, North Building	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	18	N/A
Friedman Bag Company, Polyethylene Division, South Building	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	19	N/A
Manley Oil Company/ Southern California Gas Company	Determined ineligible for the NRHP in this study	Determined not to be a historical resource in this study	6Y	21	N/A
US-101 Bridge #53-0405, US-101 over the Los Angeles River	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	12	N/A
Friedman Bag Company—Storage Building,	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	15	N/A
LAUSD District H Facilities Services and Maintenance Operations	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	17	N/A
Los Angeles Casing Company	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	20	N/A
New York Junk Company	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	23	N/A
Amay's Bakery & Noodle Company	Previously determined ineligible for the NRHP and confirmed in this study	Determined not to be a historical resource in this study	6Y	24	N/A

No other built environment resources within the APE are recommended as meeting NRHP criteria or are considered historical resources under CEQA.

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7.0 Bibliography

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8.0 Preparers' Qualifications

The preparers of this HRER are listed alphabetically below.

Andrew Bursan, principal architectural historian, consultant with ICF, is a federally qualified professional (36 CFR 61) with 11 years of experience working on issues related to urban planning and historic preservation. While working for the City of Arroyo Grande, California, he assisted in the creation of a historic resources committee, a citywide historic register, and a historic overlay zone. Since joining ICF International, Andrew has supported various projects through archival, library, microfiche, and Internet research. He also conducts permit research and is experienced in the preparation of historic context statements and property descriptions. Education: MCRP, City and Regional Planning, California Polytechnic State University, San Luis Obispo, 2005; BA, History, University of California, Los Angeles, 2002.

Katrina Castaneda, research technician, consultant with ICF, has 3 years of historic preservation and planning experience. She supports projects through historical research, DPR and district evaluations, and historic context statements. Prior to ICF, she ran preservation workshops and marketed and enforced the City of Anaheim's Mills Act program. Katrina is pursuing dual Master of Arts degrees in Planning and Heritage Conservation from the University of Southern California and holds a Bachelor of Arts degree from UC Irvine.

Jessica B. Feldman, principal architectural historian, consultant with ICF, has a master's degree in historic preservation planning from Cornell University and is a federally qualified professional (36 CFR 61) in the fields of historic preservation, architectural history, and preservation planning. Jessica has more than 18 years of professional experience and has been extensively involved in cultural resource investigations in compliance with the National Environmental Policy Act, National Historic Preservation Act, and other federal, state, and local cultural resource regulations. In addition, she is an expert in the areas of research and architectural resource analysis, with a focus on engineering and industrial resources. Jessica specializes in the analysis and preservation of historic bridges.

Elizabeth Hilton, principal architectural historian, consultant with ICF, has a master's degree in historic preservation from the Art Institute of Chicago and a bachelor's degree in historic preservation and community planning from the College of Charleston in South Carolina. She has more than 10 years of experience conducting architectural/historic surveys, including Section 106 and CEQA compliance surveys. Elizabeth has been the signatory architectural historian on numerous Caltrans cultural resources technical reports and has researched, authored, and compiled successfully listed National Historic Landmark, NRHP, and local-level landmark nominations.

Salli Hosseini, principal architectural historian, former consultant with ICF, has a master's degree in historic preservation from the Savannah College of Art and Design, a BA in Urban Studies and Planning from California State University, Northridge, and a BAr in Architecture from Boston Architectural College. Salli meets the Secretary of the Interior's Professional Qualifications Standards in the discipline of architectural history.

Daniel Paul, principal architectural historian, consultant with ICF, has a wide range of work experience. As a qualified architectural historian pursuant to the Secretary of the Interior's Standards and Guidelines (36 CFR 61), Daniel has been involved with Section 106 reviews, state regulatory setting analyses, the drafting of programmatic agreements, and all aspects of individual property evaluations at the local, state, and federal levels. He has been the signatory architectural historian on numerous Caltrans cultural resources technical reports and has researched, authored, and compiled successfully listed NRHP, CRHR, and local-level landmark nominations. Daniel has a Master of Arts degree with high honors in art history from California State University, Northridge, and a Bachelor of Arts degree with high honors in art history from California State University, Fullerton.

Margaret Roderick, architectural historian, consultant with ICF, has a master's of Art History degree from Florida State University and is in progress for a Master of Heritage Conservation from the University of Southern California. She also has a bachelor's degree in Art History and Criticism from the University of California, San Diego. She has almost two years of experience in conducting architectural/historic surveys, including Section 106 and CEQA compliance surveys.

Richard Starzak, principal architectural historian and Senior Fellow, and consultant with ICF, has a Master of Arts degree in architecture from the University of California, Los Angeles. Richard has more than 35 years of experience in the field of historic preservation consulting.

**Appendix A:
California Department of Parks and Recreation Forms:
DPR 523**

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CONTINUATION SHEET

Page 1 of 3 *Resource Name or #:

Los Angeles Department of Water and Power Main Street Center (19-176368)

*Recorded by: Daniel Paul *Date: August 12, 2016 Continuation Update

CHR Status Code: 2S2 remains for entire property; 2S2 would apply to the four added contributing buildings.

Address: (As listed in HRI) 1630 N. Main Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5409013913

Present Use: Utility infrastructure

Historic Name: Los Angeles Department of Water and Power General Services Headquarters; "Main Street Yard."

Owner and Address: Los Angeles Department of Water and Power
Real Estate Group
111 N. Hope Street, Room 1025
Los Angeles, CA 90012-2964

The subject historic district (19-176368) was determined NRHP eligible by the SHPO on May 6, 1995 through a Section 106 undertaking related to evaluation of properties damaged from the 1994 Northridge earthquake, lead federal agency was FEMA: The Federal Emergency Management Agency. The district, with its multiple contributing resources, was found NRHP eligible relative to Criterion A and B for associations with the development and distribution of power for the City of Los Angeles, and for historic associations to Ezra F. Scattergood, the City's chief electrical engineer for 31 years. The identified period of significance for the property was 1923: the year of the earliest on-site buildings, to 1944: 50 years before the 1994 evaluation.

A site visit was conducted on July 13, 2016 to confirm existing conditions, and the subject historic district appears to retain NRHP eligibility. The subject analysis proposes to extend the property's period of significance to 1966, thereby adding four additional properties as district contributors to the NRHP eligible district that did not meet Criteria Consideration G for properties less than 50 years old in 1994. All four buildings appear to have very good to excellent exterior integrity from their build years, and all four meet NRHP Criterion A for associations with the development and distributing of power for the City of Los Angeles.

The four buildings are as follows:

- Building 16: Heavy Mechanical Shops and Administration Building. Year: 1957. (19-176371)
- Building 11A: Transformer Test Building. Year: 1961 (19-176372)
- Building 17: Station Maintenance Building. Year: 1963 (19-176373)
- Building 7: Testing Laboratories Building. Year: 1965 (19-176374)

Pending SHPO concurrence with FRA's determination, each of the four above-listed contributing resources would receive a CSHR Status Code of 2D2.

The Los Angeles Department of Water and Power Main Street Center appears to be one of the largest infrastructural groupings in Los Angeles with virtually all of its primary buildings and structures dating over 50 years old, with very few apparent alterations. Each the four buildings proposed to be added to the historic district appears to retain its original use and integrity. The four above-mentioned buildings, highly functional and straightforward in their design, appear to retain their integrity of location; architectural design; association- to Los Angeles power generation and distribution; feeling- of utilitarian, postwar infrastructural buildings; materials that include original windows, window awnings, *brise-soleil* elements, ribbon windows, louvers, unadorned concrete construction, and for bldg. 11A, corrugated metal; workmanship- appearing intact though minimal; and setting- each present within and informing the substantially scaled district; a distinctive if not unique for Los Angeles historic era infrastructural complex.

Survey Type: Intensive Survey Effort; Section 106 Compliance; P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

CONTINUATION SHEET

Page 2 of 3 *Resource Name or #

Los Angeles Department of Water and Power Main Street Center (19-176368)

*Recorded by: Daniel Paul *Date: August 12, 2016 o Continuation ☒ Update



Building 16: Administration Building, 1957, (19-176371). Camera Facing NW.
Photo ICF International, July, 2016. IMG_9073.jpg



Building 11A: Transformer Test Building, 1961, (19-176372). Camera facing NE.
Photo ICF International, July, 2016. IMG_9118.jpg



Building 17: Station Maintenance Building, 1963, (19-176373). Camera Facing SW.
Photo: ICF International, July, 2016. IMG_9076.jpg



Building 7: Testing Laboratories Building, 1965, (19-176374). Camera Facing NW.
Photo: ICF International, July, 2016. IMG_9162.jpg

9 Update
CONTINUATION SHEET

Page 3 of 3 *Resource Name or #

Los Angeles Department of Water and Power Main Street Center (19-176368)

*Recorded by: Daniel Paul *Date: August 12, 2016 o Continuation ☒ Update

Selected previously
identified contributing
resources



Building 1: Light Mechanical Shops, 1924.
(19-175280). Camera Facing SW.
Photo ICF International, July, 2016. IMG_9325.jpg



Building 5: Receiving Station A, 1925.
(19-175283). Camera facing NE.
Photo ICF International, July, 2016. IMG_9182.jpg



Building 9: Electrical Repair Shop, 1935/1937.
(19-175284). Camera Facing S.
Photo: ICF International, July, 2016. IMG_9276.jpg



Hoist House, 1935.
(19-176370). Camera Facing W.
Photo: ICF International, July, 2016. IMG_9127.jpg



Building 3: General Warehouse, 1924.
(19-175282). Camera facing NW.
Photo: ICF International, July, 2016. IMG_9284.jpg



Building 11: Transformer Warehouse
(Train & Williams, Architects), 1926. (19-175281)
Photo: ICF International, July, 2016. IMG_9095.jpg

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

Primary # _____
HRI # 100984
Trinomial _____
NRHP Status Code 252

Page 1 of 13

Other Listings _____
Review Code _____ Reviewer Christy J. McAvoy Date _____

P1. Resource Identifier: DEPARTMENT OF WATER AND POWER GENERAL SERVICES HEADQUARTERS

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

b. Address 1630 N MAIN ST

City Los Angeles Zip _____

c. UTM: USGS Quad _____ (7.5'/15') Date _____; Zone _____, _____ mE/ _____ mN

d. Other Location Data (e.g., parcel #, legal description, directions to resources, additional UTMs, etc., when appropriate):

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

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

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

P6. Date Constructed/Age:
 Prehistoric Historic Both
1923-1944

P7. Owner and Address:

P8. Recorded by (Name, affiliation and address): Christy J. McAvoy
Historic Resources Group
1728 N. Whitley Ave
Los Angeles, CA 90028

P9. Date Recorded: 11/1/94

P10. Type of Survey: Intensive
 Reconnaissance Other
Describe: Survey of earthquake
damaged properties for purposes
of Section 106 Review.

P11. Report Citation (Provide full citation or enter "none."): _____
1994 Northridge Earthquake Project Review

Attachments: NONE Map Sheet Continuation Sheet Building, Structure, and Object Record
 District Record Linear Resource Record Other (List): _____

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

Primary # _____
 HRI # _____
 Trinomial _____

Page 2 of 13

- D1. Resource Identifier: Department of Water and Power General Services Headquarters
- D2. Historic Name: Bureau of Power and Light General Services Headquarters
- D3. Common Name: Department of Water and Power General Services Headquarters
- D4. Detailed Description (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.): This district consists of group of industrial buildings located on the on the campus of the general services headquarters of the Department of Water and Power. The buildings were constructed from 1923 to 1937 and range from one to three stories in height. The earlier buildings exhibit simplified Classically-inspired ornamentation and the later buildings exhibit Art Deco-inspired motifs. The buildings are relatively unaltered and have been in continuous use for their original purposes. (See Continuation Sheet Page 3.)
- D5. Boundary Description (Describe limits of district and attach map showing boundary and district elements.): This district consists of the historic core of the campus of the general services headquarters of the Department of Water and Power.
- D6. Boundary Justification: The district boundaries incorporate a group of historic industrial buildings which are over 50 years old and retain a sense of time and place.
- D7. District Attributes (List major attributes and codes.): HP--9 Public Utility Building
- D8. Significance: Theme Power System Development Area City of Los Angeles
 Period of Significance 1923-1944 Applicable Criteria A & B
 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.) The district is comprised of the historic core the general services headquarters of the Department of Water and Power. It is significant under National Register Criterion A for its association with the development and distribution of power for the City of Los Angeles and under Criterion B for its association with Ezra F. Scattergood, the city's chief electrical engineer for 31 years. Prior to 1909, the city purchased the power from private electrical companies, particularly the Los Angeles Gas and Electric Corporation; however, with construction of the Los Angeles Aqueduct between 1905-1913, primarily to supply city inhabitants with water, the opportunity to develop a municipal power supply arose. In 1909 the Bureau of Los Angeles Aqueduct Power was established to harness the hydroelectric power generated by power plants developed along the aqueduct. (See Continuation Sheet Page 3.)
- D9. References (Give full citations including the names and addresses of any informants, where possible.): Van Valen, Nelson. "A Neglected Aspect of the Owens River Aqueduct Story: The Inception of the Los Angeles Municipal Electric System," Historical Society of Southern California Quarterly, Volume 59, No. 1; "Water, Power, and the Growth of Los Angeles," Department of Water and Power, pamphlet, 4/90; "Ezra Scattergood: Father of Municipal Power in Los Angeles," Department of Water and Power, pamphlet, 5/92; "General Services Headquarters Existing Buildings," Department of Water and Power, compilation of data on buildings, typewritten, 1994.
- D10. Evaluator: Christy Johnson McAvoy Date: 2/30/94
 Affiliation and Address: Historic Resources Group, 1728 N. Whitley Avenue, Hollywood, CA 90028

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

Primary # _____
 HRI #/Trinomial _____

Page 3 of 13

Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters

D4 DESCRIPTION CONT

Contributing Buildings

Common Name	Building #	Constn. Date	
0001 General Warehouse	3 97796	1923 with second story addition in 1939	19-175282
0002 Light Mechanical Shops Building Distributing Station 1 and Receiving Station A	1 97794	1924	19-175280
0003 Transformer Warehouse	5 97797	1925	19-175283
0004 Oil Depot	11 97795	1926 (Train & Williams, Architects)	19-175281
0005 Electrical Repair Shop and Transformer Shed	10 101019	1927/1957	19-176369
0006 Hoist House	9 97798	1935/1937	19-175284
0007	- 101020	Unk	19-176370

Architects were staff of the Bureau of Power and Light unless otherwise noted.

Noncontributing Buildings

0008 Heavy Mechanical Shops and Administration Building	10 01021	1957	19-176371
0009 Transformer Test Building	10 01022	1961	19-176372
0010 Station Maintenance Building	10 01023	1963	19-176373 ↓
0011 Testing Laboratories Building	10 01024	1965	19-176374

D8 SIGNIFICANCE CONT

Initially, the power generated by the gravity flow of the water from the Eastern High Sierras was seen as a fortuitous byproduct of the aqueduct which had been planned and constructed, primarily, to meet the growing city's need for water. The first use of aqueduct power was in construction of the aqueduct tunnels, siphons and other activities. The subsequent development of hydroelectric power plants and the distribution of their electricity was seen as means of recovering a portion of the cost of aqueduct construction. Ezra P. Scattergood, first hired by the city to develop hydroelectric power for construction of the aqueduct, was named chief electrical engineer in 1911 when voters approved a charter amendment that established a municipal power system named the Bureau of Power and Light. The success of the hydroelectric power plants enabled the city to buy-out most of the private power companies then operating in Los Angeles. In 1922, the Bureau purchased the distribution system of Southern California Edison. In 1937, the Bureau of Power and Light consolidated with the Bureau of Water Works and Supply and became the Department of Water and Power. Shortly thereafter, with the purchase of the electrical system of the Los Angeles Gas and Electric Corporation, the Department of Water and Power became the sole distributor of power in the city which it remains today.

Building No. 5 (Distributing Station 1 and Receiving Station A) receives power generated along the aqueduct and at Power Plant Number One in San Francisquito Canyon and distributes that power throughout the city. The remaining buildings house primarily transformer workshops and storage.

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

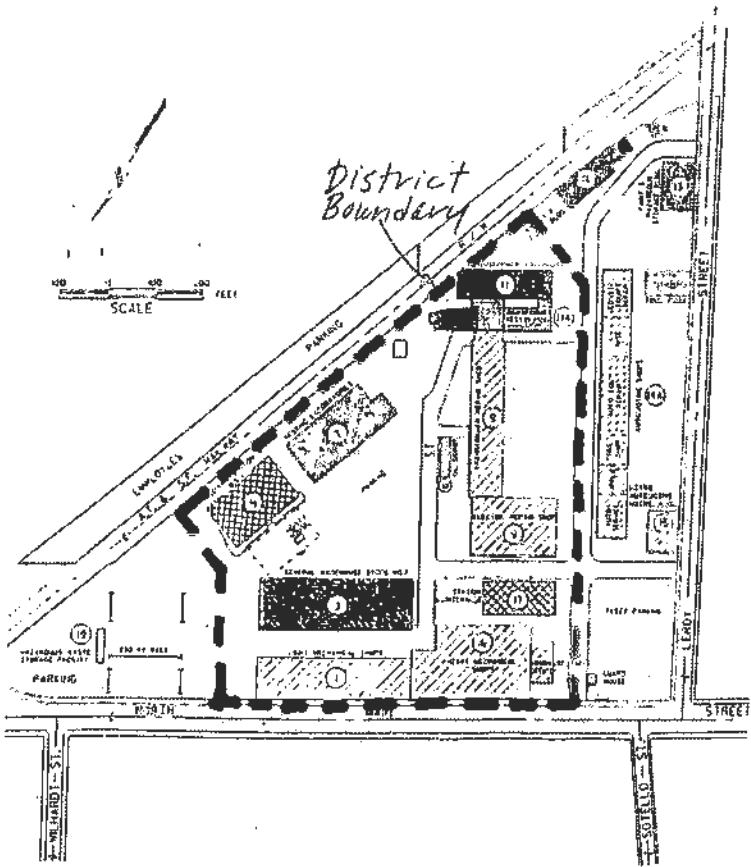
Primary # _____
 HRI#/Trinomial _____

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Resource Identifier: Department of Water and Power General Services Headquarters

Map Name: _____ Scale: _____ Date: _____

Note: Include bar scale and north arrow on map.



LEGEND:

	DESIGN AND CONSTRUCTION	(1) (2) (3)
	GENERAL PLANT FUTHERMORE AND INSPECTION EQUIPMENT	(4) (5) (6)
	GENERAL PLANT MAINTENANCE REPAIR AND SHOPS	(7) (8) (9) (10)
	EXTERNAL AND ORNAMENTATION SERVICES SYSTEM	(11) (12) (13) (14)
	POWER OPERATING AND MAINTENANCE	(15) (16)

EXISTING SITE PLAN
 GENERAL SERVICES HEADQUARTERS 1630 N. HARRIS
 DEPARTMENT OF WATER AND POWER
 CITY OF LOS ANGELES

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

Primary # 19-176368

HRI #/Trinomial _____

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Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters



Building No. 3-N - Contributing



Building No. 3-SE - Contributing

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

Primary # 19-176368
HRI #/Trinomial _____

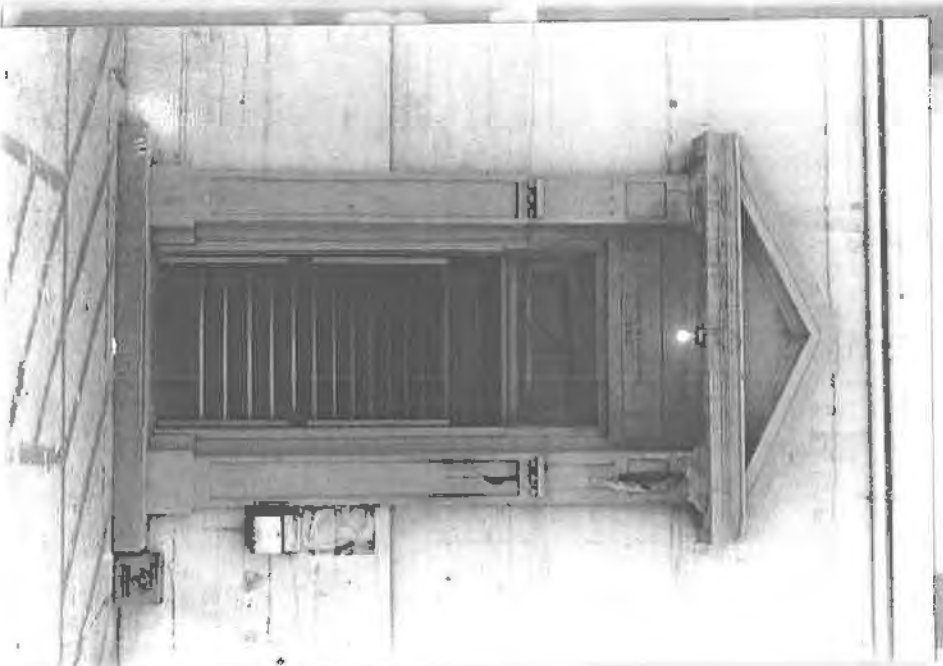
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Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters



Building No. 3-W - Contributing



Building No. 3 (detail of entrance)-W - Contributing

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

Primary # 19-176368
HRI #/Trinomial _____

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Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters



Building No. 1-NE - Contributing



Building No. 5-SE - Contributing

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

Primary # 19-176368
HRI #/Trinomial _____

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Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters



Building No. 5 (detail of entrance)-SE - Contributing



Building No. 11-E - Contributing

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

Primary # 19-176368
HRI #/Trimomial _____

Page 9 of 13

Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters



Building No. 10 (foreground), Building No. 9 (background)-SW - Contributing



Building No. 9-S - Contributing

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

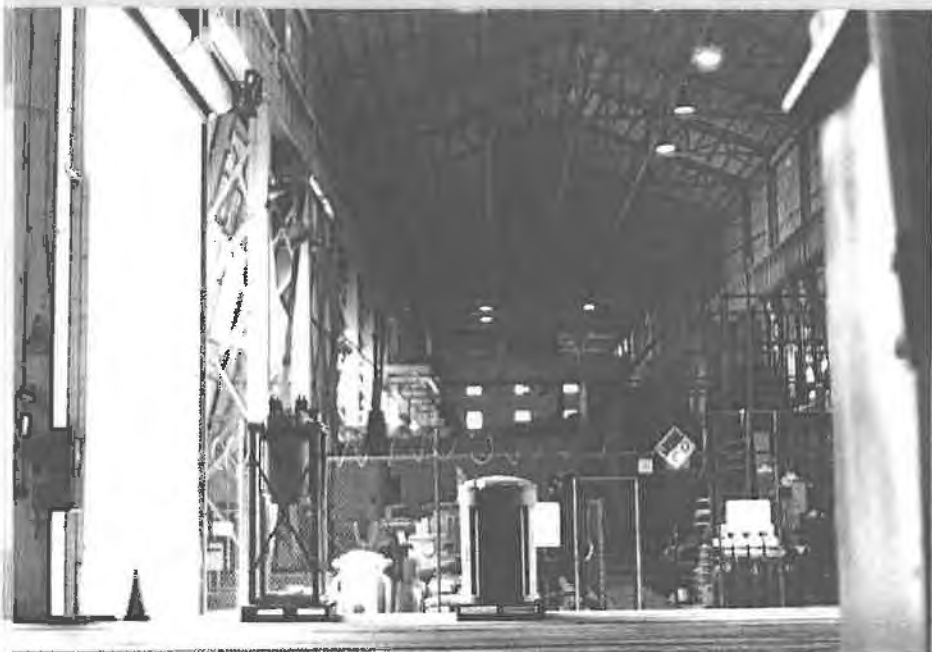
Primary # 19-176368

HRI #/Trinomial _____

Page 10 of 13

Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters



Building No. 9 (interior view)-N - Contributing



Building No. 9 (detail of emblem)-W - Contributing

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

Primary # 19-176368

HRI #/Trinomial _____

Page 11 of 13

Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters



Hoist House-NE - Contributing



Building No. 9-N - Context

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

Primary # 19-176368
HRI #/Trinomlal _____

Page 12 of 13

Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters



Building No. 9 (left), Building No. 3 (right)-W - Context.



Building No. 11 (right), Building No. 11A (left)-SE - Contributing and Noncontributing, respectively

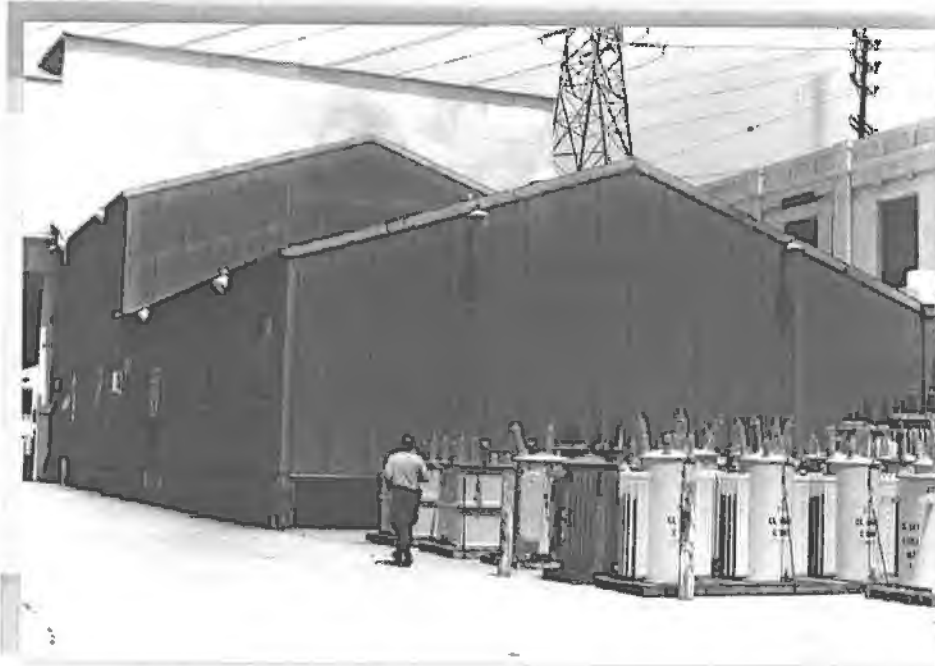
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 19-176368
HRI #/Trinomial _____

Page 13 of 13

Continuation Update

Resource Identifier: Department of Water and Power General Services Headquarters



Building No. 11A-SE - Noncontributing



HISTORIC RESOURCES GROUP

May 6, 1995

Sandro Amaglio
Regional Environmental Officer
Federal Emergency Management Agency
Disaster Field Office
150 East Colorado Boulevard, Suite 303
Pasadena, CA 91105-1937

Re: Building No. 11, DWP General Services Headquarters,
1630 Main Street, Los Angeles
FEMA 1008-DR-CA, P.A. 037-91079, DSR 18800
FEMA A & E Transmittal Dated April 6, 1995

Dear Mr. Amaglio:

We reviewed the above-referenced A & E Transmittal and revised pages to be contained in the final A & E Report. Building No. 11, located at 1630 Main Street, has been determined eligible for listing in the National Register of Historic Places as a contributor to the Department of Water and Power General Services Headquarters Historic District pursuant to 36 CFR Section 60.4.

Rehabilitation Alternative #3, outlined in the A & E Report and described in greater detail by the revised pages to this report, appears close to conforming to the *Secretary of the Interior's Standards for Rehabilitation* (the "Standards"). The specific reference in the report which prevents the project from conforming to the *Standards* is the provision that exterior metal columns are to be sandblasted in preparation for the application of a zinc primer. Sandblasting is specifically prohibited by the *Standards*. Please ask the applicant to substitute an alternate method of preparing the columns.

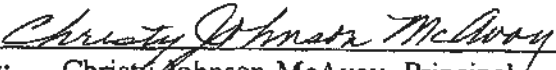
As the aforementioned work does not conform to the *Standards*, we cannot at this time concur with FEMA's finding of no adverse effect. We suggest that an alternative method other than sandblasting be proposed for columns repair. Were such an alternative developed and submitted for review, the project would then conform to the *Standards*, and cause no adverse effect.

Mr. Amaglio
Building No. 11
May 6, 1995
Page 2

Should you have any questions, please contact me.

Sincerely,

Cherilyn Widell, SHPO


By: Christy Johnson McAvoy, Principal
Historic Resources Group as SHPO Representative
Under the Northridge Earthquake Programmatic Agreement

cc: Thomas Ottoman

HRG NREQ PROJECT STATUS

Name	Site	Evaluation	Effect	Notes
DWP-Distributing Station No. 37 1218 FACTORY PL Los Angeles	IV	NE		
DWP-Distributing Station No. 5 1504 MATEO ST Los Angeles	IV	ENR		Appears eligible. Constructed in 1925.
DWP-General Services HQ-Building No. 7 1630 N MAIN ST Los Angeles	IV	ENR		SHPO Representative performed preliminary field survey on 7/1/84. Building Nos. 1, 3, 5, 9, 10, 11 and the Holst House (adjacent to Building No. 5) appear eligible as a multiple resource property comprised of buildings on the Headquarters campus. Building No. 1, the Light Mechanical Shops Building, was constructed in 1924.
DWP-General Services HQ-Building No. 11 1630 N MAIN ST Los Angeles	IV	ENR		Building No. 11, the Transformer Warehouse, is a URM infill concrete frame building constructed in 1928.
DWP-General Services HQ-Building No. 3 1630 N MAIN ST Los Angeles	IV	ENR		Building No. 3, the General Warehouse, a reinforced concrete structure was originally constructed in 1923 as a one story building. The second floor was added in 1939.
DWP-General Services HQ-Building No. 5 1630 N MAIN ST Los Angeles	IV	ENR		Building No. 5 contains Distributing Station No. 1 and Switching Station A, which are among the oldest such facilities in the DWP system. This structure may be eligible for separate listing.
DWP-General Services HQ-Building No. 9 1630 N MAIN ST Los Angeles	IV	ENR		Building No. 9, the Transformer Shed, includes a west wing constructed of reinforced concrete and a long east wing constructed of steel with corrugated metal siding finished with spray on insulation. It is directly connected to Building No. 11.
DWP-Olive Switching Station 13355 SAN FERNANDO RD Los Angeles	IV	ENR		Constructed in 1913, this may be the oldest switching station in the San Fernando Valley and is likely associated with power generated from the aqueduct system (1913) and/or the Pacific Interline. Is there is an A&E DSR? Applicant stated their intent to demolish structure. SHPO representative needs to review copy of A&E report A&E DSR.
DWP-San Fernando Generating Plant (?) 11845 VOSE ST Los Angeles	IV	ENR		The name of this building may not be correct.

Page 1 of 1 *Resource Name or # William Mead Homes

*Recorded by: Daniel Paul *Date: July 21, 2016 Continuation Update

CHR Status Code: 2S2, remains unchanged

Address: (As listed in HRI) 1300 Cardinal St. Los Angeles, CA 90012

Assessor's Parcel Number:

Present Use: Residential- Public Housing

Historic Name: William Mead Homes

Owner and Address: Housing Authority of Los Angeles
2600 Wilshire Blvd.
Los Angeles, CA 90057

The William Mead Homes property was previously surveyed in 2002, and the California Historic Resource Code was determined to be 2S2: (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.). William Mead Homes is presently listed in the California Historic Resources Inventory with a 2S2 status code. SHPO concurred with this finding by Project Review DOE-19-02-0322-0000, dated 03/03/2002.

A site visit was conducted on July 21, 2016, to verify existing conditions of the resource located at 1300 Cardinal St. The previous survey information recorded on the attached 2002 DPR 523 form, including the 2S2 status code, remains accurate.



William Mead Homes apartment building. Camera facing southwest. ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

PRIMARY RECORD

Primary #

HRI#

Trinomial

NRHP Status Code 2S2

Other Listings

Review Code _____ Reviewer _____ Date _____

Page 1 of 10

Resource Name or #: William Mead Homes

P1. Other Identifier:

P2. Location: Not for Publication Unrestricted
and (P2b and P2C or P2d. Attach a Location Map as necessary.)

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

c. Address 1300 N CARDINAL ST

d. UTM: Zone ; mE/ mN

e. Other Locational Data:

a. County Los Angeles

B.M.

City Los Angeles

Zip 90012

P3a. Description:

The property contains a multiple family public housing complex located north of downtown Los Angeles in an industrial area between North Main Street and the Los Angeles River. The seventeen-acre property is bounded by Main Street on the north, Leroy Street on the east, the Southern Pacific railroad tracks on the south, and Elmyra Street on the west. Ann Street School is located at the north end of the site; the project surrounds the school on three sides. Five streets are located within the complex: East Ann Street, Magdalena Street, Cardinal Street, Bloom Street, and Bolero Lane. Twenty-four apartment structures containing 449 dwelling units occupy the six large blocks that comprise the project. A community building is located on Cardinal Street on the southwest side of the complex.

The apartment buildings are rectangular in plan and arranged in groups to create a series of courtyards throughout the complex. In several locations, two facing L-shaped groups frame a square courtyard. North of Cardinal Street the buildings are arranged parallel

(See Continuation Sheet)

P3b. Resources Attributes: 03 Multiple Family Property

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

P5b. Description of Photo:

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

1942-43 (F)

P7. Owner and Address:

Housing Authority of the City of
Los Angeles

P8. Recorded by:

Historic Resources Group
1728 Whitley Ave., Hollywood, CA
90028

P9. Date Recorded: 3/18/2002

P10. Survey Type:

City of Los Angeles Section 106
Review.

P11. Report Citation: None.

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:

DPR 523A (1/95)

CONTINUATION SHEET

Page 2 of 10

Resource Name or #: William Mead Homes

Recorded by: Historic Resources Group

Date: 3/18/2002

 Continuation Update**P3a. Description, continued:**

or perpendicular to the surrounding streets. South of Cardinal Street, which runs diagonally across the complex creating irregular shaped blocks, the buildings maintain this arrangement despite the change in the street pattern.

All of the buildings are two or three stories in height and constructed of reinforced brick with concrete slab floors and roofs. They have flat roofs with slightly overhanging eaves and red brick exterior walls. Each story is separated by a solid course of concrete. The housing units extend the width of each building with all the front entrances on the same elevation. Units typically feature concrete stoops, single front door openings, and several window openings of varying sizes. The fenestration consists of original metal casement windows throughout. Units on the upper floors are accessed by balcony walkways with metal pipe railings.

The property is in good condition and retains a high degree of integrity. Each of the twenty-four apartment buildings and the community building remain in their original location. No major alterations have been made to the complex.

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 10

NRHP Status Code 2S2

Resource Name or #: William Mead Homes

B1. Historic Name: William Mead Homes

B2. Common Name: William Mead Homes

B3. Original Use: Public Housing/War Housing

B4. Present Use: Public Housing

B5. Architectural Style: Modern Garden Apartments

B6. Construction History:

B7. Moved? No Yes Unknown

Date: **Original Location:**

B8. Related Features:

B9a. Architect: Housing Associates

b. Builder: Housing Authority City of Los Angeles;The Baruch Corp.

B10. Significance: Theme Public Housing; World War II Housing; Modern Planning **Area** City of Los Angeles

Period of Significance 1943-1952 **Property Type** Public Housing/Garden Apartment Complex **Applicable Criteria** A and C

William Mead Homes is eligible for listing in the National Register of Historic Places at the local level of significance under Criteria A and C. It is significant under Criterion A for its association with the development of public and defense worker housing in Los Angeles during the Second World War, and under Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements.

B11. Additional Resource Attributes:

B12. References: See continuation sheet.

B13. Remarks:

B14. Evaluator: Historic Resources Group, 1728 Whitley Ave., Hollywood, CA 90028

Date of Evaluation: 3/18/2002

(This space reserved for official comments.)

DISTRICT RECORD

Page 4 of 10

NRHP Status Code 2S2

Resource Name or #: William Mead Homes

D1. Historic Name:**D2. Common Name:****D3. Detailed Description:**

The property contains a multiple family public housing complex located north of downtown Los Angeles in an industrial area between North Main Street and the Los Angeles River. The seventeen-acre property is bounded by Main Street on the north, Leroy Street on the east, the Southern Pacific railroad tracks on the south, and Elmyra Street on the west. Ann Street School is located at the north end of the site; the project surrounds the school on three sides. Five streets are located within the complex: East Ann Street, Magdalena Street, Cardinal Street, Bloom Street, and Bolero Lane. Twenty-four apartment

(See Continuation Sheet)

D4. Boundary Description:

The seventeen-acre property is bounded by Main Street on the north, Leroy Street on the east, the Southern Pacific railroad tracks on the south, and Elmyra Street on the west. Ann Street School is located at the north end of the site; the project surrounds the school on three sides. Five streets are located within the complex: East Ann Street, Magdalena Street, Cardinal Street, Bloom Street, and Bolero Lane.

D5. Boundary Justification:

The boundaries of the historic district are the original boundaries historically associated with William Mead Homes.

D6. Significance: Theme Early Public Housing; World War II Housing; Modern Planning **Area** City of Los Angeles
Period of Significance 1943-1952 **Applicable Criteria** A and C

William Mead Homes is eligible for listing in the National Register of Historic Places at the local level of significance under Criteria A and C. It is significant under Criterion A for its association with the development of public and defense worker housing in Los Angeles during the Second World War, and under Criterion C as a Los Angeles public housing development based on the planning and design principles of the Garden City and Modern movements.

Criterion A

William Mead Homes is a public housing project located just north of downtown Los Angeles. Constructed in 1942-43 by the Housing Authority of the City of Los Angeles (HACLA), the development was funded with federal funds allocated under the United States Housing Act (also known as the Wagner-Steagall Act) in 1937. This law initiated the construction of public housing across the United States, leaving the design and construction details to local authorities.

During the Great Depression, overcrowding, homelessness, and dilapidated housing were major problems in Los Angeles. Private housing construction slowed dramatically, while the population increased. According to the Real Property Inventory

(See Continuation Sheet)

D7. References:

(See Continuation Sheet)

D8. Evaluator: Christy Johnson McAvoy**Date** 3/18/2002**Affiliation and Address:** Historic Resources Group, 1728 Whitley Ave., Hollywood, CA 90028

CONTINUATION SHEET

Page 5 of 10

Resource Name or #: William Mead Homes

Recorded by: Historic Resources Group

Date: 3/18/2002

 Continuation Update**D3. Detailed Description, continued:**

structures containing 449 dwelling units occupy the six large blocks that comprise the project. A community building is located on Cardinal Street on the southwest side of the complex.

The apartment buildings are rectangular in plan and arranged in groups to create a series of courtyards throughout the complex. In several locations, two facing L-shaped groups frame a square courtyard. North of Cardinal Street the buildings are arranged parallel or perpendicular to the surrounding streets. South of Cardinal Street, which runs diagonally across the complex creating irregular shaped blocks, the buildings maintain this arrangement despite the change in the street pattern.

All of the buildings are two or three stories in height and constructed of reinforced brick with concrete slab floors and roofs. They have flat roofs with slightly overhanging eaves and red brick exterior walls. Each story is separated by a solid course of concrete. The housing units extend the width of each building with all the front entrances on the same elevation. Units typically feature concrete stoops, single front door openings, and several window openings of varying sizes. The fenestration consists of original metal casement windows throughout. Units on the upper floors are accessed by balcony walkways with metal pipe railings.

The property is in good condition and retains a high degree of integrity. Each of the twenty-four apartment buildings and the community building remain in their original location. No major alterations have been made to the complex.

D6. Significance, continued:

in 1939, 7,702 people lived in units with no inside toilet facilities. A year later, the 1940 Census found 19,039 families living in overcrowded conditions.

Emigration to Los Angeles from other parts of the country exacerbated the problem. During the late 1930s and early 1940s, thousands of workers arrived in Los Angeles seeking industrial jobs in the city's emerging aircraft assembly and ship building industries. In 1941, for example, "13,000 new workers were joining Los Angeles' industrial payroll each month" (Hise, 129).

The City of Los Angeles planned, designed, and constructed the apartments at William Mead Homes as part of a comprehensive program to alleviate these shortages, to eradicate slums, and to improve housing quality. A clause in the Wagner-Steagall Act, known as the "equivalent elimination clause," explicitly linked the policy of slum clearance to the construction of new public housing. The clause required local agencies to destroy "slum properties" in a quantity equal to the number of new dwelling units being constructed. Legislators believed that this requirement would eliminate the competition between the government and the private housing market. In 1938, HACLA began purchasing private property in areas designated as slums, often using the power of eminent domain, and developed plans for ten public housing complexes, including William Mead Homes.

The site selected for William Mead Homes included a mixture of single-family homes, warehouses, and industrial buildings with railroad tracks and freight yards surrounding the site. HACLA purchased the land and demolished the existing buildings on the site in 1941. They devised a new street plan and constructed the new housing project in the following two years.

The construction of William Mead Homes was interrupted by the outbreak of the Second World War. After the United States entered the war in December 1941, winning the war became the federal government's first priority. As part of its mobilization efforts, the government reassigned all new public housing projects still under construction as war housing for the purposes of national defense. This included William Mead Homes.

William Mead Homes opened to residents in April 1943. An article in Southwest Builder and Contractor announced, "William Mead Homes Housing Project Finished: Is Opened to Families of War Workers." According to a 1945 HACLA report, a total of

(Continued)

CONTINUATION SHEET

Page 6 of 10

Resource Name or #: William Mead Homes

Recorded by: **Historic Resources Group**

Date: 3/18/2002

 Continuation Update**D6. Significance, continued:**

2,165 persons resided at William Mead Homes during the war. After the war, the property again became public housing as many war worker families returned to other parts of the country, or found housing elsewhere.

William Mead Homes filled an essential need for new quality housing in Los Angeles in the early 1940s and during the Second World War. It remains in this same use today.

Criterion C

William Mead Homes is significant under Criterion C as a public housing development in Los Angeles based on the planning and design principles of the Garden City and Modern movements of the late 1930s and early 1940s. During this period, local architects and community planners adapted the principles of these movements and constructed innovative new forms of multiple family housing, including the city's first public housing developments, such as William Mead Homes.

The Garden City and Modern movements began in Europe and spread to the United States in the 1920s. Organizations such as the Regional Planning Association of America (RPAA) championed garden cities and advocated comprehensive planning based on social scientific research. Members of the RPAA included Clarence Stein, Edith Elmer Wood, Henry Wright, Lewis Mumford, and Catherine Bauer. The group was instrumental in the planning and construction of Radburn, a planned community in suburban New Jersey and one of the first garden cities in the United States. Radburn was highly regarded and often cited as a model application of modern concepts in planning and architecture. Garden city concepts employed at Radburn, including "superblock" development and the segregation of automobile and pedestrian traffic, were later applied to the development of large apartment complexes throughout the United States.

Within the RPAA, Catherine Bauer was regarded as an expert in new European housing types. In 1934, she authored the book *Modern Housing*, in which she argued that European housing programs had produced a completely different type of shelter and a new framework for producing it. The European programs were developed primarily by nonprofit organizations or the government, and master-planned as component parts of larger neighborhoods, Bauer defined this approach as the essence of "modern housing." She advocated the development of similar projects in the United States.

During the Great Depression, the federal government adopted many ideas proposed by Bauer and other New Deal housing reformers. For example, it responded to the slowdown in housing construction, overcrowding, and decline in housing quality across the country by undertaking "slum clearance, new town and public housing construction, mortgage insurance, and national planning" (Birch, 128).

A new multiple family housing type known as "garden apartments" emerged at this time. Characteristics of garden apartments include the use of superblocks in development of the site, the segregation of automobile and pedestrian traffic, low to medium density and building coverage, the standardization of building types with a maximum of three stories in height, and an emphasis on open space. The complexes were often Modern in character. Many housing reformers viewed the geometric forms, industrial materials, and spatial character common to Modern architecture as a symbolic break with traditional building forms and methods.

Other innovations existed in the site planning. By eliminating the street grid and the traditional lot pattern, architects could arrange the buildings in these complexes in new ways. The designs often featured U-shaped or L-shaped plans that created interior courtyards and oriented the buildings away from the street.

Housing reformers like Bauer believed that the physical form of these communities allowed for a healthier life. They contrasted the new developments with examples of the worst tenement housing, which was often dark and with poor air circulation. Reformers explained that buildings oriented around courtyards and open space provided the apartment units with more natural

(Continued)

CONTINUATION SHEET

Page 7 of 10

Resource Name or #: William Mead Homes

Recorded by: **Historic Resources Group**

Date: 3/18/2002

 Continuation Update**D6. Significance, continued:**

light and better air circulation. At a time when many low-income families, in urban as well as rural areas, lacked indoor plumbing in their homes, the presence of hot and cold water, a toilet, and a small shower or bathtub in each apartment was also promoted as a major benefit of the new housing type.

Many of these new housing projects included children's play spaces and community buildings as well. Reformers believed that the construction of common spaces and the application of modern technology to housing construction facilitated new social arrangements such as group childcare, and allowed for less household work and more collective ways of living.

In 1938, the Wyvernwood Apartments became the first garden apartment project built in the City of Los Angeles and the first to employ the ideals of contemporary housing reformers. While the Wyvernwood Apartments were under construction, HACLA developed plans for more public housing projects, including William Mead Homes. During a period when architectural commissions were few and a commitment to the social goals of modernism was high, HACLA attracted some of the most respected and innovative architects in Los Angeles to work on its projects. William Mead Homes was designed by a group known as Housing Associates, comprised of noted architects including David D. Smith, Herbert J. Powell, Norman F. Marsh, P. A. Eisen, A. R. Walker, and Armand Monaco. Marsh, Walker and Eisen were particularly notable in the architectural development of Los Angeles. Several examples of their work is listed in the National Register.

The application of Garden City and Modern principles to the development of public housing in Los Angeles is represented in the characteristics of William Mead Homes. These characteristics include the development of the site as a superblock; low building coverage and a maximum height of three stories; the placement and orientation of the buildings; and Modern architectural characteristics, including the standardization and repetition of building types.

Using the power of eminent domain, HACLA assembled dozens of individual parcels and demolished every building on the site intended for William Mead Homes. Magdalena Street was extended one block to the east, closing off the south sides of Elmyra and Ann Streets, and a new street named Cardinal was created parallel to the railroad tracks on the south end of the site. The architects designed the housing complex as a complete planning unit or superblock, reorienting the street pattern and placing the individual apartment buildings in a regular pattern across the seventeen-acre site. The selection of a site that surrounded an existing elementary school is also representative of the community planning approach advocated by contemporary city planners.

Working within the HACLA's goals for the number of units to be created while heeding the "equivalent elimination" clause, the project architects designed William Mead Homes with a low building coverage of approximately twenty-one percent. To accomplish these goals, HACLA designed many of the buildings to be three stories high, often the maximum height for these types of complexes. Architect Herbert Powell explained that, "due to the comparatively high density [compared to other public housing projects] required by the land value (approximately 30 dwelling units per acre), it was necessary to have a considerable portion of the project three stories high" (Powell, 8-9). Thus the architects were able to keep the project under three stories, minimize the building site coverage, maximize open space, and produce the required number of units.

The architects also designed the buildings at William Mead Homes in L-shaped groups to create interior courtyards. This configuration provided the desired amounts of natural light and air circulation in the apartment units. Writing about the project in 1943, architect Herbert J. Powell stated that the buildings were intentionally placed "diagonally on the compass" so that "practically every room gets sun during the day."

The architectural style of the buildings at William Mead Homes is typical of public housing projects from this period. The lack of exterior ornament, the presence of flat roofs, and the long horizontal lines created by the balconies reflected the modernist aesthetic favored by many contemporary housing reformers. Designs were repeated throughout the complex, as the standardization and repetition of type kept material costs down and created a sense of unity throughout the project.

The new planning and design concepts of the Garden City and Modern movements, and their adaptation by housing reformers to the development of public housing in the 1930s and 1940s, is evident in the design of William Mead Homes.

CONTINUATION SHEET

Page 8 of 10

Resource Name or #: William Mead Homes

Recorded by: **Historic Resources Group**

Date: 3/18/2002

 Continuation Update**D7. References, continued:**

Birch, Eugenie Lader. "Radburn and the American Planning Movement: The Persistence of an Idea," chapter 7 in Introduction to Planning History in the United States, Donald A. Krueckberg (ed.) New Brunswick, New Jersey: Rutgers, 1983.

Cuff, Dana. The Provisional City: Los Angeles Stories of Architecture and Urbanism. Cambridge, Massachusetts: MIT Press, 2000.

Hise, Greg. Magnetic Los Angeles: Planning the Twentieth-Century Metropolis. Baltimore and London: Johns Hopkins University Press, 1997.

Housing Authority of the City of Los Angeles. A Decent Home, An American Right. The 5th, 6th, and 7th Consolidated Annual Reports, 1945.

Los Angeles Public Library. Housing Authority of the City of Los Angeles Photographs, Security Pacific Collection.

Moga, Steven. Project and Slums: A Context Statement. University of California Los Angeles Comprehensive Project for the Degree Master of Arts in Urban Planning, 1999.

Powell, Herbert J. "William Mead Homes Housing Project Finished: Is Opened to Families of War Workers," Southwest Builder and Contractor, April 16, 1943, p.8-10.

CONTINUATION SHEET

Primary #

HRI#

Trinomial

Page 9 of 10

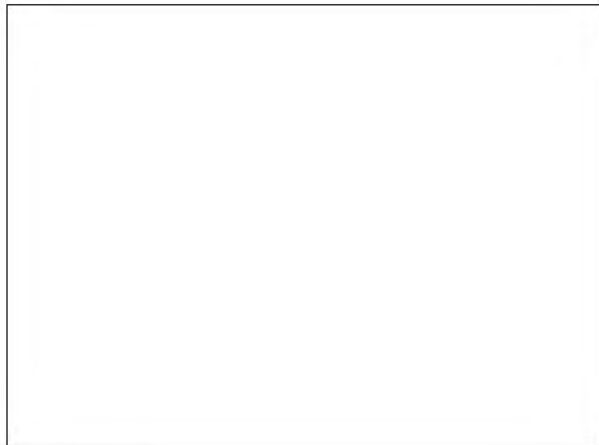
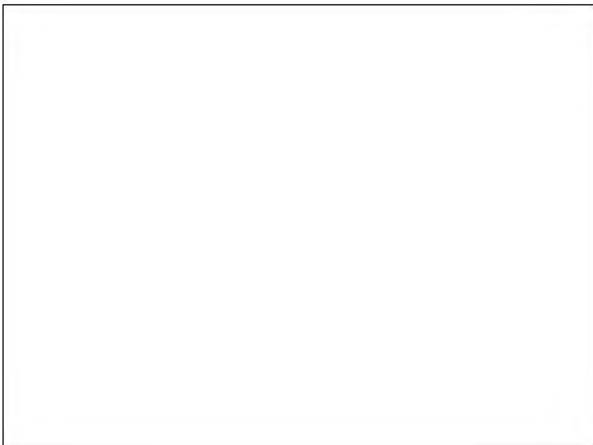
Resource Name or #: William Mead Homes

Recorded by: Historic Resources Group

Date: 3/18/2002

Continuation Update

Representative Photographs of the District:



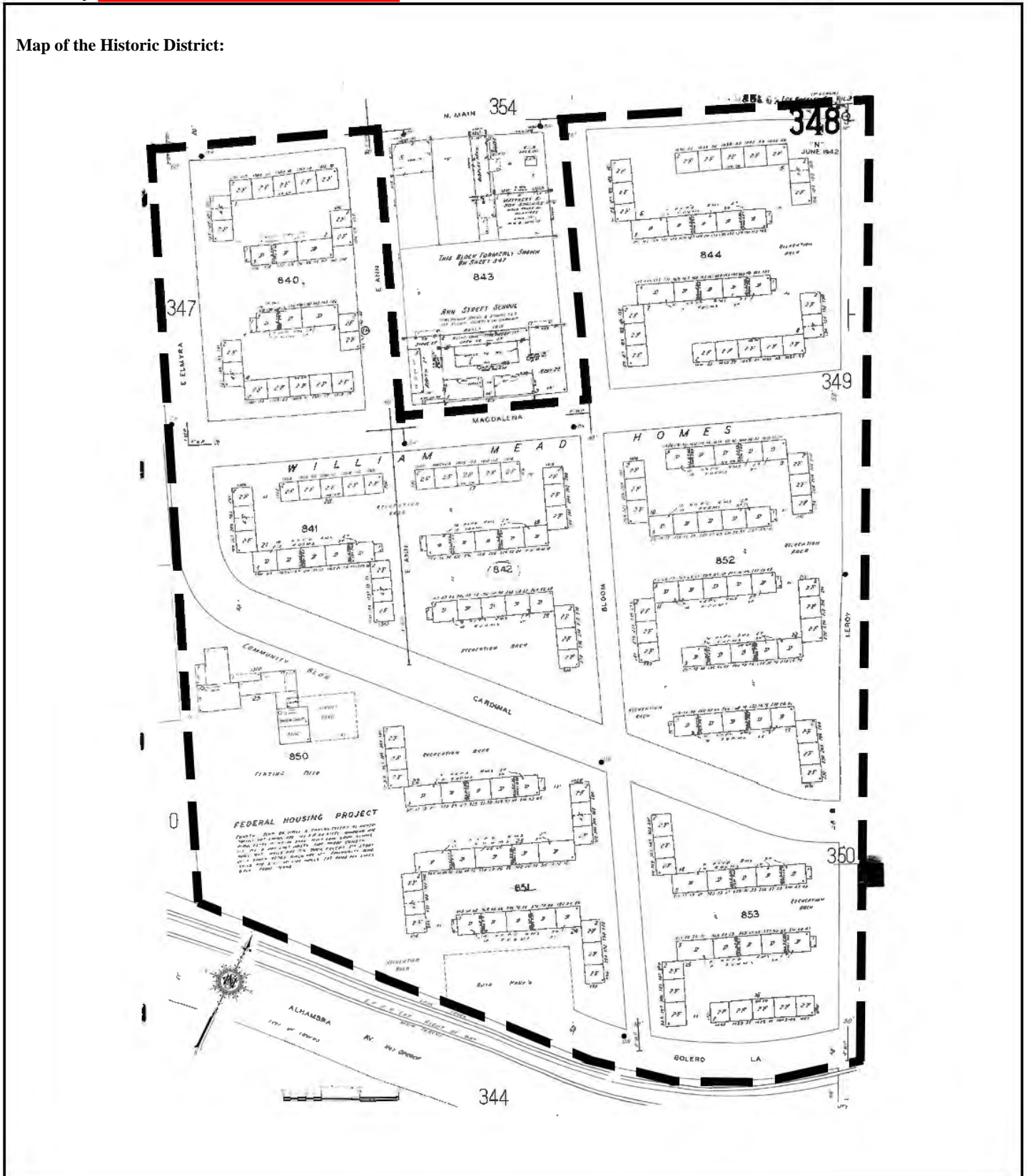
SKETCH MAP

Drawn by: **Historic Resources Group**

Date: 3/18/2002

Continuation Update

Map of the Historic District:



Page 1 of 1 *Resource Name or # Mission Tower/AT&SF Tower

*Recorded by: David Greenwood/Daniel Paul *Date: July 22, 2016 o Continuation Update

Address: (As listed in HRI) 1436 Alhambra Avenue, Los Angeles, CA 90012

Assessor's Parcel Number: 5409-012-908. The historic property boundary is coincident with the limits of the Los Angeles County parcel boundary.

Present Use: Storage

Common Name: Mission Tower

Historic Name: Mission Tower, AT&SF Tower

Owner and Address: LACMTA
1 Gateway Plaza
Los Angeles, CA 90012

Mission Tower was previously surveyed in 2002, and the California Historic Resource Code was determined to be 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR).

SHPO concurred with this finding by Project Review FRA031117A, dated 1/15/2004, 2S2; listed in the California Historical Resources Inventory.

A site visit was conducted on January 9, 2015 to verify existing conditions of the resource located at 1436 Alhambra Avenue. The previous survey information recorded on the attached 2003 DPR 523 form, including the 2S2 status code, remains accurate.



Looking north, Photo #DSCN2985.jpg Photo: ICF International, 1/9/2015

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: Mission Tower; AT & SF Tower

P1. Other Identifier: _____

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.
c. Address 1436 Alhambra Ave 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 appro
APE Map ID# 1; Former address: 1440 Alhambra Avenue; APN: 5409-012-908.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
Mission Tower is an Atchison, Topeka & Santa Fe Railway interlocking tower, located on a flat site at 1436 Alhambra Avenue, on the western bank of the Los Angeles River. Accessed only after security clearance through a wire gate, the tower stands a quarter mile from the Los Angeles Union Passenger Terminal (Union Station) at Mission Junction, near historic intersection of the Atchison, Topeka & Santa Fe Railway, Union Pacific Railroad, and Southern Pacific Railroad tracks. Historically, Mission Tower operated in conjunction with another signal tower, Los Angeles Union Passenger Terminal Tower, located at the throat of the station's tracks, to control railroad traffic in and out of Union Station. Mission Tower is a three-story and basement, concrete tower, measuring 15' by 30', with three separate entrances: a basement door on the southern façade, a maintenance-shop door on the western façade, and an entrance on the third floor, reached by an exterior stairway, on the northern façade. At the time of this review in 2003, there was no interior access, for security purposes. The architectural style of Mission Tower suggests Spanish Colonial Revival influences, with its tile roof and closed eaves, which are characteristically extended for railroad tower visibility. (See Continuation Sheet.)

* P3b. Resource Attributes: (List attributes and codes) HP17 Railroad interlocking tower

* 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 northwesterly, 09/24/02, Photo # IMG 1733

* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1916 L.A. Building Permit #311

1938 Enlarged for Union Station

* P7. Owner and Address:

LA Co. Metro. Trans. Authority

One Gateway Plaza

Los Angeles, CA 90012

C--County

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

Alma Carlisle/Katy Lain

Myra Frank & Associates, Inc.

811 West 7th Street, Suite 800

Los Angeles, CA 90017

* P9. Date Recorded: 11/22/2002

* 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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 2S2, - Pending SHPO concurrence

* Resource Name or #: Mission Tower; AT & SF Tower

B1. Historic Name: Mission Tower; AT & SF Tower

B2. Common Name: Mission Tower

B3. Original Use: Railroad Interlocking Tower

B4. Present Use: Maintenance Headquarters

* B5. Architectural Style: Industrial

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

Los Angeles County building permit #311 was issued to the Atchison, Topeka & Santa Fe Railway Company on January 18, 1916 to construct a 15' x 30', three-story with basement, concrete interlocking tower at the "AT & SF right of way, west side of Alhambra near joint crossing with Southern Pacific." The address was 1440 Alhambra Avenue. The cost of construction was \$1,500. R. H. Wells was cited as architect. [See Continuation Sheet.]

* B7. Moved? No Yes Unknown Date: _____ Original Location: 1440 Alhambra Avenue

* B8. Related Features:

Railroad tracks and switches; SP Connector Bridge (1902); traffic signals; utility poles

B9a. Architect: R. H. Wells

b. Builder: The AT&SF Railway

* B10. Significance: Theme Railroad

Area Los Angeles

Period of Significance 1938

Property Type Interlocking Tower

Applicable Criteria A, C; CRHR 1, 3

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

Mission Tower was constructed by the Santa Fe Railway in 1916 and later enlarged in 1938 to monitor railroad traffic coming to and from Union Station. It replaced an earlier Santa Fe tower at Mission Junction, which had been constructed 1894. Mission Tower is located outside the National Register boundary of Union Station, but was closely associated with the construction and operation of Union Station after it was enlarged in 1938. It closed in 1996. Mission Tower appears eligible for the National Register under Criterion A, for its association with the development and operations of the Santa Fe Railway in Los Angeles and for its association with the operations of Union Station. Mission Tower also appears eligible under Criterion C, as an example of a Spanish Colonial Revival railroad switching tower, which exhibits a high degree architectural quality for this type of property, and has retained a high degree of all aspects of integrity from its period of significance, 1938. It also appears eligible for the California Register of Historical Resources, under criteria 1 and 3, for the same reasons. The interior spaces were not available to access at the time of the survey in 2003, but are likely to be contributing, especially the interlocking control center and track board.

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

* B12. References:

City of Los Angeles Department of Building & Safety Archives; TRW/Experian

Bill Bradley, The Last of the Great Train Stations: Interurbans Publications, 1979

Interview with John Signor, Railroad Historian, 07-08-02

B13. Remarks:

* B14. Evaluator: Richard Starzak

Date of Evaluation: 2/20/2003

(This space reserved for official comments.)

(Sketch map with north arrow required)

Page 3 of 3 *Resource Name or #: (Assigned by recorder) Mission Tower

* Recorded by: Alma Carlisle, Katy Lain, Rick Starzak, Myra L. Frank & Associates, Inc.

Continuation Update

P3A. Description (Continued):

Incised lettering spells "Mission Tower" on the northern and southern façades. The tower's interlocking machine was located on the third floor, where a band of recessed windows, completely around the exterior, provided the signal engineers with an unobstructed view of the oncoming trains. First floor and basement windows are wood, double-hung type.

Alterations include freestanding light, added in 1997. A white security ladder has been added to the south façade and a white security door added to the south façade. Landscaping consists mainly of gravel.

B6. Construction History (Continued):

Building permit #2187 was issued on April 6, 1931 to the AT & SF Railway Company, located at 560 So. Main Street in Los Angeles, to replace the "interior steel stair from second to third floor and put in new stair on outside of building." The cost of the proposed work was \$700. The architect cited was H. L. Gilman. The building was described as a 3-story, 15' x 30' concrete structure. The address was 1436 Alhambra Avenue.

Building permit #39821 was issued on December 8, 1937 to the Los Angeles Union Passenger Terminal, owners, to construct an addition to Mission Signal Tower. The building was described as a 3-story, 15' x 30' concrete structure. The size of the addition was 15' x 25' with 250 barrels of cement and 15 tons of reinforcing steel. The licensed engineer was C. L. A. Bockemohle with no architect cited. The cost of the proposed work was \$7,000. According to Building & Safety records, the addition was completed on May 18, 1938.

B10. Significance (Continued):

The last train cleared Mission Tower on August 30, 1996. The tower was repainted in 1997 and is now used as Maintenance Headquarters for Metrolink contract employees.



Sign prominently displayed in front of the interlocking equipment at Mission Tower, 09.24.02.

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: Vignes Street Undercrossing

P1. Other Identifier: Bridge #53C 1764

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

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

c. Address _____ City Los Angeles Zip 90012

d. UTM: (Give more than one for large and/or linear feature) Zone S, 386203.35 mE/ 3769460.58 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
Assessor Parcel Number: 5409-015-906.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Vignes Street Undercrossing (Caltrans bridge #53C 1764) carries vehicular traffic under the Union Station tracks. Its main span is reinforced concrete, earth filled, elliptical, 68-foot long arch. The bridge is 30 feet wide, with one span 80 feet long. It allows for four lanes (originally two lanes) of traffic to pass underneath the arch span. It features an arched window rail, with smooth concrete texture.

No major alterations were visible from the public right-of-way, however it is likely that alterations have been made to the railroad tracks on the deck of the bridge. As a result, the Vignes Street Undercrossing possesses all aspects of integrity.

The historic property boundary extends to include all of the superstructure and substructure of the bridge, including wing walls and retaining walls.

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

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

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

P5b. Description of Photo: (View, date, etc.)

Northwest elevation, view southeast

* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1937 Caltrans Historic Bridge Inv

* P7. Owner and Address:

Los Angeles Co. Metro
1 Gateway Plaza
Los Angeles, CA 90012

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

Jessica Feldman
ICF International
601 W. 5th Street, Suite 900
Los Angeles, CA 90071

* P9. Date Recorded: 7/26/2016

* P10. Survey Type: (Describe)

Intensive Survey Effort
P--Project Review



* P11. Report Citation: (Cite survey report/other sources or "none") Link US Historic Resources Evaluation Report

* 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 2S2- Pending SHPO concurrence

* **Resource Name or #:** Vignes Street Undercrossing

B1. Historic Name: Vignes Street Undercrossing

B2. Common Name Vignes Street Undercrossing

B3. Original Use: Bridge

B4. Present Use: Bridge

* **B5. Architectural Style:** Closed Spandrel Bridge

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

The Vignes Street Undercrossing was designed by the Los Angeles City Engineering Department (Merrill Butler) as an integral part of the Union Station complex. The Vignes Street Grade Separation was a Federal Emergency Administration of Public Works Project #4361. Planning and construction started in 1933 and was completed by 1938.

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

* **B8. Related Features:**

Los Angeles Union Passenger Terminal. The Macy Street Bridge (Bridge #53C 131) was built between 1933-1938 and was also designed by the Los Angeles City Engineering Department (Merrill Butler), in a similar design and function to the Vignes Street Bridge Undercrossing.

B9a. Architect: Merrill Butler, City of Los Angeles b. Builder: Person & Hollingsworth Co. Contractors

* **B10. Significance:** Them Union Station, Trans/Trans Planning Area Los Angeles

Period of Significance 1933-1939 Property Type Bridge Applicable Criteria A

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

The Vignes Street Undercrossing was designed by the City of Los Angeles (Merrill Butler). Both the College Street (later known as Vignes Street) and Macy Street underpasses were constructed as part of the Los Angeles Union Passenger Terminal, and the planning for both bridges was important in the overall project. The November 26, 1933 edition of the Los Angeles Times referred to the beginning of construction of both underpasses as the "first two consequential construction works of the entire \$9,000,000 terminal project," pre-dating the commencement of the erection of the depot itself. The Municipal Art Commission approved the City Engineer's plans for the Macy Street underpass in late 1935; it was reported that the portals of the underpass, which match those of the Vignes Street underpass, were designed with the "same careful attention to architectural attractiveness" as other bridges in Los Angeles that were designed by the City Engineering Department (LA Times, December 22, 1935, pg. A7).

Although planning, design and initial construction began in 1933, Macy Street underpass was not completed until 1937-1938, when both underpasses were mentioned in an LA Times article on city streets on April 18, 1938. Their construction required the City's acquisition of numerous parcels, the abandonment and reconfiguring of several City streets, significant land excavation for the bridges and construction of retaining walls, as well as significant sewer modification, which constituted the bulk of the City's financial contribution to the overall station project. These grade separations provided streetcar (Macy Street only), automotive and pedestrian access around and to the station from multiple directions, while providing the trains with unobstructed access. See Continuation Sheet.

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

* **B12. References:**

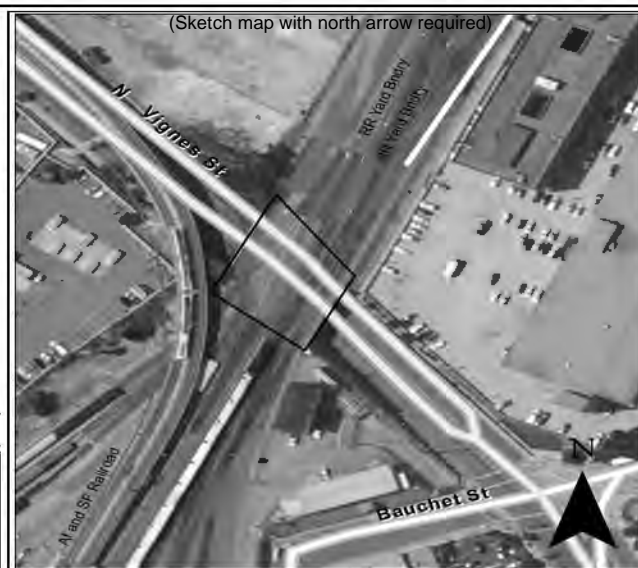
- Caltrans Statewide Historic Bridge Inventory, 2010.
- Caltrans Architectural Bridge Rating Sheet, 1986.

B13. Remarks:

* **B14. Evaluator:** Jessica Feldman

Date of Evaluation: 6/9/2015

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 3 * Resource Name or #: (Assigned by recorder Vignes Street Undercrossing)
* Recorded by: Jessica Feldman * Date: 7/26/2016
 Continuation Update

B10. Significance, continued:

The current Caltrans Bridge Inventory lists this bridge as a "5," which indicates that the bridge is not eligible for the National Register of Historic Places (NRHP) under Criterion C. However, a re-evaluation of the bridge under Criterion A was undertaken. As a result of the research conducted for this re-evaluation, the bridge appears to be an associated feature of the Los Angeles Union Passenger Terminal (LAUPT), which was included in the National Register of Historic Places, at the national level of significance, on November 13, 1980.

Vignes Street forms the northern boundary of the LAUPT National Register boundary, and the Vignes Street Undercrossing is immediately adjacent to the boundary. The bridge has functioned as an important element of the LAUPT, with which it shares a direct historic association. The design and construction of the bridge was an integral part of the overall planning process to bring train service to Union Station; the bridge has carried all train traffic into LAUPT since the terminal opened to service in 1939. Therefore, the Vignes Street Undercrossing is eligible for the NRHP under Criterion A in the areas of transportation and transportation planning, at the local level of significance. The period of significance begins in 1933 with the initial construction of the bridge and ends in 1939 with the opening of the LAUPT.

CONTINUATION SHEET

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*Resource Name or # Los Angeles Plaza Historic District

*Recorded by: Katrina Castañeda, Margaret Roderick, and Rick Starzak *Date 4/17/2018 Continuation Update

Historic Name: Los Angeles Plaza Historic District

Other Names: El Pueblo; El Pueblo de Los Angeles State Historic Park District; El Pueblo del Los Angeles; El Pueblo del Los Angeles Historic District; Los Angeles Plaza

Address (Location): Roughly Bound by West Cesar E. Chaves Avenue to the north, North Los Angeles/North Alameda Boulevard to the east, West Arcadia Street to the south, and North Spring Street to the west.

Survey Type: Intensive Level Survey

Report Citation: Los Angeles County Metro Link US Historical Resources Evaluation Report (HRER), April 2018

B10. Significance, updated:

Introduction

The Los Angeles Plaza Historic District (District) was evaluated and inscribed in the National Register of Historic Places (NRHP) in 1972. As such, it is also listed on the California Register of Historic Resources (CRHR). Additionally, given the name Los Angeles Plaza Park, the Olvera Street and Plaza portions are also listed as Los Angeles Historic Cultural Monument (HCM) no. 64. NRHP Documentation for the District was updated in 1981 and in 2016.

The District is currently listed under Criteria A and C. This DPR form is an update to the NRHP documentation and an assessment of current conditions. A site visit was conducted on April 5, 2018 to inspect current conditions. This DPR form also updates the record regarding the buildings' listings on the NRHP, CRHR, and/or as an HCM. Moreover, the District was evaluated under Criterion D of the NRHP and as a Traditional Cultural Property (TCP) as part of the current assessment. Photographs of each building in their current conditions are provided at the end of the document and listed according to the 2016 NRHP update documentation.

Alterations

Overall, the District continues to retain integrity of location, design, setting, materials, workmanship, feeling, and association, as do its individual contributors. However, several buildings appear to have incurred minor modifications not yet recorded in any of the previous documentation. These alterations are as follows:

Plaza Firehouse: Brickwork appears to have been repointed, which likely took place during the building's restoration noted in the 2016 NRHP update documentation.

CONTINUATION SHEET

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*Resource Name or # Los Angeles Plaza Historic District

*Recorded by: Katrina Castañeda, Margaret Roderick, and Rick Starzak *Date 4/17/2018 Continuation Update

Italian Hall: Storefronts have been altered since the building’s construction. The northern storefront has been infilled with stucco clad walls punctuated by metal sash windows capped by solid panel lunettes and a pedestrian door. The center storefront retains much of its original design, but a solid panel pedestrian door surmounted by a louvered vent has been installed. The southern storefront has been replaced with metal muntins that support an all-glass curtain wall, except for a low wall located below one window. The dates of these alterations are unknown, but the installation of the metal windows to the north suggest an alteration date after 1957. As such, these alterations are likely not recent, but have not been identified in any of the prior NRHP documentation.

Hammel Building: Alterations to the Hammel Building include minor reconfiguration the storefronts. The two storefronts to the north have colored glass, multi-light transoms arranged into a 13 over 13, for one storefront, and a nine over nine configuration, for another. Additionally, another storefront’s door is no longer recessed. These alterations likely occurred before 2016, but have not been identified in any of the prior NRHP documentation.

Pelanconi House/ Pelanconi Warehouse: Storefronts along North Main Street have been altered since the building’s 1910 construction. Two glass storefronts have been partially infilled with stucco walls. The door has been replaced or altered.

Machine Shop: Two openings have been infilled with stucco walls along North Main Street.

Table 1.1. NRHP, CRHR, and HCM Status of Buildings within the District

	Resource Name (Period of Significance)	Address	NRHP*	CRHR #	HCM #**
1	Plaza (c. 1815)	North Main Street	C	CA-156	
2	Old Plaza Church Rectory (1983)	535 N. Main St.	NC		
3	Nuestra Senora La Reina de Los Angeles/Old Plaza Church (1822)	535 N. Main St.	C	CA-144	LA-3
4	Plaza Church Cemetery/Site of Fist Cemetery of Los Angeles (1822)	North Main Street	C		LA-26
5	Plaza House/Garnier Block (1883)	507-511 N. Main St.	C		

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*Resource Name or # Los Angeles Plaza Historic District

*Recorded by: Katrina Castañeda, Margaret Roderick, and Rick Starzak *Date 4/17/2018 Continuation Update

6	Vickrey-Brunswig Building (1888)	501 N. Main St.	C		
7	Pico House (1869-1870)	424 N. Main St.	C	CA-159	
8	Merced Theater (1870)	420 N. Main St.	C	CA-171	
9	Masonic Hall (1858)	416 N. Main St.	C		
10	Garnier Building (1890)	419 N. Los Angeles St.	C		
11	Sanchez Building (1898)	425 N. Los Angeles St.	C		
12	Turner Building (1960)	430 Sanchez St.	NC		
13	Hellman-Quon Building (1900)	130-132 Paseo de la Plaza	C		
14	Plaza Firehouse (1884)	134 Paseo de la Plaza	C	CA-730	
15	Biscailuz Building (1926)	125 Paseo de la Plaza	C		
16	Plaza Methodist Church (1926)	115 Paseo de la Plaza	C		
17	Plaza Substation (1903-1904)	611 N. Los Angeles St.	C; NR		
18	Avila Adobe (1818)	10 E. Olvera St.	C	CA-145	
19	Avila Annex (1974)	10 E. Olvera St.	NC		
20	Zanja Madre (c. 1781)	Olvera Street	NC		
21	The Winery (1870-1914)	11 E. Olvera St./845 N. Alameda St.	C		
22	Italian Hall (1907-1908)	644-650 N. Main St.	C		
23	Hammel Building (1909)	634-642 N. Main St.	C		
24	Pelanconi House (c. 1852-1857); Pelanconi Warehouse (1910)	17 W. Olvera St.; 630-632 ½ N. Main St.	C		

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Page 4 of 22

*Resource Name or # Los Angeles Plaza Historic District

*Recorded by: Katrina Castañeda, Margaret Roderick, and Rick Starzak *Date 4/17/2018 Continuation Update

25	Gibbs Brothers Electric Company (1919)	626 N. Main St.	NC		
26	Sepulveda House (1887)	622-624 N. Main St.	C		
27	Machine Shop (1910)	10 W. Olvera St.	C		
28	Jones Building (c. 1888)	608-618 N. Main St.	NC		
29	Jones-Simpson Building (1894)	103 Paseo de la Plaza	NC		

*NRHP listing for Plaza District and individual listing. "C" means "contributor to District," "NC" means not a contributor to the District, but located within its boundaries," and "NR" means "individually listed on the NR."
 **HCM LA-64 is the "Los Angeles Plaza Park," roughly bounded by Caesar Chavez Avenue, Los Angeles Street, North Main Street, and the Plaza Park. However, the contributors and non-contributors to this HCM are unknown at this time.

Criterion D Evaluation

Criterion D states that "Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history," under three categories: Archeological Sites; Buildings, Structures, and Objects; or Association with Human Activity.¹ In regard to Association with Human Activity, "a property can be linked to human activity through [significant] events, processes, institutions, design, construction, settlement, migration, ideas, beliefs, lifeways, and other facets of the development or maintenance of cultural systems."² Moreover, a property's historic environment relies on that human activity for its significance. Although similar to Criterion A which considers "events that have made a significant contribution to the broad patterns of our history," Criterion D focuses on the information potential of *human activity* within a place, such as the Los Angeles Plaza Historic District which has served as a religious, political, and cultural center for nearly 200 years.

The Los Angeles Plaza Historic District began its history in the early 1800s after severe floods of the Los Angeles River in 1801 and 1815 prompted the settlers of the original *El Pueblo del la Reina de Los Angeles* to relocate to its present location.³ Since that time the Plaza, the buildings within the vicinity, and Olvera Street have operated as a gathering place and social nexus for the City of Los Angeles—a

¹ Staff of the National Register of Historic Places, *How to Apply the National Register Criteria for Evaluation bulletin* (National Park Service, 2002), np, accessed 4/12/2018, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_6.htm#crit%20d

² Ibid.

³ William D. Estrada, "Sacred and Contested Space: The Los Angeles Plaza," PhD manuscript (University of California, Los Angeles, 2003), 39; "Historic Los Angeles: Relics and Memories of the Ancient Spanish Pueblo," *Los Angeles Times* (June 11, 1899), 59.

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*Resource Name or # Los Angeles Plaza Historic District

*Recorded by: Katrina Castañeda, Margaret Roderick, and Rick Starzak *Date 4/17/2018 Continuation Update

usage that continues to the present day. Further study of the Los Angeles Plaza Historic District is likely to yield significant information about the settlement and how it developed into a cultural center for many ethnicities as well as a major tourist center contingent on those cultures. Indeed, many diverse groups operate as stakeholders through their histories and experiences in this space, and attribute significant value on a multitude of events, activities, and practices. For example, although the District has a distinct Mexican atmosphere, Italians and Chinese worked and lived within the community and are now reclaiming their “visible representation in El Pueblo’s historical narrative” through museums and cultural activities within the space.⁴ However, the District has also been the site of many difficult histories and experiences, such as the Chinese Massacre of 1871 in Negro Alley, named “for the dark-skinned Spaniards who originally lived there,” once located east of the Plaza.⁵ The evaluation of the District under NRHP Criterion D considers three main types of human activity: Religious & Celebratory; Political; and reflection.

Located on the eastern boundary of the Plaza, the Plaza Church was the center of the City’s Roman Catholic community until St. Vibiana Cathedral was constructed in 1876, but has remained an important institution for the Los Angeles Plaza Historic District.⁶ Community members continue to use the Plaza as processional and celebratory space. For example, the Blessing of the Animals is a “centuries-old tradition” practiced in the early Pueblo.⁷ Not only was this event significant in the past, but in the mid-1970s this procession was commemorated by a mural painted by Leo Politi on the south, plaza facing façade of the Biscailuz Building.⁸ Moreover, presided over by the Archbishop of Los Angeles, this event

⁴ Estrada, 338.

⁵ Kelly Wallace, “Forgotten Los Angeles History: The Chinese Massacre of 1871,” LAPL Blog (Los Angeles: Los Angeles Public Library, 2017), np, accessed 4/13/2018, <https://www.lapl.org/collections-resources/blogs/lapl/chinese-massacre-1871>.

⁶ *Criterion Consideration A: Religious Properties* was considered in this evaluation. However, according to this consideration “a religious group may...be considered a cultural group whose are significant in areas broader than religious history.” The argument is that the original settlers, who were Catholic, and subsequent inhabitants of the early Pueblo interacted with the pageantry offered by the Old Plaza Church that took place within the public space of the Plaza. Significantly, the Methodist Church on the Plaza was not even built until 1926, supporting the cultural role of Catholicism and its role in activating public, community space. Although people believe in the religious meaning behind the Old Plaza Church’s traditions, Christine Sterling’s romantic ideal of “our Spanish heritage,” as discussed below, has also secularized the processions discussed within this paragraph. The significance of the Old Plaza Church’s use of the Plaza and Olvera Street relies on broader cultural significance than just religious history thereby applicable for Evaluation under NRHP Criterion D.

⁷ El Pueblo de Los Angeles Historical Monument, “2018 Schedule of Events,” (Los Angeles: City of Los Angeles, 2018), 1, accessed 4/13/2018, http://elpueblo.lacity.org/sites/g/files/wph801/f/2018%20Schedule%20of%20Events_1.pdf.

⁸ “Blessing of the Animals,” Mural Conservancy of Los Angeles (nd), np, accessed 4/13/2018, <http://www.muralconservancy.org/murals/blessing-animals-0>.

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*Resource Name or # Los Angeles Plaza Historic District

*Recorded by: Katrina Castañeda, Margaret Roderick, and Rick Starzak *Date 4/17/2018 Continuation Update

continues today and “is celebrated with a colorful procession on Olvera Street.”⁹ Additional Catholic ceremonies continue to utilize the Plaza and Olvera Street such as Los Tres Reyes, Fiesta de la Candelaria, and Las Posadas.¹⁰ Las Posadas is known to have been practiced in the Plaza since the late-1800s.¹¹ Parade within the District was also secular. Inhabitants of the Pueblo celebrated Cinco de Mayo as early as 1862, which included “a parade, speeches in the Plaza, music, and dramatic plays.”¹² Today, the District’s Cinco de Mayo celebration is noted as a “festive weekend festival” with traditional music and cultural dancing.¹³ May Day celebrations were common in the early to mid-1900s.¹⁴

In the early 1900s the Plaza, located outside the new Los Angeles Downtown, became a public forum, hosting political speeches and rallies for marginalized groups including communists, labor-rights groups, newly arrived immigrants, and racial and ethnic minorities.¹⁵ Meyer Bailyn, a Prussian immigrant, engaged with other working-class citizens in the Plaza in the 1920s by handing out Communist leaflets and writings, and by participating in political demonstrations such as a 1927 protest of Sacco and Vanzetti’s executions and May Day celebrations.¹⁶ Bailyn later recalled that the Plaza was an unofficial place for political meetings, complete with a podium located on the south side of the Plaza.¹⁷ In 1911 when the Flores-Magon brothers, leaders of the *Partido Liberal Mexicano* (PLM) and an associated newspaper, were arrested, women from the PLM community such as Maria Talavera and Francisca Mendoza, publically spoke at the Plaza on a daily basis in order to raise money for the brothers’ legal defense.¹⁸ The Plaza, however, was not the only site of these interactions. The Italian Hall, the social center for Los Angeles’s Italian community from its construction in 1908 to c.1930, “became a popular meeting place for the...immigrant, social and political associations who congregated at the Plaza.”¹⁹ Not only was the Italian Building used by PLM members, but rented by groups to commemorate of the centennial of Mexican Independence which included performances, speakers, and dances or to fundraise for Mexican hospitals.²⁰ These are just a small sampling of the types of political groups or events to take place in the early 1900s in the District. Later, in 1932 David Siqueiros painted *America Tropical*, a mural expressing a pointed political message discussed in the following paragraph. In addition to *America Tropical*, Siqueiros painted *Encuentro en las Calles* indoors at the Chouinard Art

⁹ El Pueblo de Los Angeles Historical Monument, “2018 Schedule of Events.”

¹⁰ Ibid.

¹¹ Christopher Espinosa, conversation with Katrina Castañeda, April 12, 2018.

¹² Estrada, 92.

¹³ El Pueblo de Los Angeles Historical Monument, “2018 Schedule of Events.”

¹⁴ Estrada, 149.

¹⁵ Estrada, 160-161.

¹⁶ Estrada, 148-149.

¹⁷ Estrada, 149.

¹⁸ Estrada, 164.

¹⁹ Estrada, 167.

²⁰ Estrada, 167-169.

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*Resource Name or # Los Angeles Plaza Historic District

*Recorded by: Katrina Castañeda, Margaret Roderick, and Rick Starzak *Date 4/17/2018 Continuation Update

Institute with the students for a class project *and Portrait of Present Day Mexico* for Dudley Murphey's Malibu residence.²¹ Although he painted these two other murals in Los Angeles, Siqueiros reserved his most biting commentary for this public location, in keeping with its history of political activity.

As a reflective (and contested) site, a variety of groups have claimed portions of the space to suit their needs and desires, and to shape ideas, beliefs, and views of our collective histories. Beginning in the late 1920s, with Christine Sterling's effort to preserve the Avila Adobe, the Los Angeles Plaza Historic District became a romanticized ideal of "our Spanish heritage."²² In forming that ideal, Sterling ensured that "Mexican cooks and costumed entertainers soothed and serenaded the guests" by evicting vendors that failed to meet her vision.²³ While the Plaza features a multitude of cultural activities and museums in the District are dedicated to Chinese-American and Italian-American history, Sterling's vision remains the predominant cultural system of the Plaza and Olvera Street today. Siqueiros's *America Tropical* functioned as more than a political statement: it served as a direct counterpoint to the romantic vision promoted by Sterling. Originally, the mural was approved to depict a lush, tropical landscape rife with birds (and free of all commentary), but Siqueiros actively decided to respond to Pueblo setting for *America Tropical*.²⁴ Contrary to its original plan, the mural depicts a Mexican Indian in the center of the image, crucified on a double cross and positioned beneath an American eagle while two sharpshooters take aim at the eagle from a rooftop to the right. Additional imagery includes a pyramid amidst a jungle. Had Siqueiros painted *America Tropical* before Sterling's "restoration" of Olvera Street, the mural would have simply functioned as a political statement in the context of the PLM and activists' activities in the vicinity, and could have been ignored by the City of Los Angeles at large. However, with the newly reconstructed and reimagined Pueblo, *America Tropical* disrupted the romanticized ideal of "our Spanish heritage" by confronting the visitor with a harsher vision. Many viewers were challenged by *America Tropical* and portions were immediately painted over. Within a year, the entire 80 X 18 foot mural was whitewashed.²⁵ Not just a political statement, Siqueiros sought to create a dialogue with Sterling's Olvera Street and contest her "manipulation of American patriotic rhetoric with local history."²⁶

²¹ Ed Fuentes, "Spring Rise and Autumn Exit: David Alfaro Siqueiros in Los Angeles," *History & Society* (Los Angeles: KCET, 2012), np, accessed 4/16/2018, <https://www.kcet.org/history-society/spring-rise-and-autumn-exit-david-alfaro-siqueiros-in-los-angeles>.

²² Estrada, 241.

²³ Estrada, 160-161; 241-242.

²⁴ Ed Fuentes, "Spring Rise and Autumn Exit: David Alfaro Siqueiros in Los Angeles," *History & Society* (Los Angeles: KCET, 2012), np, accessed 4/16/2018, <https://www.kcet.org/history-society/spring-rise-and-autumn-exit-david-alfaro-siqueiros-in-los-angeles>; Mandalit del Barco, "Revolution Mural to Return to L.A. After 80 Years" (NPR, 2010), np, accessed 4/16/2018, <https://www.npr.org/templates/story/story.php?storyId=130519329>.

²⁵ Getty Conservation Institute, "Conservation of *America Tropical*" (Los Angeles: Getty Conservation Institute, 2012), accessed 4/16/2018, http://www.getty.edu/conservation/our_projects/field_projects/siqueiros/siqueiros_overview.html.

²⁶ Estrada, 241.

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Likewise, in 1969 as part of the Chicano Blowouts and movement in Los Angeles, “800 supporters of controversial teacher Sal Castro marched...from the Old Plaza near Olvera St. to the Board of Education to protest the proposed transfer of the East Los Angeles Chicano teacher.”²⁷ Although the Plaza does not appear to have been a major site in the Chicano movement, the marchers used the Plaza as a symbol of empowerment.

In conclusion, the religious, political, and contested events and histories discussed above are only a small sampling of the human activity associated with the Los Angeles Plaza Historic District but express the multitude of human activities linked to the space through events, processes, institutions, design, construction, settlement, migration, ideas, beliefs, lifeways, and other facets of the development or maintenance of cultural systems. Additionally, these such human activities shape our understanding and history of Los Angeles and the District, and are likely to yield additional significant information about how individuals, groups, communities, and cities understand their histories. Human activity informs the significance of the space, rather than the space dictating its use. Religious and celebratory pageantry inform the value of Los Angeles Plaza Historic District through the Blessing of the Animals, Los Tres Reyes, Fiesta de la Candelaria, Las Posadas, and secular events such as May Day and Cinco de Mayo. Additionally, politics of immigrant and marginalized groups thrived and allowed for the creative dissemination of ideas amongst participants. Furthermore, groups of people reflect on and contest the multiple, varying and overlapping histories derived from “our Spanish heritage.” The District has served as a center of culture through multiple processes, both minor and major. Yet, together the groups that have engaged with and continue to do so provide the District with context and meaning. Therefore, the Los Angeles Plaza Historic District is eligible for the NR under Criterion D for its significant human activity, and likelihood to yield additional information significant to our past.

Traditional Cultural Property Evaluation

Los Angeles Plaza Historic District (District) is widely regarded as the founding location of Los Angeles, a famously multicultural city. The District is a place of layered ethnic history: over time, its demographics have shifted due to changes in immigration, forced relocation of people, and themed construction of a Mexican pueblo. Although the District has been home to Mexican-Americans, Chinese-Americans, and Italian-Americans through its long history, Mexican-American vendors currently operate along Olvera Street and the Chinese American Museum occupies the historically-Chinese Garnier Building and Sanchez Building. Given its multi-century, multi-cultural history and the District’s continuing role as a cultural center, this analysis evaluates the District and its components as a potential Traditional Cultural Property (TCP), a potential area of significance that the 1972 NRHP evaluation and subsequent 1981 and 2016 amendments did not address. This analysis begins with a definition of a TCP, explores the ways in

²⁷ Ruben Salazar, “800 Supporters of Sal Castro March on School Board” *Los Angeles Times* (October 7, 1969), 3.

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which the District may qualify, and ultimately concludes that the District does not meet TCP criteria, given the current lack of ethnographic research into the Mexican-American relationship to El Pueblo and Olvera Street and the inability to confirm the continuity of cultural traditions at El Pueblo.

The NRHP has stringent criteria for evaluating TCPs. According to NRHP Bulletin 38 "Guidelines for Evaluating and Documenting Traditional Cultural Properties" (1998), a TCP can be defined generally as one that is eligible for inclusion in the National Register because of its:

"...association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community."

Among Bulletin 38's illustrations of a TCP:

"...a location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity."

Aspects of the District's history and legacy suggest that it may qualify as a TCP. The District's potential traditional cultural significance lies in cultural events that have solidified the Mexican-American community, which has grown and transformed since the 1820s. The community has a complicated history with the District, as El Pueblo saw transformations through the Mexican and American periods. In 1848, when the Mexicans of Alta California ceded to the United States, the Mexican community at large "[resisted] relinquishing their ethnic or cultural identity."²⁸ The ensuing decades "sharply [defined] the boundaries of cultural identity" and celebrations increasingly centered around politics, a shift from the religion-centered celebrations dominant prior to Anglo period – between 1850 and 1900, over fifteen ethnic- and political-oriented groups formed in Los Angeles. Mexican immigrant newspapers also served as a venue for political expression. For example, in 1877, Jose Rodriguez used *El Joven* to publicly criticize the Los Angeles City Council for proposing to demolish Pio Pico's home, a place that represented Mexican agency.²⁹ The 1878 Cinco de Mayo parade engaged two respected orators, Reginaldo del Valle and Eulegio de Celis, followed by a long procession of hundreds of members of Mexican social and political organizations.³⁰ As Mexican Angelenos shifted their focus to Mexican Independence day in the

²⁸ Antonio Rios-Bustamante and Pedro Castillo, *An Illustrated History of Mexican Los Angeles, 1781-1985* (Los Angeles: University of California, Los Angeles, 1986), 92.

²⁹ Rios-Bustamante and Castillo, 101-103.

³⁰ Rios-Bustamante and Castillo, 103.

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1880s, “second generation Latinos did not allow the Cinco de Mayo to fade.”³¹ It is unclear where these celebrations took place.

Over the ensuing decades, however, several versions of Mexican culture emerged in the growing City of Angels. Angelenos not of Mexican descent influenced the presentation of culture at El Pueblo. Charles Fletcher Lummis, for example, joined boosters and businessmen to organize 1894 *La Fiesta de Los Angeles*, in an effort to draw tourists and land developers through the romanticization of Mexican culture.³² In the late 1920s, Christine Sterling similarly raised money and organized to create Olvera Street, celebrating the pueblo’s Mexican origins. Her vision was largely based on a romanticized vision of Mexican history rather than documented history. These well-documented appropriations of culture significantly complicate our understanding of the lived history of the people who occupied the District during this period because their lifeways have yet to be extensively documented.

In a similar fashion, El Pueblo de Los Angeles Historical Monument, a department of the City of Los Angeles, is guided by a General Plan that enforces a “Mexican” character about Olvera Street.³³ The 1981 General Plan for El Pueblo de Los Angeles State Historic Park ensures that Olvera Street is “maintained with Mexican businesses, preserving the market flavor and Mexican atmosphere of the street” through its management of the Olvera Street vendors and its maintenance of the schedule of events, all celebrated along Olvera Street.³⁴ These City-hosted celebrations include:

- *Cinco de Mayo*: Cinco de Mayo celebrations first appeared at the Plaza in the mid-1860s, shortly after Mexican defeat over the French in 1862.³⁵ The Mexican Consulate and businesses led celebrations at the Plaza into the 1950s.³⁶
- *Las Posadas*: This Catholic tradition and procession occurs for nine nights prior to Christmas. It appeared in the district in the late 1800s.³⁷

³¹ David E. Hayes-Bautista, *El Cinco de Mayo: An American Tradition* (Los Angeles: University of California, Los Angeles, 2012), 177-183.

³² Estrada, 58.

³³ Staff of the State of California Department of Parks and Recreation, City of Los Angeles El Pueblo and Department of Parks and Recreation, and the County of Los Angeles, *El Pueblo de Los Angeles State Historic Park General Plan* (Los Angeles: State of California Department of Parks and Recreation, 1981), vi.

³⁴ *El Pueblo de Los Angeles State Historic Park General Plan*, vi; El Pueblo de Los Angeles Historical Monument, “2018 Schedule of Events.”

³⁵ Estrada, 93.

³⁶ Estrada, 333.

³⁷ Christopher Espinosa, conversation with Katrina Castañeda, April 12, 2018.

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- *Blessing of the Animals*: This Catholic tradition appeared at Olvera Street as early as the 1950s, under the watch of Christine Sterling.³⁸

Angelenos of many ethnic backgrounds, including Mexican-Americans, participated in these festivities, but ethnographic study exploring the cultural significance they assign to them is lacking.

Scholars of Mexican heritage have published robust studies of persistent Mexican nationalism and the tensions surrounding assimilation in the Mexican-American community. In their 1986 publication through the University of California, Los Angeles's Chicano Studies Research Center, Antonio Rios Bustamante and Pedro Castillo discussed the post-Mexican era, the "painful transition," during which the Mexican American community maintained their pride amidst a growing Anglo presence.³⁹ In his 1993 book about Mexican-American identity between 1900 and 1945, George J. Sanchez dedicates chapters to "divided loyalties," the "search for stability," "religious adaptations," and the "forging [of] a new politics of opposition" – these chapters sort through Mexica-American political identity.⁴⁰

Other scholars explore the complexity of life at El Pueblo and the melding of cultural references. In his 2003 dissertation, William D. Estrada, former Curator at El Pueblo de Los Angeles Historic Monument, stressed that the city's Mexican residents maintained ceremonial life-traditions at the Plaza, amidst the "atmosphere of violence" during the 1850s and 1860s.⁴¹ Speaking to the Plaza's character circa 2003, Estrada describes its growing cultural significance:

Far beyond the now-ritualized and predictable touristic experience, the old church and its Plaza witnessed a rebirth among Latino immigrants. Street vendors sell everything from bootleg cassettes and CDs, to tamales and fresh fruit. Worshipers, wedding and baptismal parties, strolling sweethearts, lonely old men on benches, Aztec Dancers, aging *braceros* protesting for economic redress, and the homeless seeking refuge reappropriated and reimagined the space that continues to be the Los Angeles Plaza.⁴²

In his 2012 book, David E. Hayes-Bautista outlines the growing significance of Cinco de Mayo and reaffirms that modern-day parades fly the U.S. and Mexican flags side by side to symbolize Latinos' "devoted adherence to...basic American political values."⁴³ In spite of these foundational explorations of the complex cultural practices at El Pueblo, a full ethnographic assessment of modern-day attitudes

³⁸ Estrada, 333.

³⁹ Rios-Bustamante and Castillo, 83-104.

⁴⁰ George J. Sanchez, *Becoming Mexican American: Ethnicity, Culture and Identity in Chicano Los Angeles, 1900-1945* (New York: Oxford University Press, 1993), np.

⁴¹ Estrada, 83-95.

⁴² Estrada, 38.

⁴³ Hayes-Bautista, 177-191.

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toward the District and its components that more fully explores the community's cultural practices and beliefs has not yet been prepared.

One manifestation of the thriving and diverse Mexican-American community of Los Angeles is evident in the *puestos* (kiosks) along Olvera Street as well as the celebratory processions along Olvera Street and Cinco de Mayo parade at the Plaza. While this community is part and parcel of the Los Angeles Plaza Historic District, its enforced preservation makes it difficult to discern which aspects of Olvera Street and the continuing practices in the District are authentic to the place and which aspects are more manufactured and forced. In addition, the "cultural practices or beliefs" displayed in the District do not appear to be bound by, are not uniquely manifested in, the district. There is not enough information regarding Mexican-American attitudes toward the Plaza, the degree to which Olvera Street and the celebrations are authentically Mexican-American, and the time periods of particularly important cultural practices and displays of beliefs. Although the Los Angeles Plaza Historic District does not meet the criteria as a Traditional Cultural Property at this time, a full ethnographic study may yet reveal those associations.

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Figures



Figure 1: Plaza, camera facing northeast. ICF, 2018.



Figure 2: Old Plaza Church Rectory, camera facing west.



Figure 3: Old Plaza Church, camera facing west.

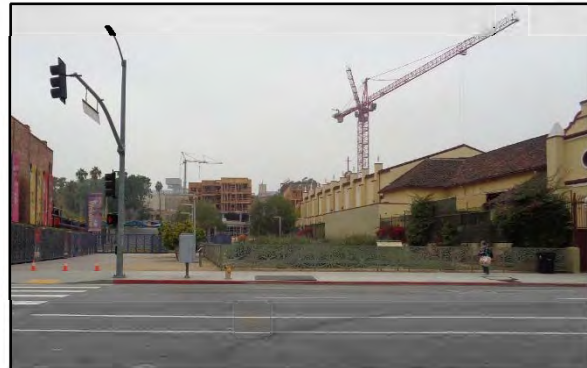


Figure 4: Old Plaza Church Cemetery, camera facing northwest. ICF, 2018.

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Figure 5: Plaza House, camera facing northwest. ICF, 2018.



Figure 6: Vickrey-Brunswick Building, camera facing west. ICF, 2018.



Figure 7: Pico House, camera facing south. ICF, 2018.



Figure 8: Merced Theater, camera facing southeast. ICF, 2018.

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Figure 9: Masonic Hall, camera facing east. ICF, 2018.



Figure 10: Garnier Building, camera facing northwest. ICF, 2018.



Figure 11: Sanchez Building, camera facing northwest. ICF, 2018.



Figure 12: Turner Building, rear elevation, camera facing northeast. ICF, 2018.

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Figure 13: Hellman-Quon Building, camera facing south. ICF, 2018.



Figure 14: Plaza Firehouse, camera facing south. ICF, 2018.



Figure 15: Biscailuz Building, camera facing northeast. ICF, 2018.



Figure 16: Plaza Methodist Church, camera facing northeast. ICF, 2018.

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Figure 17: Plaza Substation, Olvera Street elevation, camera facing south. ICF, 2018.



Figure 18: Avila Adobe, camera facing northwest. ICF, 2018.



Figure 19: Avila Annex, camera facing northwest. ICF, 2018.



Figure 20: Zanja Madre, camera facing north. ICF, 2018.

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Figure 21: The Winery, camera facing north. ICF, 2018.



Figure 22: Italian Hall, camera facing east. ICF, 2018.



Figure 23: Hammel Building, camera facing southeast. ICF, 2018.



Figure 24: Pelanconi House/ Pelanconi Warehouse, North Main Street elevation, camera facing southeast. ICF, 2018.

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Figure 25: Gibbs Brothers Electric Company, camera facing southeast. ICF, 2018.



Figure 26: Sepulveda House, camera facing southeast. ICF, 2018.

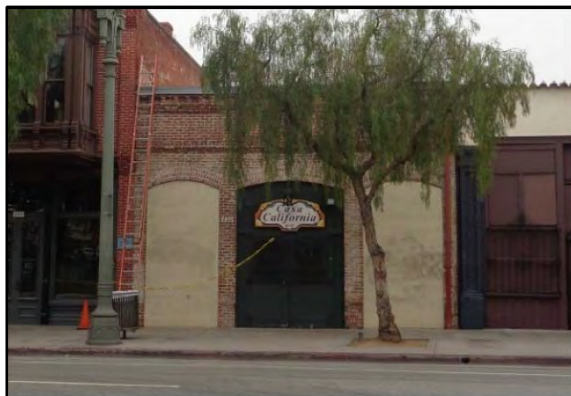


Figure 27: Machine Shop, camera facing southeast. ICF, 2018.



Figure 28: Jones Building, camera facing southeast. ICF, 2018.

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Figure 29: Jones-Simpson Building, camera facing north. ICF, 2018.

11/01/72 PH 0112640

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	California
COUNTY:	Los Angeles
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
NOV 3 1972	

1. NAME

COMMON:
Los Angeles Plaza Historical Group *District*

AND/OR HISTORIC:
El Pueblo de Los Angeles (State Historic Park)

2. LOCATION

revised letter of Dec 12, 1972

STREET AND NUMBER:
North Main St. *Bounded by: Spring St, Macy Street, Alameda Street, Arcadia Street. (See map dated Sept 21, 1972, revised Dec 7, 1972) Between Arcadia St. & Sunset Blvd. - Alameda and Spring Street*

CITY OR TOWN:
Los Angeles

STATE: California CODE: 06 COUNTY: Los Angeles CODE: 037

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input checked="" type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input checked="" type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ Comments _____

4. OWNER OF PROPERTY

OWNER'S NAME:
A combination of State, City, and church property - State of California, City of Los Angeles & Los Angeles Diocese

STREET AND NUMBER:
Department of Parks and Recreation, Sacramento; City of Los Angeles; Catholic Diocese

CITY OR TOWN:
Los Angeles

STATE: California CODE: 06

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Hall of Records

STREET AND NUMBER:
200 North Broadway

CITY OR TOWN:
Los Angeles

STATE: California CODE: 06

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
California Historical Landmarks Advisory Committee

DATE OF SURVEY: 1960 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
State Department of Parks and Recreation

STREET AND NUMBER:
1416 9th Street

CITY OR TOWN:
Sacramento

STATE: California CODE: 06

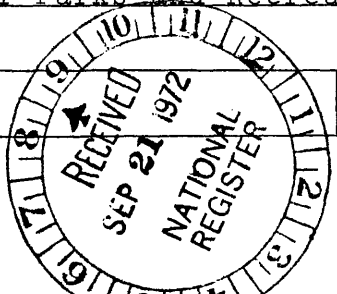
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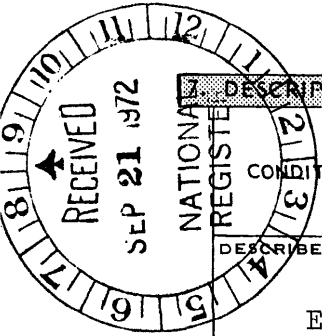
ENTRY NUMBER: NOV 3 1972

DATE: NOV 3 1972

FOR NPS USE ONLY



SEE INSTRUCTIONS



DESCRIPTION	(Check One)					
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CONDITION	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

El Pueblo de Los Angeles Historic District, the area where Los Angeles was founded and the hub of its growth during the Hispanic and American (19th Century) eras, retains a rich composite group of buildings as evidence of the blending ethnic groups and cultures which founded this City and shaped its subsequent growth.

Within this area, appropriately enough close to the center of modern downtown Los Angeles (see top picture opposite), are several buildings of historic authenticity and representing the several architectural styles which appeared at various times during the City's growth. While all historic buildings had been modified somewhat by additions or other alterations over many decades by the time the State Historic Park was established in 1953, current intensive research and restorative efforts seek to reestablish pristine authenticity.

The Plaza Church (1822) represents the Mission Adobe period (1818-1846). The Pico House (1869) is a well-preserved example of Victorian brick and stone structures erected in the area between 1869 to 1890. Later pre-20th Century structures of concrete and plaster also still stand.

Other specific buildings of historic interest within the Plaza District include the Pelanconi House (two-story brick, 1855) and Sepulveda House (two-story brick, 1860), both now authentically restored after intense research; Firehouse (two-story brick, 1884); the Avila Adobe (one-story adobe, 1818); Merced Theater (three-story brick, 1869); Masonic Hall (two-story brick, 1858); Garnier Building (two-story cut stone and brick structure, 1890).

As mentioned, some of these buildings have been restored or stabilized. For example, the Avila Adobe, considerably damaged during the February, 1971 earthquake, is being fully restored to appear as it was in the period of its greatest historical significance.

Other buildings of later days are interspersed about the Plaza Square or flanking Olvera Street -- a brick-paved arcade filled with stalls, shops and restaurants all tastefully accenting the Mexican motif. Some of the later buildings are, or will be functionally preserved, others will be replaced with developments compatible with the area. Those few of the developments and activities within the District not precisely historic in design or flavor contribute to historic preservation by creating an atmosphere and providing facilities to make possible the active participation of concessionaires serving and, indeed, helping attract the growing volume of visitors coming annually to see this active area with authentic and uninterrupted links to its historic past. (See bottom picture opposite).

SEE INSTRUCTIONS

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since 1781 for one reason or another. (See maps opposite). It played a major role in the history of the American frontier and the westward movement and, as such, has had truly national significance since the day it was founded.

Today's Plaza area is the living composite story of Los Angeles' growth from Indian times prior to 1781 through Spanish, Mexican and American periods to become the nation's largest city on the Pacific basin.

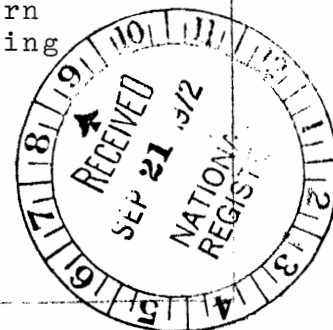
The Plaza area of Los Angeles offers a unique opportunity for telling the story of the founding and growth of the nation's third-largest city. This 42-acre area with its historic structures annually attracts hundreds of thousands of visitors coming from every state in the Union and most of the nations of the world, as well as a never-ending stream of local residents, particularly school children.

One may stand in the Plaza kiosk and hear historic bronze bells of the Plaza Church (1822) summoning worshippers today just as they did 150 years ago. From here may be seen the Avila Adobe (1818) used by Commodore Stockton, General Stephen Kearny and General Fremont as a headquarters and government house. Kit Carson knew this adobe well. Just south of the Kiosk is the Pico House, built in 1869 by the last Mexican governor of California. Also in the area is the Merced Theater (1869); La Casa Pelanconi, possibly Los Angeles' first brick house and ultimately the house of Jose Mascarel who was Mayor of Los Angeles shortly after the Civil War; Sepulveda House (1870); the Old Plaza Fire House (1884) now housing one of the city's first fire engines; the Garnier Building of early Victorian architectural style; and the Masonic Hall, the first lodge building of this venerable order in Southern California.

The inexorable march of human events through successive generations, frequently of national significance, has continually touched this area since its founding nearly 200 years ago as a Pueblo, one of only two Pueblos founded in California by Spanish colonizers (other population centers dating back to that time began as Missions), and the only Pueblo to survive to this day.

The Plaza is a living historical district for which even greater restorative efforts are a continuing goal; a truly national monument to preserve for generations yet unborn tangible evidence of the dreams and efforts of colonizing generations long turned to dust.

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Beginning with 44 settlers recruited in the Sinaloa area by Mexico, by 1800 Los Angeles contained a population of 350 inhabitants. In 1815 the original Plaza was relocated to its present area as a means of evading flood. In 1818 a new church was built, identified in records as Chiesa de Nuestra Senora la Reina de Los Angeles. Services there began in 1822 and continue to the present day. Its historic bronze bells summon those who are members of the church now even as they did nearly 150 years ago.

Standing nearby is the Avila House, the oldest residence in the City of Los Angeles and one of the oldest adobe structures in the State. Owned originally by Francisco Avila, it became so involved with political intrigue that it was known for years as "La Casa Revolucionaria". When Avila was killed as a result of his revolutionary activities, the family settled down to less vigorous living, interrupted by events related to the war with Mexico when their adobe served briefly as Commodore Robert F. Stockton's headquarters.

During this early period, the Plaza became a fashionable area for residential construction; the Carrillos, Sepulvedas, Lugos, Olveras, and other leaders of the community having built their homes there. The current Sepulveda House, located in the heart of the area on Olvera Street, though built in the 1870's is a later residence of a family noted in California since early times.

In 1860, a United States surveyor described Los Angeles as a group of one-story houses mostly "build of adobe or some burnt brick with very thick walls and flat roofs". By 1872, a change in Los Angeles was apparent. North of the Plaza it retained a style characteristically Mexican; south of that area it was a vigorous American city. Buildings built during this time were the Pelanconi House, Pico House, Merced Theatre, the old Plaza Firehouse, the Masonic Hall and the Garnier Building.

The City of Los Angeles in 1870 had 5,700 people, 110 saloons, and 4,000 dogs. The Plaza area had quantities representative of each. When reached by railroad in 1876, Los Angeles underwent a dramatic change from provincial center to city. Subsequent years raised the population from 102,479 in 1900 to 2,000,071 in 1953. By 1955 the population of the greater Los Angeles area had reached 5 million. During these times, the Plaza (Pueblo de Los Angeles Historic District) became even more cosmopolitan. No longer the geographical center of



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the city it continued for sometime, nevertheless, to exert strong influence. Additional structures were built, filling in gaps between those built earlier. The flat roofed, unpretentious one-story adobe huts of "Sonoran Town" gave way to solid brick warehouse type structures and business houses. Where, in 1872, fully one-half of the area's citizens were Spanish or Mexican, by 1890 the city was predominately American, with some Mexican-Americans, and Chinese. By the turn of the century, the Plaza area had deteriorated and became a semi-slum. In 1892, Olvera Street had become a disreputable alley, and much of the surrounding buildings had followed suit. The Lugo House became a Chinese store, rooming house and some say, an opium den before being torn down.

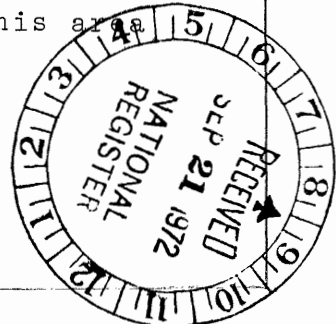
This was the scene when Mrs. Christine Sterling arrived in Los Angeles to head a group interested in cleaning up "skid Row" and preserving its historical background. Through her initiative, Olvera Street and the surrounding area gradually improved. The street itself becoming a Mexican marketing center bringing back some of the flavor of its pre-American past.

In 1953, the area was acquired by the County, City and State as Pueblo de Los Angeles State Historic Park. Subsequent development of the area is discussed in section seven of the nomination form.

A historical resume on other structures included in the historic district nomination follows:

Plaza Area

An adequate record of the appearance of the Plaza is available from 1848 on from drawings and photographs. It was not laid out in circular form until the early 1870's. In the 1890's and later, a public market was developed around the Plaza, wagons loaded with produce being backed up to the edge of the circle. There have been various landscaping treatments; a statue of Filipe de Neve was placed in the center of the Plaza in 1931 by the Native Daughters of the Golden West. There will be continued effort to landscape this area in accordance with historical integrity.



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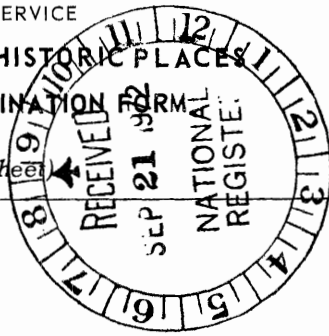
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Buildings South of the Plaza

The Masonic Building:

This is the oldest structure in the Pueblo area south of the Plaza. It was the first lodge building in Los Angeles, the second meeting place of Los Angeles Lodge No. 42. The building was constructed in 1858 by the firm of Terry and Woodworth, designed for store space on the bottom floor and "a satisfactory room for Lodge purposes" on the second floor. To encourage construction, the Lodge loaned money at the rate of one and one-half percent per annum and paid rental of \$20 per month for the use of the Lodge room. Arthur Ellis, in a historical review of the Lodge, asserts that "Los Angeles Lodge No. 42 was the first American organization set up here subsequent to the government itself, and in truth the institution most firmly interwoven in the life and growth of Southern California". This building has been completely restored. Its upper floor is periodically used as a Masonic Hall.

The Pico Hotel:

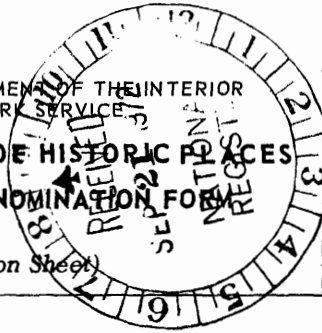
Construction was begun on the Pico House on September 4, 1869 and completed June 19, 1870. Pio Pico had sold half of San Fernando Valley for \$115,000 to build the hotel. This was to be the finest hotel in the city and he chose the site on the corner of Main Street and the Plaza. This site had been originally granted to Jose Antonio Carillo (1821) and the Carillo Adobe was razed to make way for the hotel. Newspapers of the period carried full descriptions of the hotel, for a short time the pride of the city.

The building has not been altered basically though many minor changes have been made in interior arrangement. The ground floor originally contained the hotel office, a lobby, two dining rooms and two stores, one of which was occupied by the Wells Fargo Express Company. The second floor was composed of suites; there was also a public parlor. From the gallery around the interior court on this floor, there was a private entrance to the Merced Theatre, enabling the guests to reach the boxes and take their seats without the trouble of going out into the street or mingling with the crowd. The third floor was devoted exclusively to sleeping rooms. The furnishings for the hotel cost \$34,000. The total cost was \$82,000.

Although the hotel was the finest in Los Angeles, it had a very short period of prosperity: it was closed for over a year

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around 1879. The Pico House was soon to be victim of environmental deterioration and competition. Prior to its construction the Bella Union, the United States Hotel, and the Lafayette were hotels of distinction in Los Angeles. By 1880, there had been added the Nadeau, the St. Charles, the Natick, and the St. Elmo. Although Los Angeles served a large hinterland, a town of 11,000 could not support this many hostelries. By 1880, Pico had lost the hotel; in 1892 the name was changed, for a decade or so, to the "National Hotel". In 1897, the building was leased by G. Pagliano and G. Berniatico, and in 1930 Pagliano purchased the building. The story of this building is intimately involved with that of its founder, the last Governor of California under Mexican rule. In some ways, it is a memorial to this early pioneer and political leader.

The Merced Theatre:

The first wooden frame building in Los Angeles was erected in 1851 on this site just south of Pico Hotel; it was used as a saloon and later as a Methodist Church. William Abbott started work on the theatre in June 1870 and it was opened December 30, 1870. The theatre was on the second floor with living accommodations for the Abbott family on the third floor. The ground floor was used for business: Barker Bros. once occupied this site (Barker Bros. were noted pioneer furniture dealers in Los Angeles.) On December 7, 1872, an organization meeting for a public library was held in the Merced Theatre, although the structure was never used as a library building.

Like the Pico Hotel, the Merced Theatre had a very short life as a successful venture. By 1890 it was no longer listed as a theatre. With the turn of the century, the upper floors of the Merced were transformed into cheap sleeping rooms; the building remaining in such use throughout the next half century. The Merced Theatre, now restored, will be reoccupied ultimately at least in part, as a theatre, the lower floor being converted to other commercial use.

The Garnier Building:

In 1890 Phillippe Garnier constructed a building specifically intended for use of Chinese renters. Garnier built only the exterior walls; the interior walls and arrangements were constructed by the Chinese lessees.

For some years the building was occupied by the importing firm of Sun Wing Wo; throughout this period the managers for

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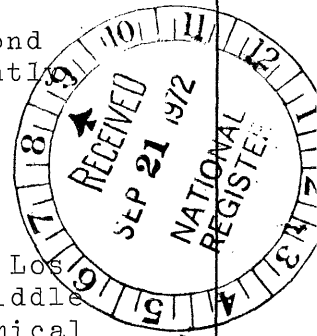
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the company in this building has been one family, Lew Tou Pew. Pew was manager until 1896; his son Lew Sen Lai was head of the business from 1896 until 1948. Later its management was taken over by Lew Yee Fong.

The Chinese Benevolent Society (Association), an organization which has been of great importance in the life of the Chinese in Los Angeles, had its headquarters on the second floor of this structure from 1900 until 1948. Subsequently the building was acquired and restored by the State. Arrangements for its new concession are under way.



Fire House:

The two-story brick building on the corner of Plaza and Los Angeles Streets was constructed in 1880, and from the middle of the 1880's until the late 1890's was occupied by Chemical Company No. 1 of the Los Angeles Fire Department. During that time, it was leased from the owner, Mrs. Bigelow, for \$50 per month. Following its use as a fire station, it was converted to other purposes, there having been sleeping rooms on the second floor and a restaurant and saloon on the ground floor. Subsequent to this, the building has been completely and authentically restored and serves today as a repository-exhibit of fire apparatus and equipment of the 1880's.

Sepulveda Building:

Built circa 1883-4 by Eloisa Martinez de Sepulveda for use as a residence-hotel-boarding house. One of the truly Victorian structures left in Los Angeles, it possesses elaborate iron grill work, a cupolo, and other features which identify it with late 19th Century Los Angeles. Both the Martinez and Sepulveda families were outstanding pioneers in Southern California.

Pelanconi Building:

This building was among the first brick structures built in Los Angeles circa 1852-3. Brick was manufactured of local clays by Jesse Hunter, brickmaker, who was the first to ply his trade in Los Angeles. The Pelanconis were an Italian family originating on the Island of Malta. In its early days, the upper floor was used as a residence, the lower (basement) as a winery. Subsequently it became a warehouse for Chinese merchants. Today its basement it used as a restaurant specializing in Mexican dishes.

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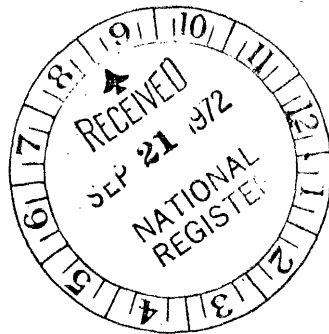
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Other Buildings on Sanchez Street:

These buildings were constructed in 1890 or later and were used by Chinese for shops, stores and rooming houses. Today these buildings are used as official offices of the Pueblo de Los Angeles Commission and by the Department of Parks and Recreation.



**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

RECEIVED
OCT 29 1981

1. Name EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK DISTRICT (N.R. 11/3/72)

historic 1. PLAZA HOUSE (GARNIER BLOCK) 2. VICKREY/BRUNSWIG 3. BRUNSWIG ANNEX
and/or common 4. PLAZA METHODIST CHURCH 5. PLAZA COMMUNITY CENTER (BISCAILUZ BUILDING)

2. Location

street & number 1. 507-11 N. Main St. 2. 501 N. Main St. 3. 502 New High (111 Republic)
4. 115 Paseo de la Plaza 5. 125 Paseo de la Plaza — not for publication

city, town Los Angeles — vicinity of congressional district 25th
state California code county Los Angeles code 037

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Bldgs #1-3: County of Los Angeles Bldgs #4-5: State of California
street & number Hall of Administration Department of Parks & Recreation
225 N. Hill Street P.O. Box 2390
city, town Los Angeles, CA 90012 — vicinity of Sacramento, CA 95811
state

5. Location of Legal Description

courthouse, registry of deeds, etc. Hall of Records
street & number 227 N. Broadway
city, town Los Angeles state California 90012

6. Representation in Existing Surveys

Survey for Los Angeles City
title Historic Preservation Overlay Zone has this property been determined eligible? yes no

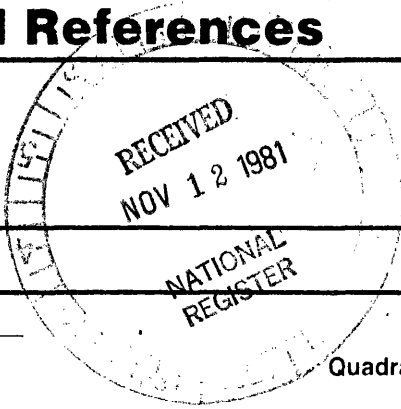
date May, 1981 — federal — state — county — local

depository for survey records Cultural Heritage Bd., Cultural Affairs Dept., 200 N. Spring St.

city, town Los Angeles state California 90012

9. Major Bibliographical References

SEE CONTINUATION SHEET



10. Geographical Data

Acreage of nominated property approx. 10

Quadrangle name _____

Quadrangle scale 1: 24000

UMT References

A

1	1	3	8	5	5	5	0	3	7	6	8	9	5	0
Zone	Easting				Northing									

B

1	1	3	8	5	9	2	0	3	7	6	9	1	0	0
Zone	Easting				Northing									

C

1	1	3	8	5	7	4	0	3	7	6	8	7	8	0
Zone	Easting				Northing									

D

Zone	Easting				Northing									

E

Zone	Easting				Northing									

F

Zone	Easting				Northing									

G

Zone	Easting				Northing									

H

Zone	Easting				Northing									

Verbal boundary description and justification

Area 1: N. Main St. southerly to Republic St., thence westerly to N. Spring St., thence northerly to the southern property line of the Plaza Catholic Church, thence easterly to N. Main. Area 2: bounded by Olvera St west, Paseo de la Plaza south, Placita de Dolores east, and Plaza Substation north.

List all states and counties for properties overlapping state or county boundaries

state _____ code _____ county _____ code _____

state _____ code _____ county _____ code _____

11. Form Prepared By

name/title John Miller, Member of the Board, LA Conservancy, 849 S. Broadway, ste 1225, LA 90014
Blaine Mallory, Historical Researcher, El Pueblo SHP, LA, CA 90012

organization Jean Bruce Poole, Senior Curator, El Pueblo SHP, LA, CA 90012
Katherine A. Peters, Historical Researcher, date El Pueblo SHP, LA, CA 90012

street & number EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK telephone _____
845 NORTH ALAMEDA STREET

city or town LOS ANGELES, CA 90012 state _____

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature [Signature]

title SHPO date 11/4/81

For HCRS use only

I hereby certify that this property is included in the National Register

date _____

Keeper of the National Register

Attest:

date _____

Chief of Registration

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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This nomination amendment concerns five structures contiguous to the El Pueblo de Los Angeles State Historic Park District, listed on the National Register of Historic Places on November 3, 1972. It is designed to add three structures which are located within the original boundaries of the district: the Brunswig Annex, the Plaza Community Center (Biscailuz Building) and the Plaza Methodist Church. It also contains more information concerning the Plaza House and the Vickrey/Brunswig Building which were included within the original district but were not discussed in adequate detail.

The three additional buildings, constructed between 1897 and 1926, contribute to the historical character of the El Pueblo district which is the birthplace and historical core of Los Angeles. As noted, these structures are contiguous to the district and are visually linked to it. Although altered, these structures conform to the basic height and scale of the district, and they remain on their original sites.

The immediate area of the Los Angeles County-owned buildings is defined by New High Street to the west, North Main Street to the east, Republic Street to the south and the Plaza Catholic Church to the north. The buildings date from c.1883-97 and were constructed of brick and/or concrete painted beige, with flat roofs and simple plans, and they are currently used for storage purposes or are vacant. Much of the original ornamentation has been removed and all the buildings are in a state of disrepair.

The area surrounding the buildings consists of sidewalks and a parking lot opening onto New High Street, which passes through the center of the property. The two other buildings included in this nomination amendment are located within the Plaza area. The Plaza Methodist Church (4) and the Plaza Community Center (Biscailuz Building) (5) stand side by side on the north end of the Plaza Kiosco area, east of Olvera Street, and west of Alameda Street. Both were built in 1926.

1) PLAZA HOUSE (GARNIER BLOCK*)
Location: 507-11 North Main

Date: 1883
Owner: County of Los Angeles

The Plaza House was listed on the National Register of Historic Places as part of the district in 1972 but requires further description at this time.

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

BOUNDARY CHANGE FOR EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK DISTRICT, LOS ANGELES,
LOS ANGELES COUNTY, CALIFORNIA.

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The plan is rectangular. It is a two-story brick structure with a five-bay front. It is adjacent to the Vickrey/Brunswig Building, with the Pico House and the Merced Theatre located diagonally across the street. It faces east.

Philippe Garnier, a Frenchman, built the structure in 1883 as a combination hotel and commercial building. It was designed by the firm of Kysor and Morgan who were responsible for the design of the Pico House and the Merced Theatre in c.1870.

The ground floor originally housed stores, a saloon and a restaurant, with lodging rooms upstairs located on either side of a central hall. A large skylight runs in a north-south direction along the roof. There is a wooden kitchen at the rear (west).

The east facade is 60.5 feet long. Its ground floor store fronts are presently boarded over, but historically were divided into three separate entrances. These entrances are flanked by molded pilasters and were originally headed by large glass transoms. The original windows have been altered and are now multi-paned. Second story windows are segmentally arched with fluted pilaster-like mullions and continuous sills. The windows vary in size: the central window and end windows are double and the remaining are triple (double mullions). Each window has 1/1 lights and a decorative leaded glass transom. The facade has a molded belt course between each window and transom.

Very little of the original ornament remains as it was removed by the County for fear of seismic hazard following the earthquake of 1971. This included the bracketed cornice, dentils and panelled frieze, as well as the detailed central triangular pediment, the "Garnier Block" relief at the base of this pediment and the "Plaza House" relief below. The continuous molding, or archivolt, above each of the second-story windows and the panelled areas directly below the continuous sills were also removed. Unfortunately, only ghosts of some of the building's decorative elements remain. However, it must be noted that the basic structural elements have remained unaltered and the building would be very suitable for restoration.

The interior of the Plaza House appears to be very little altered, although it has been severely damaged due to vandalism and neglect. It has

**NATIONAL REGISTER OF HISTORIC PLACES
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BOUNDARY CHANGE FOR EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK DISTRICT, LOS ANGELES,
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a very pleasing floor plan and would also be well suited for restoration.

*The Plaza House was at one time known as the Garnier Block, however the name is not currently used due to possible confusion with the present Garnier Block located within the park.

2) VICKREY/BRUNSWIG BUILDING
Location: 501 North Main

Date: 1888
Owner: County of Los Angeles

The Vickrey/Brunswig Building is situated on the corner of Republic Street and North Main. The building was constructed by Ofield Vickrey in 1888 as a commercial endeavor. According to a Los Angeles Herald in 1888, R.B. Young was the architect of the then 20-room, \$85,000 building. Lot dimensions were 58.10 feet on North Main, 96.95 feet on Republic and 106.71 feet along the south wall of the Plaza House. The building had three stores on North Main with a passageway behind and two additional stores running in a north-south direction behind it which opened on Sonora Street (Republic Street). The passageway contained an elevator and a stairway. Another stairway rose from the North Main Street entrance. A huge skylight ran from east to west on the roof.

The five-story brick and concrete building (with basement) is four bays wide and seven bays deep. It is painted beige with brown trim imitating the color scheme of the Plaza House next door. It has a recessed entrance with double doors which have a large double-pane transom on the north side.

Each story of the Vickrey/Brunswig Building is defined by its own distinctive window type. The second and fourth story windows are segmentally arched with scrollwork within the arch. Third-story windows are rectangular with turned pilaster-like mullions and dentilled lintels. Fifth-story windows are round arched. The bays on either end of the front have triple windows; the center bays are double. Each bay is framed by an engaged pilaster with ornamental capitals. The window pattern is repeated on the building's south side.

Like the Plaza House, much of the Vickrey/Brunswig's original ornament was removed for fear of earthquake hazard in the early 1970's. Its

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ground floor molded pilasters were removed as well as the original bracketed cornice, decorative panelled frieze, dentils, and roof cresting. Heavy molding on the eaves and corner pilasters were removed. The centrally located triangular pediments, which appear in early photographs, were removed also. The name of the building has changed three times, and accordingly the title in the triforium of the pediment: in 1888, "Vickrey Building," in 1905, "F.W. Braun," and later, "Brunswig."

A photograph taken in 1905 shows all of the north elevation windows bricked in, possibly to create a continuous wall surface for advertising, as appears in the photo for the F.W. Braun Company (photo 12). Existing north elevation windows vary. Five of the seven bays have been altered and are rectangularly shaped with 6/1 lights, plain lug sills and plain lintels. Two of the seven bays have been bricked in and appear to have been segmentally arched with plain lintels and sills. The building is currently used for storage purposes by the County. It was abandoned in July of 1976 due to possible hazard from its asbestos insulation and unreinforced brick.

3) BRUNSWIG ANNEX

Location: 502 New High Street
111 Republic Street

Date: 1897
Owner: County of Los Angeles

The Brunswig Annex Building was constructed in 1897 on the corner of Sonora Street (Republic Street) and New High, directly behind the Vickrey/Brunswig Building. The original rectangular, two-story building had a third story added sometime between 1897 and 1909. The brick line of this new story is still visible. According to the County assessment records, large scale improvements were made to the building in 1909. The structure is four bays deep with a segmentally arched entrance on the south elevation, eastern end.

First and second story windows are segmentally arched with simple brick lintels. More recent third story windows are coupled with round arches, continuous molded lintels and plain lug sills. The rear (west) elevation has asymmetrically placed rectangular windows: three on the second story, and one on the third; it has a recessed entrance with double doors at the northern end. Also adding interest to the building are decorative glass tiles which are firmly fixed in the adjacent sidewalks.

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It was nine bays wide and fifteen bays deep. It has always faced south toward what is now Paseo de la Plaza. A rear three-bay deep block still stands a story taller than the remainder of the building and projects four or five feet eastward toward Union Station.

The original ground level was 1 1/2 stories and consisted of a recessed, segmentally arched arcade-like entry, and an elevated (10 steps) central entrance with three floor-to-ceiling windows on either side. It had an iron balustrade enclosing its open front porch. Windows were designed in groups of three; all were simple rectangular casements with single-pane transoms. Fourth-story windows originally had decorative lintels and all the windows had plain lug sills. Between each three-bay section at the fourth-story level was a simple pilaster (each was flanked by a molded ornament). Also above each three-bay section was a square molded ornament.

Because the structure was built on a slight slope, the north (rear) elevation is approximately six feet lower than the south facade. The original front basement windows were small eight-light casements. To the rear however (east side), the lower story was large enough to contain a 1-car garage. Directly adjacent to the garage, on the east side, there also was an iron fire escape.

During the 1960's, the building was much altered by Burnett C. Turner to give it a more Spanish style appearance. A tiled hipped roof was added to the main block, and one was also added to the rear projecting section. Each three-bay window grouping was combined to create single windows with double mullions. The building now stands three bays wide by five bays deep. Third story windows have small iron balconies. Fourth-story windows have continuous sills. The original segmentally arched arcade-like entry has been altered; it has been extended around the east side of the building and is now more of a continuous arcade with round arched openings. The elevated central entrance is decorated with colorful Mexican tiles, and a simple iron railing encloses a small stairway which now runs from east to west. Heavy wooden beams stand overhead. The stucco is painted white and on the facade, behind the arcade, is a mural, "Blessing of the Animals," painted by Leo Politi.

The building is occupied by the Mexican Consulate-General, and was completely altered in the interior during the 1960's to create space for several offices.

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The Pueblo de Los Angeles State Historic Park District is significant, in the words of the 1972 nomination, as "the living composite story of Los Angeles from Indian times prior to 1781 through Spanish, Mexican and American periods to become the nation's largest city on the Pacific basin. The Plaza area of Los Angeles offers a unique opportunity for telling the story of the founding and growth of the nation's third-largest city." The five structures with which this nomination amendment is concerned contribute to the significance of the El Pueblo district by adding appreciably to its "living composite story."

The Brunswig Annex Building documents the "Americanization" and the strong involvement of French and French Canadian settlers in this predominantly hispanic town of the 1870's and 1880's. The remaining structures illustrate the continuing use of the Plaza area for a variety of urban functions during the early twentieth century.

The manner in which these structures contribute to the significance of the district can be discussed in terms of the specific site history of each.

The PLAZA HOUSE (GARNIER BLOCK) (1) was built on property owned by Pío Pico, last Mexican Governor of Alta California, and by B. Sodela (Sottela) in c.1856. Pío Pico maintained a large house running the full length of the north/south property line along Calle Principal (Main Street). The small adobe belonging to Sodela was situated on the north property line at the rear of the lot.

An 1876 photo shows the long narrow adobe on North Main (which had belonged to Jesus Dominguez in the early 1850's before Pío Pico acquired it). In 1882-83 this adobe and any other small outbuildings on the site were levelled to make room for Phillippe Garnier's hotel and shops. Garnier was later responsible for the Garnier Block on Los Angeles Street which was built in 1891 for Chinese occupancy.

In 1887, the building housed a store at 407 North Main, a saloon at 409, and a restaurant at 411. An 1888 photo shows a livery stable in the building, while the Vickrey/Brunswig (2) is under construction next door. Sleeping rooms were located to the rear of the Plaza House, and upstairs. A prominent Los Angeles physician of Spanish origin named G. Del Amo had his medical offices at 411 through 1894; Dr. Del Amo was also the Spanish Consul. Later he married a member of the Dominguez family. Doctor Lucio Zabala was

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in the building in 1891, and then throughout the 1890's there were a bakery at 511, a physician at 511 1/2, groceries at 507 and 509 and a gallery at 513. The building was called "Tourist Block" in 1892 and "Ohio House" from 1892-94. In 1910 it was listed in the Directories as "hotel, 507-11 North Main." The structure was owned by Marianne C. G. Garnier until about 1913 when it was transferred to Peter Garnier. In 1914 there was a clothing and dry goods store at 509, and by 1921 the building was referred to as the "Garnier Block Hotel." By 1931 the building was owned by the Farmers and Merchants National Bank, who sold it to the Garnier Holding Company in 1940. "La Esperanza" bakery and restaurant had moved in by c.1930, and remained throughout the 1950's. The bakery sign still stands over the door. The County purchased the building in 1948. It housed the County Sheriff's offices in the 1950's.

The VICKREY/BRUNSWIG BUILDING (2) was built on land owned by Jesus (or Joseph) Dominguez on the corner of Calle Principal (North Main Street) and Hayes Alley (Republic Street). The Dominguez adobe faced North Main during the early 1850's. It was then transferred to Pío Pico (see Plaza House history). By 1887 the lot had become a marble granite yard which included a woodshed, office and one other small building. The 1888 Sanborn map labels 405 North Main "being built" and housing five stores. A photo taken soon after the building was completed shows that the "Vickrey Building" was the home of "Asphalt Paving Co.," whose company remained there until at least 1892.

During the early 1890's, the Vickrey Building served as a residence for Thomas W. Temple, who was the editor of "La Cronica," B. Lee Vickrey, Chauncey Vickrey and Miss Dora C. Vickrey; a dressmaker, shirt manufacturer, newspaper, tailor and others occupied the building through 1897. In 1898 F. W. Braun and Co. purchased the building at 501-05 North Main. Braun moved from his former offices at 401-07 North Main where he had maintained a wholesale drug business. The F. W. Braun Company was incorporated in 1902 as the Los Angeles branch of the southern and midwestern firm of Brunswig and Braun.

Lucien Brunswig, born in 1854 in Montmedy, France, was a well known philanthropist who began his drug manufacturing career in Atchison, Kansas and owned a drug store in Fort Worth, Texas. The son of a doctor, Brunswig started work in the drug business at the age of seventeen.

Brunswig first came to Los Angeles in 1887 from New Orleans to establish a branch of his drug company on New High Street, within a block of

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the later site. The Brunswig family, consisting of Lucien and his wife, Marguerite, with their four daughters and one son, moved to Los Angeles permanently in 1905. By July 26, 1907, Brunswig had bought his partner, Braun, out and incorporated Brunswig Drug with branches in Phoenix, Tucson and San Diego.

The Vickrey/Brunswig Building was first used for the manufacture and storage of drugs in 1907. By 1910, Brunswig Drug had spread into the Brunswig Annex Building (3), the Old Brunswig Building (to its north) and to the Beaudry Building (which was destroyed in c.1930). Within a few years the company had the largest manufacturing labs west of Chicago. They produced all of the standard pharmaceutical products and maintained distribution to all parts of the United States, Canada and England.

Lucien N. Brunswig founded the pharmacy school at the University of Southern California. In 1927 he donated 1,000 French literature books to UCLA. He created a foundation for the aid of French tubercular children after the Second World War, and was titled Chevalier of France by the French Government for his founding of the French Red Cross on the Pacific coast of the United States during World War One. During the late 1920's, he was one of six men who contributed \$5,000 to the Plaza de Los Angeles Inc. to help Christine Sterling create a Mexican marketplace on Olvera Street.

The building has been owned by the County of Los Angeles since the 1940's and has been used mainly for the Civil Service and Police Crime Laboratory.

The BRUNSWIG ANNEX building (3) was constructed on the site of Los Angeles' first gas works of 1867-69 (built by James Walsh). An 1869 photograph shows one gas tank there; soon after there were two. According to the 1872 Le Couvreur map there were four small structures on the south property line along Hayes Alley (Republic Street). The Los Angeles Star of October, 1871 mentions a gasometer being built at the city gasworks along with the foundation for a new building next to the old one. The tank was quoted as being eighteen feet high and ninety feet in circumference. The new building was required by the increased demand for light.

During the 1880's the Los Angeles Gas Company was headed by C. H. Simpkins, President, and V. E. Plater, Vice President. Their office was located at 9 Sonora Street (Republic Street, formerly Hayes Alley). According

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BOUNDARY CHANGE FOR EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK DISTRICT, LOS ANGELES,
LOS ANGELES COUNTY, CALIFORNIA.

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to the 1883-87 Sanborn map, there were three buildings along Sonora Street running back to New High: the two-story Gas Company building, a one-story storage shed and a small iron pipe fitting shop. In 1888, the Gas Company building was labeled, "two story pipe fitting shop" with a one story "pipe fitting" shop attached to its west elevation and a twenty feet long storage room on the corner of New High and Sonora. These three added up to 72.81 feet on Republic Street and comprised the "LA Gas Company." An 1894 birds-eye map of Los Angeles shows the two-story building with the smokestack. This building was demolished and the present building was constructed on the site of 1897 (Daily Journal, July 10, 1897, pg. 4). This 1897 building had a third story added by 1909 in which year the Assessor's map showed greatly increased "improvements."

The structure was acquired by the County of Los Angeles together with the Vickrey/Brunswig Building in 1946. The County paid \$293,000 to the Brunswig Drug Company.

The PLAZA METHODIST CHURCH (4) and the PLAZA COMMUNITY CENTER (BIS-CAILUZ BUILDING) (5) are located on the site of Bartolo Tapias adobe and land on the north side of the Plaza, at the corner of Wine Street. The adobe was constructed between 1830-45. It was later owned by Bartolo's son, Tiburcio. In 1856 Judge Agustin Olvera acquired the building. In 1877, Wine Street was changed by City ordinance to Olvera Street, although by this time Judge Olvera no longer lived there. The building was owned by Judge Olvera's daughter, Luisa O. de Forbes, until the early 1900's. The adobe remained standing until 1917, after having served as a residence and commercial structure. From 1883 on, the adobe housed five (or more) Chinese businesses with Chinese living quarters behind.

The first Methodist Missionary work among Hispanic people was undertaken in Los Angeles, Pasadena and Santa Ana between 1880 and 1910. The Los Angeles headquarters, the Plaza Methodist Church, began as a small mission in 1899. The church congregation came together in the one-story Olvera Adobe at what was then 125 Marchessault Street (later Sunset Boulevard and now Paseo de la Plaza). The first full time pastor was Reverend Enrique Narro.

The 1905 and 1910 Baist maps show the adobe divided into five addresses: 115, 115 1/2, 117, 119, and 121 Marchessault Street. This was property formerly owned by Luisa Olvera de Forbes, who sold it to the "LA Land Com-

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pany's Tract #1." By 1911, a Dr. Vernon McCombs had established several Methodist Missions throughout California. He also founded three social institutions beyond his endeavors as the leader of Hispanic Methodist Church work on the West Coast. These three were the Spanish American Institute for Boys, Frances DePauw school for girls, and the Plaza Community Center. The original location of the Community Center was also within the Olvera Adobe. The center was, among other things, a small clinic and a training school for handicapped persons run by Goodwill Industries in Southern California.

The Church and Community Center remained in the adobe until it was demolished in 1916. Sometime between that time and 1921, three frame structures were built on the site to house the Church and Center. In 1926, these wooden bungalows were moved across North Main to New High Street, and the two present buildings were constructed. The architects for both were Train and Williams.

Rev. Eucario Sein and Dr. McCombs had long wished to build a church combining Hispanic tradition and Protestant heritage. With the assistance of the Los Angeles Missionary Society of the Methodist Church and other agencies and individuals, the Plaza Methodist Church was realized. The Plaza Community Center building next door housed the United Methodist Church Conference Headquarters from 1926-56. It had child day care, social services and the clinic. In 1956, the clinic was relocated at 648 South Indiana Avenue.

The Plaza Community Center/Conference Headquarters building was sold to the State in 1956. In 1957 Mrs. Christine Sterling wished the building to become headquarters for all the Latin American Consuls in Los Angeles. Her design was inspired by a post office in Mexico City, and was drawn up by the architect for the El Pueblo de Los Angeles Corporation, Burnett C. Turner. The building was vacant until 1963 when the temporary offices of the Latin American Trade Mart moved in. In March of 1964, the Trade Mart opened in a building on the north end of Olvera Street. In 1965, a new state commission for El Pueblo was created which did not favor Mrs. Sterling's earlier architectural plans for the building. They instructed Mr. Turner to redesign it. The Mexican Consulate-General moved in in 1960, and after some time, they moved out and returned in 1973. At that time the structure was renamed the Biscailuz Building in honor of Sherriff Eugene Biscailuz.

The Plaza Methodist Church has had six pastors since 1926, the present being Dr. José M. Fernandez. The Church was designated a Methodist Historic Site in June, 1979 by the Pacific and Southwest Conference of the United Methodist Church.

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Interviews:

Robert Rosell - Canadian Society of Los Angeles
Mr. & Mrs. Elmer Staude - daughter, son-in-law of Lucien Brunswig, & Brunswig Company employee
Burnett Turner - former El Pueblo Park architect
Dr. Jose Fernandez - Methodist Church pastor
William M. Mason - Los Angeles Museum of Natural History
Mrs. Cheffelin - granddaughter of Lucien Brunswig

Maps:

Stahlberg 1876
LeCouvreur 1872
Sanborn 1883-87, 1888
Dakin 1888
Baist 1905, 1910, 1921

Newspapers: Los Angeles County Museum of Natural History

Los Angeles Star: 12/15/1870, pg. 3, col. 2.
12/14/1870, pg. 2, col. 1.
1/10/1871, pg. 3, col. 1.
2/8/1871, pg. 3, col. 1.
5/7/1871, pg. 3, col. 1.
5/13/1871, pg. e, col. 2.
Los Angeles Times 7/18/1943

City Directories: El Pueblo copy collection

Los Angeles: 1872, 1884, 1887, 1888, 1890, 1891-99, 1914

FHR-8-300A
(11/78)

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PLEASE NOTE THAT ALL PHOTOGRAPHS INCLUDED IN THIS NOMINATION AMENDMENT HAVE
NEGATIVES ON FILE AT:

El Pueblo de Los Angeles State Historic Park
History and Public Affairs Division
845 North Alameda Street
Los Angeles, California 90012

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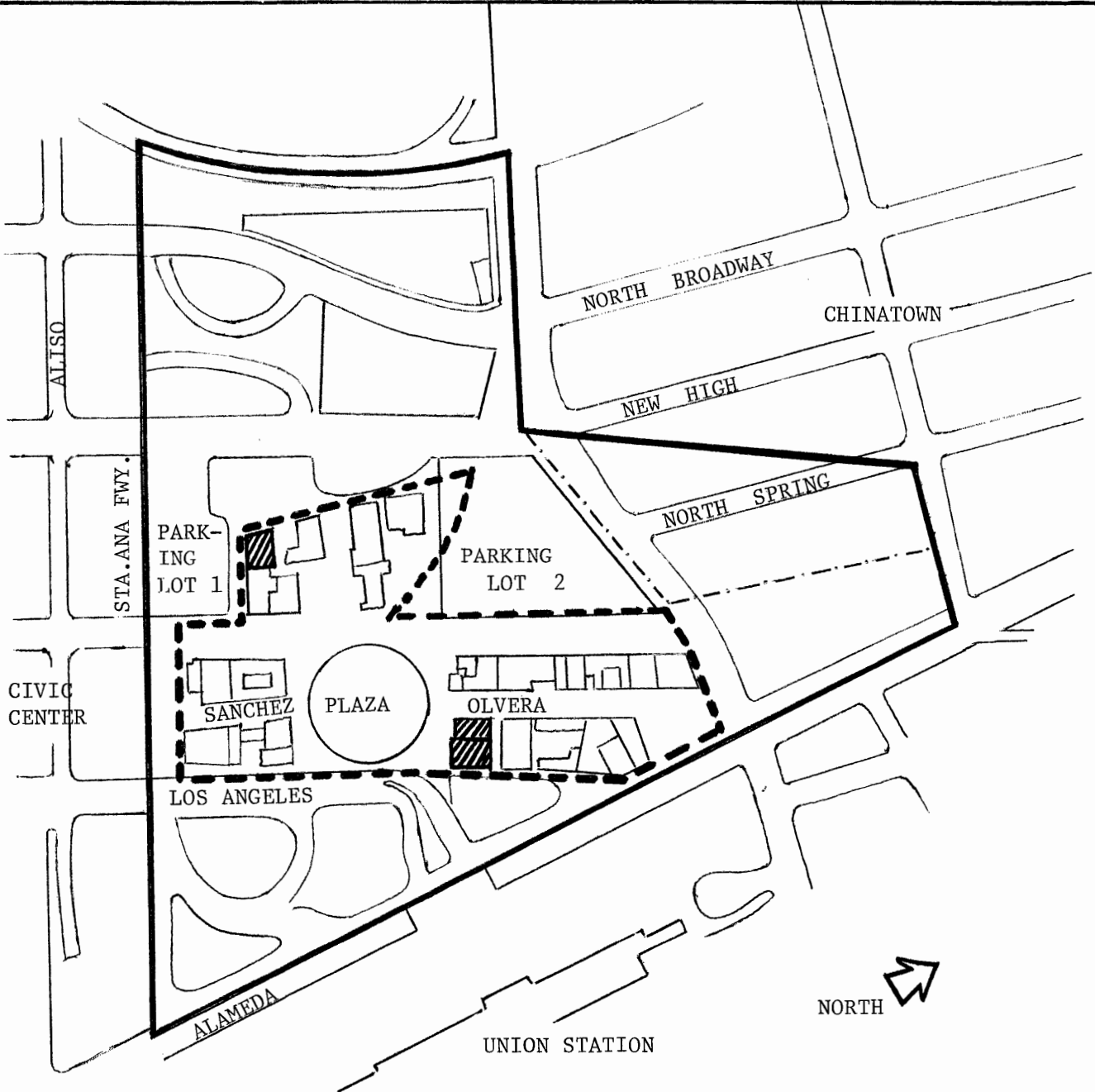
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EL PUEBLO DE LOS ANGELES STATE HISTORIC PARK

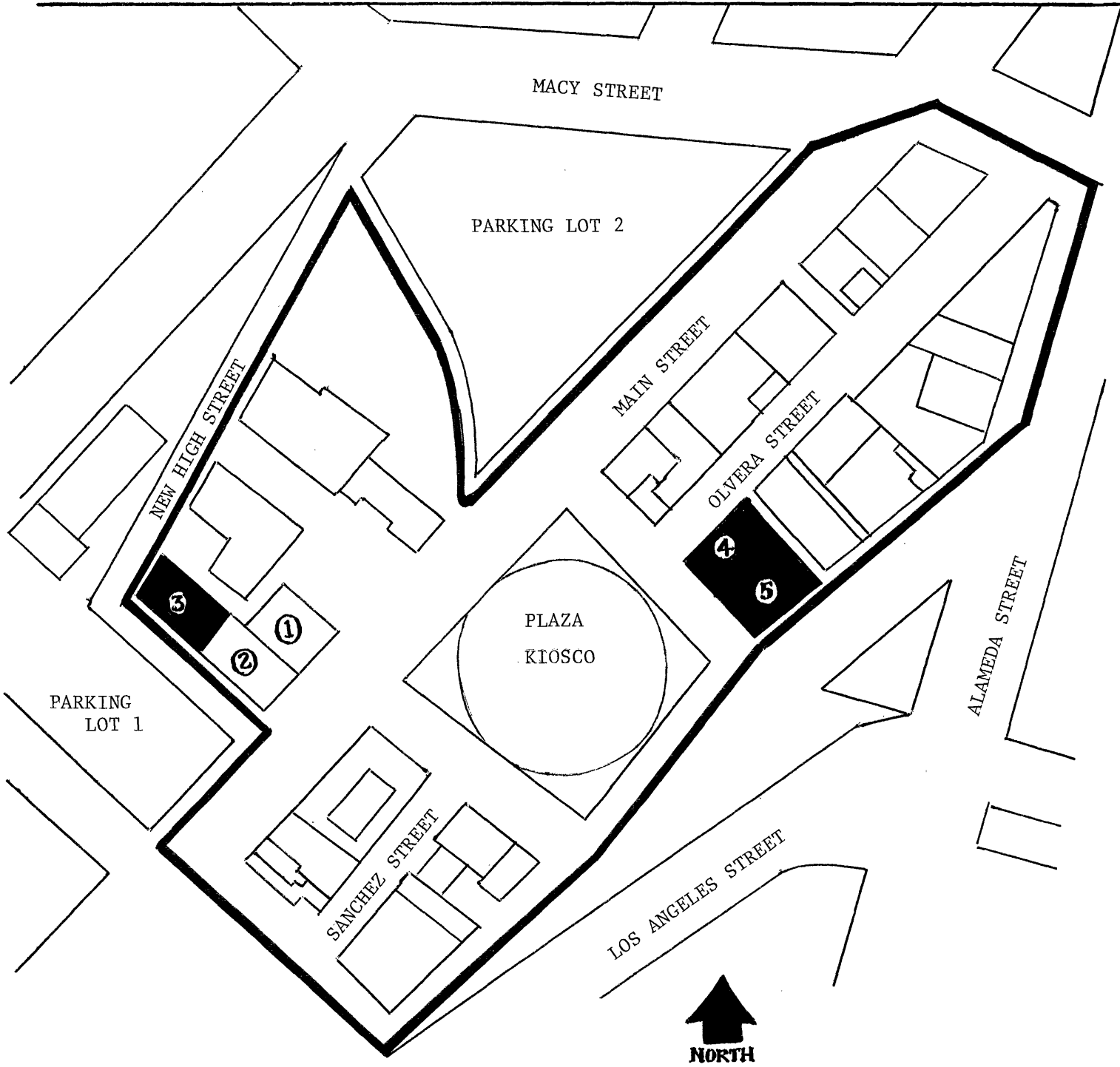
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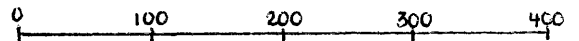
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BOUNDARY LINE FOR EL PUEBLO DE LOS ANGELES
STATE HISTORIC PARK NAT'L REGISTER DISTRICT



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MAIN STREET

--	--

OLVERA STREET

PLAZA METHODIST CHURCH (4)	
PLAZA COMMUNITY CENTER (5)	

PASEO DE LA PLAZA

PLAZA KIOSCO

LOS ANGELES STREET

ALAMEDA STREET



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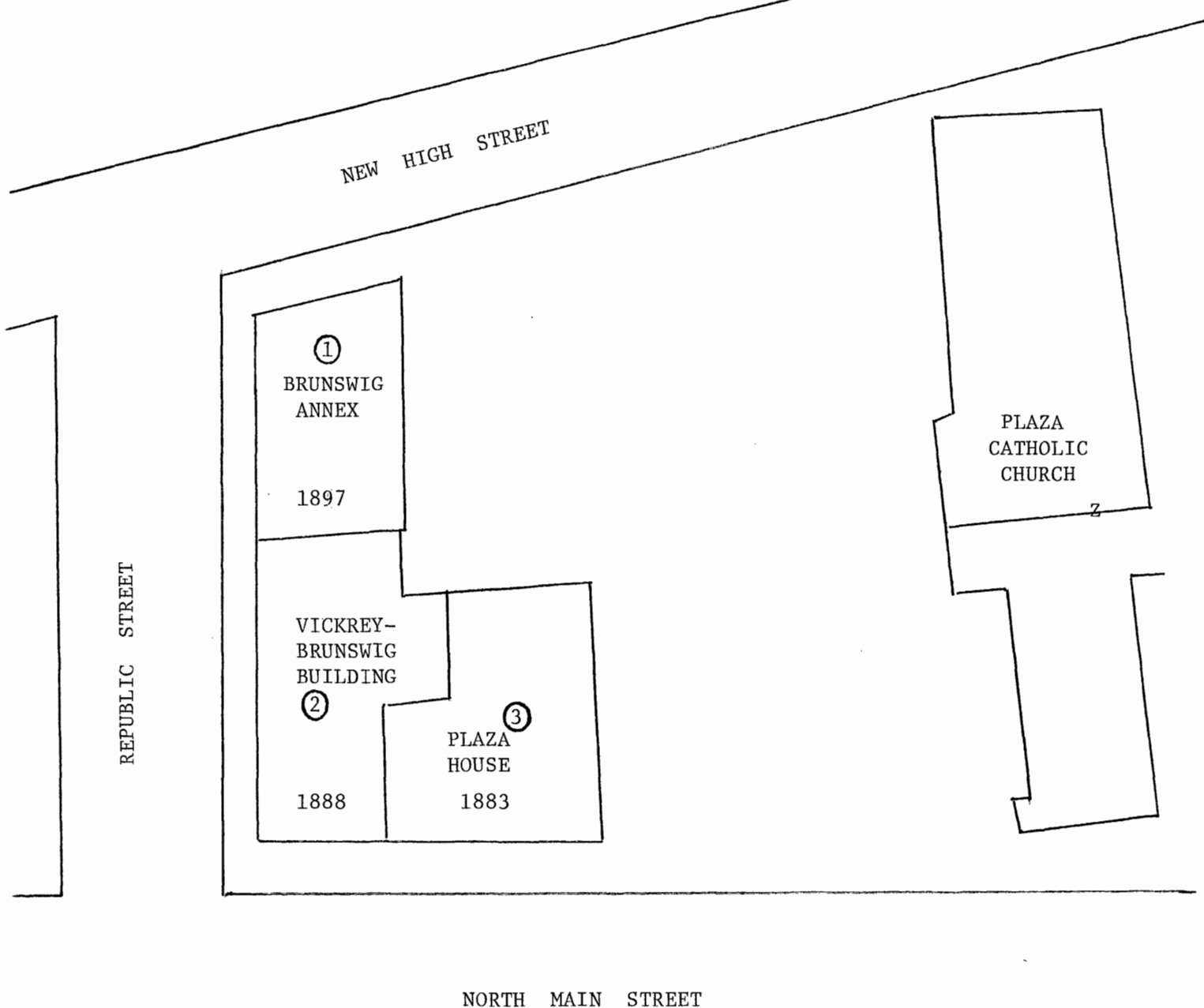
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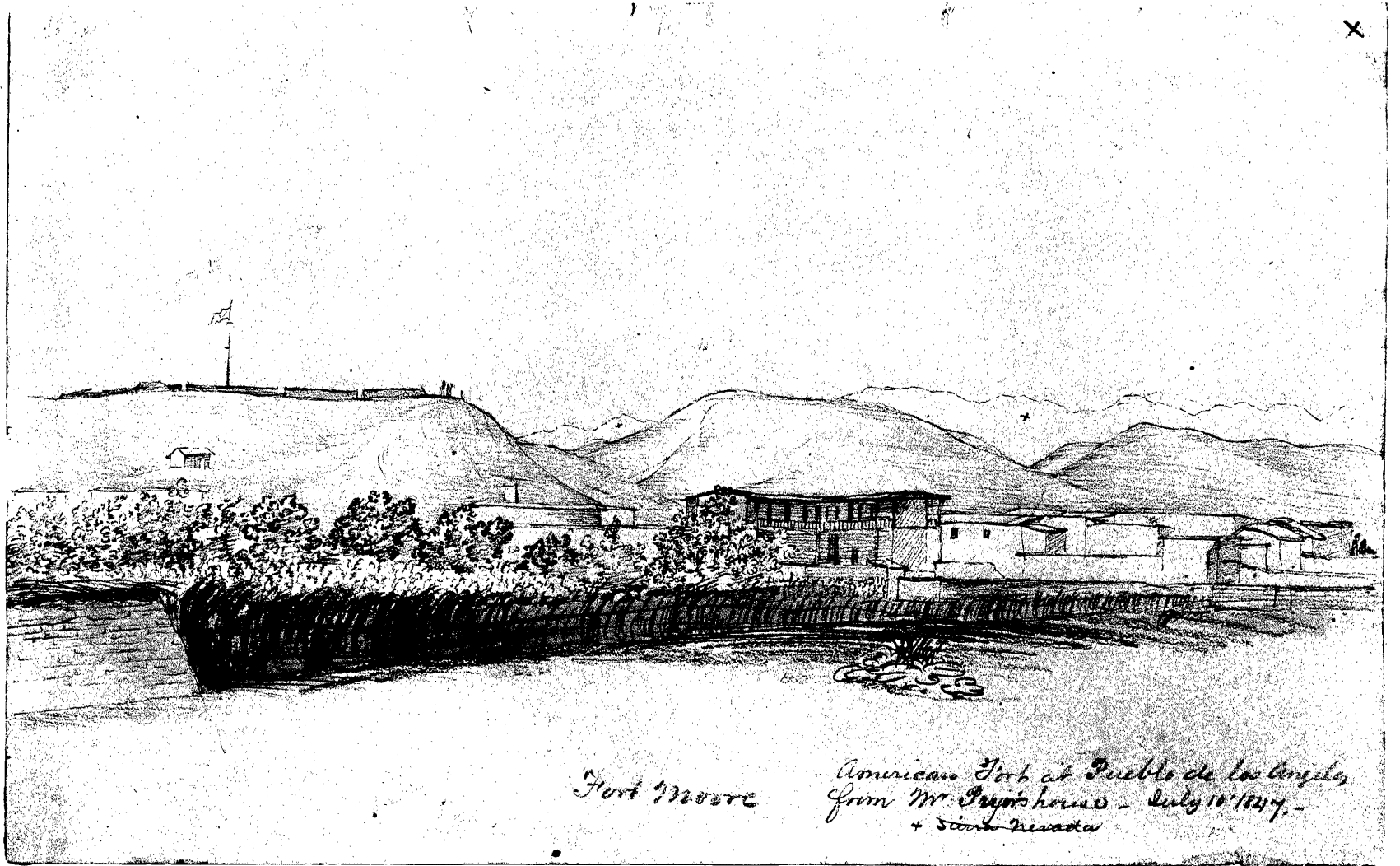


PICO HOUSE

SOURCE: EL PUEBLO GENERAL PLAN
YEAR: 1979
MAP: NOT TO SCALE

NORTH

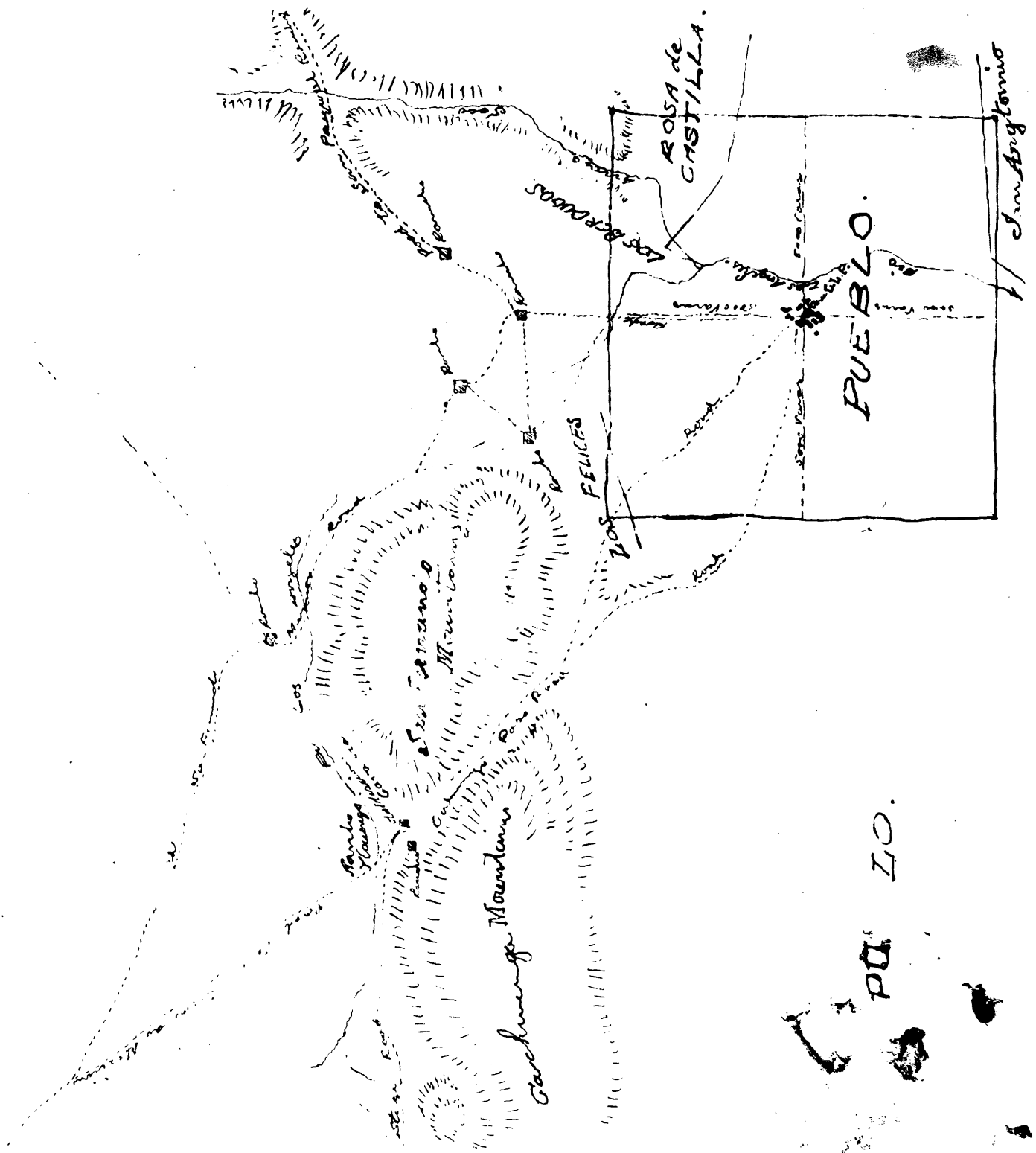


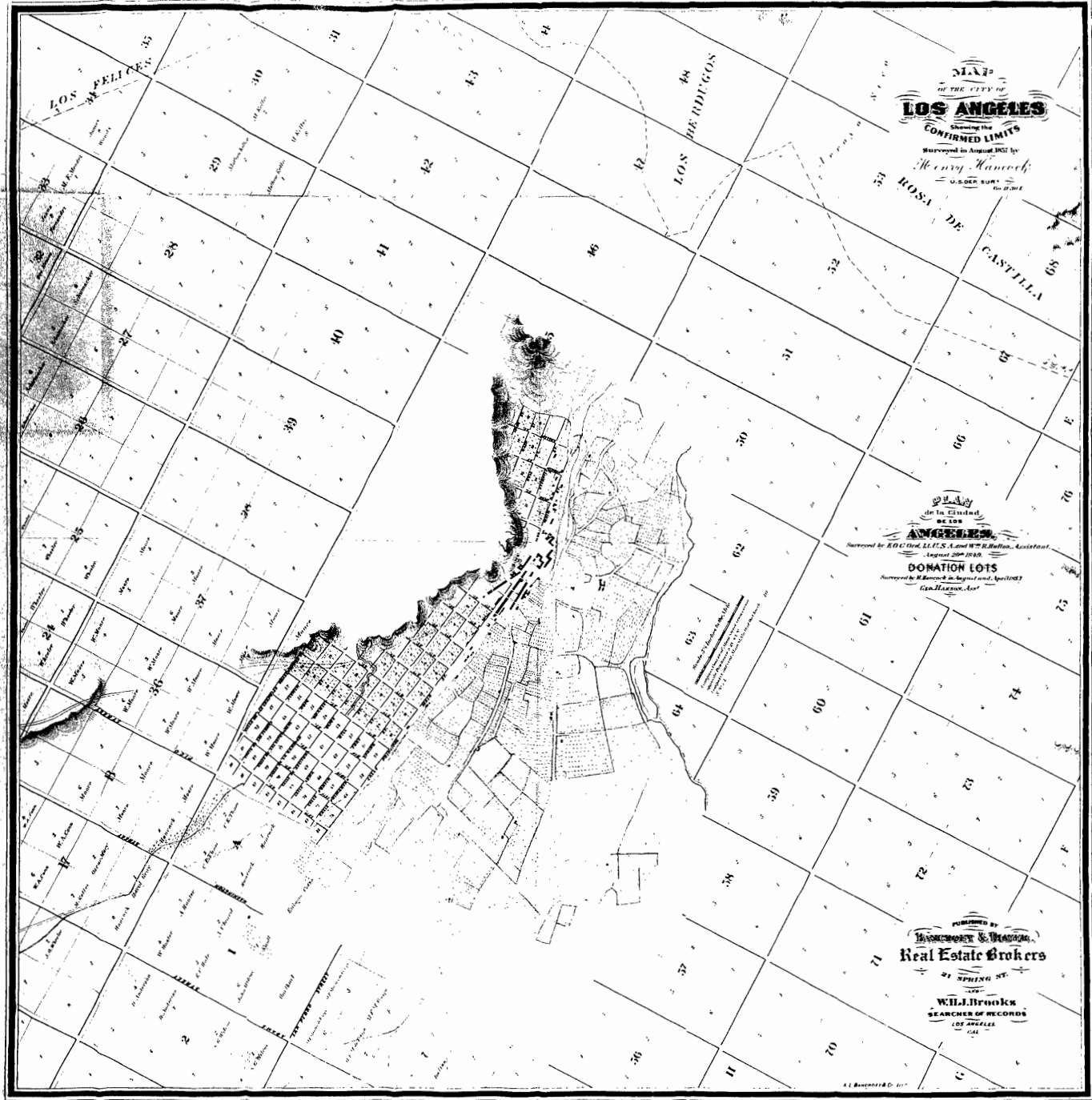


Fort Moore

American Fort at Pueblo de Los Angeles,
from Mr. Papp's house - July 10, 1847. -
+ Sierra Nevada

Diseno 1842 Original in National Archives





MAP
OF THE CITY OF
LOS ANGELES
Showing the
CONFIRMED LIMITS
Surveyed in August 1852 by
Henry Hancock
U.S. DEPT. SURV. 1854

PLAT
OF THE CITY OF
LOS ANGELES
Surveyed by E.O.C. Ord, LL.D., S.A. and W.H. Bullen, Assistant
August 29th 1880
DONATION LOTS
Surveyed by G. Bennett in August and April 1887
and *Geo. Hancock, Ass't*

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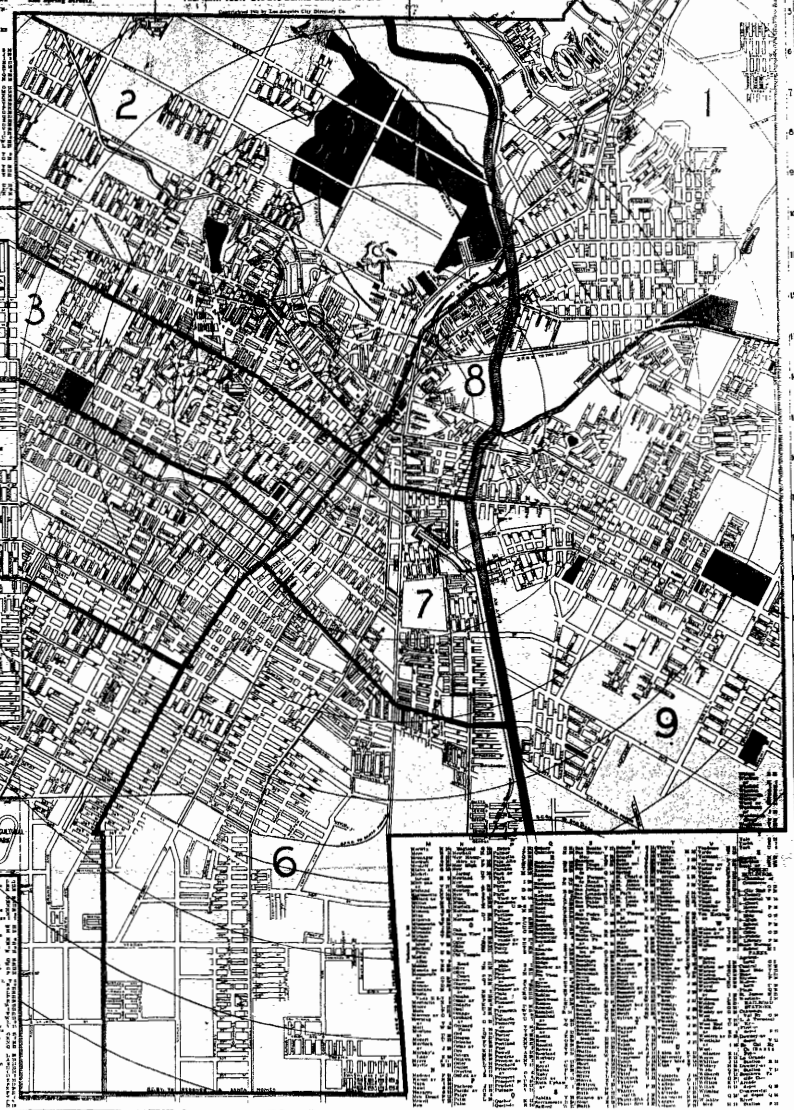
DANA BURKS' MAP OF LOS ANGELES
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NOTE
 The above is map of recently annexed town of Compton and property should be noted for title and register with upper right hand corner.

STREET GUIDE—FROM THE NAME OF THE STREET WANTED IN THE LIST BELOW AND NOTE THE LETTERS AND FIGURES OPPOSITE. THESE SHOW LINES FROM THE CORRESPONDING LETTERS AND FIGURES ON THE MAP OF THE MAP, AND THE CONNECTION OF THESE LINES WILL LOCATE THE STREET.

NOTE—INDEX OF PUBLIC BUILDINGS, PARKS AND RAILROAD STATIONS APPEAR AT END OF STREET GUIDE.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
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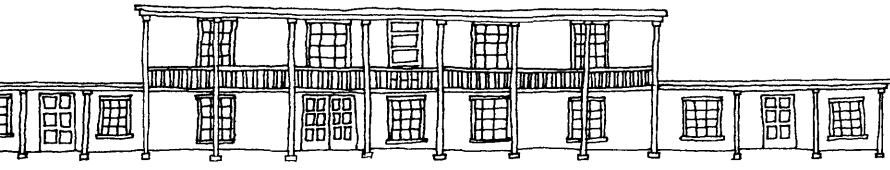
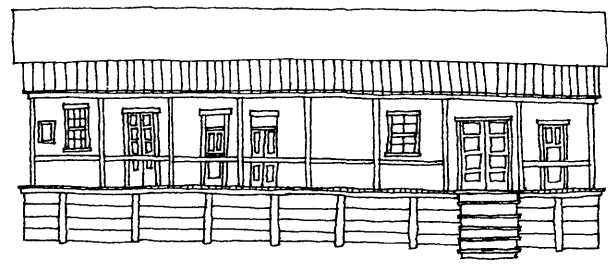
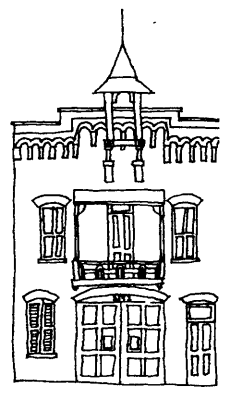
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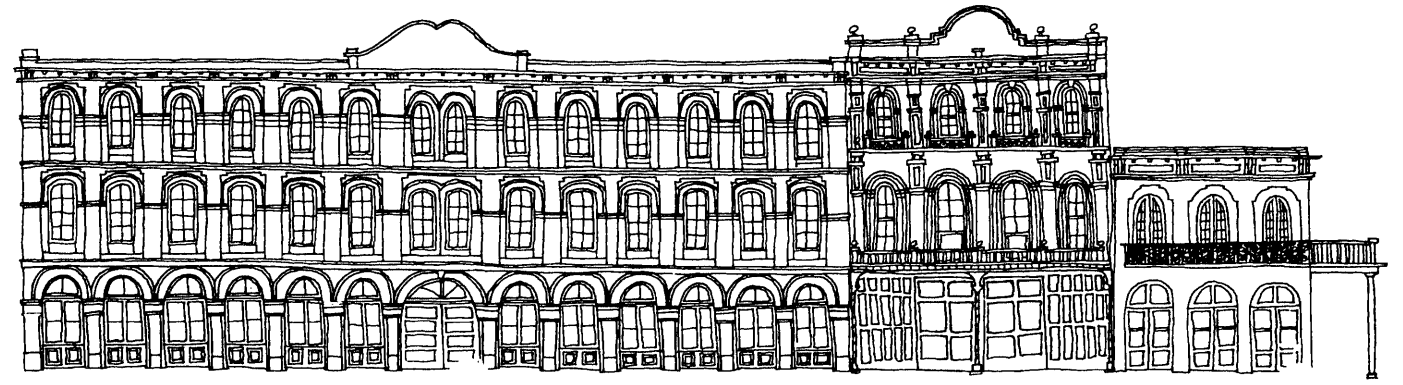
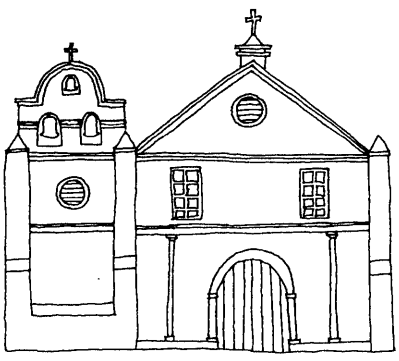
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Architectural Design
Existing Plaza Structures



**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 72000231

Date Listed: 06/21/2016

Los Angeles Plaza Historic District

Additional Documentation

Los Angeles

CA

Property Name


County

State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

6/21/16

Date of Action

Amended Items in Nomination:

Resource Count:

- The revised Resource Count for the entire district should read:
- 20 contributing buildings (#3,5,6,7,8,9,10,11,13,14,15,16,17,18,21,22,23,24,26,& 27)
- 2 contributing sites (#1 and 4)
- 6 non-contributing buildings (#2, 12, 19, 25, 28, & 29)
- 1 non-noncontributing structure (#20)
- 29 total resources.

[This corresponds to the information provided in the narrative and the district sketch map.]
[All of the above resources were previously listed as part of the 1972 nomination, except for Buildings #2, Old Plaza Church Rectory and #19, Avila Annex, which were completed after 1972. The previously listed and counted Brunswig Annex was demolished in 2008.]

Acreage:

The original acreage count of 42 acres in the 1972 nomination was incorrect and has been revised to accurately represent the approximately 9.5 acre site identified on the district map.
These clarifications were confirmed with the CA SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

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MAY 6 2016

1. Name of Property

Historic name: Los Angeles Plaza Historic District (Amendment)

Nat. Register of Historic Places
National Park Service

Other names/site number: El Pueblo de Los Angeles State Historic Park District
de Los Angeles: El Pueblo de Los Angeles Historic District

Name of related multiple property listing:

(Enter "N/A" if property is not part of a multiple property listing)

N/A

2. Location

Street & number: Roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles/N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west).

City or town: Los Angeles State: California County: Los Angeles

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this x nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Applicable National Register Criteria:

x A ___ B x C ___ D

		Agency State Historic Preservation Officer		<u>5/3/16</u>	
Signature of certifying official/Title:			Date		
<u>California Office of Historic Preservation</u>					
State or Federal agency/bureau or Tribal Government					
In my opinion, the property ___ meets ___ does not meet the National Register criteria.					
Signature of commenting official:			Date		
Title :			State or Federal agency/bureau or Tribal Government		

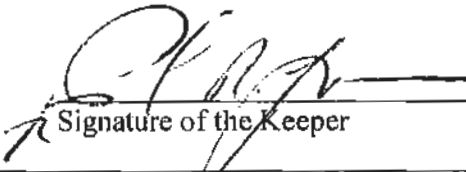
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain:)


Signature of the Keeper

6/21/2016
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
Public – Local
Public – State
Public – Federal

Category of Property

(Check only one box.)

- Building(s)
District
Site
Structure
Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing Noncontributing

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<u>21</u>	<u>7</u>	buildings
<u>1</u>	<u> </u>	sites
<u> </u>	<u>1</u>	structures
<u> </u>	<u> </u>	objects
<u>22</u>	<u>8</u>	Total

Number of contributing resources previously listed in the National Register 15

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- COMMERCE/business
- COMMERCE/warehouse
- RELIGION/religious facility
- DOMESTIC/single dwelling
- DOMESTIC/hotel
- LANDSCAPE/plaza
- GOVERNMENT/fire station
- FUNERARY/cemetery
- RECREATION AND CULTURE/theater
- SOCIAL/meeting hall

Current Functions

(Enter categories from instructions.)

- COMMERCE/business
- COMMERCE/restaurant
- COMMERCE/warehouse
- RELIGION/religious facility
- LANDSCAPE/plaza
- FUNERARY/cemetery

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7. Description

Architectural Classification

(Enter categories from instructions.)

COLONIAL/Spanish Colonial

LATE VICTORIAN/Stick/Eastlake

LATE VICTORIAN/Italianate

OTHER/Adobe

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete foundations; brick, adobe, wood, and stucco walls; asphalt and terra cotta roofs.

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Los Angeles Plaza Historic District encompasses approximately 9.5 acres in downtown Los Angeles, California. The district includes 22 contributing and 8 noncontributing resources, which date from the early 19th century through the early 20th century. It occupies a relatively level portion of land between the Los Angeles River (approximately 0.6 miles to the southeast) and the hilly terrain to the northwest. Centered on an open plaza, the district is roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles and N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west).

Located in the historic core of Los Angeles, the district represents a rare, intact, and diverse group of historic/cultural resources that exemplify the founding and early growth of the city. These resources include buildings and sites from the city's Spanish, Mexican, and early American periods, and range from 18th century adobe buildings and large Victorian commercial blocks, to Spanish Revival buildings from the early 20th century.

The district was first listed in the National Register of Historic Places on November 3, 1972. The nomination was subsequently amended on October 29, 1981 to include five additional contributing resources and to provide additional information on two buildings listed in the original nomination.

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The National Register nomination for the Los Angeles Plaza Historic District is being updated to fulfill the following objectives:

- (1) To reframe the nomination in accordance with current historic preservation standards (in particular, those outlined in *How to Complete the National Register Registration Form*, 1997).
- (2) To add, remove, and reclassify contributing resources. A number of resources were previously included within the boundaries of the district but not identified as contributing or non-contributing. These include the Italian Hall, the Plaza Substation, the Simpson-Jones Building, and the Hellman-Quon building, among others.
- (3) To include as a contributing element the Plaza Church Cemetery (which at the time of the 1972 and 1981 nominations consisted of a surface parking lot). Partially excavated in 2010/2011, the Plaza Church Cemetery is now covered with a memorial garden with interpretive signage.
- (4) Removal of the Brunswig Annex, which was demolished in 2008, from the list of contributors.

Narrative Description

Throughout the Spanish and Mexican periods, the Plaza area was the center of life for the developing pueblo. It was the location of the Plaza Church, its cemetery, and the community's primary water source, the Zanja Madre. In addition, the Plaza area was fashionable for residential construction during the Spanish and Mexican periods and was surrounded by the adobe townhouses of the city's most prominent families, including the Sepulvedas, Olveras, and Lugos. Little immediate change occurred within the Plaza area in the early American period as evidenced by a report from 1860, which described Los Angeles as a group of one-story houses mostly "build [sic] of adobe or some burnt brick with very thick walls and flat roofs" (National Register of Historic Places, 1972).

While the area north of the Plaza retained a characteristically Mexican-colonial character in the following decade, the area to the south began a transformation into a vibrant American city, reflective of the latest trends and styles in architecture. Buildings constructed between the late 1850s and 1870s in the Plaza continue to reflect this era. They consist primarily of brick buildings with Victorian and Italianate designs. Extant examples include the Pico House, Masonic Hall, and Merced Theater. With the arrival of the railroad and subsequent population and construction boom of the 1880s, the rate of this transformation intensified. Many of the flat-roofed adobe buildings of the Spanish and Mexican periods were demolished to make way for more contemporaneously designed buildings, including the Eastlake Sepulveda House and the Richardsonian Romanesque Garnier Block.

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A number of smaller brick commercial blocks were developed along Olvera Street during the early 20th century. However, the shift of the central business district southward, as well as the continued outward growth of the city, resulted in the overall deterioration of the Plaza area by the 1920s. By this time, Olvera Street was an unpaved alley used to make deliveries to the rear entrances of the shops fronting Main Street; the Avila Adobe was condemned by the Department of Health, declared unfit for human habitation (Poole and Bail 2002:48).

The state of Olvera Street by this time inspired the efforts of Christine Sterling to preserve and transform the area, in a romanticized transformation of Olvera Street into a Mexican-colonial open-air market, complete with *puestos* (or small street smalls) and a statue commemorating the founding of Los Angeles. This renewed interest in Los Angeles's historic core also resulted in the construction of new buildings such as the Plaza Methodist Church and Biscailuz Building, which were constructed in the Spanish Revival style popular during the 1920s.

Although some buildings have been altered since the 1981 update, the components that define the historic character of the district remain intact and largely unchanged. The district retains integrity and continues to convey the sense of its historic environment dating to the period of significance.

Individual Building Descriptions

The following section draws primarily from the previous nomination forms, noting any changes that have occurred since the district was last amended in 1981.

1. Plaza, North Main Street, circa 1815 – Contributing

Since its early development, the central focus of activity in El Pueblo de Los Angeles was and continues to be the Plaza. The Plaza was laid out at its present-day location between 1825 and 1830 following recurring flooding of the Los Angeles River. By the 1830s, it was a square, open plaza surrounded by the adobe townhouses of prominent settlers. The city's first water storage tank was constructed at the center of the plaza in 1861, where it remained until it was removed in 1871. At that time, the Plaza was reshaped into a circular design, and the central fountain was installed. In 1875, the Plaza was landscaped with orange and cypress trees, and around 1878 the four Moreton Bay fig trees were planted at each side. Paved in cement, the circular Plaza features brick diagonal strips that radiate out from the wrought-iron bandstand at the center, which was installed in 1962. The Plaza is framed around the exterior by low walls of patterned brick that were laid in 1930.

2. Old Plaza Church Rectory, 535 North Main Street, 1983 – Non-Contributing

Located to the north of the Old Plaza Church is the Plaza Church Rectory, an office and pastoral center which was constructed in two phases and completed in 1983. The one- and two-story

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building features a clay-tile roof and is connected to the Plaza Church via a walkway at the rear (west), forming a central courtyard to the north of the church. The building replaced an earlier rectory dating to 1913.

In 1981, in preparation of the rectory's construction, the Northridge Archaeological Research Center (NARC) conducted a study of the area north of the church on behalf of the Archdiocese of Los Angeles. The study concluded that the area was likely to contain "intact archaeological foundations, features, and artifacts associated with the Padre's quarters" (Singer et al. 1981:33). The study also raised the possibility that the area contained "part of the old cemetery and the old Church garden compound" as well as "aboriginal materials and features associated with the village of *Yang-na*." NARC conducted test excavations at the site, including 44 test units, over approximately eight months in 1981. Five truckloads of additional site materials were transported to the Andres Pico Adobe, and at least two loads were screened and cataloged (Kealhofer 1991:278–280). If NARC produced a report of their findings, it is not housed at the South Central Coastal Information Center (SCCIC). The team did produce a record for the site, however, which was given the designation CA-LAN-1112H. The record (NARC 1981) indicates that no human remains had been identified in the excavations as of July 3, 1981.

The results of the NARC excavations were presented in a dissertation prepared by Kealhofer (1991), along with detailed analyses of recovered ceramic artifacts, particularly native-made Mission ware, and faunal bone, particularly cattle. Kealhofer describes a 7-m diameter, Spanish Colonial period trash pit that was once located in the backyard of one of the original plaza house lots, possibly that owned by Pablo Rodriguez from 1781 to 1796. The pit appears to have contained materials from multiple households, however, and it may have been used until the construction of the church in 1818. The excavation revealed several additional features, including the cobble foundations of the original padre's house, as well as later deposits dating through the 1860s, and to a lesser extent, the 1920s. While this evidence suggests the archaeological site may have the potential to yield information, without additional documentation to identify its current integrity, it is not possible to include it as a contributing resource at this time.

3. Old Plaza Church, 535 North Main Street, 1822 – Contributing

The Old Plaza Church is located along North Main Street immediately northwest of the Plaza. Also known as *Iglesia de Nuestra Señora la Reina de Los Angeles*, or affectionately as *La Placita*, the church was constructed between 1815 and 1822 and is the oldest church in Los Angeles. As originally constructed by Native American laborers, the building was much smaller and capped with a flat brea roof, which was later replaced by wood, and more recently by pitched clay tile. The transepts were most likely constructed during the 1840s; after the primary (east) façade collapsed in 1861 due to heavy rains, it was replaced by the present stucco-covered brick façade. The façade features a wide triangular pediment flanked by pointed buttresses, which is different than an earlier curved gable and double doors that were situated under an arched opening. A Victorian-style bell corner on the southern corner of the façade, also flanked by pointed buttresses, was added in 1869. In 1913, the church was enlarged by expanding the

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sanctuary and west end to the building. Finally in 1965, a new church was added at the northwestern end to accommodate the growing congregation. The original church currently serves as a chapel.

4. Plaza Church Cemetery, North Main Street, 1822 – Contributing

The Los Angeles Plaza Church Cemetery, in use between 1823 and 1844, included burial areas north, south, and possibly east of the Old Plaza Church. The southern area, described here, is located on an approximately 0.36-acre lot situated between the Old Plaza Church to the northeast and the Plaza House to the southwest. The cemetery is presently landscaped as a memorial garden and enclosed by a decorative fence. Following the opening of the nearby Calvary Cemetery in 1844, the grave markers at the Plaza Church Cemetery were removed and an orange grove was planted on the site. The land was leased by the Church sometime around 1900, and by 1905 a small commercial building fronting North Main Street was constructed on the site. Following the purchase of the land by the County of Los Angeles in 1950, the building was demolished and the site was paved to develop a parking lot, which remained in place until its removal in 2001. The site was landscaped with grass and enclosed with a fence until 2010 when construction activities for the LA Plaza de Cultura y Artes project resulted in the discovery of historic graves and a subsequent archaeological excavation of the cemetery.

A total of 106 burial features, along with associated artifacts, were identified as a result of the osteological and archaeological analysis of materials recovered from the site during the 2010-2011 excavation efforts (Dietler et al. 2012), and the site was given the designation CA-LAN-4218H. A minimum number of individuals (MNI) of 130 was calculated as result of analysis; however, burial journal records indicate that a total of 693 individuals were interred at the cemetery between 1823 and 1844 (Huntington Library 2006). Burial records of the Plaza Cemetery indicate that Hispanic, Native American, and individuals of varied heritage were buried in the cemetery. The site was found to be previously disturbed, as evidenced by extremely fragile and often commingled skeletal remains and poor artifact condition. Nevertheless, many graves were substantially intact at the time of excavation, including associations between human remains and funerary artifacts.

5. Plaza House/Garnier Block, 507-511 North Main Street, 1883 – Contributing

Constructed in 1883 by early Los Angeles developer Phillippe Garnier, the Plaza House is located southwest of the Plaza Church Cemetery on North Main Street. The two-story brick building was designed by the pioneering Los Angeles architecture firm of Kysor and Morgan, consisting of Ezra F. Kysor and Octavius Weller Morgan Sr. A native of New York, Kysor was one of Los Angeles's earliest and most prolific architects in the final quarter of the nineteenth century. Kysor's early commissions included the Pico House and Merced Theater (described below) and the Saint Vibiana Cathedral. With its Italianate stylistic detailing, the building initially housed commercial space on the ground floor and a hotel on the second floor. Following an earthquake in 1971, much of the original ornamentation on the primary (east) façade was removed for fear

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of seismic hazard. Recently, however, the exterior of the building was rehabilitated with the reconstruction of many of the building's original decorative elements, including the bracketed cornice, dentils, and paneled frieze, as well as the detailed central triangular pediment. This work was completed as part of the building's adaptive reuse by the County of Los Angeles for the LA Plaza de Cultura y Artes center.

6. Vickrey-Brunswig Building, 501 North Main Street, 1888 – Contributing

Adjacent to the Plaza House on the corner of Republic Street and North Main Street, the Vickrey-Brunswig Building was one of the city's first five-story buildings. Commissioned by Indiana native and investor William Vickrey at the height of the 1880s building boom, the Vickrey-Brunswig Building originally served as ground-floor retail space with lodging in the upper floors. The building was designed by pioneering Los Angeles architect Robert Brown Young, principal of R.B. Young & Son, in a transitional Victorian-Italianate style. After Vickrey declared bankruptcy with the collapse of the 1880's boom, the building was purchased by Frederick W. Braun in 1897. Braun, along with his partner Lucien Napoleon Brunswig, established one of Los Angeles's earliest pharmacies and drug stores in the building. In 1907, Brunswig purchased from Braun his interests in the company, which was renamed the Brunswig Drug Company. As with the Plaza House, much of the Vickrey-Brunswig Building's original ornamentation was removed following the 1971 Sylmar earthquake. As part of its adaptive reuse for the LA Plaza Cultura y Artes center, the exterior of the building was rehabilitated and many of the original features were repaired and restored; this included the reconstruction of the bracketed cornice, decorative paneled frieze, dentils, and roof cresting. Additionally, the centrally located triangular pediments were reconstructed, presently featuring the name of the building's last occupants during the period of significance.

7. Pico House, 424 North Main Street, 1869-70 – Contributing

The Pico House, located at the corner of North Main Street and the southwest edge of the Plaza, is a three-story stone and brick hotel built in 1869-70 by Pio Pico, the last Mexican governor of Alta California. The 82-bedroom Pico House was the first three-story building in Los Angeles, and at the time of construction, was considered the finest hotel in southern California. The hotel office, a lobby, two dining rooms, and two stores occupied the ground floor, and suites and a public parlor filled the second floor. Only sleeping rooms were contained on the third. The building also includes two interior courts. The Italianate building was designed by pioneering Los Angeles architect Ezra F. Kysor. The stucco-clad exteriors fronting North Main Street and the Plaza were painted to look like blue granite, with segmental-arched windows used to give the façade an arcade effect. A belt course encircles the building at the second- and third-floor sill levels. Marking the roof line and spanning the façade is a projecting cornice, accented with dentils and brackets, and a paneled frieze beneath. Shaped parapets contain the building's name over the central bays.

8. Merced Theater, 420 North Main Street, 1870 – Contributing

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Abutting the southwest end of the Pico House, the Merced Theater was constructed by William Abbot in 1870 and was the first building constructed in Los Angeles specifically for the presentation of dramatic performances (Poole and Ball 2002:103). Like the Pico House, the Merced was designed by architect Ezra F. Kysor in an ornate Italianate style, with gold painted finials on the roof and balconies, and arched windows deeply set along the façade. Marking the roof of the building is a prominent decorative cornice, which spans the façade and is accented beneath by a course of dentils and a paneled frieze. A curved, partial parapet caps the building. The ground floor, which has housed a saloon, a church, and an armory for the Los Angeles Guard, features a recessed entrance with multi-paned windows. In 1960, the basement was connected to the Garnier Building basement under Sanchez Street.

9. Masonic Hall, 416 North Main Street, 1858 – Contributing

The Masonic Hall is a two-story brick building located on the northeast corner of North Main Street and Arcadia Street. Constructed in 1858, the building was designed by William Perry and James Brady for Los Angeles Lodge No. 42 A & FM (Accepted and Free Masons), and was the first specifically-built lodge meeting hall in Los Angeles. The lodge occupied the second story until 1868, and the ground floor was used for storage and commercial purposes. In the 1870s, the primary (northwest) façade was altered to conform more closely to the Pico House and Merced Theater through the addition of the second floor balcony and the addition of stucco sheathing. The first floor features three pairs of glass- and wood-paneled doors placed under segmental-arched transoms. An elaborate cornice, accented with brackets, dentils, and a paneled frieze, spans the edge of the flat roof. The building was saved from demolition for freeway construction in 1953 when the Los Angeles Masonic community campaigned for its preservation. Restored by the State of California in 1960-62, the building was rededicated as a Masonic Hall in 1962.

10. Garnier Building, 419 North Los Angeles Street, 1890 – Contributing

Located on the northwest corner of Arcadia Street and North Los Angeles Street, the Garnier Building was constructed by early Los Angeles developer Philippe Garnier in 1890 specifically to be used by Chinese renters. The two-story brick and sandstone building was designed by Abraham M. Edelman in a Richardsonian Romanesque style, characterized by rounded stone corbel posts. Garnier only constructed the exterior walls of the building, with Chinese lessees completing the interior walls. Until the State of California acquired the building in the late 1940s, the building acted as the unofficial “City Hall” for the Chinese-American population in Los Angeles. With much of San Francisco’s original Chinatown destroyed during the 1906 earthquake and subsequent fires, it stands as one of the oldest surviving Chinese-American-related buildings in a California metropolitan area (Poole and Ball 2002:104). While the two southwest bays were demolished for construction of U.S. Route 101 in 1953, the remaining original portion of the building retains integrity and is currently occupied by the Chinese American Museum.

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11. Sanchez Building, 425 North Los Angeles Street, 1898 – Contributing

The Sanchez Building is a narrow 3-bay, 2-story brick building located to the south of the Turner Building. Constructed in 1898, it was primarily used by Chinese Americans for commercial and residential purposes. Brick segmental arches head the first-floor wood- and glass-paneled doors with transoms. The 1-over-1 wood sash windows on the second story have brick labels with corbel stops; decorative brickwork runs along the flat roofline. Like the Garnier Building, the Sanchez Building is currently occupied by the Chinese American Museum.

12. Turner Building, 430 Sanchez Street, 1960 – Non-Contributing

The Turner Building adjoins the Sanchez Building to the southwest and the Hellman-Quon Building to the northeast. Constructed in 1960, it is a one-story brick building designed to complement the neighboring buildings.

13. Hellman-Quon Building, 130-132 Paseo de la Plaza, 1900 – Contributing

Constructed in 1900 by Isias Hellman, the Hellman-Quon Building is a one-story brick building fronting on the Plaza. It was long rented by Quon How Shing, who purchased the building in 1920 and owned it until 1954 when the State of California acquired it. The building features rectangular multi-paned windows set under segmental arched and rectangular heads, and brick corbelling, which runs along the flat roof line. Partially rehabilitated, the building is currently used for exhibitions, meetings, and education workshops.

14. Plaza Firehouse, 134 Paseo de la Plaza, 1884 – Contributing

The Plaza Firehouse is a 2-story brick building located on the corner of Paseo de la Plaza and Los Angeles Street. Constructed in 1884, it was the first structure in Los Angeles designed specifically for firefighting equipment and crews, serving in this capacity until 1897. It was converted to other uses following its use as a fire station, such as sleeping rooms on the second floor and a restaurant and saloon on the ground floor. The building features a corbel table that decorates a low stepped parapet and plain brick segmental-arched window heads and 2-over-3 wood sash windows. Above the wide-paneled wood station doors is a frame balcony with a shed roof. The building was completely restored, which included the reconstruction of a cast dome for the fire alarm, and currently operates as a museum that displays firefighting equipment dating to the late nineteenth and early twentieth centuries.

15. Biscailuz Building, 125 Paseo de la Plaza, 1926 – Contributing

Adjoining the Plaza Methodist Church to the southeast is the Plaza Community Center (Biscailuz Building) which was constructed in 1926 as the United Methodist Church Conference Headquarters. The present appearance of the four-story masonry building is largely the result of exterior alterations completed during the 1960s that were designed to give the building a more Spanish style appearance. These include the addition of a tiled hipped roof to the previously flat

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roof of the main block, the combination of original three-bay window groupings to create single windows, and the alteration of the original segmentally arched arcade-like entry, which now features a continuous arcade with round arches that extends around the east side of the building. The lower southeast wall of the building features a mural from 1978 by Los Angeles Artist entitled "The Blessing of the Animals," which depicts a traditional ceremony that takes place within the Plaza Area every year on the Saturday before Easter.

The 1981 nomination amendment was prepared in part to include the Biscailuz Building as a contributing building within the Los Angeles Plaza Historic District. As discussed in 1981, the building is visually linked to the district and contributes to the overall historical character of the area. While altered, the building conforms to the general height and scale of the district and remains in its original location.

16. Plaza Methodist Church, 115 Paseo de la Plaza, 1926 – Contributing

The Plaza Methodist Church is located at the intersection of Olvera Street and Marchesscault Street, immediately adjacent to the Plaza Community Center (Biscailuz Building). Constructed in 1926, the three-story building was designed in a Spanish Churrigueresque style by the architecture firm of Train and Williams, established by Robert Farquhar Train and Robert Edmund Williams.

The building features sculptural ornamentation and a Moorish dome of yellow and green tile with a garlanded finial at each corner. Entrance to the building is a granted through a full-story paneled wood door, which is topped by an elaborate leaded-glass window and a large trefoil surround. The decorative detailing of the door surrounds is elaborate and the focal point of the design. While the building maintains its integrity on the exterior, the interior was significantly altered in the 1960s, including the removal of architectural detailing and the elevation of the altar onto a large platform.

17. Plaza Substation, 611 North Los Angeles Street, 1903-04 – Contributing

The Plaza Substation is located along the east side of Olvera Street and was constructed in 1903-04 as the first and largest of fourteen substations built to supply electrical power for the Los Angeles Railway Company. Because of the sloping terrain of its site, the brick masonry building is three stories on its Olvera Street elevation (on the northwest) and four stories on its southeast elevation.

Divided into five bays by buttresses, the façade features brick pilasters and a roof supported by elaborate wooden trusses. Rectangular wood-framed windows are set into segmental-arch surrounds, with two banks of clerestory windows. The building's ornamental stepped parapet was removed after the 1971 Sylmar earthquake but restored in 1989-90. In 1978, the Plaza Substation was individually listed in the National Register of Historic Places for its association with the transportation of history of Los Angeles.

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18. Avila Adobe, 10 East Olvera Street, 1818 – Contributing

Located to the north of the Plaza Substation is the Avila Adobe, which was constructed by Don Francisco Avila in 1818. The one-story adobe building is the oldest existing residence in Los Angeles. At the time of its construction, it featured three-foot thick adobe walls, packed earth floors, and a flat roof sheathed with a mixture of tar, rocks, and horse hair. Wood floors, doors, and window frames were later additions, as was the full-width planked veranda and steps fronting Olvera Street. In 1868 the Avila family vacated the house; in subsequent decades, it was used as a boarding house and eventually an Italian restaurant and hotel. When it was threatened with demolition in the 1920s, Christine Sterling was inspired to restore the building and eventually transform the rest of Olvera Street. It was donated to the State of California when the Plaza area became a state park in 1953 and subsequently has operated as a historic house museum.

19. Avila Annex, 10 East Olvera Street, 1974 – Non-Contributing

The Avila Annex is a one-story, L-shaped building located in the rear (southeast) patio of the Avila Adobe. The building was constructed in 1974 and currently houses park staff offices and restrooms.

20. Zanja Madre, Olvera Street, ca. 1781 – Non-Contributing

Known to be located underneath Olvera Street is a segment of the Zanja Madre, or mother ditch, which is an early water conveyance system initially built in 1781 to divert water from the Los Angeles River to the newly established Pueblo. Originally an open earth ditch, this segment of the zanja was encased by a conduit brick masonry pipe between 1884 and 1888 (Hall 1888).

Numerous historical maps and accounts indicate that the zanja traveled southwest from the river between present-day North Broadway and North Alameda Street to the approximate intersection of West Cesar Chavez Avenue and North Main Street (Ord 1849; Kellehrer 1875; Ruxton 1873). From that point, the zanja traveled south across Olvera Street to the junction of North Alameda Street and North Los Angeles Street and then continued to the southwest, eventually branching into several numbered zanjias.

An archaeological excavation undertaken in 1978 identified a portion of the brick-lined Zanja Madre that appeared to exit from the Avila Adobe property, indicating the alignment depicted in historical maps is indeed correct (Costello and Wilcoxon 1978). While this evidence leaves little doubt that segments of the zanja traverse the boundaries of the district, without additional documentation to identify the resource and its current integrity, it is not possible to include it as a contributing resource at this time.

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21. The Winery, 11 East Olvera Street/845 North Alameda Street, 1870-1914 – Contributing

Located at the northeast end of Olvera Street, the one-story Winery building was constructed in stages between 1870 and 1914. The polygonal brick building was one of several wineries operated by Italian-Americans living in the pueblo area in the late nineteenth and early twentieth centuries. Presently the building (which was subdivided in 1930) functions as exhibit space, shops, and offices; as well as a restaurant, which is located within the portion fronting Olvera Street.

22. Italian Hall, 644-650 North Main Street, 1907-08 – Contributing

The Italian Hall is a two-story masonry building located at the northernmost end of Olvera Street. Built in 1907-08, the building was the social center for the town's Italian community and used for banquets, weddings and dances. Developer Marie Hammel chose architect Julius W. Krause to design the building, which features yellow-colored brick on the northwest and northeast elevations and unpainted brick on the elevation facing Olvera Street. Sash windows are placed within rectangular and segmental arched openings, and the primary entrance on North Main Street is located under a wrought iron balcony. After shops opened on Olvera Street in 1930, the Italian-American groups began moved towards larger quarters. Current plans call for the upper floor to house a museum on the history of Italian immigrants in Los Angeles.

On the second-story southwestern elevation is the 18 x 80-foot mural, *America Tropical*. The mural was painted by the prominent Mexican artist and activist David Alfaro Siqueiros and is his only surviving public mural in the United States (Poole and Ball 2002:90). When it was completed in 1932, *America Tropical* provoked controversy due to its content, which depicts a Mexican Indian crucified on a double cross beneath an American eagle, with two sharpshooters taking aim at the eagle from a nearby rooftop. Negative reaction to the mural resulted in the mural being partially covered with white paint within a year, and completely covered by the end of the decade. Early conservation efforts began in the 1970s, with substantial steps not occurring until the late 1980s. Over the following two decades, additional research, fundraising, and conservation efforts were carried out, and in 2012 the mural was reopened with a protective shelter and viewing platform, and an interpretative center in the Sepulveda House.

23. Hammel Building, 634-642 North Main Street, 1909 – Contributing

Adjoining the Italian Hall to the northeast and the Pelanconi House and Warehouse to the southwest, the Hammel Building is a one-story brick building constructed in 1909 by developer Marie Hammel. The building features a flat roof, trimmed with a continuous cornice lined with dentils and four storefront openings along its northwest elevation. As originally built, the building housed four light-industrial shops and a partial basement/storage area along Olvera Street. In the 1930s, staircases were added to the southeast elevation to provide access to the building from Olvera Street, and small basements were excavated in the 1940s to provide additional commercial space. A large canopy was constructed on the north end of the building in 2012 to protect the *America Tropical* mural, which is painted on the exposed second story, south

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wall of the adjacent Italian Hall. The protective shelter consists of a wrapped steel-framed canopy and free-standing, angled side panels on the North Main Street and Olvera Street elevations. While this structure is a highly visible addition to the Hammel Building, it is reversible and its design and materials are clearly differentiated from the original building; this alteration therefore has not compromised the building's integrity and ability to convey its period of significance.

24. Pelanconi House, 17 West Olvera Street, circa 1852-57; Pelanconi Warehouse, 630-632½ North Main Street, 1910 – Contributing

The Pelanconi House and Warehouse are located along the west side of Olvera Street between the Hammel Building to the northeast and the Gibbs Brothers Electric Company Building to the southwest. Constructed circa 1852-57, the small 2-story building is one of the first brick buildings in Los Angeles, and the oldest surviving example. The ground floor, or exposed basement, initially housed a wine cellar, and living quarters were located above. The house was built by Giuseppi Covaccichi and purchased by Antonio Pelanconi in 1871, who used the first floor store wine from his winery across the street. Fronting North Main Street, the Pelanconi Warehouse, a brick masonry building, was constructed by the Pelanconis in 1910. The warehouse was connected to the residence in 1930 through the removal of the adjoining wall when La Golondrina Mexican restaurant moved into the ground-floor of the building, which continues to occupy this space.

25. Gibbs Brothers Electric Company, 626 North Main Street, 1919 – Non-Contributing

Constructed in 1919, the Gibbs Brothers Electric Company is a small, one-story brick masonry building sheathed in stucco. It is located between the Pelanconi House and Warehouse to the northeast and the Sepulveda House to the southwest. The building has been significantly altered since its construction, including the installation of modern storefront windows on the primary (northwest) façade, which were in place by 1990. Additional work was performed in support of the development of the *America Tropical* Interpretive Center in 2012, which encompasses the Gibbs Brothers Electric Company Building and the adjacent Sepulveda House. These two buildings were connected through the partial removal of their adjoining interior wall. Additionally, a large double door was installed at the rear (southeast) of the building and a viewing platform was constructed on top of the building.

26. Sepulveda House, 622-624 North Main Street, 1887 – Contributing

The Sepulveda House is a two-story brick building fronting North Main Street. The building was constructed in 1887 by Eloisa Martinez de Sepulveda for commercial-residential use. Designed by architects George F. Costerisan and William O. Merithew, the building displays features of the Eastlake architectural style, an idiom that is not commonly seen in Los Angeles. The Sepulveda House represents the city's transformation from its early Mexican traditions. Architectural details characteristic of this style include two prominent bay windows situated over two individual storefronts, as well as a mansard roof, bracketed cornices, and wrought-iron

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cresting. The Sepulveda House included twenty-two rooms when constructed, with a central breezeway running the width of the building. Possibly used as a bordello in the early twentieth century, it operated as USO canteen during World War II and currently houses the *America Tropical* Interpretive Center.

27. Machine Shop, 10 West Olvera Street, 1910 – Contributing

Located south of the Sepulveda House, the Machine Shop is a narrow one-story brick masonry building constructed in 1910. It has rectangular window surrounds and a flat roof, with a parapet marking the the Olvera Street (southeast) elevation. Originally constructed as a machine shop, the building was used for light industrial functions such as tinsmithing, electroplating, metal patterning, and machining. Two of the three arched openings on the Main Street (northwest) elevation have been in-filled with stucco. The central arch features vertical wood plank double doors with wrought-iron boards. With the transformation of Olvera Street in the 1930s, the primary entrance was shifted to Olvera Street and adapted for use as the Leo Carillo Theatre. Presently, it functions as one of the many commercial spaces along Olvera Street.

28. Jones Building, 608-618 North Main Street, circa 1888 – Non-Contributing

Constructed in circa 1888, the Jones Building is a one-story brick masonry building that originally faced North Main Street (eastern elevation). As built, the flat-roofed building was divided into five individual spaces containing industrial uses, such as plumbing and tin shops, harness and leather shops, and blacksmith shops. Following the transformation of Olvera Street, the primary entrances of the building were reversed to face Olvera Street.

29. Jones-Simpson Building, 103 Paseo de la Plaza, 1894 – Non-Contributing

Located at the southwestern end of Olvera Street, the Jones-Simpson Building was constructed in 1894 for use as a machine shop. The one-and-one-half story brick building features a parapet facing the Plaza that is accented with decorative brick corbelling. In 1960, it was significantly altered through the creation of large-arched windows on the northwest and southeast elevations. In the late 1960s, La Luz del Día Restaurant moved into the building and added a patio area to the southern end of the southwest elevation with a wrought-iron railing and a tiled roof.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Exploration/Settlement
Community Planning/Development
Architecture

Period of Significance

1818-1932

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Kysor, Ezra F.

Costerisan, George F.

Merithew, William O.

Edelman, Abraham M.

Morgan, Octavius

Young, Robert Brown

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

As listed on the National Register of Historic Places in 1972, the Los Angeles Plaza Historic District is significant as “the living composite story of Los Angeles from Indian times prior to 1781 through Spanish, Mexican and American periods to become the nation’s largest city on the Pacific basin.” A 1981 amendment to the nomination form added five additional buildings, which reflected the “Americanization” of Los Angeles and the “strong involvement of French and French Canadian settlers in this predominantly Hispanic town of the 1870’s and 1880’s.” Although the 1972 nomination and the 1981 amendment discuss the historical significance of the district, they do so in general terms and do not identify applicable criteria or areas of significance. The current amendment incorporates previous documentation with new information to clearly define the district’s significance in a manner consistent with present-day preservation standards.

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The Los Angeles Plaza Historic District is significant under National Register Criteria A and C for its historical and architectural contributions to the founding and evolution of the original City of Los Angeles. With a period of significance from 1818 to 1932, the Los Angeles Plaza Historic District qualifies under Criterion A as the only remaining resource in Los Angeles that embodies the city's transition from a colonial outpost in the early 19th century to a prosperous, increasingly commercialized/industrialized American metropolis in the early 20th century. The district reflects associations with important events in the areas of exploration/settlement and community planning/development. Buildings within the district document the city's beginnings as a Spanish Pueblo, its growth into the social and financial center of southern California during the Mexican period, and its eventual transformation into a modern American city.

The Los Angeles Plaza Historic District is also significant under Criterion C in the area of architecture. Historically significant buildings in the district embody the distinctive characteristics of a type, period, and/or method of construction, ranging in date from 1818 to the 1920s and including Colonial-era adobe, Italianate and Victorian-era commercial buildings, and Spanish Revival styles.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The founding of Los Angeles dates to 1781, when 44 *pobladores* from Sonora, Mexico, accompanied by the governor, soldiers, mission priests, and several Native Americans, arrived at a site alongside the Rio de Porciúncula (later renamed the Los Angeles River; Robinson 1979:238; Rios-Bustamante 1992). They founded a pueblo called La Reyna de los Angeles, or the town of the Queen of the Angels (Treutlein 2004; contrary to Weber 1980). As a planned pueblo (one of only three in California), four square leagues (about 75 square km, 28 square miles) of land were set aside for the settlement, and included 12 house lots surrounding a common square, or plaza, and 36 fields laid out south of the plaza (Gumprecht 1999; Robinson 1979). The area's rich, well-watered soils created an ideal locale for a town meant to supply livestock and feed to the presidios of San Diego and Santa Barbara, and to serve as a home for retired Spanish soldiers. Initial development of the pueblo also included the construction of an extensive water management system. Water was diverted from the Los Angeles River into a ditch named the Zanja Madre (mother ditch), which in turn fed numerous smaller zanjas, providing water for agricultural and domestic purposes (Newmark 1977). By 1786, the flourishing pueblo attained self-sufficiency, and funding by the Spanish government ceased (Gumprecht 1999).

Following continued flooding of the Rio de Porciúncula, the plaza was relocated to its current location on higher ground in 1818. The newly developed Plaza was the center of the growing community and "became a fashionable area for residential construction; the Carrillos, Sepulvedas, Lugos, Olveras, and other leaders of the community having built their homes there" (National Register of Historic Places:8-3). One of the earliest residences along the Plaza was the Avila Adobe, which was completed in 1818 for the wealthy cattle rancher Francisco Avila using

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adobe bricks and traditional construction techniques. That same year, construction began on a new church, located adjacent to the Plaza. Due to funding issues, however, the Plaza Church would not be completed for several years. Following the church's dedication on December 8, 1822, land to the north and south was consecrated as a Catholic cemetery (de Packman 1944:65; Owen 1960:17) and the first recorded burial occurred on January 6, 1823 (Huntington Library 2006). Prior to this, the pueblo's residents were forced to transport their deceased 9 miles to Mission San Gabriel to receive a Catholic burial.

Meanwhile, Alta California became a state following Mexico's independence from Spain in 1821. In an effort to attract settlers to the region, the Mexican government awarded approximately eight hundred land grants, many of which were developed into cattle ranches, or *ranchos*. A vibrant cattle industry quickly developed, and Los Angeles (and more specifically the Plaza) became the unquestionable center of social, political, and economic activity in southern California (Estrada 2008:48). Roads across the region led to the Plaza, where wealthy *rancheros* came to sell cattle, and attend mass, fiestas, and other social activities (Poole and Ball 2002:15). The Mexican Congress eventually elevated Los Angeles from pueblo to city status in 1835 and declared it the state capital of Alta California (Bancroft 1886; Robinson 1979). The Los Angeles *ayuntamiento*, or city council, had the pueblo's buildings repaired and whitewashed in honor of the occasion to "show its cleanliness, magnificence, and brilliance in such a manner that the traveler who visits us may say, 'I have seen the City of the Angeles'" (Robinson 1979:37).

Under Mexican rule, the population of the Los Angeles nearly doubled, rising from 650 to 1,250 between 1822 and 1845 (Weber 1992). While the majority of the city's new residents were citizens arriving from other parts of Mexico, Los Angeles' agricultural potential also began to attract a growing number of French, Italians, and Americans. Other new arrivals included Native Americans from the surrounding region, who were drawn to Los Angeles following the secularization of the missions in the mid-1830s. Although they enjoyed greater freedoms than they had under the Franciscan padres, their existence continued to be difficult and many were relegated to performing work similar to what they had done at the missions (Poole and Ball 2002:15). As the city and its population grew, agricultural interests were gradually supplanted by more urban industries, with about a third of Los Angeles residents supporting themselves with non-agricultural pursuits by 1836 (Weber 1992).

Two years after the Mexican-American War and five months prior to California earning statehood, the City of Los Angeles was formally incorporated into the United States on April 4, 1850. The transfer to American governance had little immediate effect on Los Angeles; however, the aftereffects of the 1848 northern California Gold Rush gradually brought changes to the social, cultural, and physical makeup of Los Angeles. Economically, the Gold Rush brought new prosperity as the northern demand for beef replaced the earlier hide-and-tallow trade. Socially, the population of Los Angeles further changed following the arrival of miners from the north, including failed Anglo miners and Chinese miners fleeing racial violence. Other new residents included prospectors heading north from Sonora, Mexico, many of whom stopped in Los

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Angeles and never left. So many settled in the area north of the Plaza that it eventually became known as Sonoratown (Estrada 2008:58; Poole and Ball 2002:22).

As the population of Los Angeles grew to over four thousand inhabitants during the 1850s, a number of visual changes occurred at the Plaza (Poole and Ball 2002:23). Wealthy rancheros, such as Iganacio del Valle and Vicente Lugo, constructed new adobes or added second stories to their homes on the east side of the Plaza. To the west, American merchant Abel Stearns (who arrived in Los Angeles in 1829 and eventually became one of the area's wealthiest citizens) constructed a massive-walled home along Main Street that was known as El Palacio (Estrada 2008:58). In 1857, a municipal brick water tank was built at the center of the Plaza and the surrounding area was landscaped with trees, flowers, and foot paths. As evidence of the city's changing demographics, buildings constructed during the 1850s also included two of the earliest brick buildings in Los Angeles, Italian settler Antonio Pelanconi's winery cellar and residence (1852-57), and the Masonic Hall (1858), which was built as Lodge 42 of the Free and Accepted Masons (National Register of Historic Places 1972).

The growing wealth and prosperity of Los Angeles also attracted an increasing number of gamblers, outlaws, and prostitutes, who arrived in the city in the 1850s and 1860s. The resulting vice and violence largely centered on the southeast side of the Plaza on present-day North Los Angeles Street, then-named *Calle de los Negros* (Street of the Blacks), or "Negro" or "Nigger Alley" as known by the Anglo-Americans (Estrada 2008:59). As historian W.W. Robinson writes, "once a street of happy homes, Calle de los Negros, opening into the Plazuela and the Plaza, was... a pandemonium of races, gambling, vice, and crime" (Robinson 1981:61). The crime rate of the city grew exponentially during this period, and vigilante justice and public hangings becoming commonplace. Although many of the wealthy rancheros supported vigilante rule, others condemned these tactics, which were predominantly racially motivated and commonly at the expense of Mexican, Native American, and Chinese inhabitants (Estrada 2008:60; Poole and Ball 2002:26).

Largely the result of persisting violence, wealthy rancheros began to abandon their adobe residences in the 1860s and the Plaza gradually lost its prestige as the economic and social center of Los Angeles. The city's new development extended further to the southwest, and the Plaza came to represent the dividing line between the old "Mexican" city to the north and the new "American" city to the south (Estrada 2008:65-66). In an effort to revive the Plaza area, Pío Pico, the last governor of Alta California and a wealthy land owner, began construction of a new hotel at the corner of Main Street and the Plaza in 1869.

When the hotel was completed the following year, it was Los Angeles's first three-story building, featuring an Italianate design, eighty-two guest rooms, twenty-one parlors, and amenities unrivaled in southern California (Poole and Ball 2002:100). Six months later, the Italianate-style Merced Theater opened next door to the south. As the first building constructed within the city for dramatic performances, the theater enjoyed immediate success (Poole and Ball 2002:102). Although the architecture and purpose of these two buildings symbolized the growing

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prosperity of Los Angeles, violence continued to plague the Plaza area, and by the early 1880s, both the hotel and theater had fallen on hard times.

The Southern Pacific Railroad extended its line from San Francisco to Los Angeles in 1876, signaling the beginning of a new era for Los Angeles. Newcomers poured into the city, nearly doubling the population between 1870 and 1880. The completion of the second transcontinental line, the Santa Fe, took place in 1886, causing a price war that drove fares to an unprecedented low, including a promotional one-way ticket from Kansas City that sold for one dollar. More settlers continued to head west and the demand for real estate skyrocketed. As real estate prices soared during the boom of the 1880s, land that had been farmed for decades outlived its agricultural value and was sold to become residential communities (Dumke 1944; Fogelson 1967). The large ranchos that surrounded the city were each annexed, subdivided, and developed in turn. Los Angeles' population more than quadrupled in a decade, from 11,183 in 1880 to 50,395 by 1890 (Dumke 1944; Fogelson 1967; Meyer 1981; Robinson 1979; Wilkman and Wilkman 2006).

Successive waves of immigration from the east, as well as overseas, transformed the demographics of the city from predominantly Californio and Native American prior to the American takeover in 1848 to predominantly Anglo-American thereafter. Census data, which lump Californios and Anglo-Americans into the category "white," show a steady decline in the "Indian" population from 1860 to 1880, despite a dramatic increase in total population. The population of "Colored" people increased slowly during this period, while that of Asians (primarily Chinese and Japanese) exploded, particularly in the 1860s and 1870s. Virtually no Asians resided in Los Angeles prior to 1848, and by 1850, only two Chinese men were listed in the census data. Intolerance and bigotry abounded during the late nineteenth century, both officially and unofficially, with California passing laws that targeted fugitive slaves (in 1852) and Chinese immigrants (1882). Chinatown, a crowded and dangerous ghetto located just east of the plaza, was burned twice—in 1871 and again in 1887 (Gibson and Dichter 2012:21–22; Greenwood 1996:9–12).

Meanwhile, much of the Plaza and surrounding area had fallen into disrepair by the late 1880s as the city's commercial and social center shifted south. Eloisa Martinez de Sepulveda was one of the few members of the original rancharo families that remained at the Plaza past the 1880s. In 1887, she built a residence and boarding house on Main Street that was designed in an Eastlake-style common on the East Coast, but rarely seen in Los Angeles (Poole and Ball 2002:121). As the Plaza area approached the turn of the century, a number of new ethnic groups arrived and began to establish residences and businesses. Adobes along Calle de los Negros were razed in 1887 and replaced by buildings specifically constructed for Chinese businesses and tenants (Poole and Ball 2002:105-106). These included the building at 425 North Los Angeles Street (ca. 1898), the Hellman-Quon Building (1900), and the Garnier Block (1898). The latter of these was designed in a Richardsonian Romanesque style, and following the destruction of the 1906 San Francisco earthquake and fire, it remains one of the oldest Chinese buildings in a metropolitan California area (Poole and Ball 2002:104). Italian immigrants further established themselves with the expansion of the Winery (1870-1914), the construction of the Italian Hall (1908), and

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the addition of the Pelanconi Warehouse (1910). French immigrants also developed businesses along Main Street including Garnier's construction of the Plaza House in 1883 and Lucien Napoleon Brunswig's early involvement in and 1907 acquisition of the former Vickrey-Brunswig Building for his growing drug company.

The area north of the Plaza also began to change following a number of new developments in the late-eighteenth and early-twentieth centuries. Along Main Street, a shift towards light industry included the construction of a number of shops to house machinists, plumbers, blacksmiths, tailors and other tradespeople. These included the Jones Building (ca. 1888), the Simpson-Jones Building (1894), and the Hammel Building (1909). In addition, the Plaza Substation was built in 1904 to provide power to the Los Angeles Railway Company's yellow electric streetcars as part of the growing transportation system. The Olvera adobe, which was constructed in between 1830 and 1845, was demolished in 1917 and replaced by the Plaza Methodist Church and adjacent community center in 1926. The church was designed in a Spanish Churrigueresque style and built to combine Hispanic tradition and Protestant Heritage (National Register of Historic Places). The community center featured a minimal art-deco design and housed the United Methodist Church Conference Headquarters, with child day care, social services, and a clinic. The property was renamed the Biscailuz Building in 1965.

Despite these new developments, the condition of the Plaza continued to deteriorate into the 1920s. The Avila Adobe, the Pelanconi House, and the Sepulveda House were by this time functioning as short-term boarding houses and brothels; because of Prohibition, businesses such as the Winery were only able to produce soda and communion wine (Poole and Ball 2002:44). In 1926, while visiting the Plaza, Christine Sterling saw a condemnation notice posted on the Avila Adobe. Originally from Oakland, California and recently widowed, Sterling became the local champion of saving the building. She enlisted Harry Chandler, publisher of the *Los Angeles Times*, and began a public campaign to raise awareness about the history of the adobe and the threat of its demolition. With the additional assistance of Avila family descendants, Sterling was able to save and restore the adobe, subsequently turning her attention to Olvera Street and the adjacent buildings (Poole and Ball 2002:47-48).

Although Olvera Street was historically little more than an unpaved alleyway, it retained a number of extant historic buildings and Sterling envisioned transforming it into a "Spanish-American social and commercial center, a spot of beauty as a gesture of appreciation to Mexico and Spain for our historical past" (Poole and Ball 2002:50). Influenced by Helen Hunt Jackson's extremely popular 1884 novel *Ramona*, this vision of the past was largely based on a romanticized version of California's history and life on the missions and ranchos. Sterling returned to Chandler, as well as other civic leaders such as Lucien Brunswig, and succeeded in securing funding and subsequently creating the Plaza de Los Angeles, Inc., to oversee the development of Olvera Street. Construction began in 1929 and included the closure, grading, and paving of Olvera Street, and the renovation of historic buildings such as the Pelanconi House and Sepulveda House for new uses. The Mexican marketplace opened to great fanfare in 1930, featuring largely Mexican-American-owned restaurants and shops (Poole and Ball 2002:53).

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As Olvera Street flourished over the following decades, a number of changes occurred to the Plaza and surrounding area. Old Chinatown to the east was demolished in the 1930s for the construction of the nearby Union Station train terminal (1938). Many of the subsequently displaced Chinese-American residents moved north of the Plaza to eventually establish the new Chinatown in the old Sonoratown district, whose residents had largely left for neighborhoods in East Los Angeles by this time (Poole and Ball 2002:55). Another loss to the Chinese community was the Lugo House, an adobe built by Vicente Lugo on the east side of the Plaza circa 1838, which had been occupied by Chinese American businesses and tenants since the late 1880s. After the building was threatened with demolition in 1950, a group of Chinese American merchants raised thousands of dollars in an attempt to save the building, but were ultimately unsuccessful, largely because of Sterling who declared the "Chinese must go" and that the building's eventual removal in 1951 was necessary to "clean up the area" (Poole and Ball 2002:55). Two years later in 1953, the Plaza area was further affected by the construction of U.S. Route 101 to the southeast, which not only resulted in the physical separation of the Plaza from the rest of downtown Los Angeles, but also in the demolition of two bays of the Garnier Building.

Nonetheless, the entire Plaza area secured recognition in 1953 as a state historic park. In 1972, the district was first listed in the National Register of Historic Places, in a nomination that was amended in 1981 to include additional buildings. Beginning in 1974, the park operated under a joint-powers agreement between the State of California, City of Los Angeles, and County of Los Angeles. (In 1987, the California State legislature enacted a statute that transferred the state-owned property within the El Pueblo de Los Angeles State Historic Park to the City of Los Angeles, thereby ending the tripartite agreement that created the El Pueblo de Los Angeles State Historic Park.) Through this time, the district has remained largely intact and continues to convey the story of Los Angeles's founding and early transformation from an agricultural outpost to an increasingly important and prosperous metropolis.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreege of Property 9.5

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

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Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 11 | Easting: 385550 | Northing: 3768950 |
| 2. Zone: 11 | Easting: 385740 | Northing: 3768780 |
| 3. Zone: 11 | Easting: 385920 | Northing: 3769100 |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The Los Angeles Plaza Historic District is roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles and N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west). These boundaries are also depicted on the accompanying map.

Boundary Justification (Explain why the boundaries were selected.)

As identified on the 1981 nomination update, the boundary of the Los Angeles Plaza Historic District is centered on the Plaza and largely defined by the surrounding streets, historical property lines, and the physical changes that have occurred after the period of significance. On the south, the boundaries are dictated by the clear division of U.S. Route 101, extending slightly to the northwest to Republic Street to exclude a surface parking lot located at the northern corner of the intersection of Arcadia Street and North Main Street. The western boundary follows the historical alignment of New High Street, which defined the development of buildings such as the Vickrey Brunswig and Plaza House, before the

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State

boundary extends back along Paseo Luis Olivares to North Main Street to exclude a surface parking lot north of the Plaza Church property. East Cesar Chavez Avenue provides a clear division between the district and newer development to the north. The eastern boundary extends south along Alameda Street to North Los Angeles Street and eventually U.S. Route 101.

11. Form Prepared By

Name/title: Steven Treffers/Architectural Historian and Debi Howell-Ardila/Sr. Architectural Historian

Organization: SWCA Environmental Consultants

Street & number: 150 South Arroyo Parkway, 2nd Floor

City or town: Pasadena state: CA zip code: 91105

E-mail: streffers@swca.com

Telephone: (626) 240-0587

Date: January 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Los Angeles Plaza Historic District

City or Vicinity: Los Angeles

County: Los Angeles

State: California

Photographer: Steven Treffers/SWCA Environmental Consultants

Date Photographed: May 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0001; Biscailuz Building (#15) and Plaza Methodist Church (#16); view looking north.
- 2 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0002; Pico House (#7); view looking south.
- 3 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0003; Old Plaza Church (#3) and Cemetery (#4); view looking north.
- 4 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0004; Masonic Hall (#9), Merced Theater (#8), and Pico House (#7); view looking northwest.
- 5 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0005; Vickrey Brunswick Building (#6) and Plaza House (#5); view looking north.
- 6 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0006; Plaza (#1); view looking southwest.

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State

- 7 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0007; Hellman-Quon Building (#13) and Plaza Firehouse (#14); view looking southeast.
- 8 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0008; Olvera Street; view looking southwest.
- 9 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0009; Olvera Street; view looking northeast.
- 10 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0010; Jones-Simpson Building (#29), Jones Building (#28), Machine Shop (#27), and Sepulveda House (#26); view looking northeast.
- 11 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0011; Hammel Building (#23) and Italian Hall (#22); view looking northeast.
- 12 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0012; Old Plaza Church (#3) and Rectory (#2); view looking southwest.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Los Angeles Plaza Historic District
 Name of Property

Los Angeles, California
 County and State

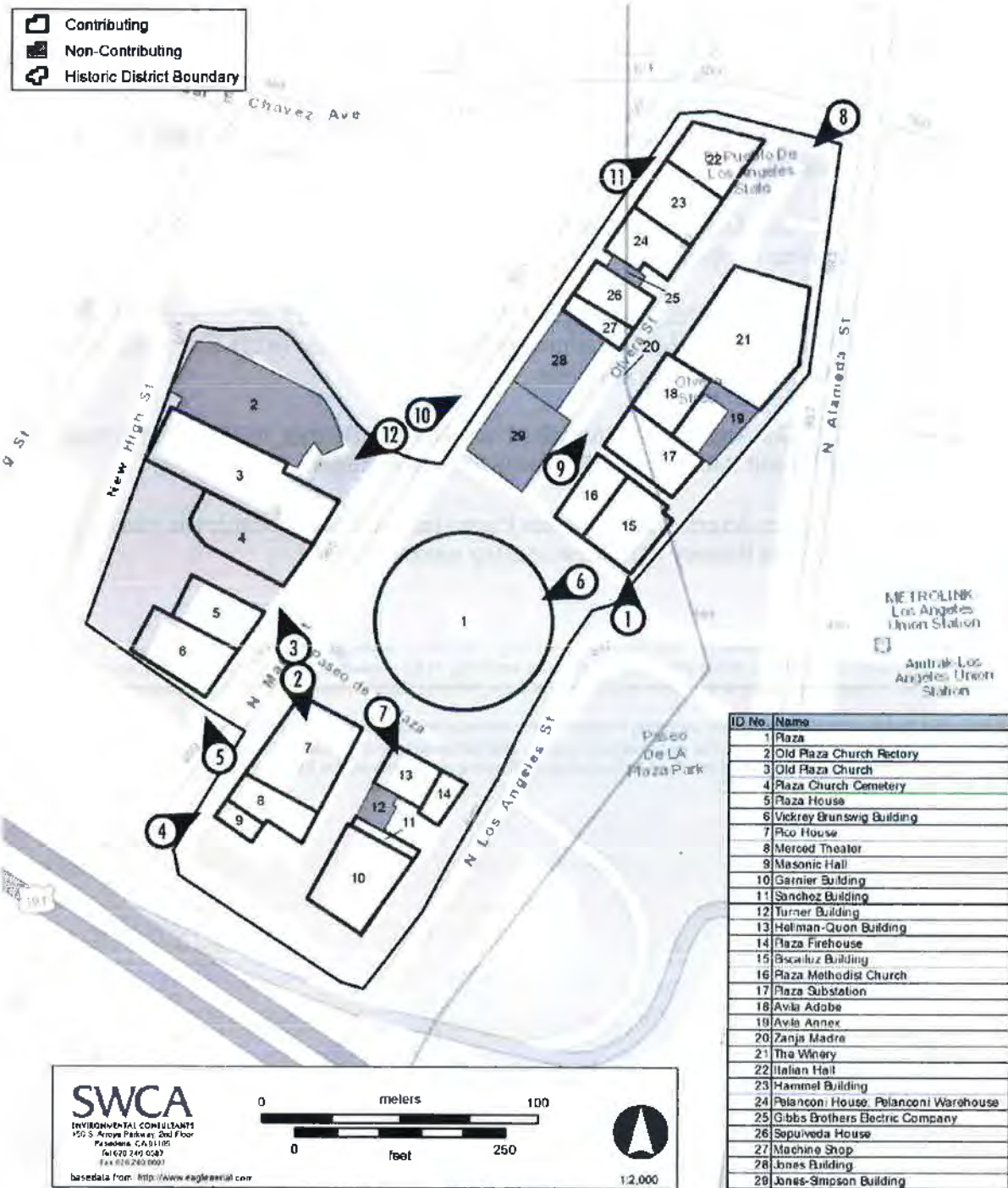


Figure 1. Sketch map and photo key.

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State



Figure 2. Earliest known drawing of La Plaza, 1847 (Source: Title Insurance and Trust and C.C. Pierce Photography Collection, USC Libraries).

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State



Figure 3. Earliest known photograph of La Plaza, circa early 1860s (Source: Braun Research Library Collection, Autry National Center).

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State



Figure 4. The Plaza as it appeared in 1890. (Source: Los Angeles Public Library).

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State

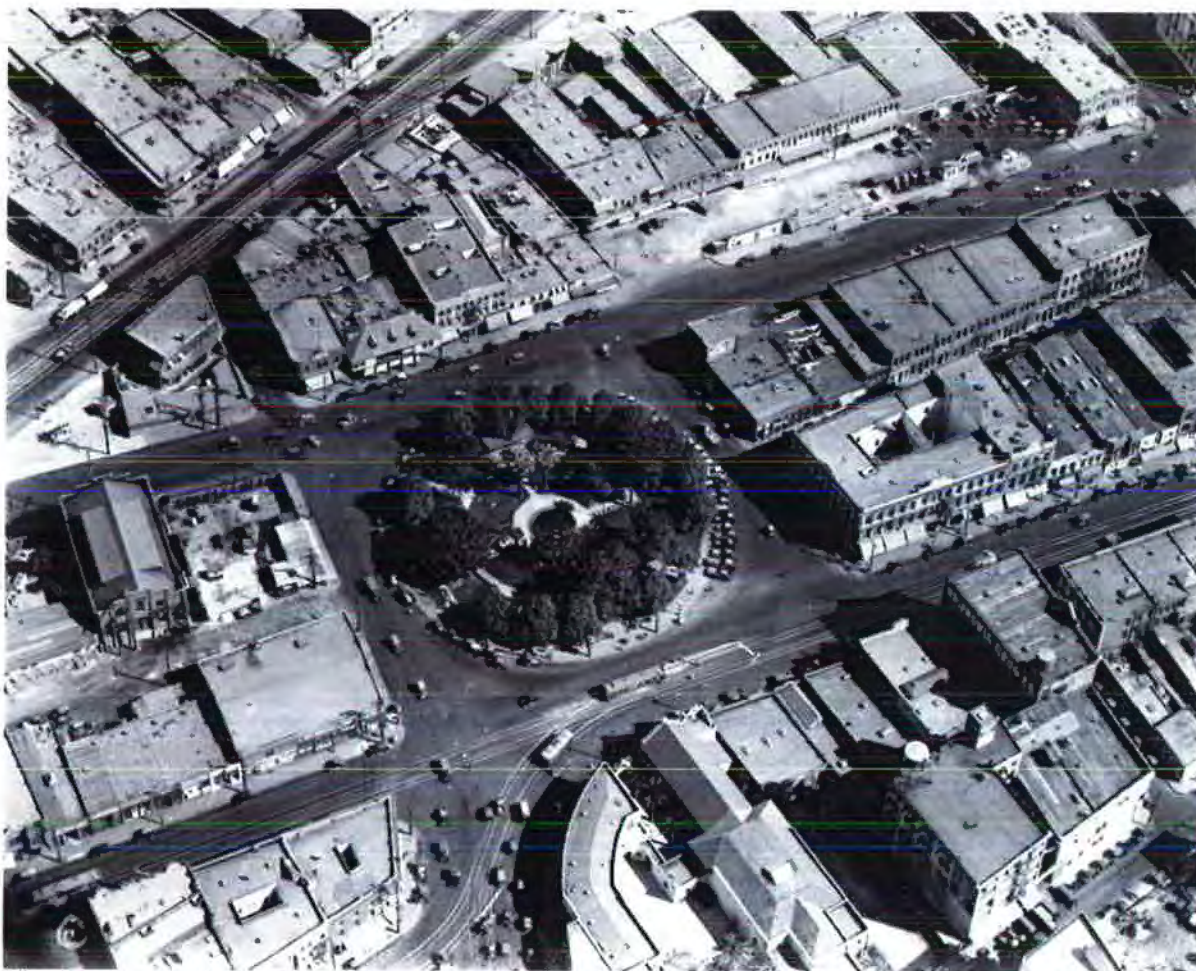


Figure 5. Aerial view of La Plaza and surrounding buildings (Source: Water and Power Associates).

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State



Figure 6. Pico House circa 1920 (Source: Water and Power Associates).

Los Angeles Plaza Historic District
Name of Property

Los Angeles, California
County and State



Figure 7. Olvera Street prior to improvements, circa 1920 (Source: Water and Power Associates).

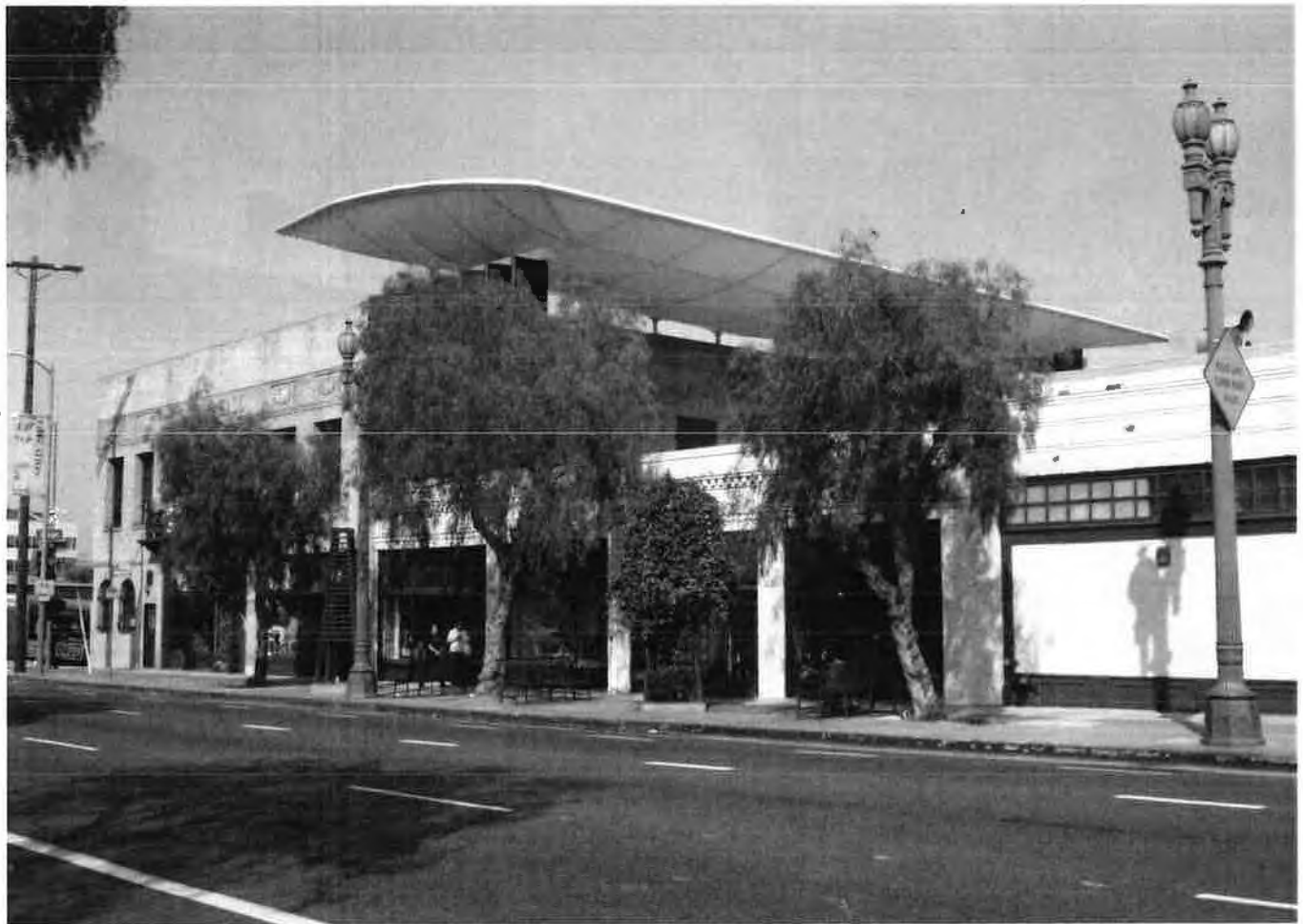












Page 1 of 1 *Resource Name or # U.S. Post Office: Los Angeles Terminal Annex Post Office
*Recorded by: Daniel Paul, Salli Hosseini *Date: September 14, 2016 Continuation Update

CHR Status Code: 1S, remains 1S

Address: (As listed in HRI) 900 N. Alameda Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5409015016

Historic Use: Transportation: Passenger Terminal

Present Use: Data Center

Historic Name: U.S Post Office: Los Angeles Terminal Annex Post Office

Owner and Address: Coresite Real Estate
1001 17th Street, Suite 500
Denver, CO 80202

The Los Angeles Terminal Annex Post Office was listed on the National Register of Historic Places on January 11, 1985, and its present California Historic Resource Code was determined to be 1S (Individual property listed in NR by the Keeper. Listed in the CR). The property was utilized as a post office in 1985. A site visit was conducted in June, 2015 to verify existing conditions of the resource located at 900 N. Alameda Street. The property retains very good integrity, and its 1S status code presently appears to be valid.



Los Angeles Terminal Annex Post Office. Camera facing NE. Photo: ICF International, June, 2015.

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED	NOV 27 1984
DATE ENTERED	JAN 11 1985

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

U. S. Post Office

AND/OR COMMON

Los Angeles Terminal Annex Post Office

2 LOCATION

STREET & NUMBER

900 N. Alameda Street

NA NOT FOR PUBLICATION

CITY, TOWN

Los Angeles

CONGRESSIONAL DISTRICT

25

NA VICINITY OF

STATE

California

CODE
05

COUNTY

Los Angeles

CODE

037

2 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	NA IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
<input checked="" type="checkbox"/> Thematic Group	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)

U. S. Postal Service, Western Regional Office

STREET & NUMBER

850 Cherry Avenue

CITY, TOWN

San Bruno

NA VICINITY OF

STATE

California 94099

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC

Los Angeles County Recorder

STREET & NUMBER

227 N. Broadway

CITY, TOWN

Los Angeles

STATE

California 90017

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Los Angeles Rapid Rail Project Survey and Determination
of Eligibility

DATE

Determined eligible 5/24/83

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

U. S. Urban Mass Transportation Administration

CITY, TOWN

Los Angeles

STATE

CA

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE <u>NA</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

4/27/84

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Terminal Annex, in terms of usable square footage, is the largest building included in this nomination. Though the structure is anomalous in scale, its architecture is consistent with 1930s post office construction throughout California. The building is an eclectic mix of Mission and Spanish Colonial Revival Styles, with elements of Pueblo and Islamic.

LOCAL CONTEXT

The Terminal Annex facility is located one block northeast of El Pueblo de Los Angeles State Historic Park near the center of older Los Angeles. The area includes Chinatown to the west and north, Union Station to the south, and substantial older industrial and commercial uses in the periphery. In addition to the age and significance of these abutting uses, there is substantial new development underway in Chinatown and the area easterly of Union Station is under consideration as a part of the proposed Metro Rail Project for Los Angeles. In general, this is an area of great complexity and importance.

PHYSICAL DESCRIPTION

The building appears to be in excellent structural condition, and is being well maintained. The Terminal Annex building is an example of a simplified version of the Spanish Colonial Revival style which was the dominant idiom of government construction in the 1930s in Southern California. The two domes, placed near the front of the building, are covered with blue and tan glazed terracotta tiles, and rest on hexagonal drums. Stylistically, the domes are tied to both Spanish Baroque and Islamic traditions. Large canales, or waterspouts, are placed along the front and side elevations just below the third-floor cornice. Concrete buttresses add structural stability, and recall elements of Spanish Colonial design as seen in some California missions. The thickness of the walls is emphasized by incising the entrances and windows into the wall surface; the general effect recalls the thick, buttressed adobe walls seen in Spanish Colonial design throughout California. The bronze doors at the public entrances are richly detailed, though they relate stylistically to Beaux-Arts design of the first decades of the twentieth century. The ceiling in the public lobby is formed in a cast-concrete imitation of vaulting, which divides the lobby into vaguely defined bays. The design of the terrazzo floor reflects this division of the lobby, with an ornamental double-triangle motif in white and green outlining each bay. The center of each bay is marked by a design in red, black, yellow, white, and green terrazzo, and resembles Southwestern American Indian textile decorative motifs.

ALTERATIONS

A large addition, which bears no stylistic resemblance to the original structure, was constructed on the north side of the building in the 1960s. The south side of the building acquired a flamboyant, but more compatible, fire escape in the early 1970s. The original service windows have been removed and replaced with plastic laminate topped service counters and self-service areas. Several bays of new lockboxes have been added on the southern portion of the lobby, and the original lobby light fixtures have been replaced with new incandescent fixtures. The site is landscaped with olive and palm trees, trimmed shrubs, and mown grass, all of which are well cared for.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES Begun 1937,
completed 1938.

BUILDER/ARCHITECT Gilbert Stanley Underwood

STATEMENT OF SIGNIFICANCE

The Terminal Annex's exceptional significance resides in several areas, including its architecture, its urban design impact on the surrounding area, and in its lobby murals. The Annex represents a building type transitional between the decentralized mail handling systems of the years before 1940, and the highly centralized and increasingly mechanized systems used after the Second World War. In combination with the Union Passenger Terminal to the south and El Pueblo de Los Angeles State Park, the Terminal Annex takes on an urban design focus it would not otherwise have; it is an essential part of this historic section of Los Angeles. The lobby murals date from the end of the New Deal public art programs, and are examples of one of the larger commissions awarded during the program.

ARCHITECTURE

The Los Angeles Terminal Annex is the newest building included in this nomination, and is, at present, 46 years old. The building is nevertheless eligible for inclusion in the National Register because of its exceptional significance*

By 1937, most federal construction, whether designed by the Office of the Supervising Architect or by private architects, was in the Starved Classical style. The anomalous use of the Spanish Colonial Revival in the Terminal Annex relates to the buildings constructed during the Mexican period in the nearby Plaza de Los Angeles and Olvera Street, a part of Los Angeles now included in El Pueblo de Los Angeles State Historic Park. The building retains the rigid symmetry, monumental proportions, and minimal ornament of the Starved Classical, and could be called a "Starved Spanish" design.

Gilbert Stanley Underwood, Architect:

A prominent Los Angeles architect, Underwood received numerous commissions for federal projects in the 1930s. He designed most of his structures in a simple, unadorned style fully compatible with the Starved Classicism of the Supervising Architect's office.

COMMUNITY PLANNING

Apart from the important urban design relationship the building has with El Pueblo de Los Angeles State Historic Park, the siting of the Terminal Annex and Union Station fundamentally changed the character of the immediately surrounding area. By the late 1930s, the site was covered by multi-story tenement buildings, occupied mostly by Americans of Chinese descent, and marked the eastern border of Los Angeles' Chinatown.

*The property was determined eligible for listing in the National Register on 5/24/83.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Building records: progress photographs, blueprints.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 3.75

UTM REFERENCES

A

1	1	3	8	6	0	0	3	7	6	9	1	1	0
ZONE		EASTING				NORTHING							

 B

ZONE		EASTING				NORTHING					

 C

ZONE		EASTING				NORTHING					

 D

ZONE		EASTING				NORTHING					

VERBAL BOUNDARY DESCRIPTION

Los Angeles County Assessor's Map Book 5409, p. 15, Kerckoff, Cuzner and Co. tract. M.R. 4-565, Parcels: 902 (lots A, B, 27-732); 903 (unnumbered lot); 904 (lots 4-13); 905 (lots 14-23); 900.

The site is an irregular trapezoid with a 416' frontage on Macy Street, and an original 168' frontage on Alameda Street.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
NA	NA	NA	NA
STATE	CODE	COUNTY	CODE
NA	NA	NA	NA

11 FORM PREPARED BY

NAME / TITLE

Doug Robertson, Planner

ORGANIZATION

Beland/Associates, Inc.

DATE

April 27, 1984

STREET & NUMBER

16 South Oakland Avenue, Suite 204

TELEPHONE

818-796-8093

CITY OR TOWN

Pasadena

STATE

California 91101

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

1/11/85

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET Los Angeles, ITEM NUMBER 7, 8 PAGE 1

Terminal Annex

Item 7
ART

The lobby contains twelve murals painted between 1941 and 1943 by Boris Deutsch, a well known project artist. Most of the murals painted between 1941 and 1943 depict various Meso-American Indian cultures and people. Two of the 1943 murals depict the Spanish colonization of California- one showing settlers with domestic animals and wagons, and another showing the Franciscan Father Junipero Serra with several Mission Indians. Two murals painted in 1943 depict modern scientists studying astronomy and chemistry. One 1944 mural shows modern telecommunications, and the last mural, also painted in 1944, depicts American military men, ships, and guns.

Item 8

Terminal Annex and Union Station site was razed, the Chinatown area was constrained to areas to the north and west of the post office site. Terminal Annex is directly north of the Union Passenger Terminal, constructed in 1939 in a Spanish/Streamline Moderne style. These two large buildings form a major focus, and eastern terminus, of the Pueblo de Los Angeles area.

ART

The murals conform to the representational style which was standard for Federal Art Project murals. Iconographically, the bulk of the murals seem to depict the history of Central America and California. Deutsch was apparently concerned primarily with cultural history, and so chose to depict Central American Indian cultures, which loom large in Mexico's popular consciousness and in the art of such painters as Orozco and Rivera. By depicting Mexican Indian cultures and the Spanish settlement of California, he provides an alternative to the Anglo concept of settlement and civilization in the Americas. The military mural is anomalous, and appears to have been painted last in a show of patriotic fervor. The murals depicting the scientific pursuits of the twentieth century compliment the scenes depicting the scenes of ceremonial and daily life in pre-European contact America. The juxtaposition of the murals suggests that Deutsch considered the ceremonies surrounding technology are analogous to earlier Indian ceremonies.

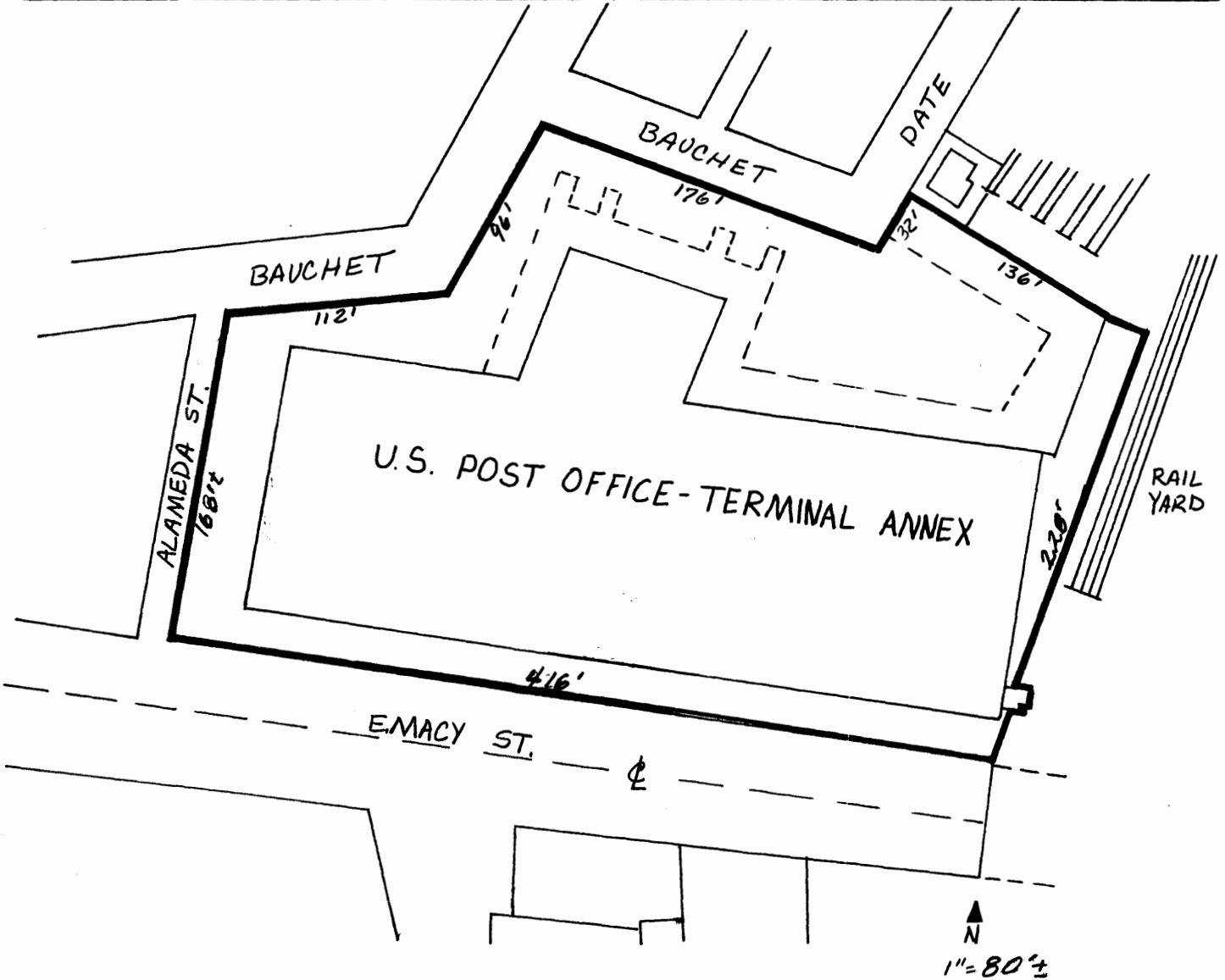
The iconography of the Terminal Annex murals is highly unusual for post office murals, and Deutsch employed an expressionistic style that was on the fringe of the accepted representationalism. The murals possess exceptional significance on the local level, in the context of Los Angeles' Spanish, Mexican, and native American history. The murals are significant on the state level for their unusually large size, as examples of expressionism in Federal Art Project murals, and for their unusual iconography.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Los Angeles
CONTINUATION SHEET Terminal Annex ITEM NUMBER 10 PAGE two



Note: Post office site outlined in red.

Source: Sanborn Map, Los Angeles Book, Vol. 3, page 304, 1923-52;
Geography Map Library, California State University, Northridge, CA.



City Office Terminal Bldg.

LA 10th St

JULY, 1983

NEGATIVE #3

MACY

STREET

ELEVATION

AND

PORTRION

OF

ANNUAL ANNEX POST OFFICE, CA



LOS ANGELES, TERMINAL ANNEX POST OFFICE, CA

JULY, 1983

NEGATIVE #15A MACY STREET ELEVATION



United States Post Office Terminal Annex

TERMINAL
ANNEX

1947, 1953

NEGATIVE #18A

WINNER POST OFFICE, CA

FRONT (ALAMEDA STREET) ELEVATION AND PORTION

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 #: (Assigned by recorder) 940 Avila St.

P1. Other Identifier: Gonzalez Candle Shop manufacturing building

*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 940 Avila St. 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)

940 Avila Street is a single story, rectangular plan manufacturing building having a flat roof and stucco cladding. A raised parapet borders the entirety of the roofline, obscuring the roof itself from the public right of way. Its front elevation faces west onto Avila Street, and is sparse- featuring one small rectangular jalousie window fronted by security bar at its northern portion, and a wide, off-center wood door. A wide, stucco-clad band of the elevation protrudes out at the roofline and below, running continuously from one side of the elevation to the other. The subject property is largely devoid of any other features whatsoever; a 17' high troweled stucco rectangle that is entirely blank at either visible side elevation. The property is set back from Avila Street behind blacktop that is overgrown with weeds and grass. A chain link fence topped with barb wire runs along the property's frontal portion. The property appears to be in fair condition and exists within a densely developed urban setting.

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

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



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

P5b. Description of Photo: (view, date, accession #) camera facing E, NE.
June 24, 2016. ICF.

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both
c.1961, 1969

*P7. Owner and Address:
Bongiovanni, Joseph M.
940 Avila St., Los
Angeles, CA 90012

*P8. Recorded by: (Name, affiliation, and address) Daniel Paul,
Architectural Historian.
ICF International 601 W. 5th
St., Suite 900, Los Angeles,
CA 90071

*P9. Date Recorded: 07/20/2016

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

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

Link US Historical Resources Evaluation Report

*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) 940 Avila St.

*NRHP Status Code 6Y

Page 2 of 2

B1. Historic Name: Gonzales Candle Shop manufacturing building

B2. Common Name: 940 Avila St.

B3. Original Use: manufacturing B4. Present Use: vacant

*B5. Architectural Style: vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations) completed c. 1961; addition; 1969

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

*B8. Related Features:

B9a. Architect: Oldham & Erickson (engineers- 1969 addition) b. Builder: Marmalefsky & Son (1969 addition)

*B10. Significance: Theme N/A Area Central City North

Period of Significance 1961-1969 Property Type commercial Applicable Criteria N/A (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

940 Avila Street does not appear to be eligible under any National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) criteria. After 1969, the building appears to have been the manufacturing facility for Gonzalez Candle Shop which was located at 14 Olvera Street from the postwar era through the early 2000s. Much of what is visible of 940 Avila St. from the public right-of-way is a 1969 addition that doubled the length and changed the front elevation of the original, c. 1961 building, which may have originally been addressed as 936 Avila Street; before the addition, city address directories have the Gonzalez Candle Shop facility at the 936 Avila address. 940 Avila Street does not appear to be NRHP or CRHR eligible under Criteria A/1. The Gonzalez candle shop had received some coverage as a long-time Olvera Street business yet this alone does not render the subject property: the manufacturing facility for that business, historically significant, relative to Criterion A/1 for its associations to Olvera Street. Though Francisco "Pancho" Gonzalez appears to have overseen the Gonzalez candle shop and was a locally noted candle maker, this alone does not appear to render Mr. Gonzalez a historically significant person in manner befitting NRHP or CRHR criterion B/2 eligibility for the subject property. Even so, the property better associated to Gonzalez was his original stall W14 underneath the Sepulveda Building at Olvera Street. For 904 Avila Street, much of what is visible from the right-of-way is the 1969 addition; virtually style-less and characterless in its presence. The building features one visible window, one entry, and nothing else but blank elevations as seen from the Avila Street right of way. The subject property is therefore not eligible under NRHP and CRHR criterion C/3. As part of the subject analysis, 940 Avila Street has not been evaluated for municipal level eligibility.

B11. Additional Resource Attributes: (List attributes and codes) N/A

*B12. References:

City of Los Angeles Alteration Permit 1969LA96722
Certificate of Occupancy 3/24/1970 1969LA96722
Estrada, William. *Los Angeles's Olvera Street*.
Charleston, SC: Arcadia Publishing, 2006: 53.

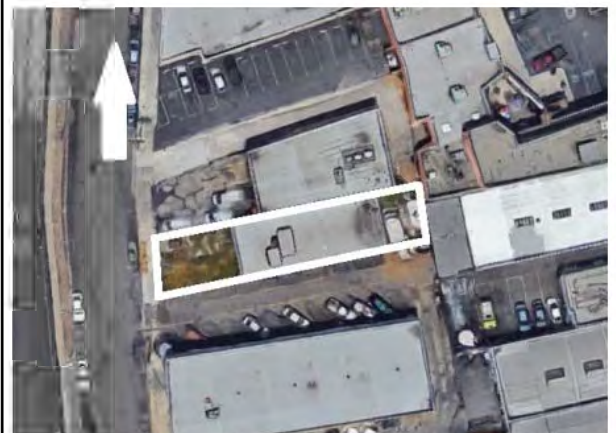
B13. Remarks:

*B14. Evaluator: Daniel Paul, Architectural Historian, ICF International

*Date of Evaluation: July 20, 2016

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

Primary #
HRI #
Trinomial
NRHP Status Code 6Y

Other Listings
Review Code

Reviewer

Date

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 908 Avila St.

P1. Other Identifier: Interstate Rubber Company

*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 908 Avila St. 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)

908 Avila Street is a single story, rectangular plan commercial building of concrete block construction with a low-pitch vaulted roof, and stucco cladding at its west-facing front elevation. A raised parapet, present across all four elevations, obscures the roofline from the public view. Though highly utilitarian in design, the building's front elevation has an asymmetrical composition inspired by the International Style. Cladding of narrow, stacked course Roman brick runs off the front elevation's southern half and two matching sets of paired, horizontal windows that read as a ribbon topped by a small concrete overhang this element are above this wall. The building's entrance is off-center at the front elevation's northern half; a simple pier of the same stacked Roman brick is present at the entry, making the entry appear to be cut out of the decorative cladding. (please see continuation sheet)

*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 #) camera facing SE.
June 24, 2016. ICF

International

*P6. Date Constructed/Age and

Source: Historic

Prehistoric

Both

1951; City building permit
#LA26372

*P7. Owner and Address:

Terry Nancy C

520 W Wedgewood LN

La Habra, CA 90631

*P8. Recorded by: (Name, affiliation,

and address) Daniel Paul,

Architectural Historian,

ICF International, 601 W.

5th Street, Ste.900,

Los Angeles, CA, 90071

*P9. Date Recorded:

07/21/2016

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



*P10. Survey Type: (Describe)

Intensive Level; Section 106 Compliance; P-Project Review

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

Link US Historical Resources Evaluation Report

*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) 908 Avila St. *NRHP Status Code 6Y

Page 2 of 3

B1. Historic Name: Interstate Rubber Company

B2. Common Name: 908 Avila St.

B3. Original Use: Manufacturing B4. Present Use: Vacant

*B5. Architectural Style: Vernacular International Style

*B6. Construction History: (Construction date, alterations, and date of alterations) Constructed 1951

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

*B8. Related Features:

B9a. Architect: F.O. Reyenga (Engineer) b. Builder: _____

*B10. Significance: Theme N/A Area Central City North

Period of Significance 1951 Property Type Commercial Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

908 Avila Street does not appear to be National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) eligible under any Criteria. Completed in 1951, 908 Avila Street was originally constructed as a rubber factory for the Interstate Rubber Company. The City of Los Angeles building permit does not identify an architect but does identify a contractor, F.O Reyenga (engineer), who is known to have designed a couple of furniture factories in Los Angeles during the post-WWII era for DEBU and Knaster in addition to a handful of Spanish Revival homes in Beverly Hills and elsewhere across the Los Angeles area.

Local rubber production was strongly linked to the substantial local tire industry, second only to Akron Ohio during the first half of the twentieth century. By the end of the 1920s, Los Angeles had moved to a substantial economic position relative to the automotive-related industry. Firestone—which by the 1950s was the world's largest producer of rubber, had a tire plant in Los Angeles, as did Goodyear, Goodrich, and Samson. Together the four factories represented a total investment of 30 million dollars and employed 10,000 workers. By the 1950s Firestone was the largest rubber producer in the world, having produced more than one million tons of rubber in 1956, and the rubber industry was one of a dozen largest industries in the United States at that time. At the close of the 1950s, L.L. Higbee, national tire trade sales chief, anticipated the sale of 120 million tires per year; innumerable of which would have been locally sold. (Please see continuation sheet, page 3 of 4)

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

*B12. References:

1950 City of Los Angeles Building Permit #LA26372.

"FIRESTONE REPORT: Rubber Industry Takes Big Strides in 1956."

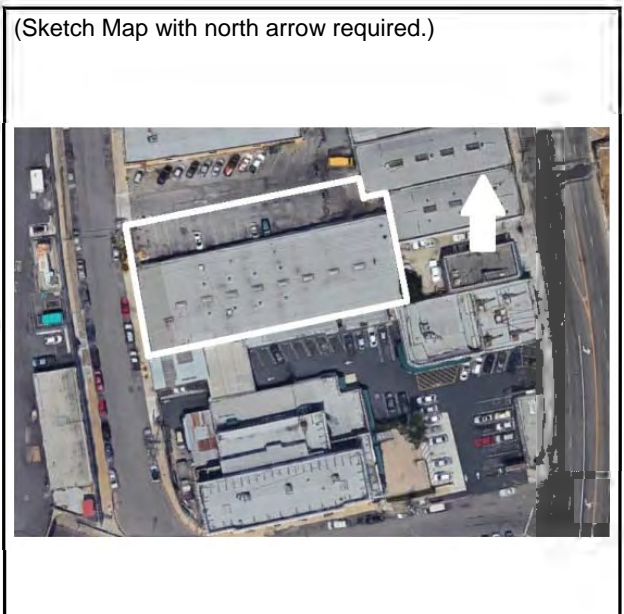
Los Angeles Times, Feb. 3, 1957: A22; "'Greatest Year' Seen for Tires: TIRES," *Los Angeles Times*. Feb. 15, 1959: A16.; "LOS ANGELES AUTOMOTIVE INDUSTRY EXPANDING [...]" *Los Angeles Times*. Sep. 8, 1929: D1.

B13. Remarks:

*B14. Evaluator: Daniel Paul, Architectural Historian, ICF International

*Date of Evaluation: July 21, 2016

(This space reserved for official comments.)



CONTINUATION SHEET

NRHP Status Code: 6Y

Property Name: 908 Avila St.

page 3 of 3 *Resource Name or # (Assigned by recorder)
*Recorded by: Daniel Paul, ICF *Date 9/2016 Continuation Update

*P3a. Description, ctd.

The entry is topped by a transom window that is fronted, like the entry itself, behind recent metal security bar and screening. At the front elevation's northern half is a single garage bay, fronted by a metal roll-up door and metal security bar. The front elevation's upper half is unadorned, and has a backlit sign box that is presently empty; the building appears to be vacant. The building is topped by a continuous, low-rise parapet that obscures the vaulted roof from the public right of way. The buildings address, "908," and the words "front office," are painted upon the elevation in fading red font. Additional garage bays, along with small windows having multi-light windows fronted by metal security bar are visible at the building's north-side elevation. Corrugated metal canopies and sheds are present upon the property's blacktopped portion due south of the buildings, and a concrete wall runs along the front edge of the property's northern portion. In front of this wall, is a small planter with a low Mexican fan Palm and small shrub specimens. The 908 N. Avila Street building runs flush to its lot line at the public right-of-way.

*B10 Significance, ctd.

The subject building appears to be peripheral within this context, and does not therefore appear National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) eligible under Criterion A/1. Research yielded no known persons of historic significance associated with the Interstate Rubber Company in a manner warranting the property's NRHP or CRHR eligibility relative to Criteria B/2. The building was designed by F.O. Reynaga, an engineer who does not appear to be a Master architect. The building is standard and vernacular in design, taking cues from both the International Style and Late-Moderne design systems that were then popular. Although its integrity appears to be good, 908 N. Avila does not therefore appear to be NRHP or CRHR eligible under Criterion C/3. As part of this analysis, the subject property has not been evaluated for municipal level eligibility.

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

Primary #
HRI #
Trinomial
NRHP Status Code 2S2, Pending SHPO concurrence

Other Listings
Review Code

Reviewer

Date

Page 1 of 5

*Resource Name or #: (Assigned by recorder) Macy Street School

P1. Other Identifier: 505 E. Clara St; 900 N. Avila St.

*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 505 E. Clara St. 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) Los Angeles County Assessor's parcel number 5409-016-004.

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

The Macy Street School is a rectangular plan three-story building originally constructed as a school. Designed in the English Renaissance Revival style, the building is clad in running course brickwork and has a flat roof. Its original front elevation faces south onto Clara Street, is clearly visible from the public right of way, is highly symmetrical in design and eleven bays wide. The middle seven bays protrude out slightly, each has a recent, large square window, and each of these bays, at their two upper level levels, is separated by engaged columns. The outer four bays at this elevation are slightly set back, having arch-capped windows at the second elevation, and square picture windows at the third level. Square windows are present at the ground level, as are multiple awning-topped entries having recent double metal frame doors and each topped with a canopy. A running concrete frieze separates the first and second levels, and between the second and third levels, between each of the seven center-most windows, spandrel areas are clad in stacked course brick, and each has a centered concrete panel. The historic property boundary is coincident with the limits of the present Los Angeles County Assessor's parcel number 5409-016-004.

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



*P3b. Resource Attributes: (List attributes and codes) HP15.

Educational Building

*P4. Resources Present: Building

Structure Object Site District

Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) Camera facing NW. ICF International, June 24, 2016.

*P6. Date Constructed/Age and Source:

Historic Prehistoric Both

1915 - City of Los Angeles

Building Permits

*P7. Owner and Address:

Cw900 Development LLC

900 Avila St.,

Los Angeles CA 90012

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

address) Daniel Paul,

Architectural Historian, and

Andrew Bursan, Historian.

ICF, 601 W. 5th Street, #900,

Los Angeles, CA 90071

*P9. Date Recorded: July 22, 2016

*P10. Survey Type: (Describe)

Intensive Level Survey; Section 106 Compliance; P-Project Review

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

Link US Historical Resources Evaluation Report

*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) Macy Street School

*NRHP Status Code 2S2

Page 2 of 5

B1. Historic Name: Macy Street School

B2. Common Name: 900 S. Avila St.

B3. Original Use: School

B4. Present Use: Commercial

*B5. Architectural Style: British Renaissance Revival

*B6. Construction History: (Construction date, alterations, and date of alterations) Constructed 1915; 900 N. Avila Street entrance added c. 1945.

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

*B8. Related Features:

B9a. Architect: Albert C. Martin

b. Builder: _____

*B10. Significance: Theme Progressive Era Education in Los Angeles Area Central City North

Period of Significance 1915-1930 Property Type Educational Applicable Criteria A, B

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

Located at what is today 900 N. Avila Street, the Macy Street School was constructed in 1915, and the property appears to be National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligible under Criterion A/1 for its associations to the Progressive Era, and B/2 for associations to Principal Nora Sterry, a locally significant figure in progressive education. From the Macy Street School, Sterry implemented a variety of first-of-their kind programs within Los Angeles, representative of the significant and broad national pattern of progressive era education. Although the property has seen alterations—such as incompatible aluminum window replacements plus substantial exterior entry reconfigurations, integrity of location, design, workmanship, feeling, materials, and association is retained, for the most part, to convey Criterion A and B eligibility. In accordance with NRHP Bulletin 15 for assessing integrity under Criterion A and B, it retains the essential physical features that made up its character of appearance during its period of association (1915-1930) and a historical contemporary would recognize the property as it exists today. Although the building was completed by a locally significant Master architect in Albert C. Martin, the above-mentioned alterations have rendered the building not eligible relative to NRHP and CRHR Criterion C/3.

The early history of the Macy Street School is wholly integrated with Sterry, who served as principal from 1913—when it was in another nearby building, to 1930. The former Macy Street School building which currently stands on Clara Street was built in 1915; it was during this period that Macy Street School became a community centerpiece with an impact that extended beyond the typical role of a grammar school. When Sterry began as a teacher at [the former location of the] Macy Street School in 1903, she chronicled the poverty, pollution, and unsanitary conditions that characterized the largely immigrant community surrounding Macy Street: presently Cesar Chavez Boulevard. (Please see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

***B12. References:**

Feldinger, Frank. *A Slight Epidemic: The Government Cover-up of Black Plague in Los Angeles: What Happened and Why It Matters*. Los Angeles, CA: Silver Lake Pub., 2008.

NPS NRHP Bulletin 15 (please see continuation sheet)

B13. Remarks:

*B14. Evaluator: Daniel Paul, Architectural Historian, ICF International

*Date of Evaluation: July 22, 2016

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

CONTINUATION SHEET

Page 3 of 5 *Resource Name or # (Assigned by recorder) Macy Street School

*Recorded by: Daniel Paul *Date July 2016 Continuation Update

*P3a. Description, ctd.

Just above the third level, engaged columns between these windows are capped with simple capitals of concrete molding that are integrated into a continuous frieze that wraps around the front and sides of the building. A square medallion is present above each column in the subject seven-bay program. Atop the centermost of these bays, is an affixed, symmetrical garland motif, in middle of which is a crest having two books and a lamp. Dentil molding runs the entirety of the building's roofline, in addition to a concrete balustrade with narrow, periodic openings.

Presently, 900 Avila Street- what was originally the building's west-side elevation, serves as the primary address for the building and what is today a bail bonds business. This elevation has variegated massing; the primary block massing of the building plus various smaller, stepped back components that are the building's back-work. Multiple arch-topped openings are present across the front elevation and elsewhere. Many of these arches cap windows, most of which have been replaced by incompatible recent aluminum frame fixed windows. The inset arches at various openings are comprised of varying brick courses- including soldier, running, stacked and rowlock designs, with each arch containing an elongated concrete keystone. Some of the arches appear to be infilled with stacked course brickwork.

At the second level of this elevation, one of the arches appears to retain its original wood frame fanlight, along with narrow, wood-frame sidelights. A covered entryway- itself having an arched opening, is present at the west elevation, as are secondary entries that are elevated off ground level. The covered entryway is topped with a small, wrought iron fence-like balustrade behind which is another doorway. Metal roofed canopies, both closed and open sides, are visible at this elevation, as is, atop the roof, a molded concrete chimney topped with a metal chimney pot.

On the opposite end near Vignes Street, the east- side elevation has a substantial two story brick addition having open bays and fixed picture windows. The addition includes an elevated entry within a balcony that is accessed by a recent metal stairway. Visible at the third level is the trim that also caps the rest of the building, along with an intact wood frame Palladian window having fanlights and sidelights. 900 S. Avila Street is set back upon its property, fronted by a sizeable blacktop-paved parking lot. The property is present in a highly developed urban setting near railroad tracks incoming to Union Station, and across from the tower that is the Metro Authority headquarters. The smaller-scale houses that once accompanied the building have long since been replaced by commercial and manufacturing related properties.

The property is currently used by a bail bonds company.

*B10. Significance, ctd.

The Macy Street neighborhood consisted of roughly 4,500 residents densely housed 1/5 of a square mile area north of downtown Los Angeles which was surrounded by polluting industries as well as waste near the Los Angeles River. The student population consisted of many Chinese and Mexican children, as well as other students of recently immigrated families. Many of these students lived in squalid conditions, suffered from malnutrition, and were exposed to considerable air pollution due to industry adjacent to the Macy Street neighborhood. Sterry had been strongly influenced by the Progressive movement of the early 20th century and became an advocate of "Americanization," a process by which recent immigrants are introduced to English language and American customs while maintaining some semblance of ethnic identity and traditions, typically through religion and cuisine; when she had become the principal, it was among the poorest and most diverse student bodies in Los Angeles.

To address the needs of her impoverished students at Macy Street School, she introduced innovative programs such as penny lunches, nursery care, and the first elementary evening school in Los Angeles that was devoted to Americanization. In addition to creating programs for her students, she also allowed the parents of students to use the school auditorium as a community center where they could practice cultural events and educational classes. In the early 1920s, the auditorium was also used to organize and encourage parents to support a school bond measure. Due to the schools innovative programs and its accessibility to the students and neighboring community, the school had become something of a showpiece and point of pride for citizens by the mid-1920s.

To combat maladies that afflicted her impoverish student body, Sterry and her teaching staff conducted routine health checkups at the Macy Street School, which included the inspection of the students' skin, eyes, hair, and teeth. When a plague epidemic inflicted the Macy Street neighborhood in the fall of 1924, Sterry used the school as a refuge for suffering residents. When Los Angeles City officials quarantined the neighborhood and residents had limited access to food, Sterry opened the school kitchen to residents and provided free canned goods, beans, and rice. She and other teachers held classes at the school on plague prevention, proper household sanitation methods, and dispensed disinfectant products for residents to use at home. For Sterry's efforts towards combatting the plague in the Macy Street neighborhood, she was widely hailed as a hero by local newspapers such as the Los Angeles Times and the Los Angeles Examiner.

Even after Sterry left the school in 1930 to undertake a position at the Sawtelle Boulevard School, a teachers' training institution, the Macy Street teachers and administration maintained her commitment to serving the underprivileged student body and its greater community. The Sawtelle Boulevard School would later be renamed for Nora Sterry in 1941, shortly after her death. Macy Street School would close four years later. In 1945, the property ceased to be a school and was sold to the Servmore Company. Located nearby the Men's Central Jail facility, the building is presently commercial in use: housing a bail bonds business and a plumbing company.

For the above-mentioned reasons, the Macy Street School appears to be NRHP and CRHR eligible under Criteria A/1 and B/2. For Los Angeles, the school expresses key ideas of the Progressivist movement in Los Angeles; a nationally significant social movement of early twentieth century America. Nora Sterry is a significant figure in Los Angeles history; a champion of the above-mentioned Progressivist ideas and a noted protector and champion of the City's downtrodden, particularly children of the ethnic minority. Though somewhat altered, the building remains highly distinct within its densely developed setting, entirely surrounded by newer architecture. The Macy Street School retains the necessary integrity to convey significance as a locally historic early twentieth century school. The Macy Street School is important to Los Angeles for Principal Nora Sterry's early, local implementation of Progressivist ideas, Progressivism being a historic movement of national significance.

***B12 References, ctd.**

FINE SCHOOL FOR SOUTH-END SITE.: MANCHESTER-AVENUE GRADE INSTITUTION. Los Angeles Times. May 2, 1915: V1

Rasmussen, Cecilia, "In 1924 Los Angeles, a Scourge From the Middle Ages." Los Angeles Times. March 5, 2006.

Rafferty, Judith. Land of fair promise: politics and reform in Los Angeles schools, 1885-1941. Stanford University Press, 1992.

CONTINUATION SHEET

Property Name: Macy Street School

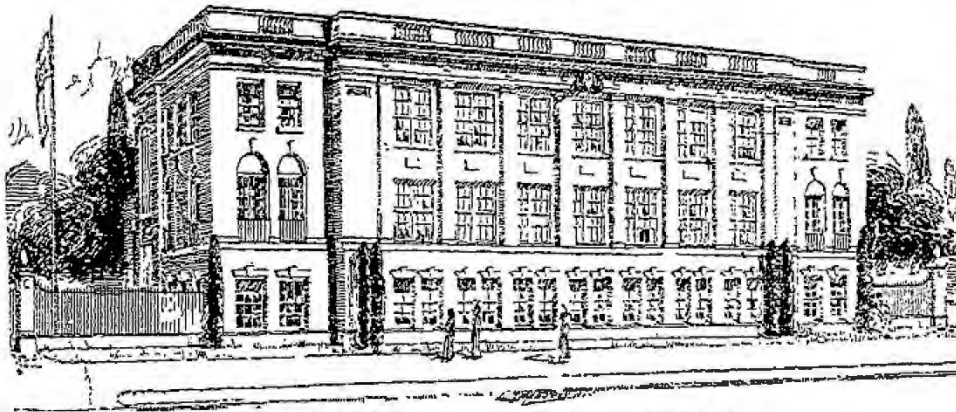
Page 5 of 5

Macy Street School: Additional Images



Macy Street School: west elevation (L) with c. 1945 reconfigured 900 N. Avila St. entry, and east elevation (R).
ICF International, June 2016.

Where Children of Many Nations Will Receive Instruction.



Architect A. C. Martin's perspective of new Macy-street school.

This modern building in the heart of Los Angeles' most pronouncedly foreign quarter is intended to serve not only as a model public school, but as a neighborhood center for both children and grownups representing at least thirty different nationalities.

May 2, 1915, *Los Angeles Times* illustration of the proposed Macy Street School

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 14

* Resource Name or #: Denny's Restaurant

P1. Other Identifier: _____

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.
c. Address 530 Ramirez Street 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
Assessor's Parcel Number: 5409-022-905

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

The Denny's restaurant at 530 Ramirez Street in Los Angeles is a one-story, Google style commercial building that is rectangular in plan. Character-defining features of the style evident in the property include a boomerang shaped roof with projecting overhangs, large plate glass windows with aluminum mullions, and natural rock cladding. Below the windows on all three primary elevations (north, east, and south) is red brick cladding with natural rock accents. A large expanse of natural rock cladding distinguishes the north elevation, which is adjacent to the restaurant's main entrance located on its northeast corner. A similar natural rock wall is perpendicular to the south elevation beneath the building's eaves. A non-original secondary entrance leads to outdoor seating near the building's northwest corner. Two non-original "Denny's" signs are attached to the eaves of both the east and south elevations. Stucco covers a section of orange ceramic tiles below windows on the south and east elevations. Landscaping consists of a small grassy area with clipped shrubs fronting the east elevation. The building does not appear to have experienced substantial modifications such that it exhibits a particularly high level of integrity of design, materials, and workmanship as well as integrity of location, setting, feeling and association.

* P3b. Resource Attributes: (List attributes and codes) HP06 1-3 story commercial building

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

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

P5b. Description of Photo: (View, date, etc.)

North Elevation, Southwest View

* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1965 LA Building Permit #05658

* P7. Owner and Address:

Denny's Corporation
203 East Main Street
Spartanburg, SC 29319

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

Andrew Bursan
ICF
601 W 5th Street, Suite 900
Los Angeles, CA 90071

* P9. Date Recorded: 4/13/2018

* P10. Survey Type: (Describe)

Intensive Level



* P11. Report Citation: (Cite survey report/other sources or "none") HDR: Link US Historical Resources Evaluation Report, April 2018

* 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 14

* NRHP Status Code 3S

* Resource Name or #: Denny's Restaurant

B1. Historic Name: Denny's Restaurant

B2. Common Name Denny's Restaurant

B3. Original Use: Commercial Restaurant

B4. Present Use: Commercial Restaurant

* B5. Architectural Style: Googie

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

1965: Building Permit for Maier Brewing Co., L.A. Ray Archtiect, and Maier Brewing Co. Builder. Cost: \$130,000

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

* B8. Related Features:

B9a. Architect: L.A. Ray, after Armet and Davis b. Builder: Maier Brewing Co.

* B10. Significance: Theme Mid-Century Restaurant Development Area Los Angeles, CA

Period of Significance 1966 Property Type Commercial Applicable Criteria C

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

Googie Historic Context

Googie was an expressive, attention-grabbing style associated with commercial buildings that first appeared in the Los Angeles area in the early 1950s. The buildings most closely associated with the Googie style are the Modern coffee shops, car washes, bowling alleys, automobile showrooms, and other types of vernacular commercial architecture common to the American roadside during this time. Googie was an architectural style uniquely adapted to the needs of the postwar automobile environment. A key characteristic of the idiom was an exaggerated and angled roof that appears to float over large expanses of plate glass windows. Other character-defining features include abstracted geometric plans and site-specific themes, the integration of natural and synthetic materials such as stone walls, terrazzo flooring, stainless steel kitchen equipment, formica, plastic, and fiberglass. Exaggerated and often colorful architectural elements combined with large neon-lit signage were specifically designed to draw the attention of speeding motorists. In the late 1950s and early 1960s, elements associated with the space-age such as uplifted or tilting rooflines, were particularly emphasized. Acknowledged masters of the Googie style include Los Angeles-based architects Louis Armet and Eldon Davis, John Lautner, Douglas Honnold, and Martin Stern, Jr. (Continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes): HP06 1-3 story commercial building

* B12. References:

Hess, Alan. "Googie: Fifites Coffee Shop Architecture." San Francisco: Chronicle Books, 1985.

Hess, Alan. "Googie Redux." San Francisco: Chronicle Books, 2004.

B13. Remarks:

* B14. Evaluator: Andrew Bursan

Date of Evaluation: 4/13/2018

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 14 * Resource Name or #: (Assigned by recorder) Denny's Restaurant
* Recorded by: Andrew Bursan * Date: 4/13/2018
 Continuation Update

B10. Significance, continued.

In 1958, the firm of Armet and Davis was retained by the growing Denny's chain to design a distinctive new prototype restaurant that would accomplish the goals noted above. The result was a Googie style building with a prominent boomerang roof, large plate glass windows, natural rock walls, terrazzo floors, Formica counters, and lush landscaping. Armet and Davis were responsible for the construction of a substantial number of the new Denny's restaurants before the corporation (or its franchisees) began hiring other architects, such as the designer of the subject property Larry A. Ray. According to noted architectural historian Alan Hess, the author of "Googie: Fifties Coffee Shop Architecture," which is the definitive book on the subject, "this prototype style spread the California coffee shop across the United States." Louis L. Armet and Eldon Davis established Googie (sometimes called Coffee Shop Modern) as a popular modern style and colonized the Southern California style and its image throughout the United States and Canada. The Denny's Corporation used the Armet and Davis prototype design plan on the first 400 Denny's location even though other firms, like Larry A. Ray (Colwell and Ray), were often listed as the architect on Denny's restaurants from the mid-1960s onward.

Significance Evaluation

Argument under Criterion A:

City of Los Angeles building permit #5658 dated October 6, 1965 indicates that the building at 530 Ramirez Street was constructed for a cost of \$130,000. The property is associated with the general trend of mid-century restaurant development in Southern California from roughly 1945 to 1970. During this period, restaurants of all types expanded throughout the region and mirrored the post-war growth of other commercial and residential developments fueled by the economic prosperity of the period. Restaurant owners moved away from the store-front based, locally owned, neighborhood style cafés of the pre-war era to create a more auto-oriented, family themed, chain operated enterprises. Post-war coffee shops, like the subject property, typically used the Googie style which by the 1960s had become a commonplace design for low-cost, family themed restaurants. Despite this association with mid-century restaurant development, this location represents one of many Googie themed restaurants developed not only within Southern California but within the Denny's restaurant chain and it did not make an important singular contribution to the broad pattern of mid-century restaurant development. In addition, Los Angeles Times research did not uncover any notable historic events related to the address. The property does not reflect an important singular example of a broad pattern of development, is not associated with an important event, and therefore does not meet NRHP Criterion A.

Argument under Criterion B:

Based on City of Los Angeles building permits, Los Angeles Times articles, and Los Angeles City Directory research, property owner Maier Brewing Company and restaurant operator Denny's Corporation are the only known entities to have direct associations with the subject property. While the now defunct Maier Brewing Company was once a major beer producer in Los Angeles during the first half of the twentieth century, there is no individual with the company known to have an important direct association with the subject property. Similarly, there were no individuals employed by Denny's Corporation that were shown to have an important direct association with the property. Research does not indicate that the property is strongly associated with the lives of significant persons of the past and therefore does not meet NRHP Criterion B.

Argument under Criterion C:

Integrity:

The building at 530 Ramirez Street exhibits a high level of integrity and alterations are limited to a non-original secondary entrance door and a small area of ceramic orange tile work that has been clad over with non-original stucco which could easily be removed. It retains integrity of design, materials, and workmanship, location, setting, feeling and association.

Since the 1960s, the great majority of Denny's restaurants have experienced substantial alterations, particularly to their natural rock cladding (that is often painted over) and the application of stainless steel to exterior surfaces that transform the original design into an east coast diner. As a result, relatively unaltered Denny's restaurants that retain their key character-defining features, such as the subject property, are becoming exceptionally rare. In his 2004 book "Googie Redux", author Alan Hess wrote the following passage about the diminished architecture integrity of many Denny's locations:

CONTINUATION SHEET

Page 4 of 14 * Resource Name or #: (Assigned by recorder) Denny's Restaurant
* Recorded by: Andrew Bursan * Date: 4/13/2018
 Continuation Update

“At its worst, the gawky remodeling of the Denny’s chain since 2000 show the self-defeating nature of an uninformed approach to Googie building preservation. Though in possession of scores of original buildings based on the Armet and Davis prototype – a genuine artifact of the 1950s and all that that evokes in the public imagination – Denny’s chose to dinerize its restaurant. Black-and-white tile flooring and mirror-finish stainless-steel doors and fixtures echo the 1930s streamline diner style - clashing with the sleek, ultramodern boomerang roofs and colorful plastic chandeliers of the genuine fifties style.”

Besides the subject property, the Denny’s locations at 12861 N. Encinitas Avenue (1968) and 15540 Roscoe Boulevard (1967) stand as the only Denny’s buildings in Los Angeles from the era that exhibit high levels of integrity. The Denny’s locations at 5700 W. Manchester Boulevard (1959), 5612 N. Tujunga Avenue (1967), and 12907 W. Ventura Boulevard (1960) have experienced noticeable exterior alterations and do not match the level of integrity found in the subject building. All of these mentioned Denny’s locations were evaluated by City of Los Angeles Office of Historic Resources under the SurveyLA program and found eligible for the National Register (NR). The SurveyLA evaluations for these Denny’s properties and other NR eligible Googie restaurants in Los Angeles can be found in the table of Googie resources on Continuation Sheets, Page 8-14.

Architecture:

According to the SurveyLA’s Central City North Survey dated 9/29/2016, the Denny’s at 530 Ramirez Street was found to meet NRHP Criterion C (California Historical Resources Status Code - 3S) as a rare and intact surviving example of a Googie coffee shop reflecting the corporate architecture created for Denny’s in the 1950s and 1960s (see Continuation Sheet, Page 7). It is also the only remaining example of Googie architecture in downtown Los Angeles.

Although 530 Ramirez Street was designed by architect Larry A. Ray, building features like a boomerang roof, large plate glass windows, natural rock, terrazzo floors, Formica counters, and lush landscaping cladding clearly exhibit the distinctive characteristics of the 1958 Denny’s prototype created by Armet and Davis. In addition to an association with the Armet and Davis design plan, the building stands as a clean example of a Denny’s corporate building design that the company would execute throughout the country. The restaurant’s location near the 101 Freeway follows Denny’s then innovative practice of acquiring sites adjacent to freeways.

Architect:

Although information on the career of building architect Larry A. Ray is very limited, research suggests he practiced architecture for the firm of Armet and Davis in the early 1960s before forming his own firm, Coldwell and Ray, in the mid-1960s. Ray worked from roughly the mid-1960s to the 1980s with his Orange County based firm Coldwell and Ray, which was later called CRHO (Colwell, Ray, Hornacek, Okinaka Architects, Inc.). From the 1960s to the present, the firm has specialized in the design of chain restaurants in Southern California. Building permit research shows that Ray (sometimes listed on building permits under the firm Coldwell and Ray) designed not only the subject restaurant but also Denny’s restaurants at 12861 N. Encinitas Avenue (1968), 5612 N. Tujunga Avenue (1967), and most likely other locations in Los Angeles during the 1960s. Moreover, Coldwell and Ray designed the \$10 million Denny’s corporate headquarters in La Mirada in 1969, suggesting the firm played a significant role as Denny’s corporate architects.

Permits also indicate that while Armet and Davis designed some of the first Denny’s in Southern California from the late-1950s to the early 1960s, the firm of Ray and Colwell became Denny’s primary corporate architects from the mid-1960s to the early- 1970s. This shows that many of the 1960s Denny’s restaurant styles, often seen as prototypical examples of Googie architecture, were technically designed by Larry A. Ray or his firm Colwell and Ray but based heavily on the design plan for Denny’s originally conceived by Armet and Davis.

Conclusion:

The subject Denny’s Restaurant represents an excellent and increasingly rare example of the Googie architectural style with a high level of integrity. It’s association with the classic Armet and Davis Denny’s corporate prototype design and its rarity as a piece of Googie architecture with distinctive characteristics of the style in downtown Los Angeles make the property eligible for the NRHP under Criterion C for design. This finding is consistent with the SurveyLA’s finding for this property of National Register eligibility under Criterion C (Status Code 3S).

CONTINUATION SHEET

Page 5 of 14 * Resource Name or #: (Assigned by recorder) Denny's Restaurant
* Recorded by: Andrew Bursan * Date: 4/13/2018
 Continuation Update

References

City of Los Angeles
1965 - Building Permit #5658

Hess, Alan. "Googie: Fifites Coffee Shop Architecture." San Francisco: Chronicle Books, 1985.

Hess, Alan. "Googie Redux." San Francisco: Chronicle Books, 2004.

Langdon, Philip. "Orange Roofs, Golden Arches." New York: Knopf, 1986.

Los Angeles Street Address Directory – April 1967

Los Angeles Times
1966 Denny's Chain Plans 150-Seat Downtown Café. May 29, 1966.
1969 Restaurant Chains Plans \$10 Million Facility. March 30, 1969

SurveyLA. (2016). COMMERCIAL DEVELOPMENT, 1850-1980 Theme: Commercial Development and the Automobile, 1910-1970. Los Angeles, CA: City of Los Angeles Office of Historic Resources.

SurveyLA. (2017). Commercial Development, 1859-1980 Theme: Neighborhood Commercial Development, 1880-1980: City of Los Angeles Office of Historic Resources.

SurveyLA. (2016). Historic Resources Survey Report Central City North Community Plan Area. Los Angeles, CA: City of Los Angeles Office of Historic Resources.

CONTINUATION SHEET

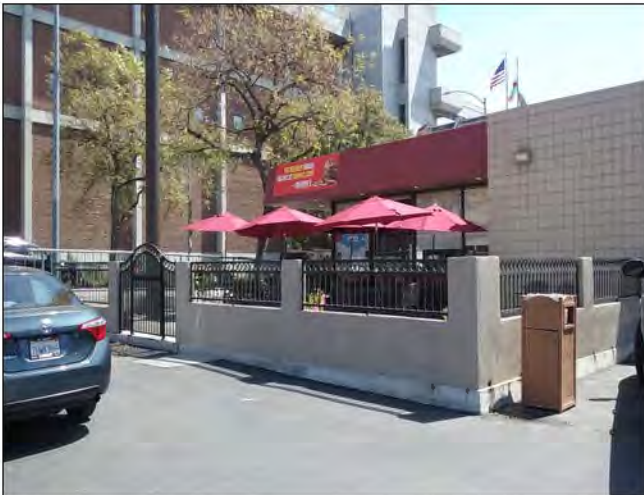
Page 6 of 14 * Resource Name or #: (Assigned by recorder) Denny's Restaurant
* Recorded by: Andrew Bursan * Date: 4/13/2018
 Continuation Update



East Elevation, Northwest View



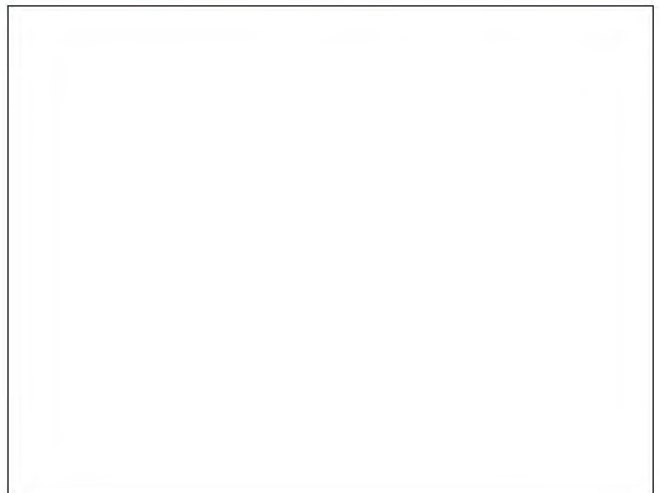
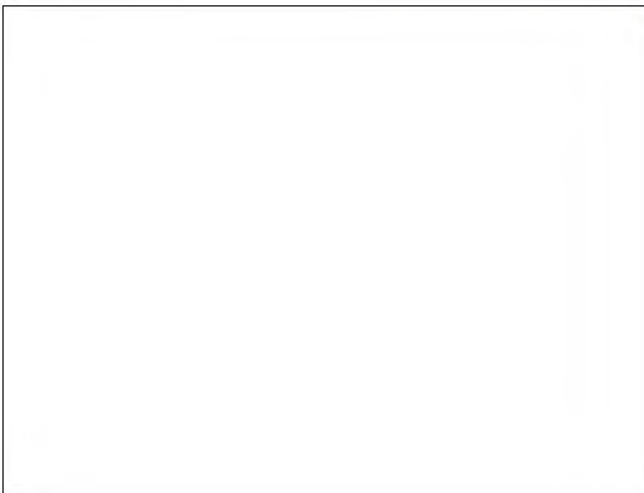
South Elevation, North View



West Elevation, East View



North Elevation, Southview View



CONTINUATION SHEET

Property Name: Denny's Restaurant
Page 7 of 14

Central City North

Individual Resources - 09/29/16



Primary Address: 530 E RAMIREZ ST
Name: Denny's
Year built: 1966
Architectural style: Googie




Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Googie, 1935-1969
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a Googie coffee shop reflecting the corporate architecture created for Denny's by noted architects Armet and Davis in the 1960s; many of these Googie-style Denny's have been subsequently altered or replaced by newer corporate designs, making this a rare surviving example.

CONTINUATION SHEET

Property Name: Denny's Restaurant
 Page 8 of 14

The following table identifies all Googie style buildings of the coffee shop, diner, or fast food type within the City of Los Angeles as identified by published SurveyLA findings, including the Denny's located at 530 E. Ramirez Street addressed in this DPR form set. A total of six Denny's, including the Subject Property, were identified in SurveyLA, but surviving examples of this type are rare in Central Los Angeles.

Photograph (From SurveyLA findings)	Address	Name	Year Built	Context/Comments
Central Los Angeles				
	2306 N Fletcher Dr	Donley's Coffee Shop	1960	-Excellent example of a Googie coffee shop building with distinctive features of the style -Designed by Armet and Davis -Silver Lake- Echo Park – Elysian Village Area Plan
	530 E Ramirez St	Denny's	1966	- Excellent example of a Googie coffee shop reflecting the corporate architecture created for Denny's by noted architects Armet and Davis - rare surviving example -Central City Area Plan
Mid-City Los Angeles				
	460 N La Cienega Blvd	Norms	1956	-Excellent example of a Googie style coffee shop in the area -Designed by architects Armet and Davis -Significant as the long-term location of the Los Angeles-based coffee shop chain and as the oldest Norms still in operation -Wilshire Area Plan

Page 1 of 1 *Resource Name or # Los Angeles Union Station

*Recorded by: David Greenwood/Daniel Paul *Date: July 22, 2016 o Continuation Update

Address: (As listed in HRI) 800 N. Alameda Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5409-023-941

Present Use: Transportation: Passenger Terminal

Historic Name: Los Angeles Union Passenger Terminal

Owner and Address: LACMTA
1 Gateway Plaza
Los Angeles, CA 90012

The building was previously surveyed in 2001, and the California Historic Resource Code was determined to be 1S (Individual property listed in NR by the Keeper. Listed in the CR). Union Station (Los Angeles Union Passenger Terminal) was listed upon the National Register Historic Places on December 13, 1980.

SHPO concurred with this finding by Project Review FTA010315A, dated 12/5/2001, 1S; listed in the California Historical Resources Inventory.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 800 N. Alameda Street. The previous survey information recorded on the attached 2003 DPR 523 form, dated 2/20/2003, remains accurate as does the property's 1S historical resource status code.



Looking east, Photo # IMG_3820.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Los Angeles Union Passenger Terminal

P1. Other Identifier: Los Angeles Union Station

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T _____; R _____; 1/4 of _____ 1/4 of Sec _____; B.M. _____
c. Address _____ City Los Angeles Zip 90012
d. UTM: (Give more than one for large and/or linear feature) Zone 11, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as appropriate)
APE Map ID# 5; Southeast corner of Macy and North Alameda Streets; City off Los Angeles, Assessors Parcel Number 5409-023-047.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The image of Union Station and its associated streamliners became synonymous with the concept of long distance pass travel in Los Angeles until it was effectively displaced with the introduction of reliable jet service to Los Angeles International Airport in the late 1950s. Union Station's architectural design by consulting architects John and Donald Parkinson, Union Pacific's R.J. Wirth, Southern Pacific's J.H. Christie, and Santa Fe's H.L. Gilman blended the Spanish Colonial Revival style with the Streamline Moderne style. This unique blend of historic and modern styles at once refl both the historic character of Los Angeles and the evolution of railroad technology from steam to diesel power. Union Station's landscape architect was Tommy Tomson, its color consultant was Hermann Sachs, and the design of the assoc Fred Harvey Restaurant was by Mary Coulter. After it was listed in the National Register in 1980, a series of major pr altered the passenger platform areas, including: the El Monte Busway in 1987; the Metrorail Red Line in 1991; Metrol 1993; MTA Gateway Center in 1995; MWD Headquarters in 1996; TEA 21 Improvements in 2001; and Mterorail Gol Line in 2002. These alterations are provided in detail in the Finding of Effect and EIS/EIR for the proposed Union Sta Run-Through Project.

* P3b. Resource Attributes: (List attributes and codes) HP17 Railroad depot

* 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 west toward passenger terminal building

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

1939 Factual

* P7. Owner and Address:
Catellus Urban Development Corp.
201 Mission Street
San Francisco, CA 94105-1831
P--Private

* P8. Recorded by: (Name, affiliation, address)
Rick Starzak/Alma Carlisle
Myra Frank & Associates, Inc.
811 West 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: _____

* 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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 1S Listed 11-13-1980

* Resource Name or #: Los Angeles Union Passenger Terminal

B1. Historic Name: Los Angeles Union Passenger Terminal

B2. Common Name: Los Angeles Union Station

B3. Original Use: Railroad Depot

B4. Present Use: Transportation Hub

* B5. Architectural Style: Spanish Colonial Revival/Streamline Moderne

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

Built from 1935-1939 at an estimated construction cost of \$2,000,000 to consolidate the passenger operations of three railroads, the Santa Fe, Southern Pacific, and Union Pacific. The passenger terminal building was restored, but the platform area has undergone numerous changes since about 1985.

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

* B8. Related Features:

The National Register nomination form identified the main buildings that comprise the station terminal along with its associated service areas and passenger platforms, canopies and tracks. In addition, Terminal Tower, the Vignes Street, Macy Street Undercrossings, and Car Repair/Supply House are also contributing features.

B9a. Architect: H.L. Gilman, et al.

b. Builder: Santa Fe Railway

* B10. Significance: Theme Railroad

Area Los Angeles

Period of Significance 1939

Property Type Passenger Depot

Applicable Criteria C

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

The Los Angeles Union Passenger Terminal (Union Station) complex, 800 North Alameda Street, was listed in the Nat Register under Criterion C on November 13, 1980, at the national level of significance. It was designated as City of Los Angeles Historic-Cultural Monument 101 on August 2, 1972. The city monument boundary includes the passenger terminal building, attached service buildings, and the parking lots along Alameda Street but excludes the appurtenant railroad tracks along the east side that contribute to the National Register listing. Union Station was documented in the Historic American Buildings Survey, Survey Number HABS CA 2-258-A. The National Register nomination form of the Los Angeles Union Passenger Terminal (Union Station), specifically identifies the main buildings that comprise the station terminal along with associated services areas and passenger platforms, canopies and tracks. Union Station is considered significant both for historical association with the development of railroad transportation in the United States and for the quality of its architectural design. Built from 1934 through 1939, Union Station is considered the last grand railroad station constructed in the United States. Its construction resulted in the consolidation of local passenger operations among the Southern Pacific, Union Pacific, and Santa Fe Railroads. Union Station was the point of origin and destination for several famous transcontinental "streamliners" such as Southern Pacific's Daylight and Golden State; Union Pacific's City of Los Angeles and Santa Fe's Super Chief, California Limited, and El Capitan.

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

* B12. References:

Land-Mark L.A., Historic-Cultural Monuments of Los Angeles, City of L.A. Cultural Affairs Dept.

Historic American Buildings Survey; National Register Nomination, 11-13-1980.

Metro Red Line East Extension Section 106 Documentation, 1994, National Register of Historic Places

B13. Remarks:

* B14. Evaluator: Keeper of the National Register

Date of Evaluation: 12/13/1980

(This space reserved for official comments.)

(Sketch map with north arrow required)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED **87 AUG 27**
DATE ENTERED **NOV 13 1980**

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC **Los Angeles Union Passenger Terminal**

AND/OR COMMON **Los Angeles Union Station**

2 LOCATION

STREET & NUMBER **800 North Alameda Street**

CITY, TOWN **Los Angeles** VICINITY OF **25th**
— NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

STATE **California** CODE **06** COUNTY **Los Angeles** CODE **037**

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME **Southern Pacific, Santa Fe, Union Pacific** ✓

STREET & NUMBER **800 North Alameda Street**

CITY, TOWN **Los Angeles** VICINITY OF **California** STATE **90012**

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. **Los Angeles County Hall of Records**

STREET & NUMBER **300 West Temple Street**

CITY, TOWN **Los Angeles** STATE **California** **90012**

6 REPRESENTATION IN EXISTING SURVEYS

TITLE **Historical Monument No. 101**

DATE **August 2, 1973** FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS **Cultural Heritage Board, Room 1500, City Hall**

CITY, TOWN **Los Angeles** STATE **California** **90012**

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The main portion of the Los Angeles Union Station extends 850 feet along Alameda Street in a north-south direction, and consists of a series of tile-roofed rooms and arcades in varying proportions. The larger and taller of these are near the center, the others tapering down toward the two ends. Perpendicular to and easterly of the main mass, are a waiting room and an arcade, also tile roofed, plus a wall, which together with the adjoining north-south oriented service area form an "H".

The reddish brown of the Mission tile roofs is complemented by the cream color of the outside walls and the terra cotta-colored dado which is all around the main building. In contrast to the general horizontality is the clock tower, which rises to 125 feet and stands near the main entrance.

The archway over the main entrance and the adjoining tower give one a slight feeling of entering a California Spanish mission. As you pass this entrance, you enter a huge foyer, square in plan and flanked on all four sides by broad arches.

This great foyer opens to the north and to the east upon impressive halls with finely decorated beamed ceilings. Below are floors paved with red quarry tile plus broad multicolored swaths with geometric patterns created with marble from Vermont and Tennessee, as well as from Belgium, France and Spain, combined with Montana Travertine. These swaths, suggestive of immense carpets, run the length of the two main halls and converge into a square-shaped pattern in the middle of the entrance foyer, Belgian black marble, ceramic tile and travertine form the border on the walls. Doors and windows are bronze.

The upper walls and the ceiling panels of the main rooms are covered with acoustic tile. The acoustics are superb throughout.

The north hall is used for ticketing and waiting. It measures 80 x 140 feet and has a ceiling 50 feet high. The east hall is the main waiting room. It measures 90 x 150 feet, has a 40 foot ceiling, and is flanked on the north and south sides by spacious patios which feature plants typical of Southern California and have benches that provide additional seating for waiting.

South of the entrance foyer is an open arcade whose arches echo the ones which flank the foyer. This arcade is used as an additional entrance and exit and provides a view of the south patio from the front of the station. The floor of the arcade is red quarry tile as is the floor of the former Fred Harvey Restaurant with which it connects to the south

The restaurant is approximately 70 x 100 with a 30 foot ceiling. On the wainscot and around the doors and windows is the same colored tile as is found in the rest of the building. On one side of the restaurant is a red tile stairway with a wrought iron railing that leads to a mezzanine above the kitchen area.

At the north and south ends of the front part of the station are arcades that extend toward the adjoining streets and provide protection from the ele-

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1936 - 1939

BUILDER/ARCHITECT John & Donald B. Parkinson, Architect

STATEMENT OF SIGNIFICANCE

The Los Angeles Union Station is a very handsome landmark that is a milestone in architectural history and in the history of transportation in America. Although less than 50 years of age, the property is of exceptional importance. Built when railroad passenger service was on the decline, it was the last of the great passenger service was on the decline, it was the last of the great passenger terminals to be built in a monumental scale in a major American city. Because of this, plus its impressive appearance, it has been called "The Grand Finale of the Golden Age of Railroads in America." It combined three major railroad systems into one terminal in the heart of the city, using a stub-end track arrangement. Architecturally, the building is one of the finest expressions of the 1930's styling in this country. It skillfully combines Streamlined Moderne with Spanish Colonial Revival to create an expression which is two-fold; the sleek, streamlined transportation imagery of the Moderne, highly appropriate to a center of railroad transportation, and the historical imagery of Spanish revival architecture, a major element of the Southern California cultural landscape. Integrity is almost totally intact, with original decoration, ornamentation, fixtures and furnishings still in place. Architecturally, it remains one of the great examples of its type and period in this country.

The Los Angeles Union Station is probably the only major station in the Spanish style ever built in America, as well as the only major station in which landscaping was an important and integral part of the original design. What makes it so outstanding is that both of these were done so well as to lead many to believe that it is the most handsome railroad station ever built.

The main reason why the Spanish style was chosen was to have the station blend with the El Pueblo de Los Angeles across Alameda Street to the west. The Terminal Annex Post Office, which flanks the station on the north, was built almost concurrently with it, has a similar architectural style, and provides a harmonious backdrop to many views of the station from the south, looking north. These three mutually-complementing elements constitute a fine example of good community planning.

The architects who designed Union Station were very cognizant of the nature of the location and its surroundings. No other major station so perfectly reflects the climate, geography, and the heritage of the region in which it was built.

The area of the site had been a part of the original Pueblo de Los Angeles. The west half later became a part of the first Asian (Chinese) community in Southern California. That community started shortly after the Gold Rush and was strengthened by additional settlers in the later 1860's when the first rail line in Southern California was built. This line ran from Los Angeles to Wilmington along what is now Alameda Street. Most of the laborers who built the line were Chinese.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. California Arts and Architecture - June 1939
2. Los Angeles Cultural Heritage Board - Designation 101
3. L.A. Union Passenger Terminal -
4. (Owners of the property)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 41 **UTM NOT VERIFIED**
 QUADRANGLE NAME Los Angeles, California QUADRANGLE SCALE 1:24000

UTM REFERENCES

ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING
A 1,1	38,622,0	3,768,60,0	B 1,1	38,585,0	3,768,68,0
C 1,1	38,592,0	3,769,06,0	D 1,1	38,615,0	3,768,98,0
E 1,1	38,620,0	3,769,11,0	F 1,1	38,614,0	3,769,14,0
G 1,1	38,626,0	3,769,26,0	H 1,1	38,630,0	3,769,22,0

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Ruben Lovret, City Planner

ORGANIZATION

Los Angeles City Planning Department

DATE

August, 1978

STREET & NUMBER

Room 605, City Hall

TELEPHONE

(213) 485-3744

CITY OR TOWN

Los Angeles,

STATE

California

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Kenneth M. Ellison

TITLE

DATE

8/22/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

11/13/80

KEEPER OF THE NATIONAL REGISTER

ATTEST: *Patrick Andrews*
 CHIEF OF REGISTRATION

DATE

10/28/80

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER

4

PAGE

1

Mr. H. D. Fish, General Manager
The Atchison, Topeka and Santa Fe Railway Company
121 East Sixth Street, Room 640
Los Angeles, CA 90014

cc to:

Mr. Thomas I. McKnew, Jr.
General Attorney
The Atchinson, Topeka and Santa Fe Railroad Company
121 East Sixth Street
Los Angeles, CA 90014

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ITEM NUMBER 7 PAGE 2

ments to those arriving or departing by public transportation. These tile-roofed low-rise extensions have a scale approaching that of a residence and contribute greatly to the charm of the building.

Just east of the main waiting room is a spacious corridor in which the surface materials of the floors and walls in the main halls are continued. Surrounding this corridor on the other three sides are service facilities which extend under some of the track area. The tracks are reached by way of a tunnel that is at the same level as the station and which acts as a spine to a series of ramps that go up to the raised track level.

The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.

The overall style of the station could be called "composite transitional". It was this quality which for several decades made the station look very up-to-date, while at the same time having strong links to the past.

The basic California Spanish Colonial theme was selected for the specific purpose of having the station blend with the El Pueblo de Los Angeles, the Birthplace of the City, which is just across Alameda Street (and is already in the National Register of Historic Places).

There has been no major remodeling since the station was built. Cleaning and painting are the main things that are needed to make it look like the original.

The boundaries described in this nomination and shown in the submitted maps are the original boundaries of the Station. Additional property was later purchased by the railroads along the eastern fringe, giving the Station frontage on four streets.

Structures and areas, other than those previously described, consist of the following:

1. The service areas just east of and on a similar level as the main Station are in two sections. On the north side is the baggage-handling area which has concrete walls and floors. A reduced portion of this area is still being used for baggage handling. On the south side is a mechanical equipment room and an area formerly used as a freight depot by the now defunct Pacific Electric Interurban Railway. This area also has concrete walls and floors and portions of it are being used for storage not related to the Station.

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ITEM NUMBER 7 PAGE 3

2. In the upper level, above the service areas just described is a truck-height concrete platform, 60 feet wide and 800 feet long, roofed over by a steel shed-type roof. The platform is open on the east side and flanked by a row of industrial-type overhead doors along the west side. At each end of the platform is a two-story, flat-roofed office building of concrete construction, of no particular style but painted the same color as the main station building. These two small office buildings and the platform were formerly used by the Railway Express Agency when it was in operation.
3. Also in the upper level and over the pedestrian islands between the railroad tracks, are Y-shaped sheds consisting of corrugated-iron panels supported by steel columns, both of which are badly rusted and in need of cleaning and painting. These sheds provide protection from the sun and the rain and are expected to continue to be needed as long as the tracks are used for passenger trains.

The facilities above described have no special aesthetic value and are historical only to the extent that they served a utilitarian function as a part of the overall station, when it was in full operation. However, their location is such that any new development that takes place in their vicinity needs to be carefully designed so as to blend with the significant portion of the station, both aesthetically and functionally. That is the main reason why they have been included in the nomination. ✓

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

The first railroad station in Los Angeles (1869) was located near the southwest corner of the present Station site. This first station was used by newly arrived Anglo settlers who had traveled on sailing ships and came ashore at Wilmington. It was also used by Chinese laborers who lived in the nearby vicinity of the station and worked on farms served by the new rail line. The building of this rail line and station stimulated the construction of the Pico House Hotel facing the Old Plaza, also in 1869.

In 1876, Southern Pacific completed the first major rail line to come to Los Angeles. This new line ran along Alameda Street in front of the present Station and joined the Wilmington line in the vicinity of the original Station. The Wilmington line soon became a part of Southern Pacific and a new Southern Pacific Station was built a few blocks to the north. A few years later, when the Santa Fe and Union Pacific came to Los Angeles, they each built their own stations.

✓ The construction of the present Station marked the end of a 30 year legal battle whereby the City of Los Angeles sought to force the three railroads serving the City to build one Union Station. Prior to 1939, Passenger trains ran along the middle of some of the City's most important streets, interfering with traffic and causing numerous accidents.

A Union Station, in the same vicinity as the present one, was first proposed in 1922 by the Allied Architects' Plan for the Los Angeles Civic Center. In then Chinatown had to be relocated to North Broadway and was named New Chinatown.

The completion of the present Station, plus the Terminal Annex Post Office immediately to the north, were considered very major achievements in urban development and transportation at the time and both played an important role in the logistics of World War II, particularly the later phase which was centered in the Pacific.

During the period of its peak use, during World War II and the years immediately following, the present Station had 30 scheduled trains coming in and 30 going out, for a total of 60. However, during this period a great majority of these trains had two "sections" meaning two separate, complete trains operating on the same schedule, for a grand total of more than 100 trains every 24 hours. These figures were obtained from the Superintendent of the Station.

As the metropolitan freeway network gradually took shape, once again Union Station found itself in the middle of the hub of the latest ground transportation system. A number of recent studies have indicated that the most logical place to locate a very modern Multi-Modal Transportation Center is where the proposed El Monte Busway extension would converge with the existing railroad tracks that serve Union Station. Plans are proceeding on that basis and include a possible subway and an elevated "people mover."

FHR-8-300A
(11/78)

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Thus, the immediate vicinity of Union Station, not only has been the vortex of the area's gradually evolving land transportation system throughout most of the City's history, but is expected to continue that role far into the foreseeable future.

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The nominated property is bounded on the west by Alameda Street, on the east by a line 1200 feet from and parallel to Alameda Street, on the south by the Arcadia Street off-ramp of the Santa Ana Freeway, and on the north by Macy Street, except for a portion where the track area extends northerly in an irregular shape bounded on the north by Vignes Street.

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LOS ANGELES UNION PASSENGER TERMINAL, LOS ANGELES COUNTY, CALIFORNIA

CONTINUATION SHEET

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PAGE 1

Supplemental Information

The Los Angeles Union Passenger Terminal is significant for its role in the history of transportation in the city of Los Angeles and the United States. Its integrated design combined the passenger and express operations of three separate railroad companies into a single new terminal complex on a short dead-end track. The final product resulted from more than 20 years of litigation between the city, state, and the railroad companies. Prior to the construction of the unified terminal complex, Southern Pacific, the Atchison, Topeka, and Santa Fe, and the Los Angeles and Salt Lake (later the Union Pacific) owned their own depots at three different locations east of the central city, although Southern Pacific and Union Pacific later shared a single depot in the decade prior to the construction of LAUPT. Some of the trains were carried to their respective terminals through city streets at grade, creating a dangerous situation as automobile traffic increased. The incoming lines of the three companies were in relatively close proximity; the combination of the three into a single terminal appeared relatively easy. However, the railroad companies were opposed to attempts to combine their operations in a single terminal. Numerous legal battles finally culminated in the 1931 court decision which resulted in the construction of the new union terminal at a site immediately east of the Los Angeles Plaza. The type of terminal layout then became a major point of litigation, resulting in additional delays. Santa Fe favored a through terminal; the Union Station plan, however, was to create a stub-end terminal with all three lines consolidated on a short, dead-end trackage system. The operational disadvantages of utilizing this type of system was a major objection of the railroad companies. The stub-end system created an end-of-the-line station with the tracks ending at bumpers; it had been used in the construction of most of the major urban passenger terminals in the United States during the 19th and early 20th centuries. The LAUPT plan placed the main passenger terminal building at the side of the stub-end track network, with a series of ramps and an underground passage connecting the platforms with the waiting room.

The site selected for the new LAUPT complex was that of the old Chinatown area immediately east of the Los Angeles Plaza. The city favored this location, bringing the combined rail network into the center of the city near the civic center. Construction of the complex began in 1934 after the clearance of much of the old Chinatown. The first phase involved the construction of a large earth platform on the eastern portion of the property, elevating the track area 12 feet above Macy Street on the north and 16 feet above Aliso Street on the south. The ramps and pedestrian subway connection to the site of the main terminal building were also constructed in this early phase. However, a dispute over the proposed location of an adjacent postal facility caused further delay of the construction of the main terminal building. The Los Angeles Union Passenger Terminal finally opened on May 7, 1939.

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LOS ANGELES UNION PASSENGER TERMINAL, LOS ANGELES COUNTY, CALIFORNIA

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PAGE 2

The LAUPT complex was the last major railroad terminal to be built in the United States. The complex is an integrated system of considerable architectural and historical merit resulting from years of effort to create a consolidated passenger terminal. The three major railroad lines were brought together over a set of throat tracks, with a carefully designed arrangement of turn-outs, cross-overs and double slip switches which permitted trains of each company to be routed to any track in the station at any time. The trains were shunted onto 16 tracks. Eight double ramps lead from the platforms to a subterranean tunnel which leads to the main waiting room. In addition, six tracks were constructed exclusively for express and baggage service. The terminal integrated passenger, baggage and express services to a high degree. Parcels and baggage were processed for transcontinental shipment in the support facilities immediately behind the main terminal building. Express parcels were brought in by truck to Railway Express loading docks on the second level. In addition, Pacific Electric Railway's freight box motor fleet utilized a part of the southern portion of the terminal property. A small freight service yard connected directly with the Railway Express building. Pacific Electric collected freight and parcels throughout the Los Angeles Basin, and centralized them at LAUPT for shipment throughout the United States; most passenger trains included a number of express and baggage cars.

The main architectural focus of the complex is the passenger station itself. The support facilities for baggage and parcel shipment immediately behind it are more utilitarian in appearance. The terminal complex is bordered by retaining walls on the north and south sides which reflect the Art Deco influences in the 1930's design. At the east end of the complex a large berm forms the border. The 500-foot pedestrian subway connects the main terminal building with the tracks; it is integrated structurally and visually into the design, using linear bands of subdued colors to unite the two areas. Colors chosen are those traditionally associated with the Southwestern deserts, including earth tone reds, oranges, yellows, and browns. Light fixtures of the 1930's period are placed in the ceiling leading to the eight sets of double ramps rising to the platforms between the tracks; the platforms are surmounted by the original butterfly sheds.

The Los Angeles Union Passenger Terminal was the destination and point of origin of a number of the country's most famous transcontinental trains of the period including Santa Fe's "El Capitan," "Super Chief," and "California Limited," Union Pacific's crack streamliner "City of Los Angeles" and the "California Limited," and Southern Pacific's "Golden State." Although built when rail passenger service was declining, the terminal saw a resurgence of rail travel during the Second World War. With the competition from the newly

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LOS ANGELES UNION PASSENGER TERMINAL, LOS ANGELES COUNTY, CALIFORNIA

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developed Los Angeles International Airport in the 1950's, rail passenger service at LAUPT began a steady decline. The number of trains was reduced over the years. Today, LAUPT continues to function under the operation of Amtrak with several transcontinental trains operating from the station and six trains daily to San Diego. At present, the California Department of Transportation plans to increase passenger rail service in the Los Angeles-San Diego corridor; ridership on this route has increased substantially over the last several years.

The LAUPT complex retains a very high degree of its original design integrity as an integrated unit. The major alteration has been the removal of the former Pacific Electric Freight service yard at the south end of the complex and its replacement by an addition to the Railway Express Agency offices in the 1950's. The new addition was built in a style which repeated that of the earlier retaining wall at the ground level; the second level was built as a covered freight platform. This addition is not significant historically or architecturally to the LAUPT complex.

In summary, the Los Angeles Union Passenger Terminal complex is significant in the history of transportation in Los Angeles, the state, and the nation. Its integrated design reflects the historical evolution through years of litigation to consolidate three major railroads into a single terminal complex. In addition, the main passenger terminal building remains one of the great architectural statements of its time. With its high overall integrity, the Los Angeles Union Passenger Terminal complex still remains the "Last of the Great Stations."

SOURCES:

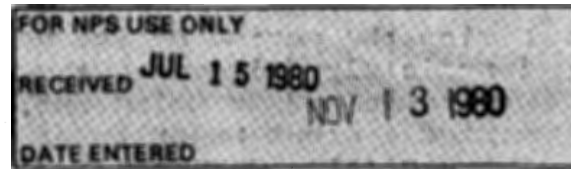
Bill Bradley, The Last of the Great Stations: 40 Years of the Los Angeles Union Passenger Terminal, Interurbans Special 72, Interurbans Publications, Glendale, California, 1979. 110 pp.

John A. Droege, Passenger Terminals and Trains, Kalmbach Publishing Company, Milwaukee, Wisconsin, 1969. 410 pp.

S. V. Meigs, "The Union Passenger Terminal, Los Angeles, California," unpublished manuscript, c. 1934. 30 pp.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**



Los Angeles Union Passenger Terminal

(ADDENDUM) (Original nomination)

CONTINUATION SHEET

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PAGE

The boundaries described in this nomination and shown in the submitted maps are the original boundaries of the Station. Additional property was later purchased by the railroads along the eastern fringe, giving the Station frontage on four streets.

The area of the site had been a part of the original Pueblo de Los Angeles. The west half later became a part of the first Asian (Chinese) community in southern California. That community started shortly after the Gold Rush and was strengthened by additional settlers in the late 1860's when the first rail line in southern California was built. This line ran from Los Angeles to Wilmington along what is now Alameda Street. Most of the laborers who built the line were Chinese.

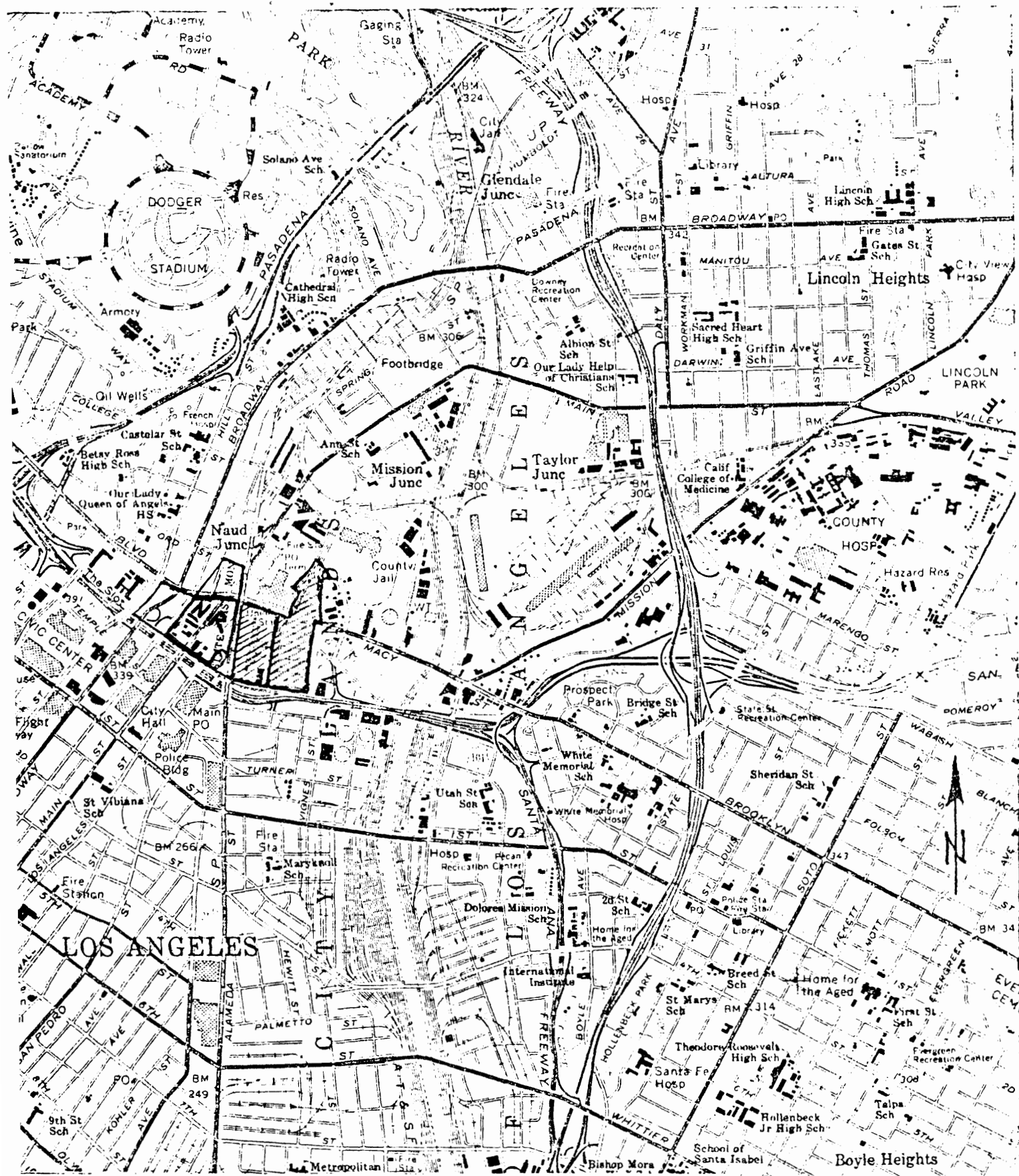
The first railroad station in Los Angeles (1869) was located near the southwest corner of the present Station site. This first station was used by new Anglo settlers who had traveled on sailing ships and came ashore at Wilmington. It was also used by Chinese laborers who lived in the nearby vicinity of the station and worked on farms served by the new rail line.

In 1876, Southern Pacific completed the first major rail line to come to Los Angeles. This new line ran along Alameda Street in front of the present Station and joined the Wilmington line in the vicinity of the original Station. The Wilmington line soon became a part of Southern Pacific and a new S. P. Station was built a few blocks to the north. A few years later, when the Santa Fe and Union Pacific came to Los Angeles, they each built their own stations.

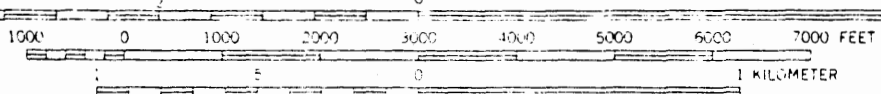
The construction of the present Station marked the end of a lengthy legal battle whereby the City of Los Angeles sought to force the three railroads serving the City to build one Union Station. Prior to 1939, passenger trains ran along the middle of some of the City's most important streets, interfering with traffic and causing numerous accidents.

A Union Station, in the same vicinity as the present one, was first proposed in 1922 by the Allied Architects' Plan for the Los Angeles Civic Center. In 1933, when the present Station site was cleared, a major portion of the then Chinatown had to be relocated to north Broadway and was named New Chinatown.

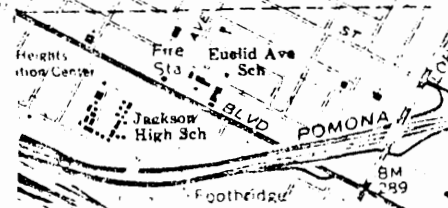
The completion of the present Station, plus the Terminal Annex Post Office immediately to the north, were considered very major achievements in urban development and transportation at the time and both

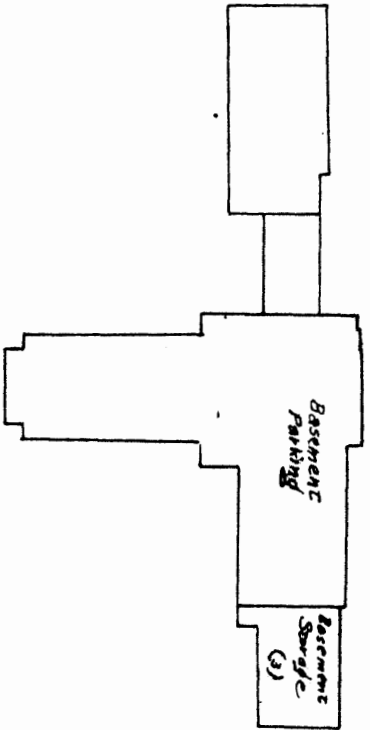


SCALE 1:24,000

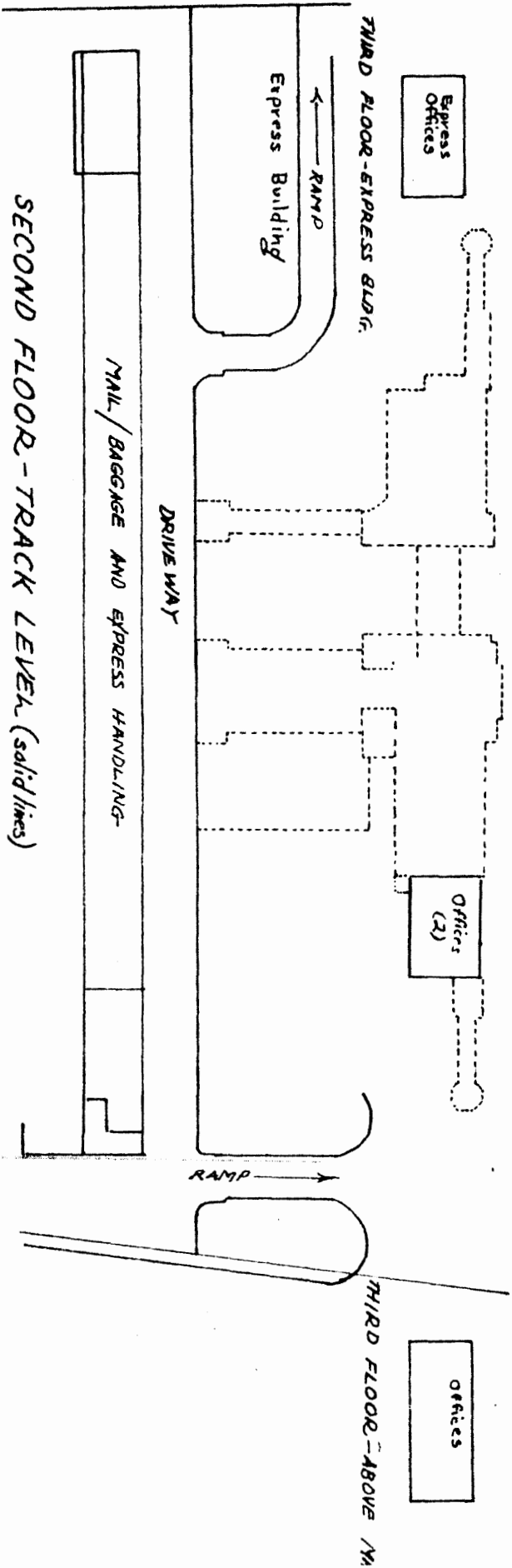


CONTOUR INTERVAL 20 FEET
 DOTTED LINES REPRESENT 10-FOOT CONTOURS

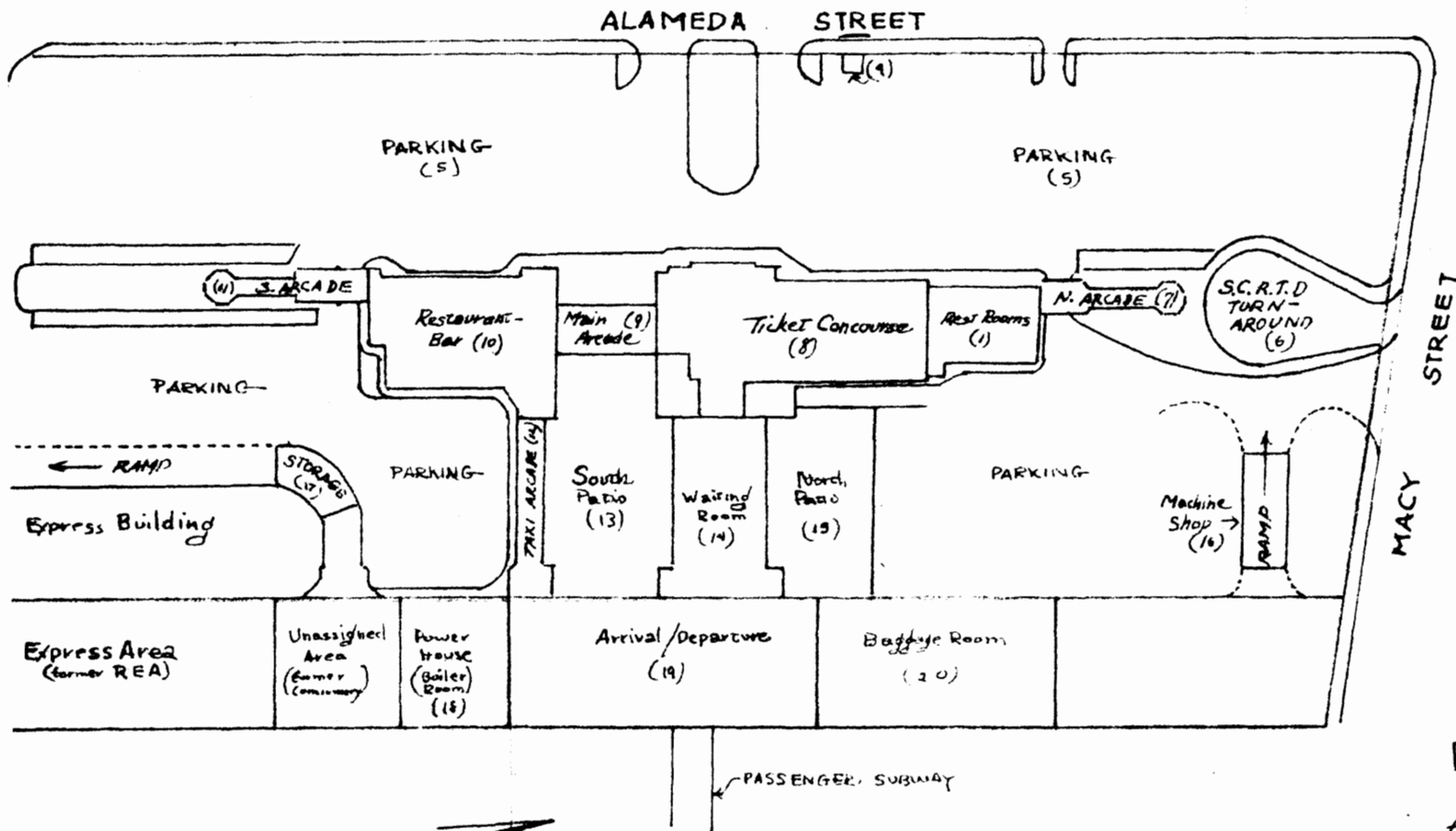




BASEMENT LEVEL



SECOND FLOOR - TRACK LEVEL (solid lines)



estimated areas = sq.ft.

1. Rest Rooms	4,850
2. Offices	4,850
3. Basement/Storage	4,850
4. Photo Studio	350
5. Parking	-
6. S.C.R.T.D.	-
7. North Arcade	2,250
8. Ticket Concourse	22,630
9. Main Arcade	3,040
10. Restaurant	10,757
11. South Arcade	10,925
12. Taxi Arcade	8,750
13. South Patio	28,500
14. Waiting Room	13,621
15. North Patio	12,750
16. Machine Shop	3,920
17. Storage	3,000
18. Power House	10,500
19. Arrival/Departure	26,093
20. Baggage	17,978
21.	-

Los Angeles Union
Passenger Terminal
4-26-78

from SANIT-PE Drawing No. 98-39602-2

PLAN
FIRST FLOOR - STREET LEVEL

SCALE: 1" = 100'

Page 1 of 14 *Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

P1. Other Identifier: U.S. Highway 101 from Grand Avenue to North Vignes 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 Grand Avenue to the west and Vignes Street to the east. City: Los Angeles Zip: 90012

d. UTM: (Give more than one for large and/or linear resources) 34°03'19.64"N / 118°14'22.12"W, 34°03'31.91"N / 118°14'44.32" W
34°03'19.02"N / 118°13'55.42"W

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
U.S. 101 postmile range, approx. PM LA-101-1.3 to PM LA-101-0.7.

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

The section of the US 101 (Santa Ana Freeway) commonly referred to as the "Slot" contains roughly the section of the freeway located between Grand Avenue (approx. PM LA-101-1.3) and North Vignes Street (approx. PM LA-101-0.7). The Slot is clad in a combination of asphalt and cement and features multiple on/off ramps and overpasses. For the purposes of this study, each overpass will identify the end of one segment and the beginning of another within the Slot. The various segments of the Slot are described below.

Note- historically, the eastern boundary of the US 101 Slot was Lyon Street, which no longer exists, therefore the most eastern boundary of the subject resource is North Vignes Street, based on the City street system in 2016.

Grand Avenue and Hill Street

The segment located between Grand Avenue and Hill Street currently contains five traffic lanes on either side. The opposing lanes of traffic are divided by a raised concrete median strip. While vegetation is extant on both sides of this segment, the south side contains merely of short shrubs and the north side contains a mixture of trees and shrubs of various types and sizes. Numerous structures located on Temple Street are visible on the south and south-east of this section (see Photograph 1 on page 6 of 14). (See Continuation Sheet, page 5 of 14)

*P3b. Resource Attributes: (List attributes and codes) HP37. Highway

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

P5b. Description of Photo: (view, date, accession#) Overview of the US 101 Slot (Grand and Hill Segment), View to East, 2016

*P6. Date Constructed/Age and Source: Historic Prehistoric Both
1950 and 1952 (as-built plans)

*P7. Owner and Address:
Caltrans

District 7, 100 S. Main Street
Los Angeles, CA 90012

*P8. Recorded by: (Name, affiliation, and address)
Salli Hosseini M.A.H.P.
ICF International, 601 West 5th Street, #900
Los Angeles, CA 90071

*P9. Date Recorded:
08/11/2016

*P10. Survey Type: (Describe)
Intensive, Section 106 Project Review

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

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



BUILDING, STRUCTURE, AND OBJECT RECORD

DPR 523A

*Required information

Page 2 of 14

*NRHP Status Code 6Y, 6Z

*Resource Name or # (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

B1. Historic Name: Santa Ana/Ramona Freeway
B2. Common Name: US 101 Slot (Santa Ana Freeway)
B3. Original Use: Freeway B4. Present Use: Freeway

*B5. Architectural Style: N/A

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

The original segment of the Slot was constructed in 1950 and contains the area east of Grand Avenue and west of Los Angeles Street (Figure 1). The remainder of the Slot (east of Los Angeles Street to the no longer extant Lyon Street) was constructed in 1952. The following paragraphs summarize the Slot's construction history based on original construction plans viewed at the Caltrans archives at District 7, and historic photographs found at the Los Angeles Public Library online photo database.

(See Continuation Sheets- pages 11-12 of 14)

*B7. Moved? No Yes Unknown Date: N/A Original Location: N/A

*B8. Related Features:

B9a. Architect: George T. McCoy (Civil Engineer) b. Builder: Caltrans

*B10. Significance: Theme Transportation Area: Downtown Los Angeles
Period of Significance 1950-1952 Property Type Highway Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic aerial photographs of the US 101 Slot are available for the years 1948, 1952, 1964, 1972, 1980, 1994, 2003, 2004, 2005, 2009, 2010, and 2012 (NETR 2012). By 1948, the site of the current Slot merely contained city roads and the surrounding area consisted of commercial and industrial developments on all sides. By 1952, the segment of the Slot east of Grand Avenue to Los Angeles Street was completed. Also by the same year, a number of new developments appear to the east, south and north of Alameda Street. The properties previously on the site of the Cathedral of Our Lady of Angels were demolished by 1952. By 1964, the Alameda Street overpass as well as the rest of the Slot to the east of Los Angeles Street was constructed. By then, the surrounding area appears more developed. By 1972, no changes appear to the Slot and more developments appear in the surrounding area. By 1980, the Slot appears wider; no significant changes are noted to the surrounding area. By 1994, no further significant changes appear have been made to the Slot, or the surrounding area. By 2003, the on/off ramp east of Alameda Street appears wider, and the Cathedral of Our Lady of Angels was constructed. Historic aerial photographs from 2004 do not reveal significant changes to the Slot; new developments appear on the north side between Grand Avenue and Hill Street. Historic aerial photographs from 2005 do not reveal significant changes to the Slot or the surrounding area. By 2009, the Gold Line light rail overpass from Alameda Street to Union Station was completed. Historic aerial photographs from 2010 and 2012 do not reveal any changes to the Slot or the surrounding area.

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

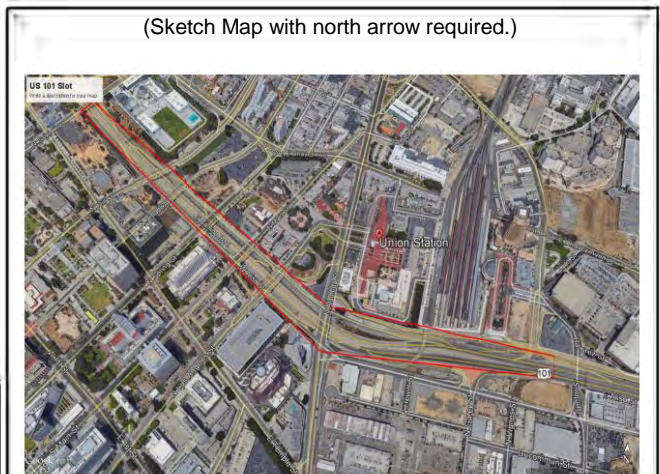
*B12. References:
See Continuation Sheet 14 of 14.

B13. Remarks:
None.

*B14. Evaluator: Salli Hosseini M.A.H.P
*Date of Evaluation: August 11, 2016

(This space reserved for official comments.)

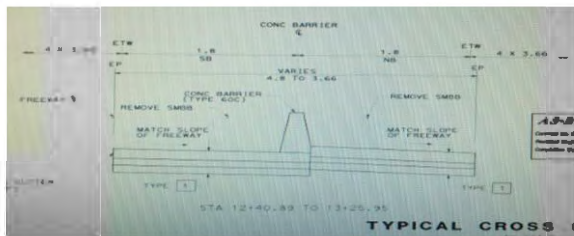
(Sketch Map with north arrow required.)



Google Earth, 2016

- L1. Historic and/or Common Name:** US 101 Slot (Santa Ana Freeway)
- L2a. Portion Described:** Entire Resource Segment Point Observation **Designation:**
- b. Location of point or segment:** (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)
34°03'19.64"N /118°14'22.12"W (Google Earth)
US 101 (Santa Ana Freeway) Grand Avenue to the west and North Vignes Street to the east. PM 0.3-0.7.
- L3. Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) Features such as retaining walls, overpasses, on and off ramps, reinforced concrete walls, as well as concrete support beams and median strips appear along the Slot. Most segments are paved in concrete..
- L4. Dimensions:** (In feet for historic features and meters for prehistoric features)
- a. **Top Width:** 0.03- 0.06 miles (modified since original construction)
 - b. **Bottom Width:** 0.03- 0.06 miles (modified since original construction)
 - c. **Height or Depth:** N/A
 - d. **Length of Segment:** 0.47 miles from Grand Avenue to slightly east of Los Angeles Street and 0.34 miles from east of Los Angeles Street to North Vignes Street (As-built plans 1950 and 1952).
Total length of the Slot is approximately 1.28 miles.
- L5. Associated Resources:** None.

L4e. Sketch of Cross-Section (include scale) Facing:



Typical cross section of concrete barrier, as-built plans, 2004- not to scale

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.):

A number of retaining walls and slopes (north and south) feature vegetation such as vines and shrubs. Trees of various types and sizes also appear throughout the Slot.

L8a. Photograph, Map or Drawing



L7. Integrity Considerations:

See discussion on Continuation Sheet, page 9 of 14.

L8b. Description of Photo, Map, or Drawing (View, scale, etc.) Overview of US 101 Slot in 1951, view to west (LAPL)

L9. Remarks:

None

L10. Form Prepared by: (Name, affiliation, and address)

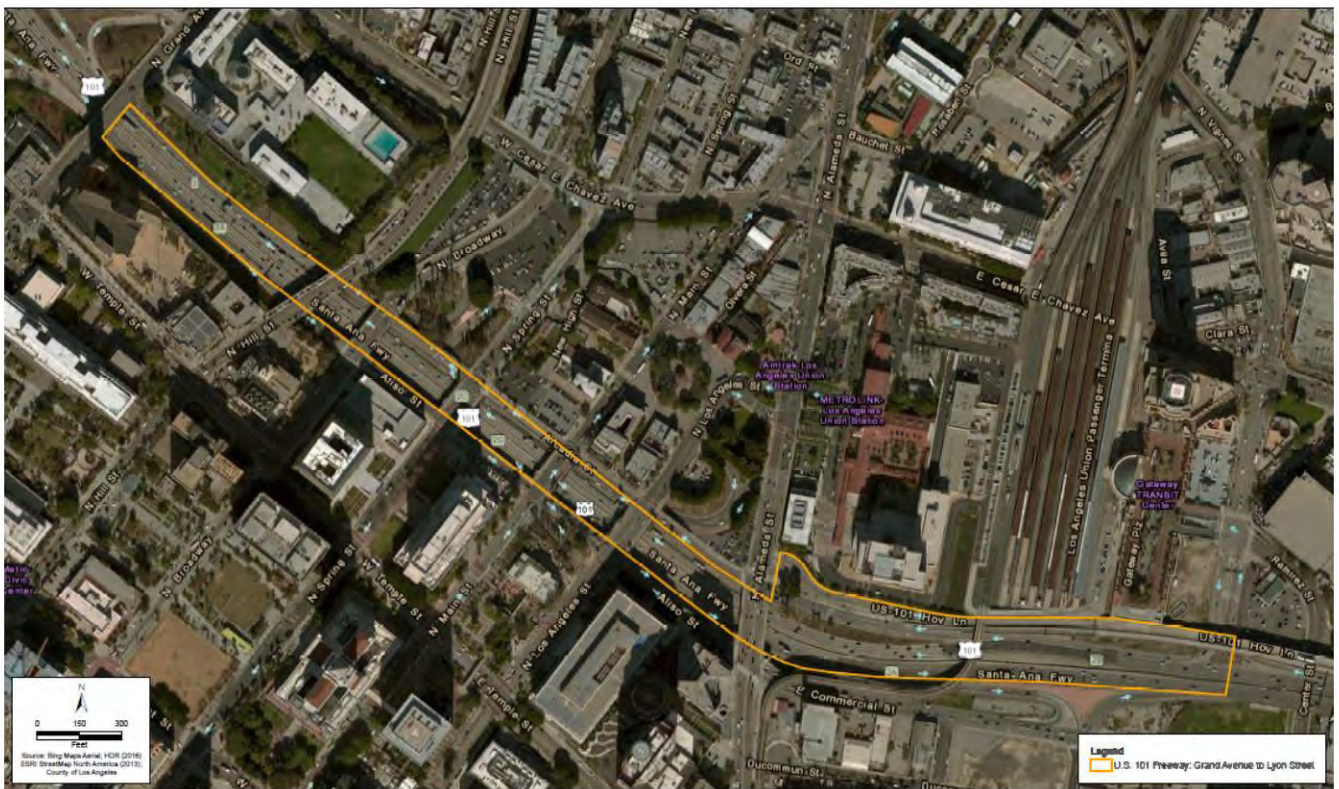
Salli Hosseini M.A.H.P.
ICF International
601 West 5th Street, #900
Los Angeles, CA 90071

L11. Date: 08/11/2016

LOCATION MAP

Property Name: US 101 Slot (Santa Ana Freeway)
Page 4 of 15

*Map Name: Bing Maps Aerial *Scale: See legend *Date of map: 8/15/2016



CONTINUATION SHEET

Page 5 of 14

Recorded by: Salli Hosseini M.A.H.P

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Date: August 11, 2016

Continuation

Update

Continued from P3a. Description:

Hill and Broadway Street

The segment of the Slot located between Hill Street (PM LA-101-1.13) and Broadway (PM LA-101-1.08) contains four traffic lanes on either side, with an additional one lane granting access to Broadway Street on the east and Hill Street on the west side. The opposing lanes of traffic are divided by a raised concrete median strip. The vegetation on the north side of this section contains a mixture of shrubs and trees of various types and sizes, while the south side is sporadically covered in low shrubs. Numerous structures are visible along the north and south sides (Photograph 2, page 6 of 14).

Broadway and Spring Street

The segment located between Broadway (PM LA-101-1.08) and Spring Street (PM LA-101-1.01) is more narrow compared to the previous section and contains four traffic lanes on either side. The opposing lanes of traffic are also divided by a raised concrete median strip featuring decorative architectural patterns. The north wall features a mural, and numerous trees of various types and sizes appear along Arcadia Street (Photograph 3, page 7 of 14).

Spring and Main Street

The segment located between Spring Street (PM LA-101-1.01) and Main Street (PM LA-101-0.93) contains four traffic lanes on either side. The opposing lanes of traffic are divided by a raised concrete median strip featuring decorative palm tree patterns. The north and south wall in this segment of the Slot feature a number of murals, and palm trees are planted along both walls. A number of buildings are also visible on the south side, along Aliso Street. Various types of trees are also featured on the north side, along Arcadia Street (Photograph 4, page 7 of 14).

Main and Los Angeles Street

The segment located between Main Street (PM LA-101-0.93) and Los Angeles Street (PM LA-101-0.87) contains four traffic lanes on either side. The opposing lanes of traffic are divided by a raised concrete median strip. The Los Angeles Street overpass is supported by reinforced concrete walls on both ends and squared concrete support beams in the middle. A number of palm trees are located towards the north-east corner of this segment of the Slot. Multiple structures located on Arcadia and Alameda streets are visible on the north and east (Photograph 5, page 8 of 14).

Los Angeles and North Vignes Street

The segment located between Los Angeles Street (PM LA-101-0.87) and North Vignes Street (approx. PM LA-101-0.7) features retaining walls, slopes and chain-link fences as well as a variety of vegetation along the north and south sides. A number of structures also appear along Commercial Street and on the same block as Union Station. A raised concrete median strip featuring decorative architectural patterns divides the opposing lanes of traffic (Photograph 6, page 8 of 14).

CONTINUATION SHEET

Page 6 of 14

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Recorded by: Salli Hosseini M.A.H.P

Date: August 11, 2016

■ Continuation

□ Update



Photograph 1. US 101 Slot, Grand and Hill, view to east, July 2016. [Compare to Photograph 7]



Photograph 2. US 101 Slot, Hill and Broadway, view to south-east, July 2016. [Compare to Photograph 8]

CONTINUATION SHEET

Page 7_of 14

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Recorded by: Salli Hosseini M.A.H.P

Date: August 11, 2016

Continuation

Update



Photograph 3. US 101 Slot, Broadway and Spring, view to north-west, July 2016. [Compare to Photograph 9]



Photograph 4. US 101 Slot, US 101 Slot, Spring and Main, view to west, July 2016

CONTINUATION SHEET

Page 8 of 14

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Recorded by: Salli Hosseini M.A.H.P

Date: August 11, 2016

Continuation

Update



Photograph 5. US 101 Slot, Main and Los Angeles, view to north-east, July 2016. [Compare to Photograph 10]



Photograph 6. US 101 Slot, Los Angeles and N. Vignes Street, view to northeast, July 2016

CONTINUATION SHEET

Page 9 of 14

Recorded by: Salli Hosseini M.A.H.P

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Date: August 11, 2016

Continuation

Update

Continued from *B6. Construction History

Alterations to the US 101 Slot:

- Widening and resurfacing (1958)
- Widening (1978)
- Busway addition (1990)
- Median barrier upgrade (2004)
- Redesigning Freeway and ramps (2008)

As-built plans reveal that the segment of the Slot located between Los Angeles Street and slightly east of the no longer extant Lyon Street was constructed in 1952 (Figure 2). As part of the new construction, the existing pavement, rails and ties were removed from the Los Angeles Street on-ramp, and new curbs and retaining walls were constructed on both sides of the freeway. Additionally, waterline crossovers, caps and gutters were placed in various sections, and concrete plant-mixed surfacing was placed along both sides of the freeway. Median islands were also constructed to divide east and west bound traffic lanes, and a chain-link fence was constructed west of Aliso Street (As-built plans 1952).

As-built plans reveal that the Slot was subject to modifications in 1958. During this project, changes were made to the areas including the Spring Street off-ramp, Los Angeles to Alameda Street, and Alameda Street off-ramps. These sections were subject to widening and resurfacing, as part of which the curbs were modified. The storm drains were also relocated as part of this project (As-built plans 1958).

According to Caltrans archives, the Slot was also subject to widening in 1978; the as-built plans for the 1978 widening were not obtained.

As-built plans dating to 1990 reveal that the El Monte Busway was added on the US 101 from the Route 10 Spur to Alameda Street. The busway runs parallel to the freeway and crosses Alameda Street to the east and connects to Union Station. As a result of the busway project, the US101 was "cold planed" and resurfaced and Alameda Street was widened (As-built plans 1990).

As-built plans reveal that the segment located between Grand Avenue and Alameda Street was subject to modifications in 2004. During this time, the existing curb, gutter and median island were removed and replaced by a raised concrete median strip (As-built plans 2004). A review of historic photographs of the Slot from the 1950s, confirm this modification in some segments of the Slot.

As-built plans obtained Caltrans reveal that the segment located east of Alameda Street was subject to modifications in 2008. During this project, median islands were replaced and the curbs, sidewalks and gutters were modified. Additionally, column posts in the Eastside light rail underpass were modified and utility poles and fire hydrants were relocated. Furthermore, the existing precast concrete and brick manholes were modified. Also as part of the 2008 redesigning project, various patterns such as building and palm tree patterns were applied on the raised concrete median strip (As-built plans 2008).

Furthermore, historic photographs of the Slot found at the Los Angeles Public Library reveal additional changes. Historic photographs from 1955 reveal that the segment located between Grand Avenue and Hill Street has been subject to a number of landscape modifications; the shrubs originally located on the north side of the Slot have since been replaced by a mixture of trees and shrubs. Furthermore, the buildings on the north, south, and east sides have been either replaced or are obstructed by new developments and vegetation (Photograph 7, page 11 of 13). Similar changes in landscape and setting appear in most segments of the slot. Historic Photographs (1955) of the segment located between Hill and Broadway streets reveal that new developments such as the Cathedral of Our Lady of the Angels have obstructed views of other structures from this part of the freeway. The same photographs reveal that the original round and slightly embellished light poles have since been replaced by a simpler design (Photograph 8, page 11 of 14). Furthermore, Historic photographs from 1958 reveal that the segment located between Spring Street and Broadway has been subject to a number of modifications. A mural has since been installed on part of the north wall and large trees have been planted along Arcadia Street, obstructing view of the structures from this segment of the Slot (Photograph 9, page 12 of 14). These murals are not being evaluated for NRHP/CRHR criteria as part of this analysis of the US 101 structure.

Historic photographs from 1951 reveal that the segment located east of Main Street has been subject to a number of modifications, for example, change of a landscaped median to K-rail, introduction of the El Monte Busway, and introduction of the Gold Line light rail transit guideway. Also, the incline beginning east of the Los Angeles Street overpass has been leveled, structures have been replaced and new vegetation has been added along Arcadia Street (Photograph 10, page 12 of 14).

CONTINUATION SHEET

Page 10 of 14

Recorded by: Salli Hosseini M.A.H.P

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Date: August 11, 2016

Continuation

Update

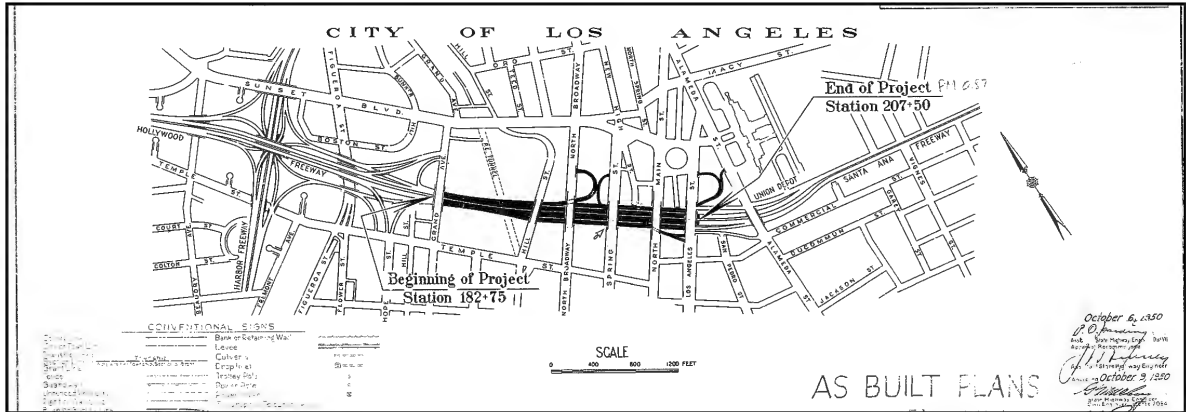


Figure 1. Plan overview of 1950 construction (source: Caltrans)

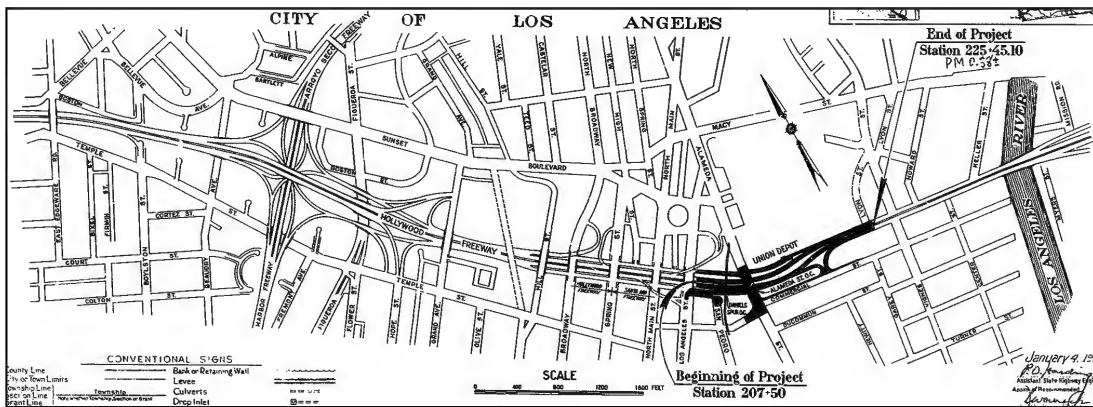


Figure 2. Plan overview of 1952 construction (source: Caltrans)

CONTINUATION SHEET

Page 11 of 14

Recorded by: Salli Hosseini M.A.H.P

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Date: August 11, 2016

Continuation

Update



Photograph 7. US 101 Slot, Grand and Hill, view to east, 1955 (LAPL No. 00110008). [Compare to Photograph 1]



Photograph 8. US 101 Slot, Hill and Broadway, view to south-east, 1955 (LAPL No. 00110010)

CONTINUATION SHEET

Page 12 of 14

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Recorded by: Salli Hosseini M.A.H.P

Date: August 11, 2016

Continuation

Update



Photograph 9. US 101 Slot, Broadway and Spring, view to north-west, 1958 (LAPL No. 00110078)



Photograph 10. US 101 Slot under construction, Main and Los Angeles, view to north-east, 1951 (LAPL No. 00109991)

CONTINUATION SHEET

Page **13** of **14**

Recorded by: Salli Hosseini M.A.H.P

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Date: August 11, 2016

Continuation

Update

National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR) Significance Evaluation

Argument under NRHP/CRHR criteria A/1: The US 101 Slot is a notable engineering achievement dating back to the late 1940s and early 1950s. As part of the larger Santa Ana Freeway, the US 101 Slot is connected to a number of major freeways and was designed to grant vehicular access from other parts of Los Angeles to the downtown area. While the US 101 is not the earliest example of a California freeway (The Arroyo Seco Parkway/Los Angeles 110 built in 1940 was the first freeway in California, it is among the earliest California freeways (Jobson and Antell 2006). The US 101 (Santa Ana Freeway) was adopted by the California Highway Commission and declared a Freeway by resolution of the California Highway Commission in 1941 (as-built plans 1950, 1952). Due to its engineering and design, the US 101 Slot was not only a remarkable engineering example at the time of its construction, but it also played a significant role in redirecting vehicular traffic in the Los Angeles and specifically downtown area. However, the US 101 Slot has been so significantly modified over the years, that it no longer conveys the character defining features of its original design and layout. Therefore, the US 101 Slot does not appear to be eligible under NRHP/CRHR criteria A/1.

Argument under NRHP/CRHR criteria B/2: The US 101 Slot was a publicly funded transportation project, and does not have a clear association with an individual person significant in our past. Regardless, the US 101 Slot has been so significantly altered that it does not appear eligible under NRHP/CRHR criteria B/2.

Argument under NRHP/CRHR criteria C/3: The US 101 Slot is a segment of the larger US 101 (Santa Ana Freeway) system. The original section of the Slot was constructed in 1950 and the remainder of the Slot was later constructed in 1952 (as-built plans). As-built plans reveal that the 1950 and 1952 construction of the US 101 Slot was designed by civil engineer George T. McCoy. George McCoy was a long-term California State Highway Engineer and president of the American Association of State Highway Officials (American Bar Association Journal 1957). Although McCoy was a noteworthy engineer, archival research failed to reveal the US 101 Slot as a noteworthy example of his work. As-built plans obtained from Caltrans reveal that the US 101 Slot has been subject to a number of significant alterations since the original date of its construction. The alterations included widening and resurfacing of most areas in 1953 and once again in 1978, a busway addition in parts of the Los Angeles to North Vignes Street segment of the Slot in 1990, replacement of the median barriers in 2004, and redesigning the freeway and ramps in 2008, all of which have contributed to loss of integrity, materials, and feeling of the Slot. Furthermore, review of historic photographs dating to the 1950's reveal that the US 101 Slot has been subject to significant changes in its landscaping, such that the original landscape design is no longer extant (see *B6. Construction History). As such, the integrity of the US 101 Slot has been so heavily compromised that it no longer conveys the character defining features of its original design. Therefore, the US 101 Slot does not appear eligible under NRHP/CRHR criteria C/3.

Argument under NRHP/CRHR Criteria D/4: The US 101 Slot is not likely to yield information important in prehistory or history, therefore it does not appear eligible under NRHP/CRHR Criteria D/4.

CONTINUATION SHEET

Page **14** of **14**

Recorded by: Salli Hosseini M.A.H.P

Resource Name or #: (Assigned by recorder) US 101 Slot (Santa Ana Freeway)

Date: August 11, 2016

Continuation

Update

References

American Bar Association Journal. 1957. Volume 43. 1. Page 94. January 1957.

As-built plans. 1950. Sheet No. 1 "Title Sheet". Caltrans.

As-built plans. 1952. Caltrans.

Sheet No. 1. "Title Sheet"

Sheet No. 5. "Plan and Profile"

Sheet No. 7. "Plan and Profile"

As-built plans. 1954. Caltrans.

Sheet No. 1. "Title Sheet"

Sheet No. 4-13. "Plan and Profile"

As-built plans. 1958. Caltrans.

Sheet No. 2. "Typical Cross Sections"

Sheet No. 4. "Resurfacing Area"

Sheet No. 5. "Plan and Profile"

Sheet No. 6. "Storm Drains Plan and Profile"

As-built plans. 1990. Caltrans.

Sheet No. 1. "Title and Location Map"

Sheet No. 2-3. "Typical Cross Sections"

Sheet No. 5-8. "Construction Details"

As-built plans. 2004. Caltrans.

As-built plans. 2008. Caltrans.

Sheet No. 1. "Title and Location Map"

Sheet No. 20. "Construction Details-Concrete Barrier"

Sheet No. 23A. "Construction Details"

Sheet No. 27. "Construction Details"

Sheet No. 34. "Construction Details-Architectural Treatment"

Jobson, Ross and Antell, Peter. 2006. "California: Leader in Limited-Access Highways". *Interstate 50; 50 years of the Dwight D. Eisenhower National System of Interstate and Defense Highways*. Page 117. Faircount LLC.

NETR (National Environmental Title Research, LLC). 2016. Address search for Union Station, Los Angeles, CA. Accessed August 5, 2016. <http://www.historicaerials.com/>

Page 1 of 1 *Resource Name or # Cesar Chavez Viaduct (Macy Street Viaduct)

*Recorded by: Salli Hosseini M.A.H.P *Date: August 11, 2016 Continuation

Update PUBLIC Error!

Bookmark not defined.

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

Bridge Number: 53C 0130

Present Use: (Vehicular) Bridge

Historic Name: Macy Street Viaduct

Owner and Address: City of Los Angeles Department of Public Works
Bureau of Engineering
1149 S. Broadway, Suite 700
Los Angeles, CA 90015-2213

The Cesar Chavez Viaduct, historically named the Macy Street Viaduct, was previously evaluated in 1986, and was determined eligible for inclusion in the NRHP at the local level of significance under Criteria A and C (period of significance 1926), as a result of the Caltrans Historic Bridge Survey (HBS). The Cesar Chavez Viaduct was declared as a City of Los Angeles Historic-Cultural Monument (HCM) in 2008 (HCM # 224). The Viaduct was determined a historic property for Section 106 purposes, and a historical resource for the purposes of CEQA. The California Historic Resource Code was assigned as 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR).

A site visit was conducted on August 11, 2016 to verify existing conditions of the structure located over the Los Angeles River. The previous survey information including its 2S2 status code, remains accurate.



Looking northeast, Photo #7066, 08/11/2016

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

PRIMARY RECORD

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: I-101 Bridge over the Los Angeles River

P1. Other Identifier: Aliso Street Bridge, Bridge #53-0405

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

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T____; R____; ____ 1/4 of ____ 1/4 of Sec____; _____ B.M.

c. Address Aliso St City Los Angeles Zip 90033

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appro
APE Map ID# 6

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

This was originally a concrete open spandrel arch bridge; some of the spandrel arches were filled in with concrete as a
of a seismic retrofitting project. The main span over the Los Angeles River measured 222 feet at the time of its dedicat
in 1944. The overall length at the time of construction was 3123 feet (measured from the west approach to the connect
at Ramona Boulevard). The bridge currently carries eight lanes of traffic in both directions.

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

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

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



P5b. Description of Photo: (View, date, etc.)

Looking north from Keller St., on east of
LA River. 11/6/02. Photo IMG 2252

* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1944 Orig. construction completed

1951 PE Tracks removed

* P7. Owner and Address:

Caltrans

120 S. Spring Street

Los Angeles, CA 90012

S--State

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

Jessica B. Feldman

Myra L. Frank & Associates

811 W. 7th Street, Suite 800

Los Angeles, CA 90017

* P9. Date Recorded: 11/7/2002

* 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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 6Y2- Pending SHPO Concurrence

* Resource Name or #: J-101 Bridge over the Los Angeles River

B1. Historic Name: Aliso Street Viaduct; Bridge #53-0405

B2. Common Name: J-101 Bridge over Los Angeles River

B3. Original Use: Bridge

B4. Present Use: Bridge

* B5. Architectural Style: Freeway Style

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

This bridge was constructed beginning in 1939 but work was discontinued until February 1943 and was completed in September 1944. Originally the structure was an open spandrel bridge; however, the spandrels were filled with concrete (date unknown, but possibly 1990s).

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

* B8. Related Features:

Los Angeles River. Metro Rail train tracks, and various other tracks. US 101 (Freeway 101).

B9a. Architect: City of Los Angeles Engineers

b. Builder: WPA

* B10. Significance: Theme Transportation

Area Downtown Los Angeles

Period of Significance 1939-1944

Property Type Bridge

Applicable Criteria N/A

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

Aliso Street is one of the oldest extant street in Los Angeles, named for the famous "Aliso Tree" (sycamore) that grew on the street of Jean Louis Vignes' adobe. Much of Aliso Street would eventually become part of the San Bernardino Freeway in the middle of the twentieth century, but the road was a major transportation route as early as the turn of the century. It connected east Los Angeles to downtown and the growing west side of the city. A bridge across the Los Angeles River at Aliso Street was constructed in 1904, and due to the growing traffic on either side of the river and the construction of the Union Passenger Terminal at the western terminus of the bridge, it was scheduled to be replaced in 1923. Funds for the bridge were used instead for the Sixth Street Project. By 1939, funds from the Works Project Administration became available to replace the 1904 bridge. By this time, city planners were considering the role of the new viaduct in the long range plans for a proposed freeway system for the area. It was therefore designed with this function in mind: to provide a direct transportation route between Ramona Boulevard and East Los Angeles to the Los Angeles Civic Center (and Downtown) and eventually to connect to the Hollywood Parkway. It was expected that this bridge would make possible a great east and west route between Los Angeles and Pomona and to eventually be joined with the proposed Santa Ana Freeway to the southeast. Formal dedication of the bridge occurred on August 11, 1944. (See Continuation Sheet)

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

* B12. References:

Southwest Builder and Contractor (3/7/41, p.18-20; 5/1/42 p.20-24 and 27; 9/1/44, p. 24-28)

California Department of Transportation Historic Bridge Inventory, accessed 10/1/01

Los Angeles Public Library, Photo Database

B13. Remarks:

(Sketch map with north arrow required)

* B14. Evaluator: Jessica B. Feldman

Date of Evaluation: 11/6/2002

(This space reserved for official comments.)

CONTINUATION SHEET

Page 3 of 3 * Resource Name or #: (Assigned by recorder) I-101 Bridge over the Los Angeles River

* Recorded by: Jessica B. Feldman

* Date: 11/7/2002

Continuation Update

B 10. Significance (continued): Noted as an example of the early "freeway style", the original layout utilized grade separations where opposing lanes of traffic had to cross one another and used dividing strips to separate opposing lanes of traffic. The Union Pacific, Santa Fe and Pacific Railways were all carried over the Los Angeles River using an railroad right-of-way that was carried in the center park of the bridge. Formal dedication of the bridge occurred on August 11, 1944. Alterations may have occurred in the 1950s, when the tracks for the street railways were removed. This would have allowed the addition of traffic lanes and would have required the repaving of the deck. Documentation of these changes has not been located at the time of this determination. There are no known important persons or events associated with this structure; therefore not eligible for the National Register of Historic Places under Criterion A or B. The design the Aliso Street Bridge is typical of many undistinguished bridges designed by the Bureau of Engineering during the tenure of Lloyd Alridge and Merrill Butler in the first decades of the twentieth century. Therefore, it does not represent a distinctive type, period or method of construction or the work of a master and is not eligible for the National Register of Historic Places under Criterion C.

State of California • The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary #	
	HRI #	
	Trinomial	
	NRHP Status Code 6Y	
Other Listings Review Code	Reviewer	Date

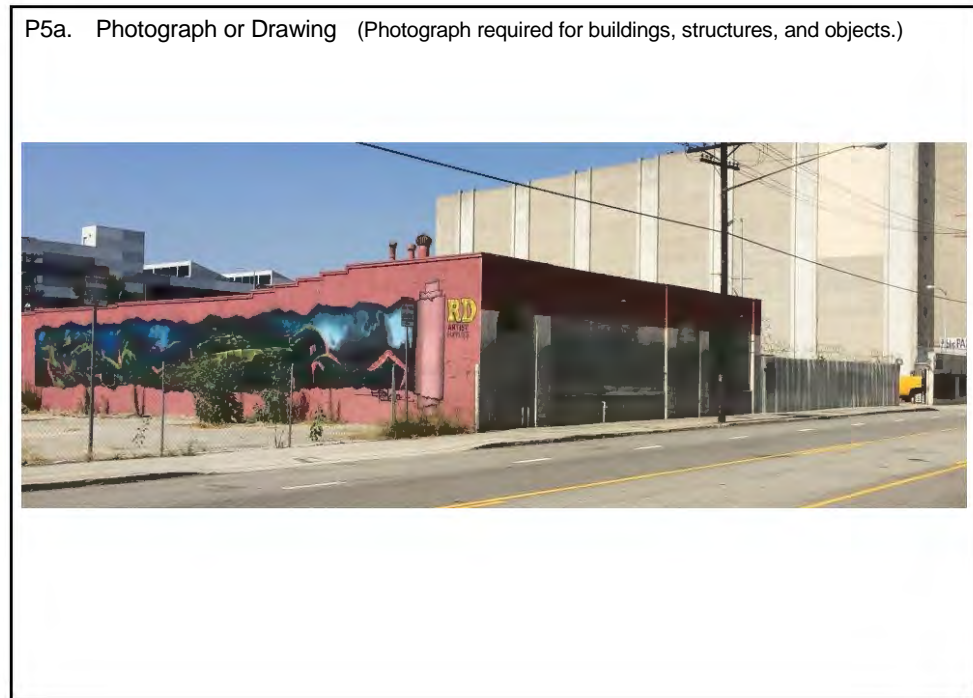
Page 1 of 4 *Resource Name or #: (Assigned by recorder) 430 E. Commercial St.
P1. Other Identifier: 444 E. Commercial St.; 443 Ducommun St.; 447 Ducommun St.

*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.
Address 430 Commercial Street City Los Angeles, CA Zip 90012
c. 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)
430 Commercial Street (444 Commercial Street; 443 Ducommun Street, 447 Ducommun) is a paired grouping of two separate but physically connected buildings that read as one property, and one building. The building's eastern portion is rectangular plan, flat roofed, and fronts the property line at Commercial Street. The building's western component is square plan, with a low barrel vaulted roof, and is set back from Commercial Street behind a large, earthen-covered equipment yard that was, during the historic period, the site of a since demolished warehouse. Both components are single story and stucco clad. Continuous molding runs along their rooflines, and low, stepping parapets are part of the design. The design appears to be a loose, vernacular translation of the Mission Revival. (Please see continuation sheet, p.3)

*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 #) camera facing southwest. July 13, 2016. ICF International



*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both 1921, 1924; City Building Permits

*P7. Owner and Address: City of Los Angeles Department of General Services, 111 E. First St., Room 201, Los Angeles, CA 90012

*P8. Recorded by: (Name, affiliation, and address) Daniel Paul, Architectural Historian. ICF International, 601 W. 5th Street, Ste. 900, Los Angeles, CA 90071

*P9. Date Recorded: July 20, 2016

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

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Link US Historical Resources Evaluation Report

*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) 430 E. Commercial St. *NRHP Status Code 6Y

Page 2 of 4

B1. Historic Name: American Warehouse & Realty Company

B2. Common Name: 430 E. Commercial St.

B3. Original Use: Warehouse B4. Present Use: Garage and Repair Facility

*B5. Architectural Style: Vernacular with Mission Revival influences

*B6. Construction History: (Construction date, alterations, and date of alterations)
"wagon shed" at eastern portion constructed c. 1921; incinerator added 1923; warehouse addition c. 1924.

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

*B8. Related Features:

B9a. Architect: John J. Fraunfelder b. Builder: _____

*B10. Significance: Theme _____ Area Central City North

Period of Significance 1921-1924 Property Type Commercial Applicable Criteria

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

430 Commercial Street does not appear to be National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) eligible under any Criteria. The property has various alterations including the demolition of a warehouse present during the historic period, and the concrete infilling of numerous entry and window bays. John J. Fraunfelder, the architect of the building at the property's eastern portion, was an architect of some note, having completed the Edwin Janss house in Los Feliz, and the Hollywood Hills King Vidor House. The substantial alterations to Fraunfelder's building upon the property appear to have rendered it not eligible for the NRHP or CRHR under Criterion C/3. Research yielded no known events, broad patterns, or persons of historic significance associated with 430 Commercial Street or any of its associated addresses. The American Warehouse & Realty Company, which constructed one of the buildings, is mentioned in early publications related to warehousemen, but does not appear to be a company of historic significance. The same holds true for the Star Truck Co., which constructed the other onsite building. The property's use as a City vehicle repair and storage facility; a use it has by the mid-1930s, is likewise not a historically significant use warranting NRHP or CRHR eligibility under Criterion A/1. Additionally, research yielded no known persons of historic significance to the subject that would render it NRHP or CRHR eligible under Criterion B/2. 430 Commercial Street was not evaluated against municipal landmark criteria.

B11. Additional Resource Attributes: (List attributes and codes) HP9.- Public utility building; HP4. Ancillary building
City of Los Angeles Building Permits:

#23003, Sep. 15, 1921

#11126, Mar. 14, 1923

#13075, Feb. 12, 1924

#LA96535, Sep. 14, 1954

Pacific Coast Architecture Database.

<http://pcad.lib.washington.edu/person/1964/>

B13. Remarks:

*B14. Evaluator: Daniel Paul, Senior Architectural Historian, ICF International

*Date of Evaluation: July 20, 2016

(This space reserved for official comments.)



***P3a. Description, ctd.**

The building's north-facing front elevation has an original, arched entryway near its west side, and a similarly designed window bay at its east portion, below which runs a water table seen across the rest of the elevation. The entryway is now concrete sealed in its entirety and the window is concrete sealed, except at its top where an original fanlight remains.

Both of the subject bays slightly protrude out toward property line. A pair of windows is present at the front elevation's west end that are boarded but each topped with a fixed transom of small, multi-light glass squares akin to bottle glass, and each having a vent opening centered within it. The windows are separated by a narrow, engaged mullion-like wood column. A full-height pilaster is present at the far west end of the elevation. A pair of two iron chimneys is visible at the roofline of the eastern portion, and they appear to be for an incinerator installed in 1923. What presently appears to be the primary entry is within the western component, well set back from the Commercial Street, behind an earthen-covered equipment yard fronted by a corrugated metal fence, iron bar sliding gate, and remnant stucco-clad wall. Beyond the fence which fronts the Commercial Street right of way, multiple truck bays, either square or segmentally arched, are visible.

The property's rear portion is readily visible from Ducommun Street. It presently has a centered, single bay garage opening with a recent metal roll-up door. This opening is flanked by multi-light metal frame windows with stucco clad sills, and additional window bays once present appear to have been concrete infilled. The building's west-side elevation is not visible from the public right of way. The east-side elevation is blank, having no fenestration and has a recently added graffiti mural. Presently the property serves as a yard for City of Los Angeles Department of Transportation Equipment Repair Shop.

CONTINUATION SHEET

Property Name: 430 E. Commercial St.

Page 4 of 4

430 E. Commercial Street: Additional Photographs:



430 E. Commercial St., front elevation. Camera facing south. ICF International. July 14, 2016.



430 E. Commercial St. (447 Ducommun St. portion). From Ducommun St., camera facing northwest. ICF International. July 14, 2016.

Page 1 of 1 *Resource Name or # Friedman Bag Company - Storage Building

*Recorded by: David Greenwood/Daniel Paul *Date: July 22, 2016 o Continuation Update

Address: (As listed in HRI) 500 Garey Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-003-002

Present Use: Industrial: Manufacturing

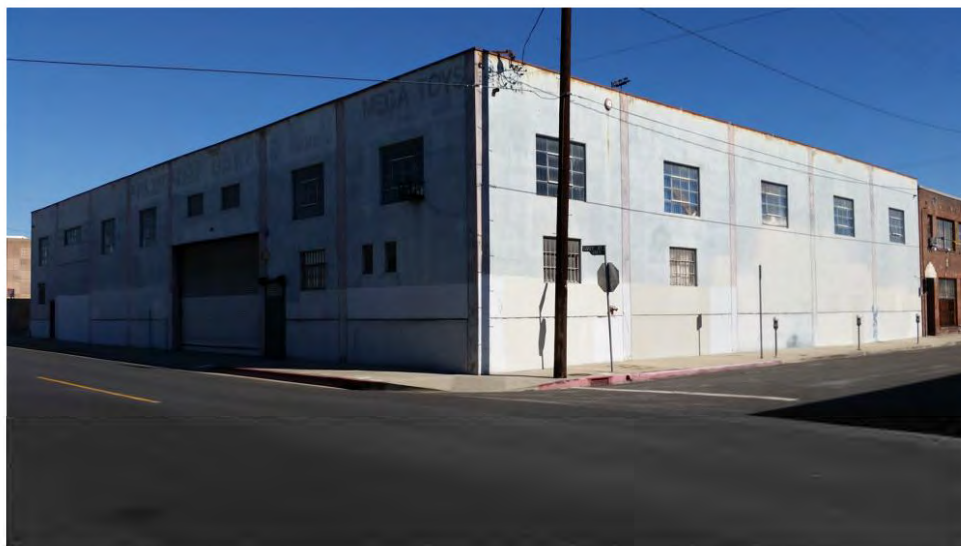
Historic Name: Friedman Bag Company - Storage Building

Owner and Address: Amay's Bakery & Noodle Company Inc.
837 E. Commercial Street
Los Angeles, CA 90012

The building was previously surveyed in 2002, 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 was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 500 N. Garey Street. The previous survey information recorded on the attached 2002 DPR 523 form, including the 6Y status code, remains accurate.



Looking northeast, Photo #110926.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Page 1 of 2 *Resource Name or # Kahn-Beck Co.; Friedman Bag Company - Textile Division

*Recorded by: David Greenwood/Daniel Paul *Date: July 22, 2016; rev. June 20, 2018 Continuation Update

Address: 801 Commercial St.; 600 Center Street (As listed in HRI), Los Angeles, CA 90012

Assessor's Parcel Number: 5173-019-006

Present Use: Commercial: Storage

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

Owner and Address: Magellan Commercial, LLC. 1800 Avenue of the Stars, Suite 105, Los Angeles, CA 90067

The property contains a building complex constructed in various stages. The oldest portion of this building was constructed in 1902, with additions in 1906, 1941, and 1954. It is designed in the Industrial/Utilitarian style. The period of significance is 1902, based on the year the oldest extant portion of the building was constructed. The building was previously surveyed in 2002, was determined ineligible for the NRHP by FRA, and SHPO concurred with this finding on January 15, 2004 (FRA031117A).

However, the northwest portion of the building that was originally constructed in 1902, was identified as significant in 2016 by the OHR's SurveyLA program for associations to early industrial development in Los Angeles between 1880 and 1945 (see below). As reported in 2002 (see attached DPR form), the original 1902 building's end was set back 18 feet in 1940 due to street widening and the condemnation of Aliso Street for the construction of U.S. 101, therefore, it lacks integrity. Despite the alteration, the northwest portion of the building constructed in 1902 is a historical resource under CEQA because it was found to be significant in a historical resources survey conducted by a local government agency. The property remains ineligible for listing in the NRHP.

Central City North

Individual Resources - 09/29/16



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.

Source: "Central City North: Individual Resources 09-29-2016." SurveyLA, available at https://preservation.lacity.org/sites/default/files/CentralCityNorth_IndividualResources.pdf, accessed 20 June 2018.

Survey Type: Intensive Survey Effort;
 Section 106 Compliance;
 P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Page 2 of 2 *Resource Name or # Kahn-Beck Co.; Friedman Bag Company – Textile Division
*Recorded by: David Greenwood/Daniel Paul *Date: July 22, 2016 o Continuation Update



Freidman Bag Company – Textile Division. Camera facing northeast. Photo: ICF International, November 7, 2014

Upon the larger property, the specific building identified as a resource is the 1906 building located at the property's northwest portion (located at the far left in the above image).

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. 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 appropriate)
APE Map ID# 9; Subdivision of the Aliso Tract, Block F, Lots 11,13,14,15,16,17,18,19,20; APN: 5173-019-0600-608 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 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'; 80' 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 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) _____

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 & 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. T 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.; Sut 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 20 of the Sub. Aliso Tract. The Aliso Tract and Aliso Street, recorded in 1878, took their names from the great sycamo 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 stor addition, also designed by Young and built by G. W. Bell, was built to the south occupying lots 17 & 19 of the Sub. A 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 duri 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 Buil 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): _____

* 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.)

(Sketch map with north arrow required)

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. Recently the Friedman Bag Company's signage has been removed and the building has been re-painted.

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.

CONTINUATION SHEET

***Resource Name:** Thomas R. Barabee Store and Warehouse ***Recorded by:** Daniel Paul ***Date:** June 2018

■ Update

Previous Finding: The Thomas R. Barabee Store and Warehouse, located at 611-615 Ducommun Street in Los Angeles, California, was evaluated in 2003 for the Los Angeles Union Station Run-Through Tracks project as part of an intensive level survey for Section 106 compliance. The previous DPR 523 evaluation forms are attached. In the January 15, 2004 concurrence letter for the Run-Through Tracks project, the SHPO concurred that the building was not eligible for the National Register of Historic Places, assigning a status code of 6Y to the building.

Present Evaluation: As of January 2015, the appearance and condition of the property appears to be unchanged. As part of the consultation process required by Section 106 for the presently proposed undertaking, on December 19, 2014 the City of Los Angeles Office of Historic Resources OHR) has informed the present project team of their opinion that the building appears to be a historical resource for CEQA purposes. In 2014, the City believed that the property was a locally significant design of commercial architecture. However, when OHR completed its SurveyLA findings for the Central City North nearly two years later in September 2016, it did not include this property among those individual resources found to be significant in this area.¹ “

The Barabee Store and Warehouse has a distinctive façade of character defining features that include: Flemish cross-bond brickwork with flare headers; rope-molded concrete pateras having brick-header surrounds; panels of decorative ceramic tile in geometric patterns inset within stretcher course brick surrounds; original multi-light metal frame windows having brick sills; a pedestrian entry topped with a hopper-windowed transom; and a single bay vehicle entry. Both the pedestrian and vehicular entries are topped with slab concrete cornices. The pedestrian entry cornice has jack-arch scoring, and the cornice over the vehicular entry is parapet-like in its detailing. Wood paneling over two window bays and at the pedestrian door appears to be a later alteration, yet this change does not appear to nullify the property’s design significance. The significant design features combined with the exceptional integrity of the property as a 1920s-era two part commercial block within an industrial vicinity is rare within the City of Los Angeles. Because of the information provided by OHR in 2014, the revised State of California Historical Resource Status Code for the Barabee Store and Warehouse, located at 611-615 Ducommun St. in Los Angeles, CA. is 5S3: “Appears to be individually eligible for local listing or designation through survey evaluation.” The property remains ineligible for listing in the NRHP

Evaluator: Daniel D. Paul, Senior Architectural Historian, ICF International. **Date:** January 23, 2015, revised June 20, 2018.

Report Citation: Link US Historic Resources Evaluation Report.

¹ “Central City North: Individual Resources 09-29-2016.” *SurveyLA*, available at https://preservation.lacity.org/sites/default/files/CentralCityNorth_IndividualResources.pdf, accessed 20 June 2018.

- Update



Thomas R. Barabee Store and Warehouse. Front elevation. View: N.
 Photo: Daniel Paul, ICF International. November, 2014.

Primary # _____

HR # _____

Trinomial _____

NRHP Status Code 6Y2 - Pending SHPO concurrence

PRIMARY RECORD

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Thomas R. Barabee Store and Warehouse

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 3 W; 1/4 of 1/4 of Sec 28; _____ B.M.

c. Address 611 Ducommon 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 appro
APE Map ID#10; APN: 5173-003-001; Alanis Vineyard Tract, Lot 59.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
611-615 Ducommon Street is a two-story former commercial/industrial building with patterned brick exterior walls, a flat roof with plaster coping and a brick parapet wall. The street elevation is asymmetrical in design at the first floor. The eastern portion houses a replacement street level vehicular door and a modified pedestrian door, two altered storefront windows in the center of the building and a modified pedestrian entrance is on the western side. The second floor portion of the elevation is symmetrical with slender six light windows at each end and three banks of double, twelve light industrial type windows between. Decorative features include recessed medallions in the parapet area, colored and recessed geometric patterned tiles over the two altered storefront windows, Flemish bond brickwork with dark header units, soldier course over second and first floor windows, brick lug sills and simulated plaster voussoirs over the pedestrian and vehicular doors. Alterations include the installation of new wooden pedestrian doors with new wood transoms, partial closure of the first storefront windows with vertical board and glass block infill. Seismic ties have been installed at the second floor and roof levels. The building use has changed to multi-family residential. The condition of the building is fair. The building is located in an industrial area.

* P3b. Resource Attributes: (List attributes and codes) HP3 Multifamily property

* 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, 10/22/02, Photo #
DCP 1680

* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1926 Building Permit #6779, 1926

1926 Experian Files

* P7. Owner and Address:

Heet Gregory

611 Ducommon Street

Los Angeles, CA 90012

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: 10/23/2002

* 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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y2.- Pending SHPO concurrence

* Resource Name or #: Thomas R. Barabee Store and Warehouse

B1. Historic Name: Thomas R. Barrabee Store and Warehouse

B2. Common Name: Lofts

B3. Original Use: Commercial

B4. Present Use: Multi-Family Residential

* B5. Architectural Style: Early Twentieth Century Commercial

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

Building Permit #6779 was issued on March 4, 1926 to Thomas R. Barrabee of 945 E. First Street for the erection of a one- and 2- story, brick store and warehouse building, 50 by 138 feet in size. The valuation for this construction was \$14,000. There was no architect cited and the contractor was William L. Elder. In 1944, permit # 11680 was issued to Harry A. Unger for building repair including latch repair and mopping firewalls with asphalt. The permits identifies the building as a factory. The contractor for this repair was Woodworth and Turk, Inc.

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

* B8. Related Features:

No apparent related features; however, there is a sidewalk with several small street side plants.

B9a. Architect: None

b. Builder: William F. Eisler

* B10. Significance: Theme Commercial

Area Los Angeles

Period of Significance 1920s

Property Type Residential

Applicable Criteria _____

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

This building is located near the center of the original Ciudad de Los Angeles. This area of Los Angeles has undergone several changes in use. The earliest use was agricultural. There were vineyards and wineries. Later, during the early decades of the twentieth century, the area assumed an urban character with the introduction of multi-family housing, a streetcar system and commercial and industrial buildings. In the 1920s, major industries located in this area. Today, in addition to continuing industrial uses, the area is showing a strong trend toward multi-family residential uses as vacant industrial buildings are being converted for today's popular loft type housing. Ducommun Street is named to commemorate Charles Ducommun, an early Los Angeles Businessman and owner of Ducommun Hardware and Fancy Goods located 54 Main St., his residence was at 54 Ducommun. He and I. W. Hellman, a City Treasurer, were the owners of the Alan Vineyard Tract, recorded in 1874. Thomas R. Barrabee, original owner of this resource is listed in the 1926 Los Angeles City Directory as involved with "chemicals" and having a home at 1906 N. St Andrews Place. Wm. L. Elder is listed in 1926 Directory as having an interest in real estate with his work address 355 S. Broadway and his residence at 2553 a S Hoover Street. This building is not associated with events that have made a significant contribution to our history nor is associated with persons significant in our past nor does it possess high artistic values; it is not likely to yield information important in history. It is not eligible for listing in the National Register of Historic Places or the California Register of Historic Resources.

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

* B12. References:

Los Angeles City Dept. of Building and Safety Building Permit Archives; TRW\Experian

Sanborn Insurance Maps; Los Angeles County Assessor's Real Estate Archives

Los Angeles City Directories, L. A. Bureau of Engineering Map Archives

B13. Remarks:

* B14. Evaluator: Richard Starzak

Date of Evaluation: 10/23/2002

(This space reserved for official comments.)

(Sketch map with north arrow required)

Page 1 of 1 *Resource Name or # LAUSD District H Facilities and Maintenance Operations
*Recorded by: David Greenwood/Daniel Paul *Date: July 22, 2016 o Continuation Update

Address: (As listed in HRI) 611 Jackson Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-004-900

Present Use: Maintenance Facility

Historic Name: Amelia Avenue School and Class Rooms

Owner and Address: LA Unified School District (LAUSD) Attn: Facilities Legal Department
333 South Beaudry Avenue
Los Angeles, CA 90017

The complex of buildings was previously surveyed in 2002, 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 was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 611 Jackson Street. The previous survey information recorded on the attached 2002 DPR 523 form, including its 6Y status code, remains accurate.



Looking north, Photo #P1030882.jpg. Photo: ICF International, 11/18/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

PRIMARY RECORD

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: LAUSD District 8 Facilities Services and Maintenance Operations

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 611 Jackson 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 appropriate)
APE Map ID#13; Assessor's Parcel Number 5173-004-900, Lots 123 and 4 Block P Subdivision of the Aliso T and Lots 53,54,55,56,57, and 58 of the Alanis Vineyard Tract.

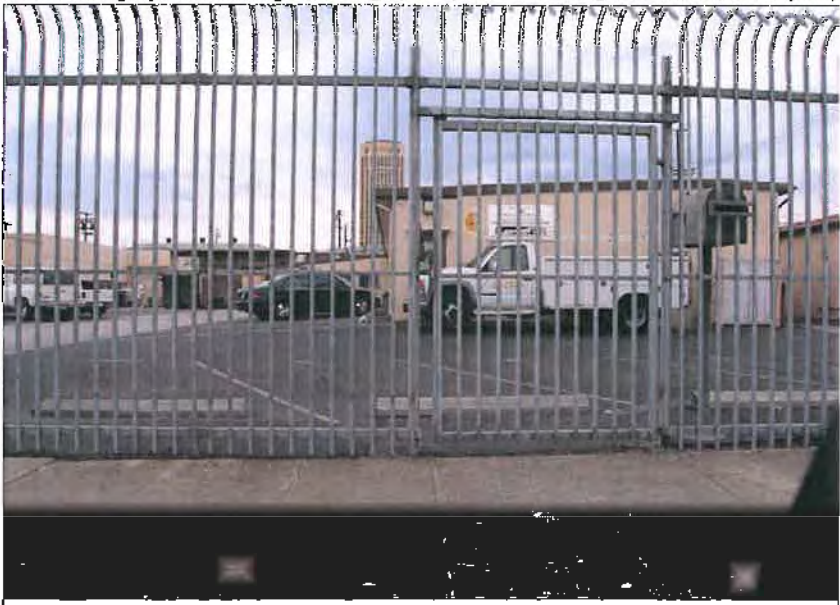
* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The Los Angeles Unified School District H Facilities Services and Maintenance Operations Center at 601-625 Jackson Street is located on the entire block bounded by Ducommun Street on the north, North Vignes Street on the east, Jackson Street on the south and North Garey Street on the west. The site is completely fenced with either high security chain link fences topped with razor wire or iron fencing. The site is completely paved with asphalt paving and has parking areas as well as security lighting. The site contains an Administration Building and five storage, service and maintenance buildings. The Administration building is located in the western portion of the site, a tall corrugated iron building is located at the Ducommun or northern side of the site and a double row of interconnected buildings is on the eastern side of the site. The Administration building is a low one-story building with a rectangular plan, stucco on plywood siding and a low pitched composition roof. Other buildings house Carpentry, Plumbing, Electrical Services and Shops. These buildings are generally low, one-story with stucco walls or open sides. In addition there is an open corrugated iron storage building located adjacent to the Ducommun Street boundary. Some windows and doors have security covers.

* 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, 12/11/02, Photo # DCP_168

* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1937 Building Permit

* P7. Owner and Address:

L A Unified School District

355 S. Grand Avenue, 11th Floor

Los Angeles, CA

M--Municipal

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

Alma Carlisle

Myra Frank & Associates, Inc.

811 W. Seventh St., Suite 800

Los Angeles, CA 90017q

* P9. Date Recorded: 12/11/2002

* 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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y2 Pending SHPO Concurrence

* Resource Name or #: LAUSD District 8 Facilities Services and Maintenance Operations

B1. Historic Name: Amelia Avenue School and Class Rooms

B2. Common Name: LAUSD H Facilities Services and Maintenance Operations Center

B3. Original Use: Educational

B4. Present Use: Industrial

* B5. Architectural Style: Utilitarian

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

A 1906 Sanborn Insurance Map shows the site originally contained the Amelia Avenue School at the corner of Garey (formerly Amelia Avenue) and Jackson Streets and residential uses on the surrounding streets. The 19096 Sanborn Map (with alterations thru 1953) still shows the school however the residences have been replaced by a double row of one-story class rooms and a library and office building along the eastern portion of the site. The class room and library buildings appear to be the service and maintenance buildings located on the site today.

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

* B8. Related Features:

Parking Areas, Security Fences, Security Lighting and flag

B9a. Architect: A. S. Nibecker, Jr. (Supt. of Bldg)

b. Builder: J. E. Byers

* B10. Significance: Theme Municipal Property

Area Los Angeles

Period of Significance 1937

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.)

This site historically was known as Lots 1,2,3, and 4 of Block P Subdivision of the Aliso Tract and Lots 53, 54, 55, 56 and 58 of the Alanis Vineyard Tract that was subdivided on May 5, 1869 for I. W. Hellman and Chas. Ducommun. This area is one of the oldest residential areas of the City of Los Angeles and later became the first industrial center for the City. The Los Angeles Unified School District acquired the site and used it first for educational purposes then constructed temporary school bungalows on the site in 1937. These altered bungalows remain today as maintenance and storage buildings. On February 17, 1953 Building Permit #LA52550 was issued to the L.A. board of Education to construct a foot by 60 foot, corrugated galvanized steel building for maintenance purposes. The certified engineer for this building John Case, the contractor was Jas. H. Wilson. This site houses a number of modest examples of utilitarian buildings constructed over a period of years that are not architecturally significant. The site plan also has developed over a period of years and is not of sufficient design quality to make it notable. The complex has no known association with persons or events important to local, state, or national history. This resource does not appear to be eligible for listing in the National Register of Historic Places or the California Register of Historic Resources under any criteria.

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

* B12. References:

Los Angeles Building & Safety Building Permits #s 29662,9/8/37 & 53LA52550

Sanborn Insurance Maps 1906, 1906 with alterations thru 1953

L. A. County Assessor's Maps, TRW\Experian

B13. Remarks:

* B14. Evaluator: Alma Carlisle

Date of Evaluation: 12/11/2002

(This space reserved for official comments.)

(Sketch map with north arrow required)

Page 1 of 1 *Resource Name or # Los Angeles Casing Company

*Recorded by: David Greenwood/Daniel Paul *Date: July 22, 2016 Continuation Update

Address: (As listed in HRI) 710-714 Ducommun Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-016-001

Present Use: Commercial

Historic Name: Los Angeles Casing Company

Owner and Address: Ruth Sugarman Trust
14600 Dickens Street, Unit 206
Sherman Oaks, CA 91403

The building was previously surveyed in 2002, 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 was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 710-714 Ducommun Street. The previous survey information recorded on the attached 2002 DPR 523 form, including the 6Y status code, remains accurate.



Looking southwest, Photo #110503.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: _____

P1. Other Identifier: Mr. Hong Kong; Los Angeles Casino Company

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

b. USGS 7.5' Quad Los Angeles, CA Date 1981 T _____; R _____; 1/4 of _____ 1/4 of Sec _____; B.M. _____

c. Address 714 Ducommun 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 appropriate)
APE Map ID#12; APN: 5173-016-001; Aliso Tract.

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

The structure located at 714 Ducommun St., is a two-story, commercial building. The Mission Revival warehouse has brick and concrete façade and a stepped-parapet wall with concrete coping. The cement cladding on the ground floor primary facade is a later addition. On the second floor, there are three, original steel hopper windows and one aluminum casement window. There are three service bays and a pedestrian entrance on the ground level. Bays have roll-up doors security bars. The pedestrian entrance has a security door. The bay opening configurations appear to be altered. Other alterations include a mounted sign on the parapet wall and a mounted sign in the second bay from the east side of the building. Condition is fair.

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

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

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



P5b. Description of Photo: (View, date, etc.)

Mr. Hong Kong, facing southwest.

09/05/02, Photo # DCP 1683

* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1920 Permit # 1202

* P7. Owner and Address:

Ruth Sugarman

12512 Chandler Blvd. Apt. 203

North Hollywood, CA 91607

P--Private

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

Carrie Chasteen

Myra Frank & Associates, Inc.

811 W. Seventh St., Suite 800

Los Angeles, CA 90017

* P9. Date Recorded: 9/5/2002

* 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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y2 Pending SHPO Concurrence

* Resource Name or #: _____

B1. Historic Name: Los Angeles Casing Company

B2. Common Name: Mr. Hong Kong

B3. Original Use: Commercial

B4. Present Use: Commercial

* B5. Architectural Style: Mission Revival

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

The structure was built in 1920, Permit #1202, and was brick and cement and, Permit #1203, the floor and part of the mezzanine were removed, row of posts and girders were moved 3 feet east, and the walls and roof were cut for new windows and skylights. Total square footage was 3000, and the total cost was \$26,000.00 In 1940, Permit #7067, a concrete pit was erected inside the building. In 1941, Permit #4951, a construction elevator was added, and an elevator was moved to a new location.

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

* B8. Related Features: _____

B9a. Architect: Paul C. Pope

b. Builder: W. D. Geck

* B10. Significance: Theme Industrial Architecture Area Los Angeles

Period of Significance 1920 Property Type Warehouse Applicable Criteria NA

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

According to research in the Assessor's records, the original owner was the Los Angeles Casing Company, Carl Graf, a Ludy Langer. Research does not indicate the Los Angeles Casing Company (a gut products manufacturing company), Graf and Ludy Langer were historically important persons. No historically important events are known to have occurred this site. Therefore, the structure is not eligible for the National Register of Historic Places under criteria A and B. The structure is in fair condition and has been altered. Because the building lacks integrity, it is not eligible for the National Register of Historic Places under criteria C or listing in the California Register of Historic Resources.

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

* B12. References:

TRW/Experian, Assessor's Improvement Records, Book 16, Page 17, 1919-1928

Permit # 1202, Jan. 20, 1920, Permit # 1203, Jan. 20, 1920

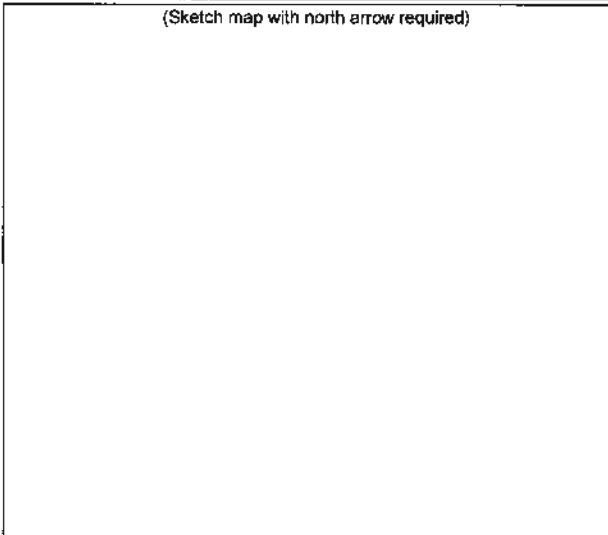
Permit # 7067, Feb. 26, 1940, Permit # 4951, Feb. 21, 1941, City Directories of the U.S., 1902-1935

B13. Remarks: _____

* B14. Evaluator: Carrie Chasteen

Date of Evaluation: 9/5/2002

(This space reserved for official comments.)



Page 1 of 1 *Resource Name or # New York Junk Company

*Recorded by: David Greenwood/Daniel Paul *Date: July 22, 2016 Continuation Update

Address: 825 E. Commercial Street (As listed in HRI: 622 Frontage Road), Los Angeles, CA 90012

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

Present Use: Vacant

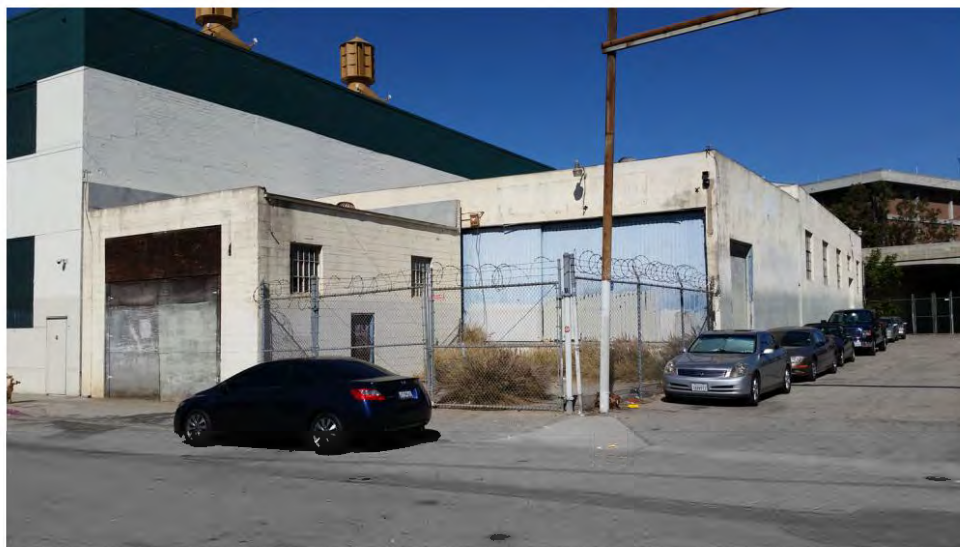
Historic Name: New York Junk Company

Owner and Address: LACMTA (METRO)
1 Gateway Plaza
Los Angeles, CA 90012

The building was previously surveyed in 2002, 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 was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 622 Frontage Road (825 E. Commercial Street). The previous survey information recorded on the attached 2003 DPR 523 form, including the 6Y status code, remains accurate; however, Parcel number 5173019902 of Lot 12 is also part of the resource property, which was not previously identified.



Looking northwest, Photo #105117.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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 appropriate)
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 St located on the south western corner of the parcel is a one-story industrial building with masonry block walls, a flat roof 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, 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 front 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) _____

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 mul changes in use. The general area was an early agricultural section of the City devoted to vineyards and wineries, then i 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 mainta their original integrity; however, they are not architecturally significant when compared with other industrial buildings East Los Angeles Industrial Area. Further, this resource has no known association with persons or events important to state or national history. The resource does not appear to be eligible for listing in the National Register of Historic Plac

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 La1, Bureau of Engineering Maps

B13. Remarks:

* B14. Evaluator: Richard Starzak

Date of Evaluation: 2/20/2003

(This space reserved for official comments.)

(Sketch map with north arrow required)

Page 1 of 1 *Resource Name or # Amay's Bakery and Noodle Company

*Recorded by: David Greenwood/Daniel Paul *Date: July 22, 2016 o Continuation Update

Address: (As listed in 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

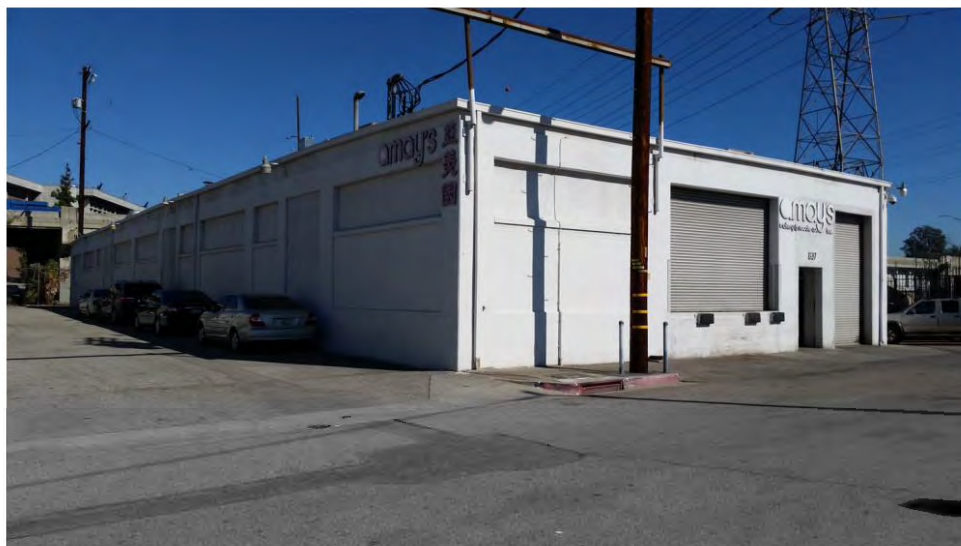
Historic Name: Maier Brewing Company warehouse

Owner and Address: Victory Investment Group, LLC
837 E. Commercial Street
Los Angeles, CA 90012

The building was previously surveyed in 2002, 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 was not eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FRA031117A, dated 1/15/2004, 6Y.

A site visit was conducted on November 7, 2014 to verify existing conditions of the resource located at 837 E. Commercial Street. The previous survey information recorded on the attached DPR 523 form, dated 10/23/2002, remains accurate except for the updated APN number.



Looking northeast, Photo #105107.jpg. Photo: ICF International, 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

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 1 S; 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 appropriate)
APE Map ID# 7; Former addresses were 636 Aliso Street and 636 Frontage Road; APN: 5173-019-009; Sub
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 the 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:
Hon 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) _____

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 improvement 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 load 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 L. 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 Atchafalaya, 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 the property that they purchased on November 2, 1943. Earlier, the parcels had been owned by the Maier Brewing Company, Santa 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 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: 10/23/2002

(This space reserved for official comments.)

(Sketch map with north arrow required)

Page 1 of 1 *Resource Name or # 1st Street Bridge

*Recorded by: David Greenwood/Daniel Paul *Date: November 17, 2014 Continuation Update

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

Bridge Number: 53C1166

Present Use: (Vehicular) Bridge

Historic Name: 1st Street Bridge; 1st Street Viaduct

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

The First Street Viaduct over the Los Angeles River (Bridge #53C 1166) was first determined eligible for inclusion in the NRHP in 1986 as a result of the Caltrans Historic Bridge Survey (HBS). The bridge was declared City of Los Angeles HCM #909 on January 30, 2008. The First Street Bridge was also surveyed in 2002 by FRA, and was assigned a California Historic Resource Code of 2S2 (individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR).

SHPO concurred with FRA's determination, and FTA's earlier determination that confirmed it was eligible for the National Register, as recorded in the California Historical Resources Inventory as follows: Project Review FTA010315A, dated 12/5/2001, 2S2.

A site visit was conducted on August 11, 2016 to verify existing conditions of the bridge resource located over the Los Angeles River. The previous survey information recorded on the attached 2003 DPR 523 form, including its 2S2 status code, remains accurate.



Looking northwest, Photo #113427.jpg, taken 11/7/2014

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: First Street Bridge over the Los Angeles River

P1. Other Identifier: _____

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T____; R____; ___ 1/4 of ___ 1/4 of Sec____; _____ B.M.
c. Address E. First St City Los Angeles Zip N.A.
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)
APE Map ID#14; 0.6 miles west of US 101; Bridge #53C-1166; Lat.34 02 54 N - Long 118 13 42 W. East First Street as it crosses the Los Angeles River, UPRR Tracks and Amtrak Tracks.

* P3a. 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 1300 feet of the Los Angeles River, Santa Fe Railway Union Pacific Railroad 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. In 2000, the bridge underwent seismic structural system modifications as part of the Highway Bridge Repair and Rehabilitation Program. Also, a walkway was removed from the southeastern end of the bridge.

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

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

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



P5b. Description of Photo: (View, date, etc.)

Photographer facing northeasterly,
01/21/03. Photo # IMG 2357

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both
1929 Caltrans Historic Br. Inv.

* P7. Owner and Address:
City of Los Angeles
650 S. Spring Street, Suite 200
Los Angeles, CA 90014
M--Municipal

* P8. Recorded by: (Name, affiliation, address)
Alma Carlisle
Myra L. Frank & Associates, Inc.
811 W. Seventh Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 1/16/2003

* 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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 2S2

* Resource Name or #: First Street Bridge over the Los Angeles River

B1. Historic Name: First Street Bridge over the Los Angeles River

B2. Common Name: First Street Bridge

B3. Original Use: Bridge

B4. Present Use: Bridge

* B5. Architectural Style: Neo-Classical

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

The bridge was designed by Merrill Butler, The construction contract was awarded to the North Pacific Construction Company in September, 1927. The Bridge is virtually unaltered with the exception of the year 2000 Seismic Rehabilitation and the removal of a walkway at its southeastern end

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

* B8. Related Features:

The thematic group of historic bridges over the Los Angeles River. Some of these bridges are the Fourth Street Viaduct, the Vignes Street Undercrossing. Other related features are the Los Angeles River and the Santa Fe Railway Tracks. This bridge is also listed as an item in the Thematic Group of Los Angeles River Viaducts.

B9a. Architect: Merrill Butler (Engineer)

b. Builder: North Pacific Const. Co., Mittray Bros.

* B10. Significance: Theme Civic Architecture

Area Los Angeles

Period of Significance 1929

Property Type Bridge

Applicable Criteria 2S2

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

The First Street Bridge (Viaduct) was determined eligible for inclusion in the National Register of Historic Places in 1987 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.

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

* B12. References:

Caltrans Historic Bridge Inventory, 1987, Bridge #53C166 & Arch Bridge Rating Sheet

Los Angeles Bureau of Engineering, Telephone Interview 1/16/2003, J. Doty & W. Stokes on 1/17/03.

Metro Rail Red Line East Extension, 106 Documentation, 1994.

B13. Remarks:

* B14. Evaluator: Caltrans Bridge Inventory 1987

Date of Evaluation: _____

(This space reserved for official comments.)

(Sketch map with north arrow required)

Page 1 of 1 *Resource Name or # 4th Street Viaduct

*Recorded by: Salli Hosseini M.A.H.P *Date: August 11, 2016 Continuation Update

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

Bridge Number: 53C 0044

Present Use: (Vehicular) Bridge

Historic Name: None

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

The 4th Street Viaduct 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 4th Street Viaduct was also evaluated and determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C (period of significance 1930-1931), as a result of the Caltrans Historic Bridge Survey (HBS). The 4th Street Viaduct was listed as a City of Los Angeles Historic-Cultural Monument (HCM) in 2008 (HCM # 906). The Viaduct is determined a historic property for Section 106 purposes, and a historical resource for the purposes of CEQA. The California Historic Resource Code was determined to be 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR), and 5S1 (Individual property that is listed or designated locally). A site visit was conducted on August 11, 2016 to verify existing conditions of the bridge resource located over the Los Angeles River. The previous survey information recorded on the 1986 DPR 523 form and the 2011 Continuation Sheet including its 2S2 and 5S1 status codes, remains accurate.



Looking northeast, Photo #4294, 08/11/2016

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Primary # 19-150194
HRI # 101916 / 114992
Trinomial _____
NRHP Status Code 252

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

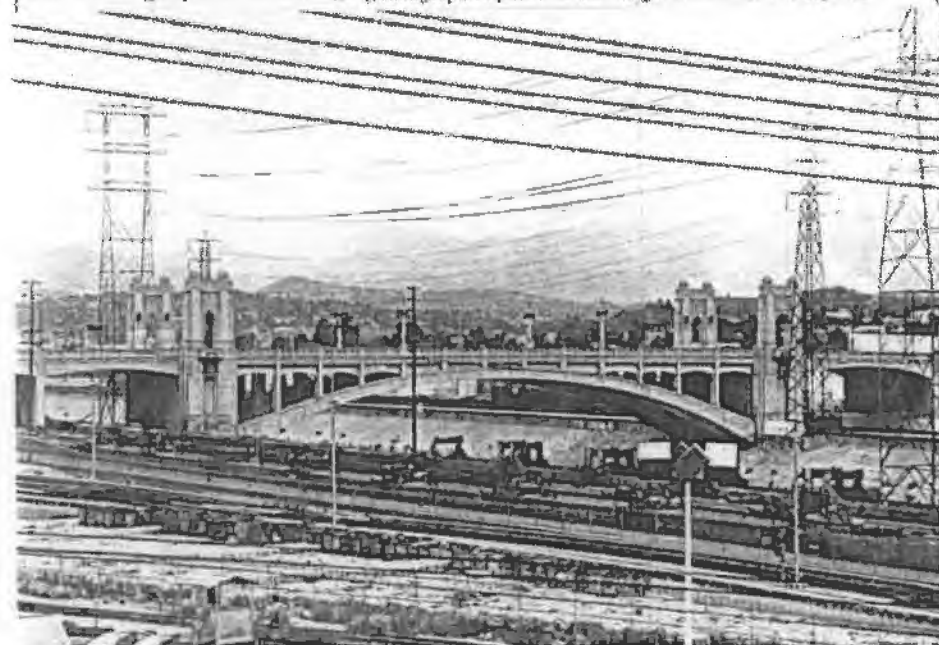
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)
Project APE Map 3, Site 6. East Fourth Street as it crosses the Los Angeles River.

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

Describer: METRO Red Line East
Section 106 Eligibility Report

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

Attachments: NONE Location Map Compensation Sheet Building, Structure and Object Record Linear Resources Record
 Archaeological Record District Record Milling Station Record Rock Art Record Artifacts Record Photograph Record
 Other (List) _____

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

Primary # _____

HRI # _____

Page 2 of 3

B1. Address: 900-1700 Blocks of East 4th Street
 City: Los Angeles County: Los Angeles Zip: 90012
 B2. Historic Name: Fourth Street Viaduct B3. Common Name: _____
 B4. Zoning: _____ B5. Threats: Project Related
 B6. Architectural Style: Gothic Revival Influence
 B7. 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 Architecture Area Los AngelesPeriod of Significance 1930-1945 Property Type 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 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" describes 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/19-150194

Primary # _____

HR #/Trinomial _____

Page 3 of 3

Continuation Update

P3. Description

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

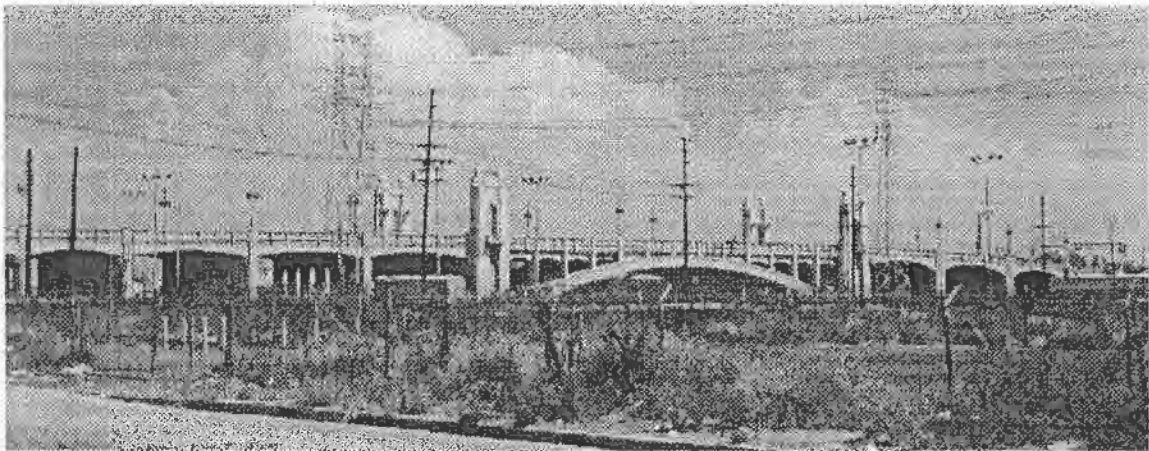
"the vertical elements at the main abutments separating the different sections. This accentuation of vertical lines was carried into the handrail, providing a vertical motif instead of the horizontal emphasis naturally produced by a series of horizontal elements...The vertical lines of the Gothic stonework 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.

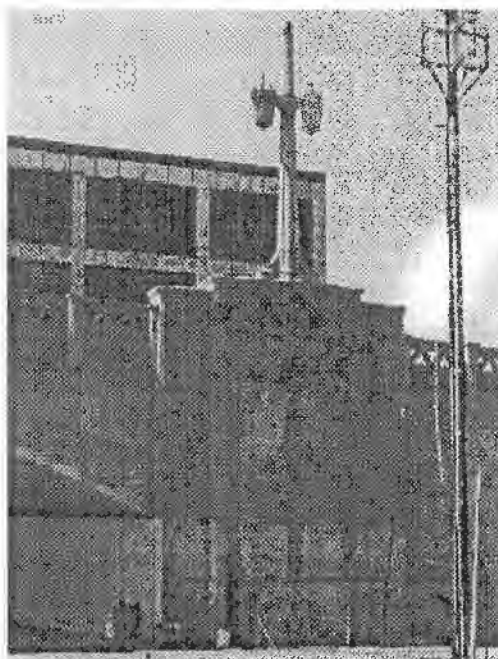
The Fourth Street viaduct has survived with virtually no alterations, with the exception of removal of the two sets of trolley tracks originally constructed for the Los Angeles Railway Co.

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 #: 4th 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 4th 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 4th 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

Page 1 of 1 *Resource Name or # 7th Street Viaduct

*Recorded by: Salli Hosseini M.A.H.P *Date: August 11, 2016 Continuation Update

Address: (Location): Spanning the Los Angeles River from approximately Myers Street at the east to Santa Fe Avenue at the west

Bridge Number: 53C 1321

Present Use: (Vehicular) Bridge

Historic Name: None

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

The 7th Street Viaduct was previously evaluated and determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C (period of significance 1910-1927) as a result of the Caltrans Historic Bridge Survey (HBS).

The 7th Street Viaduct was declared to be a City of Los Angeles Historic-Cultural Monument (HCM) on January 30, 2008 (HCM # 904). The Viaduct is determined a historic property for Section 106 purposes, and a historical resource for the purposes of CEQA. The California Historic Resource Code was determined to be 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR), and 5S1 (Individual property that is listed or designated locally).

A site visit was conducted on August 11, 2016 to verify existing conditions of the bridge resource located over the Los Angeles River. The previous survey information including its 2S2 and 5S1 status codes, remains accurate.



Looking southwest, Photo #7050, 08/11/2016

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Page 1 of 1 *Resource Name or # Olympic Boulevard Bridge

*Recorded by: Daniel Paul and Salli Hosseini M.A.H.P *Date: August 11, 2016 o Continuation Update

Address: (Location): Spanning the Los Angeles River from Rio Vista Avenue at the east to Enterprise Street at the west

Bridge Number: 56C 0163

Present Use: (Vehicular) Bridge

Historic Name: 9th Street Viaduct

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

The Olympic Boulevard Bridge was previously evaluated and determined eligible for inclusion in the NRHP in 1986 at the local level of significance under Criterion C (period of significance 1910-1927) as a result of the Caltrans Historic Bridge Survey (HBS). The Olympic Boulevard Bridge was listed as a City of Los Angeles Historic-Cultural Monument (HCM) in 2008 (HCM # 902). The Bridge is determined a historic property for Section 106 purposes, and a historical resource for the purposes of CEQA. Based on the Caltrans HBS information, the California Historic Resource Code was determined to be 2S2.

A site visit was conducted on August 11, 2016 to verify existing conditions of the bridge resource located over the Los Angeles River. The previous survey information including its 5S1 status code, remains accurate.



Looking northwest, Photo #7111, 04/12/2016

Survey Type: Intensive Survey Effort
Section 106 Compliance
P—Project Review

Report Citation: Link US Historical Resources Evaluation Report

Attachment C:
Archaeological Survey Report (CONFIDENTIAL)

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**Attachment D:
National Register of Historic Places Evaluation of
Archaeological Site
CA-LAN-1575/H (CONFIDENTIAL)**

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**Attachment E:
State Historic Preservation Officer Concurrence Letter**

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

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

September 27, 2018

Reply in Reference To: FRA_2016_0810_001

Ms. Katherine Zeringue, Federal Preservation Officer
Environment and Systems Planning Division
US Department of Transportation, Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Continuing Section 106 Consultation for the Link Union Station Project, Los Angeles, California

Dear Ms. Zeringue:

On August 2, 2018, the Office of Historic Preservation (OHP) received a letter from the U.S. Department of Transportation's (DOT) Federal Railroad Administration (FRA) continuing consultation with the State Historic Preservation Officer (SHPO) regarding the above referenced undertaking in compliance with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. 470f), as amended, and its implementing regulations 36 CFR 800. The *Link Station Historic Properties Survey Report Package* was included with FRA's letter. On September 10, 2018, the OHP received an additional letter further clarifying eligibility determinations for the project.

The FRA and Los Angeles County Metropolitan Transportation Authority (Metro) are proposing Link US to transform the LAUS from a "sub-end tracks station" into a "run-through tracks station" while increasing operational capacity to meet the demands of the broader rail system. A No Action/No Build Alternative and potentially up to four Build Alternatives are currently being considered. High Speed Rail (HSR) is considered a related undertaking to Link US and therefore the physical improvements to accommodate potential HSR service at LAUS within the current area of potential effects (APE) will be evaluated for Section 106 purposes for this undertaking.

The FRA has determined and documented one APE that encompasses both an archaeological and architectural APE. The archaeological APE has been delineated to encompass any ground area that will be disturbed by excavation, grading, construction, demolition, temporary access and staging activities, utility relocation, or railroad track reconfiguration. The vertical APE includes varying depths of that range from 3 feet to 100 feet below surface. The architectural APE includes any nearby parcels containing resources sensitive to permanent visual effects or to noise and vibration effects.

Additional properties that may be directly affected as a result of proposed changes and additions to the undertaking have also been included within the APE.

The FRA previously consulted with the SHPO regarding the APE. The FRA is currently consulting with the SHPO regarding the FRA's efforts to appropriately identify historic properties within the APE.

The FRA has evaluated the following properties according to the National Register of Historic Places (NRHP) criteria and has determined that the following properties are eligible for the NRHP for the following reasons:

- **CA-LAN-1575/H** is eligible for listing on the NRHP under Criterion D because it has yielded and is likely to yield further archaeological data that can address pertinent research themes related to the prehistoric/historic Native American Period (A.D. 1000-1848) and the American Period-Historic Los Angeles Chinatown (1850-1971).
- **Macy Street School**, located at 900 N Avila Street in Los Angeles, is eligible at the local level of significance under Criteria A and B, with the period of significance being 1915 to 1930, which is related to the tenure of School Principal Nora Sterry. The property is historically significant for its associations with the turn-of-the-century Progressive movement in education, and for its associations with Principal Nora Sterry, a noted progressive in the history of Los Angeles education.
- **Vignes Street Undercrossing** (Bridge #53C 1764) was constructed as part of Los Angeles Union Station (LAUS) and is located at the north edge of that property's NRHP boundary. The Vignes Street Undercrossing contributes to the LAUS and is eligible under Criterion A at the local level of significance in the areas of transportation and transportation planning. The period of significance begins in 1933 with the initial construction of the bridge and ends in 1939 with the opening of the LAUS. The undercrossing is 0.2 miles northwest of Cesar Chavez Avenue. Vignes Street forms the northern boundary of the LAUS National Register boundary, and the Vignes Street Undercrossing is immediately adjacent to the boundary.
- **Denny's Restaurant**, located at 530 E Ramirez Street in Los Angeles, is eligible for the NRHP at the local level of significance under Criterion C as an excellent example of a "Googie" style coffee shop designed by architect Larry A. Ray based on the Armet & Davis prototype design from 1958. The period of significance is 1965.

The FRA has also determined that the following properties are not eligible for the NRHP:

- Gonzalez Candle Shop, 940 N Avila Street, Los Angeles, CA
- Interstate Rubber Company, 908 N Avila Street, Los Angeles, CA
- US 101 Slot (Santa Ana Freeway), PM 1.3 to PM 0.7, approximately located between Grand Avenue and Vignes Street, Los Angeles, CA
- American Warehouse and Realty Company, 430 Commercial Street, Los Angeles, CA
- Maier Brewing Company, 620 Commercial Street, Los Angeles, CA

- Friedman Bag Company, Polyethylene Division, North Building, 711 Ducommun Street, Los Angeles, CA
- Friedman Bag Company, Polyethylene Division, South Building, 706 Ducommun Street, Los Angeles, CA
- Manley Oil Company/Southern California Gas Company, 410 Center Street, Los Angeles, CA

Based on review of the submitted documentation, I concur with the foregoing determinations.

The FRA has submitted documentation supporting the FRA's efforts to consult with the Native American Heritage Commission (NAHC) and the Native American tribes, groups and individuals listed on the NAHC contact list. The FRA has been in active consultation with the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation (Kizh Nation), and the Tongva Ancestral Territorial Tribal Nation. Consulting tribes have provided comments and information that have contributed to the FRA's CA-LAN-1575/H evaluation according to the NRHP criteria. To date, the FRA has not received comments from any consulting Native American tribe, group, or individual that CA-LAN-1575/H has cultural values other than those associated with NRHP Criterion D (data potential).

The FRA has also submitted documentation supporting FRA's efforts to consult with other interested parties who might have interest in the project. These efforts are documented in Attachment E of the Historic Property Survey Report.

The FRA will continue consultation with the SHPO on the assessment of adverse effects as a result of this undertaking. If you require further information, please contact State Historian, Natalie Lindquist at 916-445-7014 or at Natalie.Lindquist@parks.ca.gov or Associate State Archaeologist Alicia Perez at 916-445-7020 or Alicia.Perez@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

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