Los Angeles County
Metropolitan Transportation Authority

# Appendix K Historic, Archaeological and Tribal Resources Technical Report

## EASTSIDE TRANSIT CORRIDOR PHASE 2




Metro

May 2026

# Appendix K Historic, Archaeological and Tribal Resources Technical Report

**May 2026**

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# Acronyms and Abbreviations

| | |
|---|---|
| ADA | Americans with Disabilities Act |
| am | Ante Meridiem |
| ADI | Area of Direct Impact |
| APE | Area of Potential Effects |
| APN | Assessor's Parcel Number |
| BMP | Best Management Practice |
| Caltrans | California Department of Transportation |
| CFR | Code of Federal Regulations |
| CHL | California Historic Landmark |
| CRHR | California Register of Historical Resources |
| CRMMP | Cultural Resources Monitoring and Mitigation Plan |
| CVS | CVS Pharmacy |
| DPR | Department of Parks and Recreation |
| DOE | Determination of Eligibility |
| EA | Environmental Assessment |
| FLM | First/Last Mile |
| FTA | Federal Transit Administration |
| LACMTA | Los Angeles County Metropolitan Transportation Authority |
| LAPL | Los Angeles Public Library |
| LRT | Light Rail Transit |
| LRV | Light Rail Vehicle |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MOW | Maintenance of Way |

| | |
|---|---|
| MRDC | Metro Rail Design Criteria |
| MSF | Maintenance and Storage Facility |
| n.d. | no date |
| NEPA | National Environmental Policy Act |
| NMM | NEPA mitigation measure |
| NHPA | National Historic Preservation Act |
| NRHP | National Register of Historic Places |
| NRIS | National Register Information System Identification Number |
| OHP | Office of Historic Preservation |
| pm | Post Meridiem |
| Project | Eastside Transit Corridor Phase 2 Project |
| ROW | right-of-way |
| SCAG | Southern California Association of Governments |
| SHPO | State Historic Preservation Officer |
| STEAM | Science, technology, engineering, art, and mathematics |
| TBM | Tunnel Boring Machine |
| TCP | traditional cultural place |
| TPSS | Traction Power Substation |
| U.S. | United States |
| U.S.C. | United States Code |
| USDOT | United States Department of Transportation |
| $ | U.S. Dollar |

# 1.0 INTRODUCTION

This technical report discusses the Eastside Transit Corridor Phase 2 Project and its potential effects to historic properties. It briefly summarizes the Project (Atlantic to Greenwood Alternative [Build Alternative] and the No Build Alternative), describes the regulatory setting and affected environment, and evaluates the environmental consequences of the alternatives.

The Build Alternative consists of 4.7 miles of reconfigured and new light rail transit (LRT) guideway to extend the Los Angeles County Metropolitan Transportation Authority (LACMTA/Metro) E Line east from the current terminus at Atlantic Boulevard in East Los Angeles to an at-grade terminal station at the Greenwood station in the City of Montebello.

The area has a diverse mix of land uses, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Build Alternative would traverse densely populated, low-income, and heavily transit dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County. Because the Build Alternative is expected to receive funding assistance from FTA, it is considered a federal undertaking under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code [U.S.C.] § 306108), and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800). The NHPA defines a historic property as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places” (54 U.S.C. § 300308).

The area of analysis (Study Area) is in eastern Los Angeles County with a specialized study area for historic properties (historic, architectural, and archaeological resources) and traditional cultural places, which is the Area of Potential Effects (APE). The APE includes all areas that may contain potential historic properties that could be directly or indirectly affected by the construction and operation of the Project. This study was conducted in compliance with Section 106 of the NHPA.

# 2.0 PROJECT ALTERNATIVES

## 2.1 Project Setting

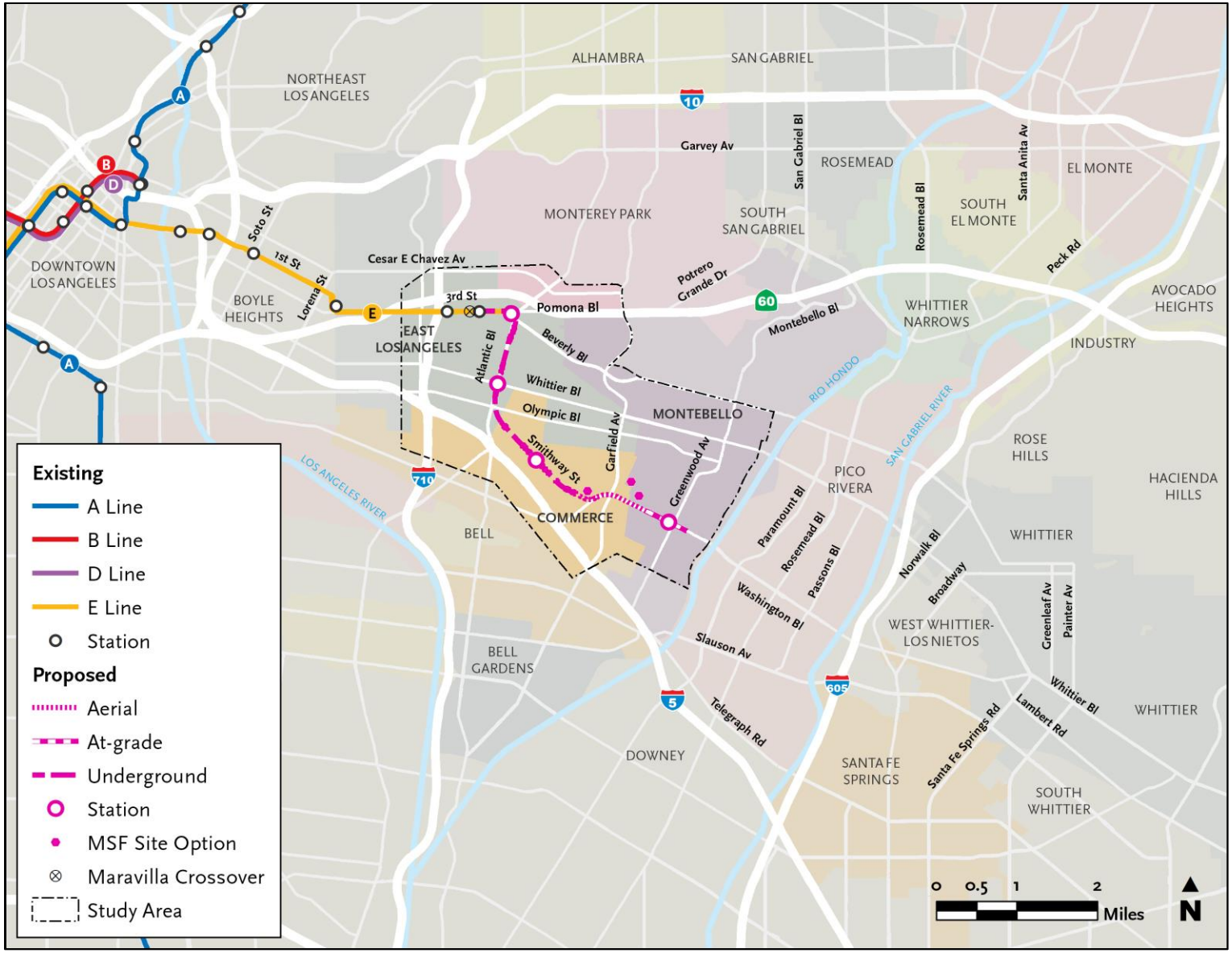
This Impacts Report evaluates potential environmental effects of the Build Alternative and No Build Alternative. The Study Area for the Build Alternative generally includes the area within a 0.5-mile to 2-mile radius from the Build Alternative's guideway's centerline.[1] The Study Area varies in distance from the alignment to encompass the area of localized effects and also include nearby boundaries of Cities and census tracts that are considered in the evaluation of topics such as land use and growth. It primarily encompasses a portion of the communities located along the Build Alternative alignment: the Cities of Commerce and Montebello and unincorporated East Los Angeles. A small portion of Monterey Park is located on the northwestern edge. **Figure 2.1** shows the Study Area boundaries.

As discussed in **Section 1.0**, the Study Area and surrounding region serves a diverse mix of uses. Major activity centers include East Los Angeles Community College, recreation areas, major retail and commercial centers (e.g., Citadel Outlets and the Historic Whittier Boulevard Shopping District), and medical centers. The Study Area is densely populated with low-income and transit dependent communities. In addition, many industrial and commercial properties utilize the arterials and freeways within the region for logistical freight activities.

## 2.2 Project Description

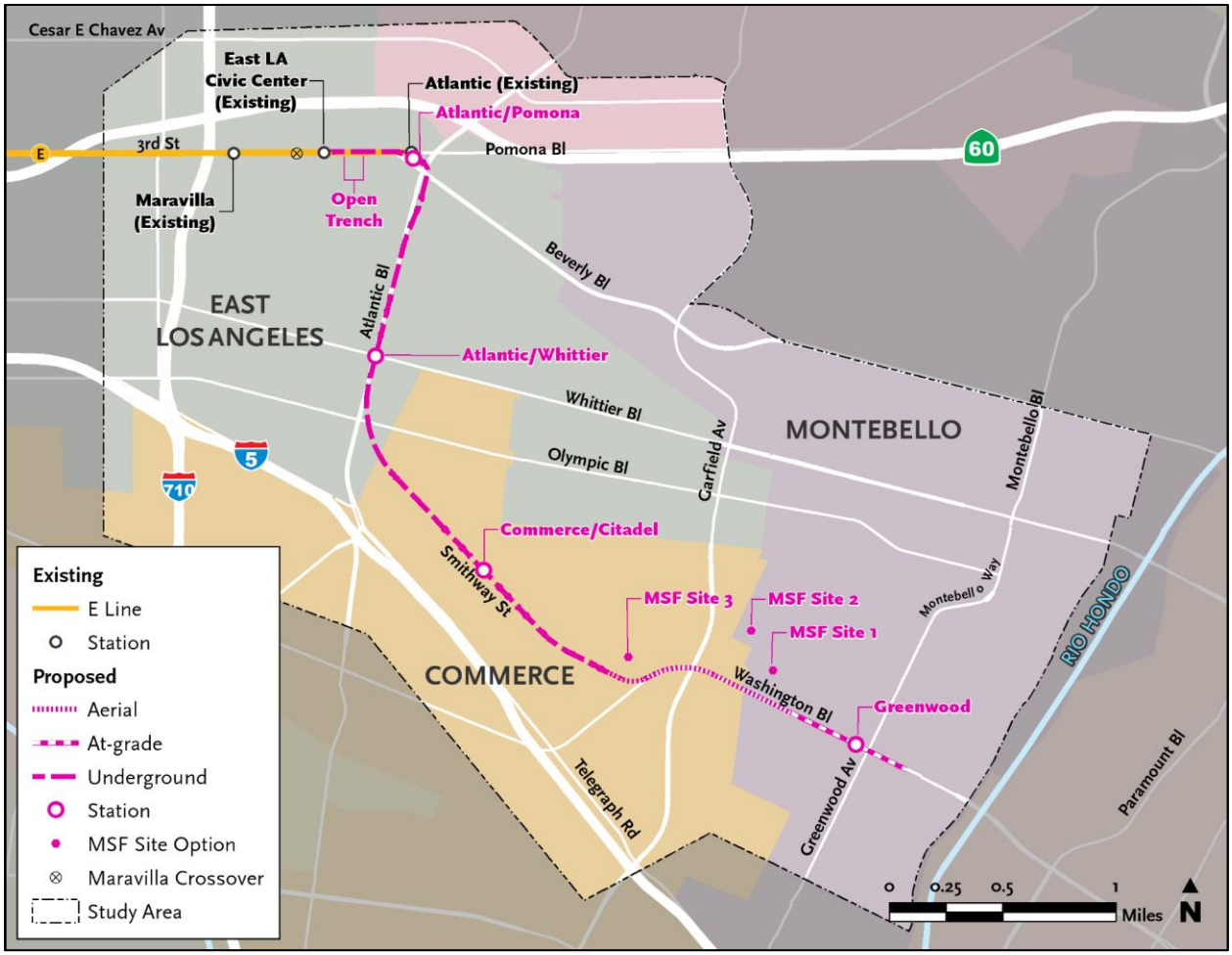
The Build Alternative is an electric-powered LRT service extension in eastern Los Angeles County. The Build Alternative would consist of 4.7 miles of reconfigured and new LRT guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the City of Montebello. The 4.7 miles would include reconfiguration of 0.4 miles of existing track for a transition to a new 4.3-mile extension. The configuration includes an approximately 3.1-mile underground guideway, 0.9-mile aerial guideway, and 0.7-mile at-grade guideway. It also includes a relocated underground Atlantic/Pomona station and three new stations. As discussed in greater detail below, the Build Alternative also includes guideway and system facilities to support vehicle operations, such as overhead catenary systems (OCS), radio communications, and train control houses that would be constructed along the alignment, a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover); and a maintenance and storage facility (MSF). Three site options for the MSF are being evaluated based on project requirements, constructability, environmental impacts, operational efficiency, and compatibility with surrounding land uses, but only one would be selected. Of the evaluated MSF sites, two are in the City of Montebello (MSF Sites 1 and 2) and one is in the City of Commerce (MSF Site 3). **Figure 2.2** shows a close-up of the Study Area and the alignment with the proposed stations and MSF site options.

[1] According to the Federal Transit Administration (FTA), a guideway refers to a public transportation facility using and occupying a separate right-of-way (ROW) or rail line for the exclusive use of public transportation (FTA 2025). The Build Alternative guideway is the proposed rail line, including the underground, aerial, and at-grade configurations. The centerline refers to the center line between the guideway LRT tracks or structures that supports, contains, and physically guides the LRT vehicles.




Source: Metro; CDM Smith/AECOM JV 2026.

**Figure 2.1. Study Area**




Source: Metro; CDM Smith/AECOM JV 2026.

**Figure 2.2. Study Area Close-up**

### 2.2.1 Guideway Alignment

The Build Alternative includes revisions to the existing Metro E Line tracks west of the existing East Los Angeles Civic Center Station and a new guideway extension that begins east of the station in East Los Angeles (unincorporated Los Angeles County).

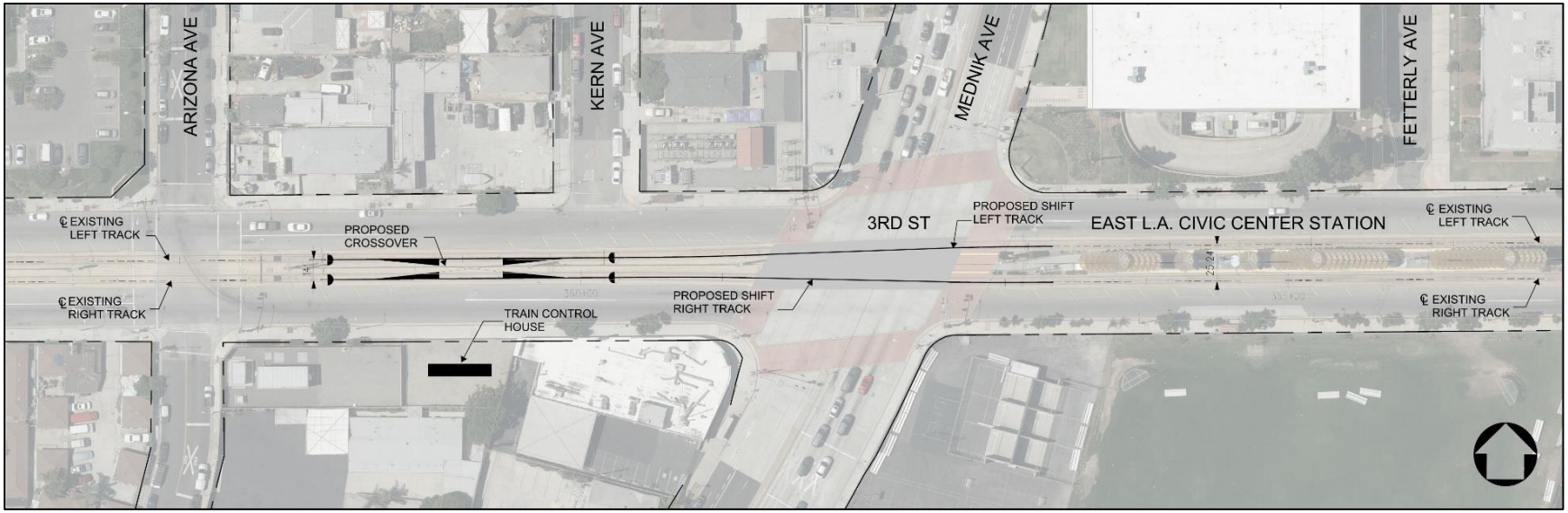
The existing tracks would be reconfigured to install a new at-grade double crossover[2] on 3rd Street between Arizona Avenue and Kern Avenue as shown in **Figure 2.3**. The new crossover, referred to as the Maravilla Crossover, is required to meet operational requirements of the guideway extension. Construction of the Maravilla Crossover would involve a minor shift of the existing track to the east and roadway resurfacing within the existing right-of-way (ROW). A train control house with electric power switches and auxiliary power room would be constructed at the vacant lot owned by Metro on the south side of 3rd Street between South Arizona Avenue and South Mednik Avenue (see **Figure 2.3**). This site is adjacent to an existing traction power substation (TPSS) that is surrounded by a block wall. The block wall would be extended to include the train control house site.

The new guideway would begin with a transition from the existing at-grade guideway to an underground guideway within an open trench extending from east of Civic Center Way to east of La Verne Avenue as shown in **Figure 2.4**. The trench would eliminate vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and therefore, left turns to and from La Verne Avenue would be prohibited during construction and operation of the Build Alternative. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. To facilitate traffic movement to and from La Verne Avenue and Civic Center Way, eastbound traffic on 3rd Street would be allowed to make a U-turn on Wood Avenue to reverse direction. Westbound traffic would continue to be allowed to make a U-turn at Mednick Avenue to reverse direction. Additionally, a new access road would be constructed to allow Sheriff's Department vehicles to turn left from the Sheriff's Department driveway onto 3rd Street. A new high-visibility crosswalk would provide pedestrian access across 3rd Street between the existing pedestrian access at Civic Center Way and Woods Avenue.

Once underground, the guideway would follow 3rd Street to the proposed relocated underground Atlantic/Pomona station east of Beverly Boulevard. The underground guideway would then turn south, running east of Atlantic Boulevard until south of 4th Street and then underneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. Then the underground guideway would curve southeast, running under Smithway Street near the Citadel Outlets in the City of Commerce.

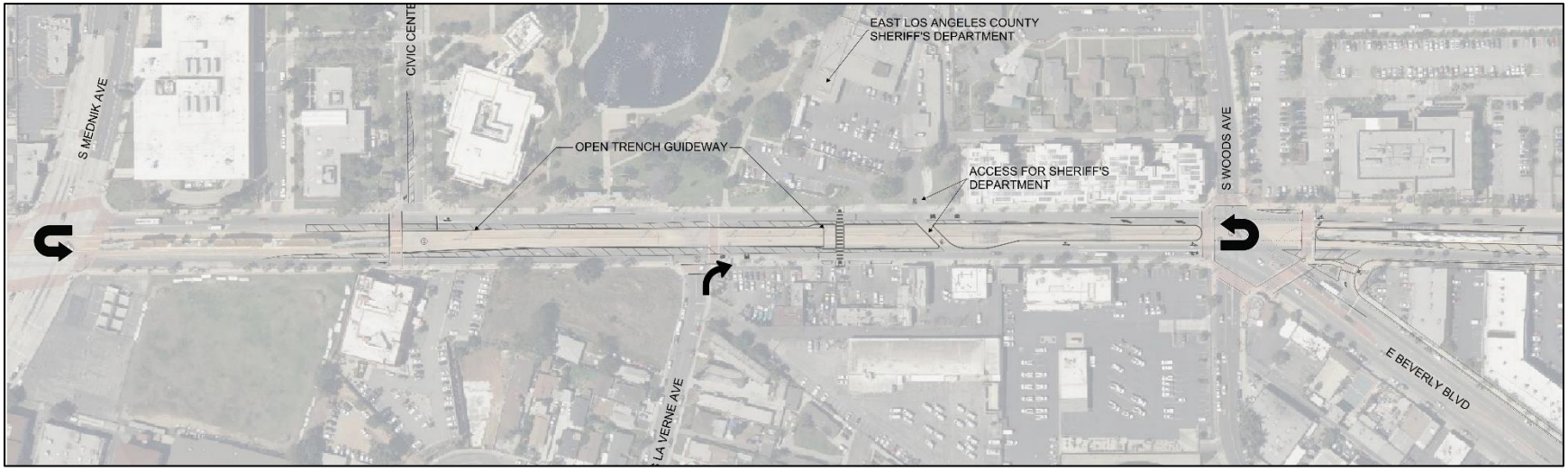
After crossing Saybrook Avenue, the guideway would transition from underground to an aerial configuration. If MSF Site 1 or 3 is selected, the aerial guideway would continue east and merge into the center of Washington Boulevard at Gayhart Street. However, if MSF Site 2 is selected, the aerial guideway would continue east immediately to the north of Washington Boulevard then merge into the center of Washington Boulevard east of Garfield Avenue.

[2] Track crossovers allow a train to reverse direction and use adjacent track to continue operation. The Build Alternative includes the Maravilla Crossover and crossovers along the alignment extension.




Source: Metro; HNTB/Cordoba 2026.

**Figure 2.3. Maravilla Crossover Exhibit**




Source: HNTB/Cordoba 2026.

**Figure 2.4. Conceptual 3rd Street Modifications**

Under all three MSF site options, the aerial tracks would transition to an at-grade configuration between Vail Avenue and Maple Avenue. The alignment would remain at-grade in the center of Washington Boulevard until the intersection of Washington Boulevard and Greenwood Avenue in the City of Montebello, where it would shift slightly south of the center of Washington Boulevard. Revenue service would terminate at Greenwood station to the west of Greenwood Avenue and tail tracks would continue further east to Montebello Boulevard to allow for the LRT to reverse direction. The guideway and trackwork design would comply with the Metro Rail Design Criteria (MRDC).

#### 2.2.1.1 Traffic Circulation Changes

Left turns would be eliminated at the intersection of Washington Boulevard and Maple Avenue where the at-grade alignment begins just west of the intersection. At the intersection of Washington Boulevard and Montebello Boulevard, two options for the guideway are being considered:

- Montebello Boulevard Option 1 (no left turn) – This option would remove left-turn pockets on Washington Boulevard and eliminate left turns onto Montebello Boulevard from both directions. Only through traffic movement and right turns would be allowed from Washington Boulevard at this intersection.
- Montebello Boulevard Option 2 (left-turn pocket) – This option would retain left-turn pockets on Washington Boulevard for traffic in both directions. This option would require widening Washington Boulevard and involves additional property acquisitions.

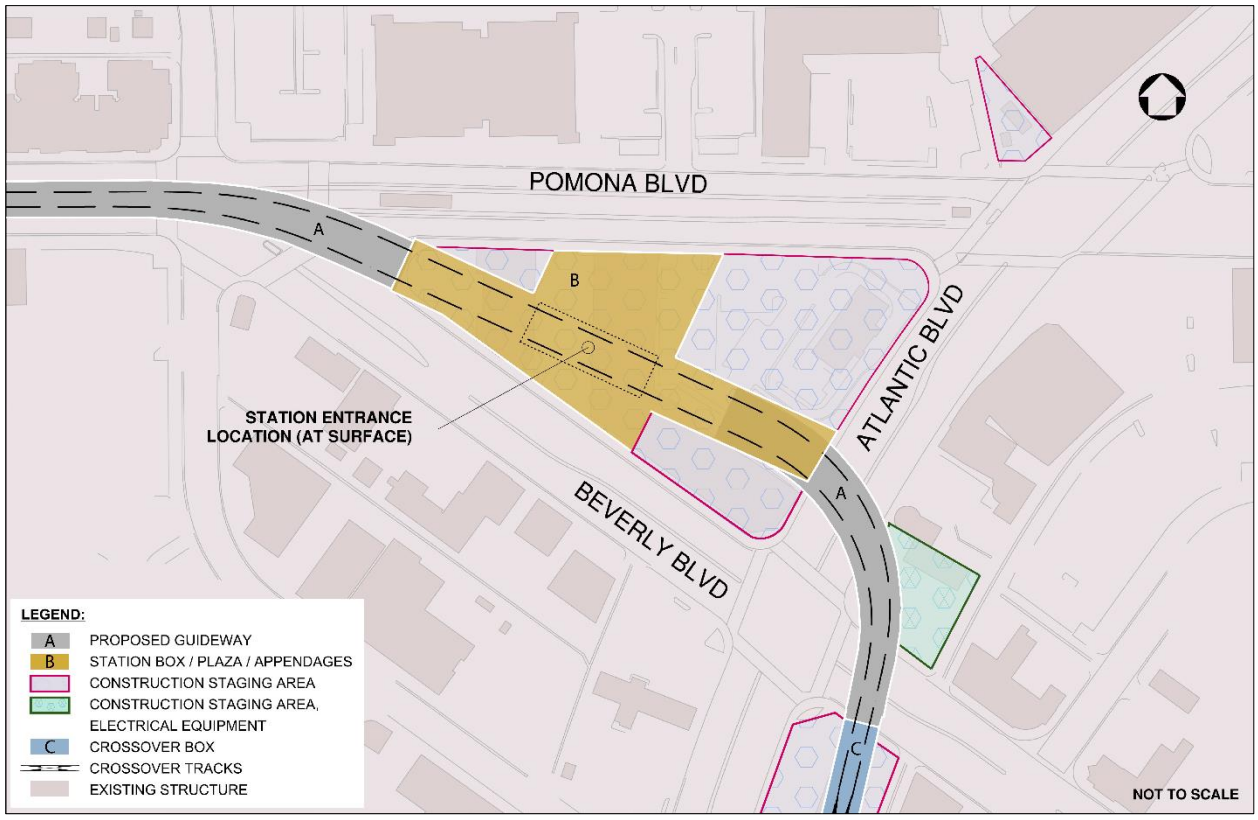
Additional changes to traffic circulation include a reduction in the number of traffic lanes on eastbound 3rd Street from two lanes to one between Civic Center Way and the new Sheriff's Department access road to accommodate the open trench and on Washington Boulevard between Saybrook Avenue and the eastern terminus from three lanes to two lanes to allow for the placement of columns to support the aerial guideway and for the right-of-way needs of the at-grade guideway. Unsignalized left-turns along the at-grade guideway would be prohibited. Minor changes to lane configurations at intersections may be required to accommodate new or modified traffic circulation patterns, such as along Washington Boulevard and near the intersection of 3rd Street and Atlantic Boulevard to accommodate the trench for the transition. There may also be new traffic signals or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to and from stations. Additional changes may include access changes at selected cross streets due to at-grade or aerial crossings and driveway widening at some industrial properties along Washington Boulevard.

## 2.2.2 Proposed Stations

The following stations would be constructed under the Build Alternative:

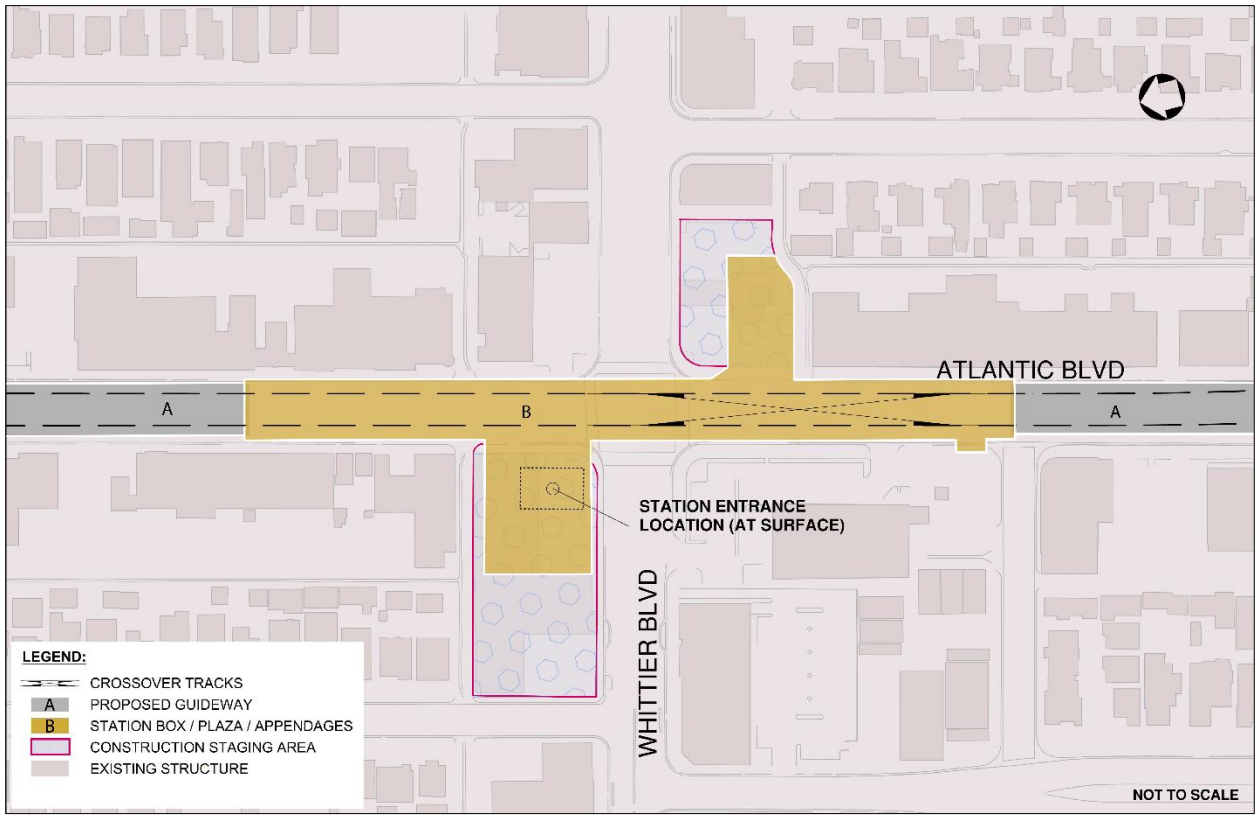
- Atlantic/Pomona – The Atlantic/Pomona station would relocate the existing at-grade Atlantic Station to an underground station with a center platform layout. This station would be located beneath the triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure with 280 parking spaces is located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the City of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.
- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the City of Montebello. This station would provide a surface parking facility with 270 to 370 proposed new surface parking spaces near the intersection of Greenwood Avenue and Washington Boulevard.

Conceptual station site plans are shown in **Figure 2.5** through **Figure 2.8**. Station public area designs and amenities would comply with the Systemwide Station Design Standards, Metro Art Program Policy, MRDC, and Architectural Standard and Directive Drawings. Design elements would include, but would not be limited to, station signs, entrance portal canopies at the underground stations, platform canopies at the at-grade station, plaza paving and landscaping, interior architectural finishes and furnishings, lighting, passenger telephones, sound attenuation features, customer information panels, real-time information digital screens, fare gates, fare vending machines, integrated public art, security cameras, and bike racks and lockers. Station entry portals with escalators and elevators would provide access to underground stations. Access to all stations would be compliant with the Americans with Disabilities Act (ADA) and would also have bicycle and pedestrian connections. Bicycle and pedestrian connections to the stations would comply with the Metro First/Last Mile (FLM) Guidelines and the MRDC. Details, including station area planning and urban design, would be determined during the Build Alternative's final design phase in compliance with Metro design standards and policies for Metro rail stations.



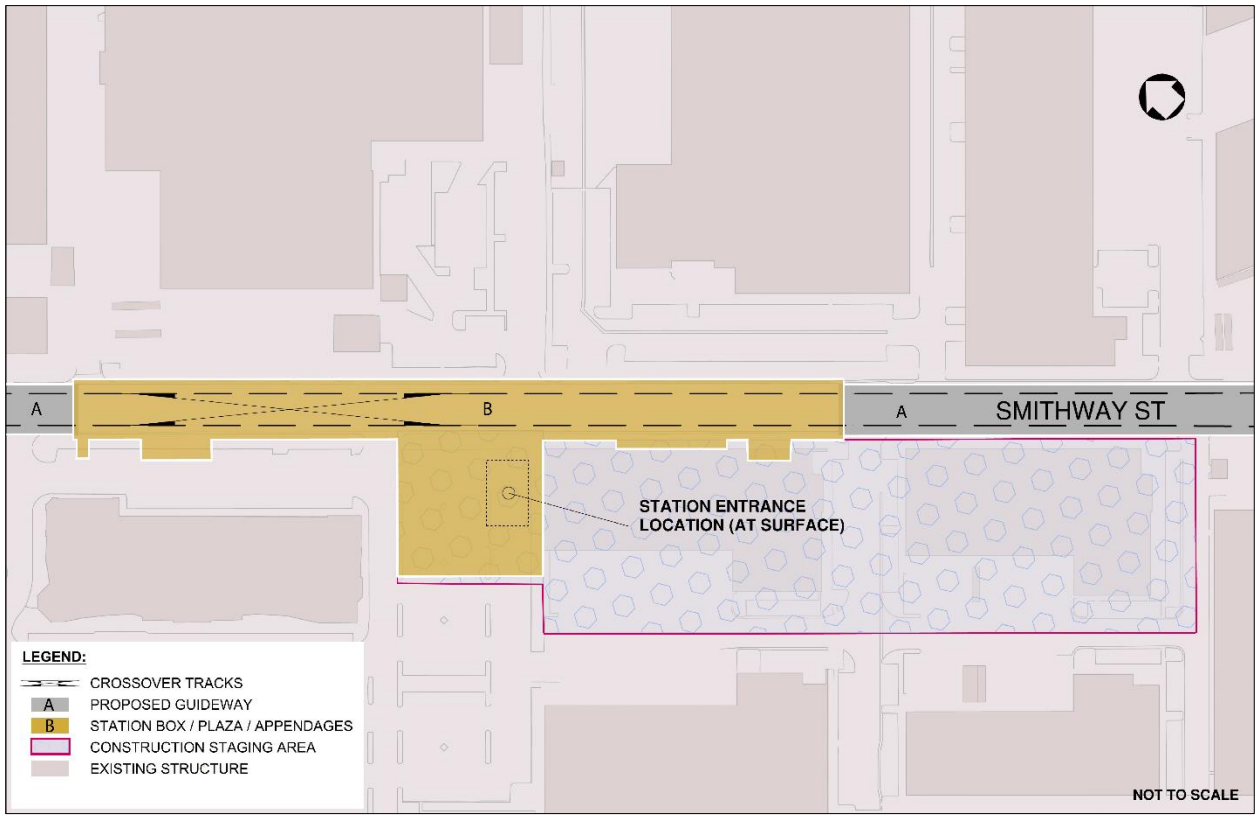

Source: Metro; HNTB/Cordoba 2026.

**Figure 2.5. Atlantic/Pomona Station Conceptual Site Plan**



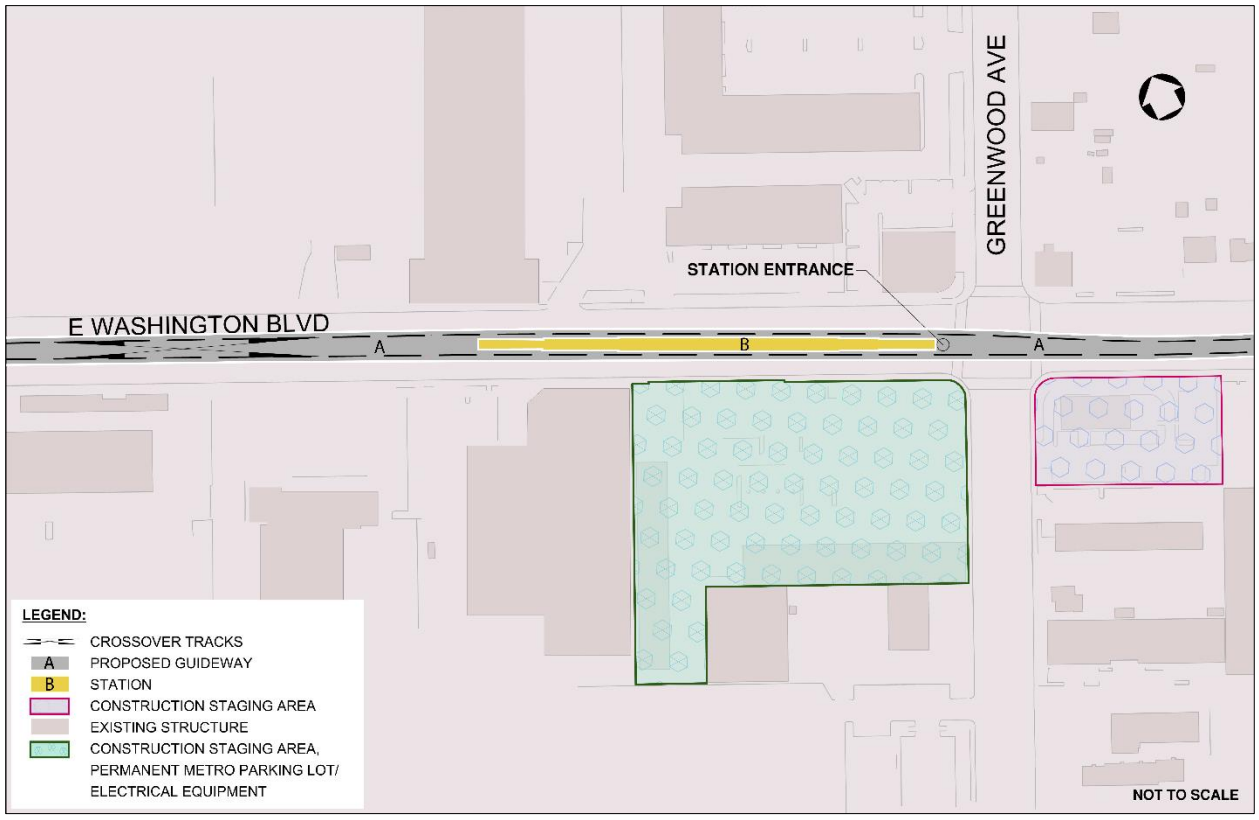

Source: Metro; HNTB/Cordoba 2026.

**Figure 2.6. Atlantic/Whittier Station Conceptual Site Plan**




Source: Metro; HNTB/Cordoba 2026.

**Figure 2.7. Commerce/Citadel Station Conceptual Site Plan**




Source: Metro; HNTB/Cordoba J2026.

**Figure 2.8. Greenwood Station Conceptual Site Plan**

## 2.2.3 Guideway and System Facilities

The Build Alternative would include additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, emergency fire exits, TPSS, train control houses with electric power switches and auxiliary power rooms, radio communications, an emergency generator, and the MSF. The Build Alternative would have an underground alignment of approximately 3.1 miles in length between La Verne and Saybrook Avenue. Ventilation shafts and emergency fire exits would be installed along the underground portion of the alignment as required by the current version of Metro's Fire Life Safety Criteria. These would be located at the underground stations and adjacent to the crossover following the Atlantic/Pomona station. The Build Alternative alignment would travel along the median of the roadway for most of the route. The precise location of railroad system facilities would be determined in a subsequent design phase.

# 2.2.4 Maintenance and Storage

## 2.2.4.1 Maintenance and Storage Facility (Sites 1, 2, and 3)

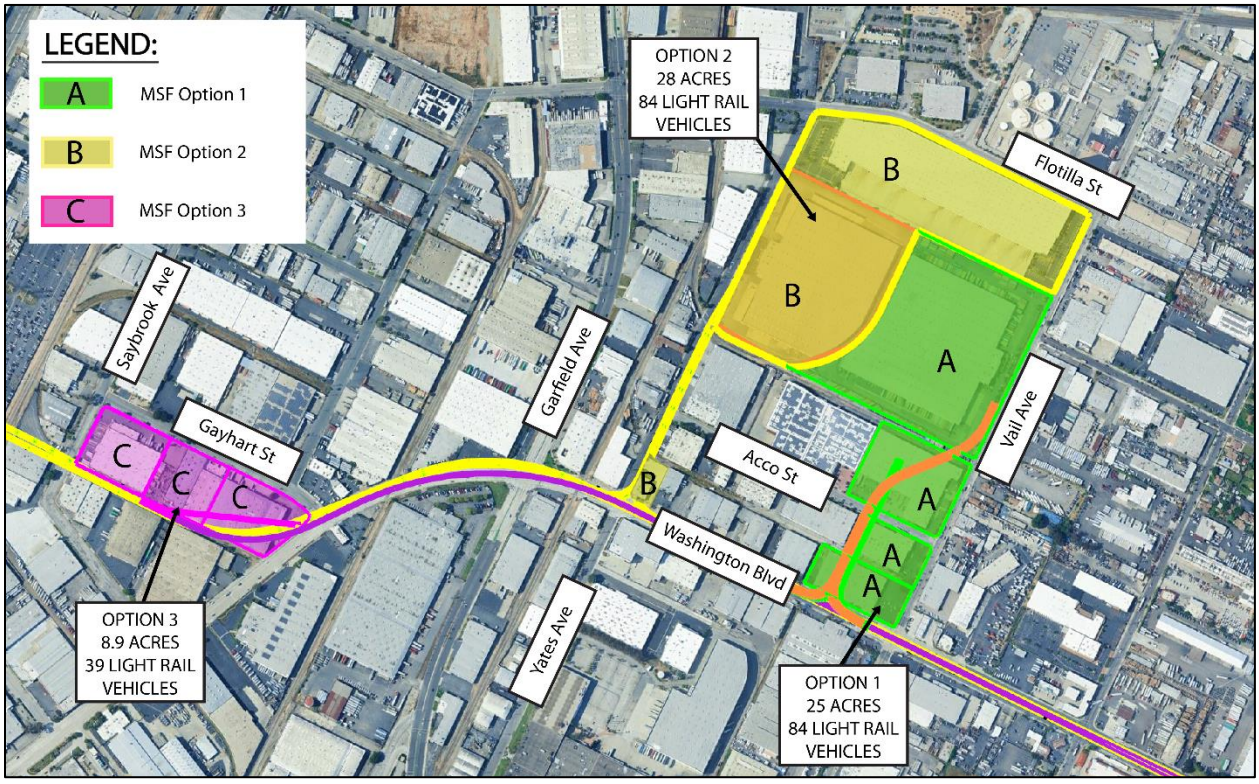
The Build Alternative would include equipment and facilities for cleaning and maintenance of rail cars and to store vehicles that are not in service. This would be supported by a new MSF that would be constructed in an industrial zone in the City of Montebello or in the City of Commerce.

Three site options for the MSF are evaluated in this report: MSF Sites 1 and 2 (25 acres and 28 acres in size, respectively) are in the City of Montebello and MSF Site 3 (9 acres in size) is in the City of Commerce. Only one of the three sites would be selected and constructed. The MSF would include equipment and facilities to clean and maintain rail cars, tracks, and other system components. The MSF would enable storage of light rail vehicles that are not in service and Metro's hi-rail service vehicles, and it would also provide office space for operation and administrative staff. MSF Sites 1 and 2 would have repair facilities and larger storage capacity as compared to MSF Site 3.

MSF Sites 1 and 2 would be north of Washington Boulevard and south of Flotilla Street. Specifically, MSF Site 1 would be west of Vail Avenue with mid-block yard lead tracks and MSF Site 2 would be west of MSF Site 1 with yard lead tracks on Yates Avenue. MSF Sites 1 and 2 would require yard lead tracks that connect to the main line at a wye junction (i.e., three-way junction). The yard lead tracks for MSF Sites 1 and 2 would connect to the mainline alignment in an aerial configuration and transition to at-grade as the track approaches the MSF.

MSF Site 3 would be located west of MSF Sites 1 and 2, at the tunnel boring machine launch (TBM) site at Gayhart Street, east of Saybrook Avenue. The tracks to the MSF would come off the mainline in the LRT ROW north of Washington Boulevard on the parcel east of Saybrook Avenue and south of Gayhart Street as the alignment transitions from an underground to an aerial configuration.

The evaluation of the MSF in this report refers to MSF Sites 1, 2, and 3. MSF Sites 1, 2, and 3 are discussed separately only when there is a difference in the analysis between the three sites. **Figure 2.9** shows the location of the three MSF site options, which are described in greater detail in the following sections.

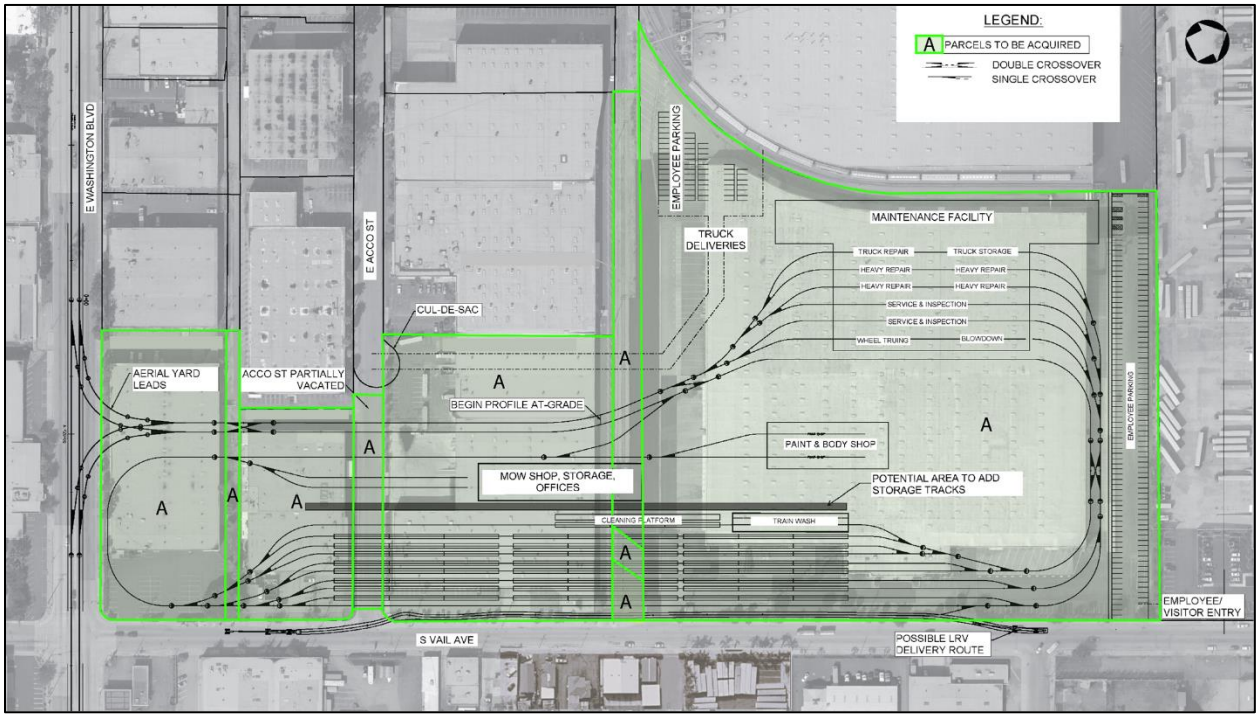



Source: HNTB/Cordoba 2026.

**Figure 2.9. MSF Site Options**

## 2.2.4.1.1 MSF Site 1: Aerial Yard Lead Tracks Located Mid-Block

MSF Site 1, shown in **Figure 2.10**, would be approximately 25 acres in size and would encompass four parcels on the west side of Vail Avenue between Flotilla Street and Washington Boulevard. The yard lead tracks to MSF Site 1 would be in an aerial configuration from Washington Boulevard, paralleling Vail Avenue, and would transition to at-grade as the track approaches the MSF. The yard lead tracks would require elimination of through-access to vehicles on Acco Street from Yates Avenue to Vail Avenue. A cul-de-sac would be provided on the westerly side of the lead tracks to ensure that access to businesses in this area is maintained from Yates Avenue. MSF Site 1 would require the full acquisition of five properties and partial acquisitions of two properties with commercial and industrial uses to accommodate the MSF and the lead tracks. A partial vacation of Acco Street would also be required. MSF Site 1 would accommodate storage of up to 84 light rail vehicles (LRV) cars and would have approximately 204 employee parking stalls (including 6 ADA parking stalls).

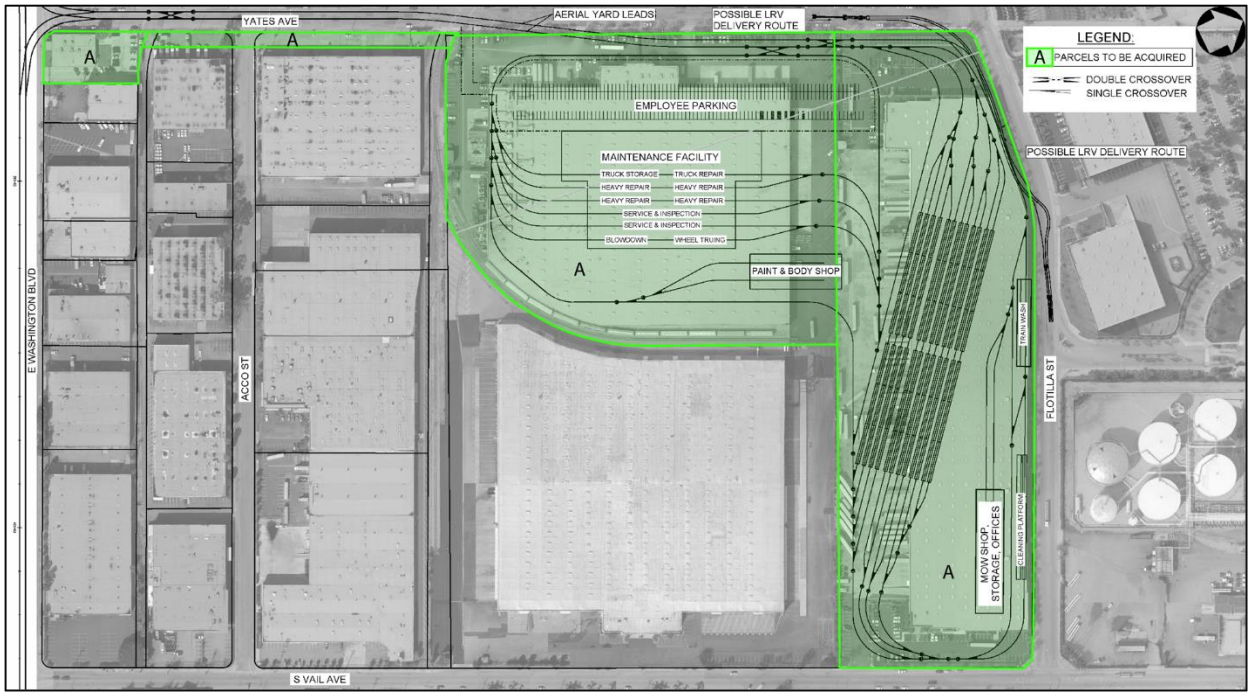



Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

**Figure 2.10. MSF Site 1**

### 2.2.4.1.2 MSF Site 2: Aerial Yard Lead Tracks Located along Yates Avenue

MSF Site 2, shown in **Figure 2.11**, would be approximately 28 acres in size and would encompass one parcel along the south frontage of Flotilla Street between Yates Avenue and Vail Avenue, and one adjacent parcel immediately to the south, east of Yates Avenue. Additional acreage would be needed to accommodate the yard lead tracks and associated construction staging. If MSF Site 2 is selected, the aerial guideway east of Gayhart Street would be located immediately to the north of Washington Boulevard and merge into the center median of Washington Boulevard east of Garfield Avenue. The yard lead tracks to the MSF would partially be in the City of Commerce, starting in an aerial configuration from Washington Boulevard along the easterly edge of Yates Avenue, and transitioning to at-grade as the tracks approach the MSF. Yates Avenue would retain one vehicle lane in both directions. Two lanes of traffic would be maintained in each direction along Washington Boulevard. MSF Site 2 would require full acquisition of seven parcels for the MSF and the yard lead tracks. MSF Site 2 would also require 10 partial acquisitions of properties including properties along Yates Avenue between Washington Boulevard and MSF Site 2 to accommodate the yard lead tracks and along Washington Boulevard between Gayhart Street and Yates Avenue for the mainline alignment and lead tracks. The MSF would accommodate storage of up to 84 LRV cars and would have approximately 255 employee parking stalls (7 ADA parking stalls).

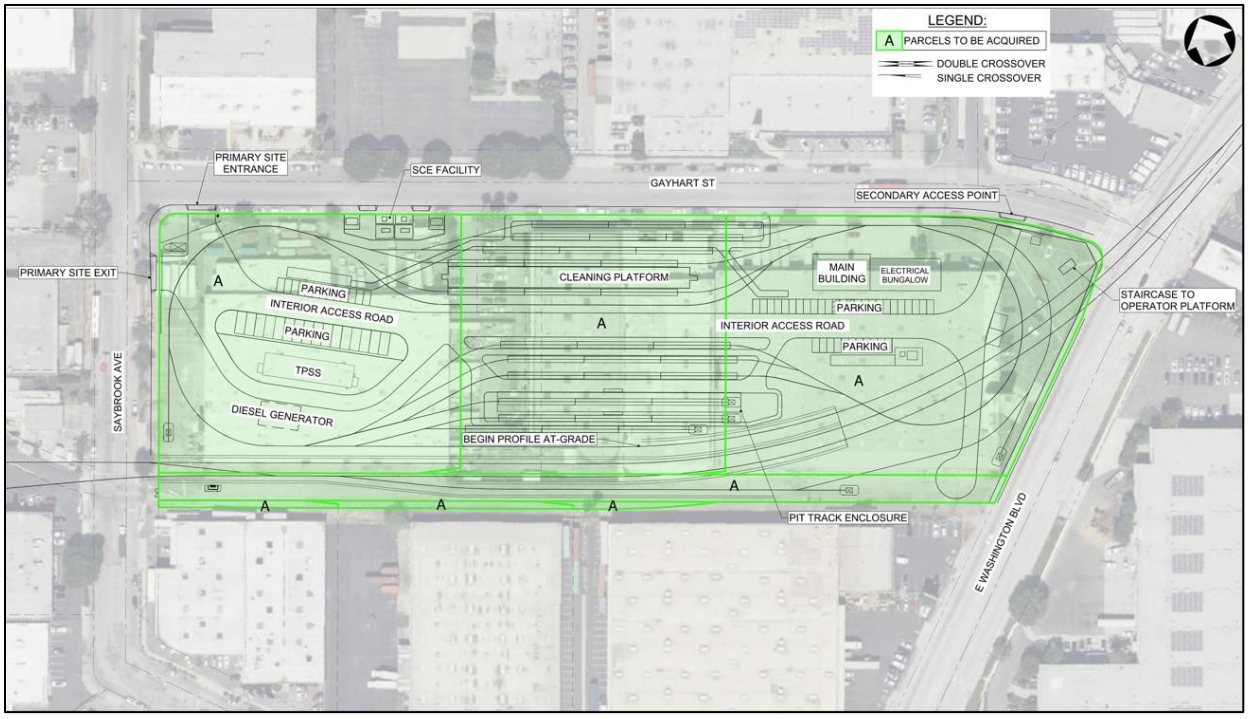



Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

**Figure 2.11. MSF Site 2**

## 2.2.4.1.3 MSF Site 3: Satellite Yard at Gayhart Street

MSF Site 3, shown in **Figure 2.12**, would be approximately 8.9 acres in size and would encompass three parcels south of Gayhart Street between Saybrook Avenue and Washington Boulevard in the City of Commerce. MSF Site 3 would require full acquisition of five parcels for the MSF, which would also be used for the transition from the tunnel to aerial tracks, construction staging, and the launching of the TBM. The tracks into the MSF would connect to the main line in an at-grade configuration between Saybrook Avenue and Washington Boulevard as the main line alignment transitions from underground to aerial. MSF Site 3 would accommodate storage of a minimum of 39 LRV cars and would have approximately 62 employee parking stalls (3 ADA parking stalls). MSF Site 3 would not have repair facilities.




Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; SCE = Southern California Edison; TPSS = traction power substation

**Figure 2.12. MSF Site 3**

# 2.2.5 Construction

The Build Alternative would include the construction of an underground, aerial, and at-grade guideway for LRT. Key construction activities associated with the guideway (at-grade, aerial, underground) would include temporary roadway decking for the cut and cover sections of the underground guideway and the underground stations, tunnel boring for the remaining portions of the underground guideway, and the construction of an aerial viaduct for the aerial guideway. Additional activities would include underground and at-grade station construction, demolition, utility relocations, street improvements (such as sidewalk reconstruction and traffic signal installation), retaining walls, and LRT operating systems installation including TPSS and OCS. The Build Alternative would also include construction of a parking facility, other railroad system facilities, the Maravilla Crossover and other crossovers along the alignment, potential street widening, and the MSF. Utility relocation work would generally occur within the affected ROW and on adjacent and nearby streets.

In addition to adhering to regulatory requirements, the development of the Build Alternative would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMPs). Project engineering and construction would, at minimum, be completed in conformance with applicable regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria, Architectural Standard and Directive Drawings, California Public Utilities Commission regulations, California Building Code, Metro Operating Rules, and Metro standard and directive drawings from other engineering disciplines as needed. Cooperation with the corridor cities and Los Angeles County would occur throughout the construction process.

Build Alternative construction is anticipated to last approximately 60 to 84 months. Construction activities for the at-grade alignment, aerial alignment, and underground alignment would occur simultaneously. The construction of the underground stations is anticipated to take 36 to 48 months, while the construction of the at-grade station is expected to last approximately 12 to 18 months. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions and disruptions to businesses and other land uses along the alignment. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices standards. Standard traffic control methods and devices would be used, including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Laydown and storage areas (staging areas) for construction equipment and materials would be in the vicinity of the Build Alternative within parking facilities, and/or on parcels that would be acquired for the proposed stations and the MSF. Staging areas would be used to store building materials and construction equipment, assemble the TBM, temporarily store excavated materials, and house temporary field offices for Metro's contractor. A temporary electrical conduit would be extended from the existing Vail Substation north of Flotilla Street to the TBM launch site to power the TBM. This would involve installing the temporary conduit in a trench within the ROW of Yates Avenue and Washington Boulevard. The trench excavation would be approximately 3-feet wide and about 20-feet deep.

### 2.2.6 Operations

Operation of the Build Alternative would be managed by Metro staff and personnel. The Build Alternative would operate a train line using light rail technology. Operational activities of the Build Alternative would include train car operations, train car maintenance (including cleaning and storage), track maintenance, and general administration. In addition, the Build Alternative would include emergency lighting, communications and wayfinding systems, a command-and-control system, a public information system, and security systems to monitor activity at station platforms along the alignment and at the MSF. Operation of an MSF would include daily service and cleaning, inspection, and storage of light rail vehicles. MSF Sites 1 and 2 would also include repair facilities.

The operating hours and schedules for the Build Alternative would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro E Line. It is anticipated that trains would operate every day from 4 am to 1 am the following day. On weekdays, trains would operate approximately every 6 minutes during peak hours, every 10 minutes mid-day, and every 12 to 20 minutes in the early morning and after 7 pm. On weekends, trains would operate every 10 minutes from 9 am to 9 pm, and every 20 minutes before 9 am and after 9 pm. The operational headways (the time between vehicles past a given point) are consistent with Metro design requirements for future rail services.

Forecasted ridership for the Build Alternative anticipate approximately 7,550 total weekday station boardings by 2050 compared to 3,010 boardings at the existing Atlantic/Pomona Station under the No Build Alternative. Based on the operating headway requirements and ridership forecasts, Metro anticipates the need for an additional three trains for the Metro E Line to operate the Build Alternative. Each train would have three cars and there would be one spare train consisting of three train cars for a total of 12 new train cars.

# 2.3 No Build Alternative

The No Build Alternative evaluates the reasonably foreseeable effects within the Study Area if the Build Alternative were not approved. The No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within Los Angeles County aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. The No Build Alternative would include existing roadway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan and Southern California Association of Governments (SCAG) Connect SoCal 2024-2050 Regional Transportation Plan. The No Build Alternative would include existing projects from the base year (2025) and planned regional projects in operation in the horizon year (2050).

The No Build Alternative is used for comparison purposes to assess the relative benefits and adverse effects of constructing a new transit project in the Study Area versus implementing only currently planned and funded projects. The No Build Alternative is required as a baseline for comparison under the National Environmental Policy Act (NEPA).

# 3.0 REGULATORY FRAMEWORK

## 3.1 Federal

### 3.1.1 National Historic Preservation Act of 1966

Cultural resources are protected through the NHPA, as amended (54 United States Code [U.S.C.] 300101 et seq.), and its implementing regulations, Protection of Historic Properties (36 Code of Federal Regulations [CFR] Part 800); the Archaeological and Historic Preservation Act of 1974; and the Archaeological Resources Protection Act of 1979. Prior to implementing an "undertaking" (e.g., issuing a federal permit), Section 106 of the National Historic Preservation Act (NHPA; 54 U.S.C. 306108) requires federal agencies to consider the effects of the undertaking on historic properties and to afford the Advisory Council on Historic Preservation and the State Historic Preservation Officer (SHPO) a reasonable opportunity to comment on any undertaking that would adversely affect properties listed in or eligible for listing in the National Register of Historic Places (NRHP). SHPO involvement extends to projects receiving federal funding or located on state-owned property. SHPO does not otherwise have jurisdiction over locally funded projects.

### 3.1.2 National Register of Historic Places

Under the NHPA, a resource is considered significant if it meets the NRHP listing criteria at 36 CFR Section 60.4. The NRHP was established by the NHPA of 1966, as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR Section 60.2). The NRHP recognizes both historical-period and prehistoric archaeological properties that are significant at the national, state, and local levels.

To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria:

- Criterion A: Are associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Are associated with the lives of persons significant in our past;
- Criterion C: 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; or
- Criterion D: Have yielded, or may be likely to yield, information important in prehistory or history.

Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for NRHP listing.

In addition to meeting the criteria of significance, a property must have integrity. Integrity is the ability of a property to convey its significance. The NRHP recognizes seven qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

### 3.1.3 Traditional Cultural Places

Under the NHPA, properties of traditional religious and cultural importance to a tribe are eligible for inclusion in the NRHP (54 U.S.C. 302706). Based on key provision of 54 U.S.C. 302706, a Traditional Cultural Place (TCP) is a property that could be eligible for inclusion in the NRHP based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community. TCPs are often, but not always, places of importance to Native American tribes. The National Park Service, consistent with 36 CFR 60.4, prepared *National Register Bulletin: Identifying, Evaluating and Documenting Traditional Cultural Places (2024)* to assist with assessing the significance of TCPs consistent with 36 CFR 800.16(r) and the NHPA.

The NHPA implementing regulations include a provision for early and effective communication with interested parties, such as Native American tribes. Under provision 36 CFR Part 800.2(c)(2)(ii)(A), the lead agency is responsible for contacting local Native American representatives and informing them of the undertaking's intent and nature. The Native American representative is then provided "a reasonable opportunity to identify its concerns about historic properties; advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance; articulate its views on the undertaking's effects on such properties; and participate in the resolution of adverse effects."

# 4.0 METHODOLOGY

## 4.1 Area of Potential Effects

The APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if such properties exist within the area (36 CFR Part 800.16[d]). The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings. The APE is documented on a series of maps provided in **Attachment A**, of this report.

The horizontal extent of the APE consists of all proposed right-of-way and acquisition and construction areas, and all parcels adjacent to permanent site improvements and facilities, including an at-grade and grade-separated guideway alignment; stations and power substations; parking facility; railroad systems that support vehicle operations such as traction power substations and equipment shelters; and MSF Sites 1, 2, and 3. For elevated alignments, the APE includes any additional parcels where the elevated structure may alter the character, use, or setting of a potential historic property. The APE is approximately 4.7 miles long, not including discontinuous railroad systems, such as traction power substations and equipment shelters and the Maravilla Crossover, with an approximate maximum depth of 44 to 60 feet below ground surface where tunnels would be constructed and a maximum height of 70 feet where the aerial guideway would be constructed.

In accordance with 36 CFR Part 800.4, FTA requested comments from SHPO on April 21, 2025, for the delineation of the APE. Based on their review of the submitted documents, SHPO responded on May 15, 2025, that the APE appears adequate.

## 4.2 Consulting Party Outreach

In accordance with 36 CFR Part 800.2(c), the FTA, in coordination with Metro, identified parties that may be interested in the Build Alternative and its potential effects. Metro sought information, as appropriate, from individuals and organizations likely to have knowledge of or concerns about historic properties in the APE to identify issues related to potential adverse effects on historic properties. Letters were sent to the parties listed in the following sections on December 20, 2024; these letters served as their invitation to participate as Section 106 consulting parties. The letters described the APE and United States Geological Survey topographic maps of the Build Alternative. The letters sent to potential consulting parties and correspondence received are included in **Attachment B**, of this report.

## 4.2.1 Government Agencies

| | |
|---|---|
| Stephen J. Sass, Chairman<br>Historic Landmarks and Records Commission<br>Los Angeles County<br>500 West Temple Street<br>Los Angeles, CA 90012 | Community Planning Department<br>City of Commerce<br>2535 Commerce Way<br>Commerce, CA 90040 |
| Director of Planning<br>Los Angeles County Department of Regional Planning<br>320 West Temple Street, 13th Floor<br>Los Angeles, CA 90012<br>zoningldcc@planning.lacounty.gov | Joseph Palombi, Director<br>Planning Division, City of Montebello<br>1600 West Beverly Boulevard<br>Montebello, CA 90640 |

## 4.2.2 Historical Societies, Museums, and Libraries

| | |
|---|---|
| Historical Society of Southern California<br>5737 Kanan Road, Suite 656<br>Agoura Hills, CA 91301<br>hssc@thehssc.org | Director of Library Services<br>Commerce Central Library<br>5655 Jillson Street<br>Commerce, CA 90040 |
| California State Railroad Museum<br>111 “I” Street<br>Sacramento, CA 95814-2265 | Chris Vargas<br>Sanchez Adobe/Montebello Historical Society<br>946 North Adobe Avenue<br>Montebello, CA 90640 |

# 4.2.3 Preservation Organizations

| | |
|---|---|
| Los Angeles Conservancy<br>523 West 6th Street, Suite 826<br>Los Angeles, CA 90014<br>info@laconservancy.org | Sian Winship, President<br>Society of Architectural Historians<br>Southern California Chapter<br>P.O. Box 56478<br>Sherman Oaks, CA 91413<br>sian@sahscc.org |
| Candice Dickens-Russell, Chief Executive Officer<br>Friends of the Los Angeles River<br>570 West Avenue 26, #250<br>Los Angeles, CA 90065<br>contact@FoLAR.org | Southern Pacific Historical and Technology Society<br>Attn.: John Signor<br>1523 Howard Access Road, Suite A<br>Upland, CA 91786-2582 |
| Cindy Heitzman, Executive Director<br>California Preservation Foundation<br>101 The Embarcadero, Suite 120<br>San Francisco, CA 94105<br>cheitzman@californiapreservationfoundation.org | Pacific Railroad Society<br>210 West Bonita Avenue<br>San Dimas, CA 91773<br>info@PacificRailroadSociety.org |

The invitation to participate as a consulting party was accepted by the City of Commerce, City of Montebello, Los Angeles Conservancy, Los Angeles Department of Regional Planning, and the Montebello Historical Society. The invitation was declined by the California Preservation Foundation, Friends of the Los Angeles River, and the Society of Architectural Historians (Southern California Chapter).

On January 30, 2025, Thomas Dearborn from Los Angeles County Department of Regional Planning provided a list of historic properties within and near the APE. Through this consultation, the National Chicano Moratorium March Route, which was listed in the NRHP, was identified within the APE.

As of August 30, 2025, responses were not received from the California State Railroad Museum, Commerce Rosewood Neighborhood Library, the Historic Landmarks and Records Commission, the Historical Society of Southern California, the Pacific Railroad Society, and the Southern Pacific Historical and Technological Society.

On July 25, 2025, the FTA and Metro met with representatives of the Los Angeles Conservancy. The meeting included a presentation that consisted of the Build Alternative overview, proposed project construction activities, study schedule, and cultural resource field survey as well as an opportunity for the Los Angeles Conservancy to provide comments. The representatives expressed an interest in station placement near the Golden Gate Theater/Vega Building and property acquisitions within and/or near the Vail Field Industrial Addition historic district. They also requested clarifications regarding the Build Alternative's change between underground and at-grade components as this transition would be near the National Chicano Moratorium March Route (See **Section 5.3.1.1** for additional information on this resource). The Los Angeles Conservancy noted it would investigate further how the Build Alternative may alter the significance of the National Chicano Moratorium March Route.

A letter from the Los Angeles Conservancy dated August 21, 2025, provided comments on the Build Alternative. The letter expressed that the addition of a portal on 3rd Street would alter streets and sidewalks and potential demolition of properties would be a significant change in the National Chicano Moratorium March Route. The Los Angeles Conservancy requested interpretive signage be installed where changes are the greatest so that the route could continue to be understood as continuous. The Los Angeles Conservancy also requested additional treatments be considered for Vail Field Industrial Addition historic district, including partial demolition rather than any complete building demolition where possible and performing Historic American Building Survey documentation on all contributing properties before demolition.

In a letter from FTA to the Los Angeles Conservancy on November 19, 2025, these concerns and recommendations have been acknowledged by the agencies and are under consideration. The Los Angeles Conservancy will continue to be engaged with to identify potential opportunities to enhance public recognition of the National Chicano Moratorium March and its historical significance. See Attachment F of this document for additional information.

# 4.2.4 Native American Consultation

Outreach to Native American Tribes conducted from 2019 to 2020 was undertaken to satisfy Assembly Bill 52 requirements for the Eastside Transit Corridor Phase 2 Draft Environmental Impact Report that was released in June 2022. Native American consultation conducted to fulfil Section 106 began in 2024. The 2019-2020 outreach program is summarized in the following section because it played a critical role in informing this report. This is followed by a summary of current Section 106 consultation.

## 4.2.4.1 Initial Native American Contact Program

Metro previously initiated consultation for this Project in 2019 to fulfill Assembly Bill 52, a California state law that requires public agencies to consult with tribes during the California Environmental Quality Act process and a requirement under Section 106 of the National Historic Resources Act of 1966. A summary of previous consultation is provided below.

As part of the previous consultation efforts, Metro contacted the Native American Heritage Commission by letter in July 2019 and provided them with a brief project description and a map of the 2019 Study Area. The 2019 Study Area consisted of several jurisdictions within Los Angeles County, including areas outside of the current Study Area: the Cities of Bell, Commerce, El Monte, Industry, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, South El Monte, Santa Fe Springs, Whittier; unincorporated areas of Los Angeles County, which includes East Los Angeles and West Whittier-Los Nietos; and other cities within the San Gabriel Valley.

The Native American Heritage Commission responded to Metro on November 22, 2019, with an Assembly Bill 52 consultation list including five tribal contacts and provided the results of the Sacred Lands File search, which were positive. The Native American Heritage Commission also requested that Metro contact the Gabrieleño Band of Mission Indians – Kizh Nation and the Gabrieleño/Tongva San Gabriel Band of Mission Indians for more information.

On December 3, 2019, Metro, on behalf of FTA, sent a letter to each of the following contacts on the Native American Heritage Commission list to initiate consultation with the tribes to comply with Assembly Bill 52:

- Andrew Salas, Chairperson; Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson; Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Chairperson; Gabrieleño/Tongva Nation
- Robert Dorame, Chairperson; Gabrieleño Tongva Indians of California Tribal Council
- Charles Alvarez, Chairperson; Gabrieleño-Tongva Tribe

On December 10, 2019, Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation, responded and requested consultation. Accordingly, a consultation meeting was held between Chairperson Andrew Salas and Tribal Biologist Matthew Teutimez, representing the Gabrieleño Band of Mission Indians – Kizh Nation, and Project Manager Jenny Cristales-Cevallos, Lauren Cencic, Eva Moir, Michael Tauchen, Marc Beherec, and Jaime Guzman representing Metro, on March 25, 2020. The Gabrieleño Band of Mission Indians – Kizh Nation provided additional information related to tribal lineage and ties to the 2019 Study Area via email on April 27, 2020. Information provided by the tribe was incorporated into the 2022 Eastside Transit Corridor Phase 2 Recirculated Draft Environmental Impact Report.

## 4.2.4.2 Section 106 Native American Consultation

Section 106 consultation efforts were performed beginning in 2024 and are ongoing. Metro has updated the Build Alternative to incorporate design refinements to the overall Build Alternative plan. The Native American Heritage Commission was recontacted on July 12, 2024, with an updated project description and updated map of the Build Alternative. In a letter dated July 30, 2024, the Native American Heritage Commission responded and reported that the Sacred Lands File search was negative for the revised Build Alternative area. The Native American Heritage Commission also identified 16 tribal contacts from eight tribal groups, that may have additional data and information regarding tribal cultural resources within or near the APE. Letters were sent to the identified tribal contacts by FTA on January 9, 2025, with follow-up emails sent on February 3, 2025; these letters served as an invitation to participate as Section 106 consulting parties. Additionally, follow-up calls were performed on February 13, 2025.

- Erica Schenk, Chairperson; Cahuilla Band of Indians
- Anthony Madrigal, Tribal Historic Preservation Officer; Cahuilla Band of Indians
- BobbyRay Esparza, Cultural Director; Cahuilla Band of Indians
- Christina Swindall Martinez, Secretary; Gabrieleño Band of Mission Indians – Kizh Nation
- Andrew Salas, Chairperson; Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson; Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Robert Dorame, Chairperson; Gabrieleño Tongva Indians of California Tribal Council
- Christina Conley, Cultural Resources Administrator; Gabrieleño Tongva Indians of California Tribal Council

- Sandonne Goad, Chairperson; Gabrieleño/Tongva Nation
- Charles Alvarez, Chairperson; Gabrieleño-Tongva Tribe
- Sam Dunlap, Cultural Resources Director; Gabrieleño-Tongva Tribe
- Vanessa Minott, Tribal Administrator; Santa Rosa Band of Cahuilla Indians
- Steven Estrada, Tribal Chairman; Santa Rosa Band of Cahuilla Indians
- Joseph Ontiveros, Tribal Historic Preservation Officer; Soboba Band of Luiseno Indians
- Jessica Valdez, Cultural Resource Specialist; Soboba Band of Luiseno Indians
- Isaih Vivanco, Chairperson; Soboba Band of Luiseno Indians

As of May 2026, the following responses summarized below have been received:

- Andrew Salas of the Gabrieleño Band of Mission Indians – Kizh Nation responded and requested consultation. A consultation meeting to discuss the Build Alternative with FTA, Metro and the Gabrieleño Band of Mission Indians – Kizh Nation was planned for February 13, 2025. The meeting was cancelled by the Gabrieleño Band of Mission Indians – Kizh Nation, but they requested that consultation continue via email. On March 1, 2025, Sophina Pina, on behalf of Andrew Salas wrote that the Gabrieleño Band of Mission Indians – Kizh Nation had been extremely busy due to January 2025 fires in Altadena and the Pacific Palisades but reiterated their commitment to sending substantial evidence concerning tribal cultural resources within the APE. On March 5, 2025, the Gabrieleño Band of Mission Indians – Kizh Nation sent an email to FTA with several documents attached, including proposed conditions of approval, as the Gabrieleño Band of Mission Indians – Kizh Nation expressed concerns that the Build Alternative could present risks to sacred sites and tribal cultural resources. FTA sent a response letter to the Gabrieleño Band of Mission Indians – Kizh Nation on April 1, 2025, via email and certified mail. The Gabrieleño Band of Mission Indians – Kizh Nation responded via email on April 7, 2025, and asked if FTA will be implementing the measures from the conditions of approval. FTA responded on April 7, 2025, via email indicating this Section 106 consultation would be discussed in the Categorical Exclusion for the geotechnical borings, and in the EA for the Project. For ground disturbing activities, FTA advised the Gabrieleño Band of Mission Indians – Kizh Nation that the Build Alternative would conform with the federal regulations under 36 CFR 800.13(b)(3) and 48 CFR 352.226-3 (Native American Graves Protection and Repatriation Act). Further, FTA advised the Gabrieleño Band of Mission Indians – Kizh Nation that Metro would conform with the following state regulations: § 7050.5(b) of the California Health and Safety Code, and § 5097.98(a)–(d) of the California Public Resources Code.
- Vanessa Minott of the Santa Rosa Band of Cahuilla Indians responded via email on January 15, 2025 and indicated that the Tribe would like to defer any comments to the Soboba Band of Luiseno Indians cultural resource department.
- Christina Conley of the Gabrieleño Tongva Indians of California Tribal Council responded via email on February 3, 2025, and acknowledged that the area is sensitive for tribal cultural resources and requested consultation. The tribe also requested to be part of any monitoring effort during construction. Consultation with the tribe is ongoing.
- Steven Estrada of the Santa Rosa Band of Cahuilla Indians deferred any comments to the San Manuel Band of Mission Indians. On August 18, 2025, FTA sent a letter to Chairwoman Lynn Valbuena of the Yuhaaviatam of San Manuel Nation, initiating consultation. A response was received via email on August 25, 2025, from Raylene Borrego, Cultural Resources Technician of the

Yuhaaviatam of San Manuel Nation, stating that the Project is located out of the Serrano ancestral territory and the Yuhaaviatam of San Manuel Nation will not be requesting consulting party status or otherwise participate in the Project.

- In a phone call on February 13, 2025, Joseph Ontiveros of the Soboba Band of Luiseno Indians mentioned there are areas of potential concern and wished to defer any comments to Anthony Morales of the Gabrieleño /Tongva San Gabriel Band of Mission Indians.
- Sam Dunlap of the Gabrielino-Tongva Tribe requested additional time to review the provided documents. As of May 2026, no further correspondence has been received.
- On August 18, 2025, the FTA sent a letter to Ms. Lynn Valbuena, Chairwoman for the Yuhaaviatam of San Manuel Nation, as prompted by the comments from the Santa Rosa Band of Cahuilla Indians. Raylene Borrego of the Yuhaaviatam of San Manuel Nation (also known as the San Manuel Band of Mission Indians) confirmed, by an email to the FTA on August 18, 2025, that the Project is outside of Serrano ancestral territory and the Yuhaaviatam of San Manuel Nation will not be participating in consultation.

On August 18, 2025, FTA sent a letter to Chairwoman Lynn Valbuena of the Yuhaaviatam of San Manuel Nation, initiating consultation. This letter was sent after the Santa Rosa Band of Cahuilla Indians deferred their consultation to the Yuhaaviatam of San Manuel Nation in February 2025. A response was received on August 25, 2025, from Raylene Borrego, Cultural Resources Technician of the Yuhaaviatam of San Manuel Nation, stating that the Project is located out of the Serrano ancestral territory and the Yuhaaviatam of San Manuel Nation will not be requesting consulting party status or otherwise participate in the Project.

Records for the previous Native American contact program from 2019-2020 and the 2024-2025 Section 106 consultation are included in **Attachment B**, of this report.

# 4.3 Records Search

Archaeologists, historians, and architectural historians who meet the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) and are familiar with Build Alternative area resources and research considerations conducted the cultural resources records search.

## 4.3.1 South Central Coastal Information Center

A records search for the Build Alternative was conducted, which included previous alignment alternatives that have since been eliminated. The original records search was conducted at the South Central Coastal Information Center of the California Historical Resources Information System, California State University, Fullerton in 2010. The South Central Coastal Information Center, an affiliate of the California Office of Historic Preservation, is the official state repository of cultural resources records and studies for Los Angeles County.

An updated search was conducted at South Central Coastal Information Center on October 22 and November 4, 2019. An additional records search update was performed on August 27, 2024, and September 10, 2024. The 2024 search included a review of all recorded precontact archaeological sites within a 0.5-mile radius of the Build Alternative footprint and a review of all recorded historic

archaeological and architectural sites and cultural resource reports on file within a 0.5 mile radius of the Build Alternative footprint. In addition, the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Resources (CRHR), the NRHP, and the California State Historic Resources Inventory were reviewed. Historical United States Geological Survey quadrangle maps were also reviewed.

The South Central Coastal Information Center records searches from 2010, 2019, and 2024, identified 60 previous cultural resources studies within a 0.5 mile radius of the APE. Of these, 18 previous cultural resources studies intersect the APE. Additionally, the South Central Coastal Information Center records search identified 137 previously recorded cultural resources mapped within a 0.5-mile radius of the APE. Of the 137 previously recorded cultural resources, 55 are within the APE (Confidential **Attachment C** has the list of records search results within 0.5 mile radius of the current APE). Of the 55 previously recorded resources within the APE, 48 were found ineligible for listing on federal, state, or local registers. As shown in **Table 4.1**, one resource, the Golden Gate Theater (P-19-176524), is listed in the NRHP. Six other resources were previously recommended as eligible for listing in the NRHP.

One additional potential historic property and potential archaeological resource, the Site of the Battle of Rio San Gabriel (P-19-191009), is listed as a California Historic Landmark (CHL #385) and is within a 0.5 mile radius of the APE, but outside of the APE. Other than Rio San Gabriel, no archaeological resources were identified within the current APE or a 0.5 mile radius.

The Cultural Resource Supplemental Review Memorandum prepared by CDM Smith/AECOM JV in 2024 summarizes the 2024 records search findings and is included in Confidential **Attachment C**, of this report. It should be noted that the California Office of Historic Preservation (OHP) Status Codes and resource names may have been updated in future sections as a result of ongoing consultation with the California SHPO and field research.

**Table 4.1. Previously Recorded Resources in the APE**

| Primary Number | Address | Date | Description | OHP Status Code |
|---|---|---|---|---|
| NRIS ID# 100002655 | 3rd Street, Beverly Boulevard, Atlantic Avenue, Whitter Boulevard, and Ruben Salazar Park | 1970 | National Chicano Moratorium March | 1S |
| 19-176524/ NRIS ID# 82002192 | 5170 East Whittier Boulevard, East Los Angeles | 1927 | Golden Gate Theater/Vega Building | 1S; 3S |
| 19-190999 | 2187 Garfield Avenue, Commerce | 1955 | Pacific Metals Company/Rolled Steel Products | 3S |
| 19-191000 | 2353 Garfield Avenue, Commerce | 1952 | Goodyear Tire and Rubber Company Warehouse | 3S |
| 19-191003 | 900 South Greenwood Avenue, Montebello | 1947 | Greenwood Elementary School | 6Y |
| 19-191005 | 864 Washington Boulevard, Montebello | 1940 | South Montebello Irrigation District | 3S |
| 19-191004 | 860 Washington Boulevard, Montebello | 1937 | Spanish Colonial Revival-style single-family residence | 3S |
| 19-176590 | 4765 4th Street, East Los Angeles | 1939 | Spanish Eclectic-style school campus | 3D; 3CD; 5S2; 7N1 |

Source: CDM Smith/AECOM JV 2025

### 4.3.2 California Department of Transportation Historic Bridge Inventory

The California Department of Transportation Historic Bridge Inventory (for both local and state agency bridges) was reviewed to identify historic bridges in the APE. The original California Department of Transportation statewide historic bridge inventory was completed in 1986, with updates in 2005, 2011, 2015, and 2023. The 2023 update evaluated bridges between 1975 and 1984. Each bridge received an NRHP status designation and is placed in one of the five numeric categories as follows:

1. Listed in the NRHP.
2. Eligible for NRHP listing.
3. May be eligible for NRHP listing.
4. Unevaluated. (Generally, Category 4 bridges constructed before 1965 are associated with properties that have not yet been evaluated, such as railroads, canals, or potentially eligible historic roads.)

5. Ineligible for NRHP listing.

The California Department of Transportation (Historic Bridge Inventory (for both local and state agency bridges) was reviewed to identify historic bridges in the APE. No historic-period bridges were identified within the APE.

# 4.4 Field Survey

Cultural resources surveys were undertaken to identify cultural resources in the APE from December 16 through 19, 2019. An additional survey was performed on October 10, 2024, to supplement the previous survey efforts. The broad pool of cultural resources identified may be categorized as two major types:

- Historic and architectural resources, which include the man-made features that make up the recognizable built environment. This category typically includes extant aboveground buildings and structures that date from the earliest territorial settlements until present day.
- Archaeological resources, which include resources that represent important evidence of past human behavior, including portable artifacts such as arrowheads and tin cans; non-portable "features" such as cooking hearths, foundations, and privies; and residues such as food remains and charcoal. Archaeological remains can be virtually any age, from recent historic-period materials to precontact deposits that are thousands of years old. Archaeological resources may also be TCPs.

## 4.4.1 Architectural Properties Survey

Intensive level surveys were conducted by qualified architectural historians from December 16 through 18, 2019, and October 10, 2024, to identify potential historic properties in the APE. Historic properties for Section 106 of the NHPA are any precontact or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP. Prior to the survey, limited historical research was conducted to identify historic properties. A previous survey of the built environment had been conducted in 2010, and the results of the earlier survey were incorporated into the current study.

Only portions of the APE that were accessible and/or visible from the public ROW were surveyed. Each building or structure in the APE that was or appeared to be 45 years or older, using the horizon year of 2042, (the current horizon year at that time), was observed and photographed. During the survey, the boundaries of the APE were confirmed, and an assessment was made of buildings and structures within the APE to determine if their age and integrity warranted further evaluation. Data collected during the survey was supplemented with building permits, assessor data, and historic aerial photographs and maps. All significant built environment resources newly identified during the survey were formally recorded on California Department of Parks and Recreation (DPR) series 523 forms. The evaluation of potential historic properties was completed in accordance with the NRHP criteria for evaluation (36 CFR Part 60.4[a]-[d]).

### 4.4.2 Archaeological Resources and Traditional Cultural Places Survey

Archaeological and TCP field surveys encompassed the APE with potential for effects, with a focus on exposed soils where near surface ground disturbance is proposed. The only portions of the APE that were accessible were in the public ROW. Generally, portions of the APE not subject to pedestrian survey for archaeological resources and TCPs were locations where deep tunnelling is proposed or locations on highly developed private property. The pedestrian survey was conducted on December 18 and 19, 2019, and October 10, 2024, to identify archaeological historic properties, which may also be TCPs.

# 5.0 AFFECTED ENVIRONMENT

## 5.1 Context

### 5.1.1 Geology

The Study Area is in a relatively flat area of the Los Angeles Basin. The basin is bordered by the Santa Monica Mountains to the northwest, the San Gabriel Mountains to the north, and the San Bernardino and San Jacinto Mountains to the east. The basin was formed by alluvial and fluvial deposits derived from these surrounding mountains. Prior to urban development and the channelization of the San Gabriel River, portions of the region were covered with marshes, thickets, riparian woodland, and grassland. Prehistorically, the floodplain forest of the Los Angeles Basin formed one of the most biologically rich habitats in Southern California. Willow, cottonwood, and sycamore, and dense underbrush of alder, hackberry, and shrubs once lined the San Gabriel River. Both historically and prehistorically, the San Gabriel Riverbed has changed often. These changes over time created a rich alluvial deposit that supported a variety of wild plants, and later, cultigens.

Geologically, the APE is underlain by formations dating from the Pliocene (5.3 million to 2.6 million years before present) to the Holocene (11,700 years before present to today). In the lower-lying portions of the APE, there are surficial deposits of younger Quaternary alluvium, derived as alluvial fan deposits from the San Gabriel Mountains to the north via Rio Hondo and the San Gabriel River. These younger Quaternary deposits are underlain by older Quaternary alluvium at varying depths (Dibblee and Ehrenspeck 1999, 2001; McLeod 2019). In the western portion of the proposed APE, there are surficial deposits of older Quaternary alluvium, derived as alluvial fan deposits from the Montebello Hills (McLeod 2019).

### 5.1.2 Geoarchaeology

The Study Area has the potential to contain buried archaeological resources based on the age of the landforms and its proximity to two watercourses that historically have deposited sediment into the region: the Rio Hondo and the San Gabriel River. In general, most Pleistocene-age or older landforms have little potential for harboring buried archaeological resources because they developed prior to human migration into North America (circa 13,000 years before present). However, older surfaces buried below younger Holocene deposits do have a potential for containing archaeological deposits. As suggested above, Holocene alluvial deposits may contain paleosoils that represent periods of landform stability prior to renewed deposition. Buried soils in Holocene-age landforms or beneath Holocene deposits are of particular interest because they represent formerly stable surfaces that have a potential for preserving archaeological deposits.

It has been demonstrated through numerous studies that archaeological sites are not distributed randomly across the landscape; instead, they are positively correlated with specific environmental factors such as distance to water, slope, and distance to confluence (Byrd et al. 2016). In California, precontact archaeological sites are often near sources of fresh water in gently sloping areas where two

or more environmental zones are present (Foster and Sandelin 2003, as cited in Rosenthal and Meyer 2009). Sites are also often near the contact between the floodplain and more elevated geomorphic surfaces (Rosenthal and Meyer 2009).

## 5.1.3 Precontact Context

Following the seminal work of William Wallace (1955) and Claude Warren (1968), the history of the Southern California coastal region prior to European contact, referred to as precontact or prehistory, is typically divided into Early, Middle, and Late Periods, with an initial Paleo-Indian period dating to the late Pleistocene and early Holocene.

### 5.1.3.1 Paleo-Indian Period

In the Southern California coastal region, the earliest evidence of human occupation comes from a handful of sites with early tools and some human remains that have been dated from 7,000 years ago to greater than 10,000 years old. These include the nearby Baldwin Hills and Los Angeles Mesa sites where construction activities in the 1920s and 1930s uncovered human remains in deep alluvial deposits. The human remains were tentatively dated from 10,000 to more than 20,000 years old (Moratto 1984:53). Recent research into the Los Angeles Mesa materials suggests that the early dates should be considered tentative, and that some studies suggest a date of no more than 5,000 years old for some of the individuals (Brooks et al. 1990).

### 5.1.3.2 Early Period (5000 to 3000 Common Era)

Although people are known to have inhabited what is now Southern California beginning at least 13,000 years before present (Arnold et al. 2004), the first solid evidence of human occupation in the Los Angeles basin dates to roughly 7000 Before the Common Era and is associated with a period known as the Early Period or the Millingstone Horizon (Wallace 1955; Warren 1968). Millingstone populations established permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Period occupations are typically identified by the presence of handstones (manos) and millingstones (metates). Sites from this time period typically contain shell middens; large numbers of milling implements; crude core and cobble tools; flaked stone tools; distinctive cogged stone implements; and infrequent side-notched dart points (Fenenga 1953). The focus at inland sites appears to be in plant food processing and hunting. Along the coast, populations invested in maritime food gathering strategies, including close-shore and deep-sea fishing, as well as shellfish collection (Grenda 1997).

### 5.1.3.3 Middle Period (3000 Before the Common Era to 1000 Common Era)

Although many aspects of Millingstone culture persisted, by 3000 Before the Common Era, a number of socioeconomic changes occurred, as understood through changes in material culture (Erlandson 1994; Wallace 1955; Warren 1968). These changes are associated with the period known as the Middle Period

or Intermediate Horizon (Wallace 1955). The mortar and pestle were introduced during this period, suggesting an increased reliance on hard plant foods such as acorns (Altschul and Grenda 2002). Increasing population size coincides with intensified exploitation of terrestrial and marine resources (Erlandson 1994). This was accomplished, in part, through use of new technological innovations such as the circular shell fishhook on the coast, and, in inland areas, use of the mortar and pestle to process an important new vegetal food staple, acorns, and the dart and atlatl, resulting in a more diverse hunting capability (Warren 1968). A shift in settlement patterns from smaller to larger and more centralized habitations is understood by many researchers as an indicator of increasingly territorial and sedentary populations (Erlandson 1994). During the Middle Period, specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended.

### 5.1.3.4 Late Period (1000 to 1782 Comment Era)

The Late Precontact period, spanning from approximately 1000 Common Era to the Spanish Mission era, is the period associated with the florescence of contemporary Native American groups. The Late Period is notable for a dramatic increase in the number of habitation and food processing sites. These sites include more bone tools, numerous types of Olivella shell beads, circular fishhooks, and occasional pottery vessels (Miller 1991). Between 1000 and 1250 Common Era, small arrow-sized projectile points, of the Desert side-notched and Cottonwood triangular series, were adopted along what is now the Southern California coast (Altschul and Grenda 2002). Following European contact, glass trade beads and metal items also appeared in the archaeological record. Burial practices shifted to cremation in what is now the Los Angeles Basin and northern Orange County. However, at many coastal and most Channel Island sites, interment remained the common practice (Moratto 1984).

Some researchers argue that the changes seen at the beginning of this period reflect the movement of Shoshonean speakers from the eastern deserts into the area that is now the Southern California coast. Some researchers, though, suggest that the movement of desert-adapted Shoshonean speakers occurred as much as 2,000 years earlier (Bean and Smith 1978; Sutton 2009).

Precontact subsistence consisted of hunting, fishing, and gathering. Small terrestrial game was hunted with deadfalls, rabbit drives, and by burning undergrowth, and larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith 1978; Reid 1939[1852]). The primary plant resources were the acorn, gathered in the fall and processed with mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly leafed-cherry (Reid 1939[1852]).

## 5.1.4 Ethnographic Context

At the time of European contact, the Build Alternative vicinity was occupied by Shoshonean-speaking Gabrieleño people. The Gabrieleño controlled both the area within the current Study Area and all of its surroundings, including the Los Angeles Basin and what is now Orange County down to Aliso Creek (Kroeber 1925). The northern San Fernando Valley was the northernmost extent of the territory occupied by people who the Spanish referred to as the Fernadeño, whose name was derived from nearby Mission San Fernando. The Fernadeño spoke one of four regional Uto-Aztecan dialects of

Gabrieliño, a Cupan language in the Takic family, and were culturally identical to the Gabrieliño. The Tataviam and Chumash, of the Hokan Chumashan language family, lived to the north and west of this territory, respectively, and it is likely that the territorial boundaries between these linguistically distinct groups fluctuated in precontact times (Bean and Smith 1978; Shipley 1978).

Occupying what is now the southern Channel Islands and adjacent mainland areas of Los Angeles and Orange Counties, the Gabrieliño are reported to have been second only to their Chumash neighbors in terms of population size, regional influence, and degree of sedentism (Bean and Smith 1978). The Gabrieliño are estimated to have numbered around 5,000 in the pre-contact period (Kroeber 1925). Maps produced by early explorers indicate the existence of at least 40 Gabrieliño villages, but as many as 100 may have existed prior to contact with Europeans (Bean and Smith 1978; McCawley 1996; Reid 1939 [1852]).

The Kirkman-Harriman Pictorial and Historical Map of Los Angeles County, Anno Domini 1860 (Kirkman 1937) depicts a variety of historical settlements, trails, and geographic locations in the vicinity of the APE. The map scale is fairly large at 1:200,000 and is based on historical maps and accounts. For this reason, the exact locations of these historic period travel routes are difficult to verify. However, a 2023 study by Longcore and Ethington examined the accuracy of the 1937 Kirkman-Harriman map and confirmed it is a useful depiction of likely indigenous and historic travel routes. The village of *Shevaanga* is approximately 6 miles northeast of the APE near the confluence of Rio Hondo and the San Gabriel River at the present day Whittier Narrows (Longcore and Ethington 2023). The Kirkman-Harriman map (Kirkman 1937) also depicts an unnamed village approximately 1 mile south of the APE. Other communities documented in the area include *Chokiishnga* and *Huutnga* (McCawley 1996). *Chokiishnga* may have been near an old soap factory, or *Jaboneria*, established around 1833 on the west side of Rio Hondo just south of telegraph road. The unnamed village on the 1937 map may be referring to *Chokiishnga* as it is west of Rio Hondo, south of a road labeled 'Anaheim Telegraph Road', and west of a road labeled 'Old Jaborneria Road'. The location of *Huutnga* is less well defined but is thought to be in the same general area as the *Jaboneria* (McCawley 1996:58). Portions of the APE also transect the mapped Camino Real and the Anaheim Telegraph Road as depicted on the Kirkman-Harriman map.

European occupation of the Build Alternative area began with the Spanish arrival in California in 1769. The Spanish governor of California, Gaspar de Portola, launched an expedition from San Diego in a search for suitable sites for missions. Mission San Gabriel was founded in 1771 adjacent to a Gabrieliño village in the vicinity of East Lincoln Avenue and San Gabriel Boulevard near the present-day City of Montebello, a place later known as Mission Viejo. The mission was relocated to its present location about 1774. By the early 1800s, the majority of the surviving Gabrieliño population had entered the mission system. Mission life promised the Native Americans security in a time when their traditional trade and political alliances were failing, and epidemics caused by introduced diseases and subsistence instabilities were increasing (Jackson 1999). This lifestyle changes also brought with it significant negative consequences for Gabrieliño health and cultural integrity.

Alta California became a state, with its capital at Monterey, when Mexico won its independence from Spain in 1821. The authority of the California missions gradually declined, culminating with their secularization in 1834. Although the Mexican government directed that each mission's lands, livestock, and equipment be divided among its converts, the majority of these holdings quickly fell into non-indigenous hands. Mission buildings were abandoned and quickly fell into decay. After two generations of dependence on the missions, Native Americans were suddenly disenfranchised. After secularization, "nearly all of the Gabrieliños went north while those of San Diego, San Luis, and San Juan overran this

county, filling the Angeles and surrounding ranchos with more servants than were required" (Reid 1977 [1851]:104). As the possibility of a takeover of California by the United States loomed large in the 1840s, the Mexican government increased the number of land grants in an effort to keep the land in Mexican hands, and more than 600 ranchos were created between 1833 and 1846 when the Mexican-American War broke out. An important Mexican American War battle site, the Rio San Gabriel Battlefield, is located 0.25 mile east of the APE. This conflict occurred on January 8, 1847, near the site of the present-day intersection of Washington Boulevard and Bluff Road in Montebello, when United States forces defeated Mexican troops.

The Battle of Rio San Gabriel illustrates the increasing complexity of the Native American presence in the Los Angeles area. The Battle of Rio San Gabriel took place at a place "the Californians always called CURUNGA" (Warner et al. 1876:31). The name Curunga ends in a common Gabrieliño suffix, -nga, and therefore appears to be a Gabrieliño place name. According to Hubert Howe Bancroft, one of the combatants of the battle, Juan Avila, "calls the upper ford Corunga, implying that it was distinct from Bartolo" (Bancroft 1902:391, n. 10), Bartolo being another ford. But it is unclear whether the name is merely a toponym, such as the name of the ford or the ridge where the battle took place, or if the name is that of a village that once stood on the riverbank. During the Mexican-American War, Delawares from the eastern seaboard of the United States fought on the American side in Southern California and may have been at the battle. Meanwhile, in addition to the Californios, many of whom were of Native American ancestry, a Yaqui named Ignacio "El Guaimeno" fought on the Mexican side. Ignacio had been brought to Los Angeles as a slave by a Scotch immigrant and would be one of the few fatalities of the Battle of La Mesa the following day (Warner et al. 1876:31). Of the three tribes, the Delaware, Yaqui, and Gabrieliño, only the Gabrieliño are a California Native American tribe by statute, as they are the only tribe considered to have an ancestral tie to California.

The material fortunes of the Gabrieliño continued to decline after the American invasion. Both Spanish and Mexican land laws allowed the local Native American populations to continue to live on the ranchos; indeed, the rancheros were reliant upon Native American labor. American land law, however, gave sole ownership and the right to sell to landowners. Anyone living on land without legal title was a squatter.

Nevertheless, over the course of the nineteenth and twentieth centuries, the Gabrieliño maintained their identity while Gabrieliño religion and culture changed. In 1852, Reid notes that the Gabrieliño at San Gabriel used a portable temple that was reconsecrated with each use, rather than having permanent temples at each village as they once had (Reid 1968 [1852]). The centers of Gabrieliño population—Los Angeles, San Gabriel, and San Fernando—remained the centers of ritual and culture. One of the most important rituals of Gabrieliño religion, the annual mourning ceremony, is documented at both San Fernando and Los Angeles in the last quarter of the nineteenth century (Phillips 2010). Anthropologist Clinton Hart Merriam documented a morning ritual among Gabrieliño who relocated to Tejon that took place in the twentieth century (Merriam 1955).

The Mission Indian Federation and its fight to obtain compensation from the United States Government for lands seized from Native Americans was an important force in maintaining Native American identity in California in the early twentieth century. The prospect of financial compensation and the sense of community fostered by the group led individuals to trace their family trees and rediscover their tribal identities. By the 1940s and 1950s the group that came to be known as the Gabrieliño-Tongva Tribal Council began to coalesce; the organization eventually formally incorporated, and Fred "Sparky" Morales was elected its leader (Mozingo 1999). In the 1970s, 1980s, and 1990s, the Gabrieliño fought to

protect archaeological sites and rebury human remains (Jurmain and McCawley 2009). Various tribal groups broke away from the tribal council over issues such as federal recognition, proposed casino developments, and tribal enrollment requirements and formed their own tribal governments in the 1990s and 2000s. Today multiple Gabrieliño tribal governments are recognized by the State of California, each with its own recognized constituents and priorities and each believing itself to represent the ancestral tribe of the Los Angeles Basin.

## 5.1.5 Historic Context

The historic context for historic properties in the APE relates several different historical themes, including early regional history, from Spanish colonization and Mexican settlement to California statehood and the early development as part of Rancho La Laguna; agricultural land uses; industrial development, focusing on the importance of regional manufacturing at the beginning of the twentieth century; residential development; commercial development; and community histories, which highlights the individual development of municipalities and neighborhoods in the APE, including East Los Angeles, Montebello, Commerce, Pico Rivera, Santa Fe Springs, and Whittier.

### 5.1.5.1 Early Regional History

European occupation of the Study Area began with the Spanish arrival in California in 1769. The Spanish Governor of California, Gaspar de Portola, launched an expedition from San Diego in a search for suitable sites for missions to the north. Two years later, Franciscan missionaries founded Mission San Gabriel Archangel. The site had been recommended by a mission father, Juan Crespi, who had accompanied the pioneer expedition of Gaspar de Portola. Mission San Gabriel was founded in 1771 adjacent to a Gabrieliño village in the vicinity of East Lincoln Avenue and San Gabriel Boulevard near the present-day City of Montebello, a place later known as Mission Viejo. The mission was relocated to its present location about 1774.

On September 4, 1781, the original settlers of the pueblo arrived at the chosen site along the Los Angeles River near present-day Olvera Street (Weaver 1973). It was here that Felipe de Neve founded the pueblo of Los Angeles, formally named *El Pueblo de Nuestra Señora la Reina de los Ángeles*, located north of Mission San Gabriel in the late eighteenth century. A year after the founding of the pueblo, Governor of the Californias, Pedro Fages, granted tracts of land to veterans of his military command, initiating the Rancho Period of California history. Manuel Nieto originally received a grant of 300,000 acres; however, his parcel was eventually cut in half so that his ownership would not conflict with the property of Mission San Gabriel. The rancho extended from the San Gabriel River on the west to the Santa Ana River on the east. The road from San Gabriel to San Diego formed the northern boundary, roughly along the alignment of present-day Whittier Boulevard; the ocean was the boundary on the south. Originally, the grant was called La Zanja; it was later renamed Rancho Los Nietos (Robinson 1948).

Mexico won its independence from Spain in 1821, a change that had a profound effect on the lives of Los Angeles residents. California was then a remote northern province of the nation of Mexico. The residents of the pueblo were no longer subjects of the Spanish king but, rather, citizens of the pueblo, and played an important part in the life and governance of the city.

Secularization of the California missions by the Mexican Congress in 1833 made many acres of land available. During this period, more than 800 land grants were given to soldados de cuero, the faithful leather-jacketed soldiers of the presidios; government officials; and ranchers. Huge cattle ranchos were the dominant institution of this era. At this time, American traders and settlers began to arrive in increasing numbers. Governor Pio Pico made a prophetic statement: “We find ourselves threatened by hordes of Yankee immigrants who have already begun to flock into our country and whose progress we cannot arrest” (Monroy 1990).

The relative harmony between the distant northern province of Alta California and the mother country came to an end with the Mexican-American War in 1846, provoked by the Lone Star Rebellion in Texas. The Study Area contains the Rio San Gabriel Battlefield, an important Mexican-American War battle site. This conflict occurred on January 8, 1847, near the site of the present-day intersection of Washington Boulevard and Bluff Road in Montebello, when United States (U.S.) forces encountered Mexican troops while crossing the San Gabriel River from the east. Advance scouting had forewarned the Americans of Mexican troop positions along the river. Nevertheless, the area’s topography made the crossing particularly perilous for the Americans. Mexican forces held strategic positions on the west side of the river along a series of high bluffs, while the river bottom consisted of quicksand, making the Americans’ progress across the river extremely slow. Despite these advantages, Mexican forces were unable to effectively deploy their weaponry. After a battle of approximately 90 minutes, the Mexican troops withdrew, allowing the Americans to advance upon Los Angeles where the Mexicans surrendered. Historians consider this battle a decisive point in the war (Bauer 1974).

After the signing of the Treaty of Guadalupe-Hidalgo at the end of the Mexican-American War in 1848, all Mexican land in Alta California transferred to the United States, and all Mexican land claims were subject to U.S. land ownership laws. Gold was discovered that same year in the Sierra Nevada, along the American River, by James W. Marshall, triggering a gold rush (Robinson 1948). In 1850, California officially became a state and was subsequently divided into 27 counties. The official boundaries of Los Angeles County included the land grant ranchos, the pueblo, and 4,340 square miles of unincorporated land, extending from Santa Barbara to San Diego (Los Angeles County no date [n.d.]).

As Mexican rule transitioned to American rule, prominent Californio landholders faced threats to their land ownership, and many were forced to defend their titles. Don Abel Stearns, the largest landowner and cattle rancher in Southern California, and his wife, Arcadia Bandini, had long hosted political and social leaders at both their Main Street adobe, El Palacio de Don Abel, and their rancho, La Laguna, located east of the pueblo (Clary 1966). Although Don Abel Stearns lost most of his fortune when a drought decimated the cattle industry in the 1860s, his wife was able to preserve her separate property, Rancho La Laguna, in accordance with Mexican law (Clary 1966). In 1900, after her second husband died, Arcadia Bandini Stearns de Baker, requiring an income to live on, reluctantly sold a small tract of La Laguna land to rancher and cattleman Walter L. Vail. Vail used the property as an airfield until after World War II, when the site was developed as an industrial district, which is located in the Study Area (Clary 1966). Upon Arcadia Bandini’s death in 1912, a legal battle over her estate delayed the development of Rancho La Laguna, which had been long coveted by real estate and industrial interests that were intent upon the eastward expansion of Los Angeles (*Los Angeles Times* 1921a). It was not until 1921 that an important swath of land roughly bounded by Whittier Boulevard, Atlantic Boulevard, and Garfield Boulevard (formerly Belvedere Gardens, today unincorporated East Los Angeles within the Study Area) became available for development ending the rancho era in East Los Angeles (**Figure 5.1**) (Clary 1966; USC 1930).




**Figure 5.1. Map excerpt from Automobile Club of Southern California Map from 1930 Depicting Belvedere Gardens (USC 1930)**

## 5.1.5.2 Agricultural Land Uses

During the first four decades of the twentieth century, the land in the Study Area supported extensive agricultural uses alongside its nascent industrial development. Topographically, the East Side region is dominated by its rivers, with the Los Angeles River forming its western boundary. The Rio Hondo and the San Gabriel River run virtually parallel and traverse the region; both rivers originate in the San Gabriel Mountains and flow south to the Pacific. Given the semi-arid nature of the climate, this

abundance of waterways made the region a natural location for crop cultivation of all kinds. In the City of Whittier, for example, barley, beans, cabbage, corn, oats, peanuts, tomatoes, and citrus were common food crops. In the City of Commerce, vegetables, fruit, dairy cattle farming were prevalent. In the City of Pico Rivera, farms of citrus, avocado and walnut trees were sited between the Rio Hondo and San Gabriel River (City of Pico Rivera 2021). In the City of Santa Fe Springs, alfalfa, hay, oat, and citrus farms were predominant. Rosemead, on the other hand, supported both chicken and rabbit ranches as well as the cultivation of the grain and feed products. Montebello farmers gained fame for their flowers in addition to the production of nuts and berries. As early as 1913, the town hosted an annual flower show to showcase its blooms. Farms ranged from simple one-farmer truck operations to larger, more sophisticated enterprises. Residential and ancillary uses, such as schools, were also present in the area during the years that pre-dated World War II and the post-war explosion of area industry and tract housing (City of Whittier n.d.; City of Rosemead n.d.; *Los Angeles Times* 1903 and1913).

### 5.1.5.3 Industrial Development

Industrial development within the Study Area was heavily influenced by the railroads, the discovery of oil, and the rise of the industrial park at the turn of the twentieth century. Industrial development in Los Angeles began in the late nineteenth century when the flat lands adjacent to the Los Angeles River near downtown became the initial location of a vast East Los Angeles industrial district that would eventually extend southward through Vernon and then continue eastward through what would become Commerce. Making this industrial development possible was the extensive network of Union Pacific Railroad, Southern Pacific Railroad, and Atchison, Topeka & Santa Fe Railway main lines and spur tracks that served the region, allowing for convenient delivery of raw materials and transportation of finished goods.

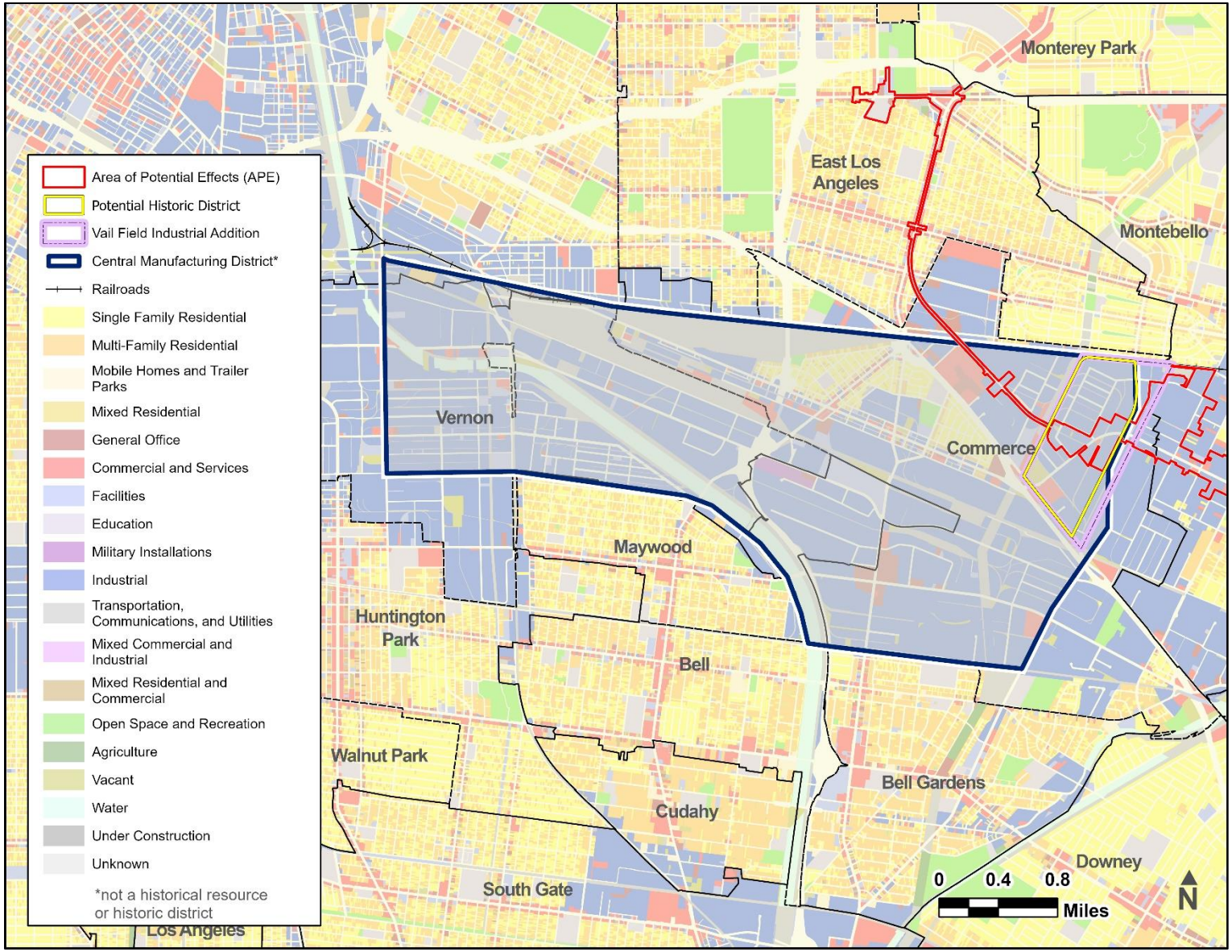
In 1908, City officials enacted a major zoning ordinance, creating seven industrial districts along the railroad lines as well as east and south of the Los Angeles River (Nicolaides 1999). In 1917, oil was discovered in the Montebello Hills and rapidly transformed the agricultural economy into an industrial one. Motivated by those factors, as well as the availability of enormous tracts of unimproved land adjacent to the Los Angeles River, a group of Chicago-based investors announced the formation of the Union Stock Yards of Los Angeles and an adjacent Central Manufacturing District in 1922 (*Los Angeles Times* 1960). That same year, the Janss Investment Company sold 200 acres adjacent to its Belvedere Gardens subdivision to the Union Pacific Railroad, intending to create “an industrial city” that would significantly bolster the population of Los Angeles (*Los Angeles Times* 1922). Development of the Union Pacific Industrial District contributed to a pattern of “industrial decentralization in Los Angeles” that planning historian Greg Hise sees as the “roots of the post–World War II urban region.” After the war, “industrial expansion spurred regional employment,” combined with a pattern of homebuilding that came to define Los Angeles as the home of suburban sprawl (Hise 1993).

The original Central Manufacturing District, located in Chicago, was pivotal in American industry. In 1896, financier Frederick H. Prince developed a new concept for planned industrial districts consisting of a cluster of manufacturing and commercial buildings for a variety of businesses centered around critical transportation infrastructure, which would revolutionize industry. Prince acquired the Chicago Junction Railway, the Chicago Union Stockyards, and the adjacent land holdings. To capitalize on the potential to generate traffic on the railroad, Prince developed the Central Manufacturing District, the first modern industrial park in the United States, on 285 acres near the Union Stockyards beginning in 1902. The district included a freight station, which helped to lower the collective shipping costs for businesses

within the district, and connections to the main railroad lines. The district had a power and steam plant that powered the buildings and factory equipment. The streets in the district were privately owned, so that Prince's company had total control over operations. Prince set high architectural standards for the district and planted gardens and trees along the parkways (Ibata 1985). Due to the success of the first Central Manufacturing District, Prince opened a second district on an adjacent tract in Chicago in 1915. The second district had buildings that faced a railyard at the rear with austere, common industrial designs. However, the building fronts faced a residential neighborhood, so Prince ensured that the façades of the buildings complemented the character of the neighborhood by employing Gothic Revival-style architectural features. Soon after, competitors began to adopt the industrial park model developed by Central Manufacturing District, Inc. (Ibata 1985).

The Los Angeles Centra Manufacturing District was developed on a 300-acre tract of the old Rancho San Antonio, one of the original Spanish land grants, along the Los Angeles River. Like the second Chicago district, Central Manufacturing District of Los Angeles was centered on a railyard with multiple spurs leading to factories, warehouses, and packing houses built on a grid of streets. The district was adjacent to the Los Angeles Union Stockyards and the Los Angeles Junction Railway, which the company built, and the main lines of the Union Pacific Railroad and the Santa Fe Railway (now part of BNSF Railway). The Union Stockyard and Transit Co. claimed to offer "service coupled with efficiency, scientific co-operation on a large scale–and strategic location… a location for its plants where all railroads meet…" (Chicago Commerce 1923). Prince's influence on the aesthetic of the district was evident, as well. At the center of the district was the monumental Spanish Colonial Revival-style Freight Terminal and Manufacturers' Building on Loma Vista Avenue in Vernon, though this building was demolished in the 1980s. Other plants and warehouses displayed popular architectural styles of the period.

In 1928, the Santa Fe Railroad purchased the Central Manufacturing District for further development and added new areas in 1930, 1932, and between 1947 and 1952 to provide for new and expanding industries and services. Companies located in the district included food, automobile, furniture, household items, machinery, paints, paper, plastics, steel, trucks, wood, cosmetics, processing, and service companies of all types. Today, the district spans approximately 5,000 acres and is partially located within the Cities of Commerce, Bell, and Vernon, eastward from Soto Street to Garfield Avenue; the southern edge is bordered partly by Fruitland Avenue and Randolph Street; on the northern edge are Washington Boulevard and Interstate 5, partially extending north beyond the freeway line (**Figure 5.2**) (LAPL 2020). Architecturally, the new industrial tracts of East Los Angeles contained a wide variety of industrial building types, including warehouses, manufacturing facilities, and combination office/factories with designs ranging from the utilitarian (concrete, brick, or corrugated metal) to the popular architectural styles of the day (Spanish Colonial Revival, Streamline Moderne, Moderne, vernacular Modern, and Modern).




Source: CDM Smith/AECOM JV 2022.

**Figure 5.2. Overview of Central Manufacturing District**

The model for industrial parks established by Central Manufacturing District, Inc. was followed across America, until railroad shipping declined in favor of automotive trucking in the post-World War II era (Preservation Chicago 2020). By the late 1940s, advances in mechanical refrigeration technology for trucks made it easier and more versatile for overland freight to use trucks rather than rail transport. Furthermore, the implementation of the Interstate Highway Act of 1956 spurred a trucking industry boom. The Interstate system changed the connectivity of highways in the United States and the way in which they were financed (U.S. Department of Transportation [USDOT] 2006). The Interstate system expanded more than 40,000 miles of highways and significantly expanded the reach of the trucking industry (USDOT 2006). By the late 1950s, industrial complexes were already phasing out direct warehouse-to-railcar loading as a design plan aspect; and planned industrial districts of the 1960s and 1970s prioritized truck access, grander scale, uniformity, and proximity to highways.

The Vail Field Industrial Addition was a planned industrial development and an addition to the regional Central Manufacturing District of Los Angeles (see **Figure 5.2**). The Vail Field Industrial Addition is in the easternmost portion of the Central Manufacturing District and was primarily developed between 1951 and 1960, with some later infill construction and redevelopments from 1960 to 2015. As part of the larger, regional Central Manufacturing District, the setting of the Vail Field Industrial Addition is suburban industrial. Many of the buildings within the Vail Field Industrial Addition were designed with the intent to create a "industrial garden setting" with the incorporation of landscaped lawns, trees, shrubs, planters, and tropical plants (*Los Angeles Times* 1953b). The majority of the buildings within this area are Modern-style concrete tilt-up construction with stone veneer accents and steel roof construction. The facilities are characterized by the dual access to the former internal railway network behind the buildings and streets at the front. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes.

The City of Montebello also experienced a growth of industrial development. The Montebello Park development, which intersects the Study Area, is representative of the community's post-World War II surge of industrial development. The Montebello Park development is an example of one of the largest and most intricately designed and planned industrial community efforts from the period (Hise 1993, 1997). Originally envisioned in 1925 and promoted by the J. B. Ransom Company, construction stalled because of economic instability during the Great Depression; the subdivision was not fully built out until after 1950 (*Los Angeles Times* 1925).

## 5.1.5.4 Residential Development

After the legal issues surrounding the Arcadia Bandini estate were finally settled in 1921, the Janss Investment Company began the subdivision of what would be known as Belvedere Gardens, which is within the Study Area (today unincorporated East Los Angeles) (*Los Angeles Times* 1921b). In Belvedere, Janss' real estate strategies targeted laborers of Mexican origin who, until that time, had resided in and around the pueblo or in Boyle Heights. The Janss Investment Company offered various home ownership opportunities, either through the purchase of inexpensive, company-built dwellings or through the purchase of an empty lot, upon which the owner could live and then build a home over time. According to historian Becky Nicolaides, "In Belvedere, the home ownership rate was 44.8 percent among the Mexican-origin population, significantly higher than the Los Angeles average of 18.6 percent for the same population group" (Nicolaides 1999). Another factor facilitating home ownership for those of Mexican origin was the Pacific Electric Railway line, with stops at Janss subdivisions that opened up the

east side to Mexican workers, many of whom had actually built the streetcar lines that they used (Romo 1983).

Industrial and real estate interests worked in concert to provide housing for industrial workers. In addition to the industrial developments, suburban residential expansion in the Study Area followed a rapid pace following World War II. Subdivisions were constructed until the mid-1950s when the area was all but completely built out. Minimal Traditional-style tract houses are characterized throughout the Cities of Commerce, Montebello, Whittier, Pico Rivera, and Santa Fe Springs.

The area's development history prior to World War II indicates that not one specific developer was responsible for residential subdivision. Instead, numerous owners and builders purchased individual lots then improved them either for their own use or as speculative investments. After World War II, new practices from large and well-financed developers, known as community builders, led to permanent shifts in the real estate landscape. By adapting mass production techniques for home building, community builders oversaw all aspects of a new residential project, from subdividing and street improvements (including utilities) to constructing the houses, complete with lawns, garages, and driveways. The developers also handled marketing, arranged financing, and sold the houses, often from furnished on-site models (Hise 1997).

After World War II, population growth, the robust postwar industrial economy, and suburban expansion brought about significant changes to the built environment in the Study Area.

#### 5.1.5.5 Commercial Development

Following World War II, millions of Americans began to take to the road in new automobiles, move to the suburbs, eat out at their favorite coffee shops, and watch movies at drive-ins. Manufacturers, however, had spent the preceding four years on the war effort and had not been able to redesign their commercial products in any noticeable way, leaving the commercial landscape open to innovation. Historian Chester Liebs notes that everything from automobiles to roadside buildings was dominated by prewar motifs (Liebs 1995). Therefore, architects and business owners used various techniques to attract the attention of passing motorists and distinguish themselves from their predecessors. The first was the Modern trend of exaggerating the building's functional components, such as Eduardo Catalano's "hyperbolic parabola" roof in 1955, V-shaped columns, large expanses of floating glass, and undulating canopies of concrete (Liebs 1995). In Los Angeles, these design features are best exemplified by architectural designs for coffee shops, bowling alleys, supermarkets, and other commercial buildings, such as Ship's Westwood (1958, demolished 1984) and the Bob's Big Boy chain of restaurants, which used large fiberglass statues of Big Boy out front in addition to magnificent neon signs to attract customers to its modern buildings (Hess 1985). The term "Googie" is used by architectural historians to denote this commercial roadside architectural design style, which is marked by upswept rooflines; a rich use of color and texture; and dramatic nighttime signage displays that are fully integrated with the architectural design.

The second trend was nostalgic architecture that recalled the prewar years with quaint storybook cottages, wigwams, teepees, and the like, along with newer "themed styles" representing the Orient, the South Seas, the Old World, and South of the Border. Some formal examples are termed "Polynesian Pop" or "Tiki" (Phoenix 2001). Trader Vic's, established in 1936 in Oakland, California, is an early example. Fantasy and technology-related motifs were also used, reflecting the public's fascination with

1950s and 1960s advances in technology and space exploration. One such space-age example is the Theme Building (1961) located at Los Angeles International Airport that offers views of the runways.

The Western style was another popular example for a themed building, evoking nostalgia for the "good old days" before the world wars and the era of technological innovation. Pop culture historian Charles Phoenix writes that western theme parks, wigwam-shaped motel rooms, log cabin restaurants, and chuck wagon buffets offered an alternative to the space-age look of the day. The western-themed motels, cafes, barbeque joints, and restaurants took the suburban ranch style to the extreme. Many had wood-paneled interiors and "authentic" décor, including old wagon wheels, hurricane lamps, and stuffed wild animals (Phoenix 2001). An early example of the constructed western environment is Knott's Berry Farm's School House Road and Ghost Town located in Buena Park. Constructed during the 1940s and 1950s, the town had a schoolhouse, blacksmith shop, Chinese laundry, and costume-wearing staff. By the late 1960s and early 1970s, this brand of nostalgia was combined with out-and-out disenchantment with new technologies and urban renewal. The "rustic" vocabulary of brick walls or unpainted board-and-batten siding, smaller signs with less neon and more acrylic or wood, and low-maintenance landscaping was applied to many commercial establishments to telegraph an image of environmental awareness (Liebs 1995).

# 5.1.5.6 Community Histories

## 5.1.5.6.1 East Los Angeles

East Los Angeles is in unincorporated Los Angeles County, approximately 4 miles east of downtown Los Angeles. It is bounded by Los Angeles to the north and west, Montebello to the east, and Commerce to the south (Brandman 1988). East Los Angeles lies within the historic boundaries of Rancho La Laguna. By 1921, however, the last remaining cattle on the rancho had been removed to make way for "one of the city's newest suburbs," as it was promoted by the Janss Investment Company, which had subdivided nearby Belvedere Heights (now Boyle Heights) and Ramona Acres (now Monterey Park). With Janss offering lots for as little as 625 dollars, "low-end housing prices were significantly cheaper in Los Angeles than in most industrial cities," according to historian Mike Davis (Davis 2001). As was consistent with subdivision practices of the era, Janss made substantial site improvements, even establishing the Belvedere Water Company. In 1937, Belvedere Gardens community leaders officially changed the district's name to East Los Angeles (*Los Angeles Times* 1937). Historically the cultural center of the Mexican-American community in Los Angeles, East Los Angeles had an estimated population of 126,496 as of 2019, with a median income of $46,082 (US Census 2019).

East Los Angeles played a key role as an organizing hub for the Chicano Movement in the 1960s and 1970s. The Brown Berets, a Chicano civil rights group, were particularly active in East Los Angeles, combatting police brutality, organizing high school walkouts, and establishing El Barrio Free Clinic (Los Angeles Conservancy 2020). Community frustration reached a peak on August 29, 1970, as an estimated 20,000 to 30,000 people entered the streets of East Los Angeles to protest against the Vietnam War, police brutality, and underfunded schools (*Los Angeles Times* 2020). The National Chicano Moratorium March started near 3rd Street at Fetterly Avenue on the morning of August 29th and continued down 3rd Street, down Beverly Boulevard, Atlantic Boulevard, and then to Whittier Boulevard. The march ended at Laguna Park, now Ruben Salazar Park, where speakers, including Cesar Chavez and Rodolfo "Corky" Gonzales were scheduled to speak (*Los Angeles Times* 2020). While the march was peaceful, the day erupted in violence as police were called to the Green Mill Liquor Store in

response to teenagers accused of stealing drinks (*Los Angeles Times* 2020). Chaos ensued along Whittier Boulevard as police units were pelted with rocks and tear gas was deployed. *Los Angeles Times* reporter and Chicano activist, Ruben Salazar was killed in the Silver Dollar Café as a Los Angeles County Sheriff's Deputy fired a tear gas canister into the building, hitting Salazar (*Los Angeles Times* 2020). By the time the dust cleared, three people were killed and an estimated 200 people were arrested.

### 5.1.5.6.2 Montebello

The City of Montebello, 7 miles east of downtown Los Angeles, lies within the historic boundaries of Rancho San Antonio, La Merced, and Paso de Bartolo. In 1887, pioneer Jewish merchants Harris Newmark and Kaspar Kohn purchased 5,000 acres and platted the town of Newmark, later renamed Montebello. The Simons Brick Company was established on a 100-acre tract adjacent to the Atchison, Topeka & Santa Fe Railway tracks in 1905, and the company imported Mexican laborers who lived in company barracks next to the pit. Montebello became the location of the largest brick factory in the west. Oil was discovered in 1917, rapidly transforming the agricultural economy into an industrial one, and the City of Montebello was incorporated in 1920. In the 1950s and 1960s, 800 acres of land formerly owned by Chevron USA was subdivided and developed for tract homes. During that same period, Montebello transitioned from a predominantly Anglo community to a multi-ethnic "U.N. of the Southeast," as described by the *Los Angeles Times* in 1968. The newspaper reported that the multi-cultural middle-class population of Montebello included Armenians, who, in 1968, constructed a monument near the Montebello Hills Golf Course commemorating the Armenian genocide; Chinese; Croats; Filipinos; Iranians; Japanese; Jews; Koreans; Mexicans; Thais; and Vietnamese (Takahashi 1979). The City of Montebello has become a manufacturing commercial hub and has a population of 62,943 as of 2020, with a median income of $80,797 (City of Montebello 2021).

### 5.1.5.6.3 Commerce

Although Commerce was not incorporated until 1960, industrial development had been present in the area since the early 1900s. The Simons Brick Company opened the first major industrial plant in the area in 1905. At its peak in the 1920s, the plant employed more than 3,000 people (including women and children). The plant's bricks were used to build numerous landmark buildings in Los Angeles, including city hall and the University of California at Los Angeles's Royce Hall. The Samson Tire and Rubber Company came to the area in 1929 with a striking 240,000-square-foot Assyrian-style plant that employed 2,500. Automaker Chrysler opened a plant in the area in 1932, and Ford built a parts depot facility in 1951 (English and GuneWardena 1997).

Prior to the 1951 development of the Vail Field Industrial Addition industrial district, the area functioned as Vail Field. Vail Field was established during the 1920s and featured unpaved, earthen runways and several storage hangars. The site was one of the first airmail contractors, with Western Air Express and served some commercial flights (WPA 2020). The site was also among one of the airfields Charles Lindbergh and Spirit of Saint Louis visited in 1927.

Following World War II, expansion and industrial development of Commerce increased. Vail Field was among one of the last large, open, and undeveloped areas within Commerce's burgeoning industrial area (**Figure 5.3**). The property's large tracts of open land became attractive as real estate investments and ultimately closed by 1950 (WPA 2020). Washington Boulevard and Garfield Avenue were extended

through the south and eastern ends of the former airfield, and the runways and hangars were demolished and replaced with railroad alignments and roadways.



**Figure 5.3. Vail Air Field, Commerce, 1926 (WPA 2020)**

In the late 1950s, Warren Bedell, an employee of the nearby Firestone plant, conceived the idea to incorporate the neighborhoods of Rosewood Park and Bandini into what is now Commerce. With corporate sponsorship and homeowner support, Commerce was officially incorporated on January 28, 1960. During the 1960s, the City added civic amenities such as a library, an "aquatorium," and a new city hall. Commerce had more than 100 of the nation's 500 largest corporations operating within its city limits by May of 1976 (English and GuneWardena 1997). Although some of the older industries began to leave in the 1970s, the City added a number of distribution centers and warehousing facilities (English and GuneWardena 1997). Commerce underwent major redevelopment in the decades following the 1970s. These projects included new residential developments and a business park. When the Commerce Casino and Hotel opened in 1990, it quickly became the City's second-largest employer. That same year, the landmark Samson plant reopened as a specialty retail center, with office space and a 200-room hotel. In 2020, Commerce had a population of 12,719 with an average income of $63,343 (City of Commerce 2020).

# 5.2 Identification of Historic Properties in the Area of Potential Effects

## 5.2.1 Field Survey

### 5.2.1.1 Architectural Resources

The intensive field survey identified 178 historic and architectural resources that were more than 45 years old, using 2042 as the horizon year (the horizon year at the time of survey), in the APE. Of the 178 resources, 66 were previously recorded and revisited, and 112 were newly identified, recorded, and evaluated for eligibility for listing in the NRHP. Of the newly recorded 112 resources, 38 are recommended eligible for listing in the NRHP as contributors to a newly recorded historic district (Vail Field Industrial Addition) identified during the survey. Additionally, two resources are recommended individually eligible for listing in the NRHP, as discussed in **Section 5.3**. The remaining 62 resources are recommended ineligible for listing in the NRHP. Detailed identification and evaluation information for all 161 historical and architectural resources in the APE is provided on California DPR 523 forms in **Attachment D**, of this report.

Through consulting party outreach performed for this Build Alternative, one additional historic property was identified within the APE: the NRHP-listed National Chicano Moratorium March (National Chicano Moratorium March) Historic District (National Register Information System Identification Number [NRIS ID#] 100002655).

### 5.2.1.2 Archaeological Resources

Approximately 95 percent of the Build Alternative footprint within the APE is paved. These areas were inspected, but not transected. Unpaved areas with exposed soils were surveyed using 10 meter intervals. Of the remaining 5 percent of the Build Alternative footprint within the APE with exposed soils, only about 10 percent of the ground surface was visible due to vegetation cover or imported gravels. All vegetation consisted of non-native seasonal grasses or non-native landscaping.

One historic-period archaeological resource (PD-2) was identified during the pedestrian surveys. This resource did not appear eligible for inclusion in the NRHP. PD-2 consists of two parallel railroad tracks approximately 80 feet long set perpendicular across Saybrook Avenue. Based on historic topographic maps and aerials, the tracks were built sometime between 1957 and 1966. During this time these tracks were part of a dead-end partial loop that connected to the larger Union Pacific Rail to the north through the western ROW. Except in the road, the tracks were removed sometime between 1993 and 2003. The ROW for these features is still present; however, the tracks have been removed except where they are embedded within Saybrook Avenue. The ROW was not surveyed beyond the APE.

Railroads can be associated with Los Angeles and surrounding locations as being historically significant for their association with historical events or community development. However, these features are too new and do not represent the growth of transportation often connected with the history of Los Angeles

throughout the late 1800s; thus, PD-2 is not recommended eligible for NRHP listing under Criterion A. No direct connection to persons important to history were identified and the railroad does not represent distinctive characteristics of construction or design indicating the site is not eligible for listing on the NRHP under Criterion B or C. PD-2 no longer retains historic integrity and does not have the potential to yield important scientific or historical information or data, making it ineligible under Criterion D of the NRHP. Therefore, PD-2 is recommended as not eligible for listing in the NRHP under any criteria. California DPR 523 forms for PD-2 are included in **Attachment D**, of this report. Therefore, newly recorded resource PD-2 is in the APE, but does not appear eligible for listing in the NRHP and is not considered a historic property for the purposes of Section 106 of the NHPA. This resource is not addressed further.

# 5.3 Historic Properties in the Area of Potential Effects

The NHPA defines a historic property as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the NRHP" (54 U.S.C. § 300308). The cultural resources study identified ten historic properties in the APE, including one NRHP-listed Historic District, one NRHP-listed building, three NRHP eligible properties, four recommended NRHP eligible individual properties, and one historic district recommended eligible for the NRHP (**Table 5.1**). Historic properties are identified by reference numbers on the APE map (see **Attachment A**). DPR series 523 forms were completed for the potential historic district and newly recorded historic properties. DPR updates were completed for the previously recorded buildings. The DPR forms are included in **Attachment D**, of this report.

**Table 5.1. Historic Properties in the APE**

| Reference No. | Primary No. | Address | Date | Description | OHP Status Code |
|---|---|---|---|---|---|
| 1 | NRIS ID# 100002655 | 3rd Street, Beverly Boulevard, Atlantic Avenue, Whitter Boulevard, and Ruben Salazar Park | 1970 | National Chicano Moratorium March | 1S |
| 2 | 19-176590 | 4765 4th Street, East Los Angeles, CA | 1938 | Griffith Science, Technology, Engineering, Art, and Mathematics (STEAM) Magnet Middle School (DOE-19-94-0475-0000) | 3D; 3CD; 5S2; 7N1 |
| 3 | 19-176524/ NRIS IS# 82002192 | 5176 Whittier Boulevard, Los Angeles, CA | 1927 | Golden Gate Theater | 1S; 1CS |
| 4 | Not assigned | Vail Field Industrial Addition – Commerce, CA | 1951–1960 | Planned industrial park – historic district | 2S2; 3CS |

| Reference No. | Primary No. | Address | Date | Description | OHP Status Code |
|---|---|---|---|---|---|
| 5 | 19-190999 | 2187 Garfield Avenue, Commerce, CA[1] | 1955<br>1952 | Pacific Metals Company | 2S2; 3CB |
| 6 | 19-191000 | 2353 Garfield Avenue. Commerce, CA[1] | 1952 | Goodyear Tire and Rubber Company Warehouse | 2S2; 3CB |
| 7 | Not assigned | 6838 East Acco Street, Commerce, CA | 1957 | Earl Frederic (E.F.) Hauserman Company Building | 3CS, 5S3 |
| 8 | 19-191003 | 900 South Greenwood Avenue, Montebello, CA | 1947 | Greenwood Elementary School (DOE-19-90-0060-0000) | 2S2; 3CS |
| 9 | 19-191005 | 864 Washington Boulevard, Montebello, CA | 1940 | South Montebello Irrigation District | 2S2 |
| 10 | 19-191004 | 860 Washington Boulevard, Montebello, CA | 1937 | Spanish Colonial Revival-style single-family residence | 2S2 |

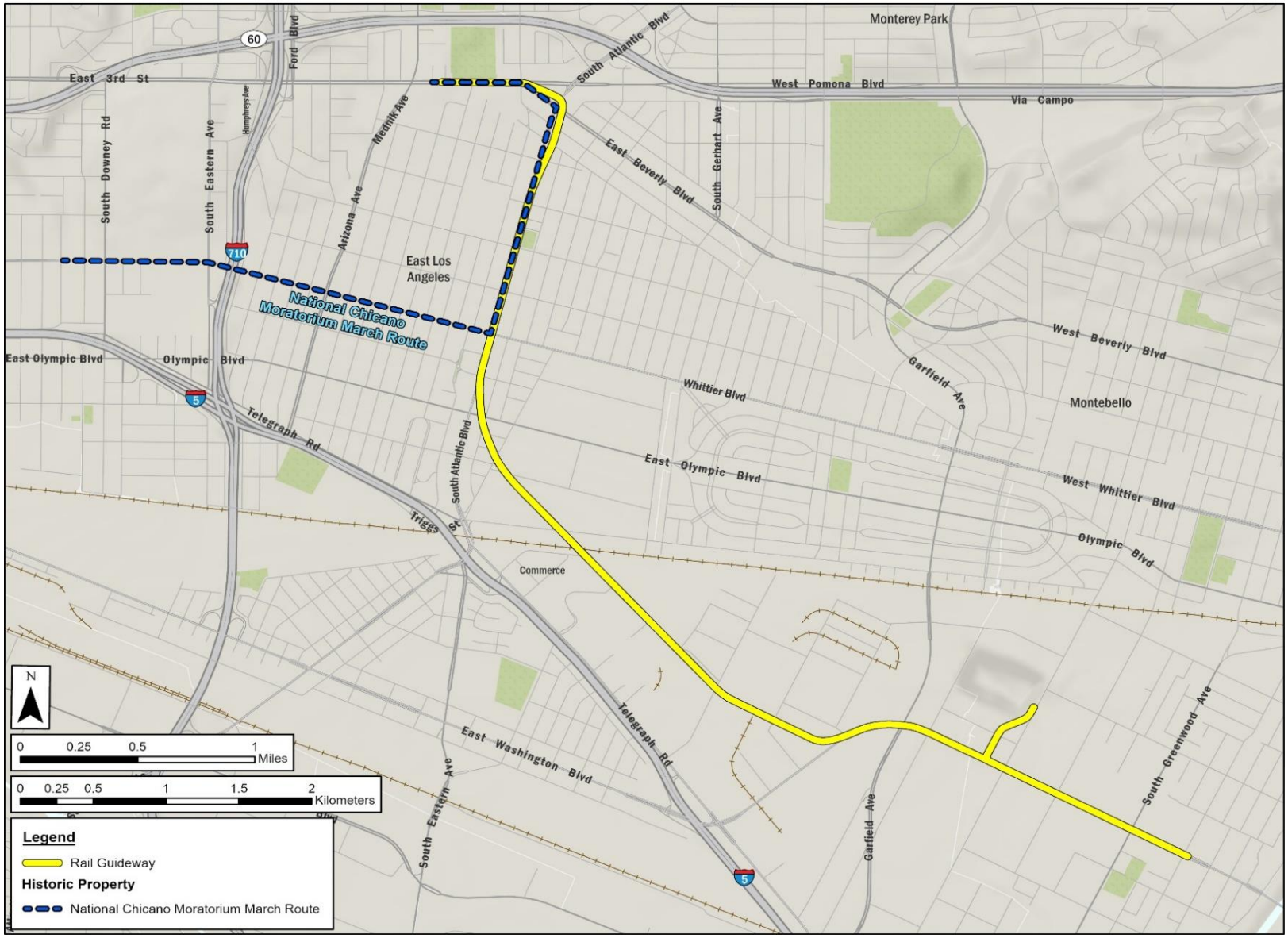
Source: South Central Coastal Information Center 2024; AECOM JV 2024.
Note:
[1] Contributor to the Vail Field Industrial Addition.
Key: 1S = Individual property listed in the National Register of Historic Places; 1CS = Individual property listed in the California Register of Historical Resources; 2S2= Individually determined eligible for National Register of Historic Places by consensus through Section 106 process. Listed in the California Register of Historical Resources; 3B = Appears eligible for National Register of Historic Places both individually and as a contributor to a National Register of Historic Places eligible district through survey evaluation; 3CB = Appears eligible for California Register of Historical Resources both individually and as a contributor to a California Register of Historical Resources eligible district through a survey evaluation; 3CS = Appears eligible for California Register of Historical Resources as an individual property through survey evaluation; 3S = Appears eligible for National Register of Historic Places as an individual property through survey evaluation; 3D = Appears eligible for National Register of Historic Places as a contributor to a National Register of Historic Places eligible multi-component resource; 3CD = Appears eligible for California Register of Historical Resources as a contributor to a California Register of Historical Resources eligible multi-component resource; 5S2 = Individually eligible for local listing or designation; 5S3= Appears to be individually eligible for local listing or designation through survey evaluation; 7N1 =Needs to be reevaluated (former status code 4) - may become National Register of Historic Places eligible with restoration or other specific conditions; NRIS ID# = National Register Information System Identification Number; DOE = Determination of Eligibility

The Vail Field Industrial Addition is a recommended NRHP-eligible historic district identified by survey, which contains 40 identified contributing resources; two of these 40 contributing resources are also individually eligible for listing in the NRHP. The two individually eligible contributing resources are within the APE. On June 20, 2025, SHPO concurred with the eligibility finding for the Vail Field Industrial Addition historic district, 2187 Garfield Avenue and 2353 Garfield Avenue, as part of the Section 106 consultation for the proposed geotechnical boring for the Eastside Transit Corridor Phase 2 Project. For detailed information on the evaluation of these properties (see **Attachment D**). The historic properties, including the recommended historic district, are described in the following sections.

#### 5.3.1.1 National Chicano Moratorium March, East Los Angeles (Reference Number 1)

The National Chicano Moratorium March (NRIS ID# 100002655) is a NRHP listed historic district with eight contributing resources including the March Route itself, the El Barrio Free Clinic, the Silver Dollar Café, and Ruben Salazar Park. Listed on the NRHP on November 6, 2020, the district is significant at the national level under NRHP Criterion A for its association with social history and "Hispanic Politics/Government" with a period of significance of 1970. **Figure 5.4** shows the National Chicano Moratorium March in proximity to the Build Alternative.

The National Chicano Moratorium March took place on August 29, 1970, in response to high death rates of Mexican American Soldiers in the Vietnam War, and other inequities against Mexican Americans in Los Angeles (GPA Consulting 2020). The Moratorium March was a watershed event in Mexican American political activism and expression. The March route boundary runs through the center of the public right-of-way, including sidewalks from the East Los Angeles Civic Center, along Atlantic Avenue to East Whittier Boulevard, terminating at Ruben Salazar Park. The boundary for the historic district includes the streets and sidewalks along the March route from 3rd Street, Atlantic Boulevard, and Whittier Boulevard, the boundaries of the two properties at 4941-45 (Silver Dollar Café) and 5012 Whittier Boulevard (El Barrio Free Clinic), and the boundaries of Ruben Salazar Park. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report.




Source: Metro; CDM Smith/AECOM JV 2025.

**Figure 5.4. National Chicano Moratorium March Route**

### 5.3.1.2 Griffith STEAM Magnet Middle School, 4765 4th Street (Reference Number 2)

The Griffith STEAM Magnet Middle School (P-19-176590), initially constructed in 1939 and expanded in the 1950s and 1960s to accommodate steady increases in enrollment, is a Spanish Eclectic-style school campus that is recommended eligible for listing in the NRHP as a potential historic district under NRHP Criterion C at the local level for its significant design (**Figure 5.5**). The district reflects several historic design themes identified in the *Los Angeles Unified School District Historic Context Statement 1870-1969* (Sapphos Environmental, Inc. 2014) including Early Experiments in the Modern, Functionalist School Plan, 1933-1945 and Educating the Baby Boom: The Postwar Modern, Functionalist School Plan, 1945-1967. The school was previously assessed in 1979, 1994, and 2014. The original 1979 survey identified the school as eligible for listing in the NRHP (assigned OHP status code 7N1 [former status code 4]). In 1994, the property was identified as individually eligible for local listing or designation (assigned OHP status code 5S2). The 2014 survey suggested that further study was needed to make an evaluation but did identify the Griffith STEAM Magnet Middle School as a potential historic district. For the purposes of this evaluation, the district's period of significance is 1939, aligning with the school's initial construction date and for its associations with the PWA. The school's original core, northeast of the 4th Street and Mednik Avenue intersection, consists of three Spanish Eclectic- and Modern-style buildings. The architectural style of the buildings, their function, and their arrangement on the campus represent key character-defining features. The buildings that face 4th Street (from the east) and that are closest to the Project include two/three-unit relocatable structures built in 1953, 1962, 1966, and 1967, auditorium building (1957), and the Administration Building (1977). These later buildings create a visual buffer between the PWA-era buildings and the Project. The boundary of the property is identified as 4th Street to the south, Mednik Avenue to the west, and 3rd Street to the north, Ferris Avenue to the east. The school also shares a property line with the Gracelight Community Health Building situated near its northeast corner. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report.



**Figure 5.5. Griffith STEAM Magnet Middle School Constructed 1939 (4765 4th Street) View Northeast**

### 5.3.1.3 Golden Gate Theater, 5176 Whittier Boulevard (Reference Number 3)

The Golden Gate Theater (also known as the Vega Building) (P-19-176524) was constructed in 1927 (**Figure 5.6**). The property was listed in the NRHP in 1982 (NRIS ID# 82002192) as being significant at the local level but does not specify the NRHP Criteria as the nomination form used at that time did not state the NRHP Criteria on the NRHP form. Given the historic themes of architecture and theater identified on the form, the criteria are presumed to be Criterion A for its social interrelationship with the surrounding community and under Criterion C as an excellent example of Art Deco and Spanish Churrigueresque styles. The period of significance is 1927. The building complex originally included large two- and three-story buildings, composed of offices, shops, apartments, and a theater designed by the Balch Brothers architectural firm. The Vega Building was damaged by the 1987 Whittier earthquake and was demolished in 1991, leaving only the detached Spanish Churrigueresque-style Golden Gate Theater building. Between 2007 and 2012, the Golden Gate Theater building underwent a restoration project and now functions as a retail location for CVS Pharmacy (CVS). The character defining features for the building include its distinctive Churrigueresque design elements on the first floor and cornice, the intervening vertical projects in between, and its overall massing. While the NRHP form identifies a boundary that includes a rectangular parcel that is bounded to the north by Whittier Boulevard, to the east by Atlantic Boulevard, two commercial lots to the south, and by a commercial storefront and parking lot to the west, due to modifications to the setting immediately surrounding the Golden Gate Theater, namely the demolition of the Vega Building, the only remaining contributing resource and feature on this historic property is the building itself. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report.




**Figure 5.6. Golden Gate Theater Constructed 1927 (5176 Whittier Boulevard) View Southwest**

### 5.3.1.4 Vail Field Industrial Addition, Commerce (Reference Number 4)

The Vail Field Industrial Addition is a planned industrial park in Commerce (see **Figure 5.7**). It is a cohesive, intact, geographical district that is distinctive for its Mid-Century Modern industrial facilities, intentional landscape elements, and truck and rail access plan. The Vail Field Industrial Addition is recommended to be eligible for listing in the NRHP as a historic district. It is significant at the local level under NRHP Criterion A in the area of industrial community planning and development in the growing Los Angeles metropolitan area. The district is also recommended eligible under Criterion C, because it contains several notable local examples of industrial architecture from the 1950s that reflect the eclectic Mid-Century Modern style. The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition in the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report. SHPO concurred with this determination of eligibility on June 20, 2025 (See **Attachment B**).

The Vail Field Industrial Addition historic district boundary is bounded by the Union Pacific Railroad ROW to the north; Garfield Avenue and Malt Avenue to the east; Telegraph Road to the south; and the transmission line ROW to the west (see **Figure 5.7**). The boundary was determined based on the historical pattern of development associated with the Vail Field Industrial Addition. Historically, Vail Field was bounded by Yates Avenue to the east. Due to non-period infill construction, geographical

separation, and lack of rail and truck access, the recommended historic district boundary was determined to only include properties west of Garfield Avenue.

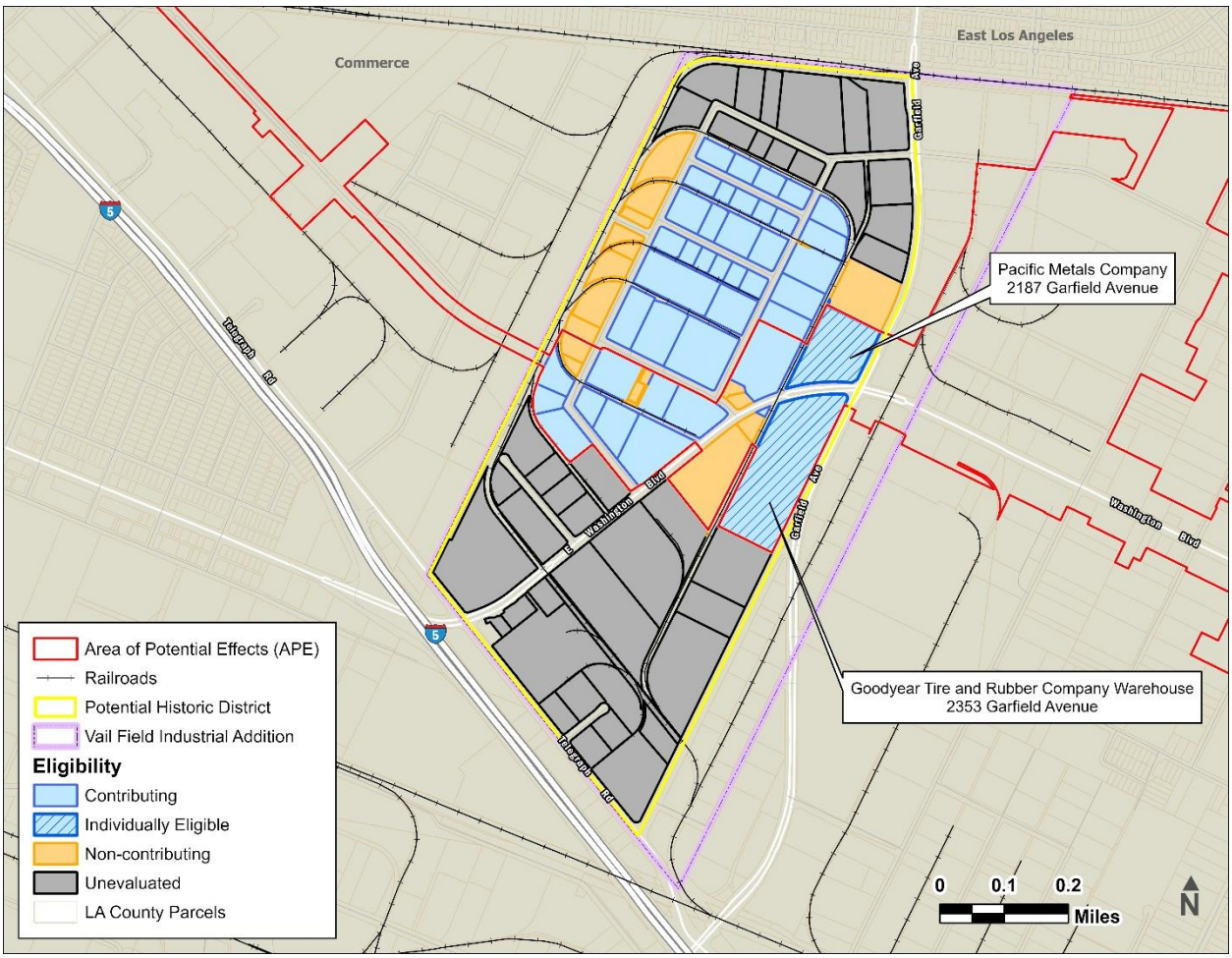
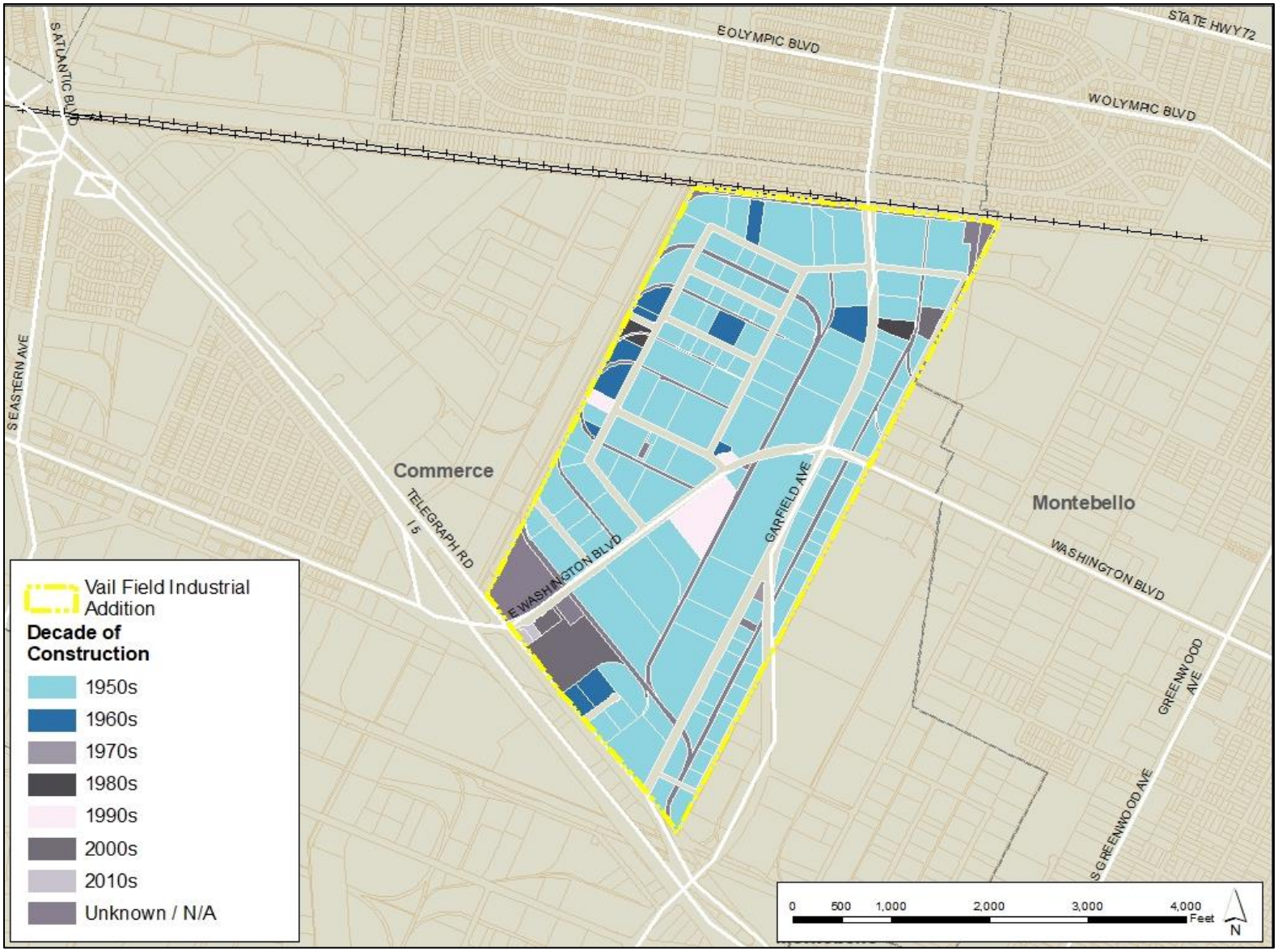



**Figure 5.7. Vail Field Industrial Addition Historic District**

The industrial park was built around a post-World War II shipping system that was designed for the transfer of manufactured goods via localized railways. The Vail Field Industrial Addition was primarily developed between 1951 and 1960, with some minor infill construction and redevelopment from 1960 to the present (**Figure 5.8**). The district's character defining features center on its role as an industrial park that contains large, sprawling buildings featuring diverse modernistic architectural influences, including International Style, Futurist, and Contemporary elements on eclectic façades, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features. Washington Boulevard is the main thoroughfare that bisects the district, with Telegraph Road and Malt Avenue/Garfield Avenue providing major freight access to the south and east.




Source: CDM Smith/AECOM JV, 2022.

**Figure 5.8. Vail Field Industrial Addition Construction Timeline**

The Vail Field Industrial Addition is identified as a historic district (see **Table 5.1**) with at least 40 contributors, 20 noncontributors, and 41 potential contributors.

Contributing properties—through their physical design and association—illustrate the functional and aesthetic design concepts associated with industrial complexes of the 1950s. Many buildings within the Vail Field Industrial Addition were designed with the intent to create a "industrial garden setting" with the incorporation of landscaped lawns, trees, shrubs, planters, and tropical plants (*Los Angeles Times* 1953a). The majority of the buildings within the district are Modern-style concrete tilt-up construction with stone veneer accents and steel roof construction. The buildings within the Vail Field Industrial Addition demonstrate a unique variation of styles, scale, materials, and form features that are not typically evidenced in other industrial areas where design repetition is more common. The district also includes the rail network and roadway alignments that were integral aspects of the development, function, and use of these properties. **Figure 5.9** through **Figure 5.15** show sample buildings and features within the Vail Field Industrial Addition. The figures show examples of the landscape elements described above, such as planters and shrubs and topiaries.



**Figure 5.9. Former Bralco Metals Company Building Constructed 1954 (6489 Corvette Street) View Northeast**




**Figure 5.10. Former Titanium Metals Corporation of America Building Constructed 1954 (6465 Corvette Street) View East**




**Figure 5.11. Former W. P. Wooldridge Company Building Constructed 1954 (6440 Fleet Street) View Southwest**



**Figure 5.12. Former Marwais Steel Company Building Constructed 1953 (6466 Gayhart Street) View Southwest**




**Figure 5.13. Former Hoffman Hardware Company Building Constructed 1953 (6625 East Washington Boulevard) View North**




**Figure 5.14. Former Sues, Young & Brown Inc. Building Constructed 1956 (2200 Saybrook Avenue) View Southeast**




**Figure 5.15. Former Colorado Fuel & Iron Corporation Building Constructed 1954 (2444 Saybrook Avenue) View Northeast**

#### 5.3.1.5 Pacific Metals Company, 2187 Garfield Avenue (Reference Number 5)

The Pacific Metals Company (also known as the Rolled Steel Company) building is individually eligible under NRHP Criterion A at the local level of significance because of its association with noteworthy events in the history of industry as well as community planning and development in Southern California during the post-Korean War with a period of significance of 1955. The building was constructed in 1955, during a time of major expansion in the construction and metal fabrication sector and exploding demand for specialty metal products from Southern California consumers. The large size of the facility speaks to its role as a key warehouse for the entire Los Angeles region. The timing of construction in 1955 also reflects the lifting of restrictions on specialty metals, which had been in place during the Korean War (1950-1953), and the subsequent dramatic rebound in non-defense-related demand. The Pacific Metals Company building is also individually eligible under NRHP Criterion C at the local level of significance for its distinctive architectural design and qualities. The building is an excellent example of local International Style industrial architecture from the 1950s (**Figure 5.16**).

The Pacific Metals Company building also contributes to the Vail Field Industrial Addition historic district. The construction of this building directly contributes to the significance at the local level of the Vail Airfield Industrial Addition under NRHP Criterion A as a planned industrial park due to its association with manufacturing and under NRHP Criterion C as a distinctive example of the International Style design during the district's period of significance from 1951 to 1960. Its character defining features include its large boxy massing, International Style elements such as the vertical fins situated on part of the sides and front of the building, upper elevation casement windows, and enframed facades. The boundary of the property consists of Washington Boulevard to the south, Garfield Avenue to the east, a truck loading area to the north, and a railroad right-of-way to the west. The landscaping on the front of the building does not date from the period of significance. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report. SHPO concurred with the FTA's determination of eligibility for this building on June 20, 2025 (See **Attachment B**).



**Figure 5.16. Pacific Metals Company Building Constructed 1955 (2187 Garfield Avenue) View West**

### 5.3.1.6 Goodyear Tire and Rubber Company Warehouse, 2353 Garfield Avenue (Reference Number 6)

The Goodyear Tire and Rubber Company warehouse, built in 1952, is eligible under NRHP Criterion A at the local level of significance for its association with the history of industry in Southern California as well as community planning and development during the post-World War II period. The building is a direct result of suburban development throughout the region and exploding demand for automobiles and automotive products from Southern California consumers. Its significance is intimately tied to its important role as a supplier of tires for the rapidly growing automobile industry in Southern California after World War II, which was a key trend in the suburbanization of the region during this period. The character defining features of the Goodyear Tire and Rubber Company Warehouse includes its approximately 300,000-square-foot massing, one-story reinforced-concrete bow truss-roof structure warehouse, and utilitarian International-style design elements (**Figure 5.17**). The Goodyear Tire and Rubber Company warehouse also contributes to the Vail Field Industrial Addition historic district. The construction of this building directly contributes to the significance at the local level of the district under NRHP Criterion A as a planned industrial park due to its manufacturing function during the period of significance from 1951 to 1960. The boundaries of the property include a truck loading area to the south, Garfield Avenue to the east, Washington Blvd to the north, and a railroad ROW to the west. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report. SHPO concurred with this determination of eligibility on June 20, 2025.




**Figure 5.17. Goodyear Tire and Rubber Company Warehouse Constructed 1952 (2353 Garfield Avenue) View West (Google Streetview 2023)**

### 5.3.1.7 E.F. Hauserman Company, 6838 East Acco Street (Reference Number 7)

The E.F. Hauserman Company building is eligible under NRHP Criterion C at the state and local level for its International-style architecture with a period of significance in 1957, the building's construction date. The building is an excellent example of mid-twentieth century building trends of the style that was widely used in government, institutional, and commercial buildings. The building was developed and owned by John Stahl, constructed by Jack Macdonald, and designed by Cejay Parsons. The E.F. Hauserman Company building retains character defining features, including a projecting and cantilevered façade covered with stucco, a glass façade, and an embedded rock accent wall, are all features representative of the International Style (**Figure 5.18**). Utilizing minimal ornamentation and a glass façade, the building maintains an aesthetic appeal while also providing an economic build. The building has undergone minimal alteration since its 1957 construction and retains its historic integrity. The property is bounded by a private alleyway to the south, a shared parking area to the east, Acco Street to the north, and a loading and shared parking area to the west. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report.




**Figure 5.18. E.F. Hauserman Company Constructed 1957 (6838 East Acco Street) View West**

### 5.3.1.8 Greenwood Elementary School, 900 South Greenwood Avenue (Reference Number 8)

Greenwood Elementary School is eligible under NRHP Criterion A at the local level in the area of education and for its significant contribution to the patterns of school building in Southern California during the period of significance, 1947–1948 (**Figure 5.19**). The school reflects the historic design theme identified in the *Los Angeles Unified School District Historic Context Statement 1870-1969* (Sapphos Environmental, Inc. 2014); Educating the Baby Boom: The Postwar Modern, Functionalist School Plan, 1945-1967. Utilizing a contemporary style, Mid-Century Modern, the school design plan placed the administration building and classroom buildings on a large lot to accommodate the future population expansion as the area boomed with post-World War II manufacturing, commercial, and industrial plants. The new school design overturned traditional ideas of school architecture as a set of classrooms in relation to indoor corridors and stairs between floors. At Greenwood Elementary, traditional corridors became outdoor spaces heavily landscaped with trees and plantings, a landscape scheme emblematic of Southern California outdoor living. The property is bounded to the south by a fenced trucking company lot, to the east by Montebello Boulevard, to the north by Jacmar Drive and two residential lots, and to the west by Greenwood Avenue. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report. SHPO concurred with this determination of eligibility on March 18, 2013.



**Figure 5.19. Greenwood Elementary School Constructed 1947 (900 Greenwood Avenue) (View East)**

### 5.3.1.9 South Montebello Irrigation District Building, 864 Washington Boulevard (Reference Number 9)

The South Montebello Irrigation District building, located at 864 Washington Boulevard in Montebello, is eligible under NRHP Criterion A at the local level of significance for its association with the distribution of water to the rapidly growing City of Montebello and with agriculture (**Figure 5.20**). Although the South Montebello Irrigation District was established in 1921, the subject property dates to 1940 when Montebello's agricultural uses were giving way to industrial and residential uses. The irrigation district supplies an approximately 860-acre area with water pumped from an on-site well, in addition to several wells located throughout the district. Although the property consists of several buildings, only the administration building, located at the front (south end) of the parcel, dates to the period of significance. The character defining features of the symmetrically composed administration building includes its one-story height and rectangular plan. The wall cladding is red brick. The roof incorporates simple side gables without overhanging eaves. The roof is clad in red clay tile. Multi-light rolled-steel windows sheltered by metal awnings are arranged in a regular pattern. The property boundary includes Washington Boulevard to the south, the William and Florence Kelly House property to the east, a commercial truck parking lot to the north, and a parking lot for a fast-food restaurant to the west. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report. SHPO concurred with this determination of eligibility on March 18, 2013 (see **Attachment B**).



**Figure 5.20. South Montebello Irrigation District Building Constructed 1940 (864 Washington Boulevard) (View North)**

### 5.3.1.10 William and Florence Kelly House, 860 Washington Boulevard (Reference Number 10)

The residence located at 860 Washington Boulevard in Montebello is eligible under NRHP Criterion A at the local level of significance for its association with the residential development of Montebello in the pre–World War II era (**Figure 5.21**). The period of significance is the date of its construction in 1937. Designed in the Spanish Colonial Revival Style, the residence located at 860 Washington Boulevard represents a now-rare example of pre–World War II residential development in the El Carmel tract area of Montebello. Built for the original owners William Maurice Kelly and Florence Kelly, the property's character defining characteristics include its one-story height, U-shaped plan, smooth trowelled stucco walls, a red clay tile roof, arched windows, and arched openings along the façade porch. The property boundary includes Washington Boulevard to the south, a commercial property to the east, a commercial truck parking lot to the north, and the South Montebello Irrigation District building to the west. Detailed identification and evaluation information for this property is on California DPR 523 forms in **Attachment D**, of this report. SHPO concurred with this determination of eligibility on March 18, 2013 (See **Attachment B**).



**Figure 5.21. William and Florence Kelly House Constructed 1937 (860 Washington Boulevard) (View Northeast)**

## 5.3.2 Archaeological Resources in the Area of Potential Effects

The South Central Coastal Information Center records search identified one historic-age resource with potential archaeological components, the Site of the Battle of Rio San Gabriel (P-19-191009; CHL #385), within a 0.5 mile radius of the APE. The survey identified one archaeological resource, PD-2, abandoned railroad track segments, which does not appear to be eligible for the NRHP and is not a historic property. No known archaeological resources which may be historic properties were identified within the APE.

P-19-191009 is listed in the California Register of Historic Resources as well as being a CHL. This site marks the approximate location of the battle and is mapped approximately 0.25 mile from the portion of the APE with direct construction effects and nearly 800 feet east of the APE limit. The battle, which occurred between Americans and Californios during the Mexican-American War on January 8, 1847, stretched along Rio Hondo in the vicinity of the CHL marker. While not within the APE, the site indicates the nearby Rio Hondo was an important resource in the historic period and there is potential increased sensitivity for archaeological resources in the vicinity.

Archival research, Native American outreach, and field survey did not identify any precontact archaeological sites within the APE. However, the region has been used by Native Americans for thousands of years. A review of ethnographic data and historical maps identified several Native American placenames associated with the landscape around the APE and several old trails that were likely developed by native people transect the region, providing evidence that the Study Area was

utilized by indigenous communities. A geoarchaeological review of soils indicates the portions of the APE with direct effects has the potential to contain buried archaeological resources, based on the age of the landforms and its proximity to the Rio Hondo and the San Gabriel River. Much of the APE is mapped in Quaternary alluvial fan deposits. These Holocene age alluvial deposits may contain paleosoils that represent periods of landform stability prior to renewed deposition. Buried soils in Holocene-age landforms or beneath Holocene deposits represent formerly stable surfaces that have a potential for preserving archaeological deposits.

Unknown buried resources may exist within the APE, and it is possible these archaeological materials could be unearthed during Build Alternative excavation activities. Shallow construction work such as for the at-grade portions of the alignment have limited potential to encounter intact archaeological resources due to prior disturbance, but installation of posts to support catenary systems for the at-grade alignment and other deeper construction activities have the potential to encounter intact archaeological resources.

### 5.3.3 Traditional Cultural Places in the Area of Potential Effects

Archival research, Native American outreach, and field survey did not identify any TCPs within the APE. However, the Native American Heritage Commission determined that the area is positive for Native American resources listed in the Sacred Lands File. Additionally, the APE exhibits sensitivity for buried and currently unknown TCPs as discussed below. Ultimately, TCPs must be identified in consultation with living communities such as Native American tribes.

During Native American consultation, the Gabrieleño Band of Mission Indians – Kizh Nation provided information on sites listed on the Sacred Lands File, stating that the Build Alternative is within a geographic area that encompasses ancestral villages, sacred sites, and other sensitive areas. Additional context pertaining to the tribe's history and connection to the region was provided as part of the consultation process. This information was incorporated into the assessment of potential effects and development of mitigation measures for TCPs.

Located approximately 800 feet east of the APE is the approximate Site of the Battle of Rio San Gabriel (P-19-191009; CHL #385). At the time of the battle in 1847, the Rio Hondo was then known as the Rio San Gabriel, before the San Gabriel River shifted its banks. This location may be associated with the Native American name "*Curunga*," however, it is unclear what the word means or what place specifically was *Curunga*. Other than the fact that the Battle of Rio San Gabriel took place in the geographical location, there is no evidence of a connection between the battle which gives CHL No. 385 its significance, and the historical place termed Curunga. Based on currently available information, the site of the Battle of Rio San Gabriel is therefore not a TCP but indicates the area was known and used by the Gabrieliño and unknown archaeological TCPs have potential to be present in the vicinity.

Other ethnographic villages in the vicinity include *Chokiishnga* and *Huutnga*, which may lay approximately 1 mile south of the APE. While none are mapped within the APE, villages operated as the primary settlement within a lineage or clan's territory, and the landscape surrounding the villages was used for the management and gathering of important plant resources, hunting, collecting useful natural resources such as asphalt or stone material for household implements, and traveling between smaller

camps and neighboring villages. The presence of old roads and travel routes in the vicinity of the APE as depicted on the Kirkman-Harriman 1937 map suggests the APE was part of the landscape in which precontact communities traveled through and engaged in a variety of activities.

Further, as discussed in **Section 5.3.2**, buried soils in Holocene-age landforms or beneath Holocene deposits, such as those in the APE, represent formerly stable surfaces that have a potential for preserving archaeological deposits reflective of past Native American use, which may also be determined to be TCPs through consultation.

# 6.0 ENVIRONMENTAL CONSEQUENCES

## 6.1 No Build Alternative

Under the No Build Alternative, the Build Alternative would not be constructed or operated. As discussed in **Section 2.3**, the No Build Alternative would maintain existing transit service throughout the year 2050. No new transportation infrastructure would be built within the Study Area aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. This alternative would include the operation of highway and transit projects in Metro's 2020 Long Range Transportation Plan Update and the Connect SoCal 2024-2050 Regional Transportation Plan.

Already planned and funded projects under the No Build Alternative would follow laws and regulations pertaining to historic properties, such as the NHPA, in addition to the environmental review process. Any adverse effects on historic properties from planned and funded projects under the No Build Alternative would be resolved through adherence to and compliance with applicable existing laws and regulations.

## 6.2 Atlantic to Greenwood Alternative

Adverse effects can occur when a project may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the historic integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The term "directly" refers to effects from an undertaking at the same time and place with no intervening cause, regardless of the specific type of cause. "Indirect" effects refer to those caused by the undertaking that are later in time or farther removed in distance but still reasonably foreseeable.

As discussed in 36 CFR 800.5(a)(2)(i) through (vii), examples of adverse effects include, but are not limited to:

I. Physical destruction of or damage to all or part of the property.

II. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and applicable guidelines.

III. Removal of the property from its historic location.

IV. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

V. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

VI. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe organization.

VII. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The following effects assessment applies the Criteria of Adverse Effects to the historic properties located in the APE. See **Attachment E**, of this report for maps depicting the locations of the historic properties in relation to Build Alternative elements.

# 6.2.1 Operational Effects

## 6.2.1.1 Historic Properties

As discussed in **Section 5.3**, there are ten built environment historic properties in the APE. Potential Build Alternative activities during operations would be limited to the operation and maintenance of the LRT. Operation of the Build Alternative would not physically demolish, destroy, relocate, or alter any architectural historic properties.

**Visual Effects on Architectural Historic Properties**: The majority of the alignment would be located underground within a tunnel. When the alignment is aboveground, the guideway would be located within the existing road ROW, the visual setting is characterized by a primarily built-out urban environment consisting of a variety of commercial, industrial, and residential developments, interspersed with local multi-lane streets with vehicle and truck traffic and active railroad corridors. The visual assessment for the Build Alternative (see Section 3.8, Visual Resources, of the EA) found that the visual character of the corridor would marginally change under the Build Alternative. Because the aboveground setting already features modern traffic activities and infrastructure, the integrity of the historic properties in the APE and their related historic features would not be diminished by operation of the LRT; Build Alternative operational activities would blend with the existing traffic pattern along Washington Boulevard.

More specifically, Landscape Unit 4, as discussed in Section 3.8, Visual Resources, of the EA, covers the Vail Field Industrial Addition, which is eligible for listing the NRHP as a historic district. As described in the EA, the Build Alternative includes the aerial guideway within the boundaries of the Vail Field Industrial Addition historic district, and these changes would be highly visible. However, the aerial guideway would be at a similar height to the existing utility infrastructure and would not degrade the existing visual character or quality of public views. These features, while conspicuous, would be visually consistent with other railway infrastructure within the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. The new aerial structure would introduce a new visual element as well as additional light and glare to the settings of some historic properties, but operation of the Build Alternative would not diminish the integrity of the historic properties' significant historic features. As a result, there would be no adverse effect to historic properties from visual changes during operations. The MSF Site 3 option is also located within the Vail Field Industrial Additional as discussed in **Section 6.2.1.1.1**.

**Noise and Vibration Effects on Architectural Historic Properties**: **Appendix L**, Noise and Vibration Impacts Report, found that corridor-wide Build Alternative noise levels are not predicted to exceed the FTA moderate impact criteria at noise sensitive historic properties along the alignment (Greenwood Elementary School and the Kelly House). Mitigation of operational noise is typically not implemented when noise levels do not exceed the FTA's moderate impact criteria. Maximum vibration levels at historic properties along the Build Alternative are predicted to be 68 vibration decibels. Due to the strategic location of switches, none of the vibration levels anticipated at historic properties are predicted to exceed the FTA frequent impact criteria along the Build Alternative. The integrity of the significant historic features of the historic properties in the APE, therefore, would not be diminished. Based on this assessment, operation-related vibrations or noise of the Build Alternative would not result in adverse effects to historic properties.

**Effects on Archaeological Resources:** No previously recorded archaeological resources were identified in the APE. Operation of the LRT would not physically demolish, destroy, relocate, or alter any known archaeological resources that are historic properties. Although unknown, buried resources that may be eligible for inclusion in the NRHP may exist within the APE, operation of the Build Alternative would not require additional ground disturbance or other activities that could adversely affect archaeological historic properties. Therefore, there would be no effect on archaeological resources that are historic properties. As such, no mitigation measures are required. Operation of the Build Alternative would have no adverse effect on historic properties.

The Build Alternative would have no operational effects on TCPs as no TCPs or any other precontact resources or other resources of Native American significance were identified within the APE as a result of the background research, field survey, or Native American consultation. Although unknown, buried resources that may be eligible for inclusion in the NRHP may exist within the APE, operation of the Build Alternative would not require additional ground disturbance or other activities that could adversely affect TCPs.

#### 6.2.1.1.1 Maintenance and Storage Facility

### MSF Site 1: Mid-Block Tracks

Operation of MSF Site 1 would have administrative offices; equipment and facilities for cleaning, repair, and maintenance; and storage for light rail vehicles (LRV) that are not in service. No historic properties are within the vicinity of MSF Site 1. Operation of MSF Site 1 would have no direct or indirect effects on any historic properties or their immediate surroundings.

MSF Site 1 would have no operational adverse effects on TCPs or archaeological resources that are historic properties. No TCPs, or archaeological resources, or other resources of Native American significance were identified within the APE as a result of the background research, field survey, or Native American consultation. Although unknown, buried resources that may be eligible for inclusion in the NRHP may exist within the APE. Operation of MSF Site 1 would not require additional ground disturbance or other activities that could adversely affect TCPs or archaeological historic properties. Operation of MSF Site 1 would not physically demolish, destroy, relocate, or alter any archaeological resources or TCPs.

Therefore, operation of MSF Site 1 would have no adverse effect on historic properties.

## MSF Site 2: Yates Avenue Tracks

Operation of MSF Site 2 would have administrative offices; equipment and facilities for cleaning, repair, and maintenance; and storage for LRV that are not in service. No historic properties are within the vicinity of MSF Site 2. If MSF Site 2 is selected, the aerial guideway alignment near Garfield Avenue would be north of Washington Boulevard and within the parking lot of the Pacific Metals Company building. The presence of the aerial guideway would not alter the façade of the building or diminish the integrity of the building's significant design features. The E.F. Hauserman Company building is within the vicinity of MSF Site 2. However, operational activities would not diminish the integrity of the building's significant historic features, and thus, no adverse effects would occur. Operation of MSF Site 2 would have no direct or indirect effects on any historic properties or their immediate surroundings.

MSF Site 2 would have no operational adverse effects on TCPs or archaeological resources that are historic properties. No TCPs, or archaeological resources, or other resources of Native American significance were identified within the APE as a result of the background research, field survey, or Native American consultation. Although unknown, buried resources that may be eligible for inclusion in the NRHP may exist within the APE, operation of MSF Site 2 would not require additional ground disturbance or other activities that could adversely affect TCPs. Operation of MSF Site 2 would not physically demolish, destroy, relocate, or alter any archaeological resources or TCPs. Therefore, no adverse effects on archaeological resources or TCPs that are historic properties would occur.

## MSF Site 3: Satellite Yard at Gayhart Street

Operation of MSF Site 3 would have administrative offices, equipment and facilities for cleaning and maintenance, and storage for LRV that are not in service. MSF Site 3 would not have repair facilities. MSF Site 3 is within the boundaries of the Vail Field Industrial Addition historic district near Gayhart Street and Washington Boulevard. Operational activities would not diminish the integrity of the district's significant historic features and thus no adverse effects would occur. Though MSF Site 3 would be near the center of the district, the activities performed at the site would be consistent with the existing light industrial uses occurring within Vail Field Industrial Addition historic district. If selected as the MSF site option, MSF Site 3 would add maintenance facilities along with one- to two-story buildings and warehouses with office space for Metro staff. The aesthetics and operation of MSF Site 3 would be aligned with the character-defining features of the Vail Field Industrial Addition historic district and would not degrade the existing visual character or quality of public views.

MSF Site 3 would have no operational adverse effects on TCPs or archaeological resources that are historic properties. No TCPs, or archaeological resources, or other resources of Native American significance were identified within the APE as a result of the background research, field survey, or Native American consultation. Although unknown, buried resources that may be eligible for inclusion in the NRHP may exist within the APE, operation of MSF Site 3 would not require additional ground disturbance or other activities that could adversely affect TCPs. Operation of MSF Site 3 would not physically demolish, destroy, relocate, or alter any archaeological resources or TCPs. The historic district would still convey its historical significance and would be eligible for listing in the NRHP; therefore, the operation of MSF Site 3 would not have an adverse effect on the Vail Field Industrial Addition historic district.

# 6.2.2 Construction Effects

## 6.2.2.1 Historic Properties

Construction of the Build Alternative would include property acquisitions, building demolition, and new construction of permanent features. Potential adverse effects on historic properties include visual, audible, or atmospheric intrusions. Adverse effects could also include construction of new infrastructure that would demolish or alter historic properties and/or their immediate surroundings.

### 6.2.2.1.1 Architectural Resources

#### National Chicano Moratorium March, East Los Angeles, August 29, 1970

As discussed in **Section 5.3.1.1**, the National Chicano Moratorium March is listed in the NRHP as a historic district significant under Criterion A at the national level for its association with social history and "Hispanic Politics/Government" with a period of significance in 1970. The linear historic district includes eight contributing resources including the National Chicano Moratorium March route itself, the El Barrio Free Clinic (5012 Whittier Boulevard), Silver Dollar Café (4945 Whittier Boulevard), and Ruben Salazar Park (3864 Whittier Boulevard). The historic boundary of National Chicano Moratorium March route in the APE is restricted to the streets and sidewalks along 3rd Street, Beverly Boulevard, Atlantic Boulevard, and the intersection of Atlantic Boulevard and Whittier Boulevard; the northern limits of the historic district are along the existing alignment of the Metro E Line light rail on 3rd Street and the existing Atlantic Station.

The Build Alternative would construct the guideway alignment with a tunnel configuration beneath Atlantic Boulevard, and the Atlantic/Whittier station, an underground, center platform station beneath the intersection of Atlantic and Whittier Boulevards. The depth of excavation for the tunnel alignment and the underground station would extend to approximately 60 feet below ground surface. Construction methods may use heavy equipment, including excavators, cranes, tractor trailer rigs, loaders, earthmovers, asphalt milling machines, asphalt paving machines, TBM, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. The Build Alternative would involve the removal and replacement of the asphalt pavement along portions of the National Chicano Moratorium March route at 3rd Street, East Beverly Boulevard, Atlantic Boulevard, and Whittier Boulevard. The Build Alternative would also include the installation of a trench within the existing ROW at 3rd Street and La Verne Avenue where the existing alignment would transition underground. Sidewalk improvements would be made within the existing street and curb orientations. Additional curb ramps would be installed at intersections where non-historic post-1970 curb ramps already exist.

The streets and sidewalks are not called out as contributing resources in the NRHP nomination, but they are features of the National Chicano Moratorium March route because the National Chicano Moratorium March took place on the streets and sidewalks. The nomination discusses the integrity of the route, stating that "there are no major changes to the street pattern since the march occurred." (GPA Consulting 2020, p. 6). The Build Alternative would not result in the reconfiguration of the streets and sidewalks that contribute to the significance of the historic district's linear route. As noted in the 2020 NRHP nomination, despite changes within and immediately abutting the historic National Chicano Moratorium March route, including changes to the East Los Angeles Civic Center complex, replacement

of streetlamps on Whittier Boulevard, and the construction of the Metro Gold Line light rail along 3rd Street (now Metro E Line), the historic property retains integrity of location, setting, design, feeling, and association. This determination of eligibility occurred 11 years after the construction of the Metro Gold Line. Minimal physical alterations to the streets have not diminished the integrity of materials and workmanship. The route of the march retains those physical features that enable it to convey its historic significance under Criterion A as the location of the National Chicano Moratorium March. While the Build Alternative would include street and sidewalk improvements, the National Chicano Moratorium March route would be maintained, and improvements would be made using corresponding materials. The district's use would not change, nor would the physical features within the property's setting that contribute to its historic significance. None of the district's character-defining features or contributing elements, such as the National Chicano Moratorium March route, El Barrio Free Clinic, Silver Dollar Café, or Ruben Salazar Park would be demolished or altered. The Build Alternative would not result in the neglect or deterioration of the route.

Due to the underground nature of the improvements, no adverse visual effects on this historic property or its setting would occur from the guideway and station. The visual setting includes commercial and institutional buildings along Atlantic Boulevard, low-rise commercial buildings on Whittier Boulevard, and active transportation corridors.

Therefore, construction of the Build Alternative would not result in adverse effects on the National Chicano Moratorium March route.

## Griffith STEAM Magnet Middle School, 4765 4th Street

As discussed in **Section 5.3.1.2**, Griffith STEAM Magnet Middle School is eligible under NRHP Criterion C at the state level for its Spanish-style architecture during its period of significance in 1939, the year the school was constructed with Public Works Administration funding.

The school is located near an existing transit corridor on 3rd Street. Construction of the Maravilla Crossover would occur approximately 250 feet away from the school grounds and would involve a minor shift of the existing tracks to the east and roadway resurfacing within the existing ROW. A train control house with electric power switches and auxiliary power room would be constructed at vacant lot owned by Metro on the south side of 3rd Street between Arizona Avenue and Mednik Avenue, adjacent to an existing traction power substation. At this distance, daytime construction noise would not exceed FTA limits. See Section 3.13 of the EA for more information about noise and vibration effects associated with the Build Alternative.

The Build Alternative would not result in physical destruction of, or damage to, the Griffith STEAM Magnet Middle School, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The school building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building.

Based on this assessment, construction of the Build Alternative, including the Maravilla Crossover, would not result in adverse effects on Griffith STEAM Magnet Middle School.

## Golden Gate Theater, 5176 Whittier Boulevard

As discussed in **Section 5.3.1.3**, the Golden Gate Theater is significant for its social interrelationship with the surrounding community and as an excellent example of Art Deco and Spanish Churrigueresque style. The Build Alternative would construct the guideway alignment with a tunnel configuration beneath Atlantic Boulevard and the Atlantic/Whittier station, an underground, center platform station, beneath the intersection of Atlantic and Whittier Boulevards. The depth of excavation for the tunnel alignment and the underground stations would extend to approximately 60 feet below ground surface. The underground guideway and station would be approximately 80 feet from the Golden Gate Theater. Construction methods may use heavy equipment, including excavators, cranes, tractor trailer rigs, loaders, earthmovers, asphalt milling machines, asphalt paving machines, TBM, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks.

The Build Alternative would not result in physical destruction of, or damage to, the Golden Gate Theater, nor would the theater be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The theater would not be moved from its historic location, and neither the theater's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the theater.

Due to the underground nature of the improvements, no permanent visual changes to this historical property or its setting are anticipated from the guideway and station. However, construction of the guideway and station has the potential to cause vibrations and ground settlement that could affect the Golden Gate Theater. The building is constructed of reinforced concrete with an exterior façade covered with ornamental cast stone. Additionally, the interior balcony acts as a diaphragm that provides structural support for the exterior walls. Damage from previous earthquakes resulted in the demolition of some building elements. Due to the building's age, materials, and history of vibration-caused damage, it is vulnerable to high vibration levels.

Vibration levels from construction activities along the Build Alternative would include the use of TBMs, bulldozers, dump trucks, and vibratory rollers. The use of impact pile drivers would be avoided whenever possible to eliminate the potential of vibration effects (such as minor cosmetic structural damage) at nearby sensitive receptors. NEPA mitigation measure (NMM) CUL-1, as identified in **Section 7.2.1**, would require building protection measures to be put in place, such as ground improvements and/or use of lower vibration-generating construction equipment, as identified in a pre-construction survey. NMM CUL-1 would reduce the potential for vibration generated during construction activities to damage the Golden Gate Theater. See **Appendix L** for more information about noise and vibration effects associated with the Build Alternative. Based on this assessment, construction of the Build Alternative would not result in adverse effects on the Golden Gate Theater.

## Vail Field Industrial Addition

As discussed in **Section 5.3.1.4**, the Vail Field Industrial Addition is eligible for the NRHP as a historic district that is significant at the local level under NRHP Criterion A in the area of industrial community planning and development in the growing Los Angeles metropolitan area during the period of significance from 1951 to 1960. It is also recommended eligible under NRHP Criterion C for its Mid-Century Modern industrial architecture, as the historic district represents a significant and

distinguishable entity whose components may lack individual distinction. Forty buildings that contribute to the historic district have been identified. The Vail Field Industrial Addition historic district boundaries are the railroad corridors on the north and west, Telegraph Road on the south, and Malt Avenue on the east. This is a cohesive and distinctive planned industrial park within an urbanized setting served by existing transit infrastructure. The district contains large sprawling one- to two-story buildings with modernistic architectural influences, including cantilevered porch roofs, projecting accent walls, blade signs, recessed entrances, and angled storefronts.

The Build Alternative alignment would be located beneath and adjacent to the southeast portion of the historic district. The aerial guideway would run immediately north of Washington Boulevard and merge into the center median of Washington Boulevard east of Garfield Avenue and then transition to an at-grade configuration between Vail Avenue and Maple Avenue. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet). These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.8 of the EA for more information about visual effects from the Build Alternative. The new aerial structure would introduce a new visual element but would not change the historic character of the historic district. The alteration of the setting with the new visual element of the aerial structure would not diminish the integrity of the district's significant historic features and would result in no adverse effects.

The Build Alternative would acquire and demolish six contributors to the historic district. None of these buildings are individually eligible for listing in the NRHP:

- 2343 Saybrook Avenue (Assessor's Parcel Number [APN] 6336-011-007)
- 2401 Saybrook Avenue (APN 6336-010-013)
- 6466 Gayhart Street (APN 6336-011-012)
- 6414 Gayhart Street (APN 6336-011-008)
- 6565 Washington Boulevard (APN 6336-011-013)
- 6625 East Washington Boulevard (APN 6336-013-012)

The acquired properties may be used for traction power substations locations, ROW clearing, and/or construction staging areas, lay down areas, and other construction support functions. This includes the launching of the TBM which would occur at the southern limit of the tunnel near Saybrook Avenue and Gayhart Street, northwest of Washington Boulevard. The construction activities would alter the visual character and quality of the immediate surroundings with heavy equipment use, tree removal, stock-piled building materials, and safety and directional signage. However, construction activities would be temporary and intermittent and limited to the immediate area. Project measures and mitigation measures discussed in **Appendix L** include noise control measures such as enclosures and noise barriers as necessary. As discussed in **Section 6.2.2.1.4**, after Metro is finished with construction, the properties at 6466 Gayhart Street, 6414 Gayhart Street and 6565 Washington Boulevard would be used for the MSF if the MSF Site 3 option is selected**.**

The six buildings are located near the center and on the periphery of the historic district, though their demolition would not alter the district's character defining features. They are either common examples of modern styles that are better represented within the remaining core, or lack integrity of materials,

design and/or workmanship. The core would remain intact with enough contributors (34 of the original 40) with characteristics to convey its historical significance. Despite demolition of these contributors, the historic district would contain sufficient character-defining features to convey its significance as a distinctive planned industrial park with Mid-Century Modern-style architectural features, intentional landscape elements, and a truck and rail access plan. The remaining 85 percent of the district would retain sufficient historic integrity to be considered eligible for listing in the NRHP. The historic district would still convey its historical significance and would be eligible for listing in the NRHP; therefore, the Build Alternative would not have an adverse effect on the Vail Field Industrial Addition historic district.

## Pacific Metals Company, 2187 Garfield Avenue

As discussed in **Section 5.3.1.5**, the Pacific Metals Company building is individually eligible under NRHP Criterion A for its association with the history of industry in Commerce as well as community planning and development in Southern California during the post-Korean War period of significance from 1953 to 1960. It is individually eligible under NRHP Criterion C for its international design, and it is a contributor to the Vail Field Industrial Addition historic district. The primary elevation displaying the character-defining features faces Garfield Avenue.

The Build Alternative would introduce an aerial structure that would be in the center of Washington Boulevard, approximately 60 feet from the southeast corner of the Pacific Metals Company building.[3] The aerial guideway would be at a similar height to the existing utility infrastructure (approximately 60 feet). These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.17 of the EA for more information about visual effects from the Build Alternative. The new aerial structure would introduce a new visual element in the vicinity of the Pacific Metals Company building, but would not change the historic character of the historic property. The alteration of the setting with the new visual element of the aerial structure would not diminish the integrity of the property's significant historic features and would result in no adverse effects.

The construction of the Build Alternative would not result in physical destruction of, or damage to, the Pacific Metals Company building, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change.

The setting of the property is the Vail Field Industrial Addition historic district and would remain so following construction of the Build Alternative. The landscaping at the front of the building does not date from the period of significance and is not considered a character-defining feature of the property. The Build Alternative would not result in the neglect or deterioration of the building. Based on this assessment, construction of the Build Alternative would not result in adverse effects on Pacific Metals Company building.

[3] If MSF Site 2 is selected, the aerial alignment would shift slightly north. Impacts from this shift in alignment are discussed as part of the MSF Site 2 impact analysis in **Section 6.2.2.1.1**.

## Goodyear Tire and Rubber Company Warehouse, 2353 Garfield Avenue

As discussed in **Section 5.3.1.6**, the Goodyear Tire and Rubber Company Warehouse is eligible under NRHP Criterion A at the local level of significance for its association with the history of industry in Southern California as well as community planning and development during the post-World War II period. It is also contributor to the Vail Field Industrial Addition historic district. This 300,000 square foot building has a utilitarian design with elements of the International Style. The Build Alternative will be located at one corner of massive building. The features that convey the significance of the building under NRHP Criterion A are not considered vulnerable or delicate elements that would be affected by potential increased vibration associated with construction.

The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet) and would be approximately 120 feet from the northwest corner of the Goodyear Tire and Rubber Company Warehouse. At this distance, daytime construction noise would not exceed FTA limits. These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.8 of the EA for more information about visual effects from the Build Alternative. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not diminish the integrity of the building's significant historic features.

The Build Alternative would not result in physical destruction of, or damage to, the Goodyear Tire and Rubber Company Warehouse, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The warehouse would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building. Based on this assessment, construction of the Build Alternative would not result in adverse effects on the Goodyear Tire and Rubber Company Warehouse.

## E.F. Hauserman Company, 6838 Acco Street

As discussed in **Section 5.3.1.7**, the E.F. Hauserman Company building is eligible under NRHP Criterion C at the local level for its significance as an International-style industrial building. The Build Alternative is not within the vicinity of the E.F. Hauserman Company building; however, this building is within the vicinity of MSF Site 2 discussed in **Section 6.2.2.1.4**.

The Build Alternative would not result in physical destruction of, or damage to, the E.F. Hauserman Company building, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building. Based on this assessment, construction of the Build Alternative would not result in adverse effects on the E.F. Hauserman Company building.

## Greenwood Elementary School, 900 Greenwood Avenue

As discussed in **Section 5.3.1.8**, Greenwood Elementary School is eligible under NRHP Criterion C at the local level in the area of education and for its significant contribution to the patterns of school building in Southern California during its period of significance, 1947-1948. The Build Alternative would construct the alignment at-grade in the center of Washington Boulevard, including overhead catenary systems, restriping, curb-and-gutter/sidewalk reconstruction, ROW clearing, pavement improvements, and lighting and traffic signal modifications; the Greenwood station, an at-grade station just west of Greenwood Avenue; and a parking facility along Greenwood Avenue and Washington Boulevard. The alignment would be approximately 450 feet from the school and separated by the proposed parking facility location.

The distance between the Greenwood Elementary School property and the Greenwood station is close to 500 feet, with an intervening building at 1100 Washington Boulevard and another 1122 Washington Boulevard blocking views from the southern (secondary) elevation of the school towards the station location. At this distance, daytime construction noise would not exceed FTA limits. As a result of this distance and the physical obstruction of two intervening buildings, no visual effects on the Greenwood Elementary School or its setting are anticipated from the at-grade alignment or station. The lot adjacent to the school to the south is already paved, serves a similar use, and would be minimally altered to serve as a surface parking facility.

The Build Alternative would not result in physical destruction of, or damage to, the Greenwood Elementary School, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The school building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building. Based on this assessment, construction of the Build Alternative would not result in adverse effects on Greenwood Elementary School.

## South Montebello Irrigation District Building, 864 Washington Boulevard

As discussed in **Section 5.3.1.9**, the South Montebello Irrigation District building is eligible under NRHP Criterion A at the local level of significance for its association with the distribution of water to the rapidly growing City of Montebello and with agriculture. The property lacks integrity of setting, feeling and association related to the period of significance (1940) and theme of municipal infrastructure. Under the Build Alternative, the Greenwood station, an at-grade station with a center platform on Washington Boulevard, would be constructed west of Greenwood Avenue.

The Greenwood station would be located more than 400 feet to the west/southwest of the entrance of the South Montebello Irrigation District building, and the view from the district building to the Greenwood station would be obscured by the restaurant building at 870 Washington Boulevard. At this distance, daytime construction noise would not exceed FTA limits. Due to the distance and the presence of an intervening building between the South Montbello Irrigation District building and the Greenwood station, no visual effects on the South Montbello Irrigation District building or its setting are anticipated from the at-grade alignment or station. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the Build

Alternative would not diminish the integrity of the building's significant historic features or its ability to convey its historic significance under Criterion A.

The Build Alternative would not result in physical destruction of, or damage to, the South Montebello Irrigation District building, nor would it be altered, restored, rehabilitated, repaired; or undergo maintenance, stabilization, or hazardous material remediation. The building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building. Based on this assessment, construction of the Build Alternative would not result in adverse effects on South Montebello Irrigation District building.

### William and Florence Kelly House, 860 Washington Boulevard

As discussed in **Section 5.3.1.10**, the William and Florence Kelly House is eligible under NRHP Criterion A at the local level of significance for its association with the residential development of Montebello in the pre–World War II era. Due to changes in the surrounding area, the property lacks integrity of setting, feeling and association relative to the period of significance (1940) and the theme of residential development. The Build Alternative would construct the alignment at-grade in the center of Washington Boulevard, including overhead catenary systems, restriping, curb-and-gutter/sidewalk reconstruction, ROW clearing, pavement improvements, and lighting and traffic signal modifications; the Greenwood station, an at-grade station just west of Greenwood Avenue more than 400 feet from the William and Florence Kelly House; and a parking facility along Greenwood Avenue and Washington Boulevard. Between the William and Florence Kelly House and the Greenwood station are two intervening buildings: The South Montebello Irrigation building at 864 Washington Boulevard and restaurant building at 870 Washington Boulevard.

Due to the distance between the William and Florence Kelly House and the Greenwood station, and the presence of two intervening buildings between these the residence and the station, no visual effects on the William and Florence Kelly House or its setting are anticipated from the at-grade alignment or station. At this distance, daytime construction noise would not exceed FTA limits.

The existing setting, which lacks integrity, would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the Build Alternative would not diminish the integrity of the building's significant historic features. The Build Alternative would not result in physical destruction of, or damage to, the William and Florence Kelly House, nor would it be altered, restored, rehabilitated, or repaired; or undergo maintenance, stabilization, or hazardous material remediation. The building would not be moved from its historic location, and neither the building's use nor physical features within the property's setting that contribute to its historic significance would change. The Build Alternative would not result in the neglect or deterioration of the building. Based on this assessment, construction of the Build Alternative would not result in adverse effects on the William and Florence Kelly House.

## 6.2.2.1.2 Archaeological Resources

Construction would have no effect on known archaeological resources that are historic properties within the APE. However, the sediments present across the alignment are mapped as younger and older quaternary alluvium that have the potential to contain unknown archaeological deposits. Construction

of the Build Alternative would require ground-disturbing activities, including grading and excavation, of Holocene deposits. These activities would have the potential to disturb and destroy archaeological resources that are currently unknown.

The TBM may run through areas determined to be in the vicinity of village locations and trade routes which increases sensitivity for archaeological resources; however, the TBM does not allow for discovery of intact archaeological resources because of the method of construction. Ground disturbance for this construction method would occur approximately 44 to 60 feet below ground surface, and these deeper soil levels are not likely to contain buried resources because they are too old to have been available for human occupation before they were buried by subsequent geomorphic processes.

A paleontological records search conducted for the Build Alternative identified fossils in the vicinity at depths that are shallower than the proposed construction method suggesting a lower likelihood for archaeological resources and human remains to be affected by the TBM. Therefore, because the TBM would be used at depths with soils deposited prior to human occupation, tunneling is not expected to disturb or destroy unknown archaeological resources or human remains and tunnel boring would not have adverse effects.

Although the APE is heavily disturbed and urbanized, some of these construction activities would extend below the disturbed surface and into undisturbed Holocene deposits, which have the potential to preserve buried archaeological resources which may be historic properties. If present, these undisturbed soils would lie below artificial fill, pavement, and other recent disturbances and would overlie older Quaternary, pre-human occupation soils. Archaeological resources may be buried in these Holocene soils beneath natural alluvial deposits near watercourses or hidden beneath pavement and other development at unknown locations. As a result of archival research and field survey, no precontact or historic-aged archaeological sites or human remains were identified in the APE, so precise locations with a higher potential to contain such resources cannot be identified. If unmitigated, this potential disturbance of archaeological resources during construction the Build Alternative would result in an adverse effect.

To safeguard potential archaeological historic properties that may be encountered during construction of the Build Alternative, NMM CUL-2 mandates that, prior to any ground-disturbing activities, all construction personnel receive training on appropriate procedures in the event of inadvertent discoveries of cultural resources. Additionally, a Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented.

#### 6.2.2.1.3 Traditional Cultural Places

No TCPs have been identified within the APE as a result of Native American consultation, archival research, and survey. However, the Native American Heritage Commission determined the vicinity of the APE was positive for resources listed on the Sacred Lands File. Additionally, Numerous village locations and travel routes were identified in the vicinity of the APE through background research. The subsurface conditions also indicate there is sensitivity for unknown buried resources which may be determined to be archaeological historic properties or TCPs.

The TBM may run through these areas, however the TBM does not allow for discovery of intact subsurface resources because of the method of construction. Ground disturbance for this construction method would occur approximately 44 to 60 feet below ground surface, and these deeper soil levels are

not likely to contain buried resources because they are too old to have been available for human occupation before they were buried by subsequent geomorphic processes. A paleontological records search conducted for the Build Alternative identified fossils in the vicinity at depths that are shallower than the proposed construction method suggesting a lower likelihood for archaeological resources, which may be determined to be TCPs, to be affected by TBM. Therefore, because TBM would be used at depths with soils deposited prior to human occupation, tunneling is not expected to disturb or destroy unknown TCPs and tunnel boring would not have adverse effects.

Construction of the Build Alternative would require ground-disturbing activities, including grading and excavation, of Holocene deposits. These activities would have the potential to disturb and destroy TCPs that are currently unknown. Native American consultation findings indicate that the entire alignment is sensitive for potential buried, unidentified TCPs.

Although the APE is heavily disturbed and urbanized, some of these construction activities would extend below the disturbed surface and into undisturbed Holocene deposits, which have the potential to preserve buried cultural resources. If present, these undisturbed soils would lie below artificial fill, pavement, and other recent disturbances and would overlie older Quaternary, pre-human occupation soils. TCPs may be buried in these Holocene soils beneath natural alluvial deposits near watercourses or hidden beneath pavement and other development at unknown locations. No precontact archaeological sites were identified in the APE, so precise locations with a higher potential to contain such resources cannot be identified. If unmitigated, this potential disturbance of TCPs during construction the Build Alternative would result in an adverse effect.

NMM TCP-1, NMM TCP-2, and NMM TCP-3, as summarized in **Section 7.2.2**, would ensure that workers have a clear understanding of TCPs that may be present in the construction area, and that procedures and plans would be in place for monitoring for and for safely handling TCPs. Implementation of NMM TCP-1 through NMM TCP-3 would minimize adverse effects.

## 6.2.2.1.4 Maintenance and Storage Facility

### MSF Site 1: Mid-Block Tracks

No historic properties are within the footprint of MSF Site 1. Under MSF Site 1, the guideway alignment would be located near the Pacific Metals Company building within the center of Washington Boulevard. As described in **Section 6.2.2.1.1**, the alteration of the setting and the new visual element of the guideway alignment would not diminish the integrity the Pacific Metals Company building's significant historic features; thus, construction of MSF Site 1 would result in no adverse effects on architectural historic properties.

Excavation during construction of MSF Site 1 has the potential to disturb and destroy archaeological resources and/or TCPs that are currently unknown. Construction requires large amounts of ground-disturbing activities, including grading and excavation, in Holocene deposits that are sensitive for buried archaeological materials. These activities would have the potential to disturb and destroy burred cultural material that is currently unknown. Additionally, Native American consultation findings indicate that the entire alignment is sensitive for potential buried, unidentified TCPs.

Although the APE is heavily disturbed and urbanized, some of these construction activities would extend below the disturbed surface and into undisturbed Holocene deposits which have the potential to preserve buried cultural resources. If present, these undisturbed soils would lie below artificial fill, pavement, and other recent disturbances and would overlie older Quaternary, pre-human occupation soils. Cultural resources may be buried in these Holocene soils beneath natural alluvial deposits near watercourses or hidden beneath pavement and other development at unknown locations. No precontact archaeological sites were identified in the APE, so precise locations with a higher potential to contain such resources cannot be identified. If unmitigated, this potential disturbance of TCPs during construction of the of MSF Site 1 would result in an adverse effect. NMM TCP-1, NMM TCP-2, and NMM TCP-3, as summarized in **Section 7.2.2**, would ensure that workers have a clear understanding of TCPs that may be present in the construction area, and that procedures and plans would be in place for monitoring for and for safely handling TCPs. Implementation of NMM TCP-1 through NMM TCP-3 would minimize adverse effects. Similarly, NMM CUL-2, detailed in **Section 7.2.1**, provides comparable protections for archaeological resources, requiring training for construction personnel and the preparation of a Cultural Resources Monitoring and Mitigation Plan to address any inadvertent discoveries during construction.

## MSF Site 2: Yates Avenue Tracks

If the MSF Site 2 option is selected, the guideway would leave the center of Washington Boulevard east of the BNSF railroad tracks and curve north where the support pillars would be within the parking lot approximately 20 feet from the southwest corner of the Pacific Metals Company building (adjacent to the south or secondary elevation) before returning to the center of Washington Boulevard east of Garfield Avenue. Placement of the aerial guideway would intersect the southeastern corner of parcel where the existing parking lot is located; however, this would not alter the façade of the Pacific Metals Company building or diminish the integrity of the building's significant design features. The aerial guideway, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.17 of the EA for more information about visual effects from the Build Alternative.

Although the Pacific Metals Company building is significant for its architectural design as well as a contributor to the Vail Field Industrial Addition historic district, the features that convey that significance are not considered vulnerable or delicate elements that would be affected by potential increased vibration associated with construction. The guideway would be located adjacent to the exterior of one corner of an immense building that measures close to 30,000 square feet. The closest edge of the track would be located approximately 15 feet higher than the top of the building and approximately 8 feet to the south. The building was not identified as a building where low vibration is essential for interior operations. Project measures discussed in **Appendix L** include noise control measures such as enclosures and noise barriers as necessary. See **Appendix L** for more information about noise and vibration effects associated with the Build Alternative.

MSF Site 2 would introduce a maintenance and storage facility to the east of the E.F. Hauserman Company building in an industrial district that is significantly altered from its original development. Therefore, it would not adversely affect views of the E.F. Hauserman Company building. MSF Site 2 would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of MSF Site 2 would not diminish the integrity of the building's significant historic features.

Based on this assessment, construction of MSF Site 2 would not result in an adverse effect on historic properties.

### MSF Site 3: Satellite Yard at Gayhart Street

MSF Site 3 would be located at the former location of three contributors to the Vail Field Industrial Addition historic district that would be demolished under the Build Alternative for construction staging and launching of the TBM, as discussed in **Section 6.2.2.1.1**. These buildings are:

- 6414 Gayhart Street (6336-011-008)
- 6466 Gayhart Street (6336-011-012)
- 6565 Washington Boulevard (6336-011-013)

No other buildings would be demolished if MSF Site 3 is selected. As discussed in **Section 6.2.2.1.1**, the Vail Field Industrial Addition historic district is significant under NRHP Criterion A for its industrial and community planning in the east Los Angeles area and NRHP Criterion C in the area of industrial architecture as a Mid-Century Modern-style planned industrial park. The district features industrial buildings, including one- to two-story factories, warehouses, and combination buildings with offices and warehouses. MSF Site 3 would include cleaning and maintenance facilities, railway infrastructure, vehicle storage, and office space for Metro staff in a one- to two-story warehouse along with ancillary buildings, thereby matching the character-defining features of the district. As with the Build Alternative, MSF Site 3 would introduce a new visual element to the Vail Field Industrial Addition historic district but would not change the historic character of the district. Based on this assessment, construction of MSF Site 3 would not result in an adverse effect on the historic district.

Excavation during construction of MSF Site 3 has the potential to disturb and destroy archaeological resources and/or TCPs that are currently unknown. Construction requires large amounts of ground-disturbing activities, including grading and excavation, in Holocene deposits that are sensitive for buried archaeological materials. These activities would have the potential to disturb and destroy buried cultural material that is currently unknown. Additionally, Native American consultation findings indicate that the entire alignment is sensitive for potential buried, unidentified TCPs.

## 6.2.2.2 Summary

Construction effects to historic properties are summarized in **Table 6.1**.

**Table 6.1. Historic Properties Construction Effects Summary**

| Historic Property Type | Historic Property | Effect Finding | Applicable Mitigation |
|---|---|---|---|
| Architectural Resources | National Chicano Moratorium March | No Adverse Effect | None |
| | Griffith STEAM Magnet Middle School | No Adverse Effect | None |
| | Golden Gate Theater | No Adverse Effect | NMM CUL-1 |
| | Vail Field Industrial Addition historic district | No Adverse Effect | None |
| | Pacific Metals Company building | No Adverse Effect | None |
| | Goodyear Tire and Rubber Company Warehouse | No Adverse Effect | None |
| | E.F. Hauserman Company Building | No Adverse Effect | None |
| | Greenwood Elementary School | No Adverse Effect | None |
| | South Montebello Irrigation District | No Adverse Effect | None |
| | William and Florence Kelly House | No Adverse Effect | None |
| Archaeological Resources | None identified; unknown buried resources may exist | No Adverse Effect | NMM CUL-2 |
| Traditional Cultural Places | None identified; unknown buried resources may exist | No Adverse Effect | NMM TCP-1, NMM TCP-2, and NMM TCP-3 |

Source: CDM Smith/AECOM JV 2025.

# 7.0 AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

## 7.1 Project Measures

Project measures are design features, best management practices, or other measures required by law, including permit approvals, that avoid or reduce potential effects. No project measures are applicable to the Build Alternative.

## 7.2 NEPA Mitigation Measures

While referred to as mitigation measures under NEPA, under 36 CFR Part 800, the measures in this section will represent conditions of approval intended to avoid or minimize effects to known and unknown historic properties under the NHPA. FTA, Metro or its contractor, will be responsible for implementing the following measures, which are discussed in more detail in the Cultural Resources Monitoring and Mitigation Plan (see **Attachment F** of this technical report) to avoid and/or minimize adverse effects during construction of the Build Alternative.

### 7.2.1 Historic Properties (Architectural, Archaeological, Traditional Cultural Places)

Avoidance and minimization measures are actions required to avoid and/or minimize effect(s) identified in this technical report. The following avoidance and minimization measures address potential effects on historic properties during Build Alternative construction.

**NMM CUL-1: Protection Measures – Differential Settlement/Vibration/Tunnel Boring Machine (TBM) Specifications for CVS Pharmacy (CVS)/Golden Gate Theater.**

- Metro/Metro's contractor shall conduct a pre-construction baseline survey and building protection report, implement building protection measures as specified in the building protection report, and conduct a post-construction survey of the CVS/Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historic property. Building protection measures shall be implemented in conjunction with NMM NOI-1 through NMM NOI-14.

- Metro/Metro's contractor shall conduct a pre-construction survey to establish baseline, pre-construction conditions and to assess the building category and the potential for ground-borne vibration to cause damage. Geotechnical investigations shall be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis shall inform the development of appropriate support mechanisms for cut and fill construction areas or areas that could experience differential settlement as a result of using a TBM in proximity to the historic property. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulation [CFR] Part 61) shall review final design documents prior to implementation of measures.
- Metro/Metro's contractor shall implement building protection measures as identified in the building protection report to protect the structure from vibration damage. This may include methods such as underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. If the building protection report determines the historic property has the potential to be impacted by differential settlement caused by TBM construction, appropriate building protection measures shall be identified and implemented such as the use of an earth pressure balance or slurry shield TBM. The implementation of the required measures and their effectiveness shall be documented in a post-construction survey.
- A post-construction survey shall also be undertaken to ensure that damage has not occurred to historic properties. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.

**NMM CUL-2: Unknown Archaeological Resources.**

- Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with project/site specific cultural resources training conducted by a qualified archaeologist that meets the standards of the Secretary of the Interior. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found within the Project area, and proper procedures and notifications to implement if cultural resources are inadvertently discovered, and that removal of cultural resources can result in legal action.
- In addition, Metro shall retain a qualified archaeologist that meets the standards of the Secretary of the Interior to prepare a Project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant precontact and historic archaeological deposits are likely to be located within the APE based on background research and a geoarchaeological analysis.

- The CRMMP shall include a detailed precontact and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth-moving activities, avoidance is the preferred method of mitigation. If avoidance is not feasible, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation of historic materials. If any potentially eligible resources are identified, FTA will be notified.
- The CRMMP shall also require that a qualified Archaeologist in precontact and historical archaeology (36 Code of Federal Regulation Part 61) be retained prior to ground-disturbing activities. The CRMMP shall be a guide for monitoring activities. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, halt work in that area and within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. As detailed in NMM TCP-2, a Native American monitor shall be retained if treatment involves work at a precontact site, or to monitor ground disturbing activities at other locations determined appropriate during Native American consultation. An archaeological monitor shall be retained for work at locations identified as sensitive during Native American consultation that require a tribal monitor or other locations identified as likely to contain archaeological resources. Identified areas shall be monitored by, or under the supervision of, the qualified Archaeologist, in accordance with the Project CRMMP. The CRMMP shall include the proper procedures and applicable regulations to follow in the event of discovery of human remains. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

## 7.2.2 Traditional Cultural Places

The following mitigation measures address potential adverse effects on TCPs during Project construction.

**NMM TCP-1: Tribal Cultural Places (TCP) Training.**

- Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with project/site specific TCP training conducted by a qualified archaeologist or Native American Monitor. The training shall instruct the personnel regarding the legal framework protecting TCPs, typical kinds of TCPs that may be found within the project area, and proper procedures and notifications if TCPs are inadvertently discovered.

**NMM TCP-2: Retain a Native American Monitor.**

- A Native American monitor shall be retained for work at locations identified as sensitive during Native American consultation and agreed upon between Metro and the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government. The monitor shall only be present on-site during the construction phases that involve ground disturbing activities where areas of ground disturbance and/or removed spoils are visible for inspection. If during cultural resources monitoring by a qualified archaeologist or Native American Monitor determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist or Native American Monitor can recommend that monitoring be reduced or eliminated.

**NMM TCP-3: Unknown Tribal Cultural Places (TCP).**

- Metro shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant precontact and historic archaeological deposits, and TCPs are likely to be located within the Area of Direct Impact (ADI) based on background research, a geoarchaeological analysis, and Native American consultation. The CRMMP shall encompass both archaeological and TCPs and shall be kept confidential. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private property parcels in the Area of Potential Effects with direct impacts that were not accessible during the preparation of the Environmental Assessment.
- The CRMMP shall include a detailed precontact and historic context that clearly demonstrates the themes under which any identified resources shall be determined significant. Should significant deposits be identified during earth-moving activities, avoidance is the preferred method of mitigation. If avoidance is not feasible, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, or other methods of disposition in consultation with the Tribe.
- The CRMMP shall also require that an archaeologist qualified in precontact and historical archaeology and a Native American monitor who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's Tribal Contact list for the area of the project location be retained prior to ground-disturbing activities. The CRMMP shall be a guide for monitoring activities. If buried TCPs or cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified archaeologist and Native American Monitor can assess the significance of the find and, if necessary, develop appropriate treatment measures. Metro shall assess the evidence of the find in consultation with affiliated Native American groups and make a determination on whether is meets criteria to be considered a TCP. If resources are Native American in origin and may also be TCPs, treatment of these resources shall be determined

during Native American consultation. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. The CRMMP shall include the proper procedures and applicable regulations to follow in the event of discovery of human remains.

# 8.0 PREPARERS QUALIFICATIONS

| Name | Title | Education | Experience (Years) |
|---|---|---|---|
| Trina Meiser | Architectural Historian | MS – Historic Preservation Planning, Cornell University, 2003<br>BA – History, Kenyon College, 1998 | 21 |
| Monica Wilson | Architectural Historian | MA – Public History, California State University, Sacramento, 2015<br>BA – History, California State University, Sacramento, 2012 | 8 |
| Allison Hill | Archaeologist | MA – Public Archaeology, California State University, Northridge, 2017<br>BA – Anthropology, California State University, Fullerton, 2011 | 12 |
| Chandler Gorham | Historian | MA – History, University of Oregon, 2024<br>BA – History for Secondary Education, Grand Canyon University, 2022 | 1 |
| Matheson Lowe | Archaeologist | BA – Anthropology, University of Arizona, 2012 | 13 |

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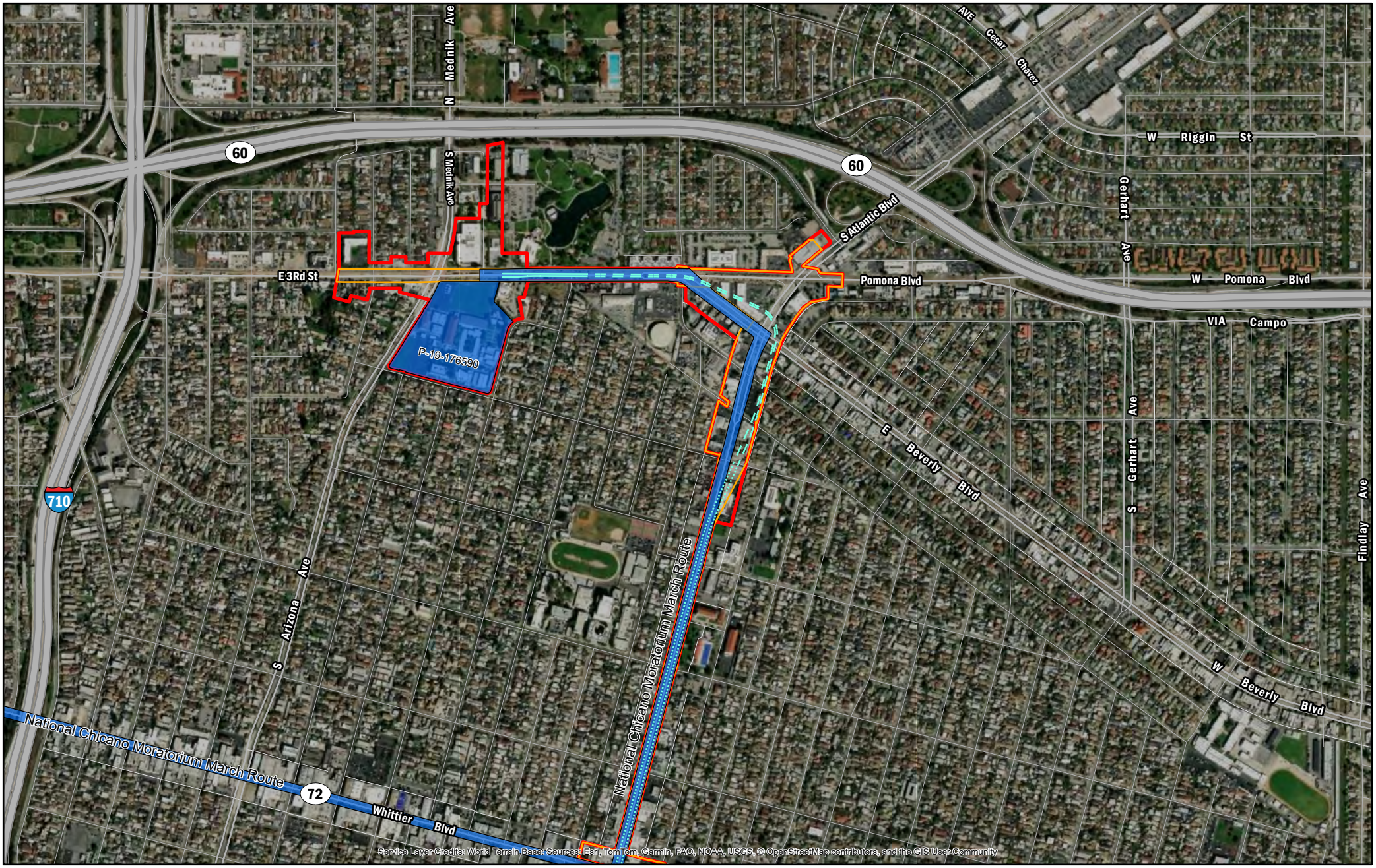
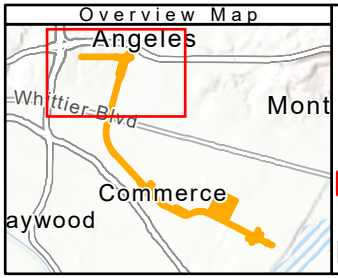
# ATTACHMENT A – AREA OF POTENTIAL EFFECTS MAP




Overview Map




**Type**

- Rail Guideway (At-Grade)
- Rail Guideway (Trench)
- Rail Guideway (Tunnel)
- Area of Direct Impact
- Area of Potential Effects

**Historic Property/Historical Resource**

- Historic Resource

0 287.5 575 1,150 1,725 2,300 Feet

0 125 250 500 750 1,000 Meters

**Scale:** 1:12,000
1:12,000
Date: 12/9/2025
Projection: NAD 83 UTM Zone 11N

N

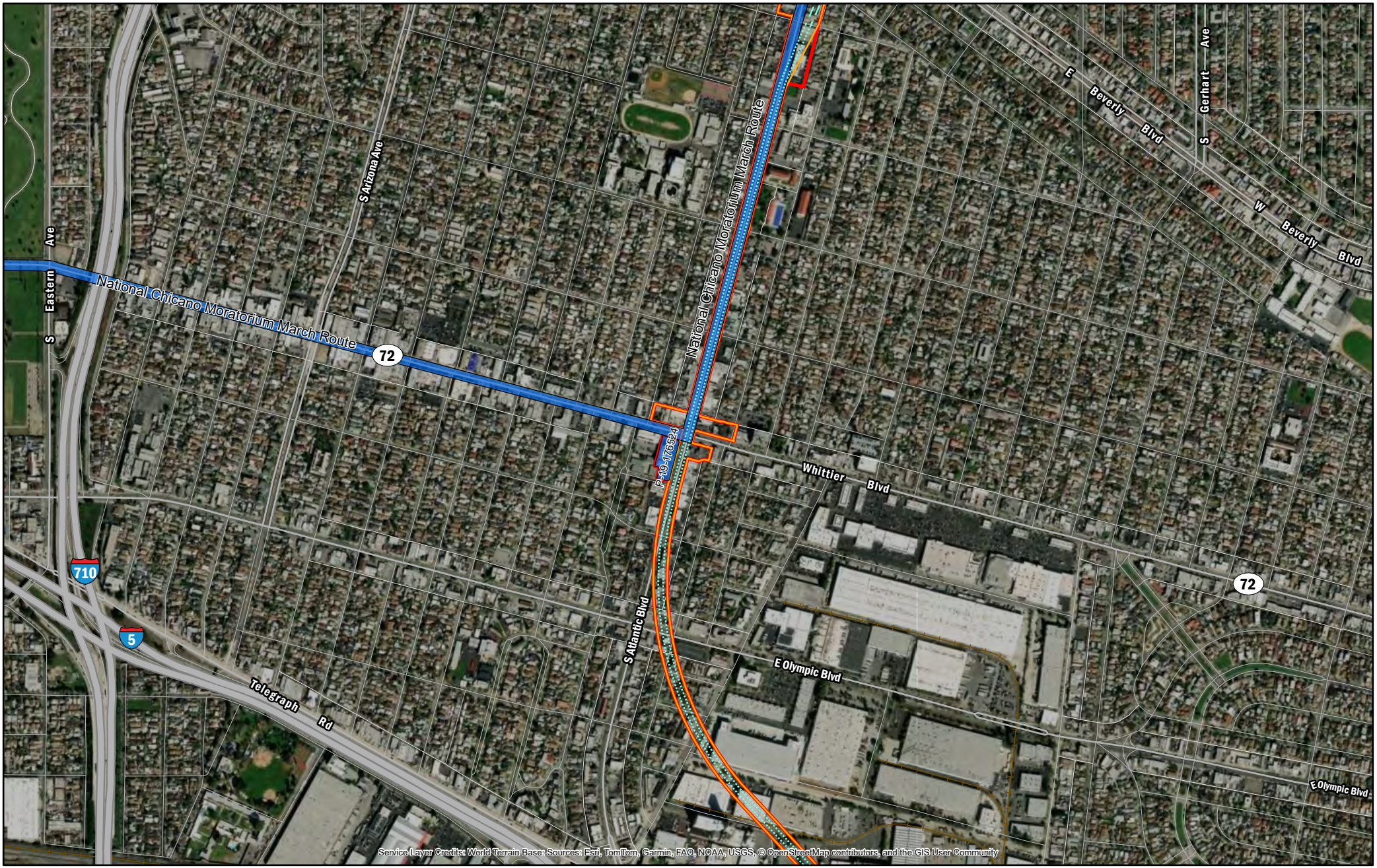
Eastside Transit Corridor Phase 2 Project
Washington Alternative

## Area of Potential Effects

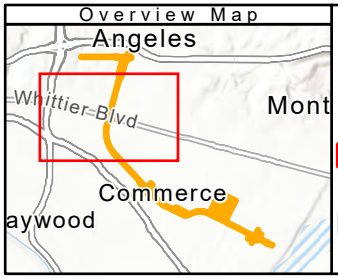
Project: 60039033

AECOM CDM Smith

**Figure 1**




Overview Map




**Type**

- Rail Guideway (Trench)
- Rail Guideway (Tunnel)
- Area of Direct Impact
- Area of Potential Effects

**Historic Property/Historical Resource**

- Historic Resource

0 287.5 575 1,150 1,725 2,300 Feet

0 125 250 500 750 1,000 Meters

**Scale:** 1:12,000
1:12,000
Date: 12/9/2025
Projection: NAD 83 UTM Zone 11N

N

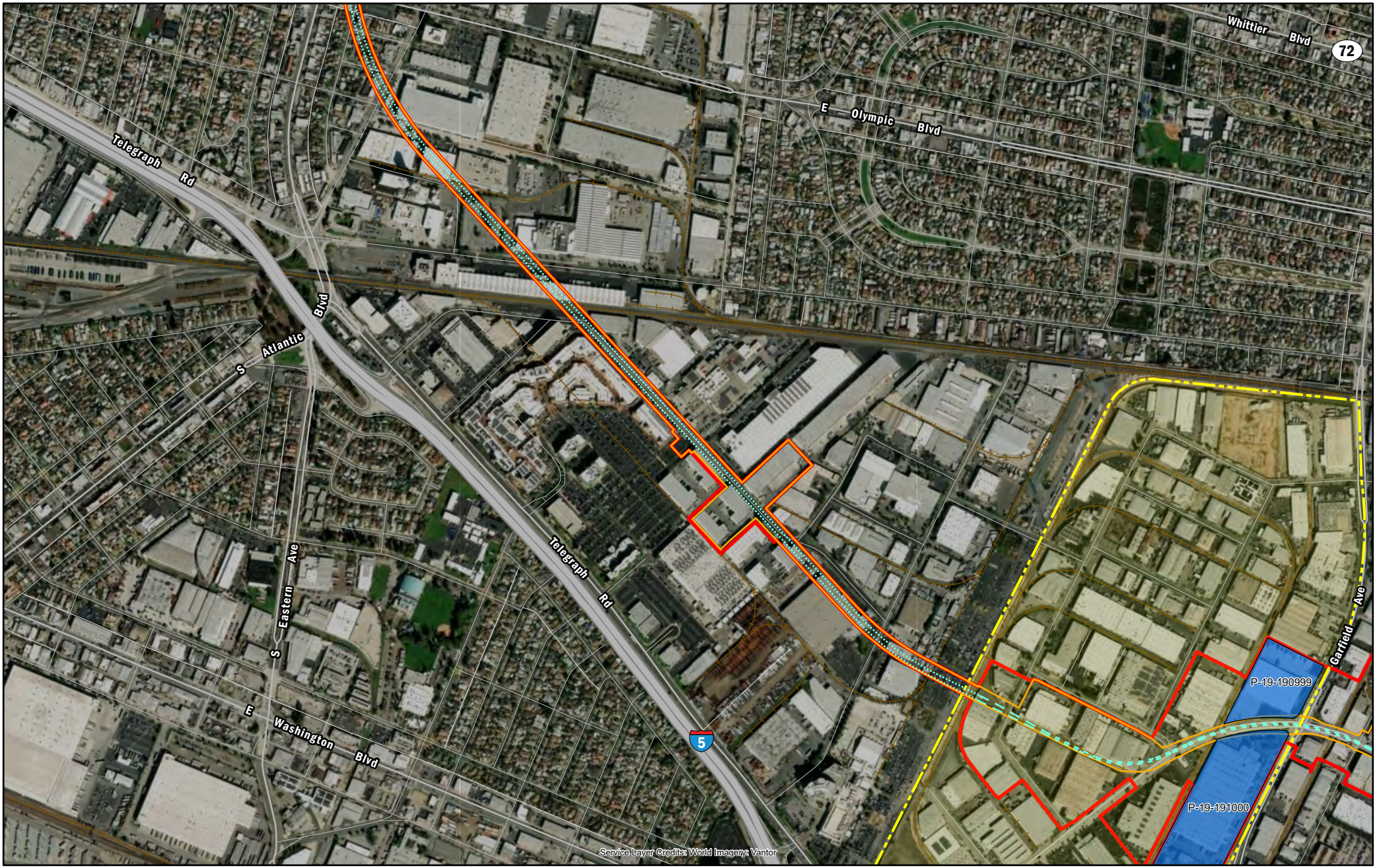
Eastside Transit Corridor Phase 2 Project
Washington Alternative

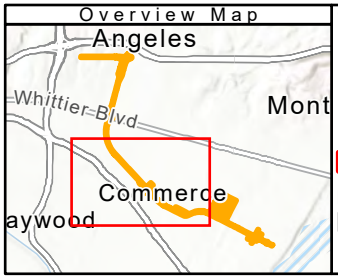
# Area of Potential Effects

Project: 60039033

AECOM CDM Smith

**Figure 2**




**Type**

- Rail Guideway (Elevated)
- Rail Guideway (Trench)
- Rail Guideway (Tunnel)
- Area of Direct Impact
- Area of Potential Effects

**Historic Property/Historical Resource**

- Historic Resource
- Vail Field Industrial Addition Historic District (Eligible)

0 287.5 575 1,150 1,725 2,300 Feet

0 125 250 500 750 1,000 Meters

**Scale:** 1:12,000
1:12,000
Date: 12/9/2025
Projection: NAD 83 UTM Zone 11N

N

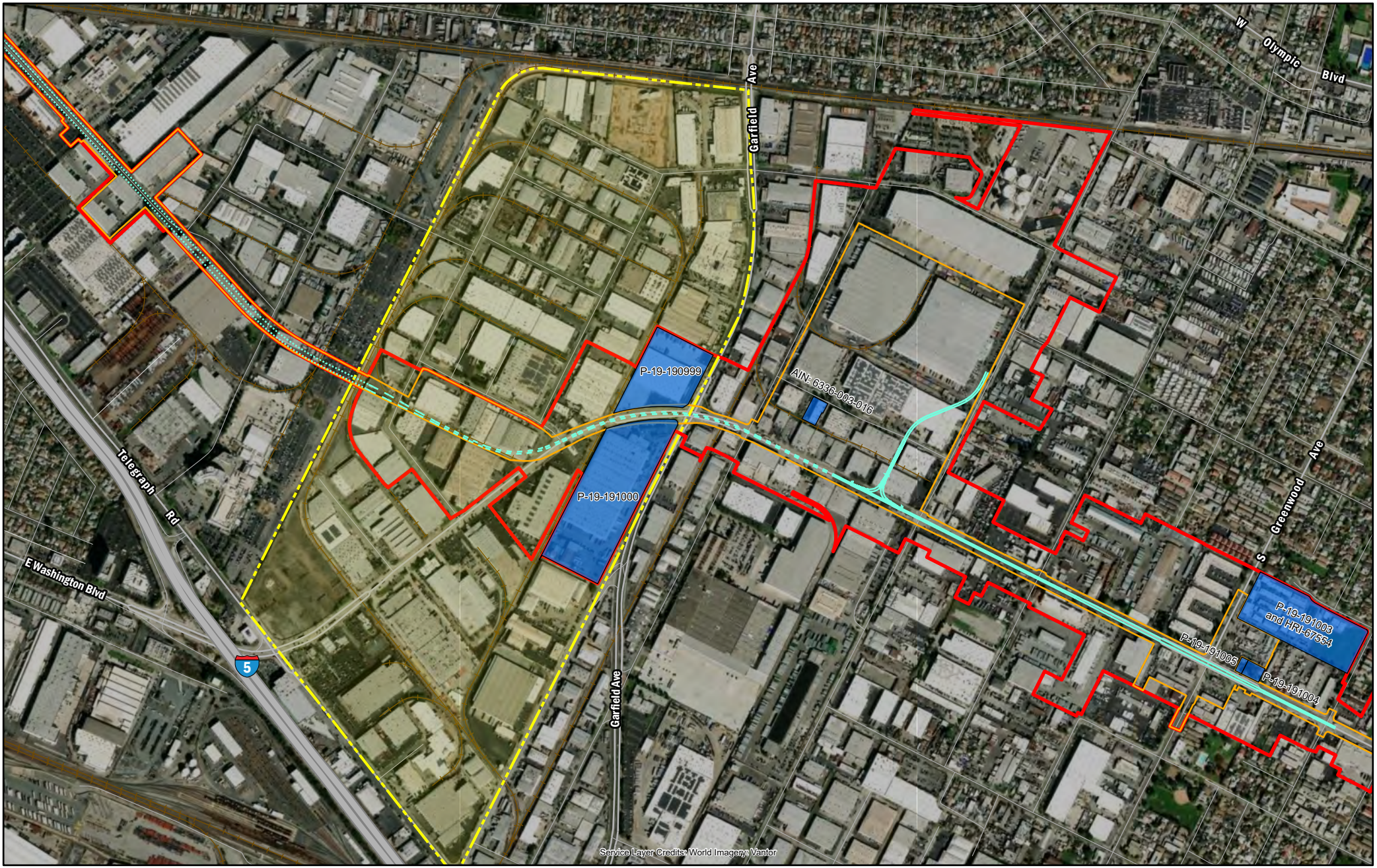
Eastside Transit Corridor Phase 2 Project
Washington Alternative

## Area of Potential Effects

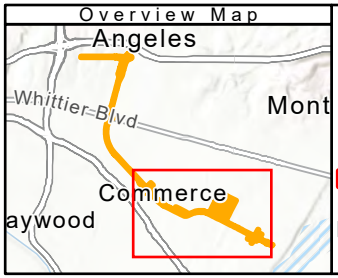
Project: 60039033

AECOM CDM Smith

**Figure 3**




Overview Map




**Type**

- Rail Guideway (Elevated)
- Rail Guideway (At-Grade)
- Rail Guideway (Crossovers)
- Rail Guideway (Trench)
- Rail Guideway (Tunnel)
- Area of Direct Impact
- Area of Potential Effects

**Historic Property/Historical Resource**

- Historic Resource
- Vail Field Industrial Addition Historic District (Eligible)

0 287.5 575 1,150 1,725 2,300 Feet

0 125 250 500 750 1,000 Meters

**Scale:** 1:12,000
1:12,000
Date: 12/9/2025
Projection: NAD 83 UTM Zone 11N

N

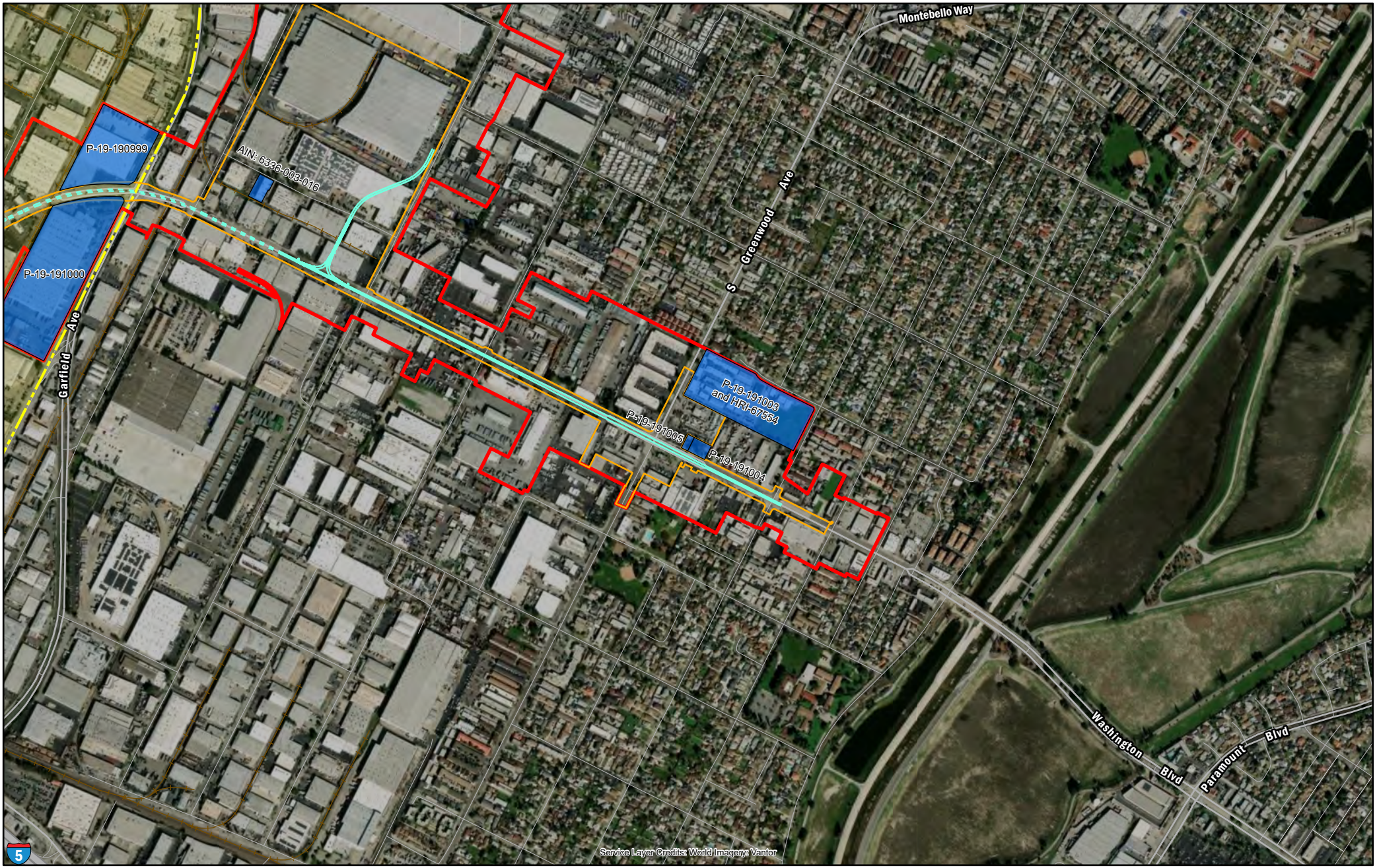
Eastside Transit Corridor Phase 2 Project
Washington Alternative

# Area of Potential Effects

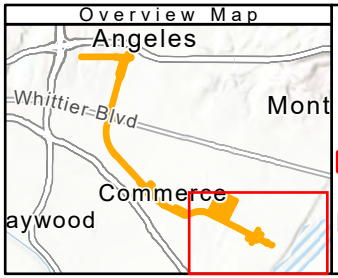
Project: 60039033

AECOM CDM Smith

**Figure 4**




Overview Map




**Type**

- Rail Guideway (Elevated)
- Rail Guideway (At-Grade)
- Rail Guideway (Crossovers)
- Area of Direct Impact
- Area of Potential Effects

**Historic Property/Historical Resource**

- Historic Resource
- Vail Field Industrial Addition Historic District (Eligible)

0 287.5 575 1,150 1,725 2,300 Feet

0 125 250 500 750 1,000 Meters

**Scale:** 1:12,000
1:12,000
Date: 12/9/2025
Projection: NAD 83 UTM Zone 11N

N

Eastside Transit Corridor Phase 2 Project
Washington Alternative

# Area of Potential Effects

Project: 60039033

AECOM CDM Smith

**Figure 5**

# ATTACHMENT B – CONSULTING PARTY OUTREACH (CONFIDENTIAL)

CONFIDENTIAL - NOT FOR PUBLIC REVIEW

# ATTACHMENT C – RECORDS SEARCH RESULTS (CONFIDENTIAL)

CONFIDENTIAL - NOT FOR PUBLIC REVIEW

# ATTACHMENT D – CALIFORNIA DEPARTMENT OF PARKS AND RECREATION 523 FORMS

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3S; 3CS_____
Other Listings _____
Review Code Reviewer Date _____



*Resource Name or #: (Assigned by recorder) Vail Field Industrial Addition

P1. Other Identifier: Vail Field
*P2. Location: ☐ Not for Publication ☒ Unrestricted ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
Address Multiple City Commerce Zip 90040
c. UTM: (Give more than one for large and/or linear resources) Zone 11S; 394982.11 m E/ 3763576.46 m N
11S; 395514.47 m E/ 3763542.96 m N
11S; 394821.53 m E/ 3761716.08 m N
11S; 394340.97 m E /3762301.48 m N
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): (See District Record)

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

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial building; HP29. Landscape architecture; HP30. Trees/vegetation
*P4. Resources Present: ☐ Building ☐Structure ☐Object ☐Site ☒District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of landscape elements at 6489 Corvette Street, camera facing east 12/18/2019

*P6. Date Constructed/Age and Source: ☒Historic ☐Prehistoric ☐Both 1950-1960

*P7. Owner and Address:
Multiple

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

M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

*P9. Date Recorded: January 7, 2020

*P10. Survey Type: Intensive

*P11. Report Citation: Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2021.

**D1.** Historic Name: Vail Field; Western Air Express Airport; Central Manufacturing District
D2. Common Name: None

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Vail Field Industrial Addition is a cohesive and intact geographical district that is distinctive as a planned industrial park with Mid-Century Modern-style architectural features, intentional landscape elements, and a truck and rail access plan. The industrial park was built following a type of distribution system that was designed to centralize manufacturing and processing industries at the juncture of major railroads and highways. The subdivision was primarily developed between 1951 and 1960, with some later infill construction and redevelopments from 1960 to the present. Part of the larger, regional Central Manufacturing District that roughly spans from Vernon in the west to Commerce in the east, the setting of the Vail Field Industrial Addition is suburban industrial. The site of the addition is adjacent to Union Pacific RR, BNSF RR, and the Santa Ana Freeway. Visually, the district is characterized as an industrial park with large, sprawling buildings featuring diverse modernistic architectural influences, including International Style, Futurist, and Contemporary elements on eclectic façades, as well as landscape features that accentuate the unconventional industrial aesthetic with garden-like features. Washington Boulevard is the main throughfare which bisects the district, with Telegraph Road and Malt Avenue/Garfield Avenue providing major freight access to the south and east. The district exclusively includes industrial properties that generally contain one- to two-story buildings with concrete walls and flat roofs and expansive square footage. The district features a level topography with parcel lots organized around a grid pattern of roads with parallel railways that curve and loop at the periphery of the district. The facilities are characterized by the dual access to the former internal railway network behind the buildings and streets at the front. The district's hardscape features include paved roads, surface parking lots, and railroad alignments. The district's setting, plan, and landscape have undergone minor changes since it was originally constructed. Landscape elements evidence within the district include landscaped lawns, trees, shrubs, planters, tropical plants, ornamental topiaries, climbing vines, rose bushes, and ornamental rocks.

Character-Defining Features

- Industrial Buildings, including one- to two-story factories, warehouses, and combination buildings with offices and warehouses
- Flat roofs with no overhang
- Elaborated primary entrances including cantilevered porch roofs, fabricated metal porch supports, projecting accent walls, blade signs, angled storefronts, and recessed entrances.
- Location along railway network with utilitarian access at rear of buildings
- Mid-Century Modern construction materials, including tilt-up concrete construction, CMU construction, reinforced concrete construction
- Mid-Century Modern ornamentation, including stone veneer accents, ceramic tile accents, breeze block, and stack bond brick, streamlined concrete features
- Steel industrial ribbon windows
- Louvered vents along windows
- Steel roof and bowstring construction
- Landscaped lawns, trees, shrubs, planters, tropical plants, ornamental topiaries, climbing vines, rose bushes, and ornamental rocks.

As a result of this preliminary district survey, 40 contributors (Table 1), 20 noncontributors (Table 2), and 41 potential contributors that require further investigation and evaluation (Table 3) have been identified. DPR 523 A Primary Records and DPR 523 B BSO Records for the district resources are appended to this district record. The map reference numbers in each table correlate to the district map.

Several important industrial and manufacturing companies established facilities in the industrial hub. The Goodyear Tire and Rubber Company warehouse (2353 Garfield Avenue) is representative of suburban development throughout the region. The facility met Southern California consumers' exploding demand for automotive products during the district's heyday (1952 to 1960) until being replaced by suburban manufacturing locations in Orange and Riverside counties in the early 1960s (*Los Angeles Times*

1960). The Pacific Metals Building (2187 Garfield Avenue) developed in conjunction with the increasing demand for specialty metals. Other steel companies within the district include: the Marwais Steel Company (6466 Gayhart Street), the Bralco Metals Company (6489 Corvette Street), and the Colorado Fuel & Iron Corporation (2444 Saybrook Avenue), which moved its headquarters to the Vail Field Industrial Addition in 1954. At that time, the Colorado Fuel & Iron Corporation was the ninth largest steel producer in the nation (Los Angeles Times 1954). In addition, 6409 Gayhart Street, originally a distribution center for pharmaceutical manufacturers Merck, Sharp & Dohme, was at the time the company's largest domestic branch installation ever constructed (Los Angeles Times 1958). For examples of existing conditions, see Photographs 1 through 12.

The non-contributing buildings and structures (see Table 2) were constructed outside of the period of significance (1951 to 1960), so they do not contribute to the historical significance of the district, or they have been substantially modified and no longer convey the character of the district's period of significance. Primarily, the non-contributing buildings and structures have experienced major alterations and subsequent construction episodes outside of the district's period of significance, which have altered the form, materials, and visual feel of the property. Many of the properties no longer have their character-defining features or major original and historic-period materials, elements, and arrangements. Lastly, the non-contributing resources lack architectural distinction. The non-contributing resources are located throughout the district.

The preliminary district survey also identified 41 properties within the potential historic district boundary (see Table 3) that could contribute to the district's significance from the period of significance. However, these properties require further investigation to evaluate their eligibility for listing in the NRHP/CRHR as contributors to the potential historic district.

Table 1. Contributing Resources

| Map Reference Number | Parcel | Address | Construction Date | Eligibility |
|---|---|---|---|---|
| 74 | 6336011007 | 2343 Saybrook Avenue | 1956 | 3D; 3CD |
| 75 | 6336010013 | 2401 Saybrook Avenue | 1955 | 3D; 3CD |
| 76 | 6336010014 | 2425 Saybrook Avenue | 1955 | 3D; 3CD |
| 15 | 6336014024 | 6415 Fleet Street | 1954 | 3D; 3CD |
| 16 | 6336014023 | 6445 Fleet Street | 1955 | 3D; 3CD |
| 17 | 6336014022 | 6459 Fleet Street | 1954 | 3D; 3CD |
| 18 | 6336014021 | 2041 Davie Avenue | 1956 | 3D; 3CD |
| 27 | 6336012016 | 6400 Fleet Street | 1954 | 3D; 3CD |
| 26 | 6336012017 | 6440 Fleet Street | 1954 | 3D; 3CD |
| 25 | 6336012018 | 6444 Fleet Street | 1954 | 3D; 3CD |
| 24 | 6336012019 | 6466 Fleet Street | 1954 | 3D; 3CD |
| 23 | 6336012020 | 6490 Fleet Street | 1954 | 3D; 3CD |
| 29, 30 | 6336012021; 6336012022 | 6415 Corvette Street | 1955 | 3D; 3CD |
| 31 | 6336012023 | 6465 Corvette Street | 1954 | 3D; 3CD |
| 32 | 6336012024 | 6489 Corvette Street | 1954 | 3D; 3CD |
| 43 | 6336012030 | 6400 Corvette Street | 1956 | 3D; 3CD |
| 42 | 6336012031 | 6436 Corvette Street | 1956 | 3D; 3CD |
| 41 | 6336012032 | 6440 Corvette Street | 1955 | 3D; 3CD |
| 40 | 6336012033 | 6460 Corvette Street | 1957 | 3D; 3CD |
| 39 | 6336012034 | 6474 Corvette Street | 1956 | 3D; 3CD |
| 38 | 6336012035 | 6480 Corvette Street | 1956 | 3D; 3CD |
| 47 | 6336012036 | 2200 Saybrook Avenue | 1956 | 3D; 3CD |
| 48 | 6336012037 | 2211 Davie Avenue | 1956 | 3D; 3CD |
| 53 | 6336012038 | 6409 Gayhart Street | 1957 | 3D; 3CD |
| 52 | 6336012039 | 6433 Gayhart Street | 1959 | 3D; 3CD |
| 51 | 6336012040 | 6505 Gayhart Street | 1956 | 3D; 3CD |
| 55 | 6336011008 | 6414 Gayhart Street | 1956 | 3D; 3CD |
| 63 | 6336011012 | 6466 Gayhart Street | 1953 | 3D; 3CD |
| 64 | 6336011013 | 6565 E. Washington Boulevard | 1954 | 3D; 3CD |
| 73 | 6336011014 | 2424 Saybrook Avenue | 1955 | 3D; 3CD |
| 72 | 6336011015 | 2444 Saybrook Avenue | 1954 | 3D; 3CD |
| 71 | 6336011016 | 6541 E. Washington Boulevard | 1954 | 3D; 3CD |
| 19 | 6336013007 | 2040 Davie Avenue | 1955 | 3D; 3CD |
| 20 | 6336013008 | 2054 Davie Avenue | 1954 | 3D; 3CD |
| 34 | 6336013009 | 2110 Davie Avenue | 1954 | 3D; 3CD |
| 37 | 6336013010 | 2140 Davie Avenue | 1956 | 3D; 3CD |
| 49 | 6336013011 | 2210 Davie Avenue | 1955 | 3D; 3CD |
| 50 | 6336013012 | 6625 E. Washington Boulevard | 1953 | 3D; 3CD |
| 36 | 6336013014 | 2187 Garfield Avenue | 1955 | 3S; 3D; 3CD |
| 67 | 6336009018 | 2353 Garfield Avenue | 1952 | 3S; 3D; 3CD |

**Table 2. Non-Contributing Resources**

| Map Reference Number | Parcel | Address | Construction Date | Eligibility |
|---|---|---|---|---|
| 14 | 6336012014 | 2041 Saybrook Avenue | 1955 | 6Y |
| 28 | 6336012041 | 2117 Saybrook Avenue | 1967 | 6Y |
| 44 | 6336012042 | 2117 Saybrook Avenue | 1967 | 6Y |
| 45 | 6336012043 | 2151 Saybrook Avenue | 1983 | Non-historic |
| 46 | 6336012026 | 2161 Saybrook Avenue | 1981 | Non-historic |
| 54 | 6336012027 | 2211 Saybrook Avenue | 1963 | 6Y |
| 55 | 6336012028 | 2253 Saybrook Avenue | 1962 | 6Y |
| 56 | 6336012029 | 2267 Saybrook Avenue | 1990 | Non-historic |
| 57 | 6336011006 | 2313 Saybrook Avenue | 1955 | 6Y |
| 58 | 6336011900 | 2327 Saybrook Avenue | 1962 | 7R |
| 61 | 6336011010 | 6460 Gayhart Street | 1995 | Non-historic |
| 65 | 6336013019 | 2266 Davie Avenue | 1964 | 6Z |
| 66 | 6336013020 | 6605 E. Washington Boulevard | 1991 | Non-Historic |
| 68 | 6336009011 | Vacant Parcel | N/A | Vacant Parcel |
| 69 | 6336009012 | 6586 E. Washington Boulevard | 1956 | 6Z |
| 70 | 6336009013 | 6550 E. Washington Boulevard | 1979 | 6Z |
| 35 | 6336013015 | 2131 Garfield Avenue | 1954 | 6Y |

Table 3. Identified and Unevaluated Parcels within the Historic District Boundary

| Map Reference Number | Parcel | Address | Construction Date | Eligibility |
|---|---|---|---|---|
| 78 | 6336009014 | 6500 E. Washington Boulevard | 1954 | Not evaluated |
| 81 | 6336009034 | 2501 S Malt Avenue | 1953 | Not evaluated |
| 57 | 6336010016 | 6303 Corsair Street | 1956 | Not evaluated |
| 85 | 6336010018 | 6363 Corsair Street | 1955 | Not evaluated |
| 86 | 6336010017 | 6333 Corsair Street | 1955 | Not evaluated |
| 82 | 6336009021 | 2601 S Malt Avenue | 1954 | Not evaluated |
| 77 | 6336010015 | 6467 E. Washington Boulevard | 1955 | Not evaluated |
| 88 | 6336010020 | 6310 Corsair Street | 1956 | Not evaluated |
| 89 | 6336010021 | 6393 E. Washington Boulevard | 1956 | Not evaluated |
| 80 | 6336009033 | 2429 S Malt Avenue | 1953 | Not evaluated |
| 84 | 6336010019 | 6423 E. Washington Boulevard | 1955 | Not evaluated |
| 83 | 6336009016 | 6400 E. Washington Boulevard | 1954 | Not evaluated |
| 79 | 6336009015 | 6446 E. Washington Boulevard | 1959 | Not evaluated |
| 8 | 6336013006 | 6510 Flotilla Street | 1954 | Not evaluated |
| 21 | 6336013017 | 2051 Garfield Avenue | 1961 | Not evaluated |
| 1 | 6336014010 | 6401 Flotilla Street | 1954 | Not evaluated |
| 7 | 6336013018 | 2011 Garfield Avenue | 1955 | Not evaluated |
| 22 | 6336013016 | 2085 Garfield Avenue | 1957 | Not evaluated |
| 2 | 6336014011 | 6431 Flotilla Street | 1957 | Not evaluated |
| 12 | 6336014017 | 6416 Flotilla Street | 1954 | Not evaluated |
| 4 | 6336014013 | 6501 Flotilla Street | 1954 | Not evaluated |
| 10 | 6336014019 | 6464 Flotilla Street | 1954 | Not evaluated |
| 5 | 6336014014 | 6525 Flotilla Street | 1956 | Not evaluated |
| 6 | 6336014015 | 6557 Flotilla Street | 1956 | Not evaluated |
| 11 | 6336014018 | 6446 Flotilla Street | 1954 | Not evaluated |
| 13 | 6336014016 | 2001 Saybrook Avenue | 1954 | Not evaluated |
| 9 | 6336014020 | 6480 Flotilla Street | 1956 | Not evaluated |
| 3 | 6336014012 | 6465 Flotilla Street | 1966 | Not evaluated |
| 101 | 6336009027 | 2655 S Malt Avenue | 1959 | Not evaluated |
| 96 | 6336009023 | 2701 Carrier Avenue | 1961 | Not evaluated |
| 90 | 6336010908 | 6233 Telegraph Road | 1955 | Not evaluated |
| 98 | 6336009025 | 2716 Carrier Avenue | 1959 | Not evaluated |
| 100 | 6336009031 | 2747 S Malt Avenue | 1956 | Not evaluated |
| 99 | 6336009026 | 6511 Telegraph Road | 1959 | Not evaluated |
| 91 | 6336009905 | 6350 E. Washington Boulevard | 1977 | Not evaluated |
| 92 | 6336009036 | 6340 E. Washington Boulevard | 2009 | Not evaluated |
| 97 | 6336009024 | 2733 Carrier Avenue | 1961 | Not evaluated |
| 95 | 6336009022 | 2700 Carrier Avenue | 1958 | Not evaluated |
| 94 | 6336009035 | 6333 Telegraph Road | 2009 | Not evaluated |
| 93 | 6336009038 | 6320 E. Washington Boulevard | 2015 | Not evaluated |



Photograph 1. Former Bralco Metals Company building (6489 Corvette Street), view northeast



Photograph 2. Former Titanium Metals Corporation of America building (6465 Corvette Street), view east



Photograph 3. Former W. P. Wooldridge Company building (6440 Fleet Street), view southwest



Photograph 4. Former Marwais Steel Company building (6466 Gayhart Street), view southwest




Photograph 5. Former Hoffman Hardware Company building (6625 E Washington Boulevard), view north




Photograph 6. Former Sues, Young & Brown Inc. building (2200 Saybrook Avenue), view southeast




Photograph 7. Former Colorado Fuel & Iron Corporation building (2444 Saybrook Avenue), view northeast



Photograph 8. Former Premium Autoware Company building (2424 Saybrook Avenue), view north



Photograph 9. Property located at 6500 E. Washington Boulevard, view southeast




Photograph 10. Property located at 2040 Davie Avenue, view northeast




Photograph 11. Property located at 6433 Gayhart Street, view northeast



Photograph 12. Property located at 6436 Corvette Street, view southwest

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.)**:**

The district boundary commences at the southwest corner at the intersection of Garfield Avenue and the Union Pacific Railroad right-of-way; traverses south along the west side of Garfield Avenue; then southwest along the west side of S. Malt Avenue to the northwest corner at the intersection of Telegraph Road; then northwest along the east side of Telegraph Road to a point at the western boundary of the Vail Field Industrial Addition; then northeast along the addition line to the intersection with the Union Pacific Railroad right-of-way; then curving east along the south side of the Union Pacific Railroad right-of-way to the southwest corner at the intersection of Garfield Avenue. See district boundary on the Location Map and Sketch Map.

***D5. Boundary Justification:**

The district boundary was determined based on the historical pattern of development associated with the Vail Field Industrial Addition. Historically, Vail Field was roughly bounded by the Union Pacific Railroad right-of-way to the north, Telegraph Road to the south, Yates Avenue to the east, and a transmission line right-of-way to the west. Due to non-period infill construction, geographical separation, and lack of rail and truck access, the district boundary was determined to only include properties west of Garfield Avenue/Malt Avenue. Within these boundaries are at least 40 contributing resources that illustrate the functional and aesthetic design concepts associated with industrial complexes of the 1950s. The district boundary also includes the rail network and roadway alignments that were integral aspects the development, function, and use of these properties.

**D6. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(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 Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

Historic Context

*Historic Land Use*

In the early twentieth century, the subject property functioned as an airfield. The 400-acre Vail Field was established during the 1920s and featured unpaved, earthen, runways and several storage hangars (Plates 1, 2, and 3). The site was used by one of the first airmail contractors, Western Air Express, and served some commercial flights (WPA 2020). The site was also among one of the airfields Charles Lindbergh visited with the Spirit of Saint Louis in 1927. The Standard Oil Company also operated oil wells in the northeastern portion of Vail Field, which was adjacent to one of the company's oil tank farms.

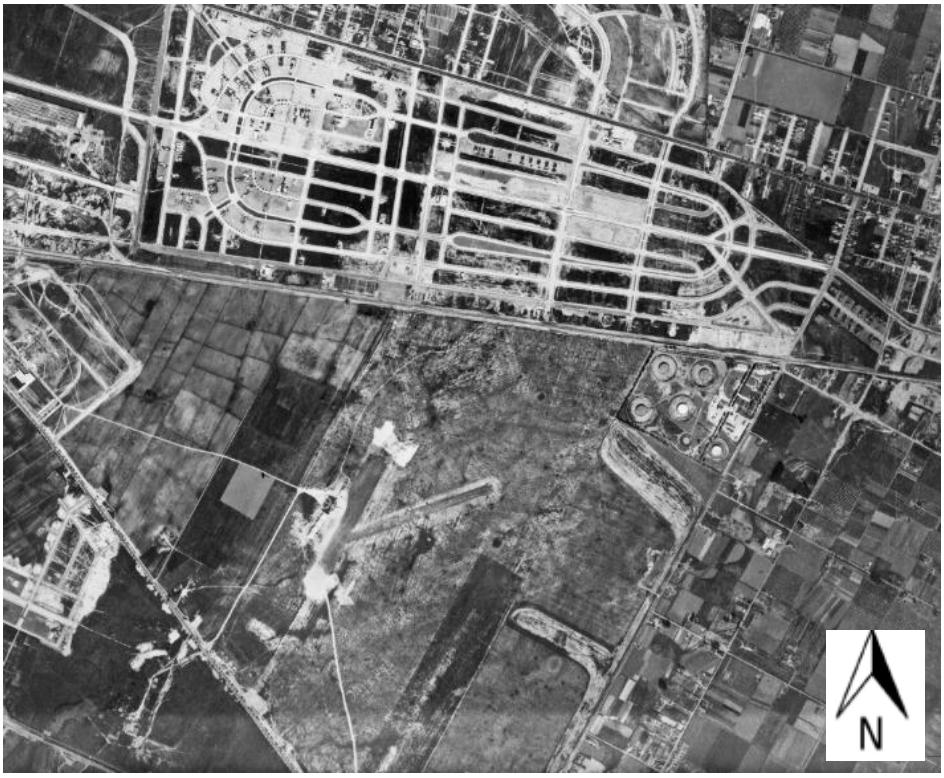



Plate 1. Aerial Photograph of Vail Field, 1928 (UCSB 2020)



Plate 2. Vail Field, 1926 (WPA 2020)




Plate 3. Aerial Photograph of Vail Field, 1941 (UCSB 2020)

*Planned Industrial Park Development*

In 1896, financier Frederick H. Prince developed a new concept for planned industrial districts consisting of a cluster of manufacturing and commercial buildings for a variety of businesses centered around critical transportation infrastructure, which would revolutionize industry. Prince acquired the Chicago Junction Railway, the Chicago Union Stockyards, and the adjacent land holdings. To capitalize on the potential to generate traffic on the railroad, Prince developed the Central Manufacturing District, the first modern industrial park in the United States, on 285 acres near the Union Stockyards beginning in 1902. The district included a freight station, which helped to lower the collective shipping costs for businesses within the district, and connections to the main railroad lines. The district had a power and steam plant that powered the buildings and factory equipment. The streets in the district were privately owned, so that Prince's company had total control over operations. Prince set high architectural standards for the district and planted gardens and trees along the parkways (Ibata 1985).

Due to the success of the first Central Manufacturing District, Prince opened a second district on an adjacent tract in 1915. The second district had buildings that faced a railyard at the rear with austere, common industrial designs. However, the building fronts faced a residential neighborhood, so Prince ensured that the façades of the buildings complimented the character of the neighborhood by employing Gothic Revival-style architectural features. Soon after, competitors began to adopt the industrial park model developed by Central Manufacturing District, Inc. (Ibata 1985).

Central Manufacturing District, Inc. expanded to Los Angeles in the 1923 (Plate 4). The new industrial park was developed on a 300-acre tract of the old Rancho San Antonio, one of the original Spanish land grants, along the Los Angeles River. Like the second Chicago district, Central Manufacturing District of Los Angeles was centered on a railyard with multiple spurs leading to factories, warehouses, and packing houses built on a grid of streets. The district was adjacent to the Los Angeles Union Stockyards and the Los Angeles Junction Railway, which the company built, and the main lines of the Union Pacific Railroad and the Santa Fe Railroad. The company claimed to offer "service coupled with efficiency, scientific co-operation on a large scale–and strategic location… a

location for its plants where all railroads meet…" (Harman 1923). Prince's influence on the aesthetic of the district was evident, as well. At the center of the district was the monumental Spanish Colonial Revival-style Freight Terminal and Manufacturers' Building on Loma Vista Avenue. Other plants and warehouses displayed popular architectural styles of the period.

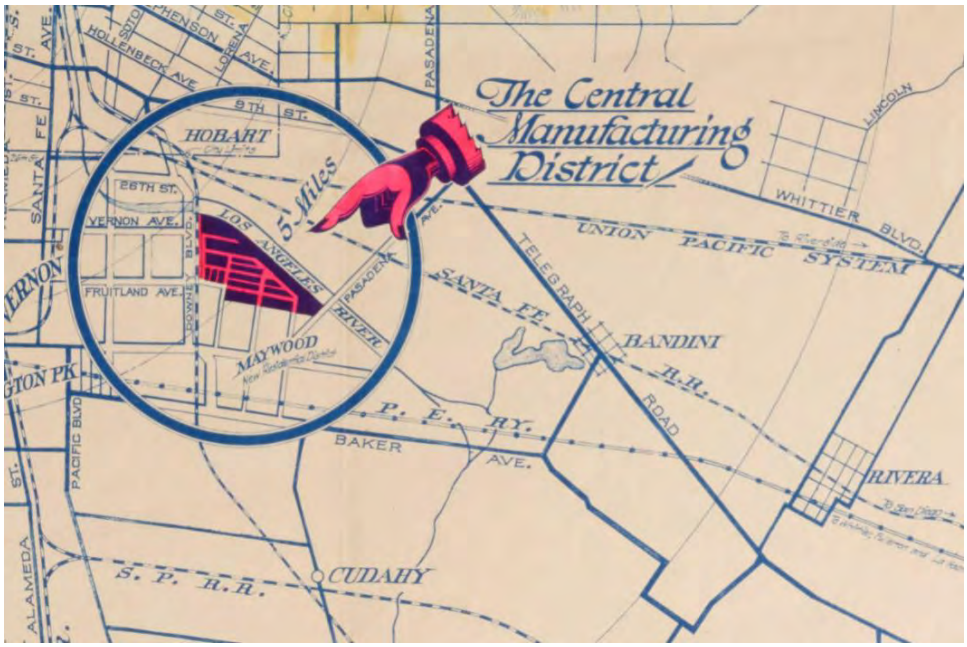



Plate 4. Excerpt of map of the Central Manufacturing District of Los Angeles, ca. 1923, west of Vail Field (Huntington Library)

In 1928, the Santa Fe Railroad purchased the Central Manufacturing District for further development and added new areas in 1930, 1932, and between 1947 and 1952 to provide for new and expanding industries and services. Companies located in the district include food, automobile, furniture, household items, machinery, paints, paper, plastics, steel, trucks, wood, cosmetics, processing, and service companies of all types. Today, the district spans approximately 2,800 acres and is partially located within the cities of Commerce, Bell, and Vernon, eastward from Soto Street to Garfield Avenue; the southern edge is bordered partly by Fruitland Avenue and Randolph Street; on the northern edge are Washington Boulevard and the Santa Ana Freeway route, partially extending north beyond the freeway line (LAPL 2020). Architecturally, the new industrial tracts of East Los Angeles contained a wide variety of industrial building types, including warehouses, manufacturing facilities, and combination office/factories with designs ranging from the utilitarian (concrete, brick, or corrugated metal) to the popular architectural styles of the day (Spanish Colonial Revival, Streamline Moderne, Moderne, vernacular Modern, and Modern).

While the Central Manufacturing District of Los Angeles continued to grow, industrial parks multiplied. The model for industrial parks established by the Central Manufacturing District, Inc. was followed across America, until railroad shipping declined in favor of automotive trucking in the post-World War II era. By the late 1940s, advances in mechanical refrigeration technology for trucks made it easier and more versatile for overland freight to use trucks rather than rail transport. Furthermore, the implementation of the Interstate Highway Act of 1956, spurred a trucking industry boom. The Interstate system changed the connectivity of highways in the US and the way in which they were financed (USDOT 2006). The Interstate system expanded more than 40,000 miles highways and significantly expanded the reach of the trucking industry (USDOT 2006). By the late 1950s, industrial complexes were already phasing out direct warehouse-to-railcar loading as a design plan aspect; and planned industrial districts of the 1960s and 1970s prioritized truck access, grander scale, uniformity, and proximity to highways.

*Regional Industrial Development*

Industrial development had been present in the East Los Angeles area since the early 1900s. The Simons Brick Company opened

the first major industrial plant in the area in 1905. At its peak in the 1920s, the plant employed more than 3,000 people (including women and children). The plant's bricks were used to build numerous landmark buildings in Los Angeles, including City Hall and the University of California at Los Angeles's Royce Hall. The Samson Tire and Rubber Company came to the area in 1929 with a striking 240,000-squarefoot Assyrian-style plant that employed 2,500 men (and later became known as The Citadel). Automaker Chrysler opened a plant in the area in 1932, and Ford built a parts depot facility in 1951 (English and GuneWardena 1997).

Following World War II, expansion and industrial development in East Los Angeles increased. Vail Field was among one of the last large, open, and undeveloped areas within the burgeoning industrial area. The airfield had sparsely been developed and its use was discontinued following the end of World War II; the land was quickly targeted for expansion of the Central Manufacturing District. The property's large tracts of open land became attractive as real estate investments, and the airfield ultimately closed by 1950 (WPA 2020).

In the late 1950s, Warren Bedell, an employee of the nearby Firestone plant, located at the corner of what was known as Manchester and Alameda and since renamed Firestone Boulevard, conceived incorporating the neighborhoods of Rosewood Park and Bandini into what is now the city of Commerce. With corporate sponsorship and homeowner support, Commerce was officially incorporated on January 28, 1960. During the 1960s, the city added civic amenities such as a library, an "aquatorium," and a new city hall. Thanks to the Vail Field Industrial Addition and other industrial parks, Commerce had more than 100 of the nation's 500 largest corporations operating within its city limits by May of 1976. Although some of the older industries began to leave in the 1970s, the city added a number of distribution centers and warehousing facilities (English and GuneWardena 1997). Commerce underwent major redevelopment in the decades following the 1970s. These projects included new residential developments and a business park. When the Commerce Casino opened in 1990, it quickly became the city's second-largest employer. That same year, the landmark Samson plant reopened as The Citadel, a specialty retail center with office space and a 200-room hotel; it was later redeveloped as an outlet mall in the early 2000s. The city continues to retain its manufacturing identity, with nearly 64 percent of the city zoned for industrial use (English and GuneWardena 1997).

*Vail Field Industrial Addition*

The Vail Field Industrial Addition was initially developed on the former 400-acre Vail Field starting in 1951. Washington Boulevard and Garfield Avenue were extended through the south and eastern ends of the former airfield, and the runways and hangars were demolished and replaced with railroad alignments and streets (Plates 4 and 5).

Several important industrial and manufacturing companies helped to transform the Central Manufacturing District into an industrial hub. The Goodyear Tire and Rubber Company warehouse is representative of suburban development throughout the region. The facility met Southern California consumers' exploding demand for automotive products during the district's heyday (1952 to 1960) until being replaced by suburban manufacturing locations in Orange and Riverside counties in the early 1960s (Los Angeles Times 1960). The Pacific Metals Building was built in association with the increasing demand for specialty metals. Other steel companies within the Central Manufacturing District included: the Marwais Steel Company (Plate 6), the Bralco Metals Company, and the Colorado Fuel & Iron Corporation (Plate 7) which moved its headquarters to the Central Manufacturing District in 1954. At that time, the Colorado Fuel & Iron Corporation was the 9th largest steel producer in the nation (Los Angeles Times 1954a).

The property at 6414 Gayhart Street, constructed in 1956, was originally the Diamond Match Company warehouse and office facility. The Diamond Match Company was formed in 1881 through a partnership between the Swift, Courtney & Beecher Match Company of Wilmington (Delaware) and the Barber Match Company of Akron (Ohio). By 1889 the company had expanded, incorporating locations in Connecticut and Illinois (Plate 8). The Diamond Match Company facility at the Vail Field Industrial Addition was responsible for the self-locking match carton and bee divisions of the firm (Los Angeles Times 1956).

The Ingram Paper Company was located at 6541 E Washington Boulevard in 1954. The Los Angeles based firm, founded in 1923 by J. C. Ingram, specialized in fine and coarse papers, paper bags, and cordage materials. The Ingram Paper Company facility at the Vail Field Industrial Addition was innovative in that the building had continuous conveyors linking main offices to shipping departments, demountable walls that allowed for the building's expansion, and hydraulic powered loading docks to expedite railcar shipping (Plate 9) (Los Angeles Times 1953a).




Plate 5. Aerial Photograph of Vail Field Industrial Addition, 1958 (UCSB 2020)




Plate 6. Aerial Photograph of Vail Field addition, 1960 (UCSB 2020)

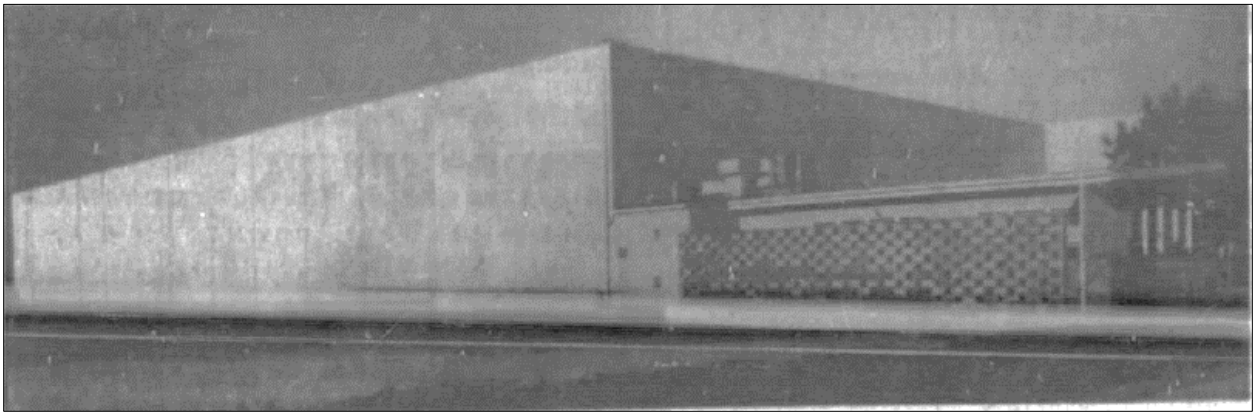


Plate 7. Marwais Steel Company headquarters (1959 building addition) at 6466 Gayhart Street, 1959 (*Los Angeles Times* 1959).

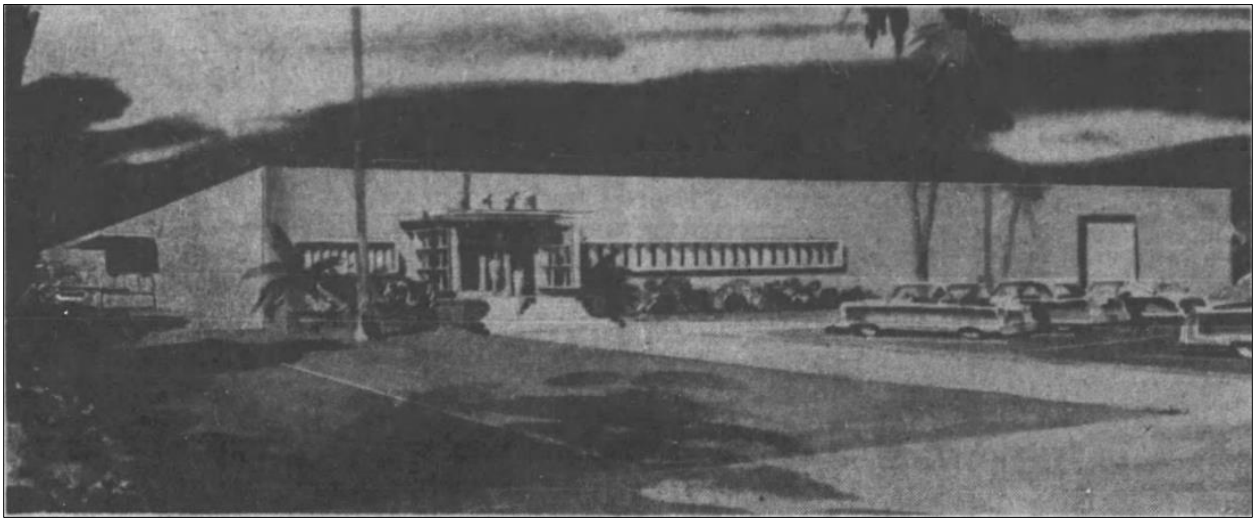


Plate 8. Rendering of the Colorado Fuel & Iron Corporation office and warehouse facility, 1954 (*Los Angeles Times* 1954b).

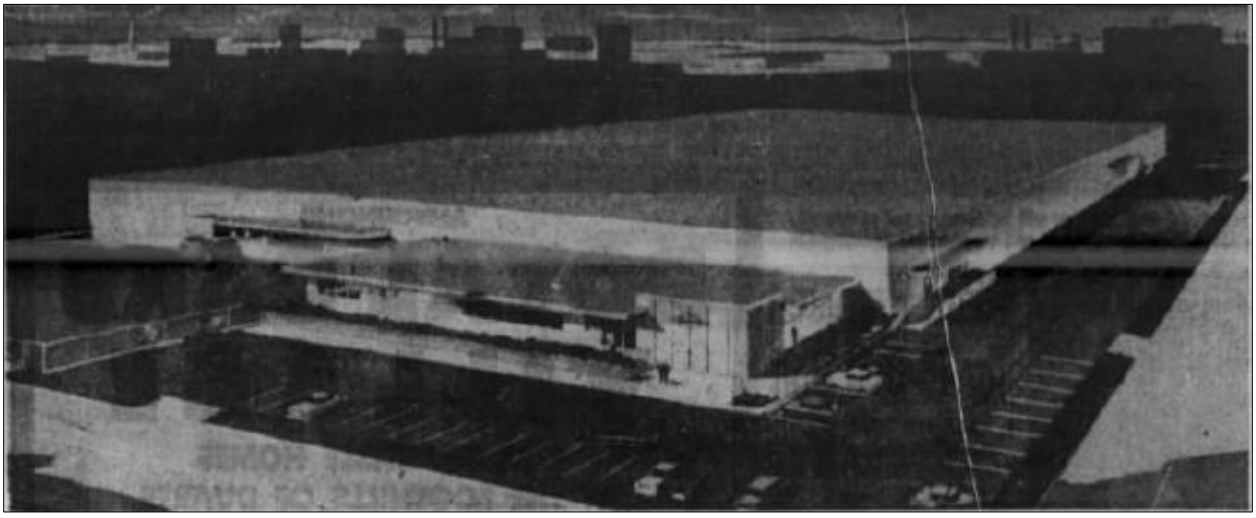


Plate 9. Diamond Match Company facility at 6414 Gayhart Street, 1956 (Los Angeles Times 1956).

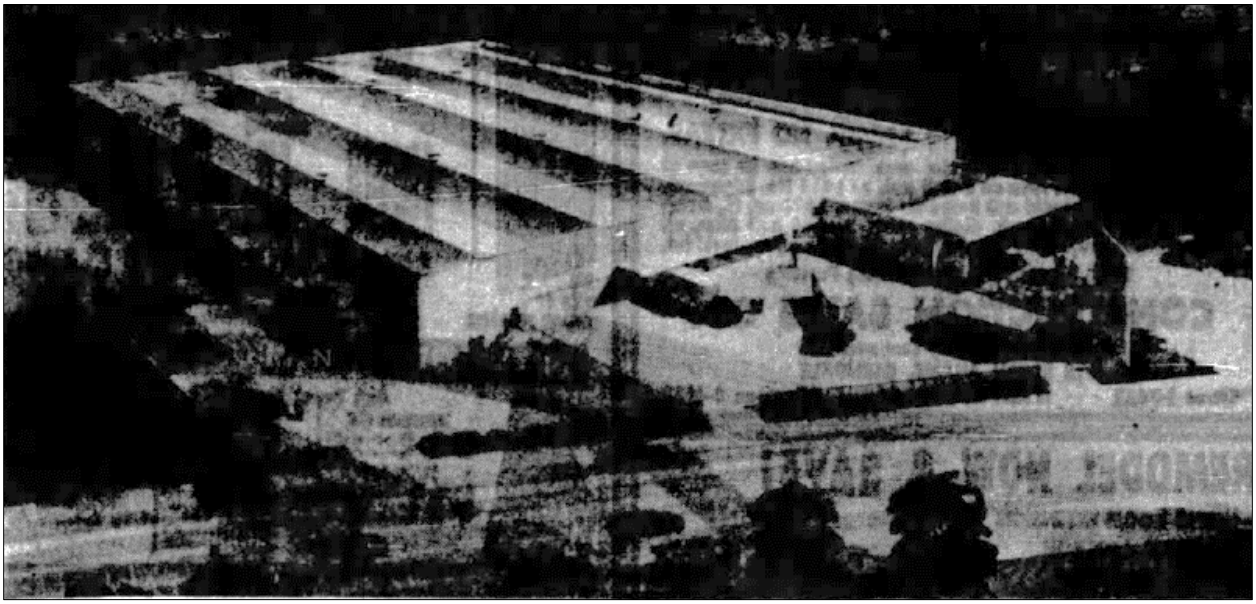


Plate 10. Rendering of the Ingram Paper Company, 1953 (6541 E Washington Boulevard) (Los Angeles Times 1953)

The Admiral Distributors, Inc. TV and appliance center at 6565 E Washington Boulevard also opened in 1954. The company was initially founded in 1934 in Chicago as the Continental Radio and Television Corporation as a maker of consumer electronics, radios and phonographs; the company later became the Admiral Distributors, Inc. The Admiral Distributors location in the Vail Field Industrial Addition included offices, parts and service departments, warehousing, and a display room (Los Angeles Times 1954b).

The property at 6409 Gayhart Street was originally a distribution center for Merck, Sharp & Dohme, pharmaceutical manufacturers. In 1953, Merck & Co. merged with Philadelphia-based Sharp & Dohme, Inc., founded by Alpheus Phineas Sharp and Carl Friedrich Louis Dohme in 1845, becoming the largest US drug maker. At the time of the facility's opening in the Vail Field Industrial Addition, it was the company's largest domestic branch installation ever constructed (Los Angeles Times 1958).

Other companies within the Vail Field Industrial Addition include the Premium Autoware Company (2424 Saybrook Avenue), and the Sylvania Electric Products, Inc (6505 Gayhart Street). The Premium Autoware Company was based in Cleveland, Ohio and the Saybrook Avenue facility was part of the company's expansion into the western states in the mid-twentieth century (Plate 10) (Los Angeles Times 1953c). Sylvania Electric Products, Inc. was established in 1901 in Pennsylvania and during the 1940s and 1950s the company witnessed enormous growth, as new plants were opened and it increased its production of materials and components, phosphors and metals (Plates 11 and 12). The Sylvania Electric Products, Inc. location at the Vail Field Industrial Addition was the company's first, west coast location followed by another location established in San Francisco (Los Angeles Times 1949; Valley Times 1956).

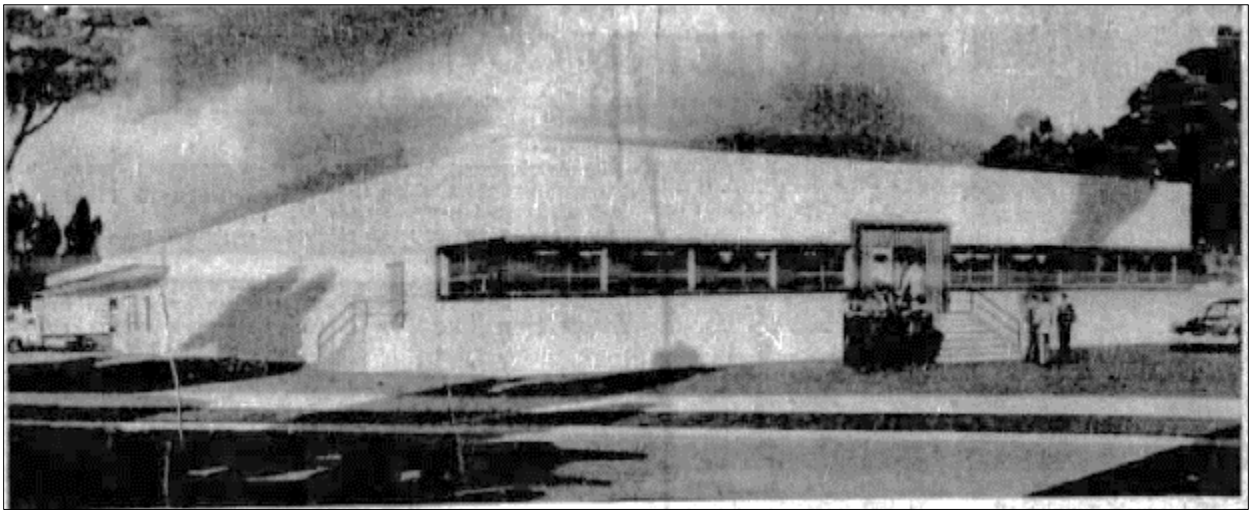


Plate 11. Rendering of the Premium Autoware Company building at 2424 Saybrook Avenue, 1953 (Los Angeles Times 1953b).



Plate 12. Sylvania Electric Products building (6505 Gayhart Street), view to north, 1957 (LAPL 1957).




Plate 13. Sylvania Electric Products building façade (6505 Gayhart Street), 1956 (LAPL 1956).

Many buildings within the Vail Field Industrial Addition were designed with the intent to create a "industrial garden setting" with the incorporation of landscaped lawns, trees, shrubs, planters, and tropical plants (Los Angeles Times 1953a). The majority of the buildings within the district are Modern-style concrete tilt-up construction with stone veneer accents and steel roof construction. The buildings within the Vail Field addition demonstrate a unique variation of styles, scale, materials, and form features that are not typically evidenced in other industrial areas where design repetition is more common.

Several prominent architects are associated with some of the buildings within the district. Architect Herman C. Light designed the Marwais Steel Company building at 6466 Gayhart Street. Light was known for his other Modern Style designs including the 1961 County of Los Angeles, Hall of Records Building #2, in Los Angeles, CA (PCAD 2020). Architect Raymond D. Conwell designed the Sues, Young & Brown Inc. building at 2200 Saybrook Avenue building. Conwell is also well known for his high-style, Modern residential designs in Pasadena, Conejo Valley, and Los Angeles (*Independent Star News* 1959). According to building permits, architect J.E. Macke is also listed as the architect of record for the 6460 Corvette Street property. Another architect, Fred Lowther, he designed similarly programmed industrial manufacturing buildings at 2011, 2042 and 2100 Garfield Ave.

Among the most prominent designers was architect Stiles O. Clements. Clements (1883 - 1966) was a famous and prolific architect of many Los Angeles buildings and renowned for his Art Deco and Streamline Moderne buildings exemplified by the extant El Capitan, Mayan and Wiltern theatres in Los Angeles and the Samson Uniroyal Tire Factory, 1930, a manufacturing and warehouse facility adaptively converted for use as a major Southern California multi-outlet retail facility. The versatile Clements, who trained at the École des Beaux-Arts, Paris, also designed landmark commercial and public buildings, including the Richfield Tower in downtown Los Angeles (demolished). Clements designed two commercial/light industrial buildings within the district in his late career (6825 East Washington Boulevard and 2131 Garfield Avenue).

*Mid-Century Modern Architecture (International, Futurist, and Contemporary Styles)*

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010).

The International Style was widely used in governmental, institutional, and commercial buildings from 1945 to the 1960s (rare examples were constructed as early as 1925), is the earliest of the modernist styles. It can be traced back to post-World War I Europe. It is characterized by a complete lack of applied ornament, flat roofs, smooth and uniform wall surfaces, windows with minimal exterior reveals, cantilevered upper floors and balconies, box shape, and horizontality, usually in ribbon windows (Whiffen 1996).

The Futurist Style (Googie/Populuxe), popular from after World War II to the late 1960s, is characterized by abstract, angular or curved shapes; expressive roof forms (flat, gabled, upswept, butterfly, parabolic, boomerang, or folded); large plate glass window walls (aluminum framed), prominent signage (neon or lighted) commonly integrated into the roofline; variety of exterior finishes including stucco, concrete block, brick, stone, plastic, and wood siding; bright colors; screen block and shadow block accents; use of the building as a billboard; porte cocheres and other automobile-friendly features; and asymmetrical façades.

The Contemporary style, popular between circa 1940 and 1980, is characterized by strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; large windows, often aluminum framed; non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass; angular massing; sun shades, screens, or shadow block accents; horizontally oriented commercial buildings; distinctive triangular, parabolic, or arched forms; "eyebrow" overhangs on commercial buildings, and integrated, stylized signage on commercial buildings (McAlester and McAlester 1984).

Evaluation

*NRHP Criterion A/ CRHR Criterion 1 (Event):*
The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area. The Vail Field Industrial Addition is representative of the mid-twentieth century trends in planned industrial park development that originated with the first Central Manufacturing District built in Chicago in 1902. The trend to cluster manufacturing and other commercial buildings around critical transportation infrastructure, specifically with efficient and affordable access to major railroad trunk lines, grew from the 1900s across America culminating at the end of the 1950s when railroads were in steady decline. After World War II, the former oilfield and airfield property was open land ripe for the postwar industrial development boom that expanded the regional industrial development started in the 1920s. The planned development of the Vail Field Industrial Addition beginning in 1951 was an excellent example of historical trends in community planning, coinciding with warehouse and manufacturing development where truck access rather than railroad access alone, and proximity to the highway system (e.g., the completion of the Santa Ana Freeway in 1953; newly opened Washington Boulevard) were the primary development determinants. The commercial success of the hundreds of major companies that established facilities ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a mid-century industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation.

The Vail Field Industrial Addition is a representative example of the transition period of a development trend. The Vail Field Industrial Addition followed a model for industrial parks that was used until railroad shipping declined in favor of automotive trucking in the post-World War II era. The Vail Field Industrial Addition is a unique example of the last planned industrial parks to follow this pattern. Advances in truck refrigeration and the establishment of the Interstate highway system, spurred a trucking industry boom. The result of the trucking boom led industrial complexes to phase out direct warehouse-to-railcar loading designs and to prioritize truck access, grander scale, uniformity, and proximity to highways.

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

*NRHP Criterion B/ CRHR Criterion 2 (Person):*

Research has not revealed any specific associations of the Vail Field Industrial Addition with important historic persons. Research did not indicate that any individuals, such as developers or business owners related to the development and use of the area made demonstrably important contributions to history at the local, state, or national level. The district does not meet NRHP Criterion B/CRHR Criterion 2.

*NRHP Criterion C/ CRHR Criterion 3 (Design):*

The Vail Field Industrial Addition is significant at the local level under NRHP Criterion C/CRHR Criterion 3 in the area of Mid-Century Modern industrial architecture as it represents a significant and distinguishable entity whose components may lack individual distinction. The district is also significant in the area of industrial architecture, because it has several excellent local examples of industrial architecture from the 1950s that together are notable for their eclectic Mid-Century Modern style. The district's design is significant for its sprawling buildings featuring diverse modernistic architectural influences, including International Style, Futurist, and Contemporary elements on eclectic façades, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

*NRHP Criterion D/ CRHR Criterion 4 (Information Potential):*

The Vail Field Industrial Addition does not and is not likely to yield additional historic information. The history of its development and the construction types and materials are adequately documented to understand the resource. The district does not meet NRHP Criterion D/CRHR Criterion 4.

Integrity Assessment

*Location is the place where the historic property was constructed or the place where the historic event took place.*
The location of the Vail Field Industrial Addition has remained the same, and it has not been moved since its construction. The integrity of the district's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property*.
In spite of alterations or modifications that have occurred, the district as a whole has maintained its overall original forms, plans, spaces, styles and design elements. A review of building permit data and field survey observations indicate the district has a very high overall integrity of design. The changes to the individual buildings are minor and range from the replacement of elements like signage and loading bay doors, or the addition of Americans with Disabilities Act (ADA)-compliant ramps, and minor landscape alterations. The majority of the district contributors retain their original windows and doors. The district still retains several important design elements. The contributing elements retain a high level of integrity of design.

*Setting is the physical environment of a historic property.*
The historic setting of the Vail Field Industrial Addition has not changed substantially since its original construction in the 1950s. Historic topographic maps, aerial photographs, and assessor's data indicate that the area surrounding the district have undergone moderate changes, with post-1960 infill construction occurring to the east and south of the district boundary. Most noticeable changes to the districts historic setting include the post-2000 development along Telegraph Road and the 1979 warehouse located at 6550 E. Washington Boulevard.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.*
The Vail Field Industrial Addition retains original materials including tilt-up concrete construction, CMU construction, reinforced concrete construction, stone veneer accents, ceramic tile accents, breeze block, stack bond brick, streamlined concrete features, steel industrial ribbon windows, and landscape features. As a whole, the district possesses a high level of integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.*
The Vail Field Industrial Addition retains its integrity of workmanship because the buildings and structures are recognizable as interpretations of their styles. Overall, several methods of construction and evidence of crafts are still apparent in the general form, function, and appearance of the Vail Field Industrial Addition. The district displays characteristics of mid-twentieth century designs, and the workmanship is based on common traditions of that period.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time*.
In its current state, the Vail Field Industrial Addition appears to retain several aspects of historic integrity; therefore, the district conveys its character and historic integrity of feeling as a mid-twentieth century planned industrial park. Furthermore, the maintenance of the various landscape elements within the district have preserved the area's industrial garden-like setting.

*Association is the direct link between an important historic event or person and a historic property*.
The Vail Field Industrial Addition continues to function as an industrial manufacturing area. The retention of integrity of location, design, setting, materials, workmanship, and feeling discussed above combine to give the Vail Field Industrial Addition a strong sense of association with the industrial development of the city of Commerce during the mid-twentieth century.

Conclusion

The Vail Field Industrial District meets NRHP Criterion A/CRHR Criterion 1 and NRHP Criterion C/CRHR Criterion 3. The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties. The district retains integrity of location, design, materials, setting, workmanship, feeling, and association.

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

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***D8. Evaluator**: Monica Wilson **Date:** January 30, 2019 **Affiliation and Address:** AECOM 401 W A Street, Suite 1200, San Diego, CA 92101

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

# SKETCH MAP

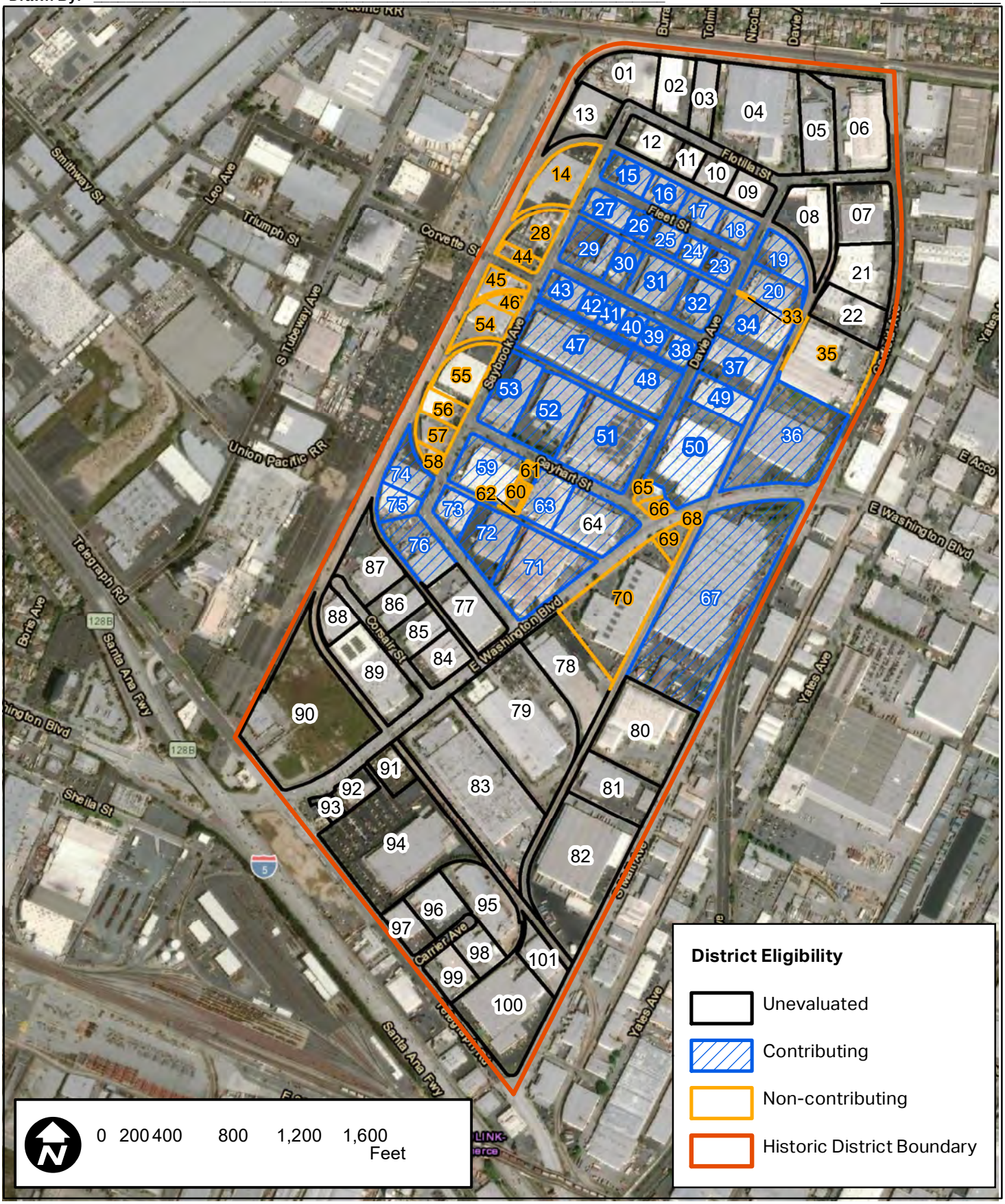
Primary #_____
HRI #_____
Trinomial_____

Page 29 of 30

* Resource Name or # (Assigned by recorder) Vail Field Industrial Addition

* Drawn By: _____

* Date: _____




DPR 523K (1/95)

*Required Information

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

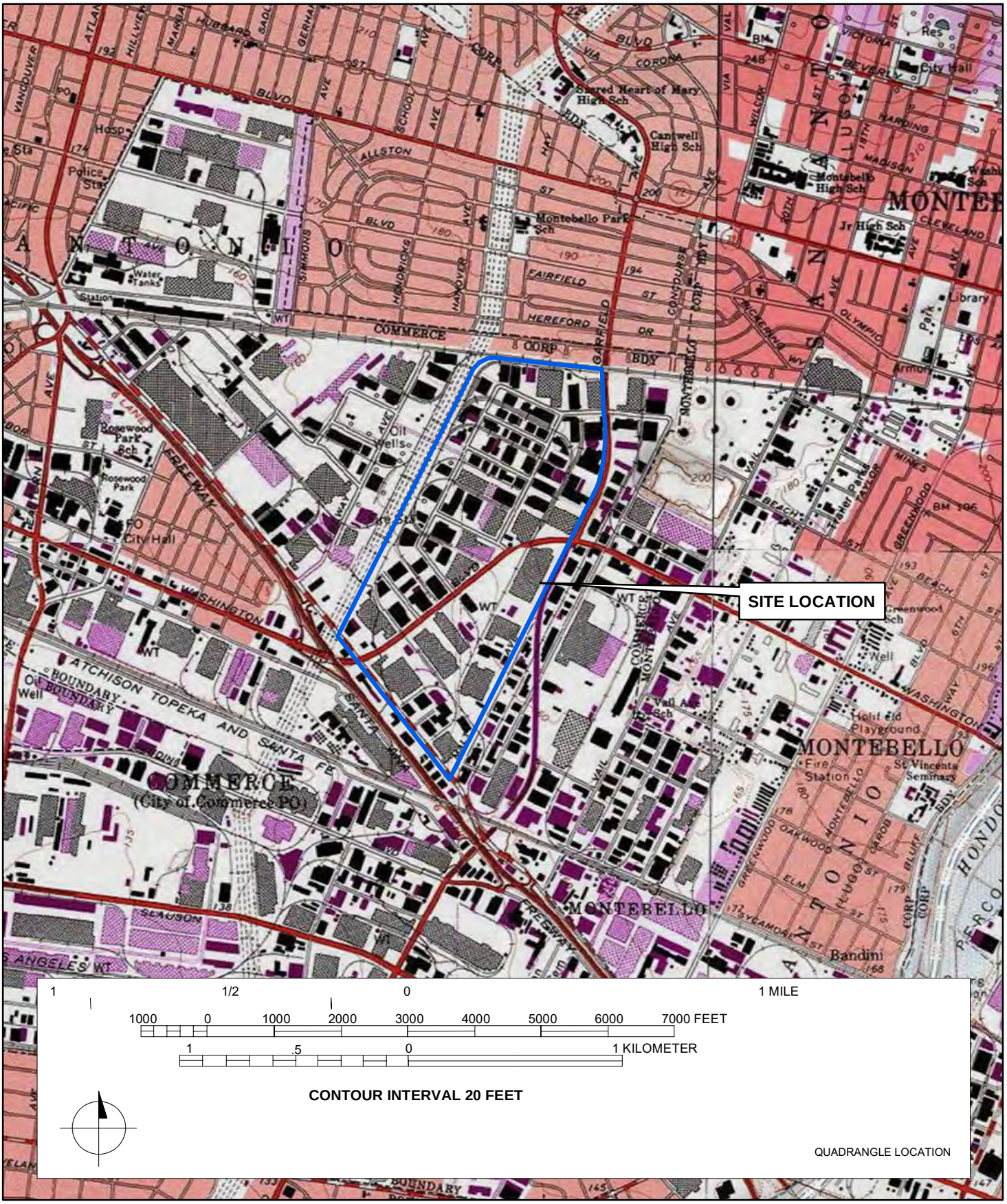
# LOCATION MAP

Primary #
HRI #
Trinomial



* Resource Name or # (Assigned by recorder) Vail Field Industrial Addition

* Map Name: Los Angeles & South Gate, Calif. 7.5' Quads * Scale: 1:24,000 * Date of Map: 1984






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



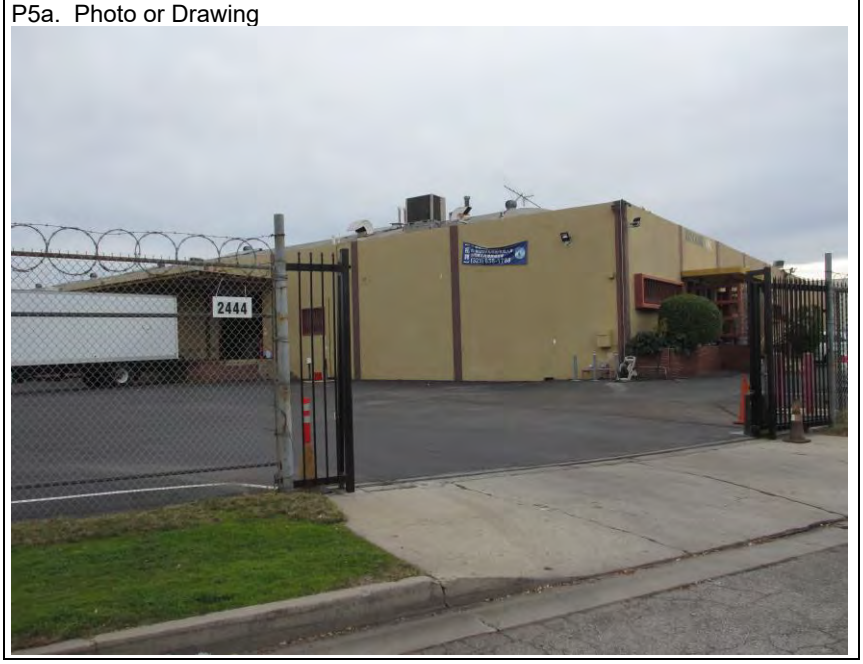
***Resource Name or #:** (Assigned by recorder) 2444 Saybrook Avenue

P1. Other Identifier: 2444 Saybrook Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** South Gate **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2444 Saybrook Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762696mE/394767mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-011-015

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW elevation/façade, camera facing east, 12/18/2019, IMG_9232

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 2444 Saybrook Avenue

B1. Historic Name: Colorado Fuel & Iron Corporation
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: Oltmans Construction Company

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2444 Saybrook Avenue, originally the Colorado Fuel & Iron Corporation, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

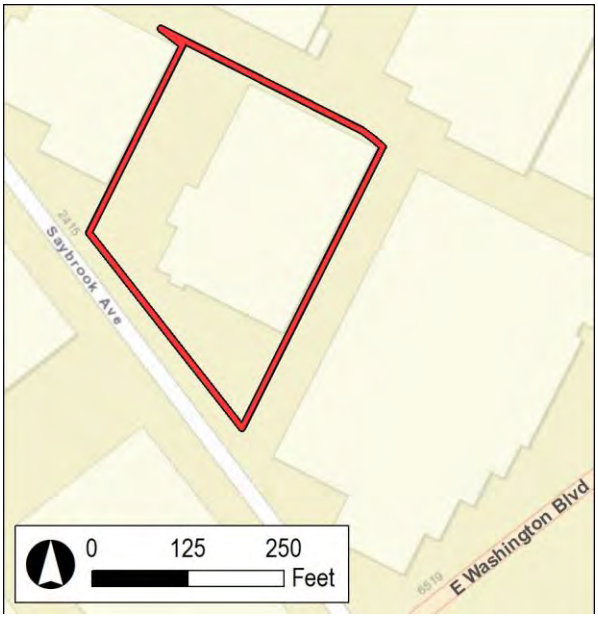
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2444 Saybrook Avenue was constructed in 1954 and is a one-story Modern-style industrial building with a rectangular plan (Photographs 1-3). It occupies the northeastern side of the lot and has a south-facing orientation. To the west and south of the building is a surface parking lot that provides warehouse and delivery access.

The building has a bowstring roof with parapet and evenly space skylights that is covered with composite material. The walls are constructed of tilt-up concrete panels with brick planters along the façade. The building sits on a concrete slab foundation. The south elevation façade has an off-center, flat-roof porched with concrete steps and metal pole-mounted supports with decorative geometric screens. The primary entrance is an aluminum-frame and glass double-leaf storefront door with sidelights and transom. Along either side of the main entrance are ribbon windows covered with louvered vents. The east end of the façade includes one, metal, roll-up garage door with a metal security gate. The west elevation has a loading dock covered with a cantilevered awning. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

The property at 2444 Saybrook Avenue was originally the Colorado Fuel & Iron Corporation. Formed in 1892, the Colorado Fuel and Iron Company (CF&I) was a coal and steel company based in Denver and Pueblo. Most of its coal mines were located in southern Colorado. Its only steel mill was located in Pueblo. By 1910 it employed approximately 15,000 people, or about one-tenth of the entire Colorado workforce. Colorado Fuel & Iron Corporation moved its headquarters to the CMD in 1954, and at the time the company was the 9th largest steel producer in the nation (Los Angeles Times 1954a,b).

Modern Architecture

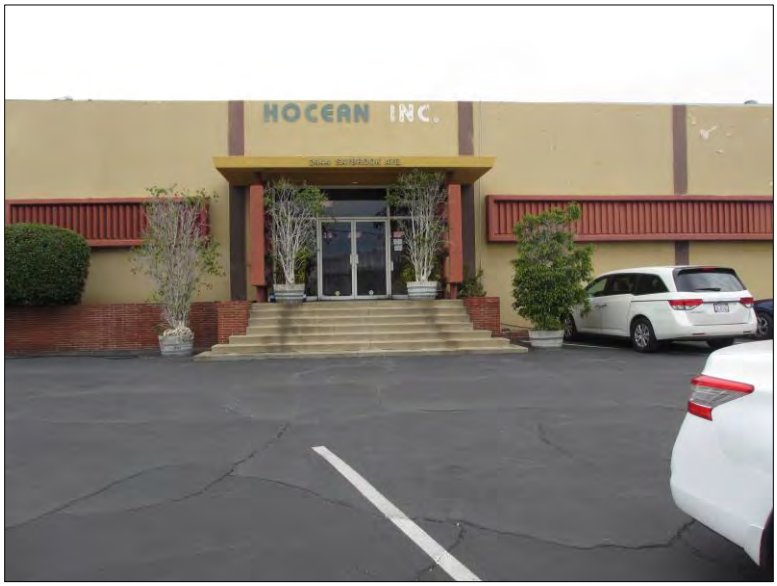
Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

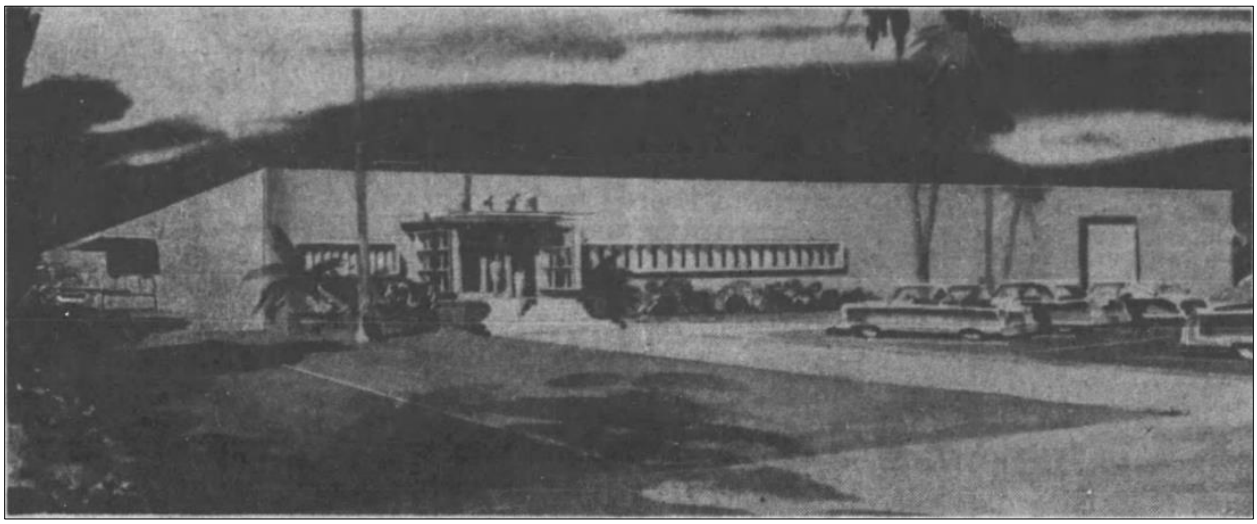
Los Angeles Times. 1954a. "Firm in New Headquarters." March 7, 1954.

Los Angeles Times. 1954b. "Fuel and Iron Corporation Moves to Larger Quarters." April 18, 1954.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.




Photograph 2. View of south elevation, camera facing north, 12/18/2019, IMG_9233



Photograph 3. Rendering of the Colorado Fuel & Iron Corporation office and warehouse facility, 1954b (Los Angeles Times 1954b).

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

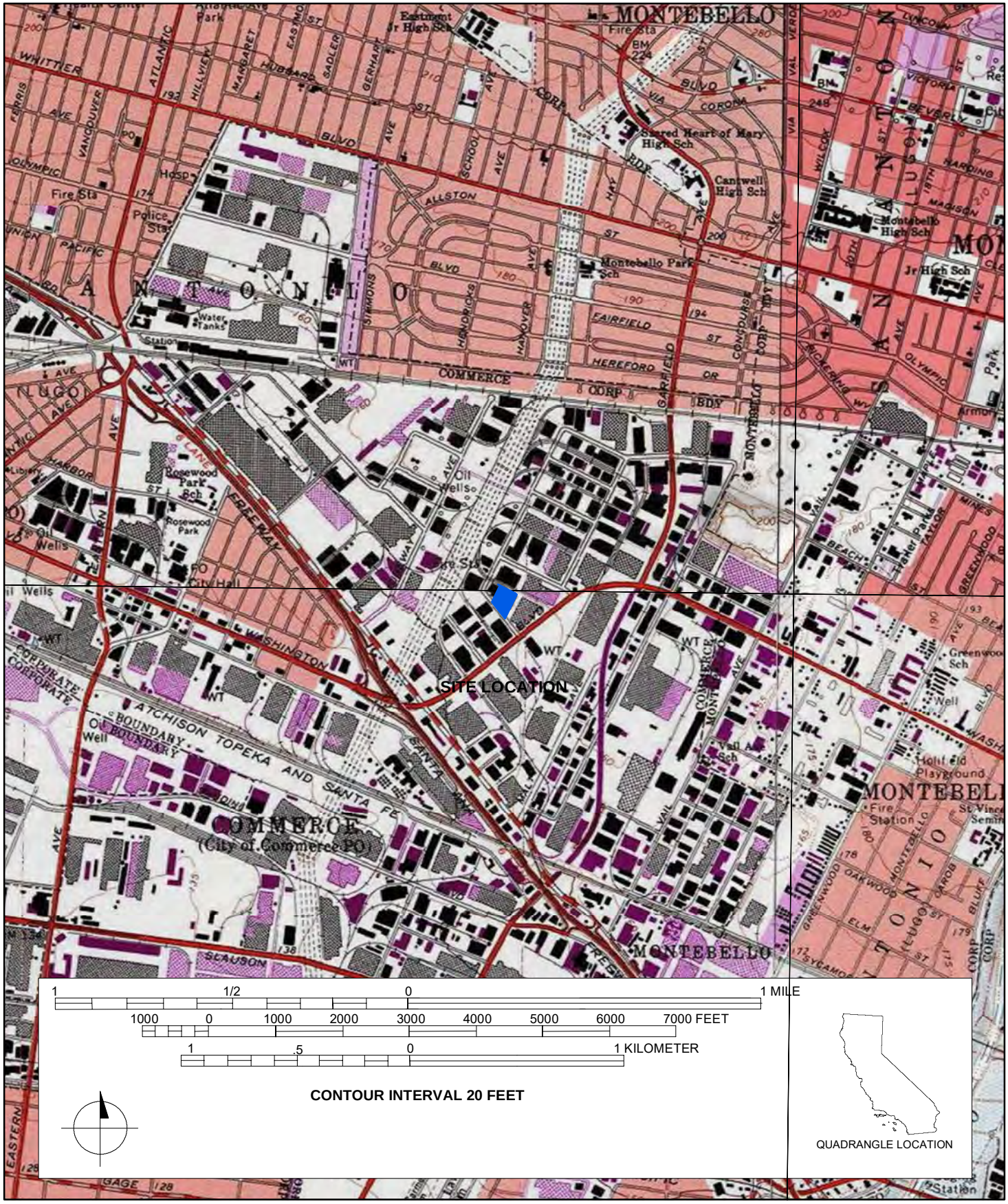
# LOCATION MAP

Primary #
HRI #
Trinomial



* Resource Name or # (Assigned by recorder) 2444 Saybrook Ave

* Map Name: Los Angeles and South Gate, Calif. 7.5' Quadrangles * Scale: 1:24,000 * Date of Map: 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 2424 Saybrook Avenue

P1. Other Identifier: 2424 Saybrook Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** South Gate **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2424 Saybrook Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762748mE/394705mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-011-014

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SW elevation/façade, camera facing east, 12/18/2019, DSCN0275

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1955 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 2424 Saybrook Avenue

B1. Historic Name: Premium Autoware Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1955(Los Angeles County Assessor). Between 2007 and 2014 the decorative panels along the second-story ribbon windows were embellished with tile motifs (Google Streetview 2019).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2424 Saybrook Avenue, originally Premium Autoware Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

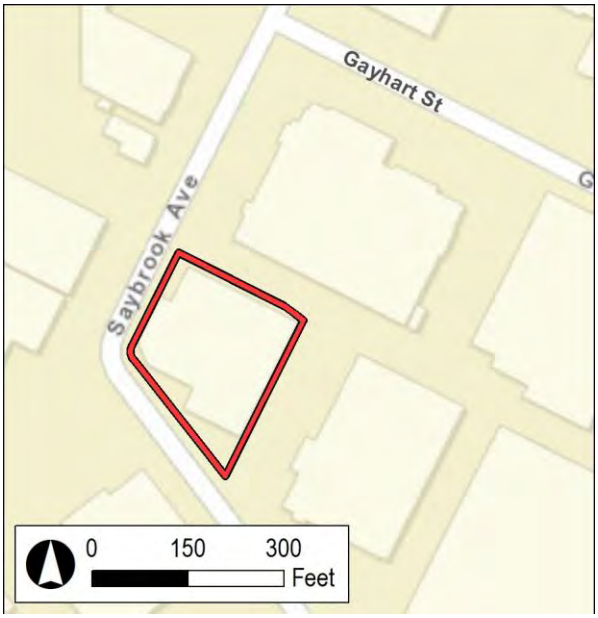
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2424 Saybrook Avenue was constructed in 1955 and is a two-story Modern-style industrial building with an irregular plan and a concrete slab foundation (Photographs 1-2). It occupies the entire lot and has a south-facing orientation. A surface parking lot is south of the building that provides warehouse and delivery access. Between 2007 and 2014 the decorative panels along the second-story ribbon windows were embellished with tile motifs (Google Streetview 2019).

The building has a flat roof with parapet and evenly space skylights, and is covered with composite material. The walls are constructed of tilt-up concrete panels. The primary entrance is on the eastern section of the façade and includes a centrally located aluminum and glass single-entry storefront door with an adjacent fixed storefront window. The entrance features a decorative tile border and is accessed by concrete steps with metal pole railings and a concrete planter box on the west side. The entrance is flanked on both sides by steel casement windows arranged in groups of two and four in ribbons that wrap around the building. The ribbon windows have wide surrounds and evenly spaced concrete tile motifs. The west elevation of the office portion also includes a single-entry aluminum and glass storefront door accessed by concrete stairs with a metal pole railing. The façade of the warehouse section includes ribbons of windows similar to those on the office portion in its clerestory level that continue around a clipped corner and onto the west elevation. A section of the warehouse on the west elevation is set back from the main massing and contains three loading docks with metal, roll-up garage doors along the west elevation. The loading docks are covered by a corrugated metal, cantilevered awning. The resource retains some aspects of its integrity; however, the alteration of the ribbon windows has diminished its aspects of materials, design, and workmanship.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

The property at 2424 Saybrook Avenue was originally the Premium Autoware Company. The Premium Autoware Company was based in Cleveland, Ohio and the facility at the CMD was part of the company's expansion into the western states in the mid-twentieth century (Los Angeles Times 1953).

Modern Architecture

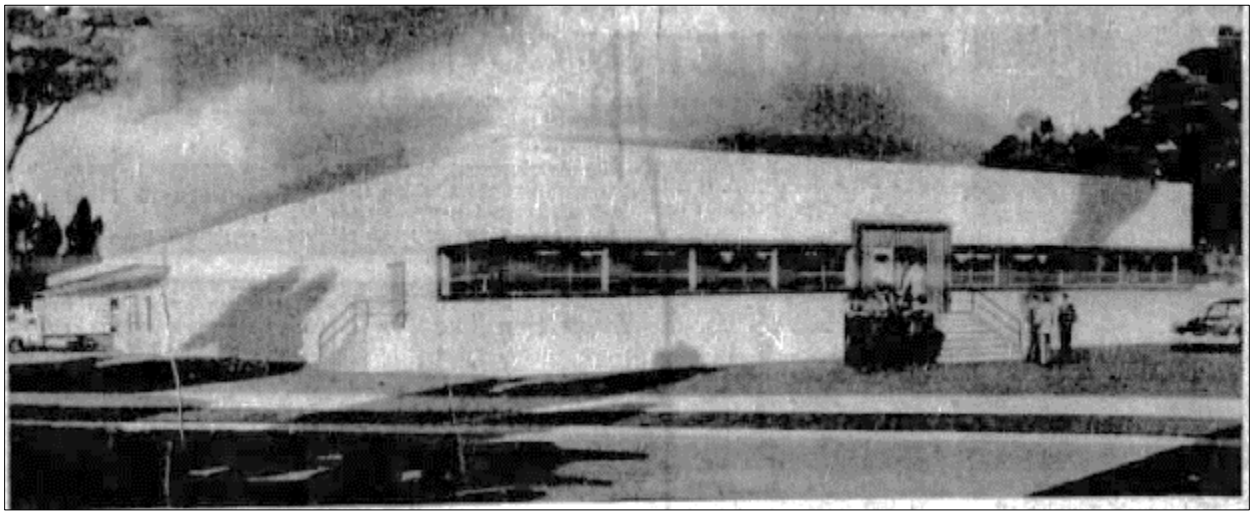
Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

Google Streetview. 2019. Imagery from 2007-2019. Electronic database, https://www.google.com/maps, Accessed December 30, 2019.

Los Angeles Times. 1953. "Eastern Firm to Use Plant Located Here." October 18, 1953.



Photograph 2. Rendering of the Premium Autoware Company building at 2424 Saybrook Avenue, 1953 (Los Angeles Times 1953).

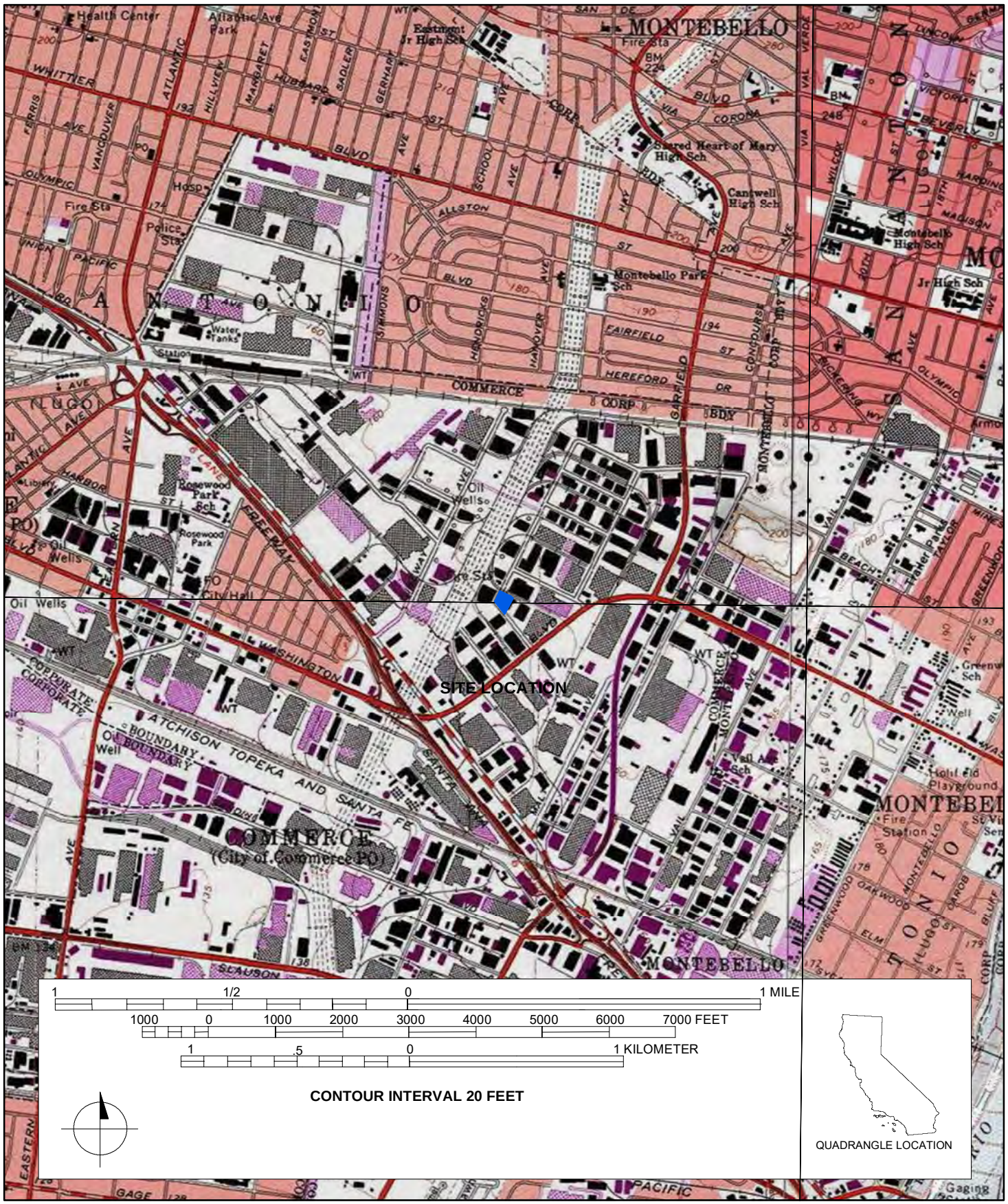
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

Page 5 of 5 * Resource Name or # (Assigned by recorder) 2424 Saybrook Ave

* Map Name: Los Angeles & South Gate, Calif. 7.5' Quadrangles * Scale: 1:24,000 * Date of Map: 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 2401 Saybrook Avenue

P1. Other Identifier: 2401 Saybrook Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2401 Saybrook Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762761mE/394596mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-010-013

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SE elevation/façade, camera facing west, 12/18/2019, IMG_9229

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1955 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 2401 Saybrook Avenue

B1. Historic Name: Taylor Forge & Pipe Works
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1955(Los Angeles County Assessor). Between 2014 and 2016 the landscaped hedges in planters along the façade were removed (Google Streetview 2019).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2401 Saybrook Avenue, originally Taylor Forge & Pipe Works, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

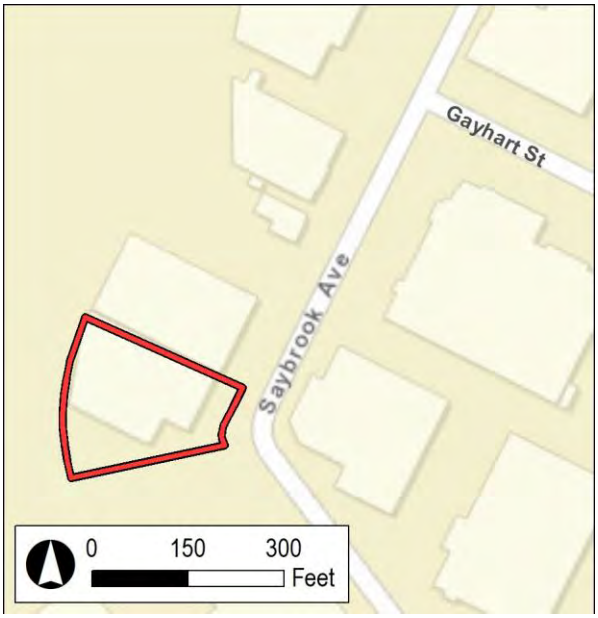
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2401 Saybrook Avenue was constructed in 1955 and is a one-story Modern-style industrial building with an L-shaped plan and a concrete slab foundation (Photograph 1). It occupies the northern portion of the lot has an east-facing orientation. A surface parking lot is east and south of the building that provides warehouse and delivery access. Between 2014 and 2016 the landscaped hedges in planters along the façade were removed (Google Streetview 2019).

The building has a flat roof with parapet and is covered with composite material. The walls are constructed of tilt-up concrete panels. The east elevation façade features a loading dock on its south end that is set back from the main façade and includes two bays containing roll-up doors shaded by a metal cantilevered awning. The primary entrance is to the north of the loading dock within the main massing and is located within an inset porch with a flat roof and metal railings. The entrance is a single-entry wood panel door flanked on the south by a fixed window wall and on the north by a ribbon of aluminum framed fixed windows with a river rock accent wall below. The porch is accessed by a concrete cascading staircase. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

Google Streetview. 2019. Imagery from 2007-2019. Electronic database, https://www.google.com/maps, Accessed December 30, 2019.

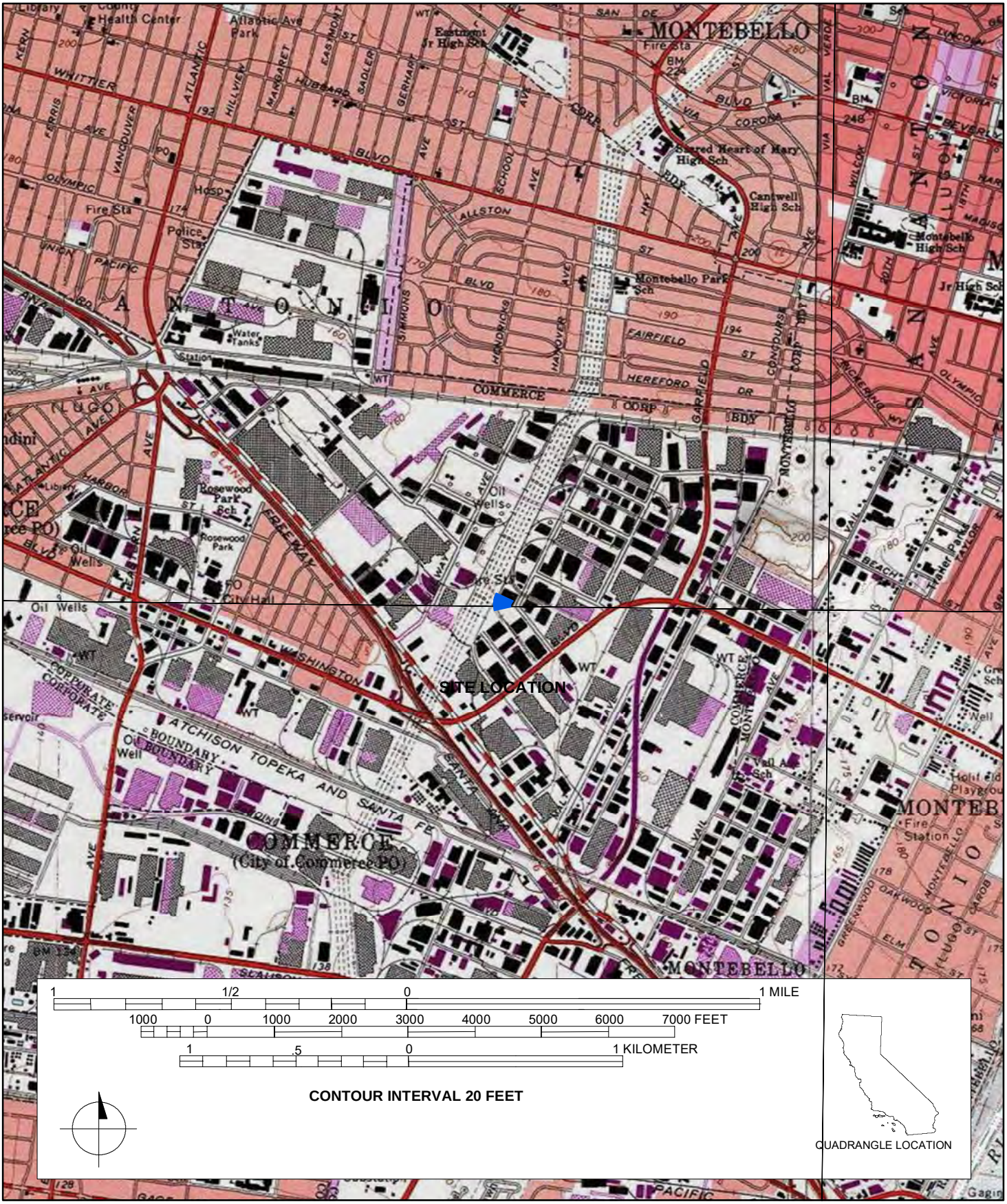
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 2401 Saybrook Ave

*** Map Name:** Los Angeles & South Gate, Calif. 7.5' Quadrangles *** Scale:** 1:24,000 *** Date of Map:** 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 2425 Saybrook Avenue

P1. Other Identifier: 2425 Saybrook Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** South Gate **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2425 Saybrook Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762679mE/394639mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-010-014

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE elevation/façade, camera facing west, 12/18/2019, DSCN0281

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1955 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 2425 Saybrook Avenue

B1. Historic Name: Art Steel Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1955(Los Angeles County Assessor). N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2425 Saybrook Avenue, originally Art Steel Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

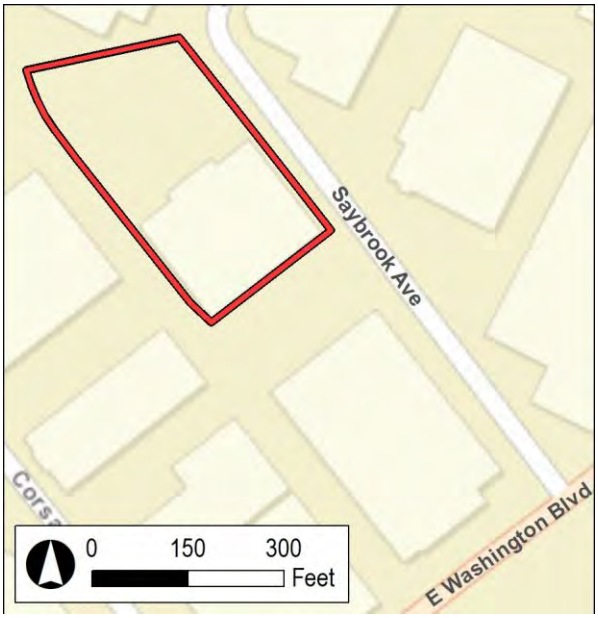
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2425 Saybrook Avenue was constructed in 1955 and is a one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photographs 1-2). It occupies the southern portion of the lot and has a northeast-facing orientation. A surface parking lot northwest of the building provides warehouse and delivery access.

The building has a flat roof with a parapet and is covered with composite material. The walls are constructed of tilt-up concrete panels. The primary entrance is located within an inset porch on the northwest end of the façade and includes an aluminum and glass single-entry storefront door with sidelights and transom. Two fixed, wall-length aluminum-framed windows installed at an angle flank the door to the northwest. The façade southeast of the entrance features ribbons of aluminum framed windows. A flat-roofed porch shades the entrance and the ribbons of windows, and a brick planter spans the façade beneath the ribbon of windows. The entrance is accessed by concrete stairs. A large, projecting blade sign with four open rectangular frames and in vertical lettering "DCG Distribution" is located on the northeast corner of the northwest elevation. The northwest elevation includes steel casement windows and a loading dock with a flat-roofed shade structure, and the southeast elevation features one loading dock with a roll-up door. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.




Photograph 2. View of E elevation, camera facing west, 12/18/2019, DSCN0279

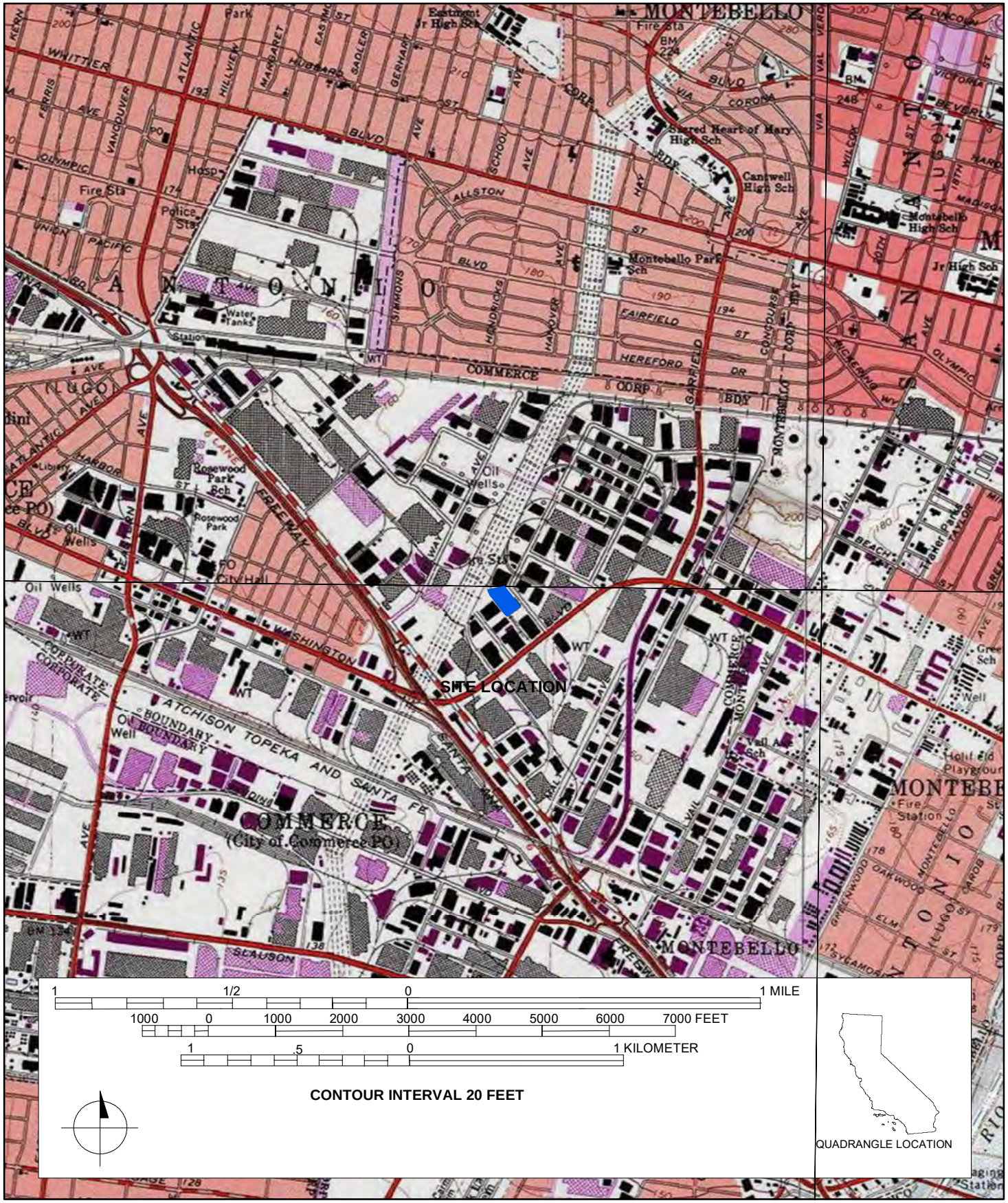
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

Page 5 of 5 * Resource Name or # (Assigned by recorder) 2425 Saybrook Ave

* Map Name: South Gate, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 2200 Saybrook Avenue

P1. Other Identifier: 2200 Saybrook Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2200 Saybrook Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3763052mE/394925mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-036

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW elevation/façade, camera facing east, 12/18/2019, IMG_9171

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 2200 Saybrook Avenue

B1. Historic Name: major appliances division of Sues, Young & Brown Inc. and the Santa Fe Wine Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1956(Los Angeles County Assessor); Building Permits: welding inspection 1973; 1957 sprinklers and weld plates; 1957 underground tank; 1969 concrete slab pour; 1963 interior office improvements; 1988 smoke vents and draft curtains; 1989 plumbing improvements; 1990 seismic retrofit; 2000 roof beam repair; electrical upgrades 2002; roof repair 1999; restroom remodel 2008; and interior office remodel 1989.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: R.D. Conwell b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2200 Saybrook Avenue, originally Sues, Young & Brown Inc. and the Santa Fe Wine Company, potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** SEE CONTINUATION SHEET
B13. Remarks:
***B14. Evaluator:** M. Wilson **Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 2200 Saybrook Avenue was constructed in 1956 and is a one-story, monumental, Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photograph 1). It occupies the entire lot and has a west-facing orientation. Paved lots north and south of the building provide warehouse and delivery access.

The building has a flat roof with parapet and is covered with composite material. The walls are constructed of tilt-up concrete panels with brick and Chatsworth stone accent walls on the façade. The west elevation façade features an inset porch set behind a stack bond, brick accent wall. A lower brick and Chatsworth stone wall topped with metal pole railing enclose the entrance. The windows are metal-frame, fixed windows arranged in pairs covered by a flat awning that spans the façade and features a triangular-shaped projection above the entrance. The north and south elevations have multiple loading docks covered by cantilevered awnings. The resource retains some aspects of its integrity; however, the replacement windows have diminished its aspects of materials, design, and workmanship.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

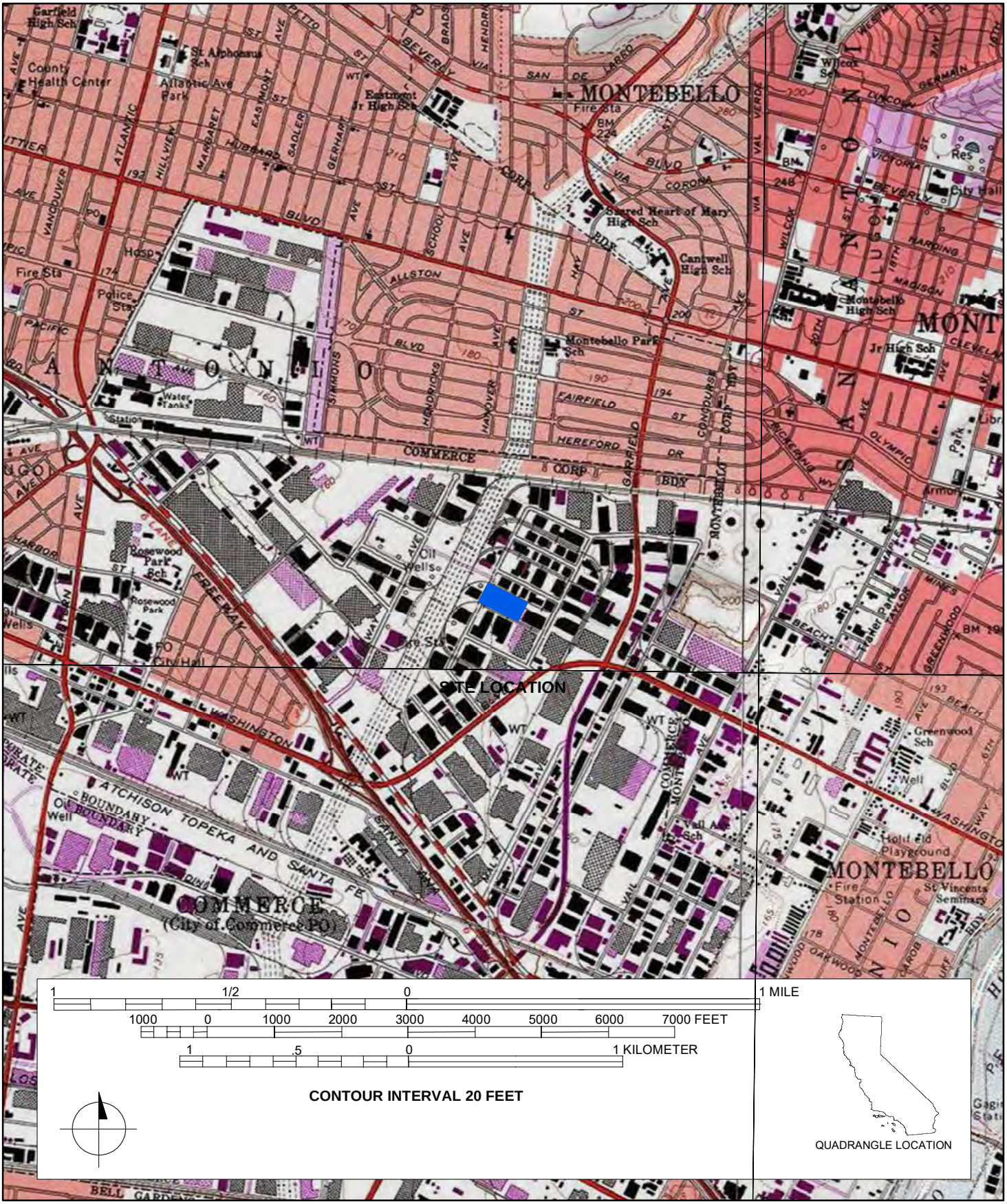
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 2200 Saybrook Ave

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



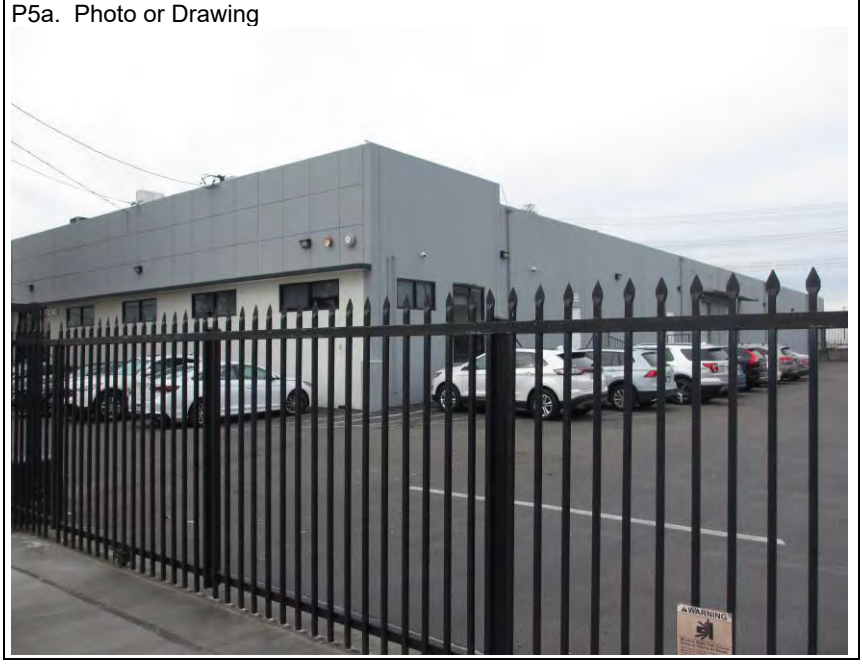
***Resource Name or #:** (Assigned by recorder) 2343 Saybrook Avenue

P1. Other Identifier: 2343 Saybrook Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2343 Saybrook Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762822mE/394619mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-011-007

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE and SE elevation/façade, camera facing west, 12/18/2019, IMG_9225

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 2343 Saybrook Avenue

B1. Historic Name: Alpha Metals Inc.
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1956(Los Angeles County Assessor). Between 2016 and 2019 the windows and doors were replaced (Google Streetview 2019).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2343 Saybrook Avenue, originally Alpha Metals Inc., is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

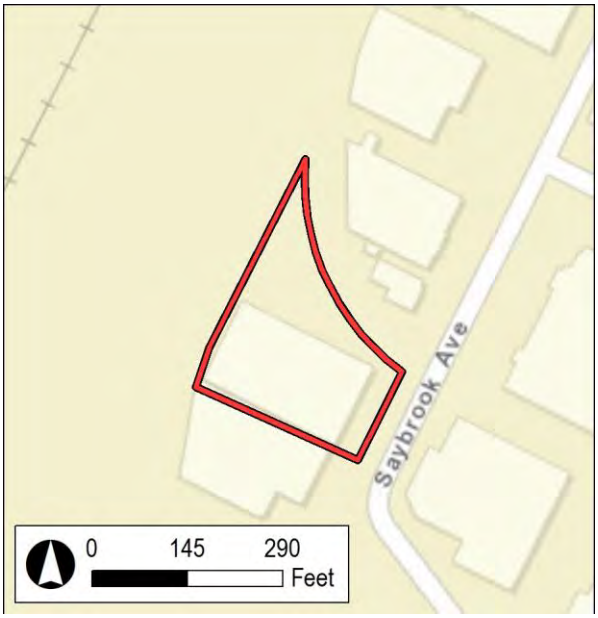
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2343 Saybrook Avenue was constructed in 1956 and is a one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photographs 1-2). It occupies the entire lot and has an east-facing orientation. It is a one-story industrial building with a rectangular plan. A surface parking lot north of the building provides warehouse and delivery access. Between 2016 and 2019 the windows and doors were replaced (Google Streetview 2019).

The building has a flat roof with parapet and is covered with composite material. The walls are constructed of tilt-up concrete panels. The east elevation façade has an inset porch with concrete steps and a stone clad accent wall. The windows are anodized metal-frame, fixed windows arranged in pairs. The main entry is an anodized metal-frame and glass double-leaf storefront door with transom and sidelights. The exterior wall surface above the entrance is scored concrete in a repeating square pattern. The north elevation features a set of paired windows, an anodized-metal storefront door, two flush metal single-entry doors, and a two-bay loading dock with roll-up doors shaded by an awning. The resource retains some aspects of its integrity; however, the replacement windows and doors have diminished its aspects of materials, design, and workmanship.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

Google Streetview. 2019. Imagery from 2007-2019. Electronic database, https://www.google.com/maps, Accessed December 30, 2019.




Photograph 2. View of east elevation, camera facing northwest, 12/18/2019, IMG_9226

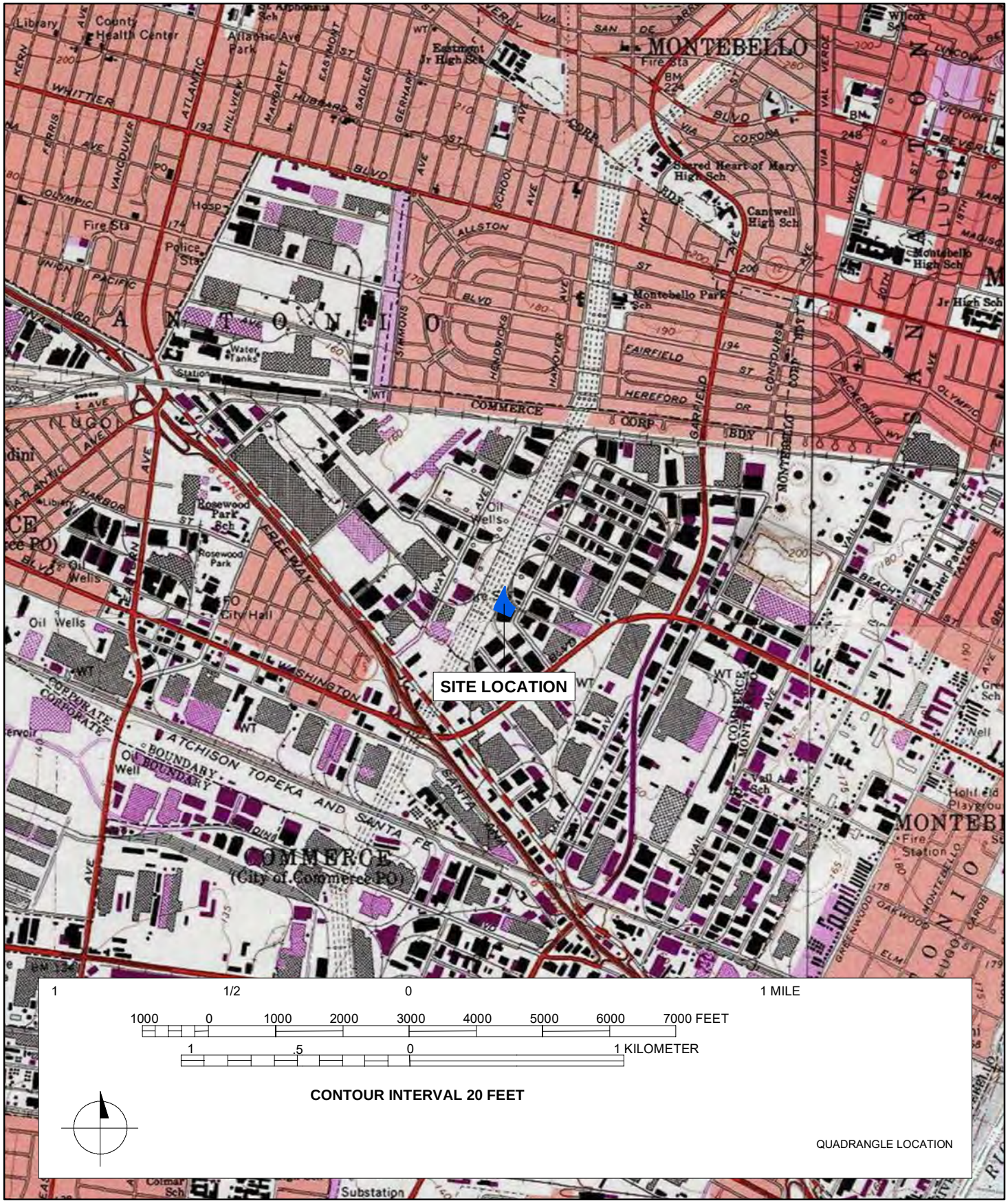
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

Page 5 of 5 * Resource Name or # (Assigned by recorder) 2343 Saybrook Ave

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6466 Gayhart Street

P1. Other Identifier: 6466 Gayhart Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles/South Gate **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6466 Gayhart Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762769mE/394875mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-011-012

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE elevation/façade, camera facing southwest, 12/18/2019, IMG_9161

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1953 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address) M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6466 Gayhart Street

B1. Historic Name: Marwais Steel Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style

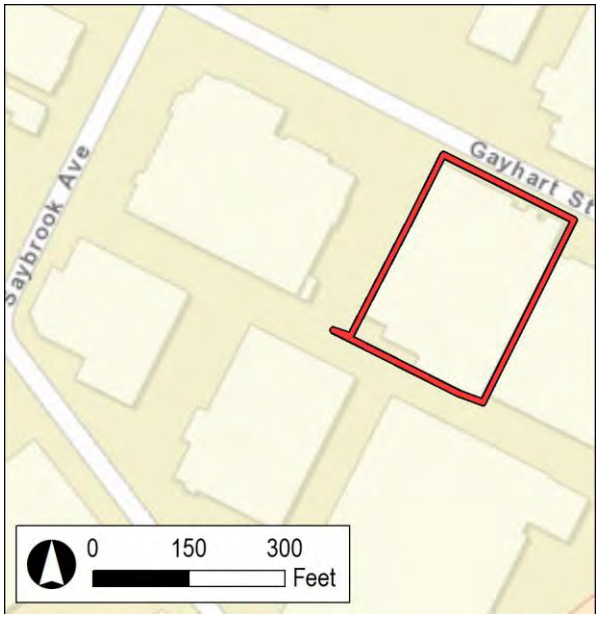
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1953(Los Angeles County Assessor); building addition added in 1959 (Los Angeles Times 1959). Building Permits: 1988 roof repair; 1984 steel coping and shearing revision to plans; 1958 plumbing improvements; 1970 electrical improvements; 2010 interior office improvements; 2006 fire sprinkler system install; and 2001 dust collector installed.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: Herman Charles Light b. Builder: C-B Building Corp.

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6466 Gayhart Street, originally Marwais Steel Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** SEE CONTINUATION SHEET
B13. Remarks:

***B14. Evaluator:** M. Wilson ***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6466 Gayhart Street was constructed in 1953 and is a Modern-style industrial building (Photographs 1-2). It occupies the entire lot and has a north-facing orientation. The building includes a one-story office storefront with a monumental one-story warehouse building with a rectangular plan. A building addition to the warehouse was added in 1959.

The office building roof has flat and shed roof forms. The warehouse building has a flat roof with a parapet and evenly spaced skylights and is covered with composite material. The warehouse walls are constructed of tilt-up concrete panels and the office walls are stacked bond concrete block with decorative pop-outs and Roman brick wainscot accents. The building sits on a concrete slab foundation. The north elevation façade has a shed roof porch with metal posts. The primary entrance is a metal-frame and glass single-entry storefront door with a transom and sidelights. The windows along the façade are wood frame, double-hung, one-over-one windows, clerestory windows, and fixed windows. There are four loading docks with metal roll-up garage doors on the warehouse's north elevation. The west elevation has no windows or doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

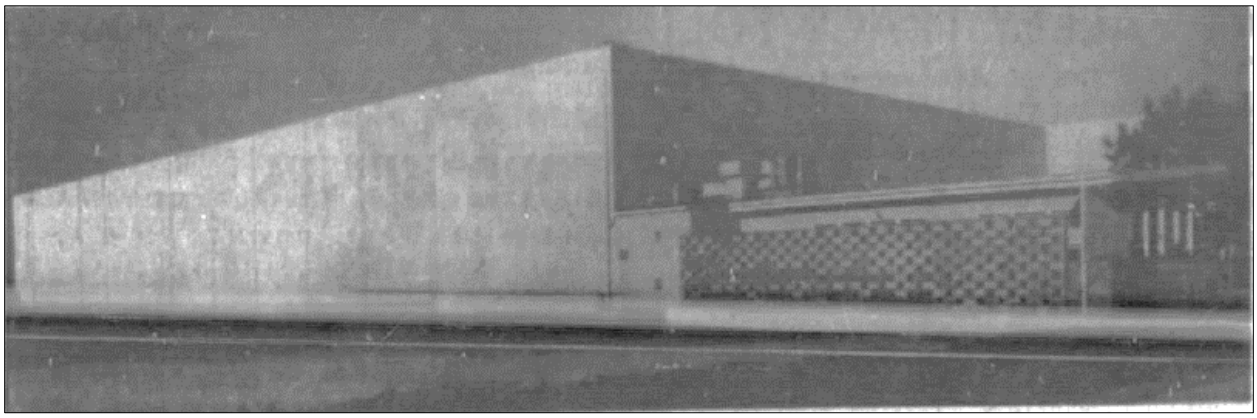
Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Los Angeles Times. 1959. "Expansion." April 26, 1959.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. Marwais Steel Company headquarters (1959 building addition) at 6466 Gayharrt Street, 1959 (Los Angeles Times 1959).

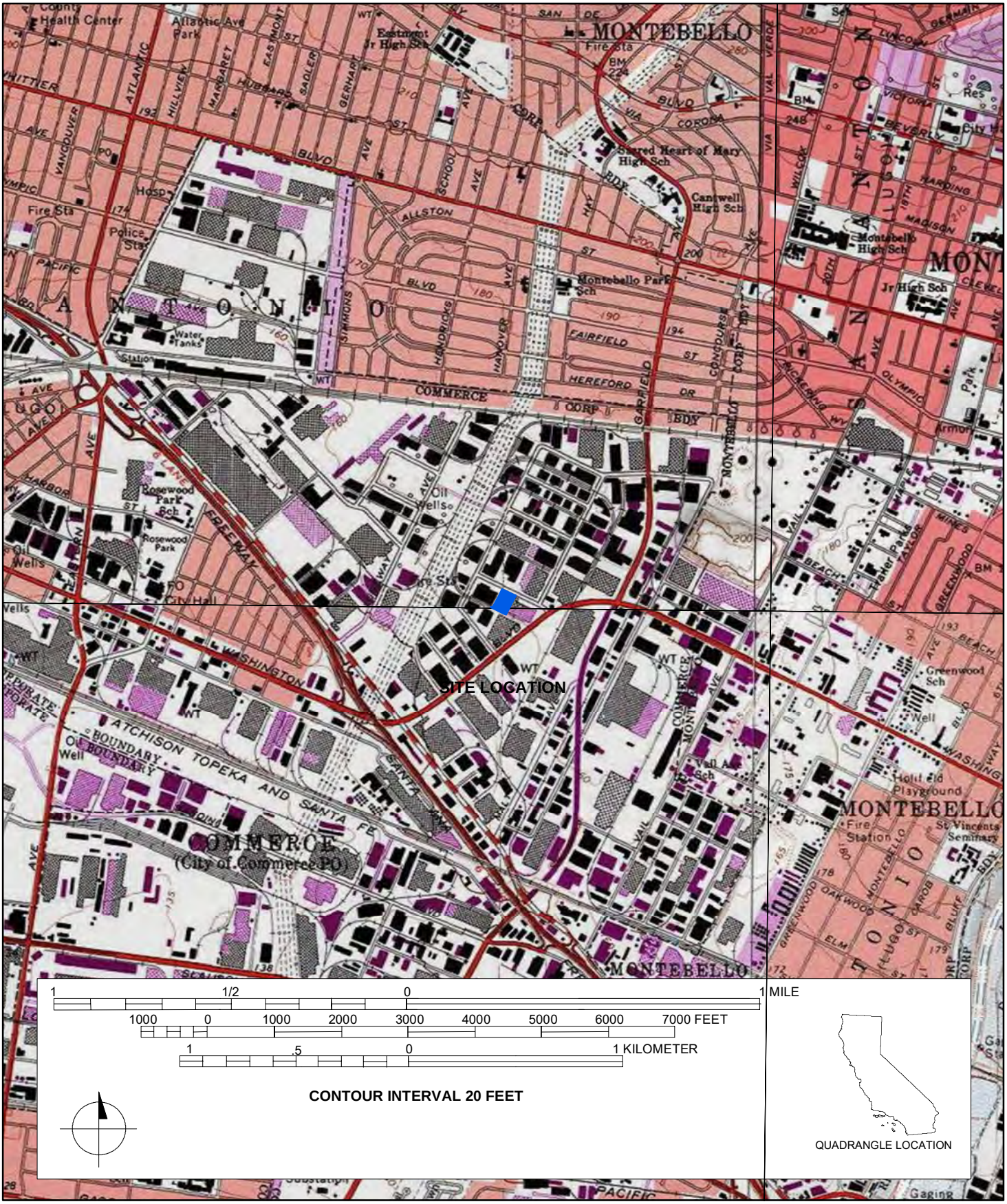
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 * Resource Name or # (Assigned by recorder) 6466 Gayhart St

* Map Name: Los Angeles and South Gate, Calif. 7.5' Quadrangles * Scale: 1:24,000 * Date of Map: 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6505 Gayhart Street

P1. Other Identifier: 6505 Gayhart Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6505 Gayhart Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762876mE/394985mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-040

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of S elevation/façade, camera facing west, 12/18/2019, DSCN0227

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address) M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6505 Gayhart Street

B1. Historic Name: Sylvania Electric Products, Inc.
B2. Common Name: n/a]
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1956(Los Angeles County Assessor); Between 2007 and 2012 the vinyl awning covering the primary entrance was removed and replaced with a flat metal awning (Google Streetview 2019).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6505 Gayhart Street, originally Sylvania Electric Products, Inc., is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

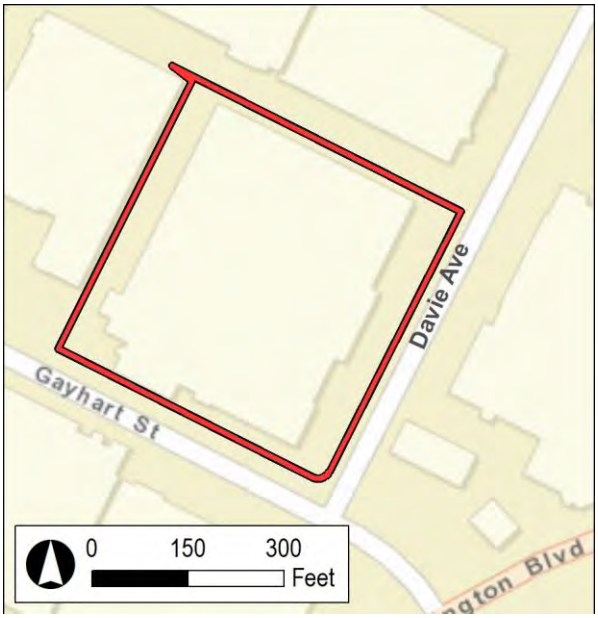
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6503-6505 Gayhart Street was constructed in 1956 and is a large, one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photographs 1-3). It occupies entire lot and has a south-facing orientation. A surface parking lot adjacent to the façade provides parking spaces to visitors and a parking lot east of the building provides warehouse and delivery access. Between 2007 and 2012, a vinyl awning covering the primary entrance was removed and replaced with a flat metal awning (Google Streetview 2019).

The building has a flat roof with parapet and is covered with composite material. The roof also features numerous solar panels. The walls are constructed of tilt-up concrete panels. The façade is punctuated by a large projecting blade sign that bisects the building. The primary entrance is located along the main building projection east of the sign and is a metal-frame and glass double-leaf storefront door with sidelights framed by a stack bond brick accent wall. Along either side of the entrance are metal-frame ribbon windows that span the façade. There are six loading docks with metal roll-up garage doors on east elevation. The resource retains some aspects of its integrity; however, the alterations to the primary entrance and facade have diminished its aspects of materials, design, and workmanship.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Google Streetview. 2019. Imagery from 2007-2019. Electronic database, https://www.google.com/maps, Accessed December 30, 2019.

Los Angeles Public Library (LAPL)
1956 Image, New Sylvania L.A. center. Valley Times Collection, https://tessa.lapl.org/cdm/singleitem/collection/photos/id/125937/rec/5. Accessed January 29, 2020.

1957 Image, Sylvania Electric Products, Inc., Gayhart Street and Davie Avenue, looking north. Kelly-Holiday Mid-Century Aerial Collection, https://tessa.lapl.org/cdm/ref/collection/photos/id/6666. Accessed January 29, 2020.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. Sylvania Electric Products building, view to north, 1957 (LAPL 1957).




Photograph 3. Sylvania Electric Products building façade, 1956 (LAPL 1956).

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

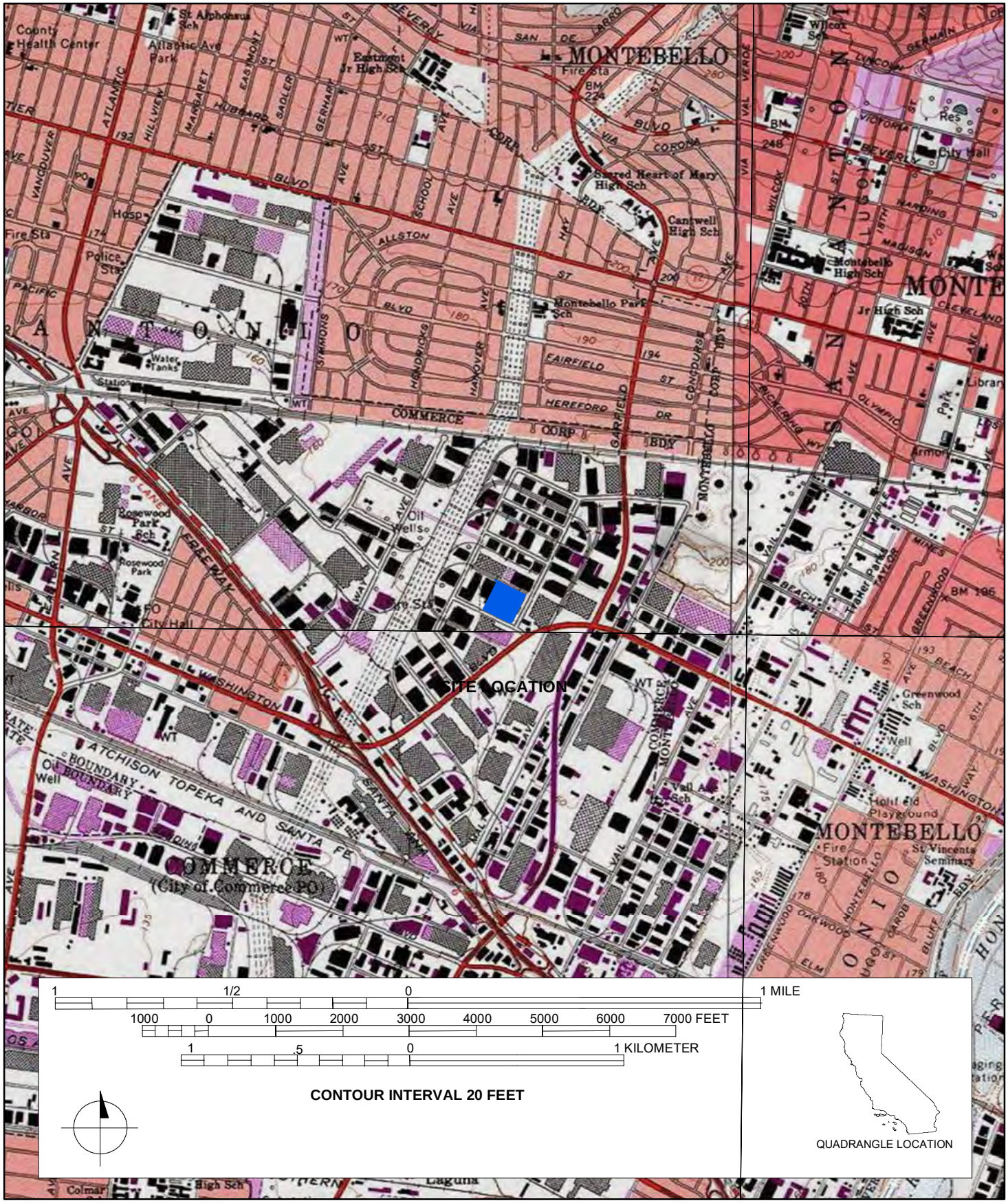
# LOCATION MAP

Primary #
HRI #
Trinomial



* Resource Name or # (Assigned by recorder) 6505 Gayhart St

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6414 Gayhart Street

P1. Other Identifier: 6414 Gayhart Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6414 Gayhart Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762823mE/394766mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-011-008

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE elevation/façade, camera facing west, 12/18/2019, IMG_9168

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6414 Gayhart Street

B1. Historic Name: Diamond Match Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1956(Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6414 Gayhart Street, originally the Diamond Match Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

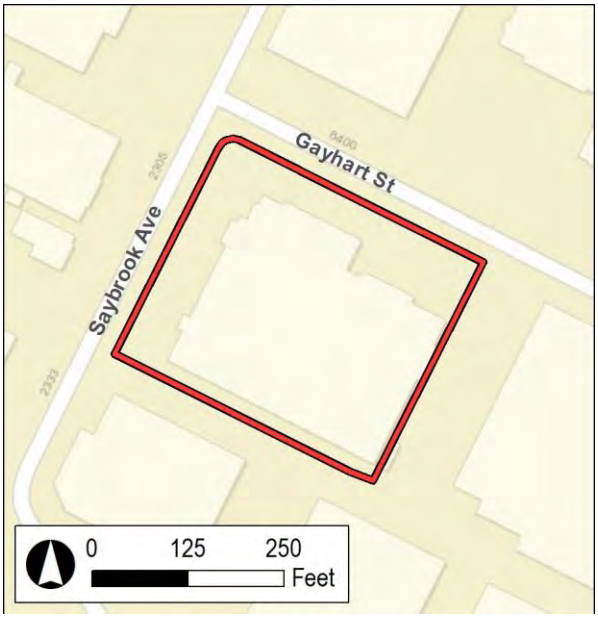
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6414 Gayhart Street was constructed in 1956 and is a one-story Modern-style industrial building (Photographs 1-3). It occupies the center of the lot and has a north-facing orientation. The building has an L-shaped plan composed of a one-story office storefront and a monumental one-story warehouse.

The building has a flat roof and is covered with composite material. The walls are constructed of tilt-up concrete panels and the building sits on a concrete slab foundation. The office building projection features a flat roof with overhanging eaves and an accent wall on the east end that features a parapet that has a higher roof profile and is clad with six vertical sections of Roman brick veneer. The primary entrance is within an inset porch west of the Roman brick feature wall and is a metal-frame and glass double-leaf storefront door with sidelights. The porch is bordered by a Roman brick porch wall with a metal pole railing. The windows on the façade are east of the entrance and consist of metal-framed ribbon windows, and the west elevation of the office includes two fixed windows. The east elevation of the office projection includes a secondary entrance composed of a metal-framed storefront system accessed by a concrete ramp. The façade of the warehouse east of the office projection includes three loading docks with metal roll-up garage doors covered by a cantilevered awning and a single-entry metal door accessed by concrete stairs. The warehouse portion of the west elevation has two loading docks covered by cantilevered awnings and two single-entry doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

The property at 6414 Gayhart Street was originally the Diamond Match Company warehouse and office facility. The Diamond Match Company was formed in 1881 through a partnership between the Swift, Courtney & Beecher Match Company of Wilmington (Delaware) and the Barber Match Company of Akron (Ohio). By 1889 the company had expanded, incorporating locations in Connecticut and Illinois. The Diamond Match Company facility at the CMD was responsible for the self-locking match carton and bee divisions of the firm (Los Angeles Times 1956).

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

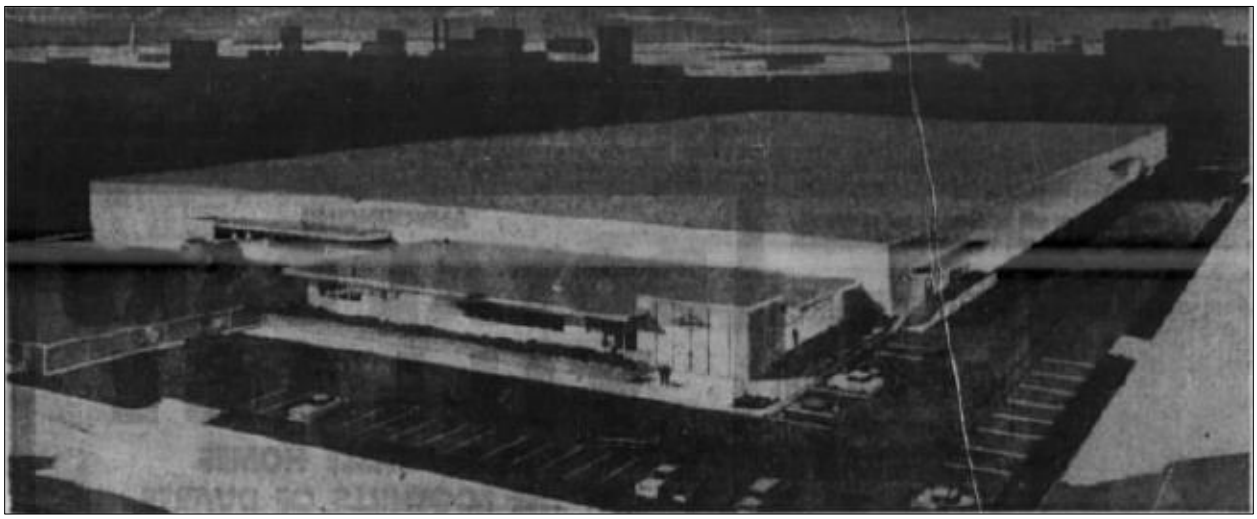
***B12. References (continued):**

Los Angeles Times. 1956. "Match Company Now in New Warehouse Office." August 12, 1956.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. View of NE elevation loading docks, camera facing west, 12/18/2019, IMG_9167



Photograph 3. Diamond Match Company facility at 6414 Gayhart Street, 1956 (Los Angeles Times 1956).

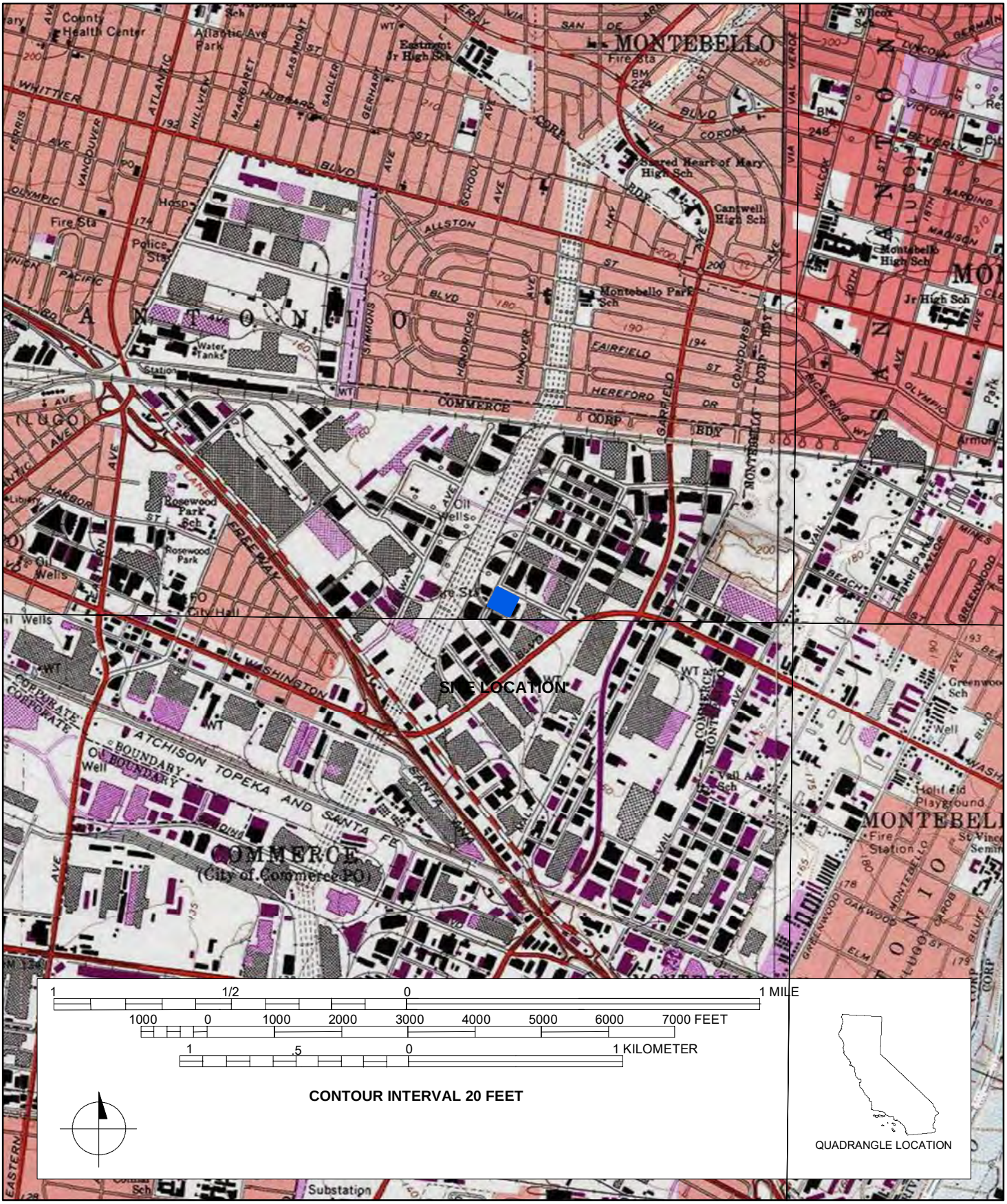
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** 5 **of** 5 *** Resource Name or #** (Assigned by recorder) 6414 Gayhart St

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6409 Gayhart Street

P1. Other Identifier: 6409 Gayhart Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6409 Gayhart Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762965mE/394809mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-038

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SW elevation/façade, camera facing north, 12/18/2019, DSCN0233

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1957 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6409 Gayhart Street

B1. Historic Name: Merck, Sharp & Dohme, pharmaceutical manufacturers
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1957(Los Angeles County Assessor). Between 2015 and 2019 the windows and doors along the south elevation were replaced (Google Streetview 2019).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6409 Gayhart Street, originally Merck, Sharp & Dohme, pharmaceutical manufacturers, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6409 Gayhart Street was constructed in 1957 and is a one-story Modern-style industrial building with an L-shaped plan (Photograph 1). It occupies the east side of the lot and has a south-facing orientation. Between 2015 and 2019, the windows and doors along the south elevation were replaced (Google Streetview 2019).

The building has a flat roof with parapet and that is covered with composite material. The walls are frame with stucco cladding and tilt-up concrete panels. The building sits on a concrete slab foundation. A fieldstone accent wall bisects the façade. The primary entrance is adjacent to the east side of the accent wall and is a metal-frame and glass double-leaf storefront door with sidelights that is shaded by a fabric awning. Windows west of the accent wall and east of the entrance include ribbons of non-historic, metal-framed fixed windows. The east and west ends of the façade also feature single-entry aluminum and glass storefront doors. The western door is shaded by a fabric awning. The windows on the west elevation of the warehouse portion of the building are metal-frame, multi-light casement windows. The resource retains some aspects of its integrity; however, the alterations to the primary entrance and facade have diminished its aspects of materials, design, and workmanship.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

The property at 6409 Gayhart Street was originally a distribution center for Merck, Sharp & Dohme, pharmaceutical manufacturers. In 1953, Merck & Co. merged with Philadelphia-based Sharp & Dohme, Inc., founded by Alpheus Phineas Sharp and Carl Friedrich Louis Dohme in 1845, becoming the largest US drugmaker. At the time of the facility's opening in the CMD, it was the company's largest domestic branch installation ever constructed (Los Angeles Times 1958).

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Google Streetview. 2019. Imagery from 2007-2019. Electronic database, https://www.google.com/maps, Accessed December 30, 2019.

Los Angeles Times. 1958. "$600,000 Center Newly Opened." February 9, 1958.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

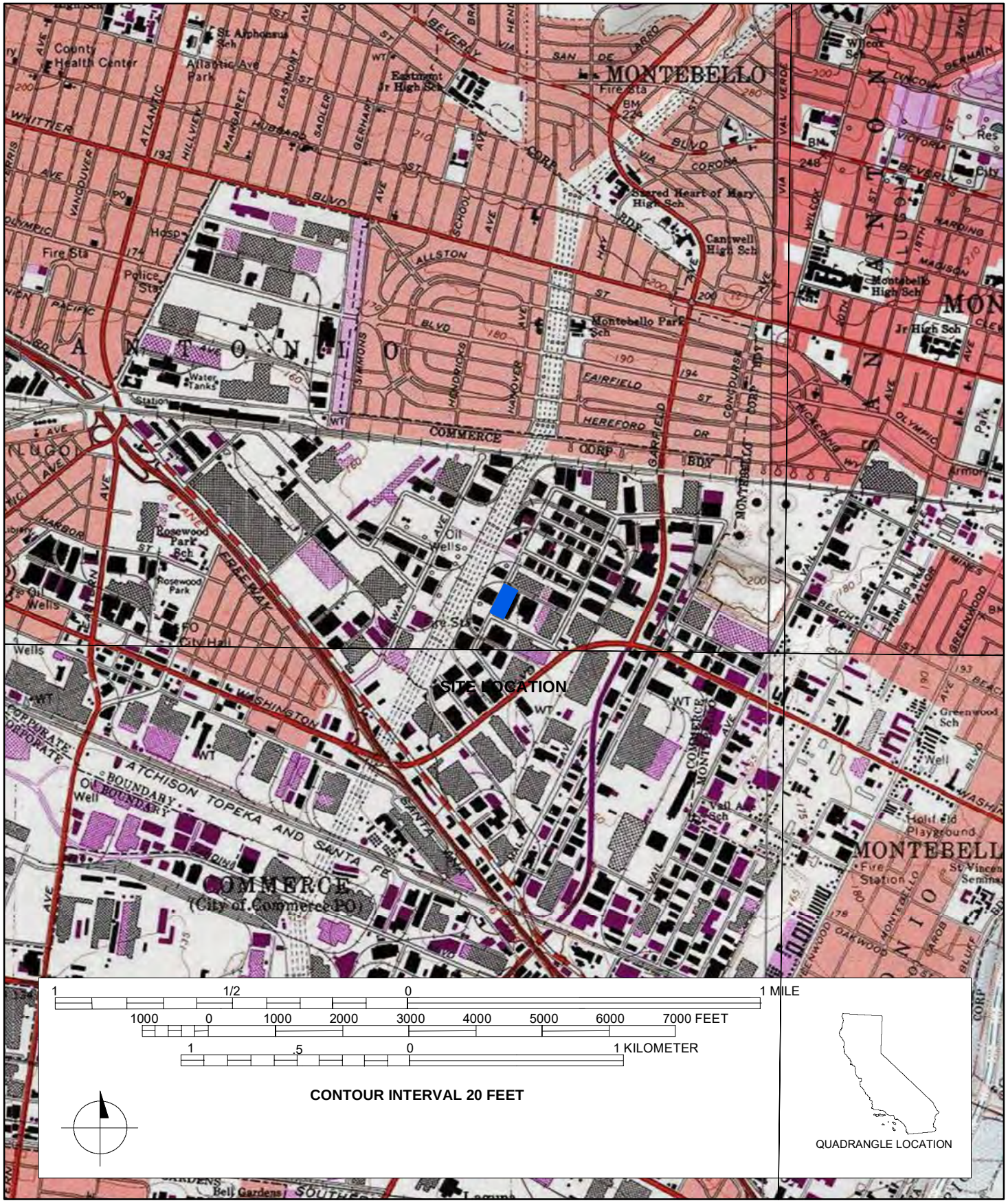
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 * Resource Name or # (Assigned by recorder) 6409 Gayhart St

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6433 Gayhart Street

P1. Other Identifier: 6433 Gayhart Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6433 Gayhart Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762928mE/394880mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-039

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SW elevation/façade, camera facing north, 12/18/2019, DSCN0230

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1959 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 6433 Gayhart Street

B1. Historic Name: Morgan & Sampson Inc.
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1959(Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6433 Gayhart Street, originally Morgan & Sampson Inc., is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

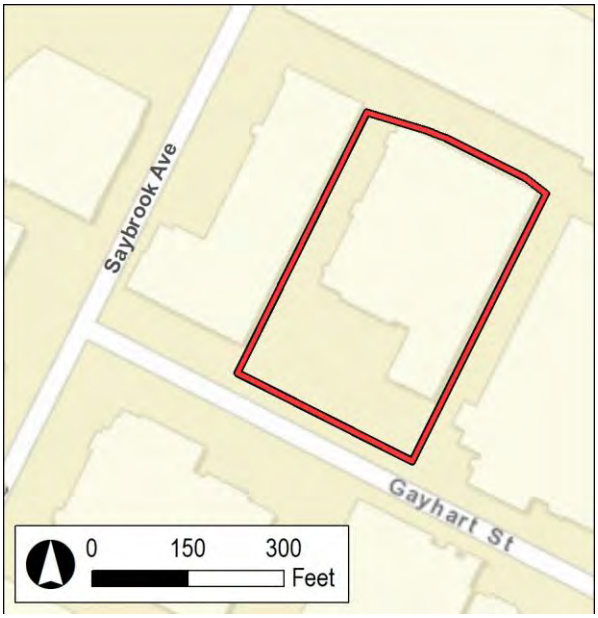
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6433 Gayhart Street was constructed in 1959 and is a one-story Modern-style industrial building (Photograph 1). It occupies the rear of the lot and has a south-facing orientation. The building features an L-shaped plan, including a large warehouse that encompasses the rear of the property and an office storefront attached to the west end of the façade (south). The building faces a surface parking lot.

The building has a flat roof with a parapet and is covered with composite material. The walls are constructed of tilt-up concrete panels. The building sits on a concrete slab foundation. A breeze block accent wall spans the western portion of the facade. The primary entrance is centrally located and is a metal-frame and glass double-leaf storefront door with sidelights covered by a flat awning. The windows are non-historic, metal-frame ribbon windows. There are four loading docks with metal roll-up garage doors and a double-entry metal flush door covered by a cantilevered awning on the south elevation of the warehouse. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

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

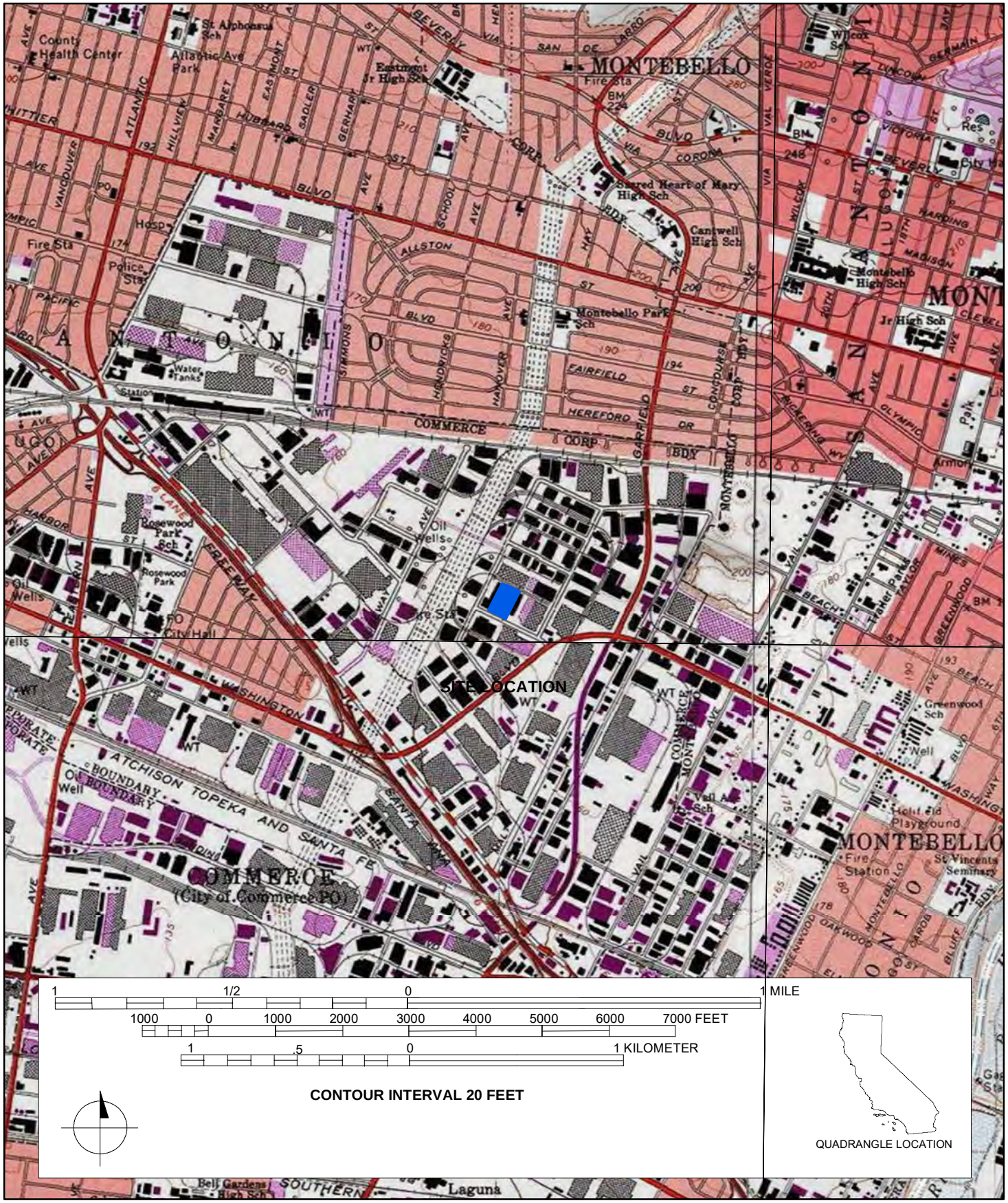
# LOCATION MAP

Primary #
HRI #
Trinomial



* Resource Name or # (Assigned by recorder) 6433 Gayhart St

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D; 3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6489 Corvette Street

P1. Other Identifier: 6489 Corvette Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6489 Corvette Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763133mE/395154mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-024

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SW elevation/façade, camera facing east, 12/18/2019, DSCN0259

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address) M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D; 3CD

***Resource Name or #** (Assigned by recorder) 6489 Corvette Street

B1. Historic Name: Bralco Metals Inc.
B2. Common Name: N/A
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1954(Los Angeles County Assessor).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6489 Corvette Street, the former Bralco Metals Inc. building, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6489 Corvette Street was constructed in 1954 and is a Modern-style industrial building (Photographs 1-3). It occupies the entire lot and has a south-facing orientation. It is a monumental one-story warehouse with an attached one-story office that create an L-shaped plan. The office storefront is located at the south elevation (façade), with the warehouse and delivery access along the west elevation. Manicured hedges and planters surround the south and east elevations.

The building has a flat roof covered with composite material with a slight parapet. The walls are clad with concrete and brick. Decorative wall features include a stack bond brick accent wall with a planter at the building entrance and metal grates over the windows that allude to multi-light windows. The building has metal-frame windows and double-leaf glass doors covered by metal security grills. The windows along the south elevation of the warehouse are large metal-frame multi-light windows. A triangular Palladian window frames the warehouse entrance. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. View of E elevation/façade, camera facing north, 12/18/2019, DSCN0257



Photograph 3. View of SW elevation/façade, camera facing northeast, 12/18/2019, DSCN0258

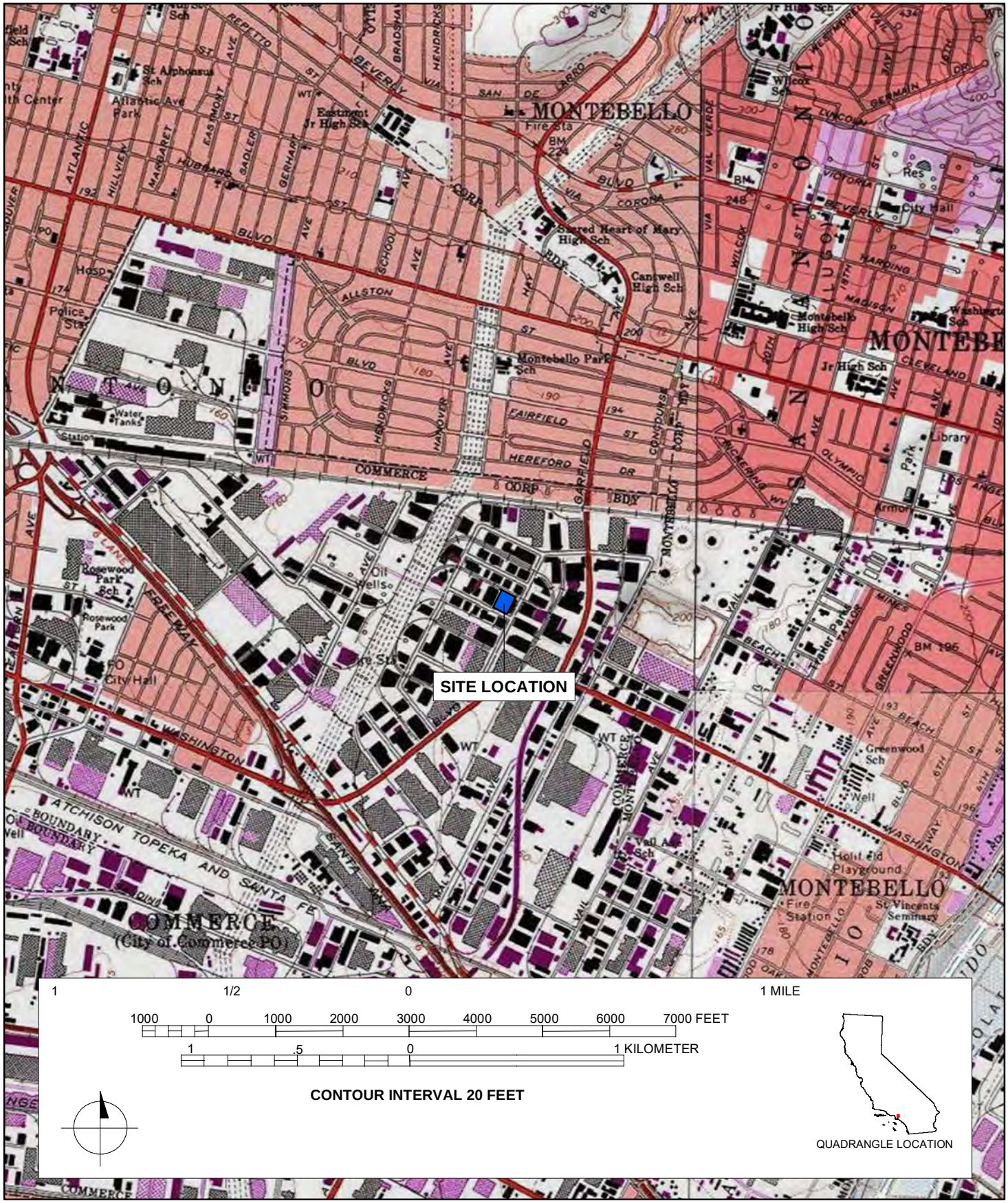
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** ___ **of** ___ *** Resource Name or #** (Assigned by recorder) 6489 Corvette St

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) 6465 Corvette Street

P1. Other Identifier: 6465 Corvette Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6465 Corvette Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763170mE/395080mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-023

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SW elevation/façade, camera facing east, 12/18/2019, DSCN0264

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6465 Corvette Street

B1. Historic Name: Titanium Metals Corporation of America
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1954(Los Angeles County Assessor).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6465 Corvette Street, originally the Titanium Metals Corporation of America warehouse, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6465 Corvette Street was constructed in 1954 and is a Modern-style industrial building (Photographs 1-2). It occupies the entire lot and has a south-facing orientation. It is a monumental one-story warehouse with a rectangular plan. The office storefront is located at the south elevation (façade) with warehouse and delivery access along the west and east elevations.

The building has a bowstring roof covered with composite material and evenly spaced skylights. The walls are of concrete tilt-up construction, and the building sits on a concrete slab foundation. The eastern portion of the façade features four recessed square bays with banded concrete walls and planters. The windows are industrial casement windows covered by metal security grills. The windows along the western portion of the façade are covered by louvered vents. The primary entrance is located within an inset porch with concrete steps. The doors are single-entry steel doors. The loading dock along the east elevation is covered by a cantilevered awning. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. View of S elevation/façade, camera facing north, 12/18/2019, DSCN0262

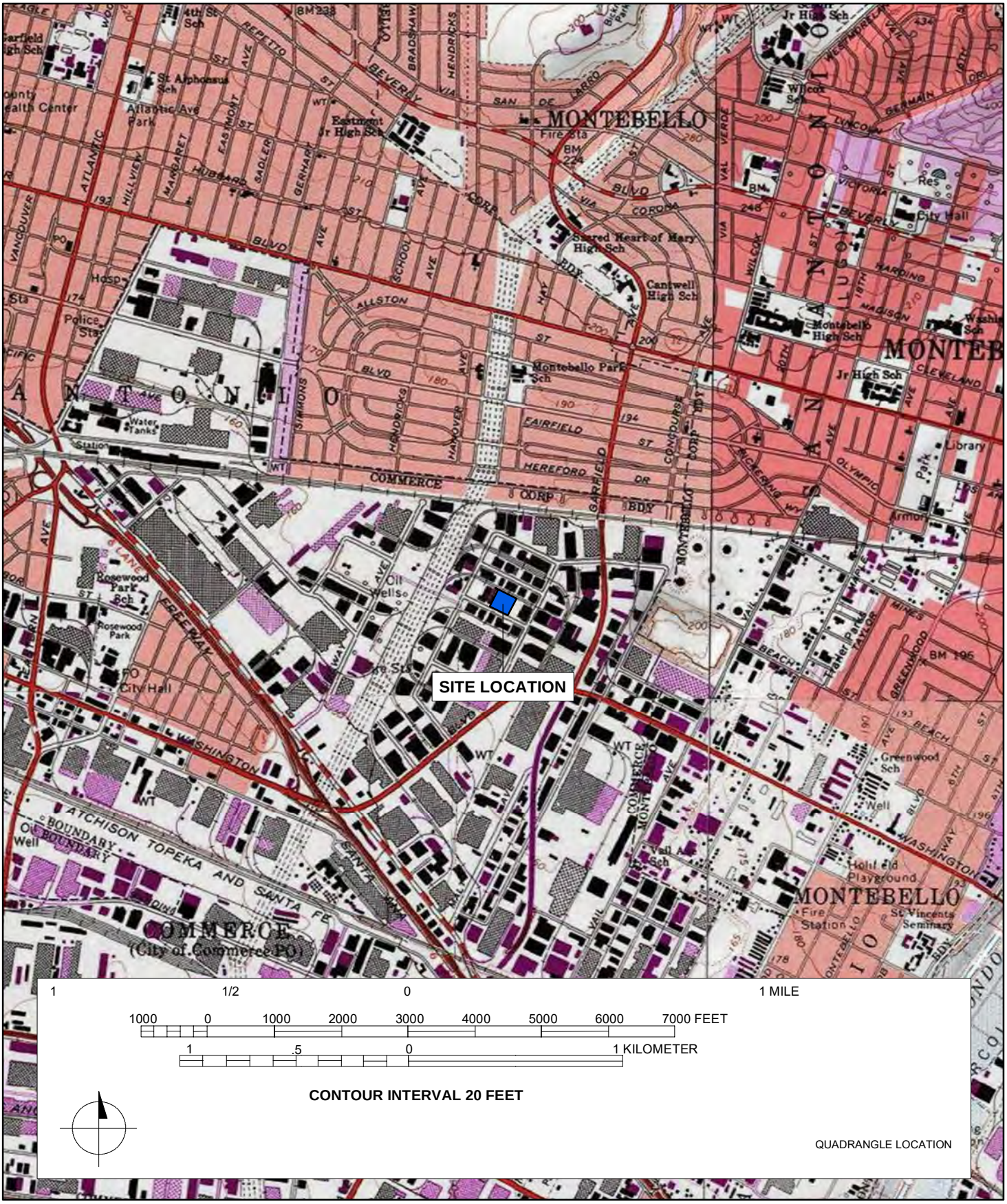
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 6465 Corvette St

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6440 Corvette Street

P1. Other Identifier: 6440 Corvette Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6440 Corvette Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763108mE/394996mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-032

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE elevation/façade, camera facing SW, 12/18/2019.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1955 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address) M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 6440 Corvette Street

B1. Historic Name: Glenmart Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1955(Los Angeles County Assessor).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

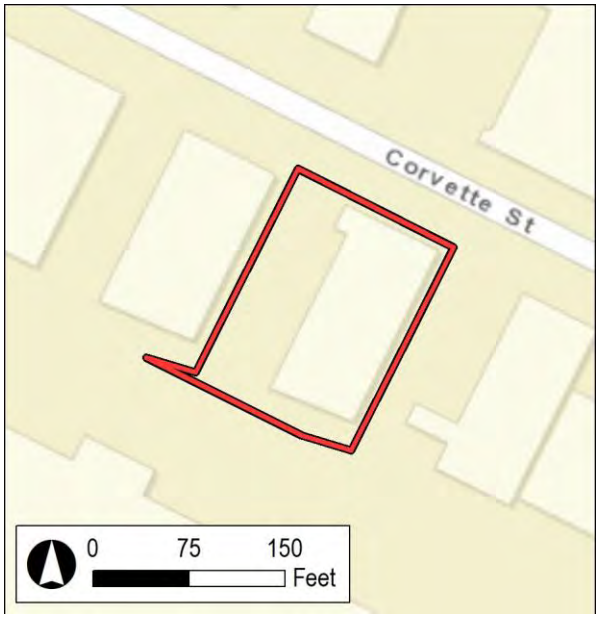
The property at 6440 Corvette Street, originally the Glenmart Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020




(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6440 Corvette Street was constructed in 1955 and is a Modern-style industrial building (Photographs 1-2). It occupies the entire lot and has a north-facing orientation. It is a monumental one-story warehouse with a rectangular plan. The office storefront is located at the north elevation (façade) with warehouse and delivery access along the west elevation.

The building has a flat roof covered with composite material. The walls of the offices are tilt-up concrete panels. The entire complex sits on a concrete slab foundation. The north elevation has a ribbon of metal frame windows. The entrance is inset and framed by brick accent walls. There are no windows or doors along the east elevation. The resource retains most aspects of its integrity; however, the removal of the louvered vents from the façade's ribbon windows has diminished its aspect of design.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. View of N elevation/façade, camera facing SE, 12/18/2019.

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

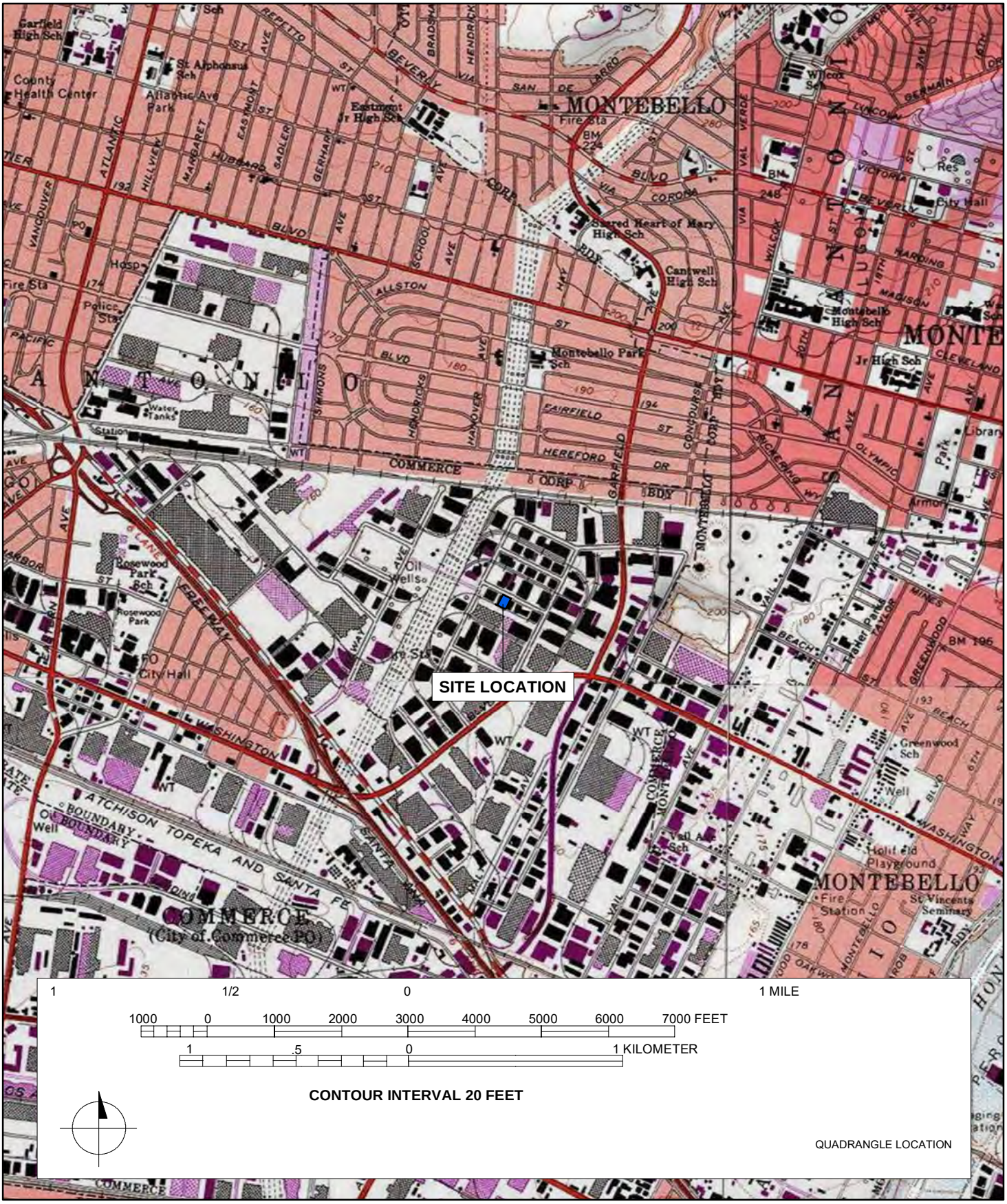
# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____



* Resource Name or # (Assigned by recorder) 6440 Corvette St

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code _____ Reviewer _____ Date _____



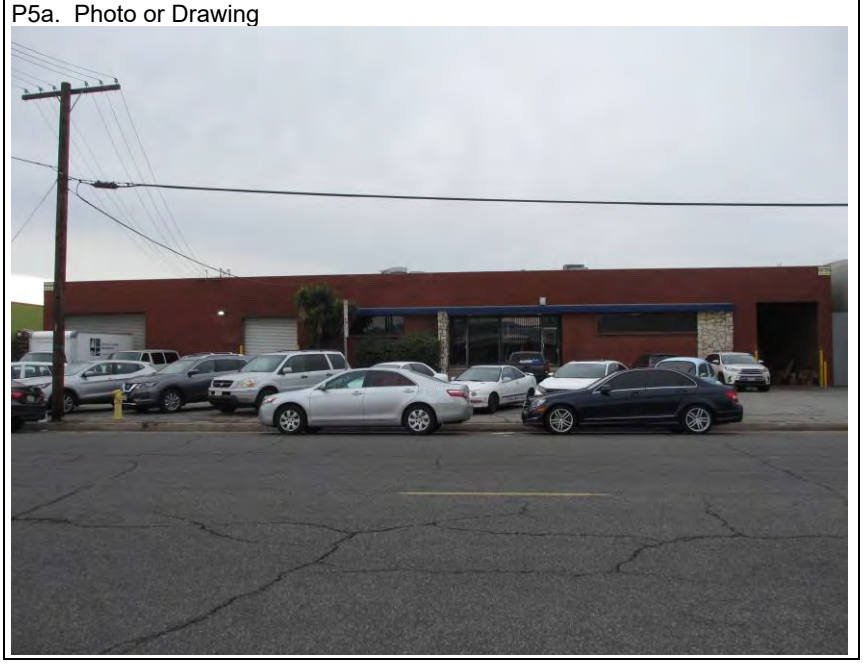
***Resource Name or #:** (Assigned by recorder) 6474 Corvette Street

P1. Other Identifier: 6474 Corvette Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6474 Corvette Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763069mE/395072mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-034

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE elevation/façade, camera facing southwest, 12/18/2019, IMG_9208

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 6474 Corvette Street

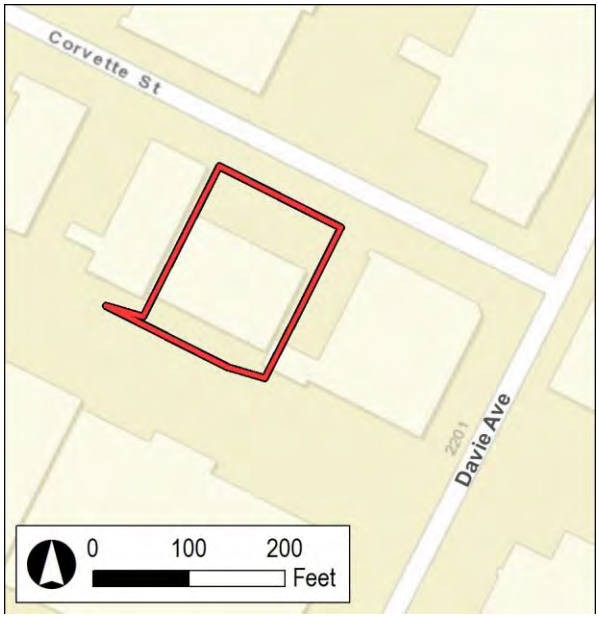
B1. Historic Name: Hild Floor Machine Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Concstructed in 1956 (Los Angeles County Assessor)

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6474 Corvette Street, originally the Hild Floor Machine Company's offices and warehouse, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6474 Corvette Street was constructed in 1956 and is a Modern-style industrial building (Photograph 1). It occupies the rear of the lot and has a north-facing orientation. It is a one-story industrial building with a rectangular plan.

The building has a flat roof with a slight parapet and is covered with composite material. The walls are constructed of concrete and brick, and the building sits on a concrete slab foundation. The façade has stone accent walls and manicured hedges and planters. The façade includes two garage bays with metal roll-up doors, and a smaller, recessed loading dock with a metal roll-up door. The primary entrance is within an inset porch with a flat awning and concrete steps. The entrance is a metal-frame and glass storefront with a single-entry door. There are ribbon windows with wide concrete sills flanking each side of the entrance. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

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

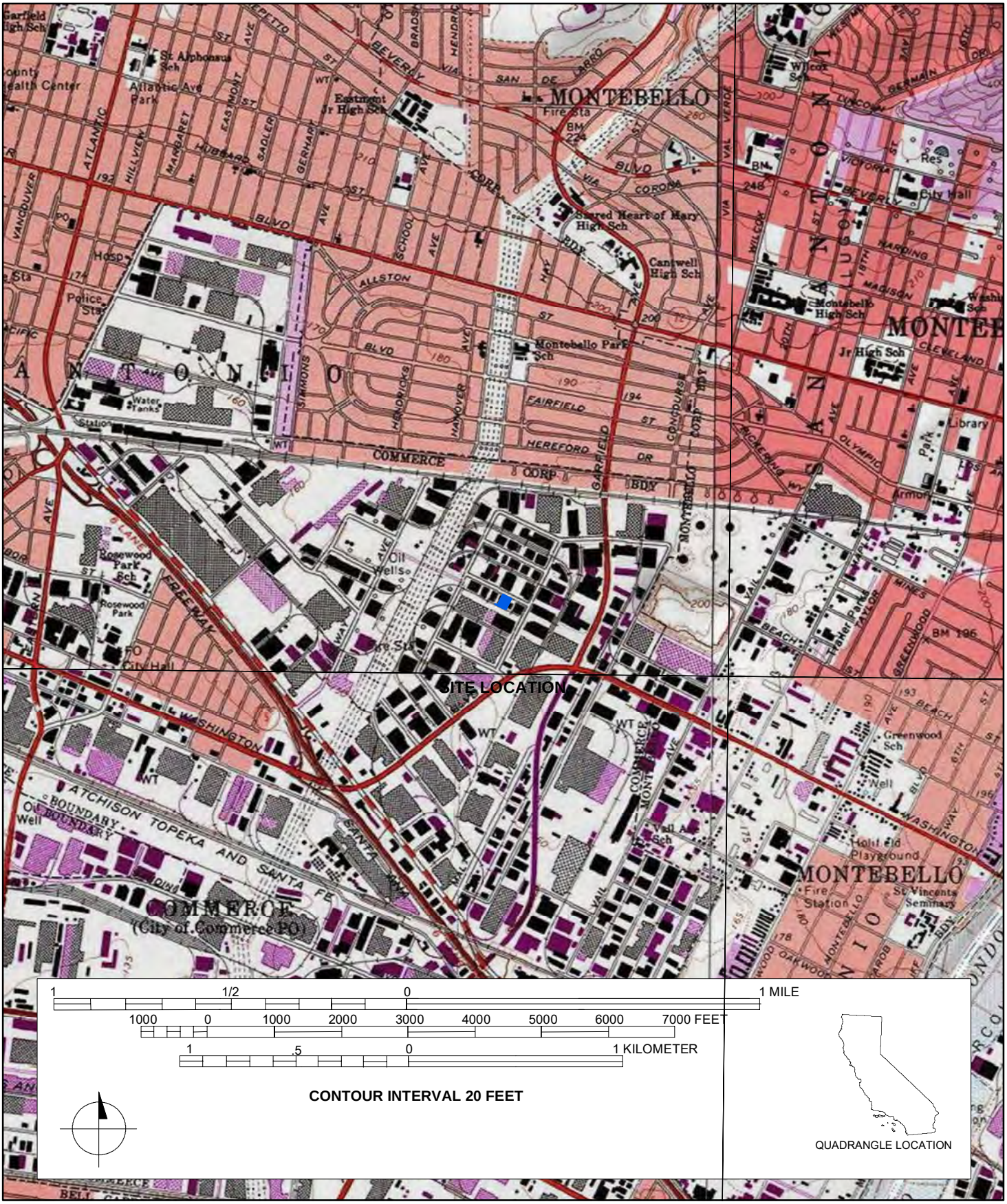
# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____



* Resource Name or # (Assigned by recorder) 6474 Corvette St

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6480 Corvette Street

P1. Other Identifier: 6480 Corvette Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6480 Corvette Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763046mE/395117mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-035

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE and SE elevation/façade, camera facing west, 12/18/2019, IMG_9204

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6480 Corvette Street

B1. Historic Name: Bralco Metals
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1956 (Los Angeles County Assessor). Between 2015 and 2018, the north elevation's ribbon windows with louvered vents and tile wall accents were removed and a concrete ramp with metal railings was installed (Google Streetview 2019).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6480 Corvette Street is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




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

***B12. References:** SEE CONTINUATION SHEET
B13. Remarks:

***B14. Evaluator:** M. Wilson ***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6480 Corvette Street was constructed in 1956 and is a Modern-style industrial building (Photograph 1). It occupies the entire lot and has a north-facing orientation. It is a monumental one-story warehouse with a rectangular plan. Between 2015 and 2018, the north elevation's ribbon windows with louvered vents and tile wall accents were removed and a concrete ramp with metal railings was installed (Google Streetview 2019).

The building has a flat roof evenly spaced skylights and is covered with composite material. The walls are constructed of concrete tilt-up panels with stack bond brick accent walls along the façade. The building sits on a concrete slab foundation. The western portion of the façade is divided into three bays, which are shaded by a flat roof porch supported by brackets, and ribbons of metal-framed clerestory windows. The primary entrance is an aluminum and glass double-leaf storefront door that is accessible by a concrete ramp with metal railings. The eastern portion of the façade has an asymmetrical arrangement of fiberglass-framed horizontal sliding windows. There is a clipped corner wall junction that faces the Corvette Street and Davie Avenue intersection. The east elevation has four fiberglass-framed windows and a no doors. The resource retains most aspects of its integrity; however, the removal of the original windows and decorative elements from the façade have diminished its aspects of design, materials, and workmanship.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

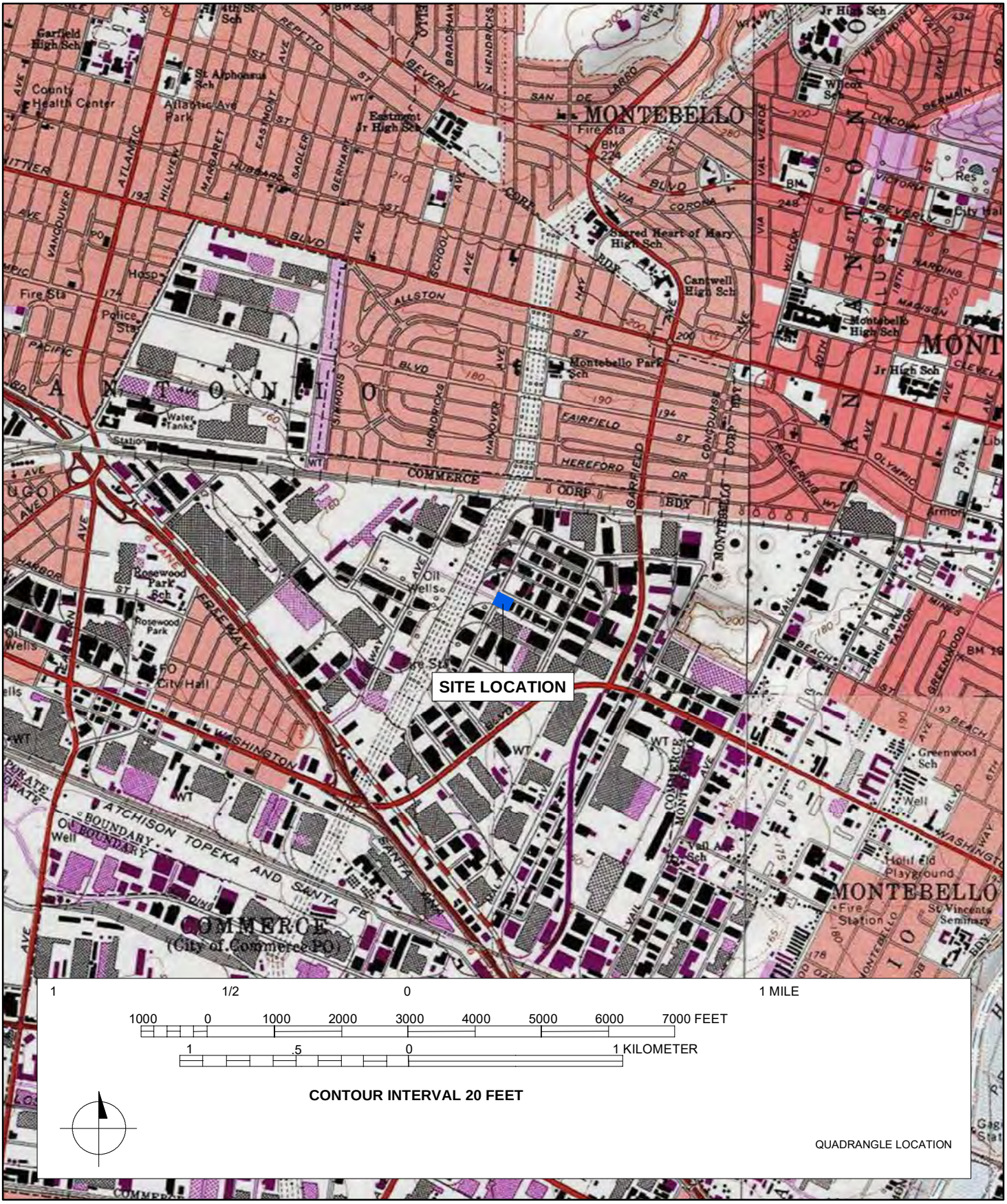
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

Page 4 of 4 * Resource Name or # (Assigned by recorder) _____

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6460 Corvette Street

P1. Other Identifier: 6460 Corvette Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6460 Corvette Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763089mE/395033mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-033

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE elevation/façade, camera facing south, 12/18/2019, IMG_9212

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1957 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6460 Corvette Street

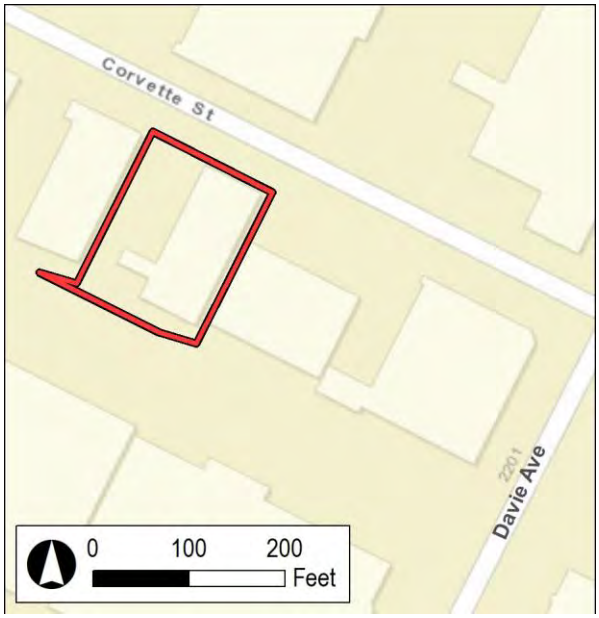
B1. Historic Name: Jim Western Manufacturing Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1957 (Los Angeles County Assessor); Building Permits: 2011 water heater install; 2011 electrical improvements; 2006 garment racks; 2004 interior office improvements; 2005 motorized gate; 2005 plumbing improvements; 2004 restroom improvements; 2005 metal canopy installed 16x36; 1957 ceramic tile warehouse;1987 cold storage installed; 1987 roof repair; 1988 electrical improvements; 1988 floor drains; 1987 HVAC improvements

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: J.E. Macke b. Builder: M Lupher

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6460 Corvette Street, originally the Jim Western Manufacturing Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




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

***B12. References:** SEE CONTINUATION SHEET
B13. Remarks:
***B14. Evaluator:** M. Wilson ***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6460 Corvette Street was constructed in 1957 and is a one-story Modern-style industrial building with a rectangular plan (Photograph 1). It occupies the entire lot and has a north-facing orientation. Pedestrian access is located on the north elevation façade, and warehouse and delivery access are on the west elevation.

The building has a bowstring roof with a slight parapet and is covered with composite material and features evenly spaced skylights. The walls are constructed of concrete tilt-up panels with decorative rectangle patterns incised in the concrete. The building sits on a concrete slab foundation. The façade includes a single, narrow, metal-framed fixed window and an offset, recessed entrance with a river rock accent wall. The primary entrance is a wood frame and glass single-entry door set within a metal-frame and glass storefront assembly. The entrance is enclosed by metal security grills. The west elevation features metal-frame, fixed windows and a carport with a metal roof. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative detail, and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

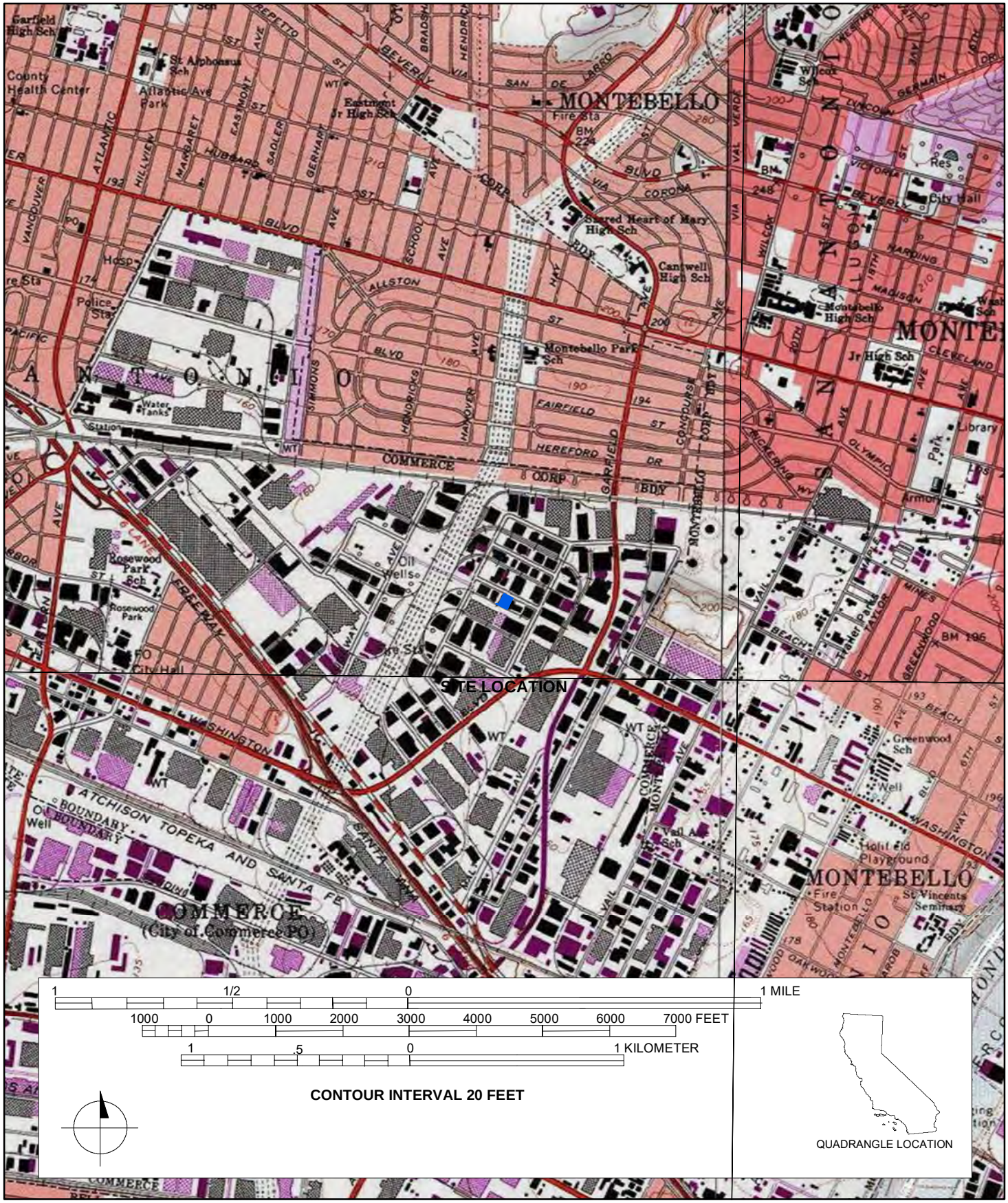
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 6460 Corvette St

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6415, 6435 Corvette Street

P1. Other Identifier: 6415, 6435 Corvette Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6415, 6435, 6440 Corvette Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763108mE/394996mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-022, 6336-012-021

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SE elevation/façade, camera facing NW, 12/18/2019.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1955 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address) M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6415, 6435 Corvette Street

B1. Historic Name: Glenmart Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1955(Los Angeles County Assessor). Between 2015 and 2019 the building's louvered vents covering the ribbon windows along the façade were removed (Google Streetview 2019).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6415, 6435 Corvette Street, originally the Glenmart Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020




(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6415, 6435 Corvette Street was constructed in 1955 and is a Modern-style industrial building (Photographs 1-4). It occupies the entire lot and has a south-facing orientation. It is a monumental one-story warehouse with two attached one-story offices that create a roughly U-shaped plan. The office storefront is located at the south elevation (façade) with warehouse and delivery access along the west and east elevations. Although originally constructed in 1955, assessor data indicates a building addition was constructed in 1956. In addition, the building's louvered vents covering the ribbon windows along the façade were removed between 2015 and 2019 (Google Streetview 2019).

The offices have flat roofs covered with composite material and the warehouse has a front gable roof covered with corrugated metal and evenly spaced skylights. The walls of the offices are concrete and brick construction and the walls of the warehouse are corrugated metal. The entire complex sits on a concrete slab foundation. The eastern office building features fixed, metal-frame, ribbon windows with a wide brick sill that wrap around the building and an inset aluminum-framed storefront with a single-entry door, a transom, and sidelights with a stone accent wall, a cantilevered awning, and a brick planter. The western office building has a central stone accent wall, cantilevered awnings, and full-length anodized aluminum storefront windows. The warehouse has metal roll-up garage doors and steel single-entry doors. The resource retains most aspects of its integrity; however, the removal of the louvered vents from the façade's ribbon windows has diminished its aspect of design.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. View of S elevation/façade, camera facing NW, 12/18/2019.



Photograph 3. View of S elevation/façade, camera facing N, 12/18/2019.



Photograph 4. View of SW elevation/façade, camera facing NE, 12/18/2019.

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

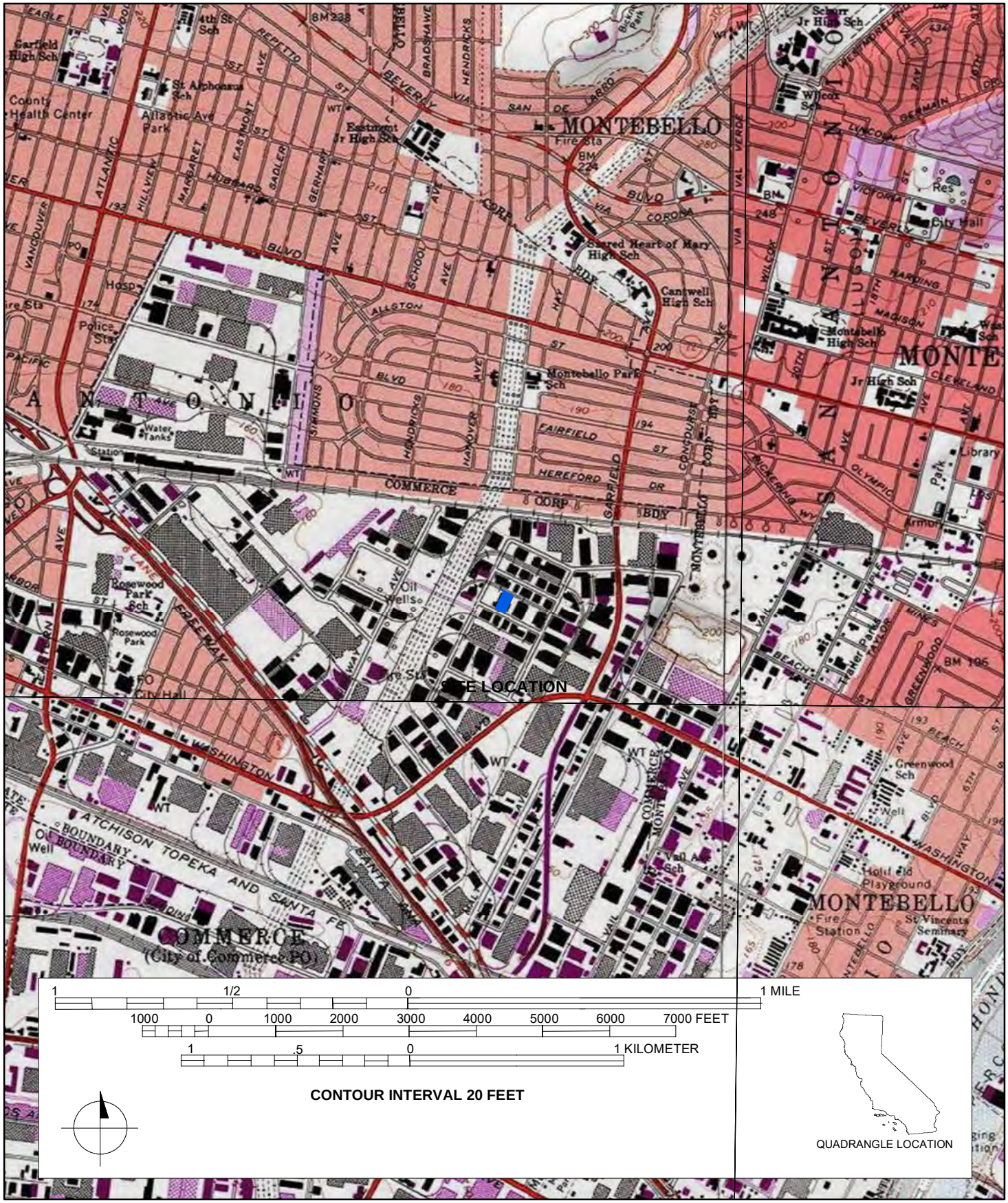
# LOCATION MAP

Primary #
HRI #
Trinomial



* Resource Name or # (Assigned by recorder) 6435 Corvette St

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6625 East Washington Boulevard

P1. Other Identifier: 6625 East Washington Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6625 East Washington Boulevard **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762854mE/395146mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-013-012

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of S elevation/façade, camera facing north, 12/18/2019, IMG_9156

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1953 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6625 East Washington Boulevard

B1. Historic Name: Hoffman Hardware Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1953(Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6625 E Washington Boulevard, originally the Hoffman Hardware Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

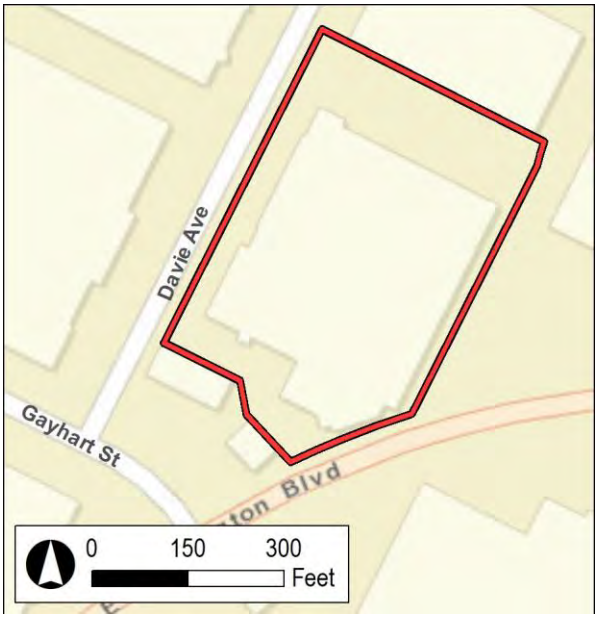
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6623-6625 E Washington Boulevard was constructed in 1953 and is a monumental one-story Modern-style industrial warehouse with an irregular plan (Photographs 1-2). It occupies the entire lot and has a south-facing orientation. The office storefront is located at the south elevation (façade) with warehouse and delivery access along the west elevation.

The building has a flat roof with parapets and is covered with composite material. The walls are constructed with concrete tilt-up panels with decorative stack bond brick accents walls and landscape planters. The façade is punctuated by an aluminum-frame and glass storefront, ribbon windows covered with louvered vents, a projecting blade wall, and a brick accent wall. The primary entrance is along the south elevation and is covered by a flat roof porch. The entrance is a non-historic, double-leaf glass door. The east elevation faces the railroad tracks and includes three loading docks with roll-up doors and a single-entry flush metal door. The west elevation faces Davie Avenue and includes multiple loading docks and single-entry doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

Los Angeles Public Library (LAPL). 1957. Image, Sylvania Electric Products, Inc., Gayhart Street and Davie Avenue, looking north. Kelly-Holiday Mid-Century Aerial Collection, https://tessa.lapl.org/cdm/ref/collection/photos/id/6666. Accessed January 29, 2020.



Photograph 2. Hoffman Hardware Company building, view to north, 1957 (LAPL 1957).

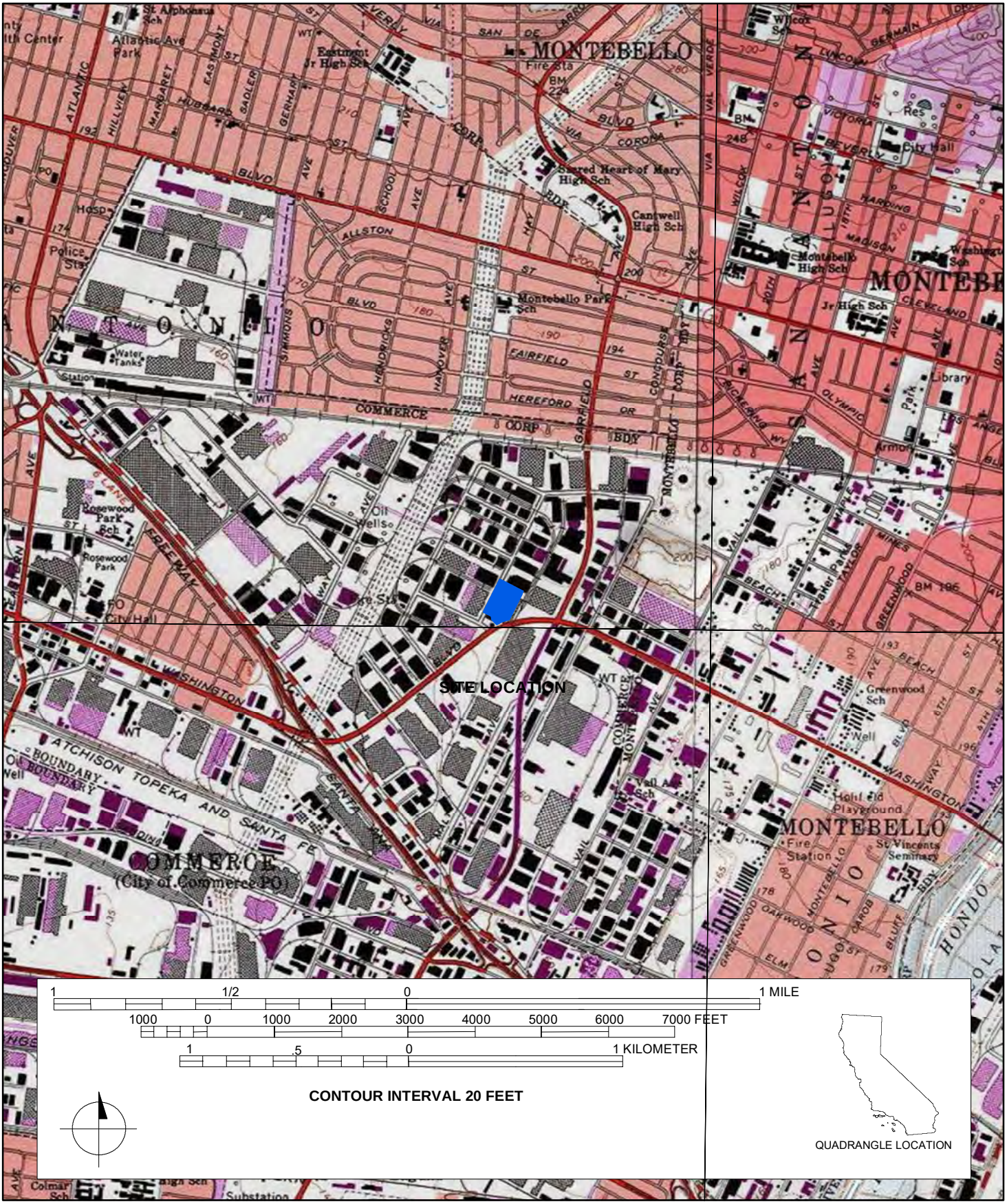
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

Page 5 of 5 * Resource Name or # (Assigned by recorder) 6625 E Washington Blvd

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____

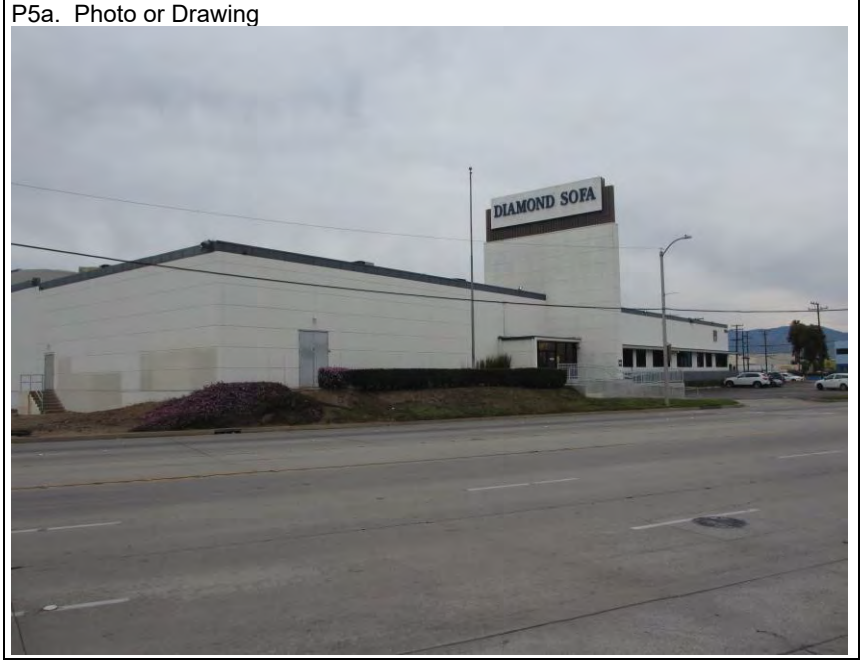
 ***Resource Name or #:** (Assigned by recorder) 6565 East Washington Boulevard

P1. Other Identifier: 6565 East Washington Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles/South Gate **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6565 East Washington Boulevard **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762726mE/394963mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-011-013

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SE elevation/façade, camera facing north, 12/18/2019, IMG_9237

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6565 East Washington Boulevard

B1. Historic Name: Admiral Distributors, Inc.
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor). Alterations: window replacements.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6565 E Washington Boulevard, originally Admiral Distributors, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

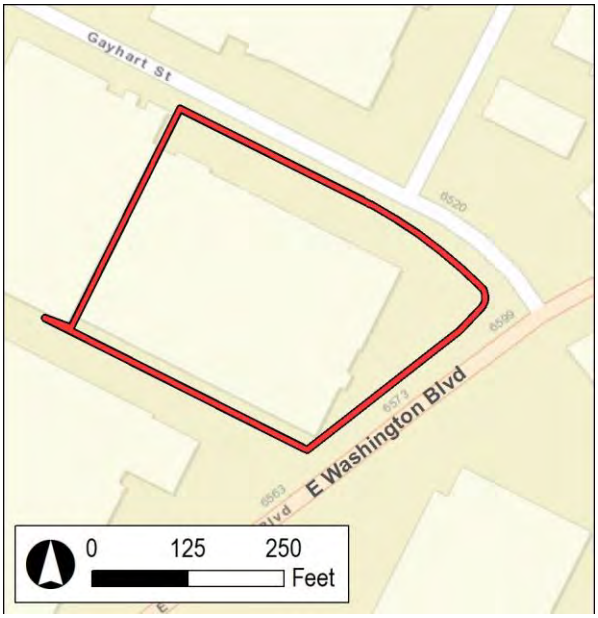
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6565 E Washington Boulevard, Diamond Sofa, was constructed in 1954 and is a monumental one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photograph 1). It occupies the entire lot and has a southeast-facing orientation. The office storefront is located at the southeast elevation (façade) with warehouse and delivery access along the north elevation.

The building has a flat roof covered with a slight parapet and is covered with composite material. The walls are constructed of tilt-up concrete panels with square tile patterns. The building has anodized metal-framed storefront windows with a double-leaf glass door and fixed windows metal-framed along the façade. The primary entrance is covered by a flat roof and framed by a large projecting blade sign. A double-entry flush metal door is located on the south end of the façade. There is a paved parking lot in front of the building. The south elevation features five bays containing four roll-up doors and a single-entry metal flush door accessed by concrete stairs. The resource retains its location, setting, and feeling, but its materials, workmanship, design, and association are compromised due to modern replacement materials and alterations to the façade.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

The property at 6565 E Washington Boulevard was originally the Admiral Distributors, Inc. Tv and appliance center. The company was initially founded in 1934 in Chicago as the Continental Radio and Television Corporation as a maker of consumer electronics, radios and phonographs; the company later became the Admiral Distributors, Inc. The Admiral Distributors location at the CMD included offices, parts and service departments, warehousing, and a display room (Los Angeles Times 1954).

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Los Angeles Times. 1954. "Firm in New Headquarters." March 7, 1954.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

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

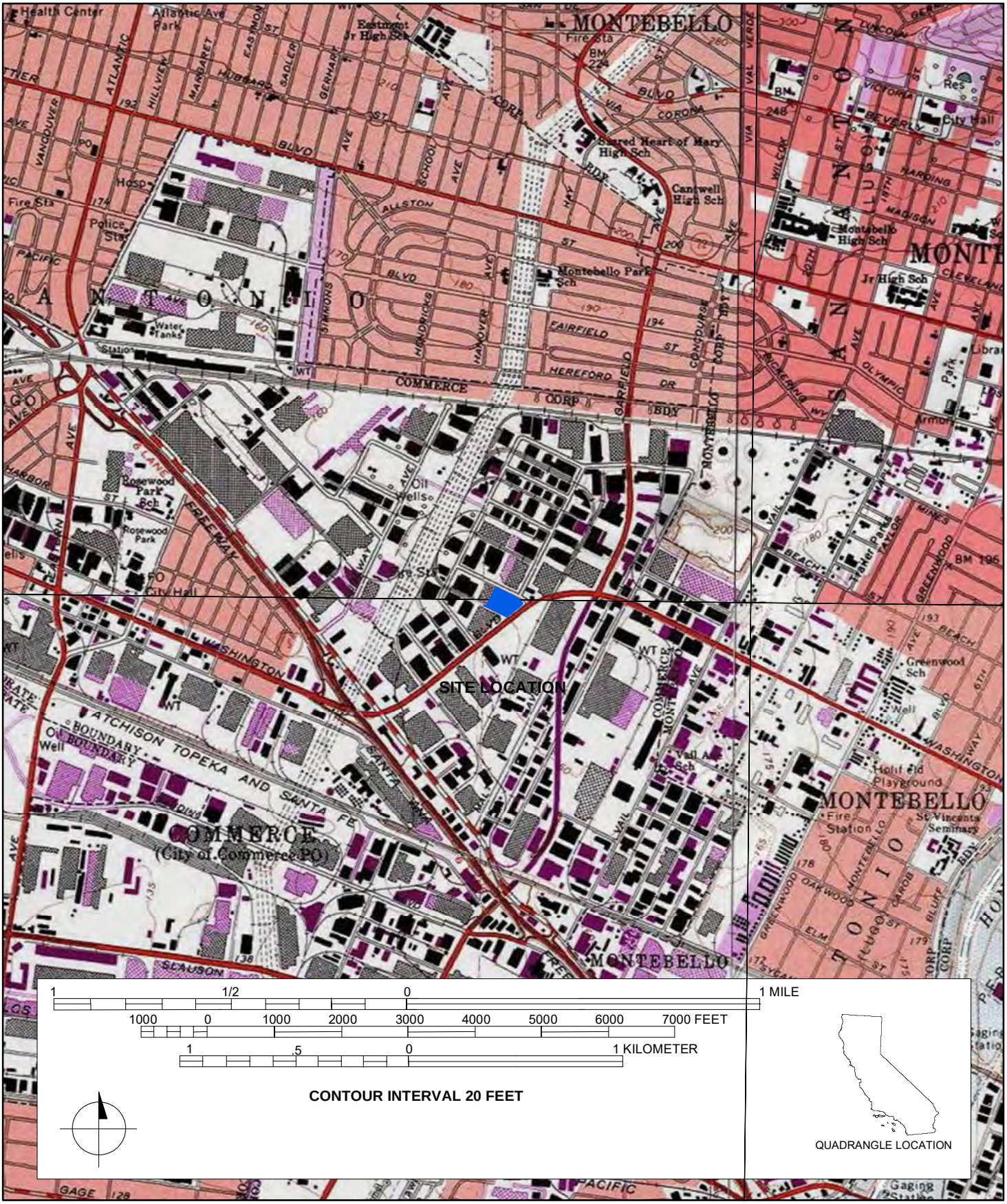
# LOCATION MAP

Primary #
HRI #
Trinomial



* Resource Name or # (Assigned by recorder) 6565 E Washington Blvd

* Map Name: Los Angeles & South Gate, Calif. 7.5' Quadrangles * Scale: 1:24,000 * Date of Map: 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6541 East Washington Boulevard

P1. Other Identifier: 6541 East Washington Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** South Gate **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6541 East Washington Boulevard **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762637mE/394856mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-011-016

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SW elevation/façade, camera facing north, 12/18/2019, DSCN0282

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6541 East Washington Boulevard

B1. Historic Name: Ingram Paper Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: AC Martin & Associates b. Builder: William Simpson Co.

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6541 E Washington Boulevard, originally the Ingram Paper Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

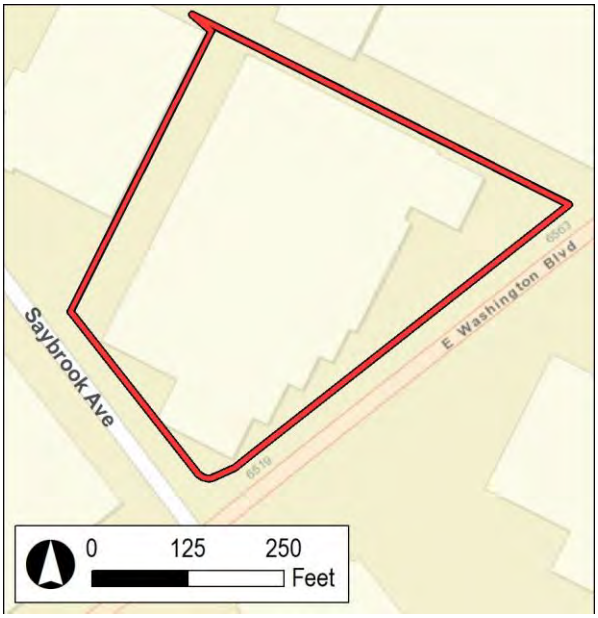
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6541 E Washington Boulevard, Portofino International Trading Company, was constructed in 1954 and is a monumental one-story Modern-style industrial warehouse with an irregular plan and a concrete slab foundation (Photographs 1-2). It occupies the entire lot and has a southwest-facing orientation. The office storefront is located at the southwest elevation (façade) with warehouse and delivery access along the southwest and northwest elevations.

The building has a flat roof with a slight parapet and is covered with composite material with a slight parapet. The walls are constructed of concrete tilt-up panels. The primary entrance is along the southwest elevation and is covered by a flat roof porch. The doors are flush, metal single-entry doors. The building has several loading docks with metal roll-up garage doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

The property at 6541 E Washington Boulevard was originally the Ingram Paper Company. The Los Angeles based firm, founded in 1923 by J. C. Ingram, specialized in fine and coarse papers, paper bags, and cordage materials. The Ingram Paper Company facility at the CMD was innovative in that the building had continuous conveyors linking main offices to shipping departments, demountable walls that allowed for the building's expansion, and hydraulic powered loading docks to expedite railcar shipping (Los Angeles Times 1953).

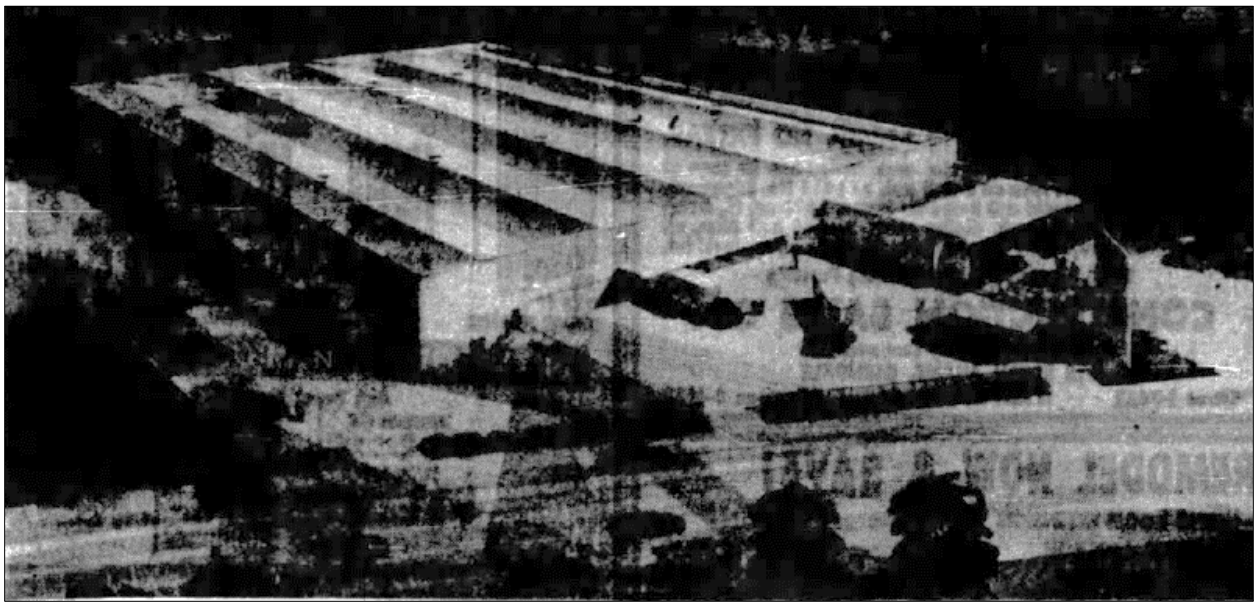
Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Los Angeles Times. 1953. "Paper Company to Double Its Plant Facilities here." August 23, 1953.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. Rendering of the Ingram Paper Company, 1953 (Los Angeles Times 1953).

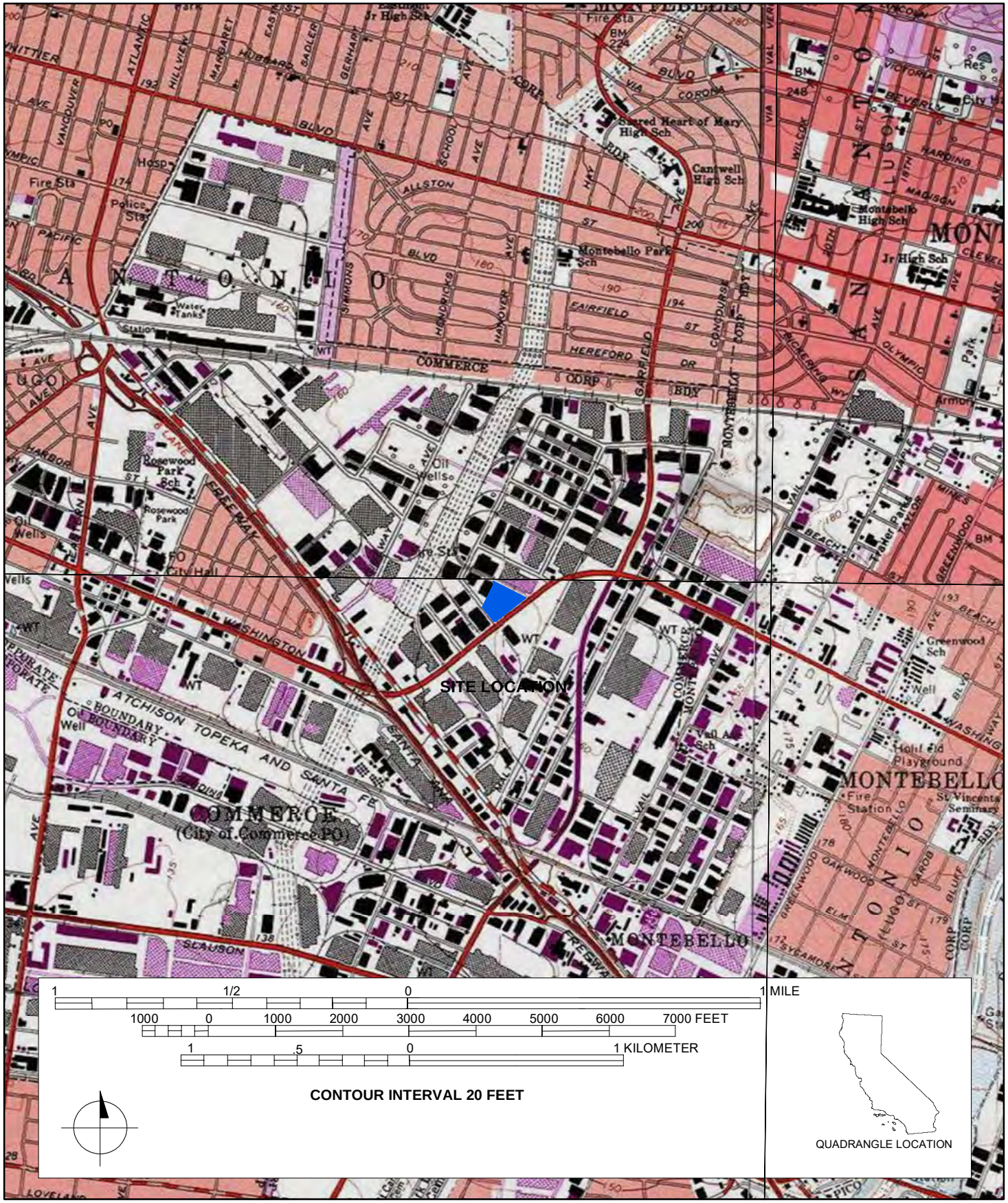
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

Page 5 of 5 * Resource Name or # (Assigned by recorder) 6541 E Washington Blvd

* Map Name: South Gate, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) 6586 East Washington Boulevard

P1. Other Identifier: 6586 East Washington Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** South Gate/Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6586 East Washington Boulevard **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3762692mE/395108mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-009-012

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW and NE elevation/façade, camera facing south, 12/18/2019, DSCN0224

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address) M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 6586 East Washington Boulevard

B1. Historic Name: N/A
B2. Common Name: X-Spot Adult Books
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1956 (Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Commercial development **Area** Commerce
**Period of Significance** 1950s **Property Type** Commercial 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.)

The property at 6586 E Washington Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be eligible for local designation. The resource is a non-contributing resource within the Vail Field Industrial Addition potential historic district. While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing. The construction of the commercial corridor was similar to numerous others that were established following World War II in Commerce. It is also comparable to other examples of its type, which were generally located peripherally to a city rather than near the city centers, a trend supported by the spread of the automobile through middle-class society. The resource fails to illustrate any known association with significant historical events or a significant pattern of development. The resource does not qualify for the NRHP or CRHR under Criterion A/1. The resource is not associated with significant persons in history and lacks architectural design merit to qualify for the NRHP or CRHR under Criteria B/2 or C/3. Furthermore, the resource is not likely to yield information important to history or prehistory and does not qualify for the NRHP or CRHR under Criterion D/4. Therefore, the property at 6586 E Washington Boulevard is recommended not eligible for listing in the NRHP, the CRHR, or for local designation.

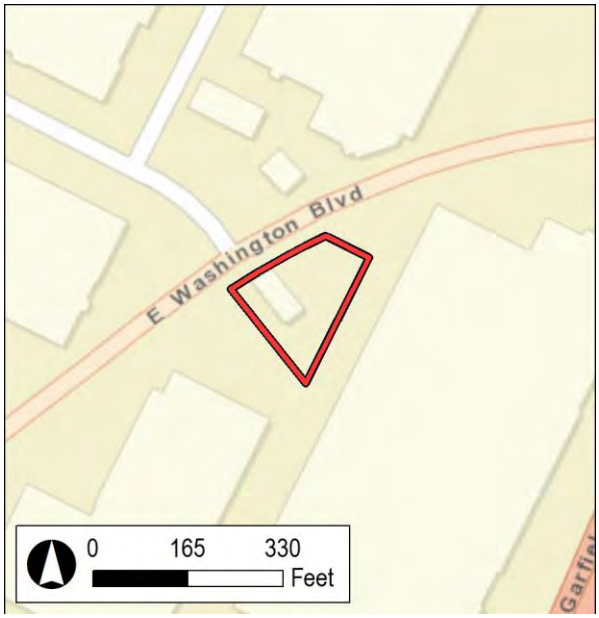
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson

***Date of Evaluation:** January 2020




(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6586 E Washington Boulevard was constructed in 1956 and is a Modern-style commercial building (Photographs 1-2). It occupies the front of the lot and has a north-facing orientation. It is a one-story, frame and brick building with a rectangular plan.

The building has a flat roof with parapet. The walls are covered with brick veneer and tile. There is a pole-mounted sign along the roof. The east elevation has a flat, cantilevered awning that frames a five light, ribbon window and a glazed, single-entry door. The north elevation has two, metal roll-up garage doors. The west elevation has no windows or doors. The building has a concrete foundation. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

Historic Context

Although Commerce was not incorporated until 1960, industrial development has been present in the area since the early 1900s. The Simons Brick Company opened the first major industrial plant in the area in 1905. At its peak in the 1920s, the plant employed more than 3,000 people (including women and children). The plant's bricks were used to build numerous landmark buildings in Los Angeles, including city hall and UCLA's Royce Hall. The Samson Tire and Rubber Company came to the area in 1929 with a striking 240,000-squarefoot Assyrian-style plant that employed 2,500 men. Automaker Chrysler opened a plant in the area in 1932, and Ford built a parts depot facility in 1951 (English and GuneWardena 1997).

In the late 1950s, Warren Bedell, an employee of the nearby Firestone plant, conceived of the idea to incorporate the neighborhoods of Rosewood Park and Bandini into what is now Commerce. With corporate sponsorship and homeowner support, Commerce was officially incorporated on January 28, 1960. During the 1960s, the city added civic amenities such as a library, an "aquatorium," and a new city hall. Commerce had more than 100 of the nation's 500 largest corporations operating within its city limits by May of 1976. Although some of the older industries began to leave in the 1970s, the city added a number of distribution centers and warehousing facilities (English and GuneWardena 1997). Commerce underwent major redevelopment in the decades following the 1970s. These projects included new residential developments and a business park. When the Commerce Casino opened in 1990, it quickly became the city's second-largest employer. That same year, the landmark Samson plant reopened as a specialty retail center, with office space and a 200-room hotel. The city continues to retain its manufacturing identity, with nearly 64 percent of the city zoned for industrial use (English and GuneWardena 1997).

***B12. References (continued):**

English, John, and Ravi GuneWardena. 1997. "City of Commerce." In *Cruising Industrial Los Angeles*, pp. 37–38. Los Angeles: Los Angeles Conservancy.



Photograph 2. View of N elevation, camera facing south, 12/18/2019, DSCN0225

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

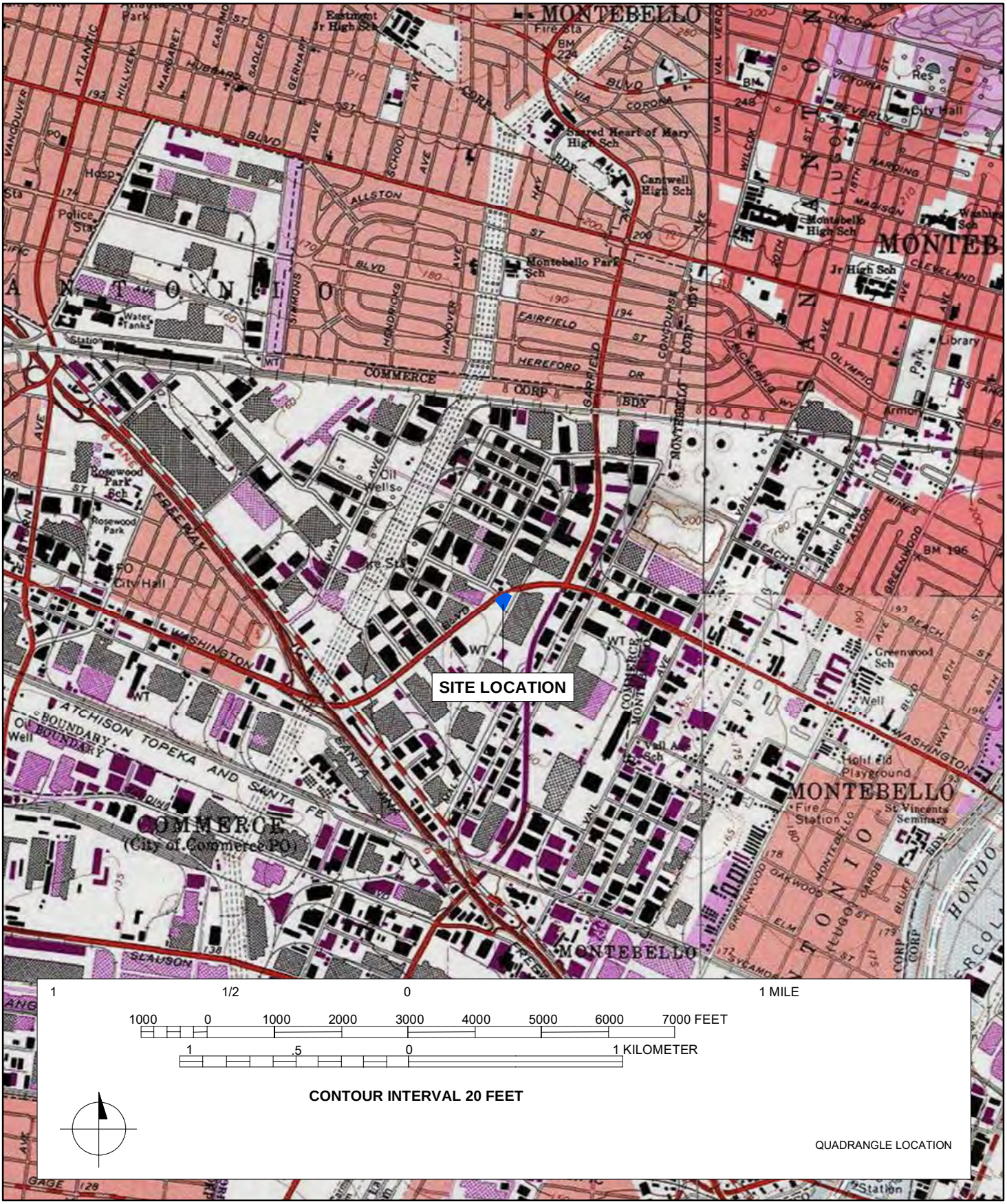
# LOCATION MAP

Primary #
HRI #
Trinomial



* Resource Name or # (Assigned by recorder) 6586 E Washington Blvd

* Map Name: South Gate, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) 2054 Davie Avenue

P1. Other Identifier: 2054 Davie Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2054 Davie Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763156mE/395295mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-013-008

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW and NE elevation/façade, camera facing south, 12/18/2019, DSCN0254

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address) M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 2054 Davie Avenue

B1. Historic Name: Ward Cut-Rate Drug Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1954 (Los Angeles County Assessor)

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2054 Davie Avenue, originally the Ward Cut-Rate Drug Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2054 Davie Avenue was constructed in 1954 and is a Modern-style industrial building (Photograph 1). It occupies the center of the lot and has a west-facing orientation. It is a monumental one-story warehouse with an attached one-story office with a rectangular plan. The office storefront is located on the west elevation (façade) with warehouse and delivery access on the north elevation.

The building has a flat roof with parapets and is covered with composite material. The walls are constructed of concrete tilt-up panels with decorative stack bond brick accent walls. The entire complex sits on a concrete slab foundation. The façade is punctuated by a ribbon of windows covered with louvered vents and a brick accent wall. The primary entrance is on the north elevation and is covered by a flat roof porch supported by metal posts anchored in a brick wall. The entrance is a single-entry metal-frame and glass storefront door. The windows along the north elevation of the office portion of the building are nine-light industrial casement windows. The warehouse portion of the north elevation includes eight loading docks with paneled wood accordion doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

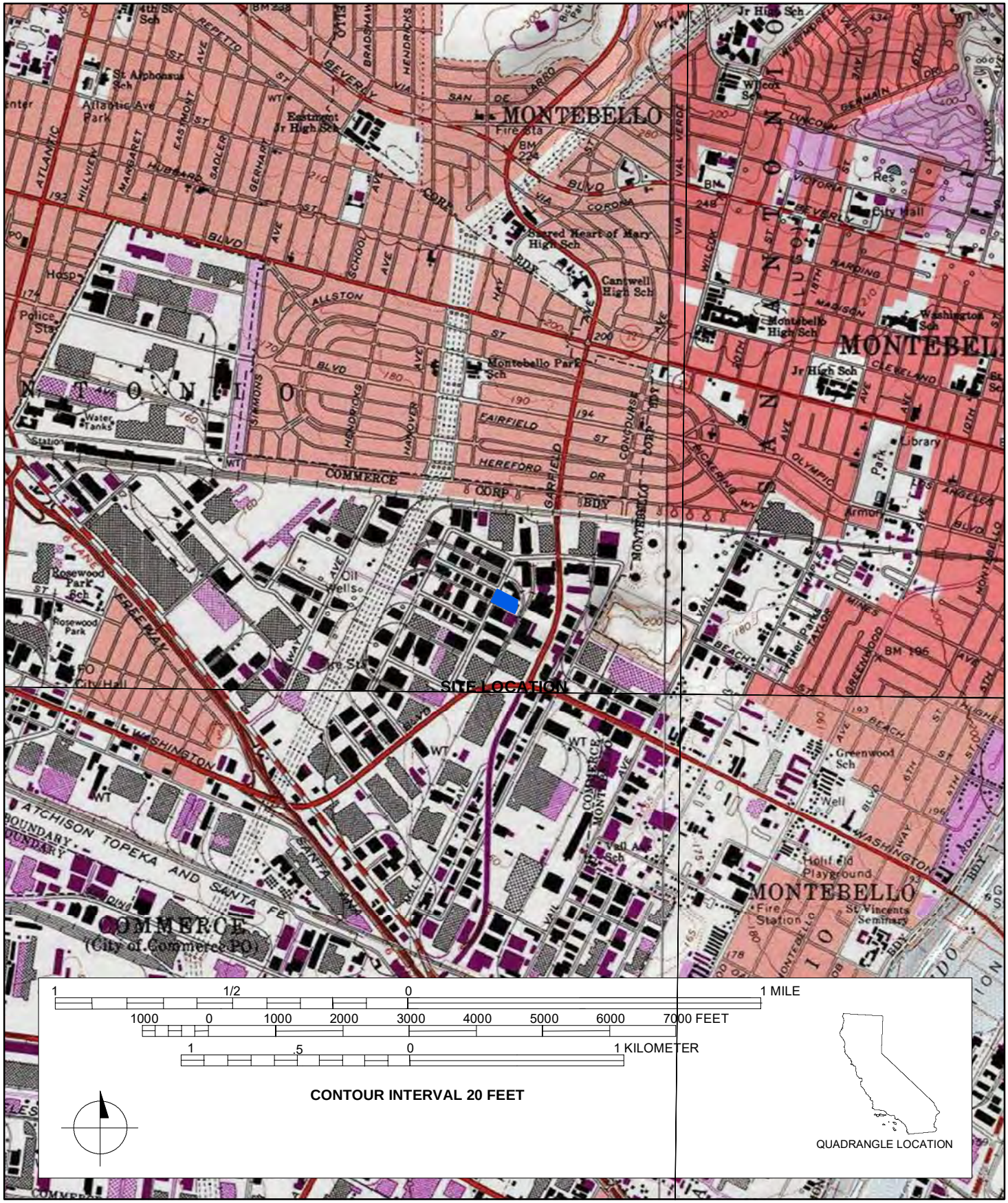
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 2054 Davie Ave

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code _____ Reviewer _____ Date _____



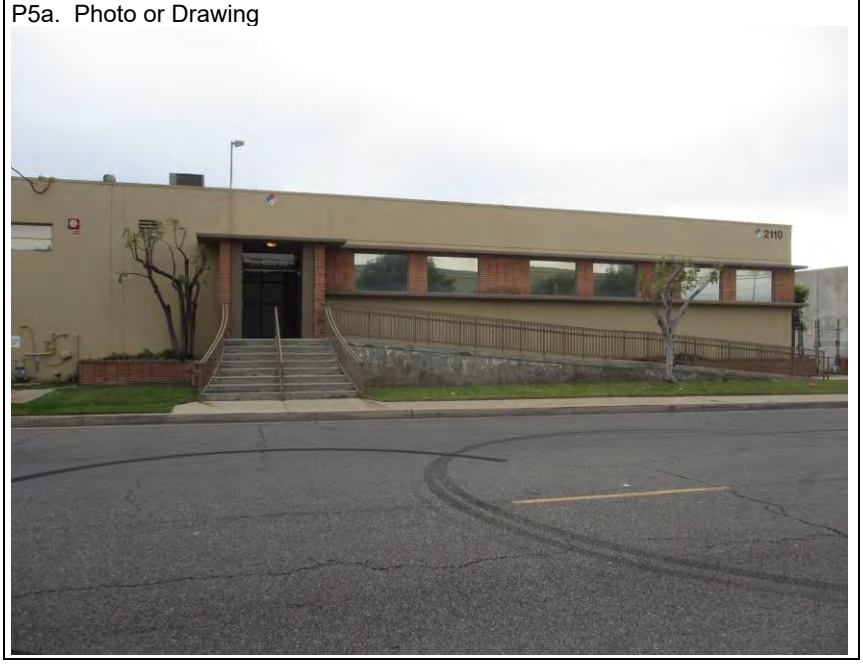
***Resource Name or #:** (Assigned by recorder) 2110 Davie Avenue

P1. Other Identifier: 2110 Davie Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2110 Davie Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763087mE/395265mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-013-009

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW elevation/façade, camera facing southeast, 12/18/2019, IMG_9196

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 2110 Davie Avenue

B1. Historic Name: AMVAC Chemical Corporation
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1954 (Los Angeles County Assessor)

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2110 Davie Avenue, the AMVAC Chemical Corporation, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2110 Davie Avenue was constructed in 1954 and is a one-story Modern-style industrial building with a rectangular plan (Photograph 1). It occupies the entire lot and has a west-facing orientation. Offices located in the west elevation and warehouse and delivery access are within southern elevation. Brick planters with trees and hedges frame the façade.

The building has a flat roof with a slight parapet and is covered with composite material. The walls are constructed of concrete tilt-up panels with decorative stack bond brick accents. The entire complex sits on a concrete slab foundation. The façade is punctuated by six fixed, metal-framed windows arranged in a ribbon and framed by brick and concrete banding. The primary entrance is a metal-frame and glass double-leaf storefront door with a transom. The entrance is shaded by a flat roof porch supported brick piers and accessed by concrete steps and a concrete ramp. The ribbon window arrangement from the façade wraps around to the south elevation and includes four windows. The south elevation has multiple loading docks covered by cantilevered awnings. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

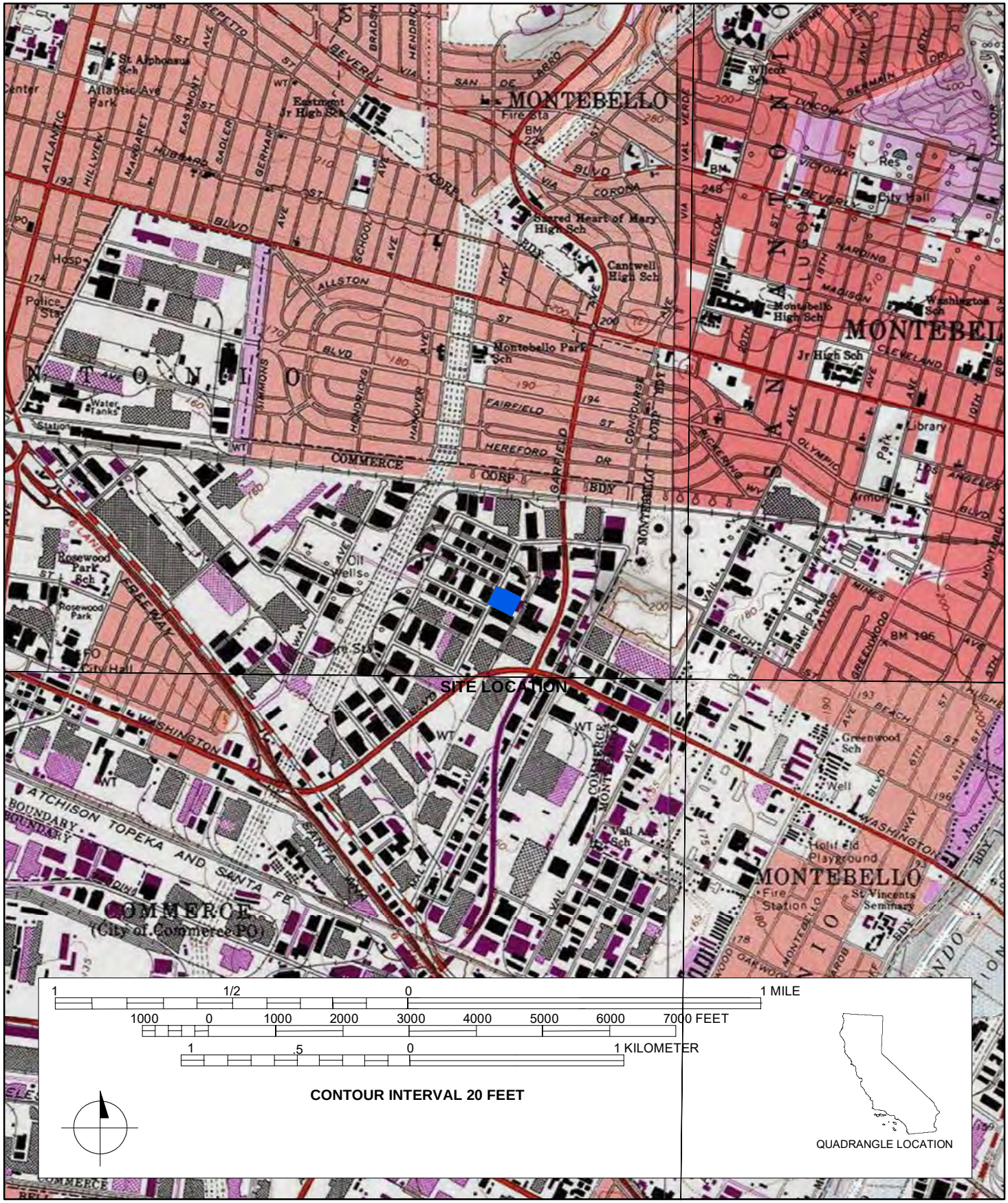
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 2110 Davie Ave

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) 2040 Davie Avenue

P1. Other Identifier: 2040 Davie Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2040 Davie Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763213mE/395311mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-013-007

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SW elevation/façade, camera facing east, 12/18/2019, DSCN0251

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1955 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 2040 Davie Avenue

B1. Historic Name: Tiffany Stand and Furniture warehouse
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1955 (Los Angeles County Assessor)

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2040 Davie Avenue, originally the Tiffany Stand and Furniture warehouse, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)






*Required information

***P3a. Description (continued):**

The property located at 2040 Davie Avenue was constructed in 1955 and is a monumental one-story Modern-style industrial building with a modified L-shaped plan (Photographs 1-2). It occupies the center of the lot and has a west-facing orientation. The office storefront and attached warehouse are both located on the south elevation façade.

The building has a flat roof with a slight parapet and evenly spaced skylights and is covered with composite material. The walls are constructed of concrete tilt-up panels, and the entire complex sits on a concrete slab foundation. The office section has a lower roof profile than the adjacent warehouse. The office entrance is an aluminum and glass double-leaf storefront door with sidelights and a transom and is flanked on the east a ribbon of five aluminum-framed windows with transoms. The entrance is accessed concrete steps and a concrete ramp. The warehouse portion of the west elevation includes three loading dock bays with metal roll-up garage doors and steel-framed clerestory windows. The exterior wall of the west elevation of the office section is covered with concrete scored with squares and exposed aggregate and is pierced by one bay containing a ribbon of metal-framed fixed windows. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. View of north elevation of office portion of building, camera facing south, 12/18/2019, DSCN0253

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

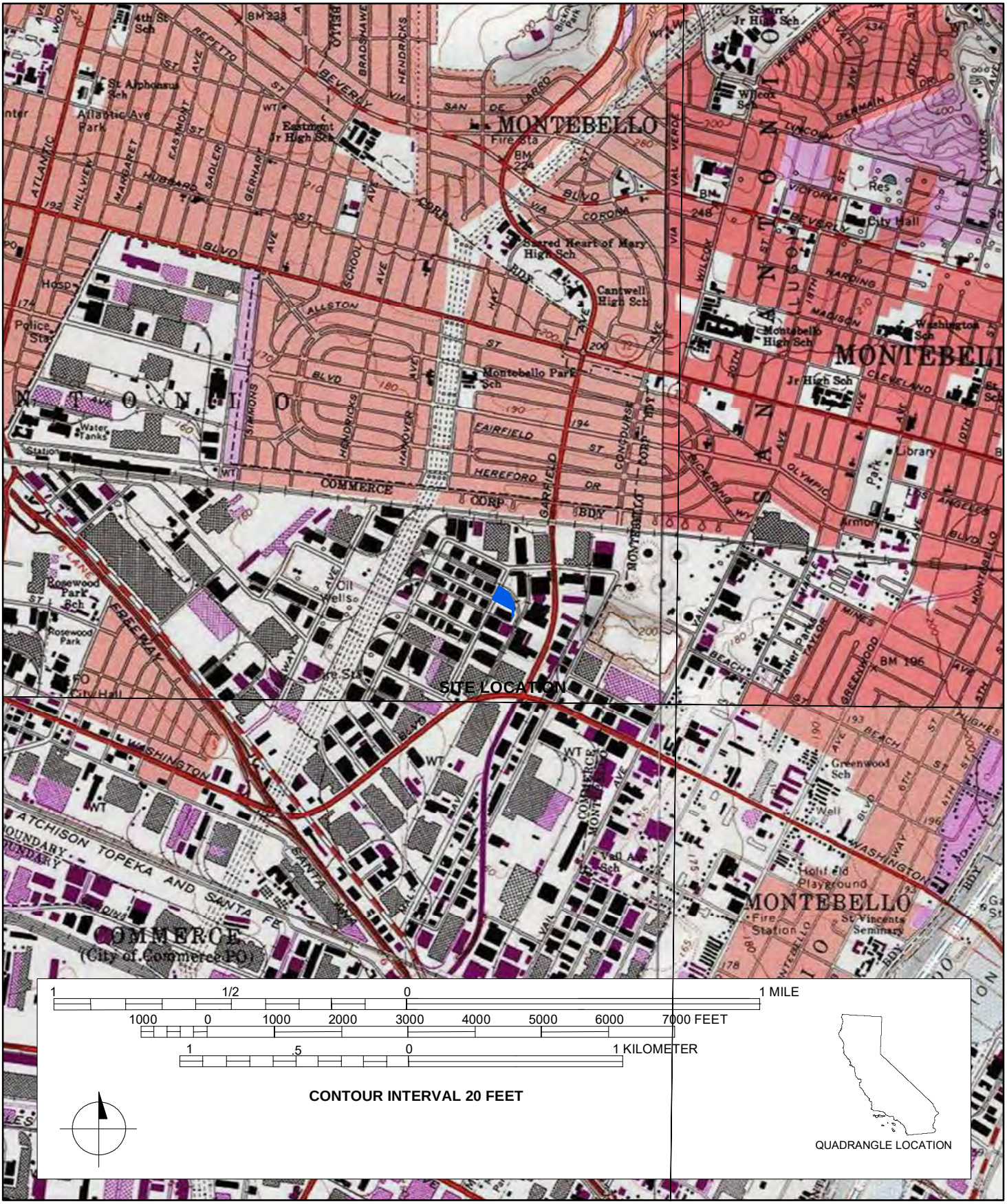
# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____



*** Resource Name or #** (Assigned by recorder) 2040 Davie Ave

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 2210 Davie Avenue

P1. Other Identifier: 2210 Davie Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2210 Davie Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3762955mE/395197mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN):

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW and NE elevation/façade, camera facing S, 12/18/2019, DSCN0270

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1955 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 2210 Davie Avenue

B1. Historic Name: Tiffany Stand and Furniture
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1955(Los Angeles County Assessor).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2210 Davie Avenue is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2210 Davie Avenue was constructed in 1955 and is a Modern-style industrial building (Photographs 1-2). It occupies the center of the lot and has a west-facing orientation. It is a monumental one-story warehouse with a modified L-shaped plan. The office storefront and warehouse are both located along the west elevation façade.

The building has a flat roof covered with composite material with a slight parapet and evenly spaced skylights. The walls are concrete tilt-up panels. The entire complex sits on a concrete slab foundation. The façade is punctuated by concrete banding that frames five windows. The primary entrance is along the west elevation and is covered by an arched vinyl awning and accessed by concrete steps and a concrete ramp. The entrance is a metal-frame and glass storefront, double-leaf door. The windows are metal-frame fixed windows, one window has a vinyl awning. The warehouse portion of the west elevation is set back and includes two loading dock bays with metal roll-up garage doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. View of east and south elevations, camera facing west, 12/18/2019, DSCN0272

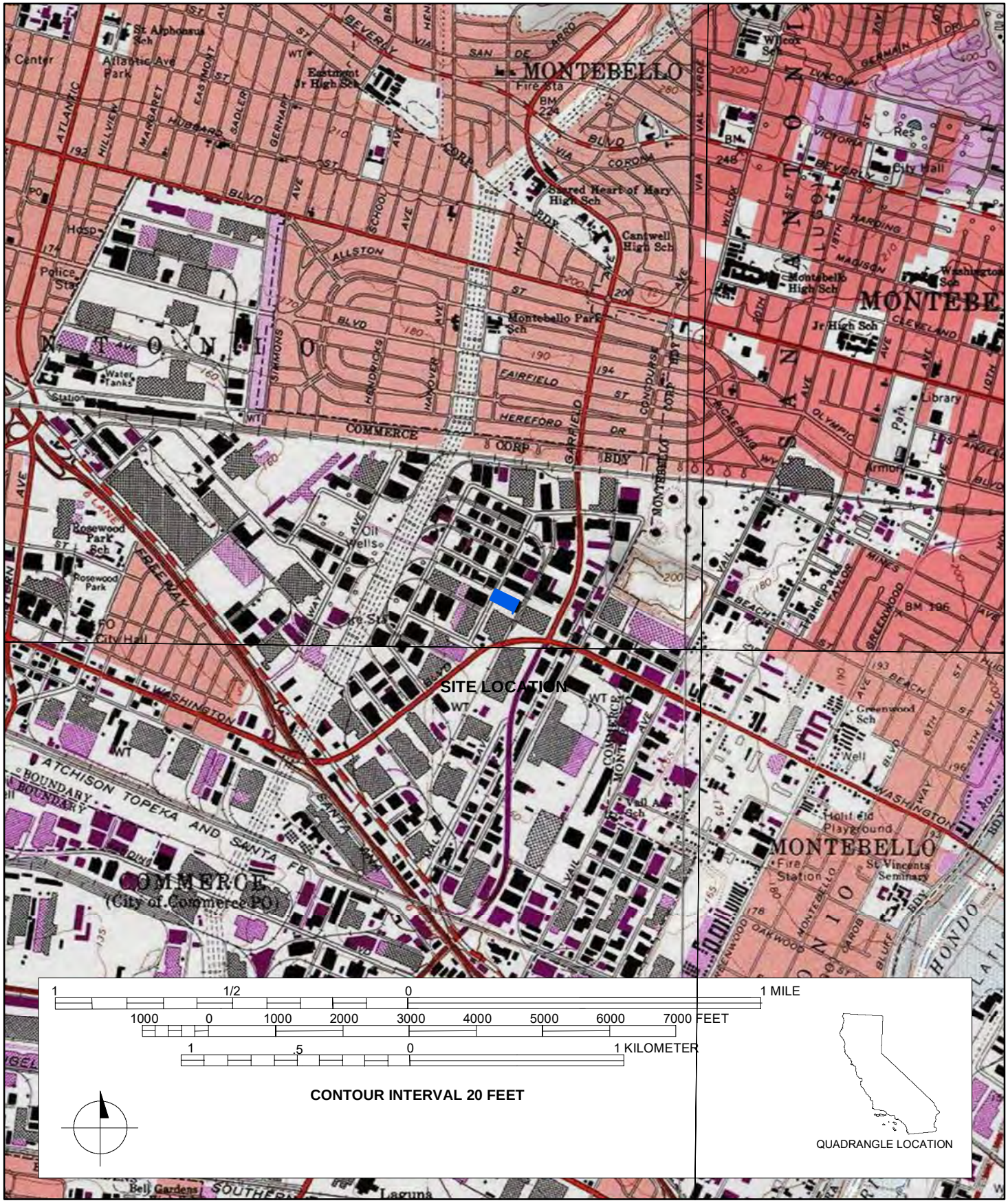
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** 5 **of** 5 *** Resource Name or #** (Assigned by recorder) 2210 Davie Ave

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



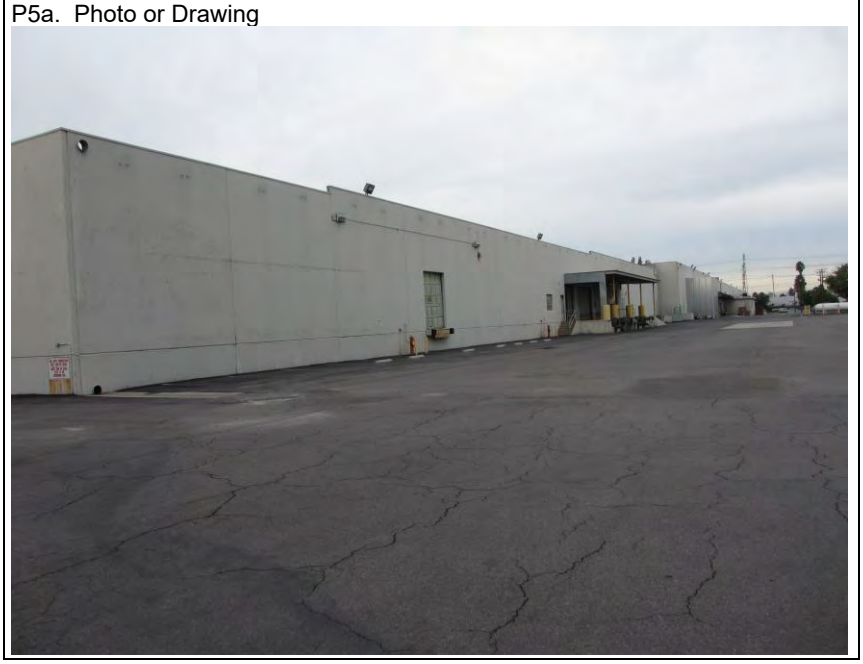
***Resource Name or #:** (Assigned by recorder) 2211 Davie Avenue

P1. Other Identifier: 2211 Davie Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2211 Davie Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3762984mE/395061mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-037

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE elevation, camera facing west, 12/18/2019, IMG_9219

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 2211 Davie Avenue

B1. Historic Name: Kelvinator Appliances
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1956 (Los Angeles County Assessor) Building Permits: 1971 air conditioner installed; 1960 loading dock installed; plumbing and fixtures 1957; interior office partition 1957; 1997 roof replacement; seismic retrofit 2002; and 2011 plumbing improvements.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a
B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2211 Davie Avenue, originally the Kelvinator Appliances warehouse, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2211 Davie Avenue was constructed in 1956 and is a one-story Modern-style industrial warehouse building with a rectangular plan (Photographs 1-2). It occupies the south portion of the lot and has an east-facing orientation. The office storefront is located on the east elevation and warehouse and delivery access are located on the north elevation.

The building has a bowstring roof with a slight parapet and is covered with composite material. The walls are frame and concrete with stack bond brick accents. The entire complex sits on a concrete slab foundation. There are two entrances on the façade, both of which are covered by flat roofed porches with metal pole supports and brick wall enclosures. The façade also includes five, paired, three-light casement windows covered by an awning that connects to the porches. The doors are flush metal single-entry doors and metal-frame and glass double-leaf storefront doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.



Photograph 2. View of west elevation, camera facing east, 12/18/2019, IMG_9221

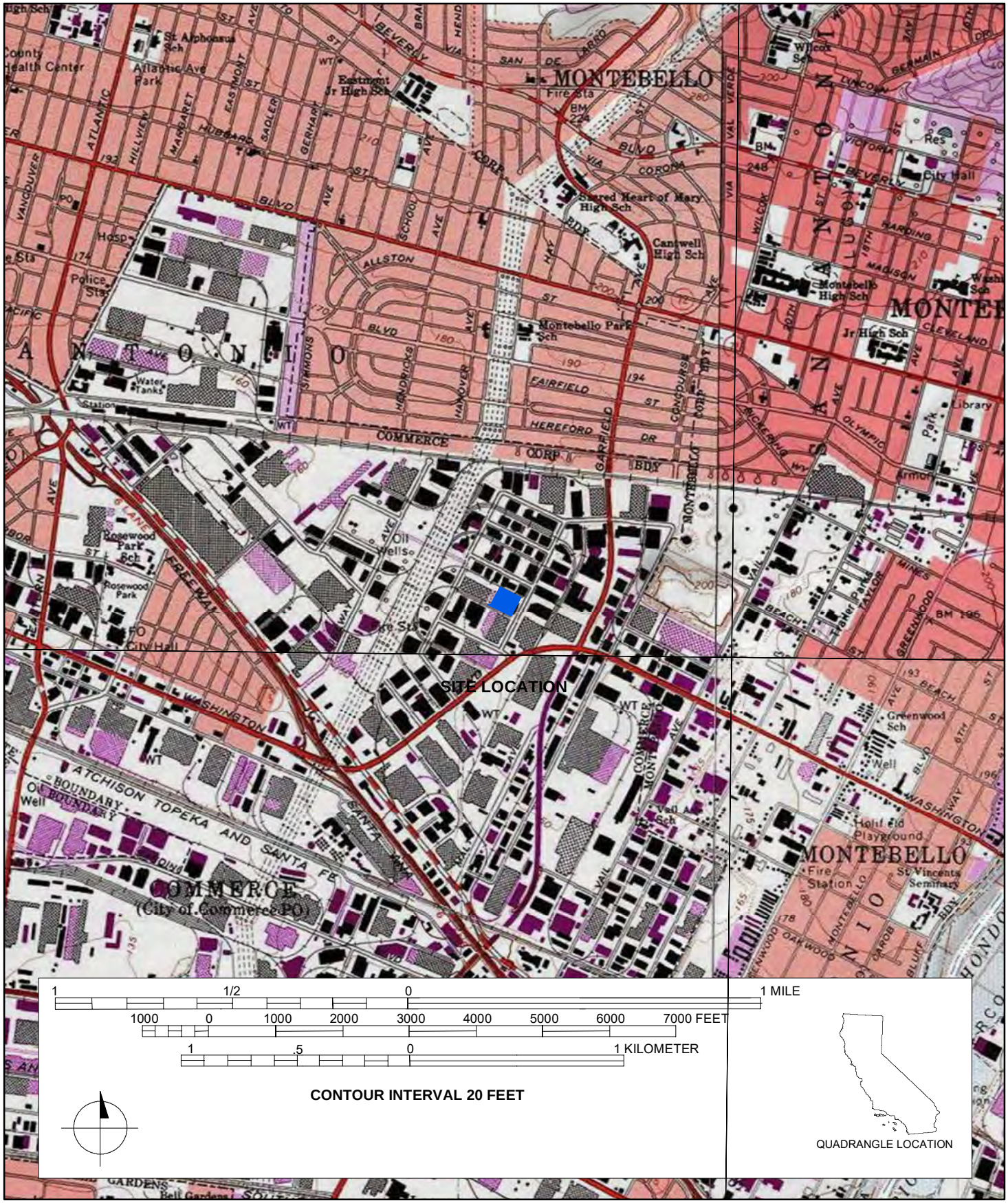
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 2211 Davie Ave

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 2140 Davie Avenue

P1. Other Identifier: 2140 Davie Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2140 Davie Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763014mE/395227mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-013-010

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW elevation/façade, camera facing southeast, 12/18/2019, IMG_9200

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 2140 Davie Avenue

B1. Historic Name: Starbright Stainless Steel, Ryder-Elliot, Inc
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1956 (Los Angeles County Assessor). Between 2014 and 2015 the louvered vents and ribbon windows along the façade were removed (Google Streetview 2019).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2140 Davie Avenue, originally the Starbright Stainless Steel, Ryder-Elliot, Inc building, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson ***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 2140 Davie Avenue was constructed in 1956 and is a one-story Modern-style industrial building with a rectangular plan (Photograph 1). It occupies the entire lot and has a west-facing orientation. Pedestrian access is in the west elevation façade, and warehouse and delivery access are in the south elevation. Between 2014 and 2015 the louvered vents and ribbon windows along the façade were removed (Google Streetview 2019).

The building has a flat roof with a slight parapet and is covered with composite material. The walls are constructed of concrete tilt-up panels, and the building sits on a concrete slab foundation. The façade is punctuated by concrete banding that frames ribbon windows and the entrance. The primary entrance is centrally located along the façade and is a metal-frame and glass storefront covered by metal security grills. The concrete banding and window arrangement from the west elevation wraps around the building to the south elevation. The south elevation has loading docks covered by cantilevered awnings. The resource retains most aspects of its integrity; however, the removal of the façade windows and new storefront assembly have diminished its aspects of design, materials, and workmanship.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Google Streetview. 2019. Imagery from 2007-2019. Electronic database, https://www.google.com/maps, Accessed December 30, 2019.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

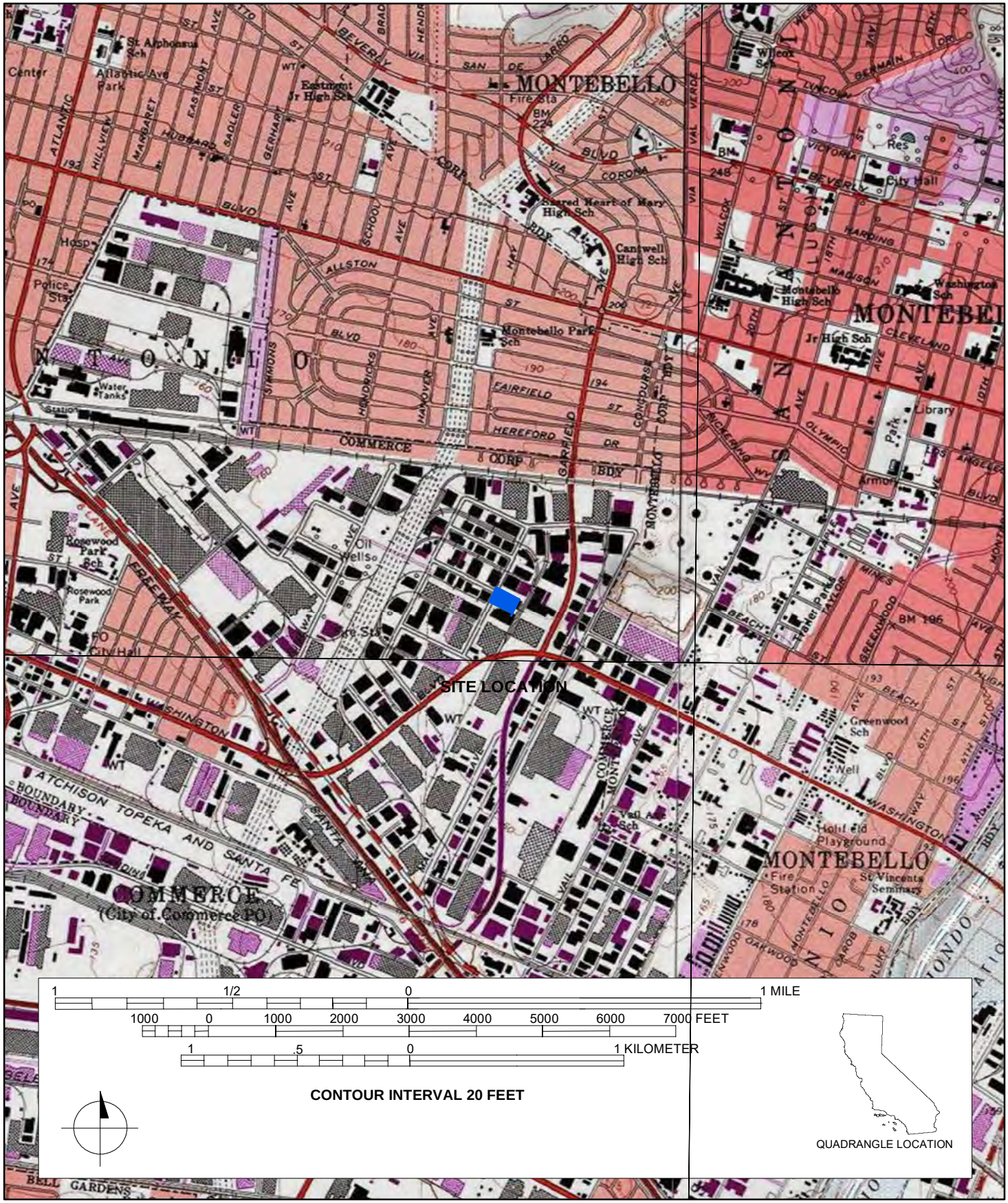
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 * Resource Name or # (Assigned by recorder) 2140 Davie Ave

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 2041 Davie Avenue

P1. Other Identifier: 2041 Davie Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2041 Davie Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3763271mE/395224mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-014-021

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SE elevation/façade, camera facing west, 12/18/2019, IMG_9193

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 2041 Davie Avenue

B1. Historic Name: Lubrication Systems Chainveyor Corporation
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1956 (Los Angeles County Assessor)

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2041 Davie Avenue, originally the Lubrication Systems Chainveyor Corporation warehouse, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

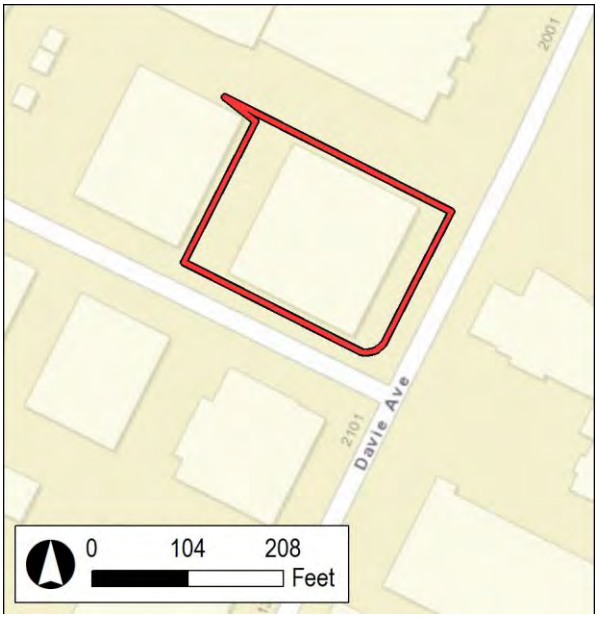
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2041 Davie Avenue was constructed in 1956 and is a one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photograph 1). It occupies the entire lot and has an east-facing orientation.

The building has a flat roof with a slight parapet and is covered with composite material. The walls are covered with brick in a running bond. The east elevation façade has stone accent walls and manicured hedges and planters. The primary entrance is offset, recessed, and covered by a flat awning. The entrance is a metal-frame and glass single-entry storefront door with transom and sidelights. There are ribbon windows with wide brick sills on either side of the entrance. The north elevation has two loading docks with metal roll-up garage doors. The south elevation has three metal-framed, double-hung windows and no doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture gained in popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

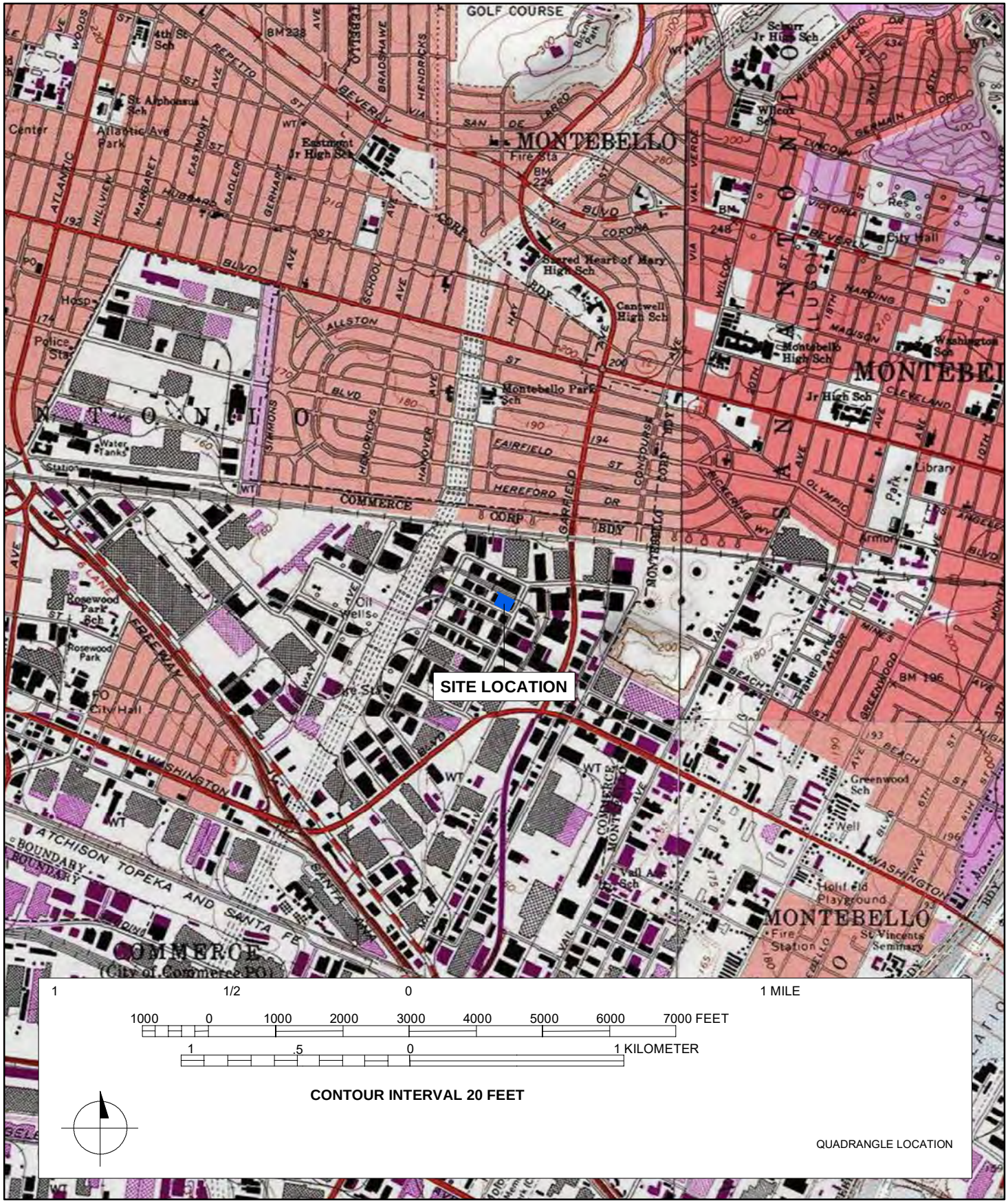
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 2041 Davie Ave

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) 2266 Davie Avenue

P1. Other Identifier: 2266 Davie Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 2266 Davie Avenue **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone 11S; 3762784mE/395064mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-013-019

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of N elevation/façade, camera facing S (Google Streetview 2019).

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1964 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 2266 Davie Avenue

B1. Historic Name: Alden Company
B2. Common Name: N/A
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1964(Los Angeles County Assessor)

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Commercial development **Area** Commerce
**Period of Significance** 1960s **Property Type** Industrial **Applicable Criteria** n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2266 Davie Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be eligible for local designation. The building is a non-contributing resource within the Vail Field Industrial Addition. While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing. The construction of the commercial corridor was similar to numerous others that were established following World War II in Commerce. It is also comparable to other examples of its type, which were generally located peripherally to a city rather than near the city centers, a trend supported by the spread of the automobile through middle-class society. The resource fails to illustrate any known association with significant historical events or a significant pattern of development. The resource does not qualify for the NRHP or CRHR under Criterion A/1. The resource is not associated with significant persons in history and lack architectural design merit to qualify for the NRHP or CRHR under Criteria B/2 or C/3. Furthermore, the resource is not likely to yield information important to history or prehistory and does not qualify for the NRHP or CRHR under Criterion D/4. Therefore, the property at 2266 Davie Avenue is recommended not eligible for listing in the NRHP, the CRHR, or for local designation.

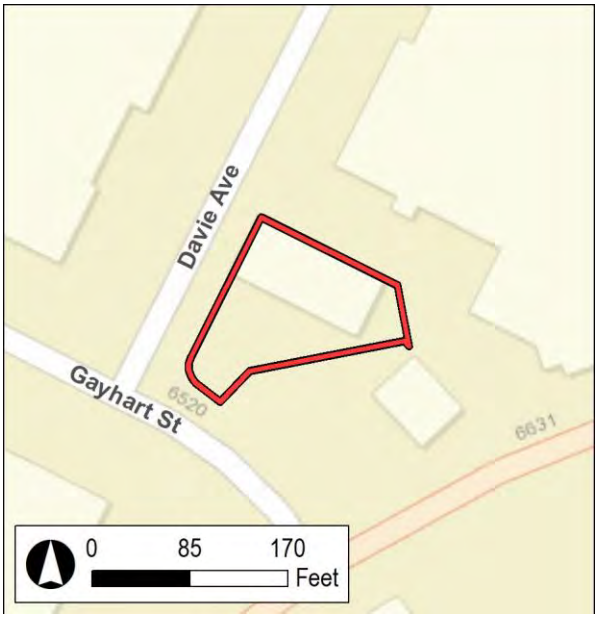
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 2266 Davie Avenue was constructed in 1964 and is a two-story, wood framed vernacular commercial building with a rectangular plan (Photograph 1). It occupies the northern portion of the lot and has a south-facing orientation.

The building has a flat roof with a slight parapet and is covered with composite material. The walls are clad with stucco, and the building sits on a concrete slab foundation. The building faces a large parking lot with manicured hedges and planters. The primary entrance is a metal-frame and glass a single-entry storefront door with sidelights. There are ribbon windows along both stories, arranged in pairs and groups of three. The west elevation has a single-entry steel door and features concrete banding. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

Historic Context

Although Commerce was not incorporated until 1960, industrial development has been present in the area since the early 1900s. The Simons Brick Company opened the first major industrial plant in the area in 1905. At its peak in the 1920s, the plant employed more than 3,000 people (including women and children). The plant's bricks were used to build numerous landmark buildings in Los Angeles, including city hall and UCLA's Royce Hall. The Samson Tire and Rubber Company came to the area in 1929 with a striking 240,000-squarefoot Assyrian-style plant that employed 2,500 men. Automaker Chrysler opened a plant in the area in 1932, and Ford built a parts depot facility in 1951 (English and GuneWardena 1997).

In the late 1950s, Warren Bedell, an employee of the nearby Firestone plant, conceived of the idea to incorporate the neighborhoods of Rosewood Park and Bandini into what is now Commerce. With corporate sponsorship and homeowner support, Commerce was officially incorporated on January 28, 1960. During the 1960s, the city added civic amenities such as a library, an "aquatorium," and a new city hall. Commerce had more than 100 of the nation's 500 largest corporations operating within its city limits by May of 1976. Although some of the older industries began to leave in the 1970s, the city added a number of distribution centers and warehousing facilities (English and GuneWardena 1997). Commerce underwent major redevelopment in the decades following the 1970s. These projects included new residential developments and a business park. When the Commerce Casino opened in 1990, it quickly became the city's second-largest employer. That same year, the landmark Samson plant reopened as a specialty retail center, with office space and a 200-room hotel. The city continues to retain its manufacturing identity, with nearly 64 percent of the city zoned for industrial use (English and GuneWardena 1997).

***B12. References (continued):**

English, John, and Ravi GuneWardena. 1997. "City of Commerce." In *Cruising Industrial Los Angeles*, pp. 37–38. Los Angeles: Los Angeles Conservancy.

Google Streetview. 2019. Imagery from 2007-2019. Electronic database, https://www.google.com/maps, Accessed December 30, 2019.

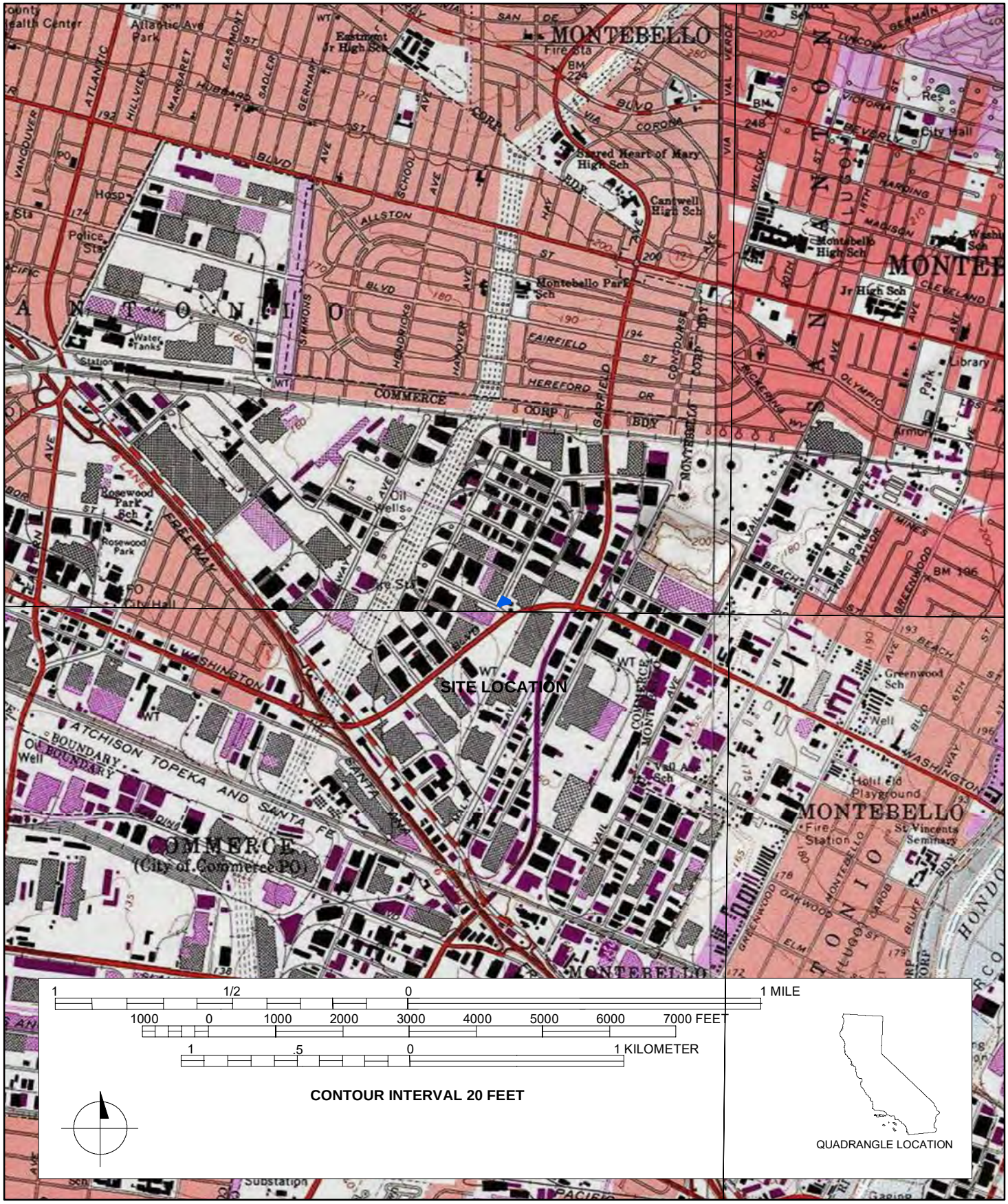
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 2266 Davie Ave

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981






*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



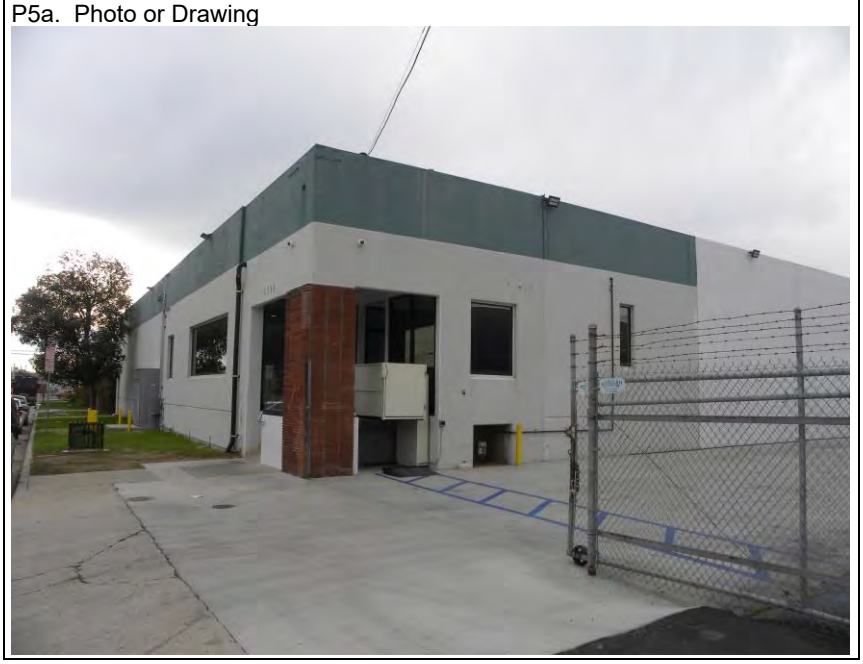
***Resource Name or #:** (Assigned by recorder) 6466 Fleet Street

P1. Other Identifier: 6466 Fleet Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6466 Fleet Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3763227mE/395146mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-019

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW and NE elevation/façade, camera facing south, 12/18/2019, DSCN0245

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6466 Fleet Street

B1. Historic Name: Triangle Conduit & Cable Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style

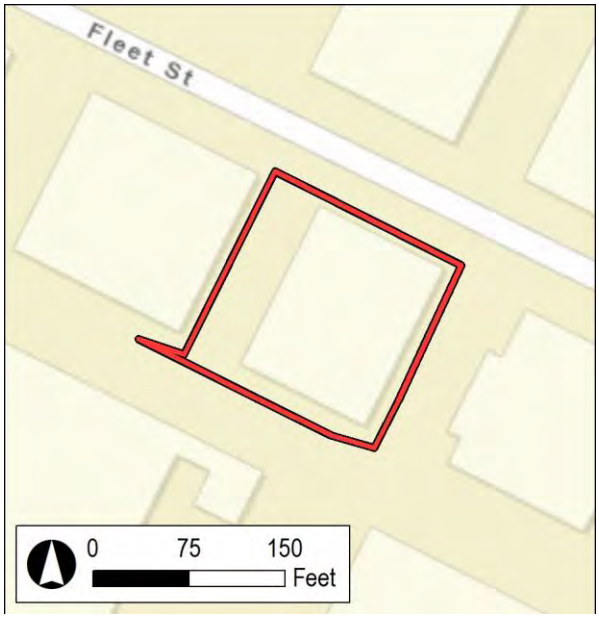
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor); Between 2014 and 2018 the building's multi-light casement windows were replaced with metal-frame fixed windows, the entrance was replaced with a metal and glass storefront assembly, and a portion of the wall near the entrance was removed to install a wheelchair lift enclosure (Google Streetview 2019). Building Permits: 1994 electrical permit to install 5 machines; 2017 interior improvements and walk in freezer installation and restroom upgrades; 2017 floor slab upgrades; 2017 grease trap installation; and 2005 install 3 exit signs.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6466 Fleet Street, originally Triangle Conduit & Cable Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** SEE CONTINUATION SHEET
B13. Remarks:
***B14. Evaluator:** M. Wilson ***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6466 Fleet Street was constructed in 1954 and is a one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photograph 1). It occupies the eastern side of the lot and has a north-facing orientation. A surface parking lot is west of the building and provides warehouse and delivery access. Between 2014 and 2018 the building's multi-light casement windows were replaced with metal-frame fixed windows, the entrance was replaced with a metal and glass storefront assembly, and a portion of the wall near the entrance was removed to install a wheelchair lift enclosure (Google Streetview 2019).

The building has a bowstring roof with parapet and evenly space skylights and is covered with composite material. The walls are constructed of tilt-up concrete panels. The north elevation façade has an inset porch with concrete steps, a square column covered with stack bond brick veneer, and a wheelchair lift. The primary entrance is a metal-frame and glass single-entry storefront door. The windows are metal-frame, fixed windows arranged asymmetrically. The west elevation has one loading dock with a metal roll-up garage door. The east no windows or doors. The resource retains some aspects of its integrity; however, the alterations to the primary entrance has diminished its aspects of materials, design, and workmanship.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Google Streetview. 2019. Imagery from 2007-2019. Electronic database, https://www.google.com/maps, Accessed December 30, 2019.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

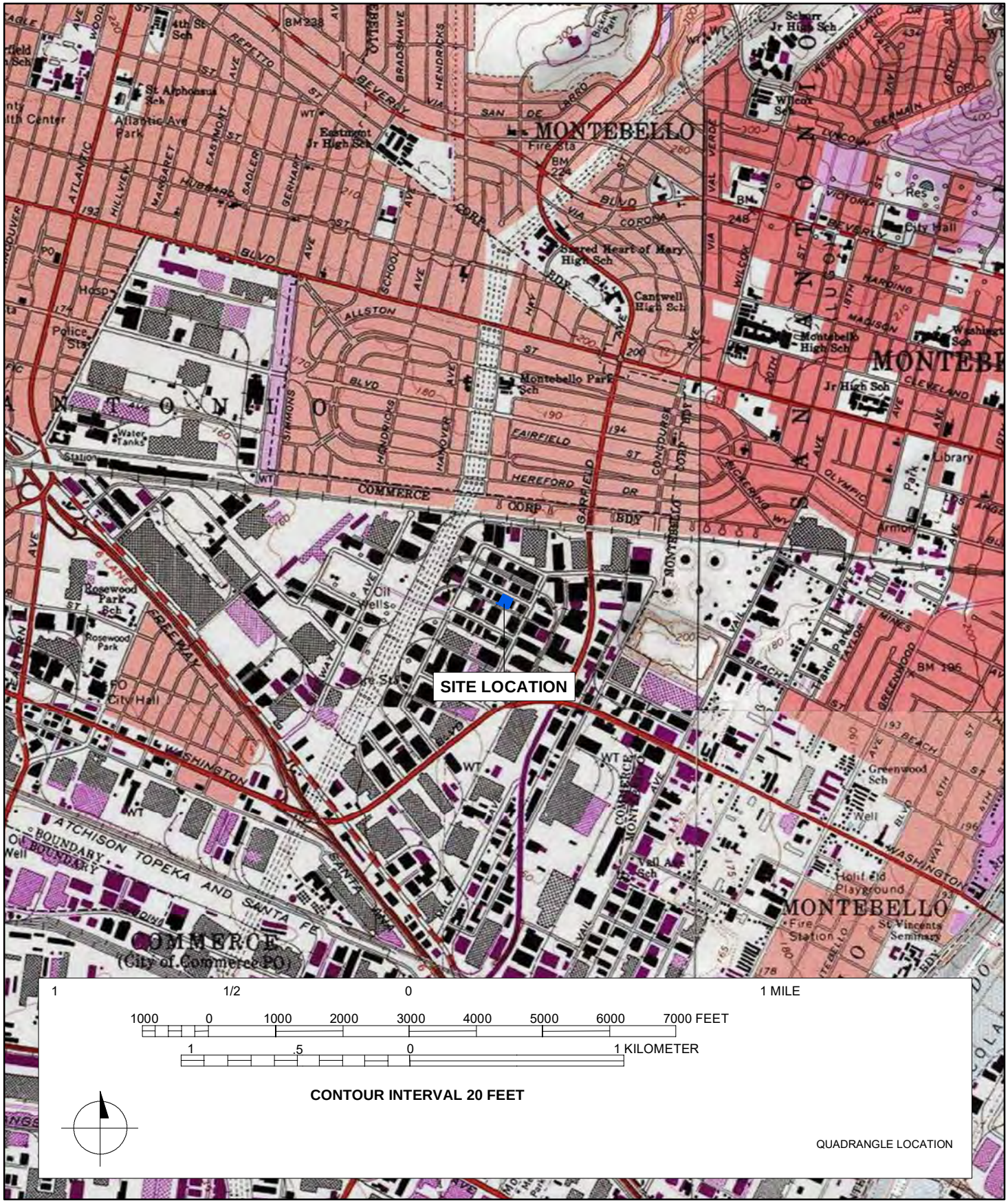
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 6466 Fleet St

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) 6490 Fleet Street

P1. Other Identifier: 6490 Fleet Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6490 Fleet Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3763202mE/395195mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-020

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE elevation/façade, camera facing west, 12/18/2019, DSCN0248

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6490 Fleet Street

B1. Historic Name: Triangle Conduit & Cable Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6490 Fleet Street is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6490 Fleet Street was constructed in 1954 and is a one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photograph 1). It occupies the eastern side of the lot and has a north-facing orientation. To the west of the building is a surface parking lot and warehouse and delivery access.

The building has a bowstring roof with a parapet and evenly space skylights, and is covered with composite material. The walls are constructed of tilt-up concrete panels. The primary entrance is located on the northeast corner of the building. The entrance and two flanking steel framed, multi-light casement windows are setback from the rest of the façade and shaded by a cantilever. The entrance is a single-entry wood flush door with vertical wood surrounds. The entrance portico and the planters on either side of the entrance staircase are faced with fieldstone. The façade also features an individual steel casement window west of the entrance inset. The west elevation has two loading docks with metal roll-up garage doors covered by a shed roof porch supported by metal posts. The east elevation has three multi-light steel-framed casement windows, vines along the lower third of the walls, and a single-entry metal flush door. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

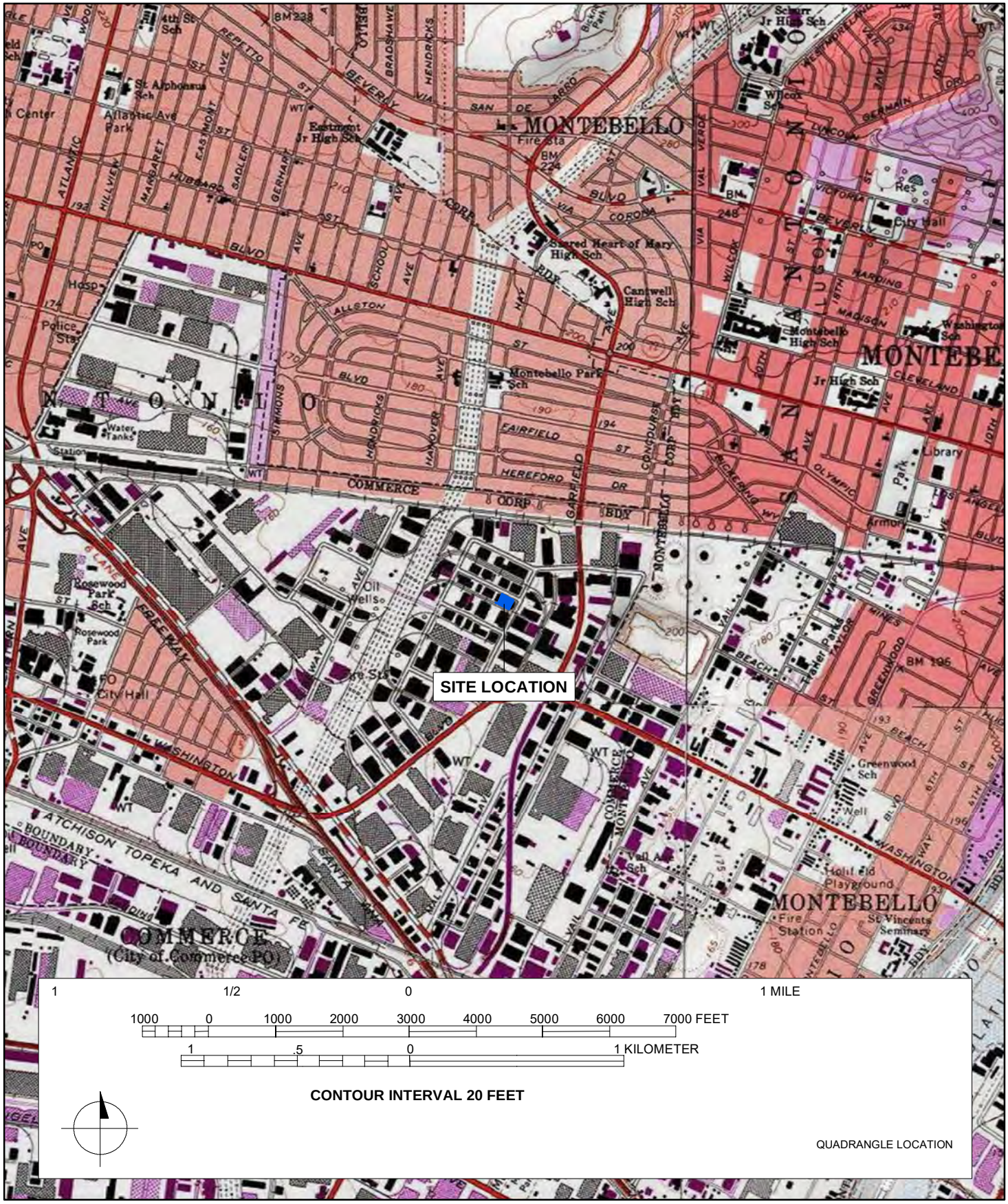
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 6490 Fleet St

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6444 Fleet Street

P1. Other Identifier: 6444 Fleet Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6444 Fleet Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3763252mE/395095mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-018

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of North elevation façade (Google Streetview 2019)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6444 Fleet Street

B1. Historic Name: Harbison-Walker Refractories Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor); Between 2007 and 2012 the building's ribbon windows were removed and replaced with multi-light casement windows and the brick wall along the entrance was removed and a concrete ramp and stairway was installed (Google Streetview 2019). Building Permits: 1954 private road; 1976 HVAC install; 1964 loading dock and ramp; 1990 wood truss repair; 2011 ADA compliant ramp; 2020 restroom improvements; 2011 office demolition (interior); and 1997 HVAC repair.

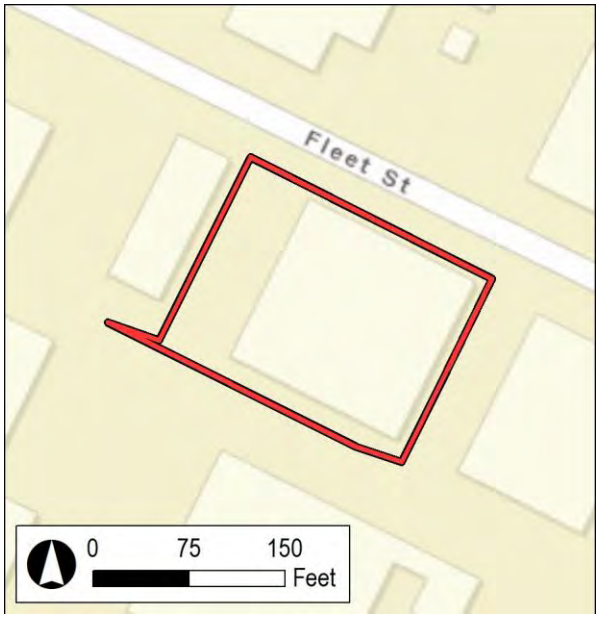
***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____

***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6444 Fleet Street, originally Harbison-Walker Refractories Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson ***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6444 Fleet Street was constructed in 1954 and is a one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photograph 1). It occupies the eastern side of the lot and has a north-facing orientation. A surface parking lot is located west of the building is a surface parking lot that provides warehouse and delivery access. Between 2007 and 2012 the building's ribbon windows were removed and replaced with multi-light casement windows and the brick wall along the entrance was removed and a concrete ramp and stairway was installed (Google Streetview 2019).

The building has a bowstring roof with parapet that is covered with composite material. The walls are constructed of tilt-up concrete panels. The north elevation façade has an inset porch accessed by a concrete ramp and stairway with metal handrails. The primary entrance is a metal-frame and glass, double-leaf door storefront with sidelights. The windows are metal-frame, multi-light, casement windows. The west elevation has one loading dock with two metal roll-up garage doors and three windows. The east no windows or doors. The resource retains some aspects of its integrity; however, the alterations to the primary entrance has diminished its aspects of materials, design, and workmanship.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Google Streetview. 2019. Imagery from 2007-2019. Electronic database, https://www.google.com/maps, Accessed December 30, 2019.

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

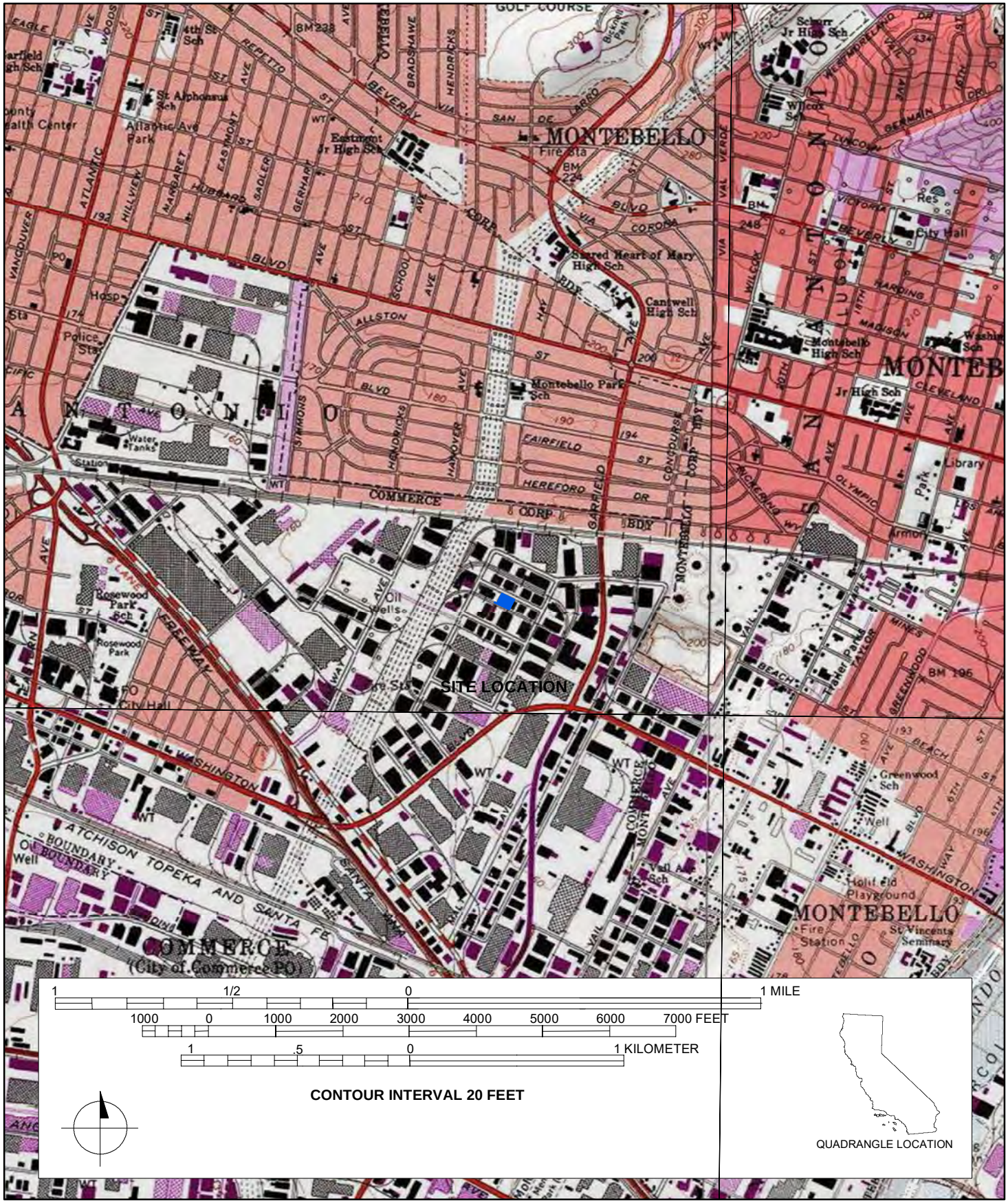
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 6444 Fleet St

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981






***Required Information**

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) 6400 Fleet Street

P1. Other Identifier: 6400 Fleet Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6400 Fleet Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3763305mE/394991mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-016

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW elevation/façade, camera facing east, 12/18/2019, IMG_9177

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6400 Fleet Street

B1. Historic Name: Myrurgia Perfumes Inc.
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style

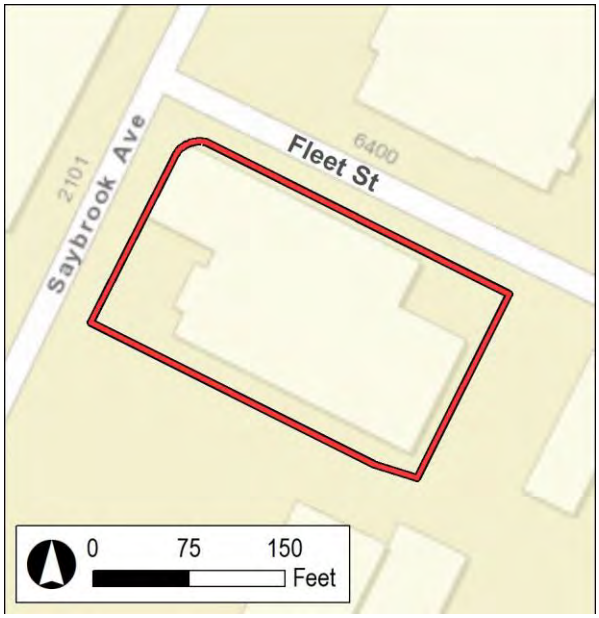
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor). Alterations: window replacements along north elevation. Building Permits: 1990 interior office partitions; 1990 airduct return air; 1990 electrical improvements; 1990 restroom improvements; 1967 HVAC installed; 1967 roof repair; 2001 fire sprinklers installed; 2001 restroom repairs; 2001 duct system repair from fire damage; 1993 electrical improvements; 2006 disabled access ramp and front door replacement; 2005 seismic retrofit; 2005 garment racks; 1997 roof replacement; 2000 interior partition wall; 1997 interior office improvements and 2001 interior T-grid ceiling.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6400 Fleet Street, originally Myrurgia Perfumes Inc., is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** SEE CONTINUATION SHEET
B13. Remarks:
***B14. Evaluator:** M. Wilson ***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6440 Fleet Street was constructed in 1954 and is a one-story Modern-style industrial building with a concrete slab foundation (Photograph 1). It occupies the entire lot and has a north-facing orientation. The building has an irregular plan composed of an office section and a larger warehouse section. To the west of the building is a surface parking lot providing warehouse and delivery access.

The building has a flat roof overhanging eaves and the warehouse portion has a bowstring roof with a parapet that is covered with composite material. The exterior walls of the wood-framed office building are covered with stucco and the warehouse walls are constructed of tilt-up concrete panels. The office portion of the warehouse is on the northwest corner and features a corner entrance with an aluminum and glass curtain wall storefront assembly accessed by concrete steps flanked on each side by concrete planters. Windows on the north elevation of the office section include three fixed picture windows, and windows on the west and south elevation are metal-framed, multi-light casement windows. The east elevation also features an additional single-entry aluminum and glass storefront door accessed by a concrete ramp. The north elevation of the warehouse section includes multi-light steel casement windows, and its west elevation features one steel casement window and two loading docks with roll-up doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

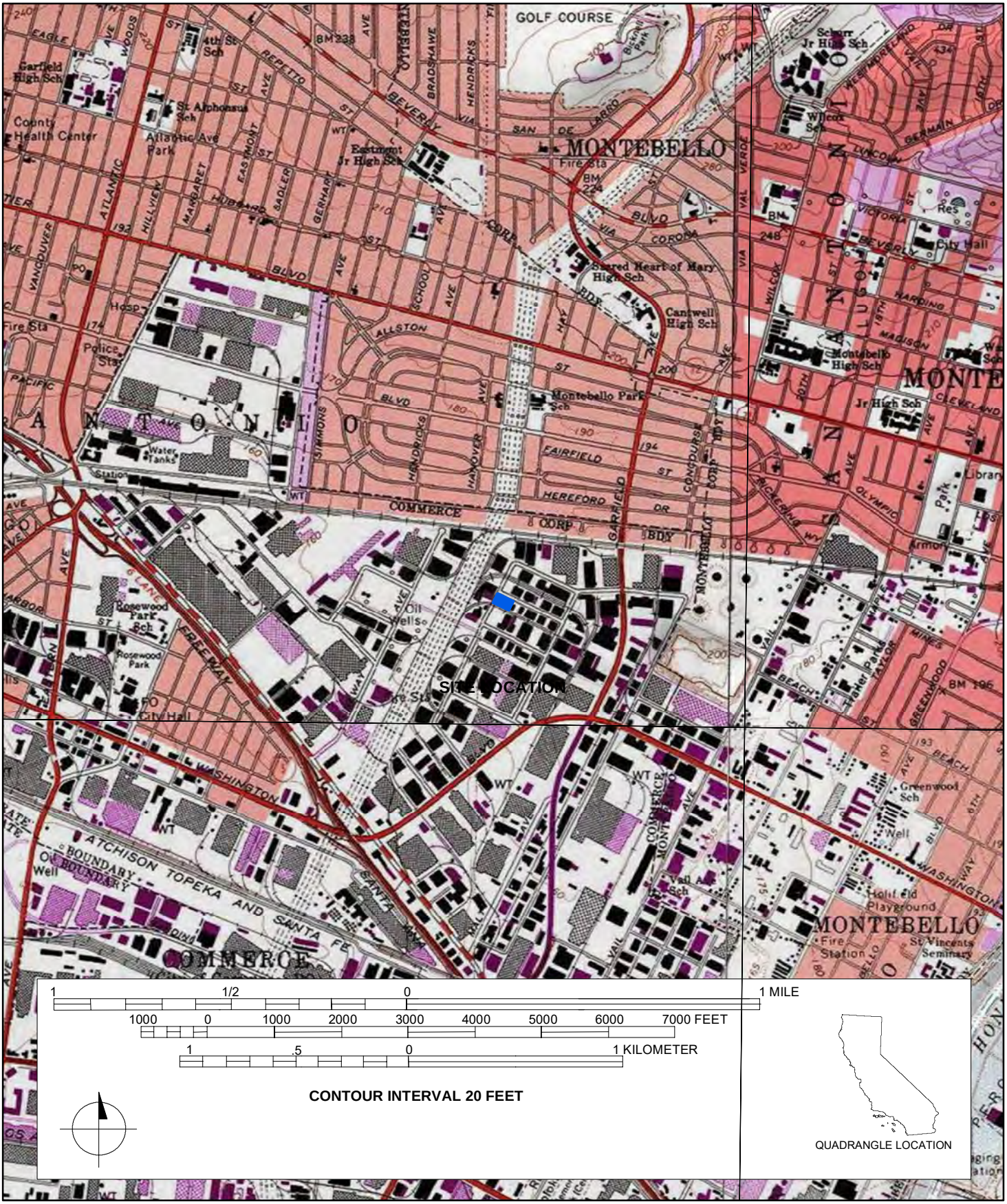
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 6400 Fleet St

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) 6440 Fleet Street

P1. Other Identifier: 6440 Fleet Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6440 Fleet Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3763276mE/395047mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-012-017

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NE elevation/façade, camera facing southwest, 12/18/2019, IMG_9183

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 6440 Fleet Street

B1. Historic Name: W. P. Wooldridge Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor); Building Permits: 1958 plumbing improvements; 1974 HVAC install; 1980 electrical improvements; 1954 crane supports; and 2001 roof replacement.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6440 Fleet Street, originally the W. P. Wooldridge Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

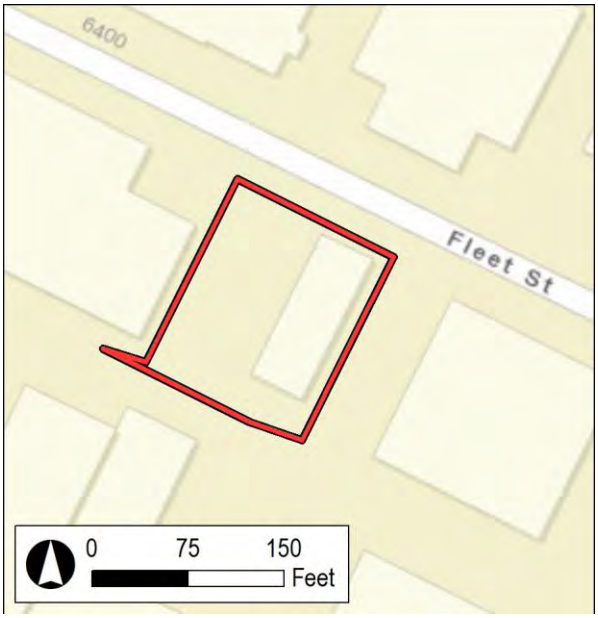
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6440 Fleet Street was constructed in 1954 and is a one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photograph 1). It occupies the entire lot and has a north-facing orientation. To the west of the building is a surface parking lot providing warehouse and delivery access.

The building has a flat roof with a parapet and is covered with composite material. The walls are constructed of tilt-up concrete panels. The north elevation façade features an inset porch accessed by concrete steps flanked by an accent wall and a planter constructed of Roman brick. The primary entrance is a glazed, single-entry door with a transom and sidelight. The windows are steel-frame multi-light casement windows. The east elevation includes two steel casement windows, and the west elevation includes one loading dock with a metal roll-up door. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

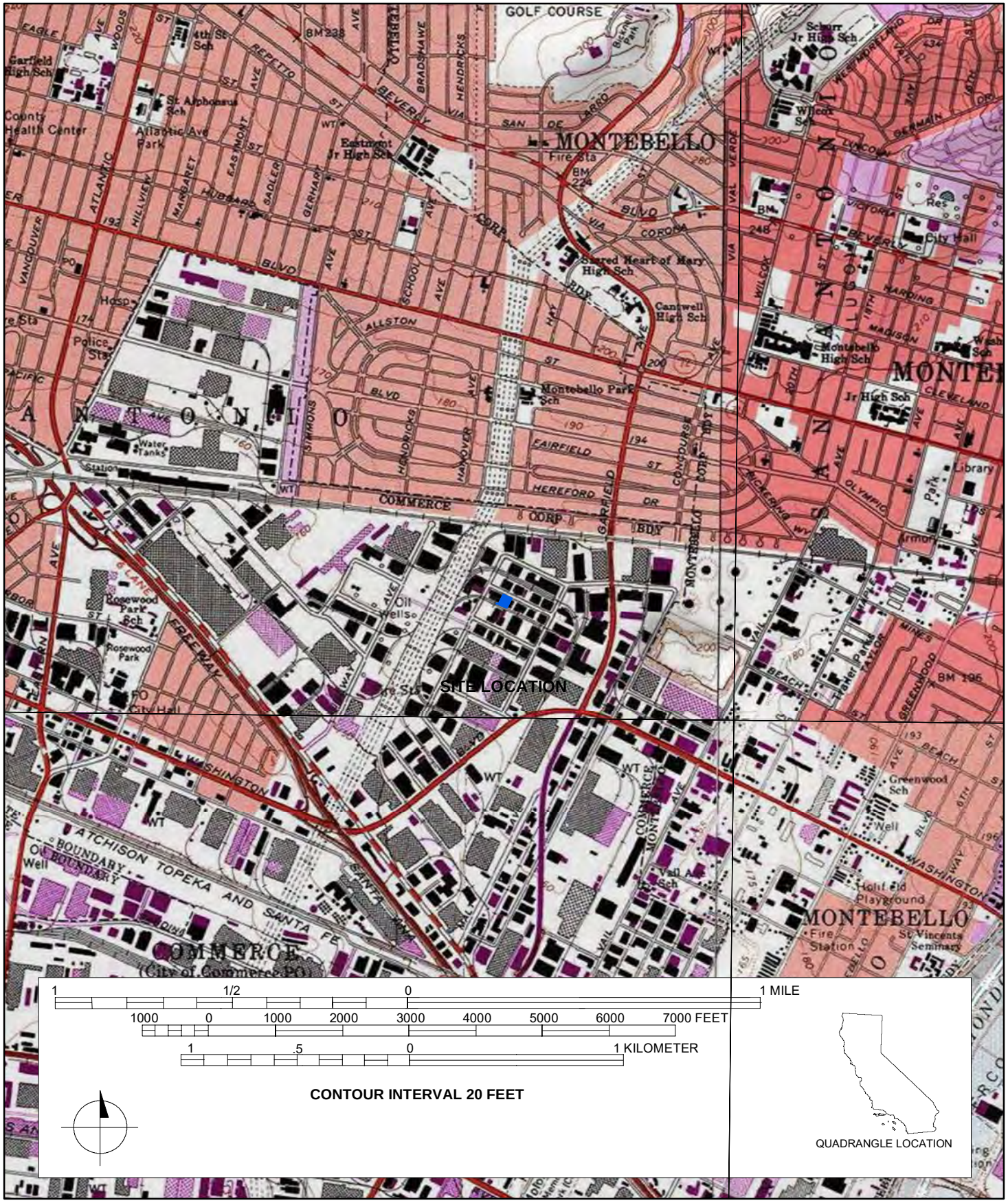
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 * Resource Name or # (Assigned by recorder) 6440 Fleet St

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) 6459 Fleet Street

P1. Other Identifier: 6459 Fleet Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6459 Fleet Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3763303mE/395159mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-014-022

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

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of NW elevation/façade, camera facing east, 12/18/2019, IMG_9186

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD
***Resource Name or #** (Assigned by recorder) 6459 Fleet Street

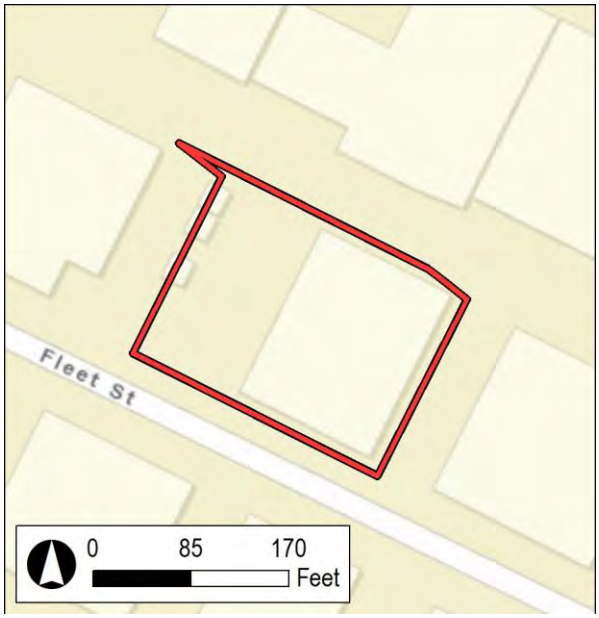
B1. Historic Name: Insul-Therm Inc.
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6459 Fleet Street, originally Insul-Therm Inc warehouse, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.




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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)

***P3a. Description (continued):**

The property located at 6459 Fleet Street was constructed in 1954 and is a one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photographs 1-2). It occupies the eastern side of the lot and has a south-facing orientation. To the west of the building is a surface parking lot that provides warehouse and delivery access.

The building has a bowstring roof with parapet and evenly spaced skylights and is covered with composite material. The walls are constructed of tilt-up concrete panels. The south elevation façade has an inset porch accessed by concrete steps. The primary entrance is a single-entry steel door. The windows are recessed, metal-frame, multi-light, casement windows. The east elevation is bare of fenestration and architectural details. The west elevation has four loading docks with metal roll-up garage doors, a single-entry metal flush door, and three steel casement windows. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.




Photograph 2. View of entrance, camera facing SW, 12/18/2019, IMG_9187

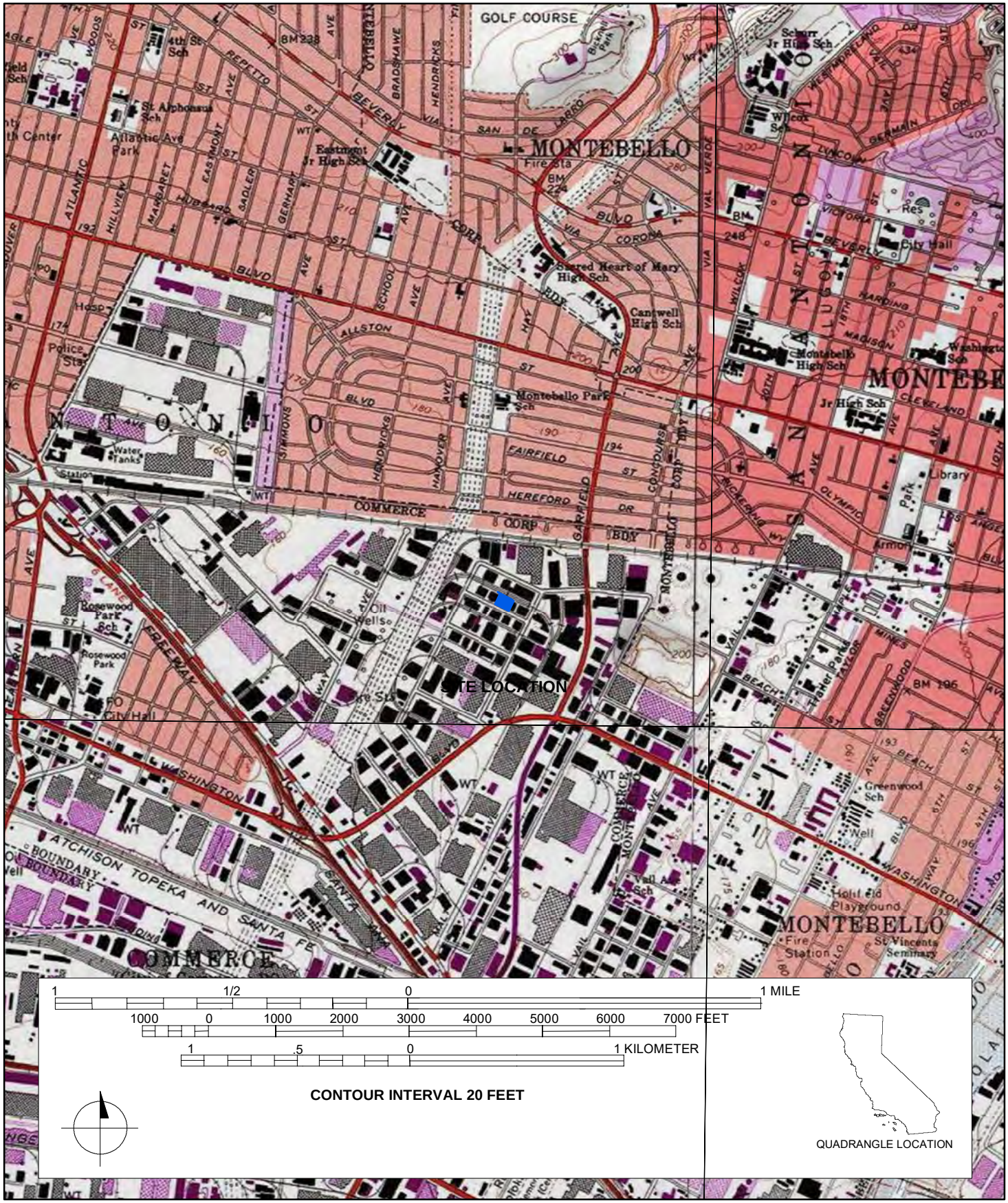
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) 6459 Fleet St

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981



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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code** 3D;3CD

Other Listings _____
Review Code Reviewer Date _____



***Resource Name or #:** (Assigned by recorder) 6415 Fleet Street

P1. Other Identifier: 6415 Fleet Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6415 Fleet Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3763371mE/395025mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-014-024

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of W and S elevation/façade, camera facing east, 12/18/2019, DSCN0238

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6415 Fleet Street

B1. Historic Name: Metal Prits Inc.
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954(Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 6415 Fleet Street, originally Metal Prits Inc., is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)






***Required information**

***P3a. Description (continued):**

The property located at 6415 Fleet Street was constructed in 1954 and is a one-story Modern-style industrial building with a rectangular plan and a concrete slab foundation (Photograph 1). It occupies the eastern side of the lot and has a south-facing orientation. To the west of the building is a surface parking lot providing warehouse and delivery access. The north elevation faces the railroad alignment.

The building has a bowstring roof with parapet and evenly spaced skylights, and is covered with composite material. The exterior walls are painted brick. The south elevation façade includes the primary entrance, which is a metal-frame and glass, single-entry storefront door with sidelights, which is located within an inset porch accessed by concrete steps. The entrance is flanked on the west by individual and ribbons of three metal-framed fixed windows. These windows and the inset porch are shaded by a metal cantilever. The façade east of the porch features three recessed, metal-frame, multi-light, casement windows. The east elevation has no windows or doors. The cantilever on the façade continues around the southwest corner to the west elevation to shade two sets of paired windows. The west elevation also features a loading dock covered by a cantilevered awning. The loading dock includes three steel casement windows and three bays with metal roll-up doors. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

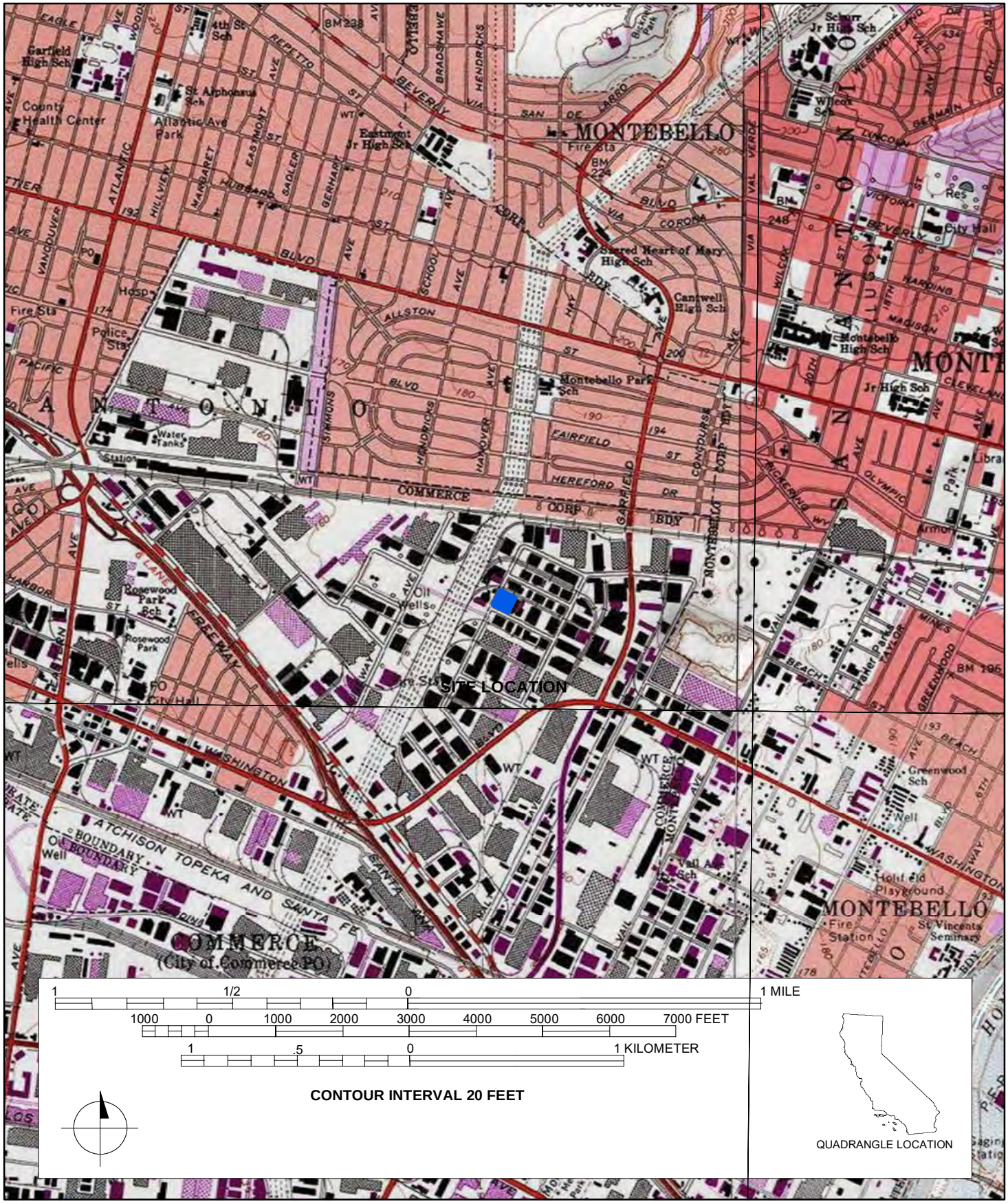
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

**Page** 4 **of** 4 *** Resource Name or #** (Assigned by recorder) _____

*** Map Name:** Los Angeles, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981




DPR 523J (1/95)

*Required Information

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

# PRIMARY RECORD

**Primary#**_____
**HRI#**_____
**Trinomial**_____
**NRHP Status Code**___3D;3CD_____
Other Listings _____
Review Code Reviewer Date _____



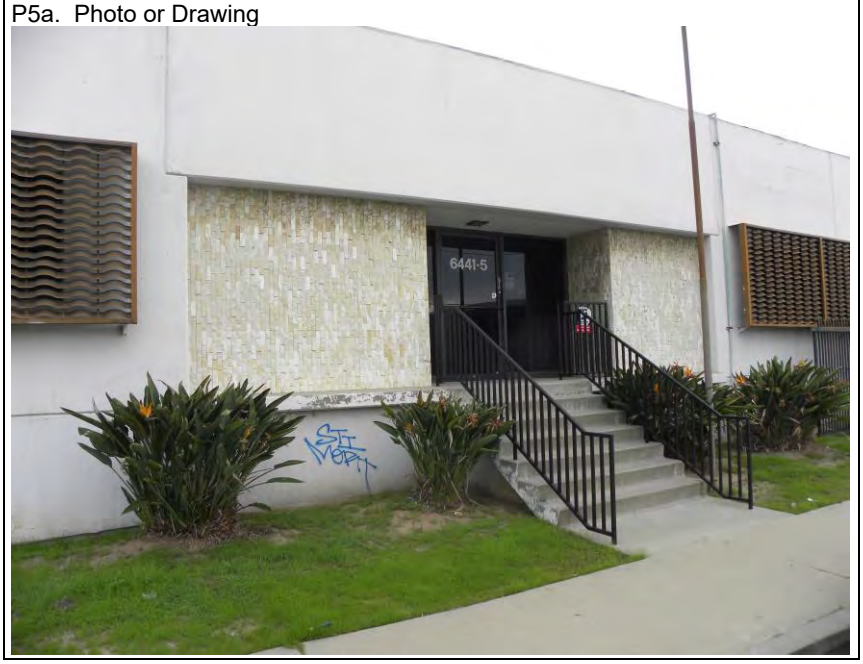
***Resource Name or #:** (Assigned by recorder) 6445 Fleet Street

P1. Other Identifier: 6445 Fleet Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** T3S; **R** R12W; **¼ of ¼ of Sec** ; M.D.**B.M.**
**c. Address** 6445 Fleet Street **City** Commerce **Zip** 90040
d. **UTM:** (Give more than one for large and/or linear resources) Zone_11S;3763335mE/395095mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-014-023

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

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

P5a. Photo or Drawing




P5b. Description of Photo: (view, date, accession #) Photograph 1. View of SW elevation/façade, camera facing north, 12/18/2019, DSCN0242

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both 1955 (Los Angeles County Assessor)

***P7. Owner and Address:**
N/A

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** January 7, 2020

***P10. Survey Type:** Intensive

***P11. Report Citation:** Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***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



***NRHP Status Code** 3D;3CD

***Resource Name or #** (Assigned by recorder) 6445 Fleet Street

B1. Historic Name: Durand Door Supply Company
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern-style
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1955(Los Angeles County Assessor); N/A

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1951-1960 **Property Type** Industrial **Applicable Criteria** A/1;C/3

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

The property at 6445 Fleet Street, Durand Door Supply Company, is potentially significant for listing in the National Register of Historic Places at the local level as a contributor to a potential historic district, the Vail Field Industrial Addition. The Vail Field Industrial Addition is significant at the local level under NRHP Criterion A/CRHR Criterion 1 in the areas of industry and community planning as an important industrial development in the east Los Angeles metropolitan area during the period of significance from 1951 to 1960; and under NRHP Criterion C/CRHR Criterion 3 in the area of industrial architecture as a Mid-Century Modern-style planned industrial park that represents a significant and distinguishable entity whose components may lack individual distinction during the same period of significance from 1951 to 1960. At the time of the post-World War II industrial boom, Vail Field, a former airfield and oilfield property, was open land ripe for development near the regional industrial core of East Los Angeles, which had developed in the early 1920s near the junction of several major regional and national railroads. The first planned industrial park in the Los Angeles area was the Central Manufacturing District established in 1923 at Vernon, to the west of Vail Field. The planned industrial park concept of clustering manufacturing and commercial buildings around critical railroad infrastructure started in the 1900s and culminated at the end of the 1950s, when railroads were in steady decline. The development of the Vail Field Industrial Addition represented the transition in dominance from railroad-based access to highway-based access for modern industrial needs by providing both railroad and trucking lanes. The commercial success of the hundreds of major companies that established facilities in the industrial park ultimately led to the incorporation of the city of Commerce. The district is significant in the areas of industry and community planning, because it represents a planned industrial park with suburban qualities and the last vestiges of railroad dominance in commercial transportation. The district is also significant in the area of industrial architecture, because it has several excellent local examples of Mid-Century Modern-style industrial facilities that are notable for their eclectic International Style, Futurist, and Contemporary architectural influences, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features.

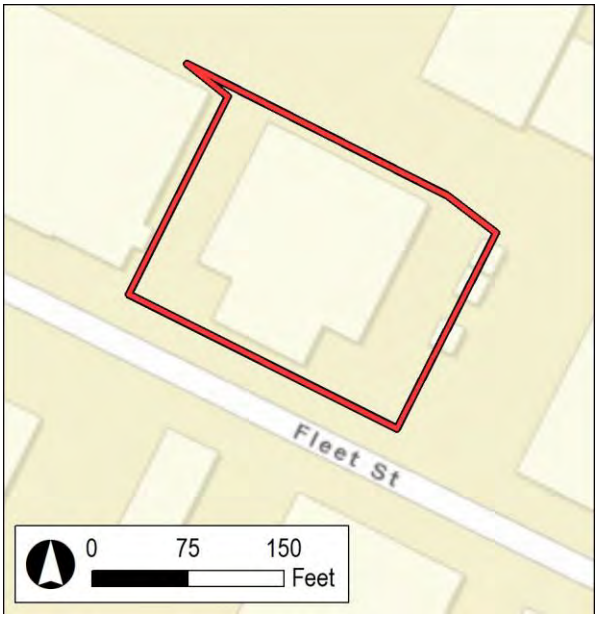
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** M. Wilson
***Date of Evaluation:** January 2020

(This space reserved for official comments.)



***P3a. Description (continued):**

The property located at 6445 Fleet Street was constructed in 1955 and is a one-story Modern-style industrial building with a T-shaped plan composed of a large rectangular warehouse and a rectangular office centered on its south elevation (Photograph 1). It occupies the center of the lot and has a south-facing orientation. Surface parking lots east and west of the building provide warehouse and delivery access. The north elevation faces the railroad alignment.

The building has a flat roof with a parapet and evenly spaced skylights and is covered with composite material. The walls are constructed of tilt-up concrete panels and the building sits on a concrete slab foundation. The façade features a central bay that contains the inset primary entrance flanked on each side by decorative tile panels. The entrance is an aluminum and glass single-entry storefront door with sidelights accessed by a concrete staircase with metal railings. The central bay is flanked on each side by ribbons of windows covered with non-historic metal screens. The façades of the warehouse that extend east and west of the office section both include loading docks with two metal roll-up doors and single-entry metal doors with one light accessed by concrete stairs. The east and west elevations of the office section both include three windows. The resource generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction.

***B10. Significance (continued):**

The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition to the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties.

Modern Architecture

Modern architecture first gained popularity in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details and natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***B12. References (continued):**

Painter, Diana J. 2010. Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.

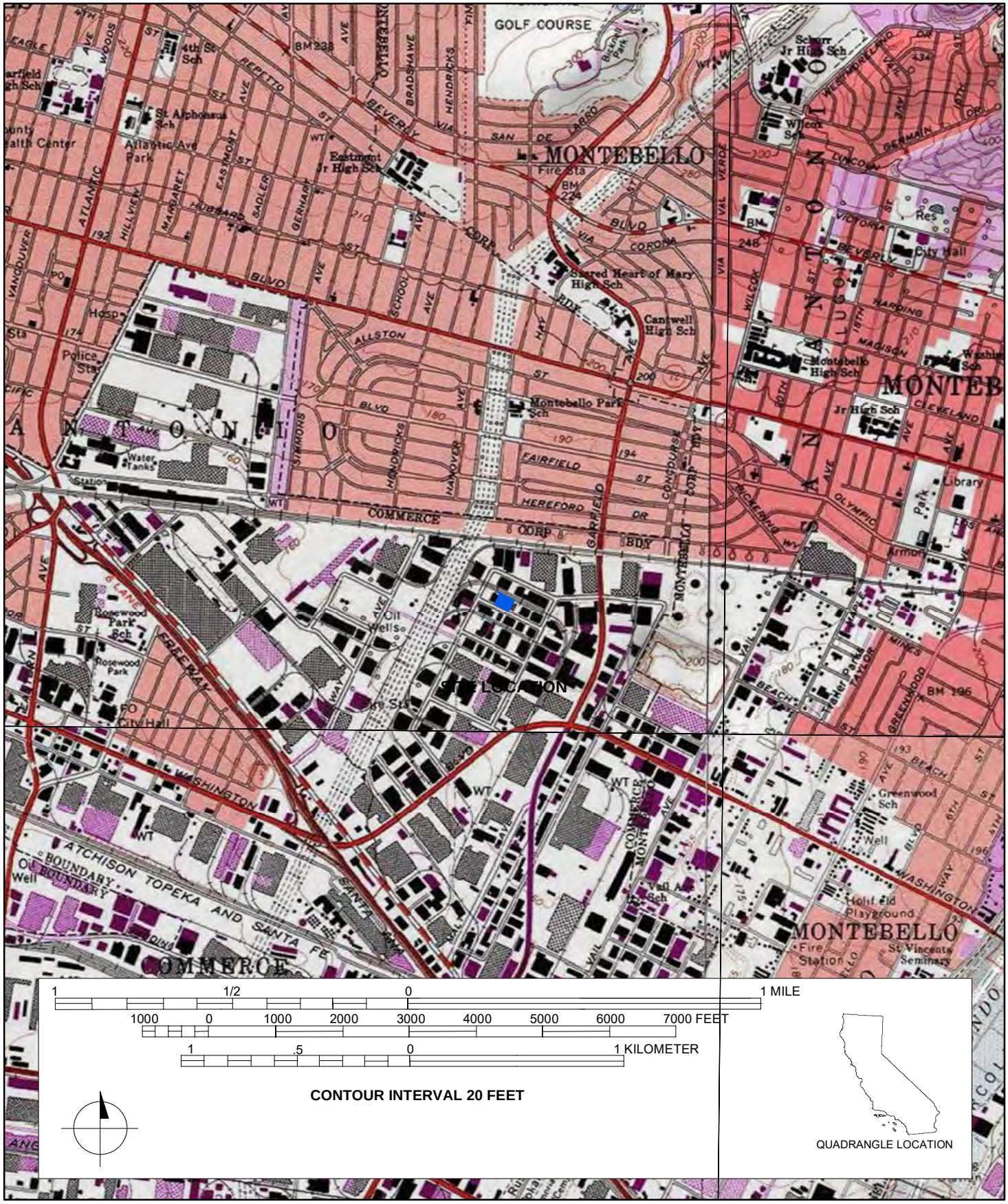
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 * Resource Name or # (Assigned by recorder) 6445 Fleet St

* Map Name: Los Angeles, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1981




DPR 523J (1/95)

*Required Information

**Other Identifier:** CVS Pharmacy, 5176 Whittier Boulevard, Los Angeles
**Other Locational Data:** Assessor's Parcel Number (APN): 5245-001-019

**Description:**
The Golden Gate Theater is a cast concrete structure finished in stucco with a grand façade on the north side, a sloped roofline, and a tall, stage fly area on the south side. The primary roof is barrel-vaulted with a flat section above the fly and is built-up with capped parapets and handrails. The façade (north side) features large cast ashlar masonry in the first story topped by an elaborate, ornamental Churrigueresque-style cast belt course; a series of pilasters from the belt course extending through the upper stories to an elaborate Churrigueresque-style cornice; and a full-height entrance pavilion in the central bay. The entrance features three recessed door openings containing steel, glazed, double doors, with segmental-arch canopies above each opening. In the second story, a nine-light fixed window surrounded with ornamental molding and balconet is directly above the center door and belt course. The pavilion cornice is elaborated with finials, figures, shells, and other floral motifs, and also features a blank opening with rounded balconet at the center. The remainder of the building consists of blank stucco surfaces that lack any similar ornamentation. The east elevation includes modern signage in the upper story, vents, and infilled door openings from a former fire escape. The west elevation contains a double-door fire escape in the second story and various piping. The south elevation contains a loading dock with a partition wall, a single door, and drive-through pharmacy window with a stucco canopy in the first story, and large, modern signage affixed at the upper story.

The Golden Gate Theater was first recorded in 1979 (HRI # 20508), listed in the National Register in 1982, and updated in 1994. Since 1994, the storefront entrance was replaced and a new wood casement window above the main entrance was installed in 1998; the roof was replaced and a barrier fence along the roofline was installed in 2005 (Chattel and McGee 2012). In 2011-2012, the Golden Gate Theater building underwent a major rehabilitation to change its use into a retail location for CVS Pharmacy. Major exterior alterations included: addition of a stucco covered drive-through canopy and new pharmacy window bay in the south elevation; removal of a straight-run metal stairway with two landings, infill of a second-story entrance, and placement of louvered vents in the east elevation; addition of multiple CVS Pharmacy LED illuminated wall signs; foundation, plumbing and electrical upgrades; west elevation exterior wall upgrades and bay infill with concrete; installation of a new mezzanine deck at the north entrance; and installation of aluminum gutters along exterior walls (Chattel and McGee 2012). The interior of the building was substantially modified to include retail space for the pharmacy. Alterations included removal of the balcony, removal and storage of decorative architectural features, leveling the floor, installation of retail shelves, cashiers, pharmacy area, security features, and new lighting. Currently, the property operates as a pharmacy and remains in good condition since the 2012 rehabilitation project.

**Significance:**
The Golden Gate Theater, along with the adjacent Vega Building, was listed in the National Register in 1982 (NRIS 82002192) for its significance under Criterion A for its social interrelationship with the surrounding community and under Criterion C as an excellent example of Art Deco and Spanish Churrigueresque styles. However, the Vega Building was damaged by the 1987 Whittier earthquake and demolished in 1991.

The Golden Gate Theater was reevaluated in 1994 as part of the Metro Red Line East Project cultural resources survey for compliance with Section 106 of NHPA (Myra L. Frank & Associates 1994). In 1995, a petition was issued on behalf of the owners to remove the property from the National Register, on the grounds that loss of the Vega Building rendered the Golden Gate Theater no longer eligible for listing. On June 26, 1995, the Keeper of the National Register confirmed the Golden Gate Theater's eligibility under Criterion C as a local example of Spanish Churrigueresque architecture, and the building remains listed in the National Register (Chattel and McGee 2012).

In 2003, the theater was reevaluated for an adaptive use project to convert the theater into a Walgreen's pharmacy; the study described the theater in detail and identified its character-defining features (Carey & Co., Inc. 2003). The 2003 Impacts and Mitigations Analysis indicated that alterations for the conversion to retail use would pose preservation challenges but could not accurately assess impacts without a specific project design. It provided a general guideline for mitigation including the preparation of Historic American Building Survey (HABS) documentation. The proposed project did not move forward.

In 2009, the Golden Theater Re-Use Project revisited the proposed conversion to retail use for CVS Pharmacy. The Environmental Impact Report (EIR) for that project's compliance with CEQA for a conditional use permit referred to the 2003 Impacts and Mitigations Analysis (Carey & Co., Inc. 2003) and concluded that the project would cause a substantial adverse change to the historical resource due to interior alterations, including removal of the lobby, the balcony, and other decorative elements. Because of the removal of these character-defining features, the project did not meet the Secretary of the Interior's Standards for Rehabilitation and resulted in a significant and unavoidable impact and required a Statement of Overriding Conditions for approval (County of Los Angeles 2009).

Following issuance of the project Draft EIR in March 2009, the project design was modified. The Los Angeles County Regional Planning Commission requested the applicant retain a historic preservation consultant to provide independent project review and analysis of a modified project design that would reduce significant impacts on historical resources for compliance with the Secretary of the Interior's Standards (County of Los Angeles 2009; Chattel and McGee 2011). The modified project design included provisions in the project's construction plans to preserve some elements of the building's exterior and noted that historic interior features that could not be incorporated into the reused tenant space would be salvaged, crated, recorded, and stored on site (Chattel and McGee 2011). The historic preservation consultant determined that the project design conformed with the Secretary of the Interior's Standards; therefore, the project would not result in significant impacts on historical resources (Chattel and McGee 2011). In addition, a Historic American Buildings Survey (HABS) document prepared in 2012 as mitigation for the project further detailed the architectural and historical features of the building prior to construction (Chattel and McGee 2012).

Although the Golden Gate Theater has been substantially altered, the exterior Churrigueresque-style features of the façade present a rare example of Churrigueresque revival architecture in Los Angeles and retain sufficient integrity to remain eligible under NRHP Criterion C. The interior is substantially altered, and, in its current state, its integrity as a historic theater has been significantly diminished. However, the 2011 assessment conducted by a historic preservation consultant concluded that the project met the Secretary of the Interior's Standards and that the project did not result in a significant impact. Based on this assessment, both the interior and exterior of the building retain sufficient integrity to be eligible for listing in the NRHP/CRHR/LAHCM.

**References:**

Carey & Co., Inc.
2003 Impacts and Mitigations Analysis. Prepared for The Charles Company, February 2003. Available at: http://planning.lacounty.gov/case/view/project_no._r2005-03503-1_conditional_use_permit_200800136-1 (See Appendix C of the Draft EIR)

Chattel, Robert and Kathryn McGee
2011 Memorandum: Golden Gate Theater, 909 S. Atlantic Boulevard, Los Angeles CA Secretary's Standards Conformance Review (Revised Version). Available at: http://file.lacounty.gov/SDSInter/bos/supdocs/59377.pdf

2012 Historic American Buildings Survey (HABS)-CA-2879. Golden Gate Theater, 909 & 933 South Atlantic Boulevard and 5176 East Whittier Boulevard, Los Angeles, Los Angeles County, CA. Available at: https://www.loc.gov/pictures/collection/hh/item/ca3948/

County of Los Angeles
2009 Draft Environmental Impact Report for the Golden Gate Theater Re-Use. Prepared by MG Resolutions, Inc. March 2009. Available at: http://planning.lacounty.gov/case/view/project_no._r2005-03503-1_conditional_use_permit_200800136-1

Myra L. Frank & Associates
1994 Metro Red Line East Eligibility Report. On file with Metro.

**Report Citation**: Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum. Prepared by AECOM, 2020.

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

# UPDATE SHEET

Primary # P-19-191003
HRI #
Trinomial
NRHP Status Code 3S

 ***Resource Name or #:** (Assigned by recorder) Greenwood Elementary School

☐ Continuation ☒ Update

**P1. Other Identifier:** 900 S. Greenwood Avenue
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 6352-027-902
***P3a. Description:**

East Washington Boulevard and Greenwood Avenue, bordering a dense residential area to the east and a commercial/light industrial area to the west. The Mid-Century Modern style campus is composed of an exterior group of 3 buildings facing directly west on Greenwood Avenue and an interior grid of rectangular plan, one-story classroom buildings on a site with a gradual slope to the southwest. At the center of the exterior group is the Administration Building exhibiting a center section and flanking wings. The inset center portion of the building is paneled in 6-over-8 wire-covered glass panels punctuated by a wood entry door. Four small square windows on the south wing are also covered by wire; larger rectangular windows on the northern wing are screened. The building group serves as the complex's primary elevation and is set above the street behind a box planter of lawn, which borders the flight of stairs and walkway that access the center entry. The southern structure in the group is a two story stucco gymnasium with wood double doors for side and front entry; the one-story northern structure, enclosed by a chain link fence, houses additional service and administrative functions with similar board and batten cladding and a row of six windows on the front elevation. Rear entrances from the administration and gymnasium buildings open to a roofed cafeteria area exhibiting orange brick pillars and a similar brick cornice behind chain link fencing.

Adjoining the cafeteria area and perpendicular to the three front buildings are the five long finger rows of original stucco classroom buildings, one classroom deep. Running north and south, they occupy about 2/3 of the lot depth, varying in length, equidistant from and parallel to each other. The intervals between each finger row are landscaped with lawn, specimen trees, shrubs and flowers with some domestic plantings in containers. Short perpendicular sidewalks also run between the building groups crossing the landscaped intervals. This landscape and building configuration appears to be the original site layout.

The layout of remaining buildings was designed over time to accommodate growth in pupil attendance. Two buildings with an intervening walkway between them border the property on the south; three smaller, likely temporary buildings, are located to their immediate west; a group of later built classroom buildings, more square in plan and parallel to the original classroom fingers, are located to the east. Nine remaining classroom buildings are compactly positioned and do not feature landscaping. Two other recreational/ service buildings on the southeast complete the complex's built structures. Asphalt parking and play areas occupy the far east end of the complex.

***P3b. Resource Attributes:** HP15. Educational building

**P5a. Photograph:**



**Photograph 1.** Façade of the Greenwood Elementary School, camera facing east, June 2021.

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

# UPDATE SHEET

**Primary #** P-19-191003
**HRI #**
**Trinomial**
**NRHP Status Code** 3S

 ***Resource Name or #:** (Assigned by recorder) Greenwood Elementary School

☐ Continuation ☒ Update

***P8. Recorded by:** Monica Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101 and 7720 N. 16th Street, Suite 100, Phoenix, AZ 85020

***P9. Date Recorded:** June 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum Prepared by AECOM, 2020.

***B10. Significance: Theme** Education **Area** Los Angeles
**Period of Significance** 1947-1948 **Property Type** Educational Building
**Applicable Criteria** NRHP Criterion C and CRHR Criterion 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Portia Lee of ICF International concluded that the property was eligible for the National Register of Historic Places (NRHP) as a Mid-Century Modern elementary school under Criterion C. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is legal parcel.

***B14. Evaluator:** Monica Wilson, AECOM ***Date of Evaluation:** June 2023

***B12. References:**

ICF International
2010 "Greenwood Elementary School." DPR-523 form. Prepared for the EIS/EIR, Metropolitan Transportation Authority, Eastside Phase 2, September 2010.

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

# PRIMARY RECORD

Primary # 19-191004
HR #
Trinomial
NRHP Status Code 3S
Other Listings
Review Code _____ Reviewer _____ Date _____



* Resource Name or #: 860 Washington Blvd
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 860 Washington Blvd City Montebello Zip 90640
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
APN(s): 6352027003

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

The property located at 860 W. Washington Boulevard in Montebello is a one-story Spanish Colonial Revival style single-family residence with a U-shaped plan and a low-pitched side gabled roof. Built in 1937, the residence features smooth trowelled stucco wall cladding and a red clay tile roof. The asymmetrically composed façade is divided into four sections. The easternmost section consists of a single window featuring a pair of multi-light casement sashes. The section situated to the west of the easternmost section projects from the façade. It consists of an arched multi-light fixed pane window arranged beneath a gable peak and accented with cast stone. The next section west consists of a slightly raised recessed porch arranged behind two identical arches. The westernmost bay protrudes slightly and is sheltered by a modest shed roof. It contains a single arch leading to a garage door. Although the surrounding area has changed markedly since the period of significance negatively impacting the property's integrity of setting, feeling, and association, it does not appear to have experience major alterations. Thus, integrity of design, materials, workmanship and location are excellent. Overall, the property retains sufficient integrity to convey its significance.

* P3b. Resource Attributes: (List attributes and codes) HP02 Single-family Property
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing



P5b. Description of Photo: (View, date, etc.)
South elev, lkg north 4/1/2010

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1937 (Estimated) Tax Assessor

* P7. Owner and Address:
Florence E Kelly Trust

* P8. Recorded by: (Name, affiliation, address)
Colleen Davis
ICF International
811 W 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 10/1/2010

* P10. Survey Type: (Describe)
Reconaissance-Level Survey

* P11. Report Citation: (Cite survey report/other sources or "none")
EIS/EIR. Metropolitan Transportation Authority. Eastside Phase 2. September, 2010

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



* Required Information

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

Primary # _____
HR # _____

# BUILDING, STRUCTURE, AND OBJECT RECORD



* NRHP Status Code 3S

* Resource Name or #: 860 Washington Blvd

B1. Historic Name: Kelly Residence

B2. Common Name None

B3. Original Use: Single-Family Residence B4. Present Use: Single-Family Residence

* B5. Architectural Style: Spanish Colonial Revival

* B6. Construction History: (Construction date, alterations, and date of alterations.)
Erected in 1937

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

* B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

* B10. Significance: Theme Residential Development Area Montebello

Period of Significance 1937 Property Type Residential Applicable Criteria A

The property appears to be eligible for the National Register of Historic Places under Criterion A at the local level of significance for its association with the residential development of Montebello in the pre-World War II era. During the opening decades of the twentieth century, the Montebello area was characterized primarily by agricultural uses and sparse, albeit expanding, residential and industrial development. In the years that followed World War II, those industrial and residential uses expanded significantly eventually dominating the landscape. The property represents a rare example of the area's pre-World War development.

The residence is located in the El Carmel tract which was subdivided in 1905. Parcel sizes in the El Carmel tract averaged five acres suggesting that the tract's subdividers envisioned primarily agricultural rather than suburban residential uses. Incorporated in 1920, Montebello was famed for its commercial nurseries and small-scale truck farms. Nuts, fruits (citrus and berries), and grains (alfalfa, corn, and barley) were also among its agricultural products. Early industrial activities included oil extraction and brick manufacturing. While these combined uses created a diverse economic base, the area's distance from the central city coupled with its still-developing infrastructure. In 1913, those wishing to journey to Montebello using public transportation had two choices: they could ride the infrequent and expensive Salt Lake Railroad Company line or travel by the East Seventh Street streetcar, then transfer to a bus that ran only hourly. By 1939, a municipal bus line conveyed passengers downtown. Commuting to Los Angeles for shopping or work, however, remained a relatively laborious and time-intensive task. As a result, the population grew steadily but modestly. In 1924, for example, the City's population was 6,000. World War II and the post-War years transformed Montebello into an industrial powerhouse. Those new industries dramatically increased the area's population which fueled an intense demand for housing and resulted in a complete transformation of the area's landscape.

(Continued on page 3)

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

* B12. References:

County Tax Assessor, Tract Maps, Sanborn Maps, Los Angeles Times.
(Continued on 3)

B13. Remarks:

(Sketch map with north arrow required)




* B14. Evaluator: Colleen Davis, ICF International

Date of Evaluation: 10/1/2010

(This space reserved for official comments.)

Significance (continued)

The Spanish Colonial Revival style, the residence located at 860 W. Washington Boulevard represents a now-rare example of pre-World War II residential development in the El Carmel tract area of Montebello. Built for owner William Maurice Kelly and his wife Florence Kelly in 1937, the area was still largely agricultural at the time of its construction. Now characterized by heavy and light industrial uses, Washington Boulevard is a major thorough fare. By contrast, Washington Boulevard ended at the Rio Hondo at the time the residence was constructed lending the location a relatively quiet, country atmosphere. In spite of the predominance of agriculture and the growing presence of industry, the Kellys were neither farmers nor industrialists. Maurice Kelly worked as a radio patrolman, which could explain the residence's attached garage: Kelly's patrol car may have been housed there. Florence Kelly taught for many years at the local Greenwood School. Representing pre-World War II residential development in the El Carmel tract area of Montebello, the Kelly Residence appears eligible for the National Register of Historic Places under Criterion A at the local level of significance.

References (continued)

Gellner, Arrol. Red Tile Style: America's Spanish Revival Architecture. New York: Viking Studio, 2002.
Los Angeles, County of. Tract Maps.
Los Angeles Times, Proquest Historical Newspapers, Los Angeles Times (1881-1987), www.lapl.org.
McAlester, Virginia & Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 2003.
McMillian, Elizabeth. California Colonial: The Spanish and Rancho Revival Styles. Atglen, Pennsylvania: Schiffer Publishing, 2002.
Montebello, Montebello Park and Eastmont City Directory. Los Angeles: E.O. Lester and Sons, 1939-40.
Pitt, Leonard and Dale Pitt. Los Angeles A to Z: An Encyclopedia of the City and County. Berkeley: University of California Press, 1997.
Sanborn Map Company, "Fire Insurance Maps of Los Angeles, California" New York: Sanborn Map Company, 1925.
Sinclair, Brian. Telephone Conversation. May, 2010.

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

# PRIMARY RECORD

Primary # 19-191005
HR #
Trinomial
NRHP Status Code 3S
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: 864 Washington Boulevard
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 864 Washington Boulevard City Montebello Zip 90640
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
APN(s): 6352027900

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

The South Montebello Irrigation District property located at 864 Washington Boulevard in Montebello consists of several buildings, including an administration building, a wel,l and a chlorine room. Only the administration building located at the front of the parcel dates to the period of significance. Constructed in 1940 and Spanish Colonial Revival in style, the administration building is one-story in height and rectangular in plan. The wall cladding consists of red brick. The roof shape is characterized by its medium pitch and simple side gables without overhanging eaves. The roof is clad in red clay tile. Sheltered by metal awnings, multi-light rolled steel casement windows are arranged in a regular pattern. The façade is partially spanned by a low porch approached at either end by a single step. It is symmetrically composed with two evenly spaced front doors. Each door is flanked by a single window consisting of four four-light casement sashes. The overall effect is domestic. The area surrounding the property has changed dramatically since its construction. While this negatively impacts its integrity of setting, feeling, and association, integrity of location, design, materials, workmanship remain excellent. Overall, the property retains more than sufficient integrity to convey its significance.

* P3b. Resource Attributes: (List attributes and codes) HP09 Public Utilities Building
* P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing




P5b. Description of Photo: (View, date, etc.)
South elev, lkg north 7/6/2010

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1940

* P7. Owner and Address:
South Montebello Irrigation District

* P8. Recorded by: (Name, affiliation, address)
Colleen Davis
ICF International
811 W 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 8/18/2010

* P10. Survey Type: (Describe)
Reconaissance-Level Survey

* P11. Report Citation: (Cite survey report/other sources or "none")
EIS/EIR. Metropolitan Transportation Authority. Eastside Phase 2. September, 2010

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


* Required Information

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

Primary # _____
HR # _____

# BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 3S

* Resource Name or #: 864 Washington Boulevard

B1. Historic Name: South Montebello Irrigation District

B2. Common Name None

B3. Original Use: Public Utilities Building B4. Present Use: Public Utilities Building

* B5. Architectural Style: Spanish Colonial Revival

* B6. Construction History: (Construction date, alterations, and date of alterations.)
Erected in 1940.

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

* B8. Related Features:
Well. Chlorine Room.

B9a. Architect: Unknown b. Builder: Unknown

* B10. Significance: Theme Municipal Infrastructure Area Montebello
Period of Significance 1940 Property Type Public Utility Applicable Criteria A

The South Montebello Irrigation District building located at 864 Washington Boulevard in Montebello appears to be eligible for the National Register of Historic Places under Criterion A at the local level of significance for its association with the distribution of water to the once predominantly agricultural Montebello area.

The provision of water has played a vital role in the development of Southern California dating to the period of initial Spanish settlement. The region boasts an extensive network of rivers, streams, and creeks. The rivers that nourish the Montebello area, including the San Gabriel and the Rio Hondo, flow south from the San Gabriel Mountains. In spite of this abundance of waterways, the region's climate is best characterized as semi-arid. Rainfall in downtown Los Angeles, approximately eight miles west of Montebello, averages 15 inches per year. Statistics for average rainfall, however, can be deceptive as the region regularly experiences years-long droughts alternating with seasons of heavy rainfall. Even in years of ample rainfall, however, precipitation occurs predominantly during the winter months outside of the normal growing season. Successful commercial crop cultivation, therefore, has depended on irrigation.

In the years that followed California statehood in 1850, Southern California's population steadily increased. During the nineteenth century, agricultural uses predominated throughout the region. As the nineteenth century drew to a close, Southern California's population continued to expand as the agricultural economy transformed from ranching to crop cultivation. Until this time, individuals and families generally met their personal needs by taking water from directly from the region's rivers and/or via individual wells that accessed groundwater sources. As the turn-of-twentieth century approached, however, the demand for water expanded dramatically and individual solutions became increasingly untenable. In response, Californians developed several collective strategies to meet this increasing demand.

(Continued on page 3)

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

* B12. References:

County Tax Assessor, Tract Maps, Sanborn Maps, Los Angeles Times.
(Continued on page 3)

B13. Remarks:

(Sketch map with north arrow required)




* B14. Evaluator: Colleen Davis, ICF International
Date of Evaluation: 8/18/2010

(This space reserved for official comments.)

Significance (continued).

Among these water provision strategies was the development of the irrigation district. Enabled by the passage of the Wright Act in 1887, the California legislature designed irrigation districts as a tool for empowering agricultural communities dominated by landowners with riparian rights that allowed them almost total control over an area's water. The Act permitted the formation of irrigation districts as public corporations controlled by a board comprised of area residents. The legislature empowered irrigation district with the right to issue bonds and tax property to raise capital; and to construct and operate irrigation works. Significantly, the irrigation district's powers also included the right to condemn and control property with riparian rights. A series of legal challenges in the decades following passage, however, impaired the Act's effectiveness. By 1915, the legal challenges had been resolved and the state legislature had conveyed additional powers on irrigation districts paving the way for more extensive employment of the irrigation district method of water provision.

With demand for food soaring during the years of World War I, agricultural production soared. By 1925, many new irrigation districts had been established to serve agricultural acreage across the state. South Montebello was among the 18 irrigation districts established in California during 1920 alone. By that time, the Montebello area boasted extensive agricultural uses. Although the South Montebello Irrigation District was established in 1920, the property dates to 1940. The irrigation district supplies an approximately 860 acre area that now provides both industrial and residential clients with water pumped from an on-site well. Several additional wells are located throughout the district.

In 1940, when the property was constructed, the area supported a vast network of truck farms and commercial nurseries. Many of the truck farms were cultivated by Issei and Nissei, first and second generation Japanese immigrants, growing a wide variety of flowers for market. Known across the region for its flowers, Montebello began hosting an annual flower show as early as 1913. In addition to the flower farms, Montebello area farmers additionally cultivated a wide variety of nuts and berries. During and after World War II, the area changed both dramatically and rapidly. Beginning in 1942, persons of Japanese descent were relocated to internment camps pursuant to Executive Order No. 9066. This large-scale removal of farmers severely impacted the area's farming economy. During the war, industry in the area expanded. After the war, both industrial and suburban residential uses exploded in the Montebello area permanently altering its landscape. Thus, the property dates to the period when the Montebello area remained predominantly agricultural in character, such uses were just beginning to give way to more intensive industrial and residential uses. The South Montebello Irrigation District property, therefore, appears eligible for the National Register of Historic Places under Criterion A for its association with local water distribution and as a now-rare tangible link to the Montebello area's agricultural past.

References (continued).

Fogelson, Robert M. The Fragmented Metropolis: Los Angeles, 1850-1930. Berkeley: University of California Press, 1967, 1993.
Gumprecht, Blake. The Los Angeles River: Its Life, Death, and Possible Rebirth. Baltimore: Johns Hopkins University Press, 1999.
Hayes, Brian. Infrastructure: The Book of Everything for the Industrial Landscape. New York: W. W. Norton & Company, 2005.
JRP Historical Consulting Services and California Department of Transportation. Water Conveyance Systems in California. 2000.
Los Angeles, County of. Tract Maps.
Los Angeles Times, Proquest Historical Newspapers, Los Angeles Times (1881-1987), www.lapl.org
Pitt, Leonard and Dale Pitt. Los Angeles A to Z: An Encyclopedia of the City and County. Berkeley: University of California Press, 1997.
Sanborn Map Company, "Fire Insurance Maps of Los Angeles, California." New York: Sanborn Map Company, 1925.
Sinclair, Brian. Telephone Conversation. May, 2010.

**State of California X The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**

# PRIMARY RECORD

Primary #
HRI #
Trinomial
**NRHP Status Code**

Other Listings
Review Code | Reviewer | Date


***Resource Name or #:** PD-2
**P1. Other Identifier:**

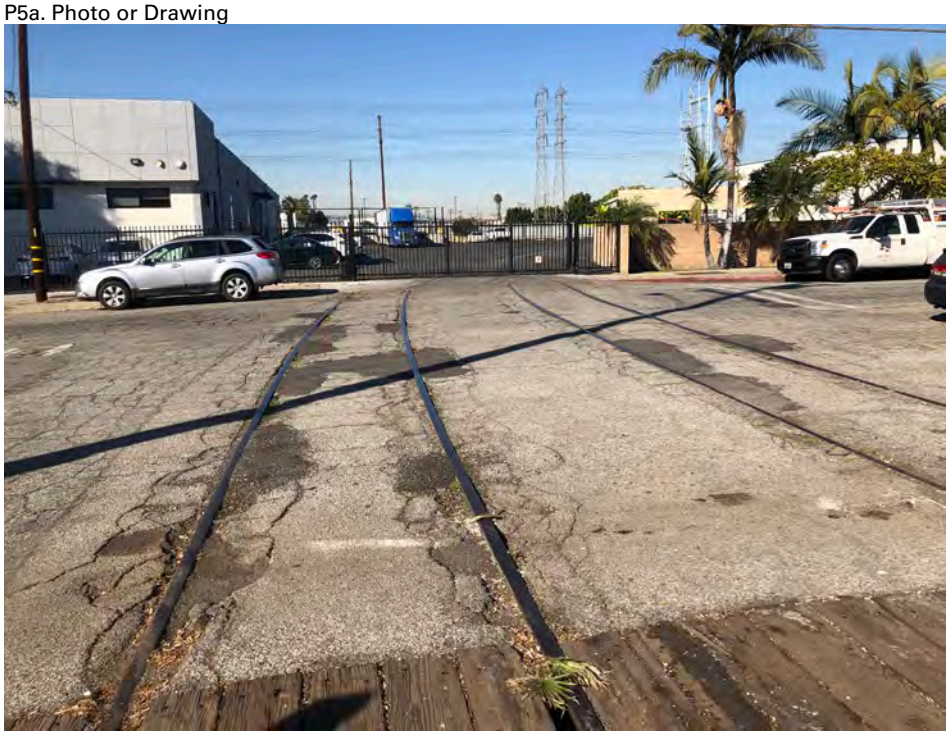
***P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted**
***a. County:** Los Angeles **and**
***b. USGS 7.5' Quad:** Los Angeles **Date:** 2018 SE ¼ **of** NW ¼ of **T** 2S; **R** 12W; Un-sectioned; M.D. **B.M.**
c. **Address:** 2498-2300 Saybrook Ave. **City:** Commerce **Zip:** 90040
d. **UTM:** Zone 11, 394678 mE / 3762802 mN
**e. Other Locational Data:** Head northwest on the 1-5 and take exit 128B toward Washington Blvd / Commerce. Turn left onto Telegraph Rd. Turn right onto S Tubeway Ave. Turn right onto Corvette St. Turn right onto Saybrook Ave. Drive 0.25 miles to the south.

***P3a. Description:** Site PD-2 consists of two parallel rail road track features embedded in and perpendicular to Saybrook Avenue in a northwest to southeast direction. The site only consists of the railroad tracks as they are embedded in the road. The tracks have been removed in all other locations along the right of way. The right of way still exists to the southeast and is approximately 0.20 miles long in that direction. To the northwest, the right of way is now a paved lot. Based on historic topographic maps and aerials, the tracks were built sometime between 1957 and 1966. During this time these tracks were part of a dead-end partial loop that connected to the larger Union Pacific Rail to the north through the western right of way. Except in the road, the tracks were removed sometime between 1993 and 2003.

Railroads can be associated with Los Angeles and surrounding locations as being historically significant for their association with historical events or community development. However, these features are too new and do not represent the growth of transportation often connected with the history of Los Angeles throughout the late 1800s. Therefore, it is recommended as not eligible for listing in the NRHP or CRHR under any criteria.

***P3b. Resource Attributes:** (List attributes and codes) AH7 Roads/trails/railroad grades
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) Overview of PD-2, Frame 20191219_185259595_iOS, 12/19/2019, facing Northwest

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Los Angeles Metro
1 Gateway Plaza
Los Angeles, California 90012

***P8. Recorded by:**
A. Stevenson, C. Simon
AECOM, Inc.
1220 Avenida Acaso
Camarillo, CA 93012

***P9. Date Recorded:** 12/19/2019

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

***P11. Report Citation:**
*Eastside Transit Corridor Phase 2 Cultural Resources Technical Memorandum.*

Prepared for the Los Angeles METRO, Prepared by AECOM, 2021

***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):

# ARCHAEOLOGICAL SITE RECORD



***A1. Dimensions: a. Length:** 80 ft. (NW-SE) × **b. Width:** 20 ft. (NE-SW)
**Method of Measurement:** ☐ Paced ☐ Taped ☐ Visual estimate ☑ Other: GPS and GIS
**Method of Determination** (Check any that apply.): ☑ Artifacts ☑ Features ☐ Soil ☐ Vegetation ☐ Topography ☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☐ Other (Explain):

**Reliability of Determination:** ☑ High ☐ Medium ☐ Low Explain: Although the features have been mostly removed, aerial imagery and topographic maps establish context and a timeline.

**Limitations** (Check any that apply): ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined ☑ Disturbances ☐ Vegetation ☐ Other (Explain): The features have been mostly removed.

A2. Depth: ☐ None ☑ Unknown Method of Determination: Feature depth is unlikely due to the feature typology, however, there is possible artefactual depth within the train right of way.

***A3. Human Remains:** ☐ Present ☐ Absent ☐ Possible ☑ Unknown (Explain): Human remains is unknown, although very unlikely as they would not be associated with these types of features and the area is highly disturbed.

***A4. Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketchmap.):
The features are two identical parallel railroad tracks that are 10 feet apart. The tracks run in a northwest to the southeast direction. The tracks are only within and perpendicular to a paved road (Saybrook Avenue). On the southeastern end of the tracks there are wooden boards used as a walkway, as part of the sidewalk. The railroad right of way is no longer present to the northwest as it is now a paved lot. However, the right of way is still present to the southeast. This right of way no longer contains any features. They were removed sometime between 1993 and 2003 based on historic aerial imagery and topographic maps. These tracks were part of a partial loop with a dead end on the eastern side that originally connected to the larger Union Pacific Rail to the north through the now paved western right of way.

***A5. Cultural Constituents (**Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):
Cultural consituents consist of a red brick concentration, approximately 9x8 feet wide with containing 30 bricks. All bricks are unmarked. The concentration is within the old railroad right of way and are embedded in the ground, likely occurring during feature deconstruction.

***A6. Were Specimens Collected?** ☑ No ☐ Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

***A7. Site Condition:** ☐ Good ☑ Fair ☐ Poor (Describe disturbances.): Although the features within the road are currently intact, the larger feature as it used to exist have been mostly removed.

***A8. Nearest Water** (Type, distance, and direction.)**:** 1.82 miles to the southwest

***A9. Elevation:** 167 feet (amsl)

A10. Environmental Setting (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.)**:** The site is within a highly disturbed urban area. All exposed soils associated with the right of way is non-native fill. Vegetation in the area consists of non-local flora and seasonal grasses.

A11. Historical Information: The general area consist of multiple railroad tracks that loop and dead-end, connecting the the larger Union Pacific Track to the north. The general location was most likely a railroad car storage and offloading area.

***A12. Age:** ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ☐ 1914-1945 ☑ Post 1945 ☐ Undetermined **Describe position in regional prehistoric chronology or factual historic dates if known:** The feature was built sometime between 1957 and 1966, based on historic aerial imagery and topographic maps.

A13. Interpretations (Discuss data potential, function[s], ethnic affiliation, and other interpretations):
Railroads can be associated with Los Angeles and surrounding locations as being historically significant for their association with historical events or community development. However, these features are too new and do not represent the growth of transportation often connected with the history of Los Angeles throughout the late 1800s. Therefore, it is recommended as not eligible for listing in the NRHP or CRHR under any criteria.

A14. Remarks: None

A15. References (Documents, informants, maps, and other references): www.historicaerials.com ; 1955 Los Angeles 1:24000 Quadrangle. Ca. Department of Interior; 1966 Los Angeles 1:24000 Quadrangle. Ca. Department of Interior

A16. Photographs (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at: AECOM, 1220 Avenida Acaso, Camarillo, California 93012

***A17. Form Prepared by:** Alec Stevenson **Date:** 12/19/2019
**Affiliation and Address:** AECOM, 1220 Avenida Acaso, Camarillo, California 93012

***Required information**

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

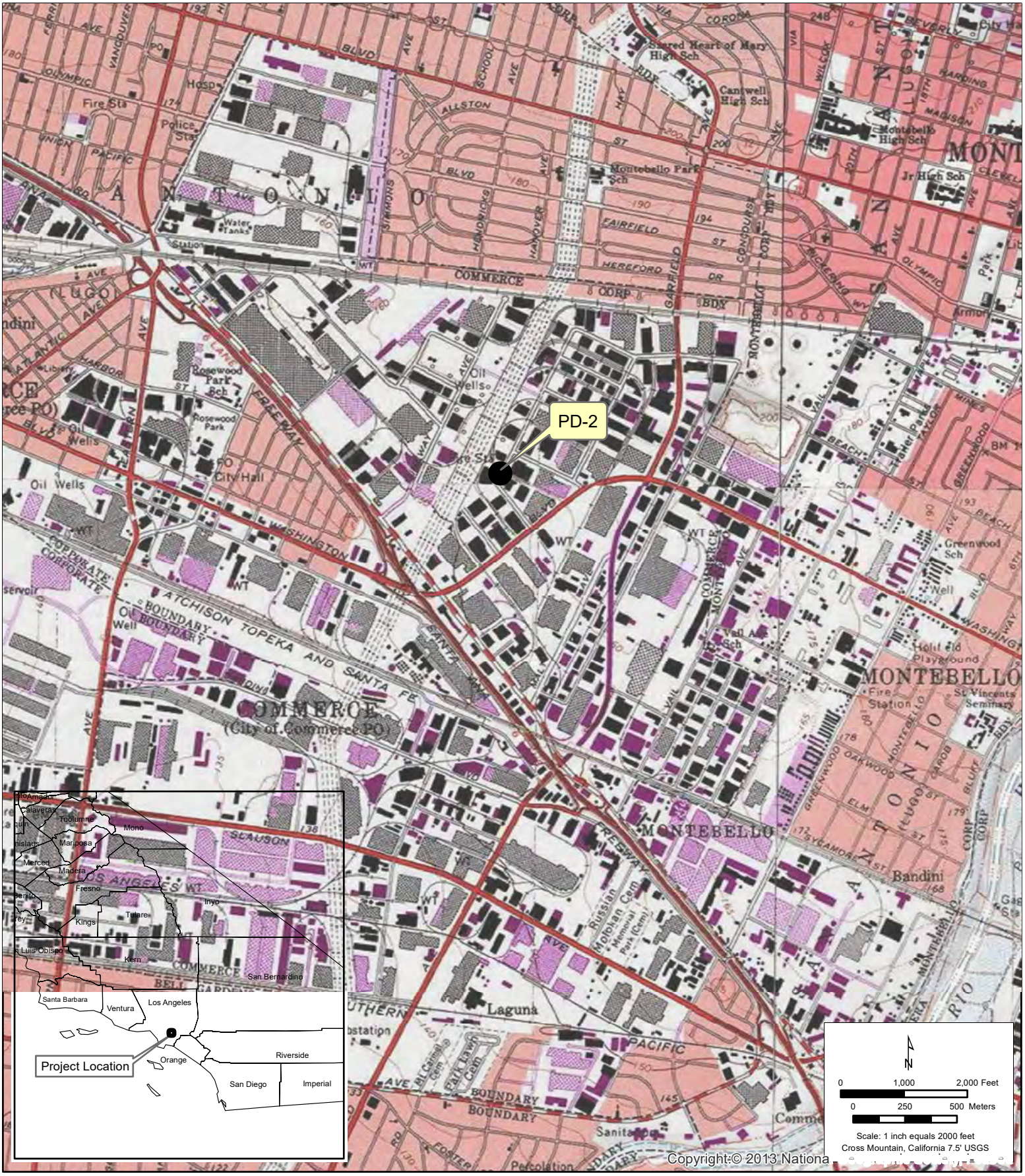
# LOCATION MAP

Primary #
HRI#
Trinomial



*Resource Name or # (Assigned by recorder) PD-2

*Map Name: Los Angeles *Scale: 1:24,000 *Date of Map: 2018






*Required information

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

# SKETCH MAP

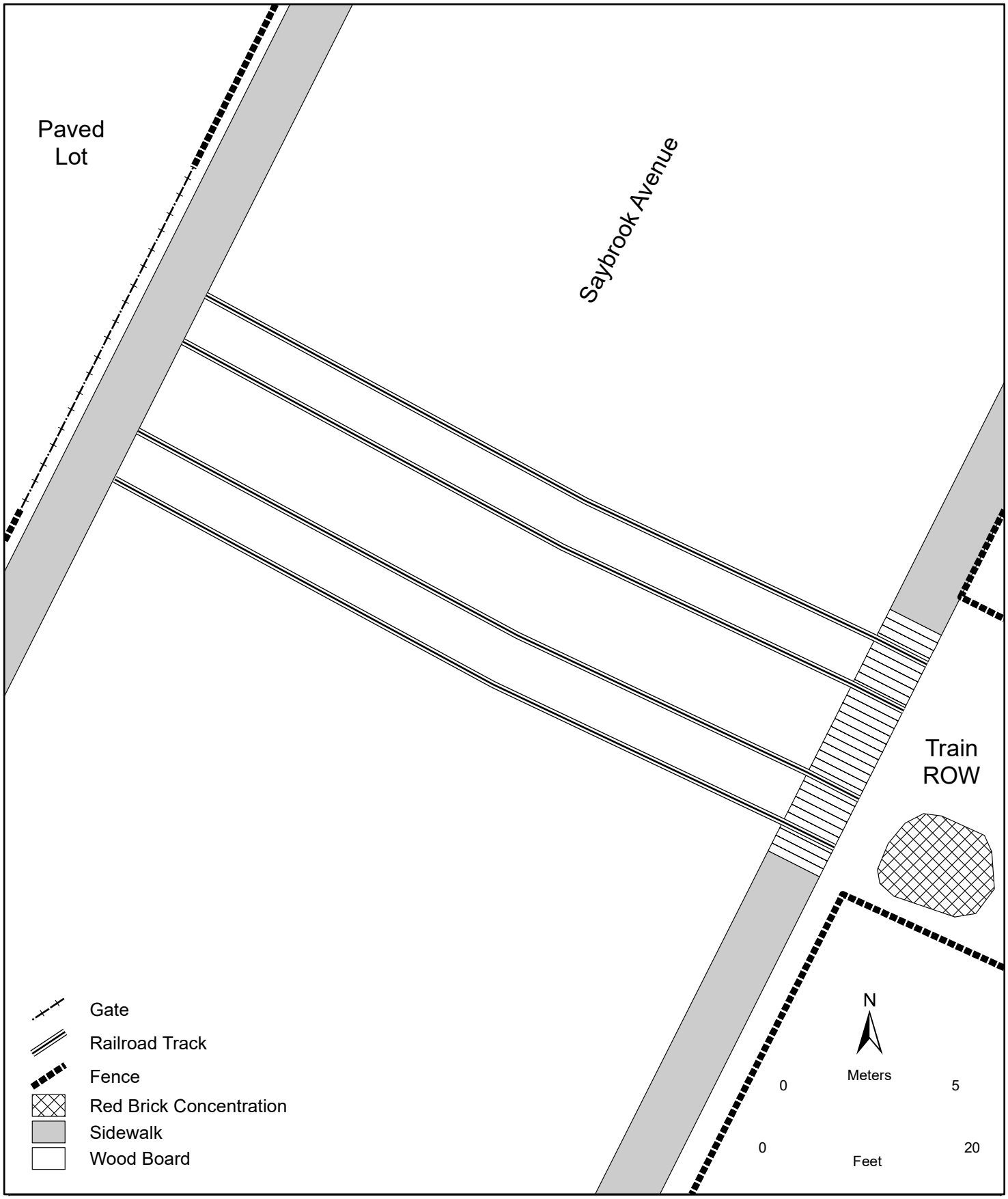
Primary #
HRI#
Trinomial



***Resource Name or #** (Assigned by recorder) PD-2

***Drawn By:** Alec Stevenson

***Date:** 1/8/2020



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

# UPDATE SHEET

**Primary#** 19-176590__
**HRI #** _____
**Trinomial** _____
**NRHP Status Code** 3D; 3CD; 5S2: 7N1

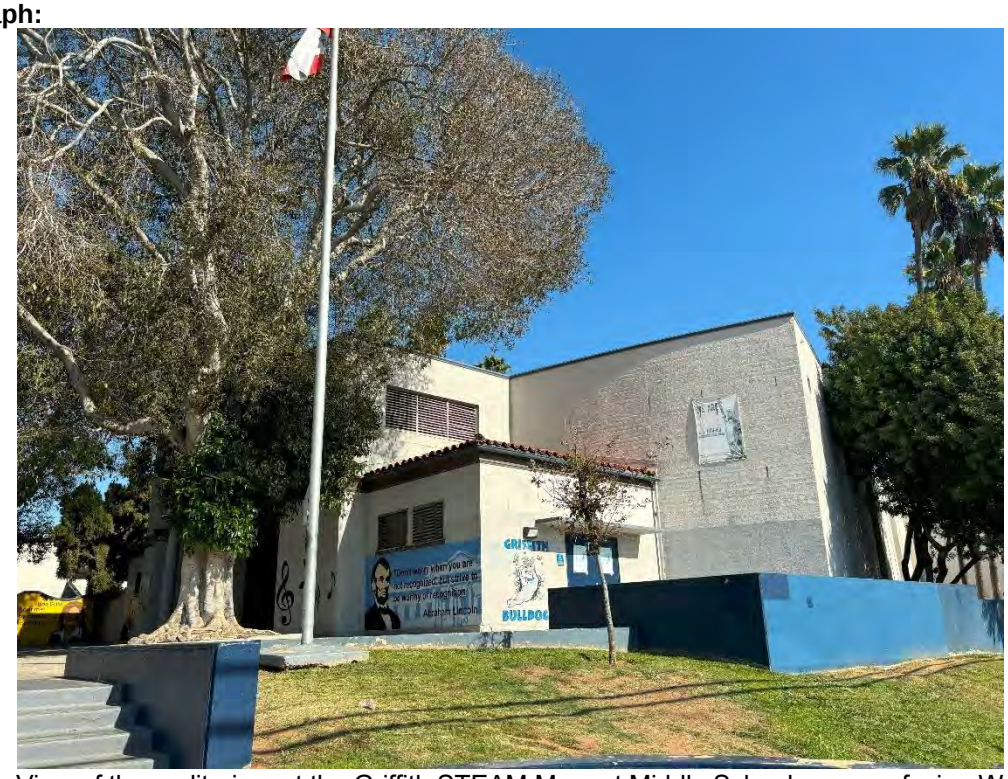
 ***Resource Name or #:** (Assigned by recorder) Griffith STEAM Magnet Middle School

☐ Continuation ☒ Update

**P1. Other Identifier:** 4765 East 4th Street, East Los Angeles, CA 90022
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 5248-001-901
***P3a. Description:** Griffith STEAM Magnet Middle School was constructed in 1939 under the original name of Kern Avenue Junior High School. The name was changed to David Wark Griffith Junior High School in 1957 as the campus expanded with new buildings. The school features Mediterranean Revival-style architecture and was constructed with Public Works Administration (PWA) funding. The school was previously surveyed in 1979 by GELA Cultural Heritage Survey Team and was determined locally eligible. Griffith STEAM Magnet Middle School was resurveyed in 2014 by Environmental Science Associates (ESA). In 1994 the California State Historic Preservation Office (SHPO) determined the property was individually eligible for local listing or designation (assigned OHP status code 5S2) (DOE-19-94-0475-0000). The 2014 survey focused on the Physical Education Building and Classroom 1, both of which were not found to be eligible for listing.

The school has undergone minimal alteration since the 2014 survey completed by ESA. No buildings have been added or removed from the parcel and the buildings retain integrity from their original construction date. The supplemental survey completed in October 2024 was from the public right of way, necessitating further evaluation of the property.

***P3b. Resource Attributes:** HP15- Educational Building
**P5a. Photograph:**



**Photograph 1.** View of the auditorium at the Griffith STEAM Magnet Middle School, camera facing West, October 10, 2024.

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 –Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance: Theme** Public Works Administration **Area** East Los Angeles
**Period of Significance** 1939 **Property Type** Educational Building **Applicable Criteria** NRHP Criterion C and CRHR Criterion 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Griffith STEAM Magnet Middle School has been previously evaluated, once in 1979, 1994, and 2014. The survey from 1979 found the auditorium eligible under NRHP Criterion C and CRHR Criterion 3. The Mediterranean Revival-style auditorium was constructed in 1957 and is representative of contemporary building trends. A survey completed in 2014 by Environmental Science Associates did not find the Physical Education Building and Classroom 1 as eligible for listing under NRHP or CRHR guidelines. However, ESA did recommend additional surveying for a potential historic district within the campus area. Further, the survey from ESA found the campus connected PWA funding after the 1933 Long Beach Earthquake.

The school is connected to the life of Mexican American activist Felix Gutierrez. Gutierrez briefly served as the head of the art department at Kern Avenue Junior High School prior to his death in 1955 (*Los Angeles Times*, 1955). Gutierrez is best known for his work as the founding editor of the Mexican Voice, the first Latino student publication at the University of California Los Angeles (Berbeo, 2024).

Between 1953 to 1965, the school expanded eastward, adding single- and two-story Modern-style buildings characterized by rectangular plans, flat roofs with broad overhanging eaves, concrete construction clad in stucco, and ribbons of casement and sash windows. The school's original core, located west of the 4th Street and Mednik Avenue intersection, consists of three Spanish Eclectic- and Modern-style buildings. The main administration building, which faced 4th Street to the south, was demolished and rebuilt as the extant administration building between 1972 and 1980. For the purposes of this study the Griffith STEAM Magnet Middle School is assumed eligible for listing in the NRHP as a potential historic district.

GELA Cultural Heritage Survey Team (1979) and Environmental Science Associates (2014) surveyed the property and found the auditorium eligible for local listing (see attached). In 1994, the California SHPO recognized the school as eligible for local listing or designation under status code 5S2 (DOE-19-94-0475-0000).

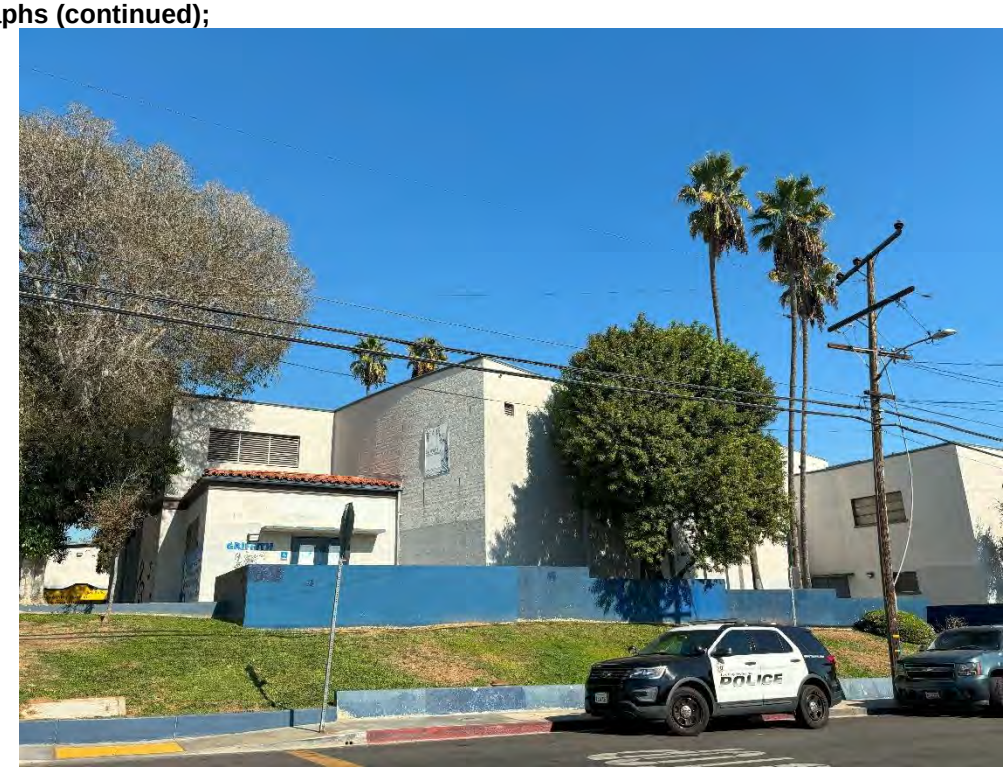
***B14. Evaluator:** Chandler Gorham, AECOM ***Date of Evaluation:** November 2024

***B12. References:** Anderson, K. et al., *Los Angeles Unified School District David Wark Griffith Middle School, City of Los Angeles, California: Historic Resources Survey and Evaluation*. Prepared for Los Angeles Unified School District. Prepared by ESA. August 2014.

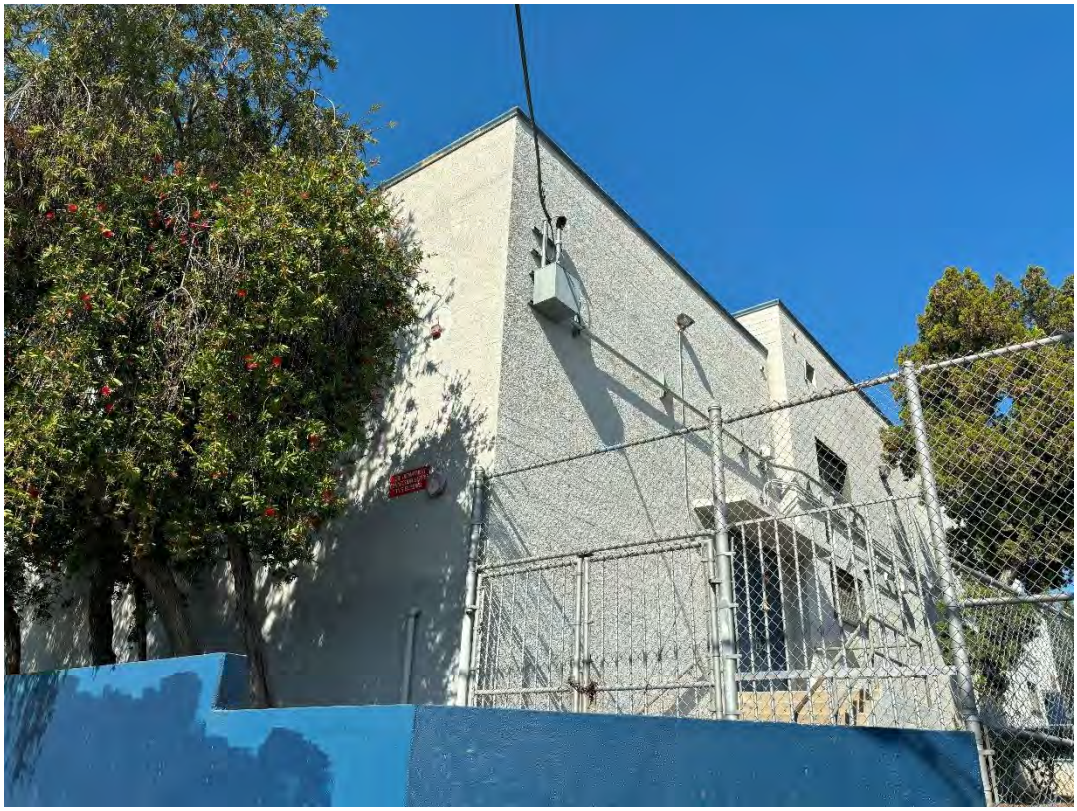
Berbeo, Lucy. 2024. "Freedom Writer." *UCLA Magazine*. June 18, 2024. Accessed November 21, 2024. Available at: https://newsroom.ucla.edu/magazine/felix-j-gutierrez-mexican-voice-latino-student-publication#:~:text=Guti%C3%A9rrez%20co%2Dfounded%20the%20Mexican,an%20artist%20and%20student%20journalist.

*The Los Angeles Times*. 1956. "Felix J. Gutierrez, Youth Leader, Dies." November 22, 1955. P.37.

**P5a. Photographs (continued);**




**Photograph 2.** View of the auditorium at Griffith STEAM Magnet Middle School, camera facing west, October 10, 2024.



**Photograph 3.** Side elevation of auditorium at Griffith STEAM Magnet Middle School, camera facing north, October 10, 2024.

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Chevron Montebello Terminal/601 S VAIL AVE

**P1. Other Identifier:** Chevron Montebello Terminal
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T2S; R ; 12 ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 601 S Vail Avenue **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11 S; 396182.27 m E/3763358.36 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-002-027

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in c.1950; with additions in 1987 and is vernacular utilitarian industrial building (Photograph 1). There are numerous buildings on the property, including ten aboveground storage tanks, that occupy the entirety of the lot. The buildings on the parcel are on story and have an east-facing orientation. The main buildings and auxiliary buildings have a rectangular plan.

***P3b. Resource Attributes:** (List attributes and codes) HP39- Other (Gas Terminal)
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing




**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of primary elevation/façade, camera facing north, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

c.1950; 1987 (Los Angeles County Assessor)

***P7. Owner and Address:**
Chevron USA Inc.
PO Box 285 0
Houston, TX 77001

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or** # (Assigned by recorder) Chevron Montebello Terminal/601 S VAIL AVE

B1. Historic Name: Chevron Montebello Terminal
B2. Common Name: Chevron Montebello Terminal
B3. Original Use: Industrial building
B4. Present Use: Industrial Building
***B5. Architectural Style:** vernacular utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built c.1950; 1987 (Los Angeles County Assessor); The original aboveground storage tanks were removed and replaced in 1994 (HistoricAerials, 1994). A chain link fence with vinyl privacy slats was added to the perimeter of the parcel in 2020 (Google Streetview). A gas station was added to the south end of the parcel in 2023 (Google Streetview). The original auxiliary building has undergone numerous alterations including new windows and the removal of clerestory windows in 2021 (Google Streetview). A metal awning was added to the side elevation of the auxiliary building c.2022 (Google Streetview).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** The property features ten aboveground storage tanks and numerous auxiliary buildings that are not visible from the public right of way (**Photograph 1 and 3**).

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Montebello
**Period of Significance** n/a **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.)

The property at 601 S Vail Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with corrugated metal and unknown materials. Additionally, the roof features vents with caps and a clerestory with windows that are boarded over. The walls are constructed of concrete block arranged in a common bond and there are conduit pipes attached to the walls (**Photograph 2**). Other wall features include seven metal-roll up garages that are on the side elevations of the building. The side elevation of the building contains picture windows with vinyl frames. Additionally, the façade features six-pane metal frame windows that are boarded over (**Plate 2**). The building has numerous entrances on the side elevations that are filled with metal doors and covered with a metal awning.



**Photograph 2**. Auxiliary building, constructed c. 1950, at Chevron Montebello Terminal, camera facing north, October 10, 204

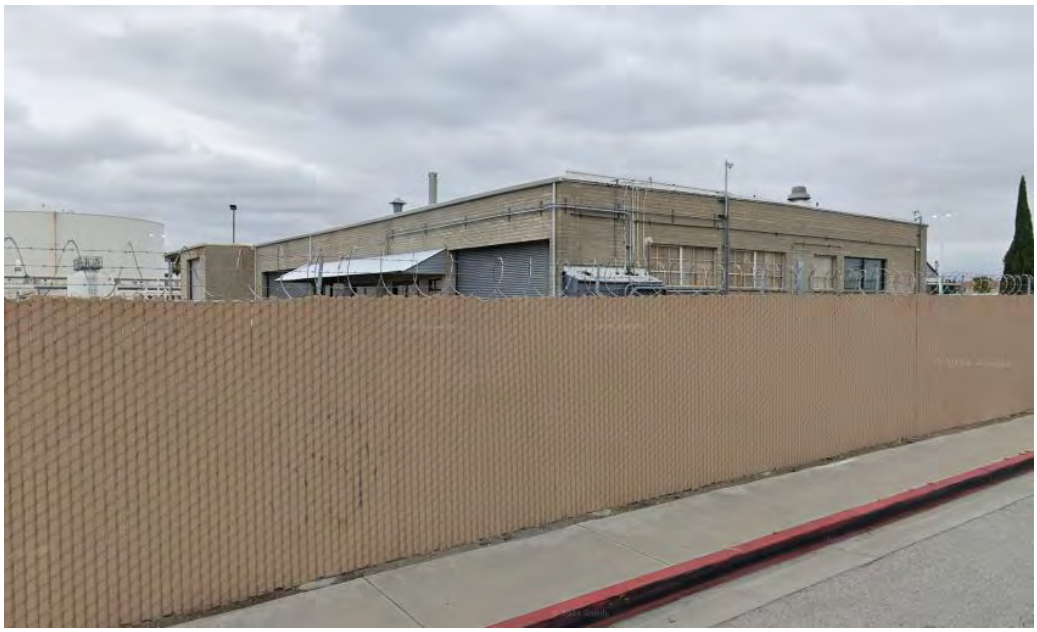


**Plate 2.** Auxiliary building, constructed c.1950, at Chevron Montebello Terminal, photo taken from Google Streetview, April 2024.

***B10. Significance (continued):**

Historic Context

The industrial building evaluated on this form was developed in c.1950. The original industrial storage tanks were present on historical aerials in 1948, but were removed and replaced in 1994 (HistoricAerials, 1948,1993, 1994). The storage tanks were the subject of an air quality investigation by the South Coast Air Quality Management District which led Chevron to replace the tanks (*Monrovia News-Post*, 1990). A concrete block auxiliary building, located on the south side of the parcel, was constructed c.1950 and remains in use as of 2024. Additionally, the parcel was divided in 1998 with the construction of Flotilla Street (HistoricAerials, 1998). Flotilla Street and the Montebello Metrolink moved onto the original parcel and continue to occupy the space.

Chevron originated as Star Oil in 1876 before becoming the Pacific Coast Oil Company in 1879 (Chevron, n.d.). The group operated in oil fields in the Santa Susana Mountains in Southern California and was sold to John D. Rockefeller's Standard Oil Company in 1900 (Chevron, n.d.). Under Standard Oil, Pacific Coast Oil expanded operations in the San Francisco Bay Area and established the Richmond oil refinery in 1902 (Chevron, n.d.). The company underwent another name change in 1906, becoming Standard Oil Company (California) (Chevron, n.d.). In 1911, the Supreme Court broke up Standard Oil and Standard Oil (California) began operating as its own entity. Despite the breakup, Standard Oil Co. (California) maintained their central headquarters in San Francisco (Chevron, n.d.). With Standard Oil Co. (California) now solo, the company established the El Segundo refinery and expanded pipelines between Richmond and the Kern River Field in 1912 (Chevron, n.d.). The company also expanded operations in Southern California with the establishment of the Emery Field in 1912 and additional fields in Montebello and Baldwin in 1917 (Chevron, n.d.). In 1932, Standard Oil California began their first international venture in the Middle East and eventually spread operations throughout the globe (Chevron, n.d.). As the twentieth century continued, Standard Oil Co. California enlarged its market share, launching the Chevron gasoline line in 1945 (Chevron, n.d.). By the 1980s, Standard Oil California had over 50 refineries across the globe and purchased the Gulf Oil Corporation in 1984 (Chevron, n.d.). Following the acquisition, the company converted its name to Chevron Corporation.

Vernacular Utilitarian Architecture

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed c.1950 is associated with industrial development of Montebello and the oil/gas industry in Southern California. However, research did not reveal that the building played a distinct role or is representative of oil development in Southern California. The building constructed c.1950 is one of many buildings that are associated with oil/gas development in Southern California.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The vernacular utilitarian style building was in wide use during the twentieth century on industrial properties throughout California. The industrial building at 601 S Vail Ave is an unremarkable example reflecting twentieth century trends of this style. The building on the parcel also lacks distinctive engineering and high artistic value that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has substantial losses to its historic integrity. While the building has integrity of location, setting, and association, the additional periods of construction and expansion represent a loss of integrity of design, workmanship, materials, and feeling of the original c.1950 building. Many of the windows, doors, and clerestory of the building are not original and have been replaced or removed. The building, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

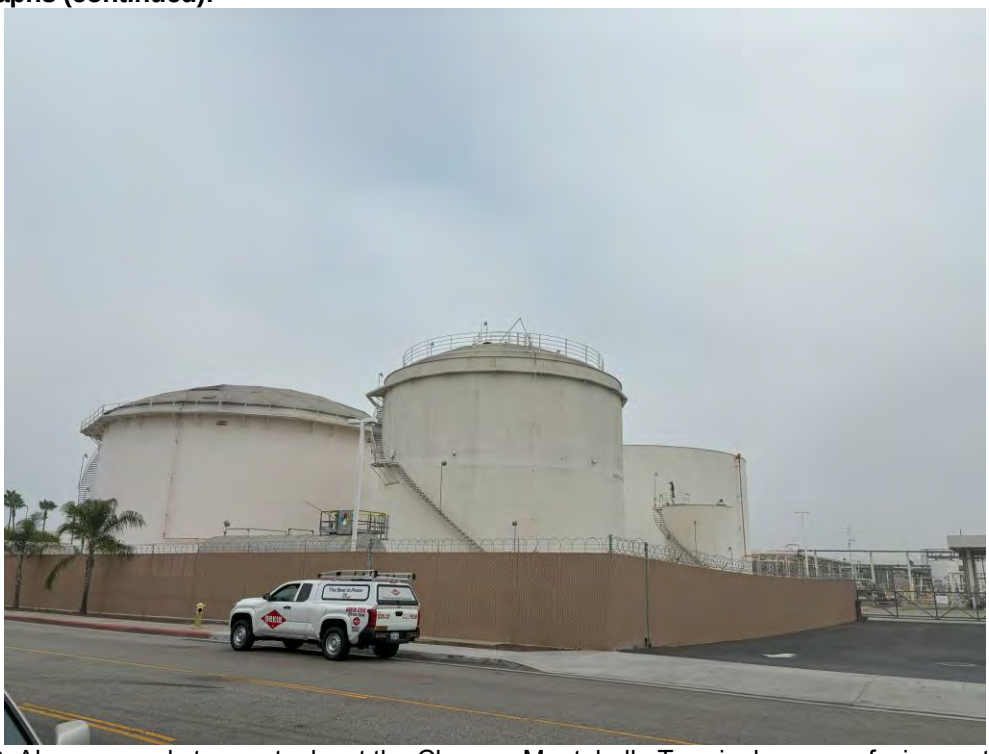
***B12. References (continued):**

Bradley, Betsy H. 1999. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

HistoricAerials. 1948-1998. Aerial Photograph. http://www.historicaerials.com. Accessed November 5, 2024.

*Monrovia News-Post*. 1990. "AQMD Targets Airborne Toxics." December 12, 1990. P.26.

**P5a. Photographs (continued):**



**Photograph 3**. Aboveground storage tanks at the Chevron Montebello Terminal, camera facing north, October 10, 2024.



**Photograph 3**. Aboveground storage tanks on the property, camera facing south, October 10, 2024.

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

# SKETCH MAP

**Primary #** _____
**HRI #** _____
**Trinomial** _____
**NRHP Status Code** 6Z

Page **8** of **9** ****Resource Name or** # (Assigned by recorder) Chevron Montebello Terminal/601 S VAIL AVE
***Drawn by:** Alec Stevenson ***Date of map:** 11/25/2024

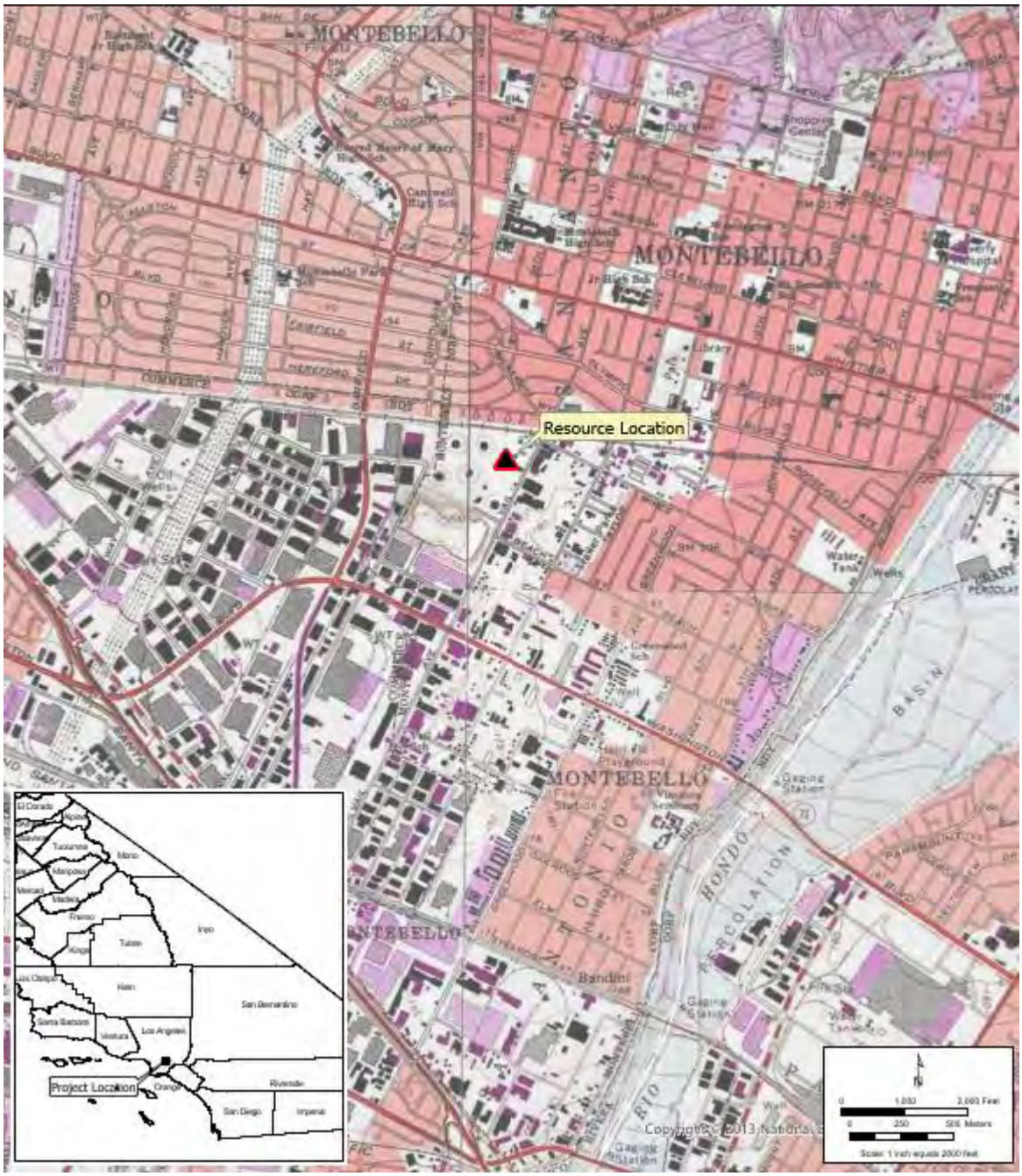


State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

**Primary #** _____
**HRI #** _____
**Trinomial** _____
**NRHP Status Code** 6Z

Page **9** of **9** ****Resource Name or** # (Assigned by recorder) Chevron Montebello Terminal/601 S VAIL AVE
***Map Name:** El Monte ***Scale:** 1:24,000 ***Date of map:** 1982



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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) Monsanto Chemical Co./6670 FLOTILLA ST

**P1. Other Identifier:** Monsanto Chemical Co.
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T; R ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 6670 FLOTILLA ST **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11 S; 395723.43 m E/3763286.41 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-003-067

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1956 and is a Modern-style industrial building (**Photograph 1**). It occupies the side of the lot and has an east-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing south, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1956 (Los Angeles County Assessor)

***P7. Owner and Address:**
Robert and Nancy Good Family Trust
1323 Arroyico Ln
Santa Barbara, CA 93108

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 –Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Monsanto Chemical Co./6670 FLOTILLA ST

B1. Historic Name: Monsanto Chemical Co.
B2. Common Name: Bella+Canvas
B3. Original Use: Commercial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1956 (Los Angeles County Assessor); A metal fence was added to the north of the primary façade (Field Observation). A vinyl frame sign located on top of the accent wall was removed along with a sconce wall light c.2016 (Google Streetview)

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** There is an enclosed parking lot to the east of the primary façade and there are additional parking spots in front of the loading docks on the side elevation.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** n/a **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.)

The property at 6670 FLOTILLA ST COMMERCE CA 90040 does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Monica Wilson

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**
The building features a flat roof covered with thermoplastic and air conditioning units. The walls are tilt-up concrete slabs. Decorative wall features include coping and a textured accent wall. There are metal garages located on the side elevation that are covered with an awning. There are windows on the primary façade that is not visible from the public right of way. The main entrance, which is centered on the primary façade, is filled with a glass door with a metal frame. There is a parking lot to the eats of the primary façade.

***B10. Significance (continued):**
Historic Context
The industrial building evaluated on this form was developed in 1956. The building was constructed for Monsanto Chemical Company as an office and warehouse in 1956 (Plate 1) (*The Los Angeles Times*, 1956). The building housed the marketing and sales departments of Monsanto, and it was noted that the 60,000 square foot building was air conditioned. The building has housed numerous screen-printing companies since the mid-1980s (*The Los Angeles Times*, 1988).




**Plate 1**. Architect's sketch of 6670 Flotilla Street (*The Los Angeles Times*, 1956).

Modern Architecture
Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation
Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1956, is associated with industrial development of Commerce; however, many businesses have occupied the building. Research did not suggest that the building played a distinct or important role in the economic development of Los Angeles or Commerce.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons

important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The modern style building was in wide use during the twentieth century on industrial properties throughout California. The industrial building at 6670 Flotilla Street is a typical example reflecting the twentieth century trends of this style]. The building on this parcel also lacks distinctive design or engineering that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

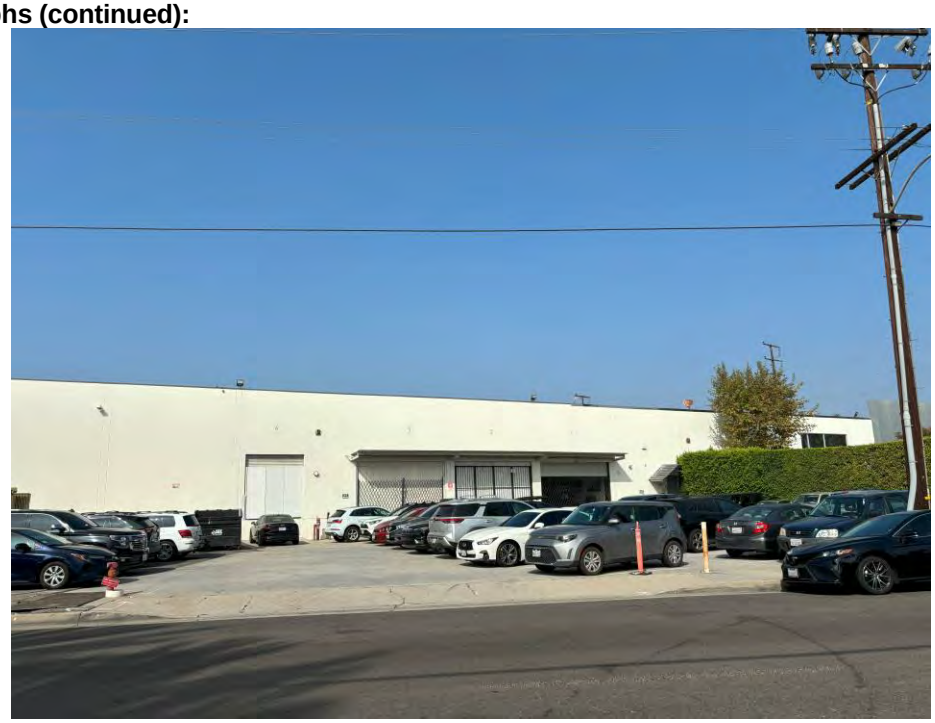
***B12. References (continued):**

HistoricAerials. 1953,1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 15, 2024.

Painter, Diana J. 2010. *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

*The Los Angeles Times*. 1956. “Chemical Co.’s New Building Completed.” August 26, 1956. P.122.
_____.1988. Classified Advertisement. August 14, 1988. P. 178.

**P5a. Photographs (continued):**



**Photograph 2**. Façade view of 6670 Flotilla Street, camera facing west, October 10, 2024.

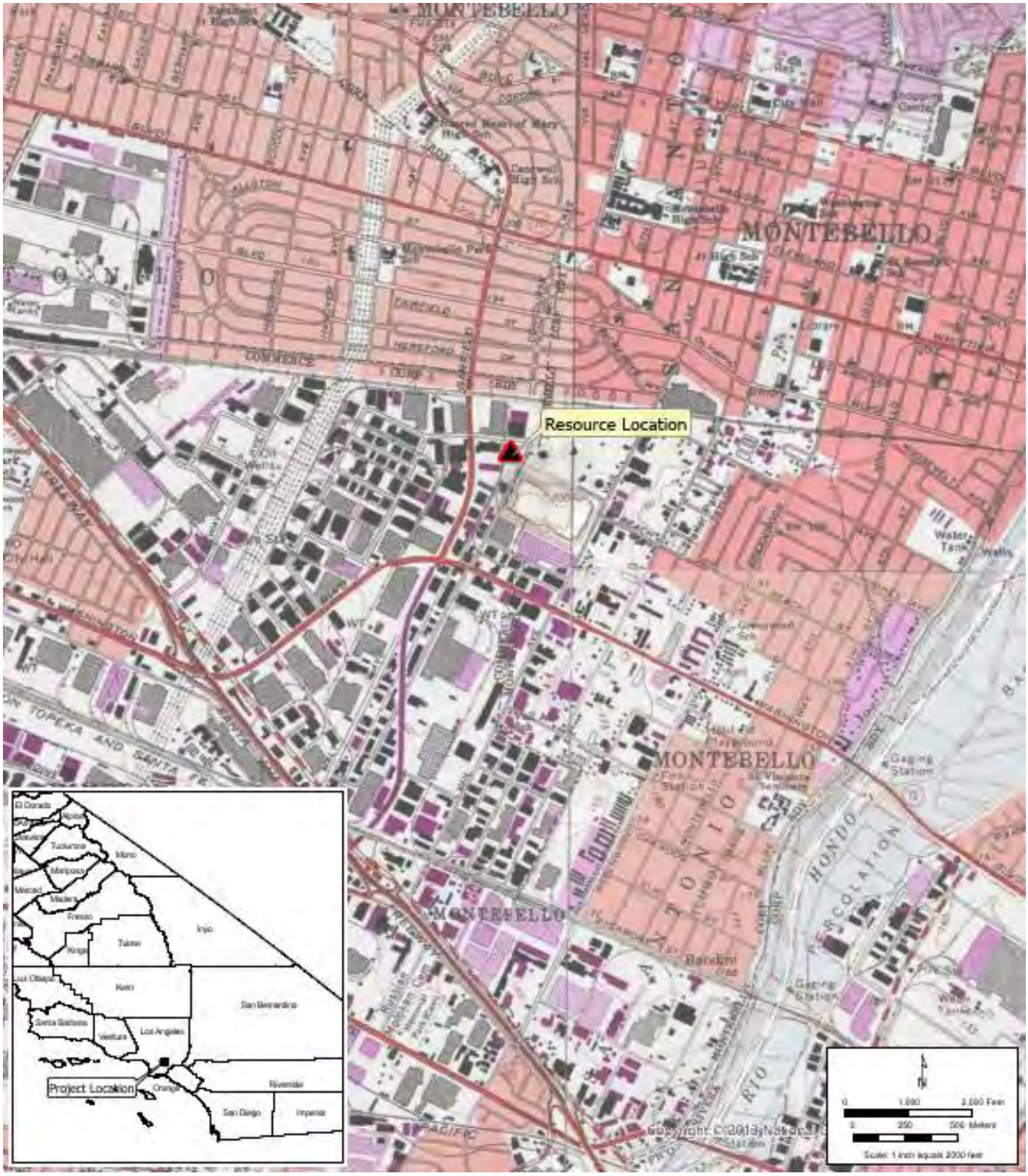

Hereford Dr
East Los Angeles
Ferguson Dr
Record Ave
Yates Ave
S Garfield Ave
Herbert St
Work St
Joyce St
Flotilla St
W Flotilla St
6336-003-067
Commerce
Garfield Ave
Montebello
Legend
Cultural Resource: Monsanto Chemical Co (6336-003-067)
N
Meters
0
150
0
500
Feet

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

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z

Page **7** of **7** ****Resource Name or** # (Assigned by recorder) Monsanto Chemical Co,/6670 FLOTILLA ST
***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map:** 1982



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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) Wesson Oil Co./2077 YATES AVE

**P1. Other Identifier:** Wesson Oil Co.
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T2S; R 12 ; _ ¼ of _ ¼ of Sec 00** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 2077 Yates Avenue **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11 S; 395678.86 m E/ 3763118.38 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-003-041

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1958 and is a Modern-style industrial building (**Photograph 1**). It occupies the side of the lot and has an east-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing




**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing north, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1958 (Los Angeles County Assesor)

***P7. Owner and Address:**
LA CO Painting Industry Apprenticeship Trust Fund
7020 E Slauson Avenue
Commerce, CA 90040

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 –Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Wesson Oil Co./2077 YATES AVE

B1. Historic Name: Wesson Oil Company
B2. Common Name: District Council 36
B3. Original Use: Commercial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1958 (Los Angeles County Asssessor);
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
**ss**

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** n/a **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.)

The property at 2077 Yates Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with rolled asphalt and vents. The walls are tilt-up concrete and stone veneer. There is an original fire alarm bell on the façade. There are fixed windows centered on the façade that have eight-panes with metal frames and are arranged in a symmetrical, horizontal band. The windows off centered on the façade are fixed, six-pane wood frame windows that are arranged in a horizontal band. The windows have sills and hoods, and numerous windows have broken glass. There are metal roll-up garages on the side elevation that are covered by a metal awning. The main entrance is centered on the façade and features a glass door with a metal frame. The entry is accessed by a metal gate and is covered by a pergola-style awning. There is a parking lot to the west of the façade.

***B10. Significance (continued):**

Historic Context

The industrial building evaluated on this form was developed in 1958. Wesson Oil Company was the original tenant of the building and occupied the space until 1969 (*Independent*, 1959). The Memphis based company specialized in cooking oils, with 2077 Yates Avenue serving as a refinery. Wesson Oil Company became Hunt-Wesson after merger between the two companies in 1960 and the firm moved their west-coast operations to Fullerton (*The Los Angeles Times*, 1961; 1990). In 1969, Burlington Industries occupied the building and then Honeyville Grain Company in 1975 (*The Los Angeles Times*, 1969; *Independent*, 1975). Numerous tenants have occupied the building since then.

Modern Architecture

Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter, 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1958, is associated with industrial development of Commerce; however, many businesses occupied this building. Research did not reveal that the building played an important or distinct role in the economic development of Los Angeles or Commerce. Therefore, the building is not eligible under Criterion A or Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The modern style building was in wide use during the twentieth century on industrial properties throughout California. The industrial building at 2077 Yates Avenue is a typical example reflecting the twentieth century trends of this style. The building on this parcel also lacks the high artistic value that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and

association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 10, 2024.

*Independent*. 1959. Classified Advertisement. October 20, 1959. P.27.
_____.1975. "With the Grain." September 29, 1975. P.3.

Painter, Diana J. 2010. *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

*The Los Angeles Times*. 1961. Advertisement. October 3, 1961. P.59.
_____. 1969. "Two Firms Join in $750,000 Transaction." September 21, 1969. P.152.
_____.1990. "100 Will Lose Jobs in Wesson Plant Closure." February 8, 1990. P.337.

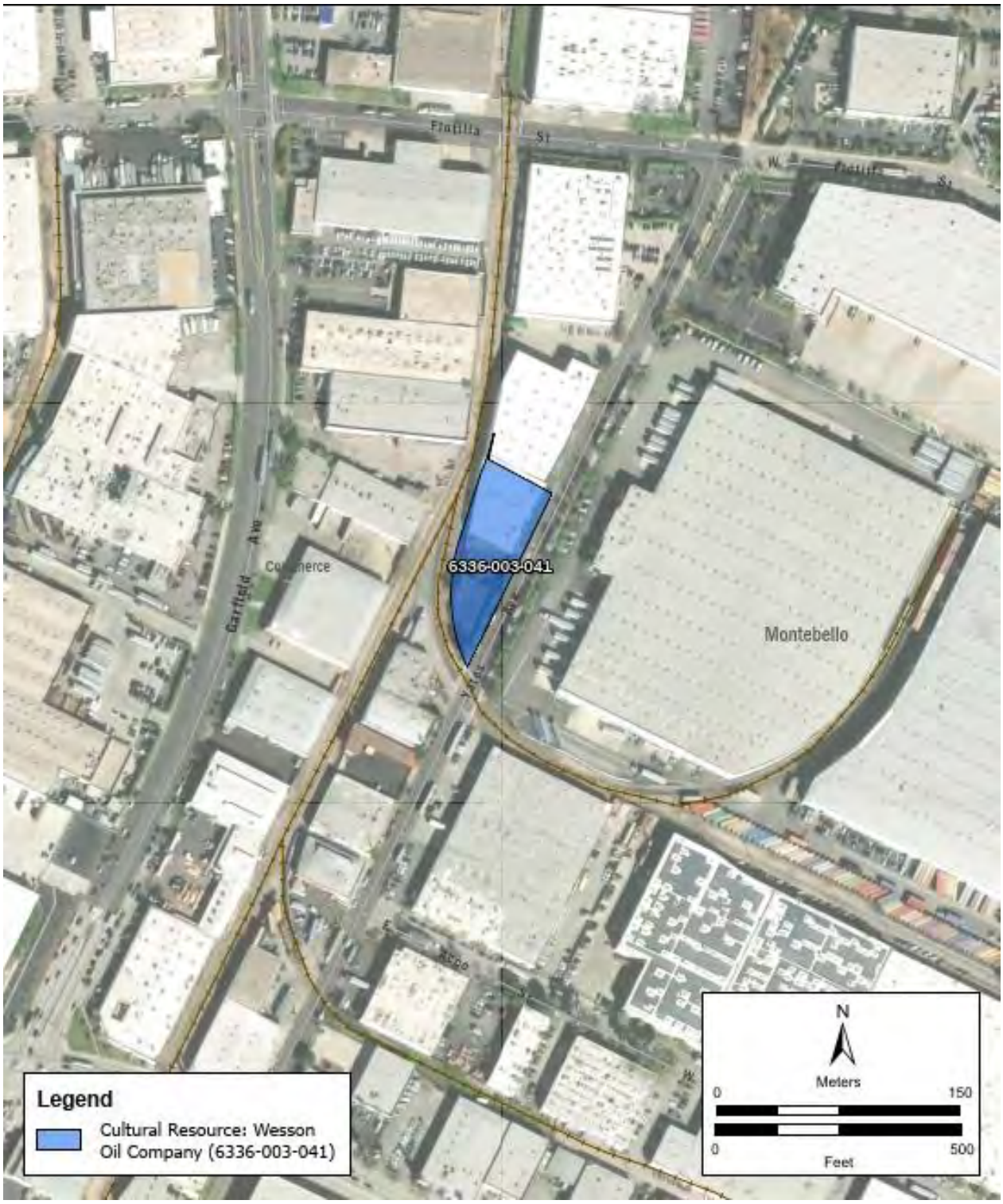
**P5a. Photographs (continued):**




**Photograph 2**. Façade view of 2077 Yates Avenue, camera facing west, October 10, 2024.



**Photograph 3**. Side elevation of 2077 Yates Avenue, camera facing north, October 10, 2024.

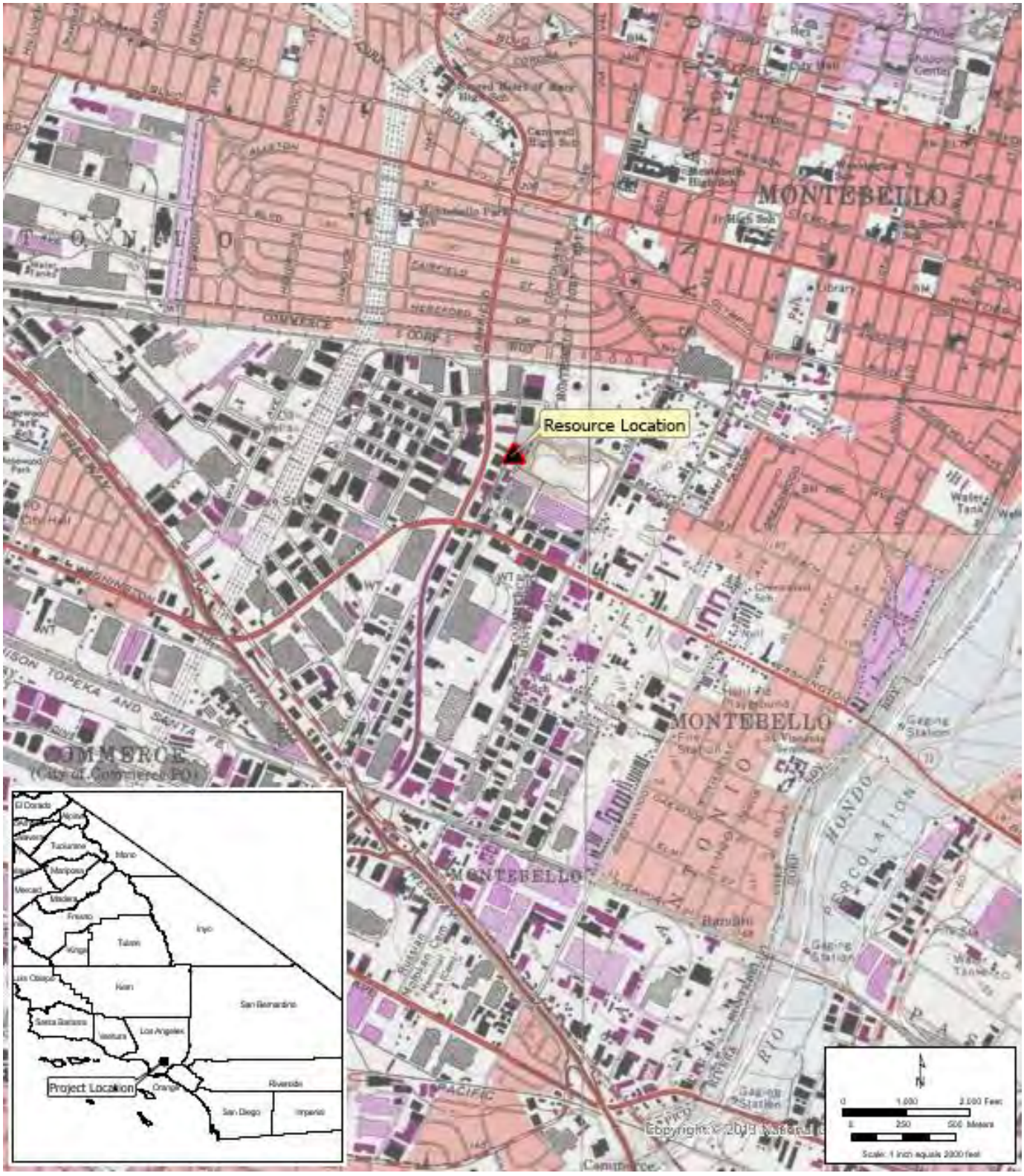

Flotilla St
W. Flotilla St
Garfield Ave
Commerce
6336-003-041
Montebello
Legend
Cultural Resource: Wesson Oil Company (6336-003-041)
N
Meters
0
150
0
500
Feet

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

# LOCATION MAP

**Primary #**_____
**HRI #**_____
**Trinomial** _____
**NRHP Status Code** 6Z

Page **7** of **7** ****Resource Name or #** (Assigned by recorder) Wesson Oil Co./2077 YATES AVE
***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map:** 1982



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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Food Machinery and Chemical Corp./2121 YATES AVE

**P1. Other Identifier:** Food Machinery and Chemical Corp.
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T; R ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 2121 Yates Avenue **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11 S; 395619.00 m E/3762984.00 m N

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-003-042

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1956 and is a vernacular industrial building (**Photograph 1**). It occupies the center of the lot and has an east-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing west, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1956 (Los Angeles County Assesor)

***P7. Owner and Address:**
Superior Printing Inc Co
100 North St,
Teterboro, NJ 07608

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 –Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Food Machinery and Chemical Corp./2121 YATES AVE

B1. Historic Name: Food Machinery and Chemical Corp.
B2. Common Name: Solfi Group Inc.
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1956 (Los Angeles County Assessor); A vinyl wall sign was added to the façade (Field Observation)
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** n/a **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.)

The property at 2121 Yates Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with rolled asphalt and air conditioning units. The building has tilt-up concrete walls and a stone clad wall near the main entrance. Decorative features include a textured wall near the main entry. The building has fixed windows on the façade that have aluminum frames and sills and hoods. The windows are arranged symmetrically in a horizontal band. Additionally, the windows are covered with metal security bars. There is a loading dock to the west of the façade that features a metal roll-up garage. The main entrance, which is centered on the façade, is filled with a glass door with a metal frame. There is a small parking lot to the west of the façade.

***B10. Significance (continued):**

Historic Context

The industrial building evaluated on this form was developed in 1956. Food Machinery and Chemical Corporation (FMC) were the original tenants of the building (*The Los Angeles Times*, 1960). Additionally, Panasonic occupied the building in the 1970s and then Mensch Millwork in the 1990s (*East Review*, 1971; *The Los Angeles Times*, 1991. Research shows that the property has housed numerous industrial tenants since.

Vernacular Utilitarian Architecture

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1956, is associated with industrial development of Commerce; however, many businesses occupied this building. Research did not suggest that the building played a distinct or important role in the economic development of Los Angeles or Commerce.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The vernacular style building was in wide use during the twentieth century in California. The industrial building at 2121 Yates Avenue is a typical example of twentieth century trends of this style. The building also lacks distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building, therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

*East Review*. 1971. Classified Advertisement. May 30, 1971. P.14.

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 15, 2024.

*The Los Angeles Times*. 1960. Advertisement. January 17, 1960. P.51.
_____.1991. Advertisement. October 27, 2024. P.621.

**P5a. Photographs (continued):**




**Photograph 2**. Façade view of 2121 Yates Avenue, camera facing east, October 10, 2024.




**Photograph 3**. Façade view of 2121 Yates Avenue, camera facing east, October 10, 2024.

Page **6** of **7** ****Resource Name or** # (Assigned by recorder) Food Machinery and Chemical Corp./2121 YATES AVE

***Drawn By:** Alec Stevenson ***Date of map:** 11/25/2024



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

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or** # (Assigned by recorder) Food Machinery and Chemical Corp./2121 YATES AVE

***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map:** 1982






*Required information

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Bunker Hill Mining and Manufacturing Co./2145 YATES AVE

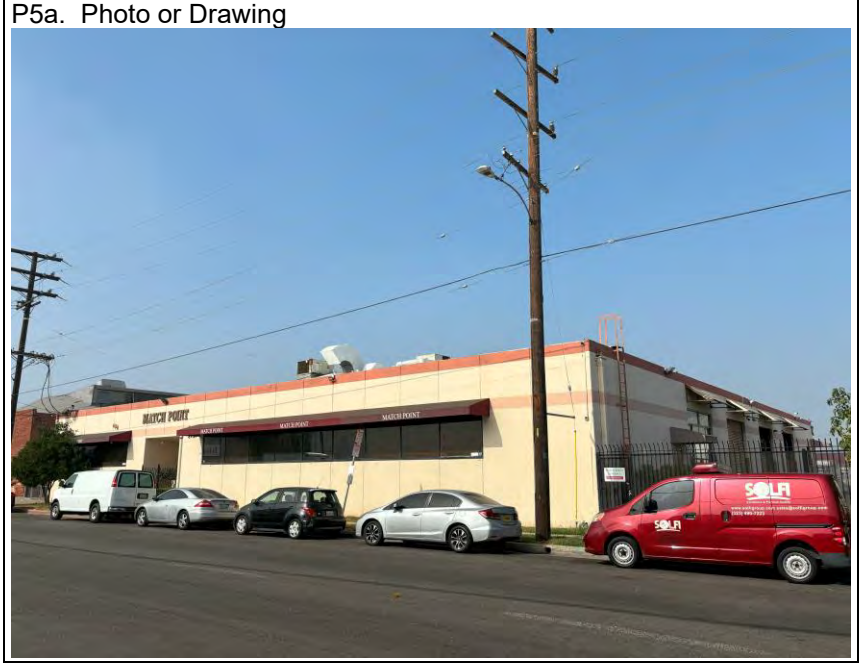
**P1. Other Identifier:** Bunker Hill Mining and Manufacturing Co,
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T 2S; R 12W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 2145 Yates Avenue **City** Commerce **Zip** 90040
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11 S; 395579.93 m E/3762929.83 m N

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-003-043

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1956 and is a vernacular industrial building (**Photograph 1**). It occupies the side of the lot and has an east-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing




**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing west, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1956

***P7. Owner and Address:**
Jong and Irene Yoon Family Trust

12847 Wrightwick Drive,

Cerritos, CA 90703

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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

 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Bunker Hill Mining and Manufacturing Co /2145 YATES AVE

B1. Historic Name: Bunker Hill Mining & Manufacturing Company
B2. Common Name: Solfi Corporate Offices; Match Point
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** vernacular utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1956 (Los Angeles County Assessor); Tile was added to the steps to the main entrance and floodlights have been placed on the façade (field observation). Additionally, the frames on the windows were replaced c.2010 (Google Streetview).

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** n/a **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.)

The property at 2145 Yates Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with rolled asphalt and air conditioning units. The walls consist of tilt-up concrete and the building has a simple cornice with floodlights (**Photograph 2**). Other features include a metal ladder clad to the side elevation that goes to the roof of the property. The building features a horizontal band of fixed windows with metal frames. The windows are arranged symmetrically and are topped with a metal awning. The main entry, which is centered on the façade, is recessed and is accessed by tile stairs. The main entry is filled with a glass door with an aluminum frame and is covered with metal bars. There is a parking lot with a shade structure to the north of the façade.

***B10. Significance (continued):**

Historic Context

The industrial building evaluated on this form was developed in 1956. Bunker Hill Mining & Manufacturing Company was the original tenant of the building (*The Los Angeles Times*, 1957). Bunker Hill Mining Co. was connected to the Bunker Hill Mine in Silver Valley, Idaho. The property at 2145 Yates Avenue served as a wholesale zinc and lead location for Bunker Hill Mining Co. (*The Los Angeles Times*, 1962) Other tenants of the property include Standard Register Company in 1966 and Burdge in the 1990s (*The Los Angeles Times*, 1966; 1999). Standard Register Co. and Burdge were both printing companies and have since rebranded.

Vernacular Utilitarian Architecture

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1956, is associated with industrial development of Commerce; however, many businesses occupied this building. While the occupancy of the Bunker Hill Mining Company is significant, the company only occupied the building for a short time. Additionally, the building does not best represent the history of the Bunker Hill Mining Company. Therefore, the property is not recommended as eligible for NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The vernacular style building was in wide use during the twentieth century on industrial properties throughout California. The industrial building at 2145 Yates Avenue is a typical example reflecting the twentieth century trends of this style. The building on the parcel also lacks the distinctive design that would merit listing on the CRHR or NRHP. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

Bradley, Betsy H. 1999. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 16, 2024.

*The Los Angeles Times*. 1957. Classified Advertisement. February 5, 1957. P.49.
_____.1962. Advertisement. January 7, 1962. P.298.
_____.1966. Advertisement. February 13, 1966. P.348.
_____.1999. Classified Advertisement. September 19, 1999. P.118.

**P5a. Photographs (continued):**




**Photograph 2**. Façade view of 2151 Yates Avenue, camera facing west, October 10, 2024.

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

# SKETCH MAP

**Primary #**_____
**HRI #**_____
**Trinomial** _____
**NRHP Status Code** 6Z

Page **5** of **6** ****Resource Name or** # (Assigned by recorder) Bunker Hill Mining and Manufacturing Co /2145 YATES AVE

***Drawn By:** Alec Stevenson **Date of Map:**11/25/2024



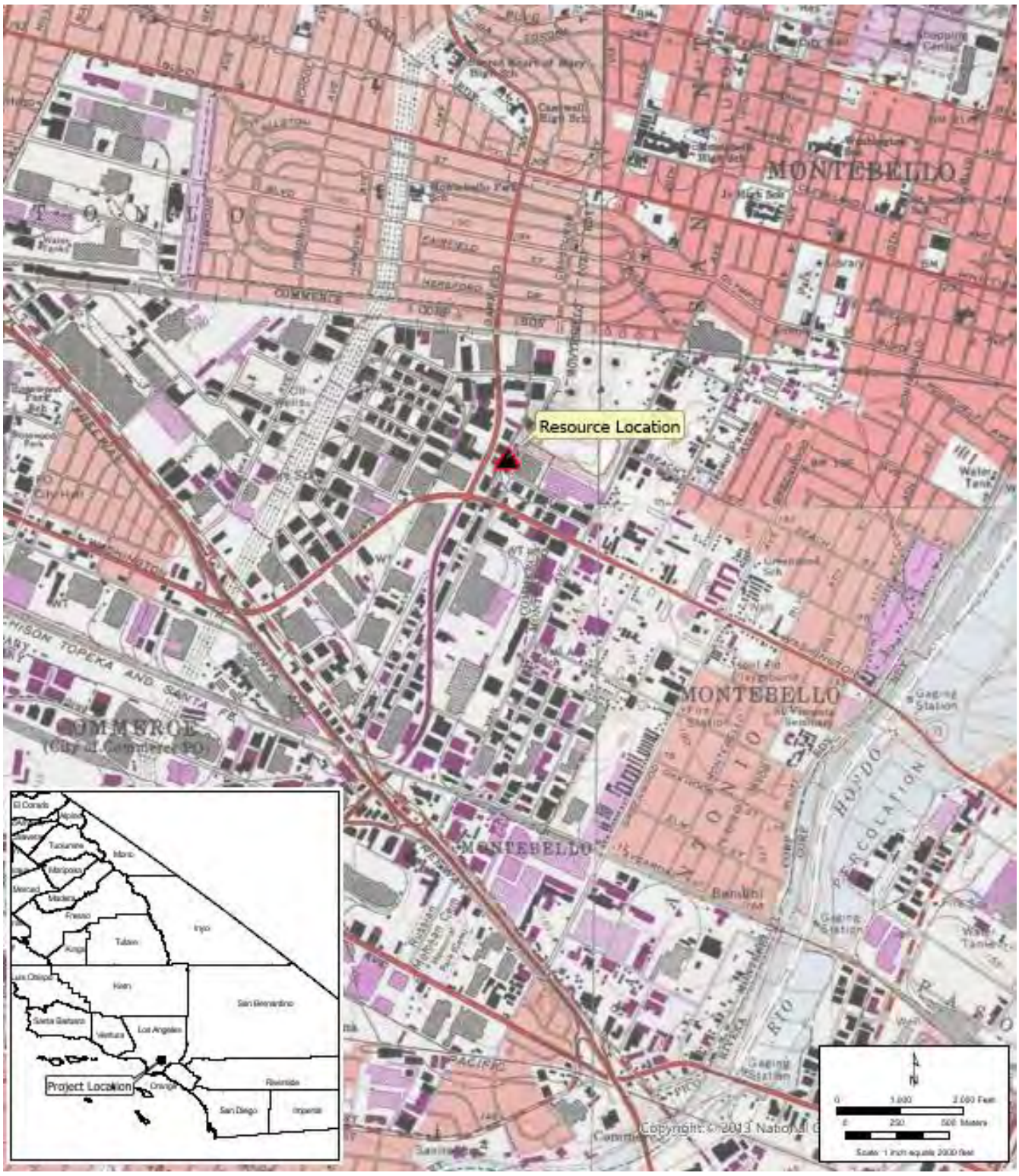
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z

Page **6** of **6** ****Resource Name or** # (Assigned by recorder) Bunker Hill Mining and Manufacturing Co 2145 YATES AVE

***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map:** 1982



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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

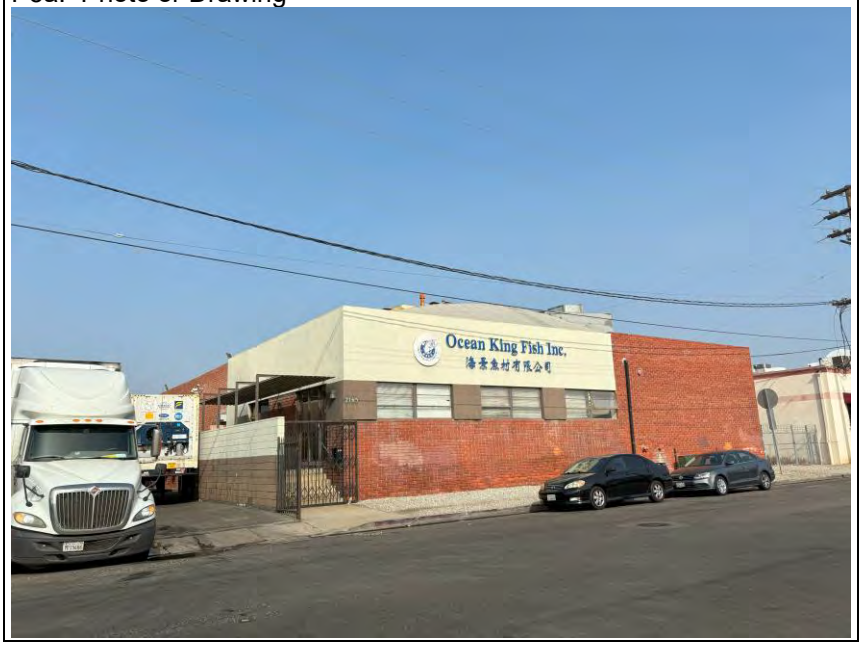
 ***Resource Name or #:** (Assigned by recorder) 2165 YATES AVE

**P1. Other Identifier:**
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T 2S; R 14W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 2165 Yates Avenue **City** Commerce **Zip** 90040
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11 S; 395570.75 m E/3762901.06 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-003-044

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1956 and is a Modern-style industrial building (**Photograph 1**). It occupies the side of the lot and has an east-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing




**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing west, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1956 (Los Angeles County Assesor)

***P7. Owner and Address:**
PB 1400 Washington LLC

5675 Telegraph Rd Ste 300

Commerce, CA 90040

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 2165 YATES AVE

B1. Historic Name: n/a
B2. Common Name: Ocean King Fish
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1956 (Los Angeles County Assessor); Vinyl lettering was added to the façade c.2018 (Google Streetview).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** n/a **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.)

The property at 2165 Yates Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**
The building features a bowstring roof covered with vents and air conditioning units. The walls are clad with stucco and brick and there are vinyl letters clad to the façade (**Photograph 2**). Decorative features include a concrete block accent wall. The building features three-pane casement windows with wood frames and sills and hoods (**Photograph 3**). The windows are arranged symmetrically in pairs. The main entrance, which is on the side elevation, is filled with a glass door with a metal frame. Additionally, the entrance is accessed by concrete steps and a walkway that is covered by a modern, metal canopy. There are loading docks to the west of the façade that are filled with roll-up metal garages.

***B10. Significance (continued):**
Historic Context
The industrial building evaluated on this form was developed in 1956. The building has historically served industrial purposes, and prior tenants include Printing Plates in 1967 and Louisiana Pacific in 1985 (*The Los Angeles Times*, 1967; 1984).

Modern Architecture
Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter, 2010: 22-23).

Evaluation
Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1956, is associated with industrial development of Commerce; however, many businesses occupied this building. Research did not reveal that the building played a distinct or important role in the economic development of Los Angeles or Commerce.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The modern style industrial building was in wide using during the twentieth century on industrial properties throughout California. The building on the parcel also lacks distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

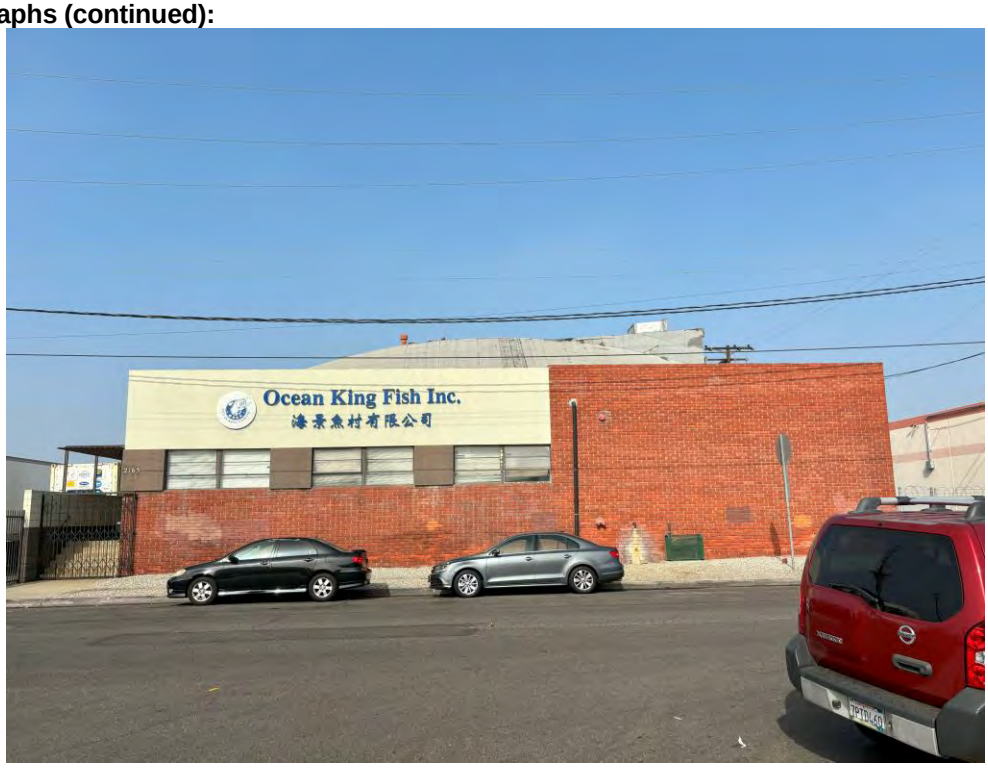
***B12. References (continued):**

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 16, 2024.

Painter, Diana J. 2010. *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

*The Los Angeles Times*. 1967. Classified Advertisement. November 29, 1967. P.15.
_____. 1984. Classified Advertisement. May 15, 1984. P. 86.

**P5a. Photographs (continued):**




**Photograph 2**. Façade of 2165 Yates Avenue, camera facing west, October 10, 2024.




**Photograph 3**. Façade of 2165 Yates Avenue, camera facing west, October 10, 2024.

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

# SKETCH MAP

**Primary #**_____
**HRI #**_____
**Trinomial** _____
**NRHP Status Code** 6Z

Page **6** of **7** ****Resource Name or** # (Assigned by recorder) 2165 YATES AVE
***Drawn By: Alec Stevenson** ***Date of Map:** 11/25/2024



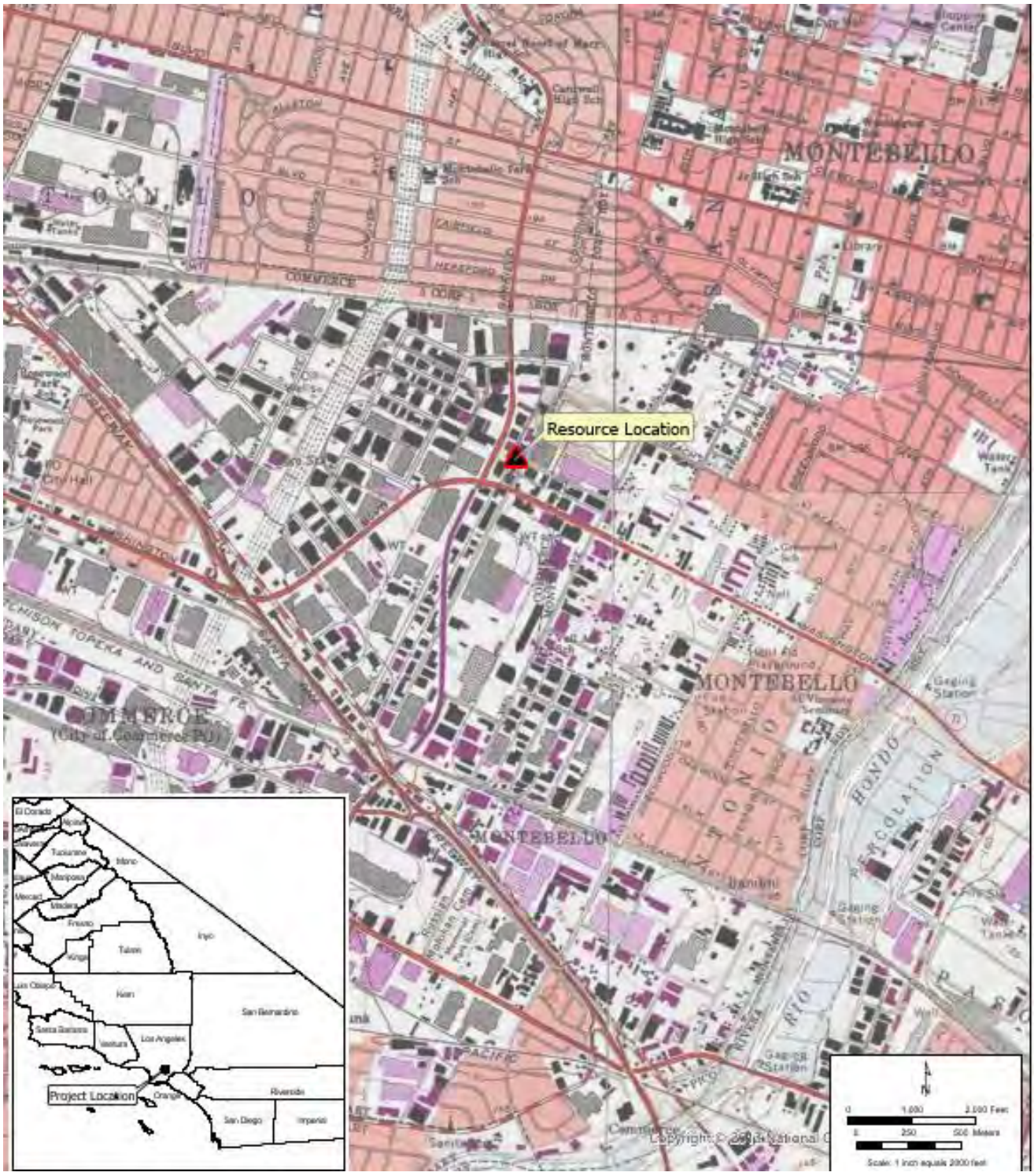
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or** # (Assigned by recorder) 2165 YATES AVE
***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map: 1982**






***Required information**

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____



***Resource Name or #:** (Assigned by recorder) Packard Bell/6817 E ACCO ST

**P1. Other Identifier:** Packard Bell
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T 2S; R 12 W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 6817 E Acco Street **City** Commerce **Zip** 90040
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 395680.84 m E/3762924.20 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-002-016

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1965 and is a vernacular industrial building (**Photograph 1**). It occupies the center of the lot and has a south-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing




**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing north, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1965 (Los Angeles County Assesor)

***P7. Owner and Address:**
Acco Investments LLC

203 N Maple Dr,

Beverly Hills, CA 90210

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Packard Bell/6817 E ACCO ST

B1. Historic Name: Packard Bell
B2. Common Name: Trixxi Clothing Inc.; Koco Trading Co.
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** vernacular utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1965 (Los Angeles County Assessor); Based on field observations, the windows are not original and have been replaced with metal framed, fixed windows. Other alterations include a new canopy, door for the primary entry, and walkway to the main entrance.
***B7. Moved?** X **No** __**Yes** __**Unknown Date:** _____ **Original Location:**_____
***B8. Related Features:**

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** n/a **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.)

The property at 6817 E Acco Street does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and] does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with rolled asphalt and vents. The walls are constructed with tilt-up concrete and feature anchor plates along the cornice. There is a project, vinyl box frame above one of the entrances. The building has fixed windows with metal frames that are arranged symmetrically in singles on the east side of the façade. There are numerous entrances on the façade, but the main entry is filled with a glass door with a metal frame. The main entry has transom windows and sidelights and is covered by a modern, metal canopy. There are loading docks on the side elevation that are filled with metal roll-up garages (**Photograph 2**).

***B10. Significance (continued):**

Historic Context

The industrial building evaluated on this form was developed in 1965. Packard Bell Corporation, an electronics company, was the original tenant (*The Los Angeles Times*, 1967). Packard Bell was purchased in 1968 by Teledyne Technologies and the company rebranded as Teledyne Packard Bell (*Independent*, 1970). The building has since housed numerous industrial tenants.

Vernacular-Utilitarian Architecture

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1965, is associated with industrial development of Commerce, but research did not reveal that the building played a distinct or important role in the area's development. While the building was connected to Packard Bell, the building is not significant to the electronics industry.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals, such as Herb Bell related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The vernacular style building was in wide using during the twentieth century on industrial properties throughout California. The industrial building is a typical example reflecting the twentieth century trends of this style. The building on this parcel also lacks the high artistic value that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has substantial losses to its historic integrity. While the building has integrity of location, setting, and association, the additional periods of construction and expansion represent a loss of integrity of design, workmanship, materials, and feeling of the original 1965 building. The building, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

***B12. References (continued):**

HistoricAerials. 1953, 1963, 1964, 1972. Aerial Photograph. http://www.historicaerials.com. Accessed October 24, 2024.

*Independen*t. 1970. Advertisement. November 2, 1970. P.5.

*The Los Angeles Times*. 1967. Classified Advertisement. June 13, 1967. P.74.

**P5a. Photographs (continued):**



**Photograph 2**. Side elevation of 6817 E Acco Street, camera facing east, October 10, 2024.

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

# SKETCH MAP

**Primary #**_____
**HRI #**_____
**Trinomial** _____
**NRHP Status Code** 6Z

Page **5** of **6** ****Resource Name or #** (Assigned by recorder) Packard Bell/6817 E ACCO ST
***Drawn By**: Alec Stevenson ***Date of map:** 11/25/2024



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

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z

 ****Resource Name or** # (Assigned by recorder) Packard Bell/6817 E ACCO ST
***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map:** 1982






*Required information

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Acco Material Handling/6808 E ACCO ST

**P1. Other Identifier:** Acco Material Handling
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T 2S; R 12 W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 6808 E Acco Street **City** Commerce **Zip** 90040
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 395618.12 m E/3762825.79 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-003-015

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1956 and is a vernacular industrial building (**Photograph 1**). It occupies the center of the lot and has a north-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing




**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing south, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1956 (Los Angeles County Assesor)

***P7. Owner and Address:**
Kane Industrial Properties LLC

2275 E 37th St

Los Angeles, CA 90058

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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

 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Vazquez Foods; DOT Drug & Alcohol Testing/6808 E ACCO ST

B1. Historic Name: Acco Material Handling Solutions
B2. Common Name: Vazquez Foods; DOT Drug & Alcohol Testing
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** vernacular utilitarian ETC
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1956 (Los Angeles County Assessor); The canopy for the main entrance was replaced in 2016 (Google Streetview). The windows on the façade have been replaced with display windows with metal frames (field observation).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** n/a **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.)

The property at 6808 E Acco Street does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with rolled asphalt and vents. The walls are constructed with tilt-up concrete. Additionally, the façade features display windows with metal frames that are arranged in a horizontal band (**Photograph 2**). There are additional fixed windows on the side elevation that have nine-panes and are arranged symmetrically in pairs. There are two entrances on the façade, one is centered, and one is not. The primary entrance is filled with a glass door with a metal frame and is covered by a fabric awning. The building features a parking lot to the west of the façade.

***B10. Significance (continued):**

Historic Context
The industrial building evaluated on this form was developed in 1956. Acco Material Handling Solutions were early tenants of the building and continuously occupied the space until 1981 (*The Los Angeles Times*, 1966; 1981). The company specialized in the production of industrial chains and cables. There have been numerous tenants since 1981 including Hanssem Factory Direct Sales, a cabinet manufacturer (*Pasadena Star-News*, 1993).

Vernacular-Utilitarian Architecture
Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation
Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1956, is associated with industrial development of Commerce, but research did not suggest that the building played a distinct or significant role in the economic development or history of the County of Los Angeles or city of Commerce.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The vernacular style building was in wide using during the twentieth century on industrial properties throughout California. The industrial property is a typical example of twentieth century vernacular architecture trends but lacks the high artistic value that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

Bradley, Betsy H. 1999. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 24, 2024.

*Pasadena Star-News*. 1993. Advertisement. September 25, 1993. P.7.

*The Los Angeles Times*. 1966. Classified Advertisement. June 12, 1966. P.119.
_____. 1981. Classified Advertisement. September 6, 1981. P.186.

**P5a. Photographs (continued):**



**Photograph 2**. Façade view of 6808 E Acco Street, camera facing south, October 10, 2024.


6336-003-015
Garfield Ave
Commerce
Montebello
E Washington Blvd
Legend
Cultural Resource: Acco Material Handling Solutions (6336-003-015)
N
Meters
0
150
0
500
Feet

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

# LOCATION MAP

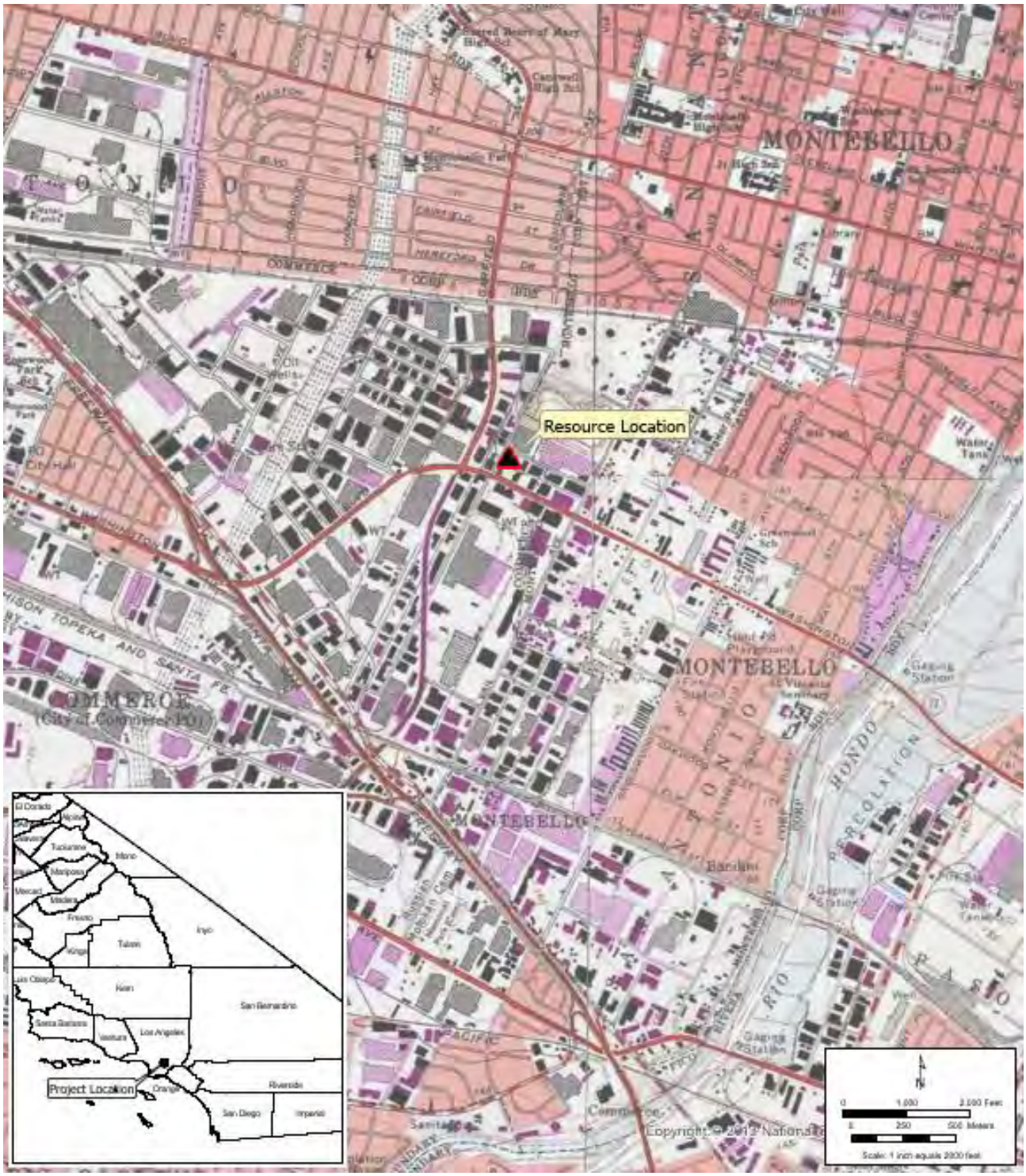
Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or** # (Assigned by recorder) Acco Material Handling /6808

E ACCO ST

***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map:** 1982






*Required information

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3CS, 5S3
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) E.F. Hauserman Company Building/6838 E ACCO ST

**P1. Other Identifier:** E.F. Huaserman Company Building
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T2S; R12W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 6838 E Acco Street **City** Commerce **Zip** 90040
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 395685.51 m E/3762796.56 m N

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-003-016

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1957 and is an International-style industrial building (**Photograph 1**). It occupies the side of the lot and has an east-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing




**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing west, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1957 (Los Angeles County Assesor)

***P7. Owner and Address:**
Kane Industrial Properties LLC

2275 E 37th St.

Los Angeles, CA 90058

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 3CS, 5S3

***Resource Name or #** (Assigned by recorder) E.F. Hauserman Company Building/6838 E ACCO ST

B1. Historic Name: E.F. Hauserman Company Building
B2. Common Name: Weekendz Off
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1957 (Los Angeles County Assessor).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: Cejay Parsons b. Builder: Jack H. MacDonald Co.
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1957 **Property Type** Industrial Building **Applicable Criteria** NRHP Criterion C and CRHR Criterion 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 6838 E Acco Street meets the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**
The building features a flat roof covered with rolled asphalt and vents. The building contains a cantilevered facade covered with stucco (**Photograph 2**). Decorative features a glass façade and an accent wall with a stone veneer (**Photograph 3**). Additional features include decorative signage on the primary façade with vinyl lettering and a standalone sign to the west of the primary elevation. As mentioned, the building has a glass façade that has metal frames. The main entry, which is centered on the primary façade, is recessed and filled with a glass door with a metal frame. The entrance is accessed by concrete steps with metal handrails.

***B10. Significance (continued):**
Historic Context
The industrial building on the parcel was constructed in 1957 with the E.F. Hauserman Company serving as the original tenant.

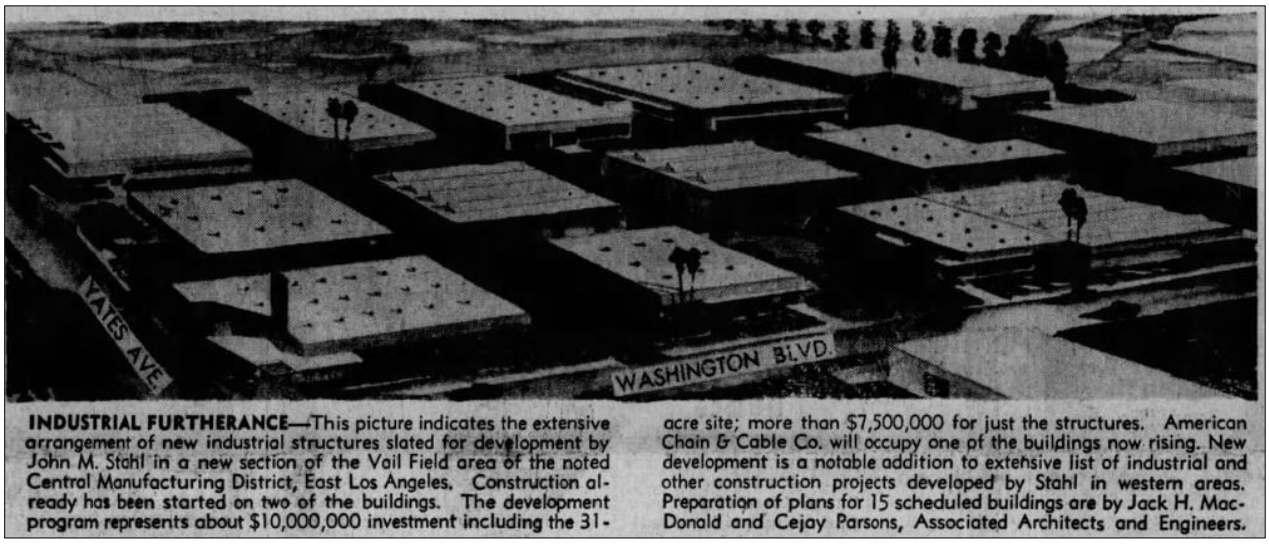
E.F. Hauserman Company was founded in 1913 by Earl F. Hauserman in Cleveland, Ohio. The company specialized in "movable interior walls for offices, factories and schools," and produced aircraft parts and prefabricated steel houses during World War II (Case Western Reserve University, n.d.) E.F. Hauserman Company maintained their headquarters in Cleveland while expanding their operations across the world, expanding into Canadian and European markets in the 1960s (Case Western Reserve University, n.d.). The company continued to expand, purchasing Sunar, a Canadian office furniture manufacturer, in 1978 and peaked with 8 plants and 60 offices in 1983 (Case Western Reserve University, n.d.). The firm, then recognized as Sunar-Hauserman, Inc., closed down in 1989 (Case Western Reserve University, n.d).

While based out of Cleveland, E.F. Hauserman Company had an active presence in Los Angeles, earning the contract to provide office partitions to Los Angeles Union Station in 1939 (National Parks Service, 1988). The firm also constructed an "isolation booth" for the sanity trial of James Merkouis, who faced trial in a Los Angeles Superior Court in 1956 (Los Angeles Mirror, 1956).

John Stahl was an active industrial real estate developer in Los Angeles in the 1960s, constructing numerous properties around Garfield Avenue (*Los Angeles Times*, 1957). The area was referred to as the Central Manufacturing District (CMD) as Stahl and builder Jack H. MacDonald sought proposed a new industrial garden in the streets bound by Yates Avenue, Washington Boulevard, and Vail Avenue. This specific section was referred to as the CMD's Vail Field Section" as Stahl proposed a $10,000,000 investment into the area (**Plate 1**) (*Los Angeles Times*, 1956). In total, Stahl developed nine buildings designed by architect Cejay Parsons (*Los Angeles Times*, 1956).

Stahl and MacDonald constructed numerous other industrial buildings across Los Angeles such as the Atomics International building and Tasker Instruments building in Van Nuys (**Plate 2**) (*Los Angeles Times*, 1957; *Van Nuys News and Valley Green Sheet*, 1960). Cejay Parsons was a Los Angeles based architect who specialized in commercial and industrial buildings *(Los Angeles Times*, 1955). Parsons worked with MacDonald on numerous projects including an office building on 6th Street and Catalina Street in Los Angeles in 1956 (*Los Angeles Times*, 1956).

The building has served industrial purposes since its development and past tenants include Wood Wickham Co. (1967), Launderland PWS (1969), and Paco Pumps (1979). Furthermore, the building was owned by investor John Stahl in the 1960s (*The Los Angeles Times*, 1969). Research shows that numerous industrial tenants have occupied the building since the 1980s.




**INDUSTRIAL FURTHERANCE**—This picture indicates the extensive arrangement of new industrial structures slated for development by John M. Stahl in a new section of the Vail Field area of the noted Central Manufacturing District, East Los Angeles. Construction already has been started on two of the buildings. The development program represents about $10,000,000 investment including the 31-acre site; more than $7,500,000 for just the structures. American Chain & Cable Co. will occupy one of the buildings now rising. New development is a notable addition to extensive list of industrial and other construction projects developed by Stahl in western areas. Preparation of plans for 15 scheduled buildings are by Jack H. MacDonald and Cejay Parsons, Associated Architects and Engineers.

**Plate 1**. A newspaper photograph depicting the "CMD's Vail Field section" in 1956 (*Los Angeles Times*, 1956).




**Plate 2**. Newspaper Advertisement for John M. Stahl (*Los Angeles Times*, 1956).

International Style Architecture

The International Style was widely used in governmental, institutional, and commercial buildings from 1945 to the 1960s (rare examples were constructed as early as 1925), is the earliest of the modernist styles. It can be traced back to post-World War I Europe. It is characterized by a complete lack of applied ornament, flat roofs, smooth and uniform wall surfaces, windows with minimal exterior reveals, cantilevered upper floors and balconies, box shape, and horizontality, usually in ribbon windows (Whiffen, 1996:241-243).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1957, is associated with industrial development of Commerce and the Vail Field section of the Central Manufacturing District. However, the E.F. Hauserman Company Building was one of many buildings that were constructed in the area at the time. Further, research did not suggest that the building played a significant or distinct role in the development of the Vail Field section of the CMD or the industrial development of Commerce.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. While the development of the E.F. Hauserman Company Building is tied to industrial developer John Stahl, it was one of many industrial buildings that he developed in mid-century Los Angeles. The industrial building at 6838 East Acco Street is not the highest or best representation of the developmental patterns of John Stahl.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: International Style. The International style building was in wide use on industrial properties throughout California. The industrial is an excellent example of twentieth century trends of this style because of the rock accent wall and glass façade. The building on this parcel retains the high artistic value that would merit listing on the NRHP and CRHR. The development of the building is connected with master builder Jack MacDonald and architect Cejay Parsons. The building at 6838 East Acco is one of many buildings built by MacDonald in Los Angeles.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Integrity Analysis

Properties eligible for listing in national, state, and local registers also must possess sufficient integrity of location, design, setting, materials, workmanship, feeling, and association. The following discusses the integrity of the 6838 E Acco Street property.

**Location** *is the place where the historic property was constructed or the place where the historic event took place.*
This property has not been moved since its original 1957 construction; therefore, integrity of location is intact.

**Design** *is the combination of elements that create the form, plan, space, and style of a property.*
The building has undergone little alteration to the exterior; therefore, integrity of design is intact.

**Setting** *is the physical environment of a historic property.*
Many of the buildings near 6838 E Acco Street were constructed in the mid-twentieth century and remain intact; therefore, integrity of setting is intact.

**Materials** *are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.*
The property retains its original materials of stucco, glass, and rock. The integrity of materials is intact.

**Workmanship** *is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.*
The evidence of workmanship is apparent in the property's current form.

**Feeling** *is a property's expression of the aesthetic or historic sense of a particular period of time.*
The property continues to evoke a historic sense from 1957, which is when its periods of significance occurred. Therefore, the integrity of feeling is intact.

**Association** *is the direct link between an important historic event or person and a historic property.*
The property continues to perform its historic function as an industrial building. Therefore, the property does retain integrity of association.

***B12. References (continued):**

Case Western Reserve University. n.d. "Sunar-Hauserman, Inc." Encyclopedia of Cleveland History. Accessed November 20, 2024. Available at: https://case.edu/ech/articles/s/sunar-hauserman-inc

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 10, 2024.

*Los Angeles Mirror*. 1956. "Isolation Booth for Ex-Con." August 23, 1956. P.21.

National Park Service. 1988. "Los Angeles Union Passenger Terminal (Union Station)." Historic American Buildings Survey. Accessed November 20, 2024. Available at: https://tile.loc.gov/storage-services/master/pnp/habshaer/ca/ca1300/ca1312/data/ca1312data.pdf

*The Los Angeles Times*. 1955. "Center Planned for West Covina." October 30, 1955. P.133.
_____.1956. Advertisement. January 3, 1956. P.299.
_____.1956. "First Building Slated for Big Development." January 22, 1956. P.107.
_____1957. "Pattern for Expansion." January 2, 1957. P. 268.
_____.1957. "New Industrial Facility in Use on CMD Site." July 21, 1957. P.102.
_____.1967. "Six Industrial Real Estate Deals Total $1 Million Plus." June 11, 1967. P.145.
_____. 1969. Advertisement. October 19, 1969. P.341.
_____. 1984. Classified Advertisement. November 18, 1984. P.731.

*The Van Nuys News and Valley Green Sheet*. 1960. "Construction Under Way on New Tasker Firm Facilities." March 6, 1960. P.37.

Whiffen, Marcus. *American Architecture since 1780: A Guide to the Styles.* 4th ed. Cambridge, Massachusetts and London: The MIT Press, 1996.

**P5a. Photographs (continued):**




**Photograph 2**. Façade view of the E.F. Hauserman Company Building, camera facing west, October 10, 2024.



**Photograph 3**. Detail view of Accent wall at the E.F. Hauserman Company Building, camera facing north, October 10, 2024.

****Resource Name or** # (Assigned by recorder) E.F. Hauserman Company
Building/6838 E ACCO ST
***Drawn By**: Alec Stevenson

***Date of map:** 11/25/2024



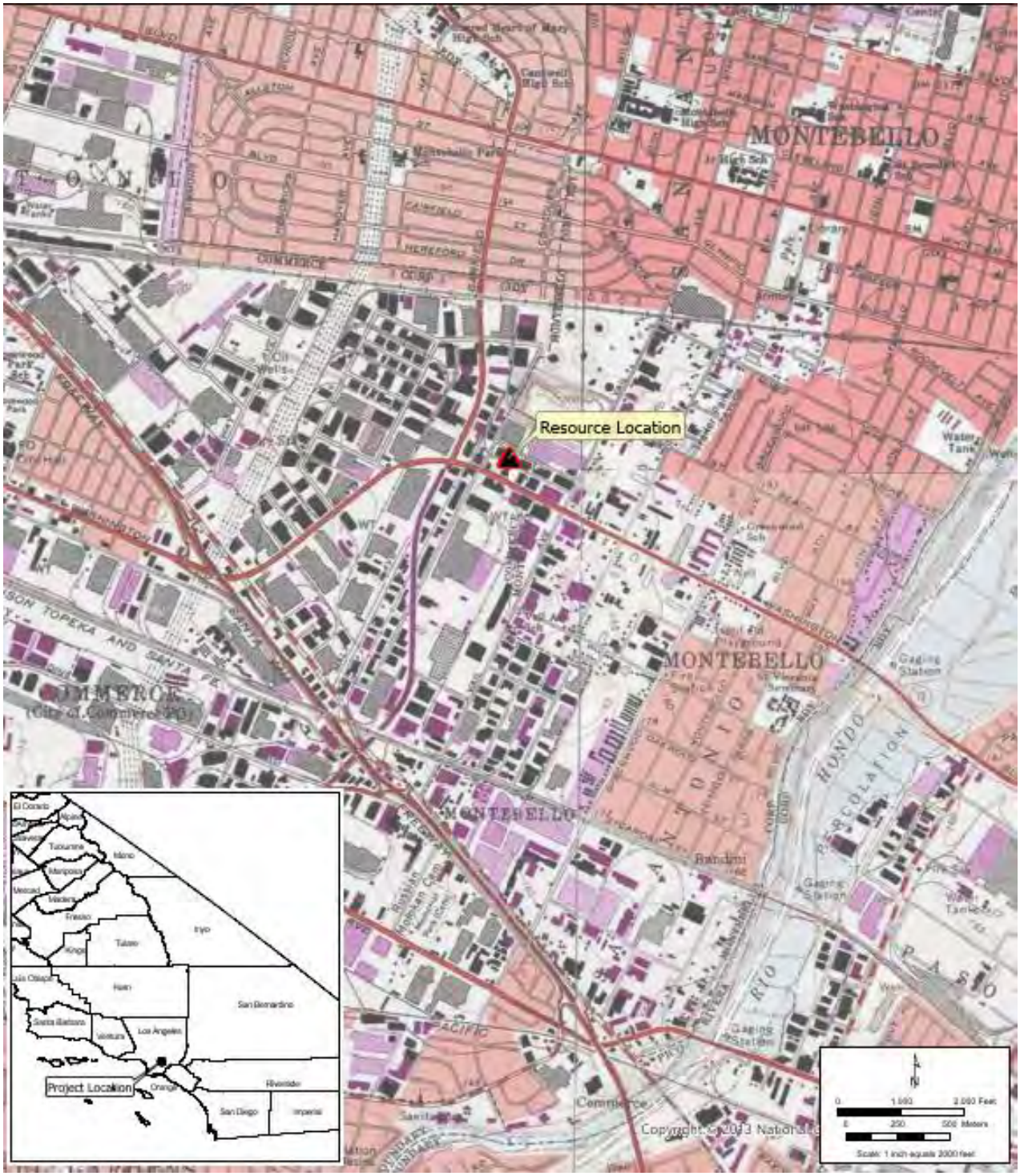
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 3CS, 5S3

Page **10** of **10** ****Resource Name or** # (Assigned by recorder) E.F. Hauserman Company Building/ 6838 E Acco St

***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map:** 1982



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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 6858 E ACCO ST

**P1. Other Identifier:**
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T 2S; R 12W; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 6858 E Acco Street **City** Commerce **Zip** 90040
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 395735.77 m E/ 3762759.38 m N

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-003-017

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1958 and is a vernacular industrial building (**Photograph 1**). It occupies the center of the lot and has an east-facing orientation. It is one story with a square plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing northwest, October 10, 2024.
***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1958 (Los Angeles County Assesor)

***P7. Owner and Address:**
Kane Industrial Properties LLC

2275 E 37th Street,

Los Angeles, CA 90058

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 6858 E ACCO ST

B1. Historic Name: n/a
B2. Common Name: Seco Industries
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** vernacular utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1958 (Los Angeles County Assessor); The windows and doors on the side elevation of the property are not original and were replaced at unknown date (field observation).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** n/a **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.)

The property at 6858 E Acco Street does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with rolled asphalt and vents. The walls are constructed of concrete and the walls are split with evenly spaced pilasters. There are display windows on the façade that have metal frames and are arranged in a horizontal band. The windows have nine panes with metal frames and are arranged symmetrically. The main entrance, which is centered on the façade, is filled a glass door with a metal frame. The primary entry is covered by a fabric awning and is accessed by concrete steps. The façade is lined with decorative low hedges and a planter. Additionally, the side elevations of the building have board formed concrete walls and fixed windows.

***B10. Significance (continued):**

Historic Context

The industrial building evaluated on this form was developed in 1958. The building housed ABC Aluminum Fabricator Corporation, an aerospace company in 1963 (*The Los Angeles Times*, 1963). Research shows that the building has continuously served numerous industrial tenants since its original construction in 1958.

Vernacular Utilitarian Architecture

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1958, is associated with industrial development of Commerce; however, many businesses have occupied the building. Research did not reveal that any of the tenants played a significant or distinct role in the history or economic development of Commerce or Los Angeles County.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The industrial building is a typical example reflecting the twentieth century trends of this type and lacks the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

Bradley, Betsy H. 1999. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 10, 2024.

*The Los Angeles Times*. 1963. Classified Advertisement. January 23, 1963. P.69.

**P5a. Photographs (continued):**



**Photograph 2**. View of south and west elevation of 6858 E Acco Street, camera facing south, October 10, 2024.


6336-003-017
Garfield Ave
Yates Ave
Acco St
Montebello Blvd
Commerce
E Washington Blvd
Legend
Cultural Resource: 6336-003-017
N
Meters
0
150
0
500
Feet

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

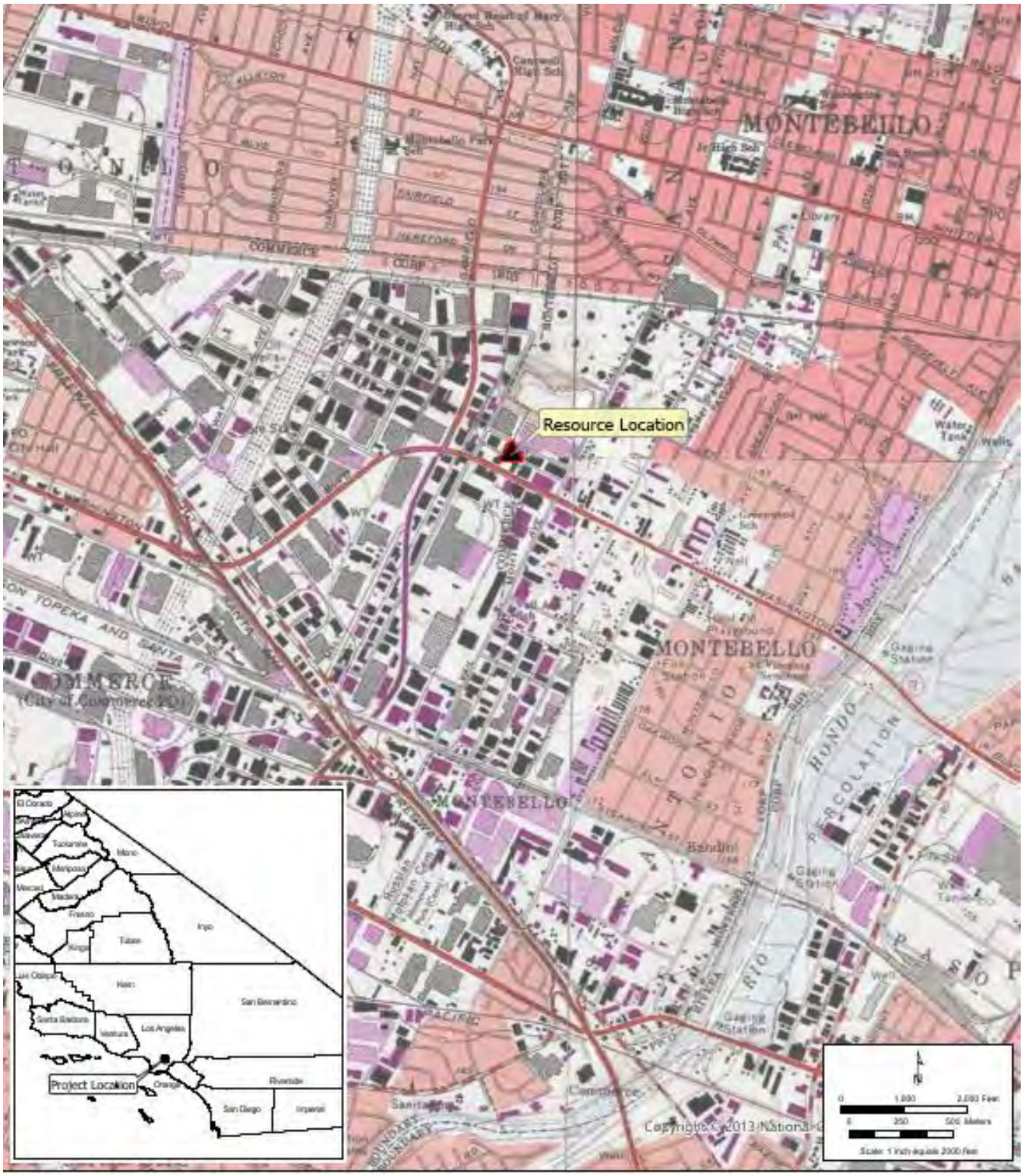
# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or** # (Assigned by recorder) 6858 E ACCO ST

***Map Name:** Los Angeles ***Scale:** 1:24,000 ***Date of map: 1982**






*Required information

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) General Tire/6868 E ACCO ST

**P1. Other Identifier:** General Tire
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T2S; R 12W; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 6868 E Acco Street **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 395833.78 m E/ 3762711.18 m N

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6336-003-071

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1961 and is a vernacular industrial building (**Photograph 1**). It occupies the center of the lot and has an east-facing orientation. It is one story with an L-shaped plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View elevation/façade, camera facing northwest, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1961 (Los Angeles County Assesor)

***P7. Owner and Address:**
California Filly LLC

5360 Spirit Lake Cut Off,

Spirit Lake, ID 83869

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder)General Tire/6868 E ACCO ST

B1. Historic Name: General Tire
B2. Common Name: Katzkin
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** vernacular utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1961 (Los Angeles County Assessor).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Montebello
**Period of Significance** n/a **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.)

The property at 6868 E Acco Street does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with rolled asphalt and vents. The walls consist of tilt-up concrete (**Photograph 2**). The building features fixed windows with four panes and horizontal, metal sashes. The windows are arranged symmetrically in pairs. Additional features include coping and flood lights that are clad to the cornice. The main entrance, which is centered on the façade is filled with a glass door with a frame and is accessed by concrete steps. The entrance is covered by a fabric awning.

***B10. Significance (continued):**

Historic Context

The industrial building evaluated on this form was developed in 1961. The building originally served as a plant for General Tire in 1961 (*The Los Angeles Times*, 1961). The location at 6868 E Acco Street specialized in "modern urethane foam fabrication" and was the sixth General Tire warehouse on the west coast (*Valley Times*, 1961). The building went on to house numerous industrial tenants.

Vernacular Utilitarian Architecture

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1961, is associated with industrial development of Montebello; however, research did not reveal that the building played an important role in the history or economic development of Montebello. While General Tire employed residents of the area, it was one of many plants that the company had on the west coast.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The industrial property at 6868 E Acco Street is a typical example reflecting the twentieth century trends of the type and lacks the high artistic value that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

Bradley, Betsy H. 1999. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 25, 2024.

*The Los Angeles Times*. 1961. "New Industries: More Facilities of Expanding Southern California." September 22, 1961. P.82.

*Valley Times*. 1961. "Montebello Site of General Tire Polyfoam Plant." October 10, 1961. P.11.

**P5a. Photographs (continued):**



**Photograph 2**. View of north and east elevations of 6868 E Acco Street, camera facing southwest, October 10, 2024.


6336-003-071
Commerce
E Washington Blvd
Montebello
Washington Blvd
Legend
Cultural Resource: General Tire (6336-003-071)
N
Meters
0
150
0
500
Feet

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

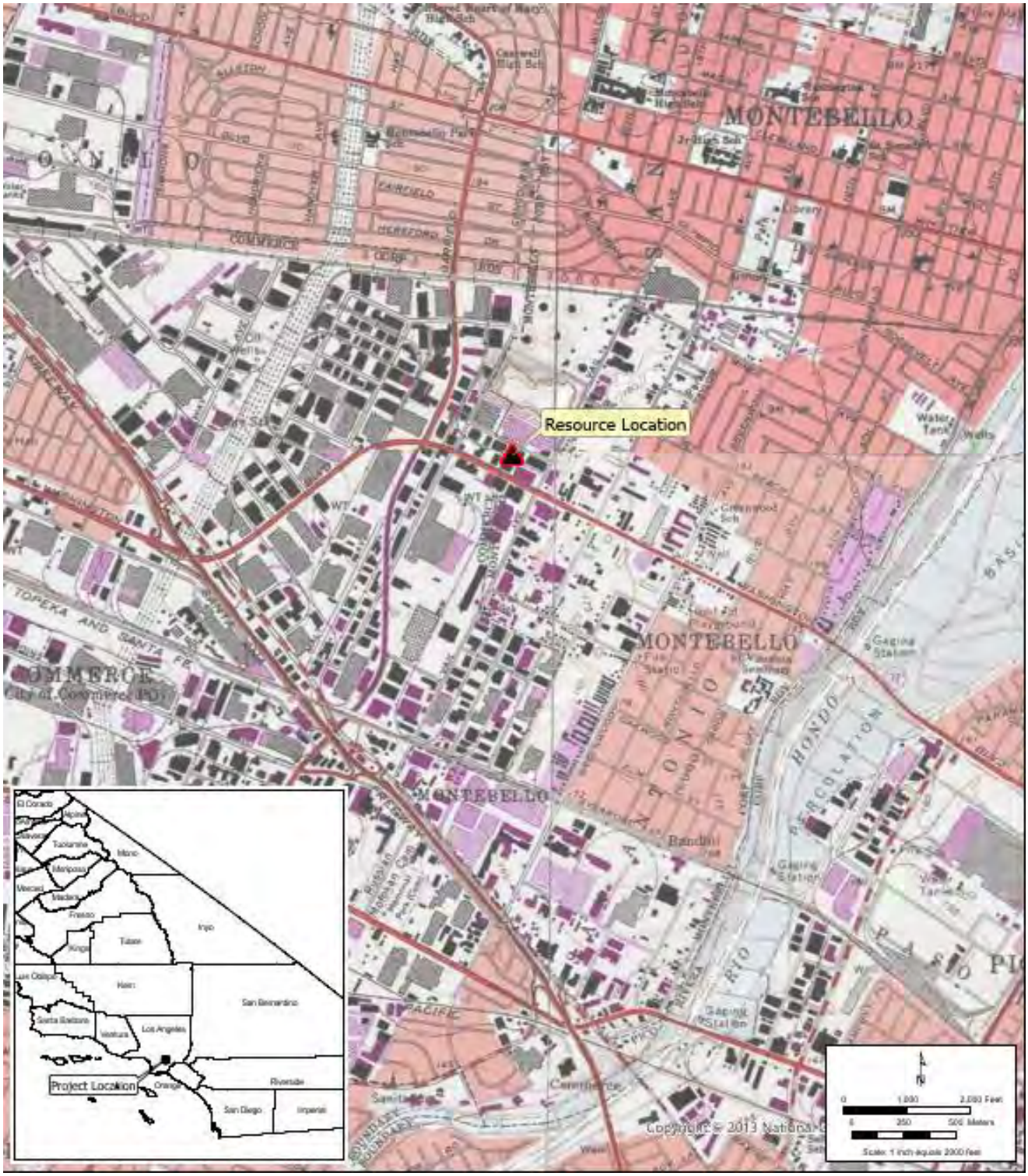
# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or** # (Assigned by recorder) General Tire/6868 E ACCO ST

***Map Name:** South Gate ***Scale:** 1:24,000 ***Date of map:** 1982






*Required information

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

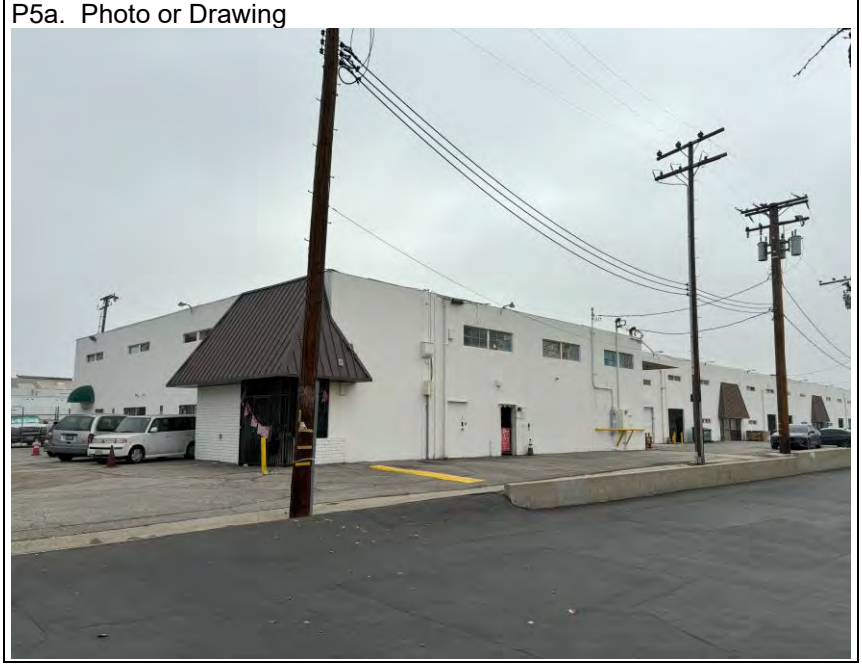
 ***Resource Name or #:** (Assigned by recorder) Garwood Laboratories Inc. /708 S VAIL AVE

**P1. Other Identifier:** Garwood Laboratories Inc.
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T2S; R12W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 708 S Vail Avenue **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 396302.10 m E/3763154.15 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6353-002-002

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1958 and is a vernacular industrial building (**Photograph 1**). It occupies the side of the lot and has an east-facing orientation. It is two-stories with a roughly rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing north, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1958 (Los Angeles County Assesor)

***P7. Owner and Address:**
Dragonis Investments LLC Series 5

Po Box 6152 0

Woodland Hills, CA 91365

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Garwood Laboratories Inc /708 S VAIL AVE

B1. Historic Name: Garwood Laboratories, Inc.
B2. Common Name: South Vail Industrial Center
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Vernacular Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1958 (Los Angeles County Assessor); Horizontal metal bars were added to the windows in c.2020 (Google Streetview).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: J.W. Wisda Jr. b. Builder: J.A. Deutsch
***B10. Significance: Theme** Industrial Development **Area** Montebello
**Period of Significance** n/a **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.)

The property at 708 S Vail Ave does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**
This building features a flat roof covered with rolled asphalt and vents. The walls are constructed with tilt-up concrete and brick veneer. The façade of the building has horizontal pivot windows that have vinyl frames and sills and hoods. The windows are arranged symmetrically in pairs and singles. The lower windows are covered with horizontal metal bars. The main entrance, which is off centered on the primary façade, is covered by a monumental, non-historic, standing seam metal awning (**Photograph 2**). The entrance is recessed and is accessed through a gate with metal bars. There is a secondary entrance on the east side of the property that is covered by a fabric awning and is accessed by a metal door. Additionally, there is a freestanding pylon sign to the north of the façade.

***B10. Significance (continued):**
Historic Context
This industrial building was constructed in 1958. The two-story tilt-up building was designed by James W. Wisda Jr. and constructed by J.A. Deutsch (*The Los Angeles Times*, 1962). James W. Wisda Jr., owner of Wisda and Associates, also designed the Tech-Graphic building in Burbank (*The Los Angeles Times*, 1957; 1999). Wisda and Deutsch worked on numerous projects together including the Southwest Forest Industries building in Santa Fe Springs in 1966 and the Kent M. Landsberg building in Montebello in 1973 (*The Los Angeles Times*, 1966; 1973).

Garwood Laboratories, Inc. was the original tenant of the building and used the space as a "spacecraft and missile testing facility" (*The Los Angeles Times*, 1962). Garwood Laboratories was founded in 1954 by Jack Garwood as a testing company that specialized in defense and aerospace testing (*California Dispatch*, 1967; PR Newswire, 2012). Garwood Laboratories eventually moved their operations out of Montebello and relocated in Fullerton in 1967 (*California Dispatch*, 1967). Research shows that numerous tenants have occupied the building since the 1980s.

Vernacular Utilitarian Architecture
Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation
Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1958, is associated with industrial development of Montebello as well as the Cold War defense industry within Southern California. The building was originally occupied by Garwood Laboratories, a company that specialized in defense and aerospace testing. However, research did not reveal that the building played a distinct or important role in the Southern California defense industry.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. The building is associated with Jack Garwood, the founder of Garwood Laboratories, but research did not indicate that the building represents his contribution to history.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The industrial building at 708 S Vail Avenue is a typical example reflecting twentieth century trends of this type. The building on this parcel also lacks distinctive design that would merit listing on the NRHP and CRHR. The building is associated with architect J.W. Wisda Jr. and builder J.A. Deutsch, but neither individual is recognized as a master in their respective industry.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has substantial losses to its historic integrity. While the building has integrity of location, setting, feeling, design and association, the additional periods of construction and expansion represent a loss of integrity of workmanship and materials of the original 1958 building. The building, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

***B12. References (continued):**

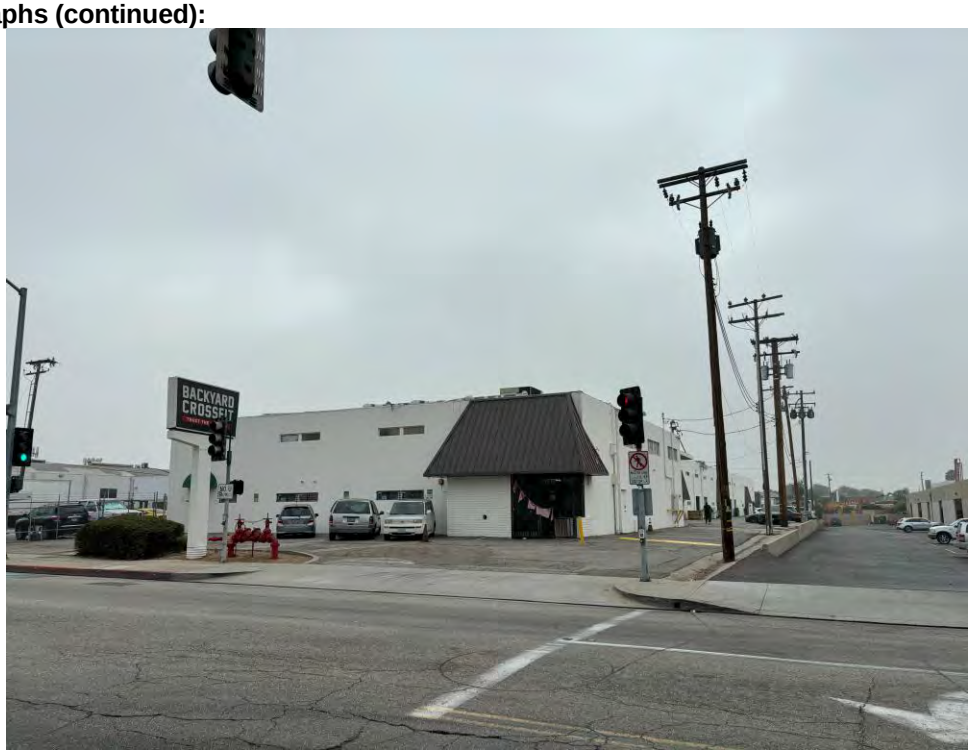
*California Dispatch*. 1967. "Commuters, Students Keep Airport Buzzing." August 9, 1967. P.1.

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed October 30, 2024.

PR Newswire. 2012. "National Technical Systems Announces Acquisition of Garwood Laboratories." June 12, 2012. Available: https://www.prnewswire.com/news-releases/national-technical-systems-announces-acquisition-of-garwood-laboratories-158540445.html. Accessed October 30, 2024.

*The Los Angeles Times*. 1957. "Factory Built at Burbank." August 25, 1957. P.113.
_____.1962. "Space Testing Facility Will Get Addition." March 18, 1962. P.129.
_____.1966. "Completion in April." December 4, 1966. P.160.
_____.1973. "Paper Firm Building Warehouse." February 11, 1973. P.155.
_____.1999. Obituary for James W. Wisda, Jr. December 19, 1999. P.240.

**P5a. Photographs (continued):**




**Photograph 2**. Façade view of 708 S Vail Avenue, camera facing west, October 10, 2024.

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

# SKETCH MAP

**Primary #** _____
**HRI #** _____
**Trinomial** _____
**NRHP Status Code** 6Z

Page **5** of **6** ****Resource Name or #** (Assigned by recorder) Garwood Laboratories Inc /708 S VAIL AVE
***Drawn By:** Alec Stevenson ***Date of map:** 11/25/2024



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

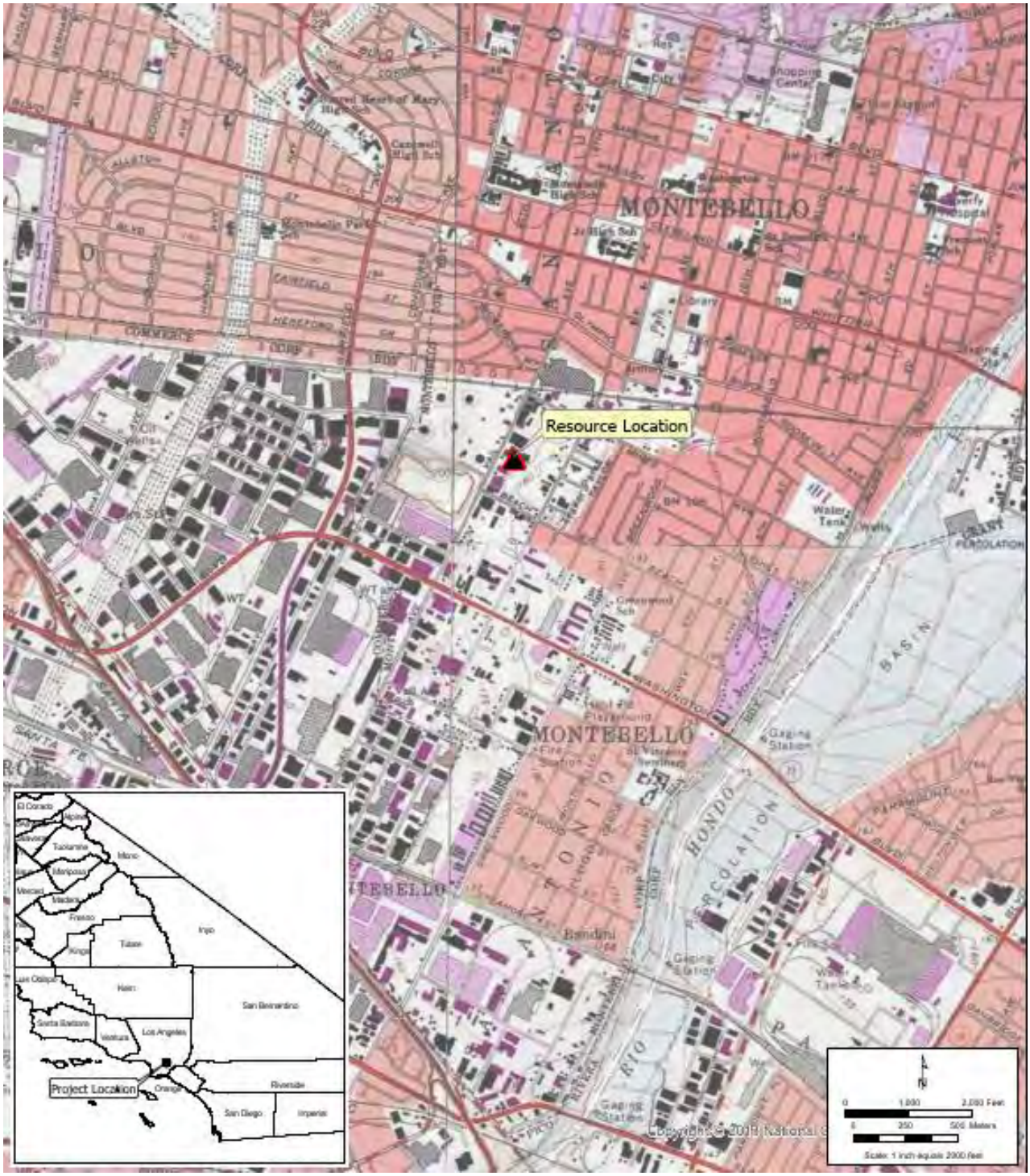
# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or** # (Assigned by recorder) Garwood Laboratories Inc /708 S VAIL AVE

***Map Name:** El Monte ***Scale:** 1:24,000 ***Date of map:** 1982






***Required information**

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Radio Relay Corp./720 S VAIL AVE

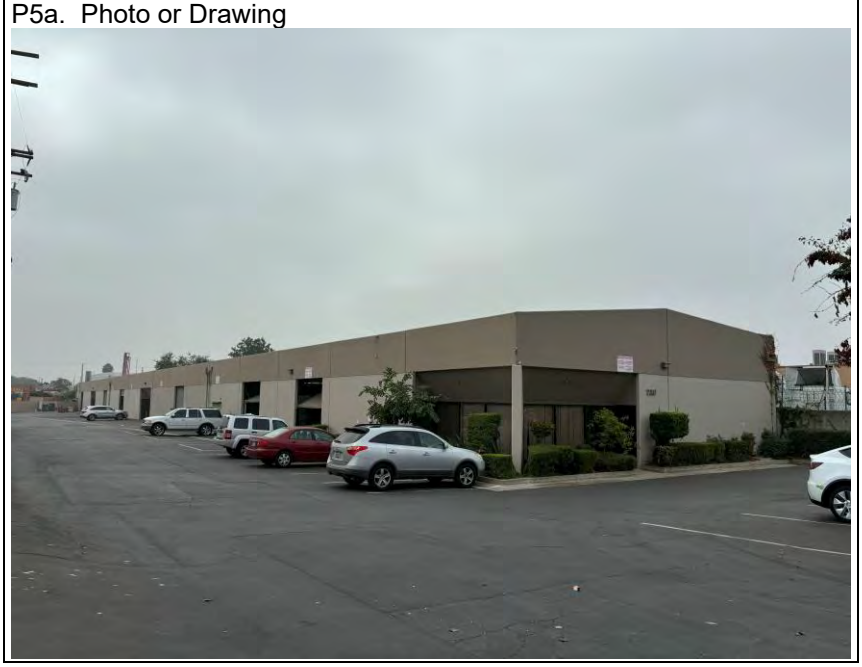
**P1. Other Identifier:** Radio Relay Corp.
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T2S ; R 12W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 720 S Vail Avenue **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S: 396267.09 m E/ 3763122.89 m N

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6353-002-003

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1979 and is a vernacular industrial building (**Photograph 1**). It occupies the side of the lot and has a northwest-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing west, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1979 (Los Angeles County Assesor)

***P7. Owner and Address:**
PB Industrial Holdings LLC

5675 Telegraph Rd Ste 300,

Commerce, CA 90040

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Radio Relay Corp/720 S VAIL AVE

B1. Historic Name: Radio Relay Corporation
B2. Common Name: LIVD Apparel; All Fire Control
B3. Original Use: Light Industrial Building
B4. Present Use: Commercial Building and Light Industrial Building
***B5. Architectural Style:** Vernacular Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1979 (Los Angeles County Assessor).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Montebello
**Period of Significance** n/a **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.)

The property at 720 S Vail Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with asphalt roll roofing and gabled parapets on the east and west elevations. The walls are clad with a combination of stucco and corrugated metal. Decorative wall features include a vertical seam between each garage door, a horizontal seam at cornice height, and extended concrete panels in each corner. The building has a large picture window to the north of the main entrance on the façade and at the northwest corner of the north façade. These windows are topped with a canted corrugated metal panel and a concrete panel that extends from the windows to slightly past the exterior of the building. Along the north elevation, there are seven equally spaced garage doors. The main entry, which is off-centered on the façade, is filled with a glass and metal commercial door. The building features a parking lot on the north side of the primary façade.

***B10. Significance (continued):**

Historic Context

This industrial building was constructed in 1979. The Radio Relay Corporation, a nationwide communication company, was the original tenant of the building through the 1980s (*The Los Angeles Times*, 1980; *East Review*, 1987). Research shows that numerous tenants have occupied the building since the 1990s.

Vernacular Utilitarian Architecture

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1979, is associated with the industrial development of Montebello; however, many businesses have occupied this building. Radio Relay Corporation occupied the building in the 1980s, but did not play a significant role in city, state, or national history. Research did not reveal that the building played an important role in the economic development of Montebello.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The vernacular utilitarian style building was in wide use during the twentieth century on industrial properties throughout California. The industrial building at 720 S Vail Avenue is a typical example reflecting the twentieth century trends of this type. The building on the parcel also lacks the high artistic value that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

Bradley, Betsy H. 1999. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

*East Review*. 1987. Classified Advertisement. January 15, 1987. P.6.

HistoricAerials. 1972, 1980. Aerial Photograph. http://www.historicaerials.com. Accessed October 30, 2024.

*The Los Angeles Times*. 1980. Classified Advertisement. July 22, 1980. P.73.

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

# SKETCH MAP

**Primary #**_____
**HRI #**_____
**Trinomial** _____
**NRHP Status Code** 6Z

Page **5** of **6** ****Resource Name or #** (Assigned by recorder) Radio Relay Corp /720 S VAIL AVE
***Drawn By:** Alec Stevenson ***Date of map:** 11/25/204



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

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or** # (Assigned by recorder) Radio Relay Corp./720 S VAIL AVE

***Map Name:** El Monte ***Scale:** 1:24,000 ***Date of map:** 1982






*Required information

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

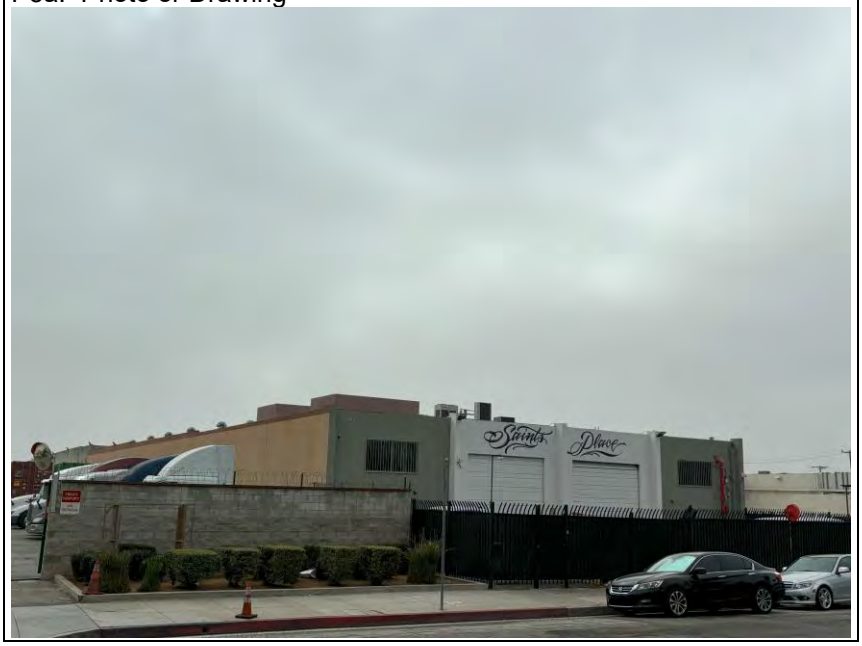
 ***Resource Name or #:** (Assigned by recorder) 728 S VAIL AVE

**P1. Other Identifier:**
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T 2S; R12W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 728 S Vail Avenue **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 396253.61 m E/3763073.15 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6353-002-005

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1969 and is a vernacular industrial building. (**Photograph 1**). It occupies the entire lot and has a west-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing south, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1969 (Los Angeles County Assesor)

***P7. Owner and Address:**
Varouj Krajian
728 S Vail Avenue,
Montebello, CA 90640

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 –Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 728 S VAIL AVE

B1. Historic Name: n/a
B2. Common Name: Saints Place; Fashion Unlimited
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** vernacular utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1969 (Los Angeles County Assessor); Vertical metal bars were added to the window in c.2015 (Google Streetview).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Montebello
**Period of Significance** n/a **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.)

The property at 728 S Vail Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with asphalt roll roofing a variety of ready to use materials. The walls are constructed of concrete (**Photograph 2**). Decorative wall features include pilasters. The building has two sliding sash metal-frame windows on the facade that are recessed with no surrounds. The windows are arranged symmetrically on the façade with metal bars. The main entry, centered on the primary façade, is filled with two large garage doors. The commercial building features a small driveway and is surrounded by a metal security fence.

***B10. Significance (continued):**

Historic Context

This industrial building was constructed in 1969. The property has continuously served as an industrial property and has housed numerous tenants.

Vernacular Utilitarian Architecture

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1969, is associated with the industrial development of Montebello; however, research did not reveal that the building played an important role in the economic development or history of Los Angeles County or Montebello.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The industrial building at 728 S Vail Avenue is a typical example reflecting the twentieth century trends of this type. The building on this parcel also lacks the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

Bradley, Betsy H. 1999. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

HistoricAerials. 1964, 1972. Aerial Photograph. http://www.historicaerials.com. Accessed October 30, 2024.

**P5a. Photographs (continued):**




**Photograph 2**. Façade view of 728 S Vail Avenue, camera facing west, October 10, 2024.

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

# SKETCH MAP

**Primary #**_____
**HRI #**_____
**Trinomial** _____
**NRHP Status Code** 6Z


***Drawn By**: Alec Stevenson
****Resource Name or** # (Assigned by recorder) 728 S VAIL AVE
***Date of map:** 11/25/2024



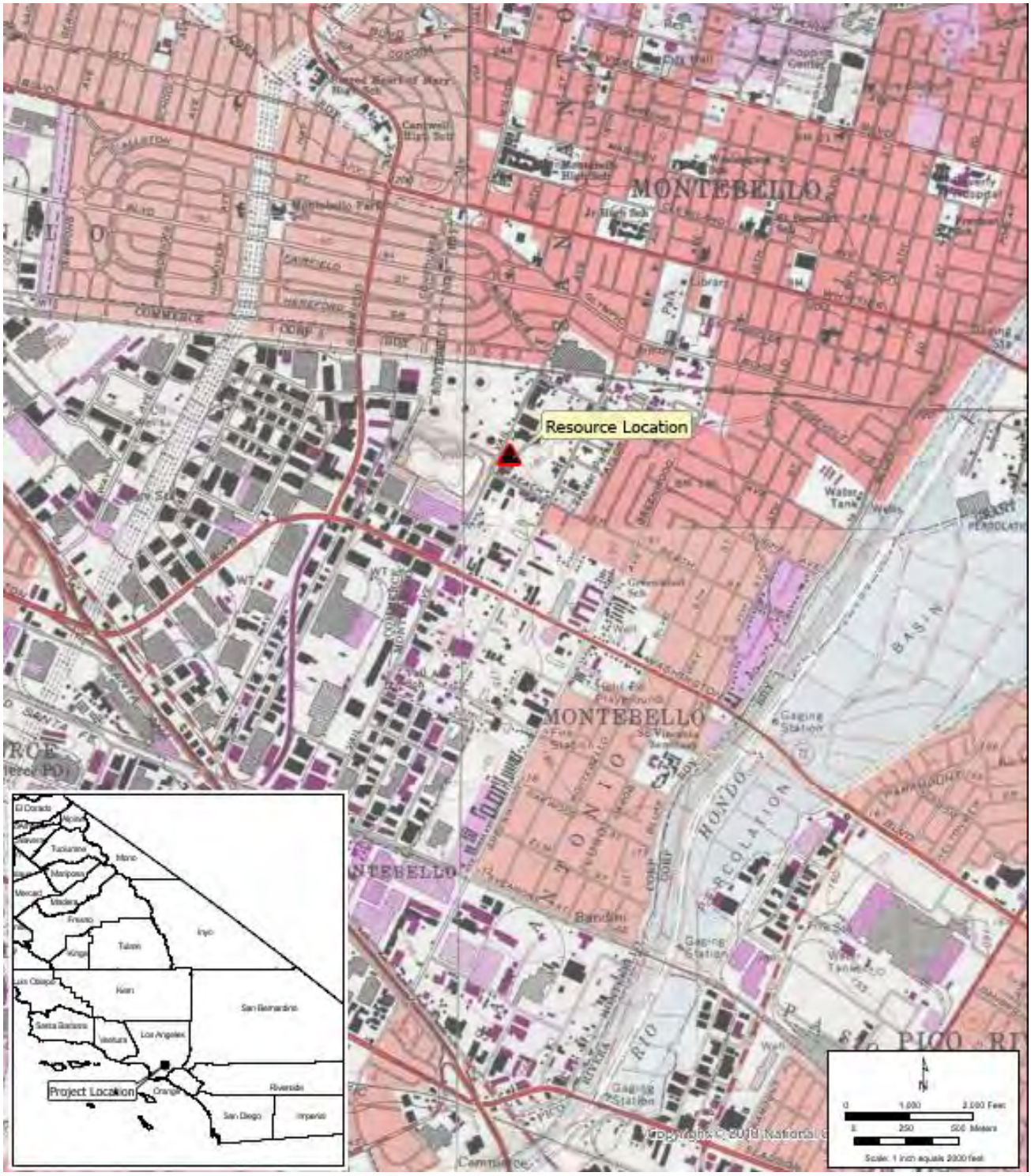
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or #** (Assigned by recorder) 728 S VAIL AVE
***Map Name:** El Monte ***Scale:** 1:24,000 ***Date of map:** 1982






*Required information

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Georgia Pacific/760 S VAIL AVE

**P1. Other Identifier:** Georgia Pacific
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T2S; R12W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 760 S Vail Avenue **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 396213.23 m E/3762999.49 m N

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6353-002-006

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1962 and is a Modern-style commercial building. (**Photograph 1**). It occupies the southeast three-quarters of the lot and has a west-facing orientation. It is two stories with an irregular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of primary elevation/façade, camera facing south, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1962 (Los Angeles County Assesor)

***P7. Owner and Address:**
Razmer Number 3 LLC

5967 W 3rd St Ste 102,

Los Angeles, CA 90036

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Georgia Pacific/760 S VAIL AVE

B1. Historic Name: n/a
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1962 (Los Angeles County Assessor); The building was expanded c.1970 (Historic Aerials, 1972).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Montebello
**Period of Significance** n/a **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.)

The property at 760 S Vail Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with unknown ready to use materials. The walls are constructed with concrete. The decorative wall features include fifteen evenly spaced pilasters (**Photograph 2**). The building has a storefront window in the façade and horizontal sliding metal-frame window sashes that are recessed with no surrounds. The windows are arranged symmetrically on the main block of the façade and evenly space on the secondary facades with two windows on each level of the two-story office section and four windows in the center of the wall in the industrial section of the building. The windows on the main block of the façade have decorative metal grills that stretch between the ornamental pilasters. The main entry, which is off-center on the primary façade, is filled with a glass and metal commercial door. The building features a parking lot area in front of the primary façade and on the north side of the building.

***B10. Significance (continued):**

Historic Context

The industrial building evaluated on this form was developed in 1962. The building was expanded c.1970 (Historic Aerials, 1972). Georgia Pacific operated a chemical lab in the building from the mid-1970s and through the 1980s (*The Los Angeles Times*, 1977; 1984). Additionally, the property housed a fabrication shop for Amada in the mid-1990s (*The Los Angeles Times*, 1996). Research suggests that the property has been occupied by numerous tenants since the mid-1990s.

Modern Architecture

Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter, 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1962, is associated with industrial development of Montebello; however, many businesses occupied this building. Additionally, research did not reveal that the building played an important role in the history or economic development of Los Angeles County or Montebello.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The Modern style building was in wide use during the twentieth century on industrial properties throughout California. The industrial building at 760 S Vail Avenue is a typical example reflecting the twentieth century trends of this style. The building also lacks the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

HistoricAerials. 1953. 1963, 1972. Aerial Photograph. http://www.historicaerials.com. Accessed October 30, 2024.

Painter, Diana J. 2010. *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

*The Los Angeles Times*. 1977. Advertisement. April 3, 1977. P.176.
_____. 1984. Advertisement. January 13, 1984. P.115.
_____.1996. Advertisement. July 14, 1996. P.35.

**P5a. Photographs (continued):**




**Photograph 2**. Façade view of 760 S Vail Avenue, camera facing west, October 10, 2024.


W Florilla St
6353-002-006
Montebello
S Vail Ave
Beach St
Legend
Cultural Resource: Georgia Pacific (6353-002-006)
N
Meters
0
60
0
250
Feet

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

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or** # (Assigned by recorder) Georgia Pacific /760 S VAIL AVE

***Map Name:** El Monte ***Scale:** 1:24,000 ***Date of map:** 1982






*Required information

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) Anaconda Aluminum Co./ 800 S VAIL AVE

**P1. Other Identifier:** Anaconda Aluminum Co.
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T2S; R12W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 800 S Vail Avenue **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 396176.52 m E/3762929.12 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6353-013-018

***P3a. Description:** (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1962 and is a Modern industrial building (**Photograph 1**). It occupies the entire lot and has a west-facing orientation. It is one story with an irregular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing east, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1962 (Los Angeles County Assesor)

***P7. Owner and Address:**
Aire H LLC

1020 Manhattan Beach Blvd Ste 200

Manhattan Beach, CA 90266

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Anaconda Aluminum Co./ 800 S VAIL AVE

B1. Historic Name: Anaconda Aluminum Co.
B2. Common Name: n/a
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1962 (Los Angeles County Assessor); The standing seam metal place above the loading bays were replaced c.2018 (Google Streetview).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Montebello
**Period of Significance** n/a **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.)

The property at 800 S Vail Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a flat roof covered with asphalt roll roofing and ready to use materials. The walls are constructed of concrete and metal paneling (**Photograph 2**). The building has a horizontal band of fixed windows with metal frames on the façade. The north elevation has fixed windows on the main block and the industrial space has six-over-three, single-hung, metal windows. The windows are recessed with no surround. The main entry, which is centered on the façade, is filled with a glass and metal commercial door. The building features a parking lot on the north side of the building and a small parking lot.

***B10. Significance (continued):**

Historic Context

This industrial building was constructed in 1962. The Amarlite Division of the Anaconda Aluminum Company was the original tenant of the building and remained in the space through the 1960s (*The Los Angeles Times*, 1965). The Anaconda Company specialized in mining operations and the Amarlite Division focused on metal fabrication. The building was purchased by Westeco (Western Tire Equipment and Supply Company) in 1978 (*The Los Angeles Times*, 1978).

Modern Architecture

Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter, 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1962, is associated with industrial development of Montebello; but research did not reveal that the building played a distinct or important role in the city's development. While the Anaconda Company temporarily occupied the building, the company did not make any significant contributions to history while occupying the building.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The Modern style building was in wide use during the twentieth century on industrial properties throughout California. The industrial building at 800 S Vail Avenue is a typical example reflecting the twentieth century trends of this style. Furthermore, the building on the parcel lacks the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

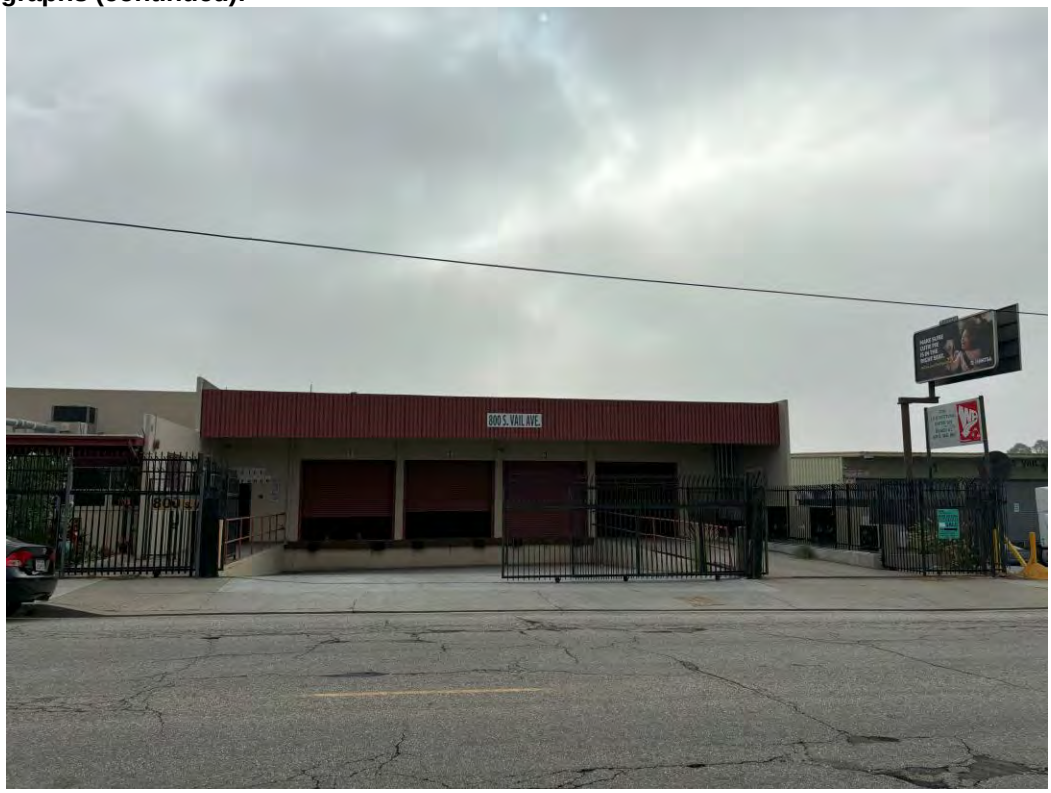
***B12. References (continued):**

HistoricAerials. 1953, 1963. Aerial Photograph. http://www.historicaerials.com. Accessed November 4, 2024.

Painter, Diana J. 2010. *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

*The Los Angeles Times*. 1965. Advertisement. August 3, 1965. P.73.
_____.1978. Classified Advertisement. June 4, 1978. P.158.

**P5a. Photographs (continued):**




**Photograph 2**. East elevation of 800 S Vail Avenue, camera facing west, October 10, 2024.

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

# SKETCH MAP

**Primary #**_____
**HRI #**_____
**Trinomial** _____
**NRHP Status Code** 6Z

Page **5** of **6** ****Resource Name or** # (Assigned by recorder) Anaconda Aluminum Co./ 800 S VAIL AVE
***Drawn By:** Alec Stevenson ***Date of map:** 11/25/2024



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

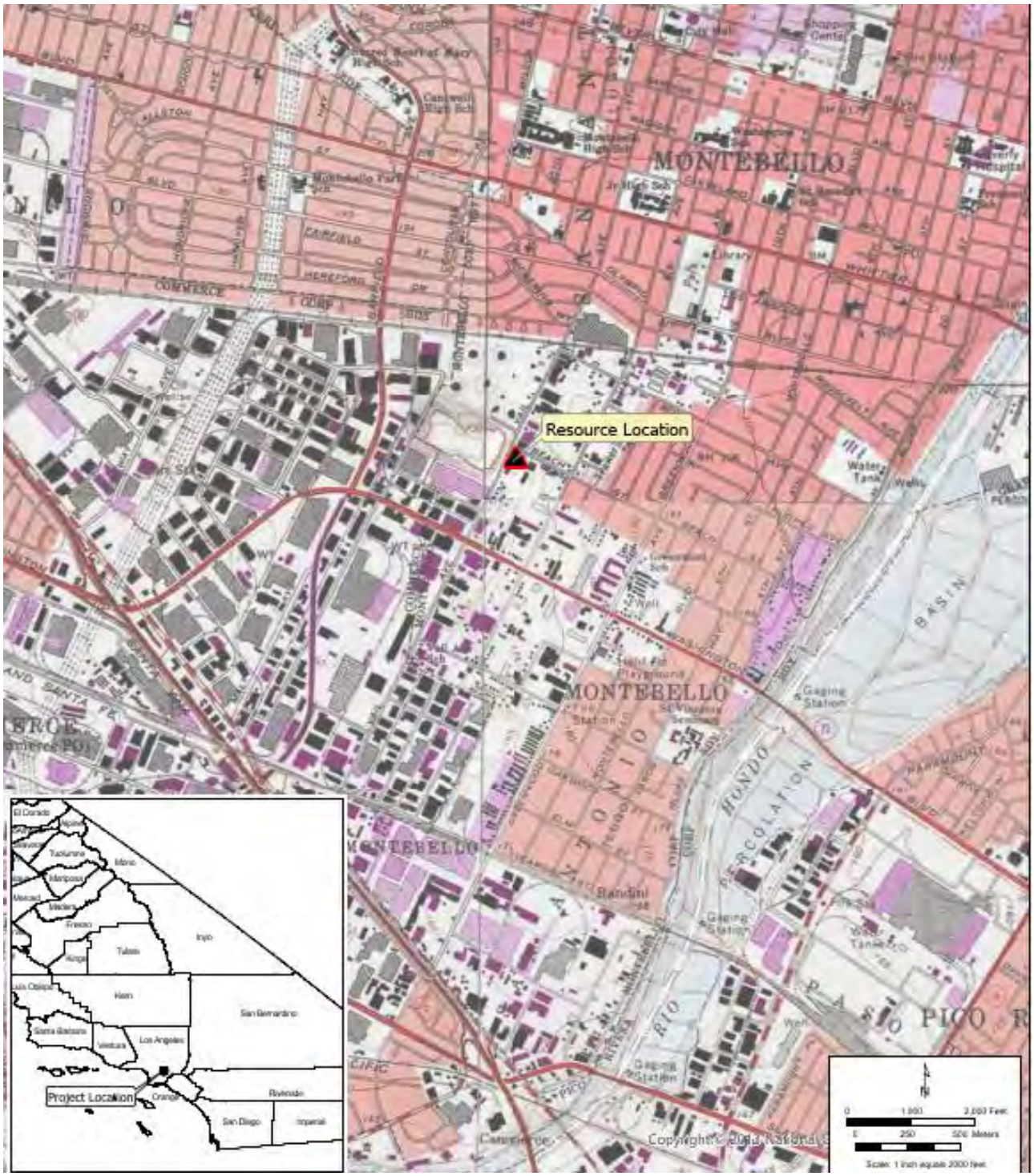
# LOCATION MAP

**Primary #** _____
**HRI #** _____
**Trinomial** _____
**NRHP Status Code** 6Z



****Resource Name or** # (Assigned by recorder) Anaconda Aluminum Co./ 800 S VAIL AVE

***Map Name:** El Monte ***Scale:** 1:24,000 ***Date of map:** INSERT



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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

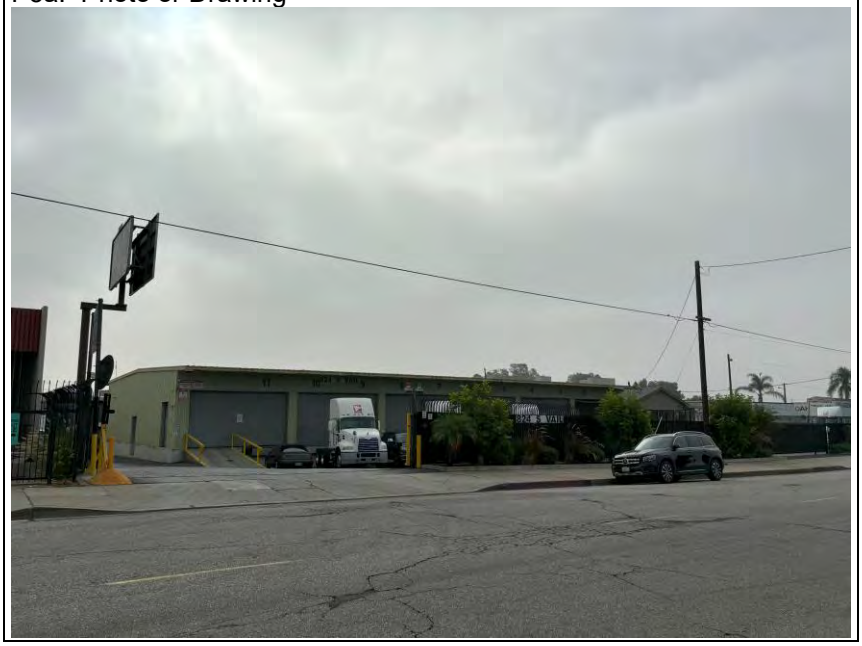
 ***Resource Name or #:** (Assigned by recorder) 824 S VAIL AVE

**P1. Other Identifier:**
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** El Monte **T2S; R12W ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 824 S Vail Avenue **City** Montebello **Zip** 90640
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 396145.30 m E/3762878.05 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6353-013-020

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1958 and is a vernacular utilitarian commercial building. (**Photograph 1**). It occupies the front of the lot and has a west-facing orientation. It is one story with an irregular plan. (SEE CONTINUATION SHEET)

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing west, October 10, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1958 (Los Angeles County Assesor)

***P7. Owner and Address:**
Warw Montebello LLC

824 S Vail Ave,

Montebello, CA 90640

***P8. Recorded by:** (Name, affiliation, address) Monica Wilson and Chandler Gorham, AECOM, 999 Town and Country Rd, Orange, CA 92868

***P9. Date Recorded:** November 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 – Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or** # (Assigned by recorder) 824 S VAIL AVE

B1. Historic Name: n/a
B2. Common Name: White Arrow
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** vernacular utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1958 (Los Angeles County Assessor); Alterations to the office on the property include non-original windows and fenestration and a new roof c.2010 (Google Streetview).
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Montebello
**Period of Significance** n/a **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.)

The property at 824 S Vail Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** November 2024

(Sketch Map with north arrow required.)

See continuation sheet.

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a combination of a flat roof on the garage block and a cross-gabled roof on the office section covered with asphalt roll roofing and asphalt shingles and a mechanical unit on the office building. The walls are clad with stucco on the office block and vertical metal siding on the garage block. The building has four metal-frame display windows on the office building. The windows are arranged symmetrically. The garage block has eleven metal garage bays. The main entry, which is off-centered on the façade of the office building, is filled with a glass and metal commercial door. The building features a parking lot on the west side of the façade and a large parking lot in the rear of the building.

***B10. Significance (continued):**

Historic Context

This industrial building was constructed in 1958 and expanded in 1978. Historic aerials show the construction of the building in 1958 and subsequent infill that took place in the 1960s (Historic Aerials, 1953, 1963). Research shows that numerous trucking companies have operated out of the building (*The Los Angeles Times*, 1984; 1989).

Vernacular Utilitarian Architecture

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley, 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1958, is associated with industrial development of Montebello; however, many businesses occupied this building. Furthermore, research did not reveal that the building played a significant role in both the trucking industry and economic development of Montebello.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The industrial property at 824 S Vail Avenue is an unremarkable example reflecting the twentieth century trends of this type. The building also lacks the high artistic value that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has substantial losses to its historic integrity. While the building has integrity of location, setting, feeling, design and association, the additional periods of construction and expansion represent a loss of integrity of workmanship and materials of the original 1958 building. The building, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

***B12. References (continued):**

Bradley, Betsy H. 1999. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

HistoricAerials. 1953, 1963, 1972, 1980. Aerial Photograph. http://www.historicaerials.com. Accessed November 4, 2024.

*The Los Angeles Times*. 1984. Classified Advertisement. September 9, 1984. P.299.
_____. 1989. Classified Advertisement. September 3, 1989. P.154.


6353-013-020
Beach St
Aspen St
Legend
Cultural Resource: 6353-013-020
N
Meters
0
60
0
250
Feet

State of California - The Resources Agency
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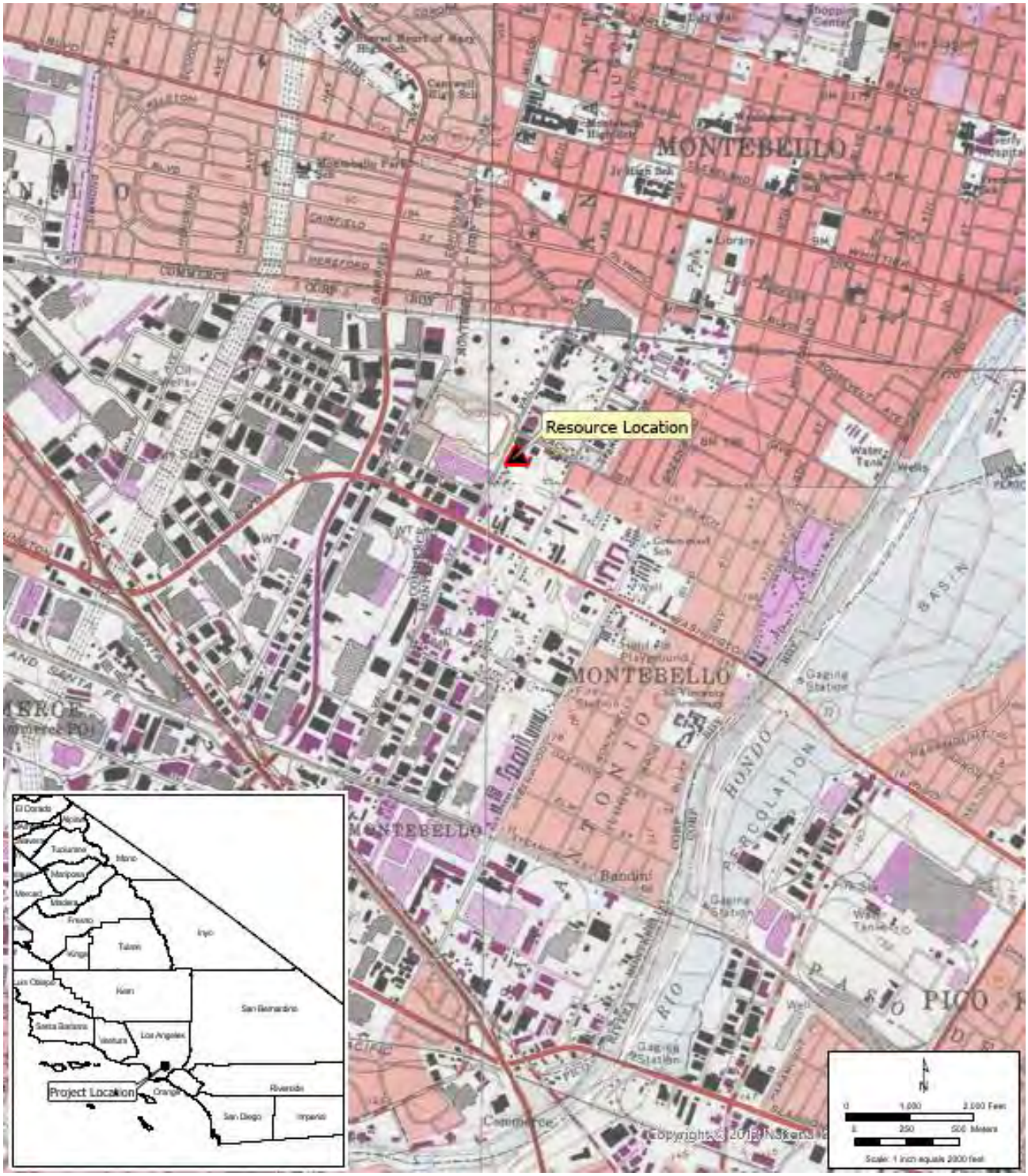
# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z



****Resource Name or** # (Assigned by recorder) 824 S VAIL AVE

***Map Name:** El Monte ***Scale:** 1:24,000 ***Date of map:** 1982






*Required information

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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) 1230 Amalia Avenue

**P1. Other Identifier:** n/a
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T2S; R 12W; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 1230 Amalia Avenue **City** Los Angeles **Zip** 90022
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11 S; 393109.03 m E/3764438.61 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6340-013-009

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1941 and is a Minimal Traditional-style industrial building (**Photograph 1**). It occupies the entire lot and has a west-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3- Multiple Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing south, December 26, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1941 (Los Angeles County Assessor)

***P7. Owner and Address:**
Sara Chavez
1230 Amalia Ave,
Los Angeles, CA 90022

***P8. Recorded by:** (Name, affiliation, address) Chandler Gorham, AECOM, 300 S Grand Ave, Los Angeles, CA 90071

***P9. Date Recorded:** December 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 –Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 1230 Amalia Avenue

B1. Historic Name: n/a
B2. Common Name: n/a
B3. Original Use: Residential Building
B4. Present Use: Residential Building
***B5. Architectural Style:** Minimal Traditional
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built in 1941 (Los Angeles County Assessor); The original windows were replaced with vinyl frames at an unknown date (field observation). The roof for the residence was replaced in 1991 (Los Angeles Department of Building and Safety (LABS)).

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** There is a secondary entrance on the west side of the property.

B9a. Architect: unknown b. Builder: J.B. Priestly
***B10. Significance: Theme** Residential Development **Area** East Los Angeles
**Period of Significance** 1941 **Property Type** Residential 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.)

The residence at 1230 Amalia Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), nor does it appear to be a historical resource for purposes of the California Environmental Quality Act (CEQA). In addition to the building's lack of significance, the property does not retain integrity to its original construction, therefore making it ineligible for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** See Continuation Sheet

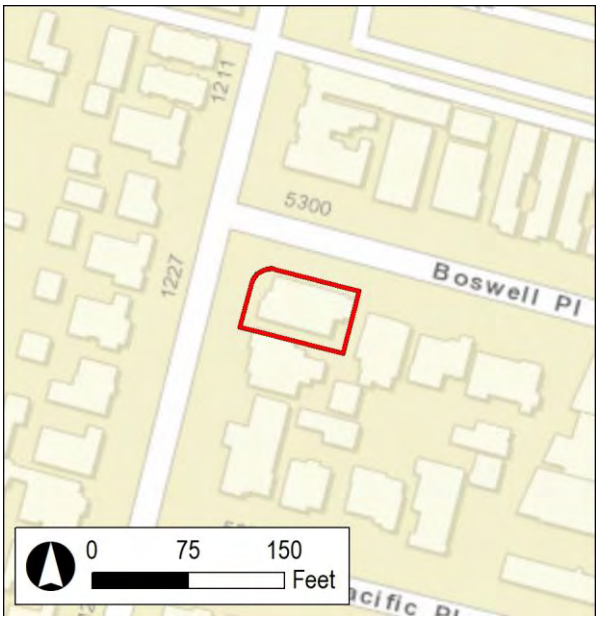
B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** December 2024

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***P3a. Description (continued):**

The building features a hipped roof covered with asphalt shingles, skylights, and an air conditioning unit. The walls are clad with stucco. The building has eight-over-eight double-hung vertical sliding windows with sills and hoods on the primary façade. The windows are arranged symmetrically in singles. A portico is centered on the primary façade and is covered by the roof, supported by a wood column. The main entry, which is centered on the primary façade, is filled with a wood glazed door with vision lights and is accessed by two brick stairs. There are two wall sconces, one on each side, of the primary entrance. Additionally, there is a raised planter lined with stacked brick on the primary façade.

There is a secondary entrance to the property, located on Boswell Place, that features an eight-over-eight double-hung vertical sliding window with a sill and hood. Additionally, the side elevation contains three-part horizontal-sliding windows with sills and hoods that are arranged symmetrically in singles. The secondary entrance is centered on the side elevation and is accessed by brick steps and filled with a metal screen door. Decorative wall features include a singular wall sconce to the west of the entrance. There is a garage to the west of the secondary entrance.

***B10. Significance (continued):**

Historic Context

1230 Amalia Avenue was constructed in 1941 by J.B. Priestley and the original owner was J.M. Woods (LADBS 1941). The Chavez family occupied the residence in 1967 and research suggests that the property is still owned by the family (*Daily Breeze* 1967).

*Minimal Traditional*

The Minimal Traditional style, popular between circa 1935 and 1950, reflected traditional architectural forms and eclectic styles but generally displayed simpler and less extensive decorative architectural detailing than revival styles that came previously. Minimal Traditional houses are usually modest in scale with one level, and common decorative features include small, simple porches, and chimneys. The roofs are low pitch with shallow eaves. Pre-WWII examples usually have a detached garage whereas post-WWII examples may have a garage attached (Gottfried and Jennings 2009).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1941, is associated with residential development of East Los Angeles; however, the building is one of many residences constructed in the area during the 1940s. Research did not suggest that the building played a distinct or important role in the development of East Los Angeles.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The Minimal Traditional style building was in wide use during the twentieth century on residential properties throughout California. The residential building at 1230 Amalia Avenue is a typical example reflecting the twentieth century trends of this style. The building on this parcel also lacks distinctive design or engineering that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has substantial losses to its historic integrity. While the building has integrity of location, setting, design, and association, renovations to the property represent a loss of integrity of materials, workmanship and feeling of the original 1941 building. The building, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

*The Daily Breeze*. 1967. "Vital Statistics." October 17, 1967. P.7.

Gottfried, Herbert and Jan Jennings. 2009. *American Vernacular Buildings and Interiors, 1870-1960.* New York: W.W. Norton & Company, Inc.

**P5a. Photographs (continued):**



**Photograph 2**. Side elevation of 1230 Amalia Avenue (camera facing west)

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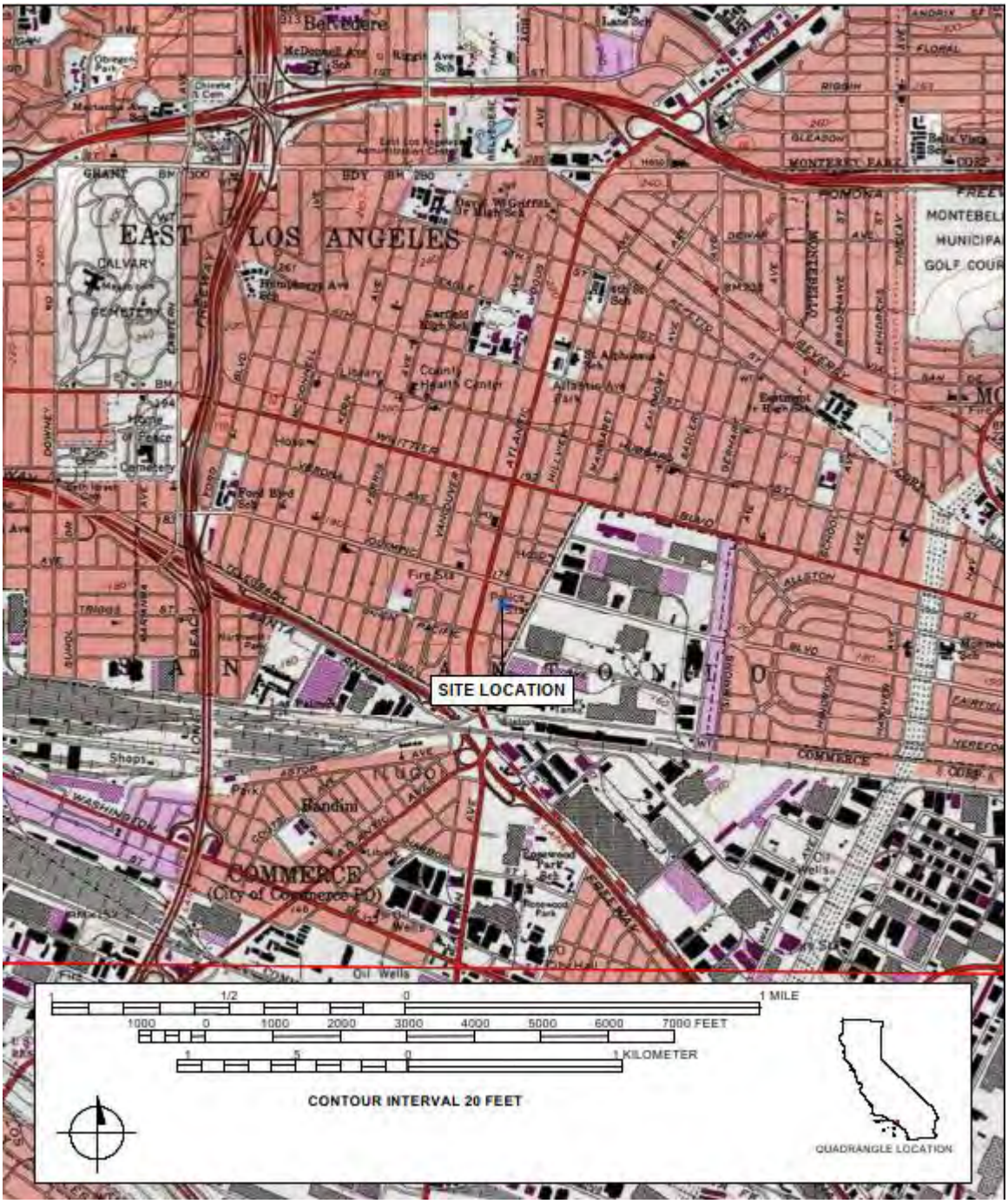
# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z

Page **5** of **5** ****Resource Name or** # (Assigned by recorder) 1230 Amalia Avenue
***Map Name:** Los Angeles, Calif. 7.5' Quadrangle ***Scale:** 1:24,000 ***Date of map:** 1981



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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) 5317 Pacific Place

**P1. Other Identifier:** n/a
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** 2S**;** R 12W **; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 5317 Pacific Place **City** Los Angeles **Zip** 90022
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11S; 393140.98 m E/ 3764384.57 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6340-013-014

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was built in 1949 and is a Minimal Traditional-style multiple-family residence (**Photograph 1**). It occupies the entire lot and has a south-facing orientation. It is one story with a rectangular plan. (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3- Multiple Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing north, December 26, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1949 (Los Angeles County Assessor)

***P7. Owner and Address:**
Andrea Belmonte
5319 Pacific Pl,
Los Angeles, CA 90022

***P8. Recorded by:** (Name, affiliation, address) Chandler Gorham, AECOM, 300 S Grand Ave, Los Angeles, CA 90071

***P9. Date Recorded:** December 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 –Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 5317 Pacific Place

B1. Historic Name: n/a
B2. Common Name: n/a
B3. Original Use: Residential Building
B4. Present Use: Residential Building
***B5. Architectural Style:** Minimal Traditional
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1949 (Los Angeles County Assessor); the frames of the windows were added at an unknown date (field observation)

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Residential Development **Area** East Los Angeles
**Period of Significance** 1949 **Property Type** Residential 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.)

Historic Context
The residential dwelling at 5317 Pacific Place was constructed in 1949 (Los Angeles County Assessor). Research suggests that numerous residents have occupied the building.

The property at 5317 Pacific Place does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), nor does it appear to be a historical resource for purposes of the California Environmental Quality Act (CEQA). In addition to the building's lack of significance, the building does not retain integrity to its original construction. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** December 2024

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***P3a. Description (continued):**

The building features a medium-pitch gable and wing roof covered with asphalt shingles and vents. The walls are clad with stucco and there are vents on the façade. The building has three-part and two-part windows with aluminum frames and sills and hoods in an asymmetrical arrangement. There is a porch on the side elevation of the building that is covered by the roof and is supported by thin steel columns with decorative s-scrolls. There are two entrances on the side elevation that are accessed by stone steps and filled with metal screen doors.

**B10. Significance (continued):**

Minal Traditional Architecture

The Minimal Traditional style, popular between circa 1935 and 1950, reflected traditional architectural forms and eclectic styles but generally displayed simpler and less extensive decorative architectural detailing than revival styles that came previously. Minimal Traditional houses are usually modest in scale with one level, and common decorative features include small, simple porches, and chimneys. The roofs are low pitch with shallow eaves. Pre-WWII examples usually have a detached garage whereas post-WWII examples may have a garage attached (Gottfried and Jennings 2009).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1949, is associated with residential development of East Los Angeles; however, many businesses have occupied the building. Research did not suggest that the building played a distinct or important role in the economic development of Los Angeles.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The Minimal Traditional style building was in wide use during the twentieth century on residential properties throughout California. The industrial building at 5317 Pacific Place is a typical example reflecting the twentieth century trends of this style. The building on this parcel also lacks distinctive design or engineering that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has substantial losses to its historic integrity. While the building has integrity of location, setting, and association, the additional periods of construction and expansion represent a loss of integrity of [design, workmanship, materials, and feeling] of the original 1949 building. The building, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

***B12. References (continued):**

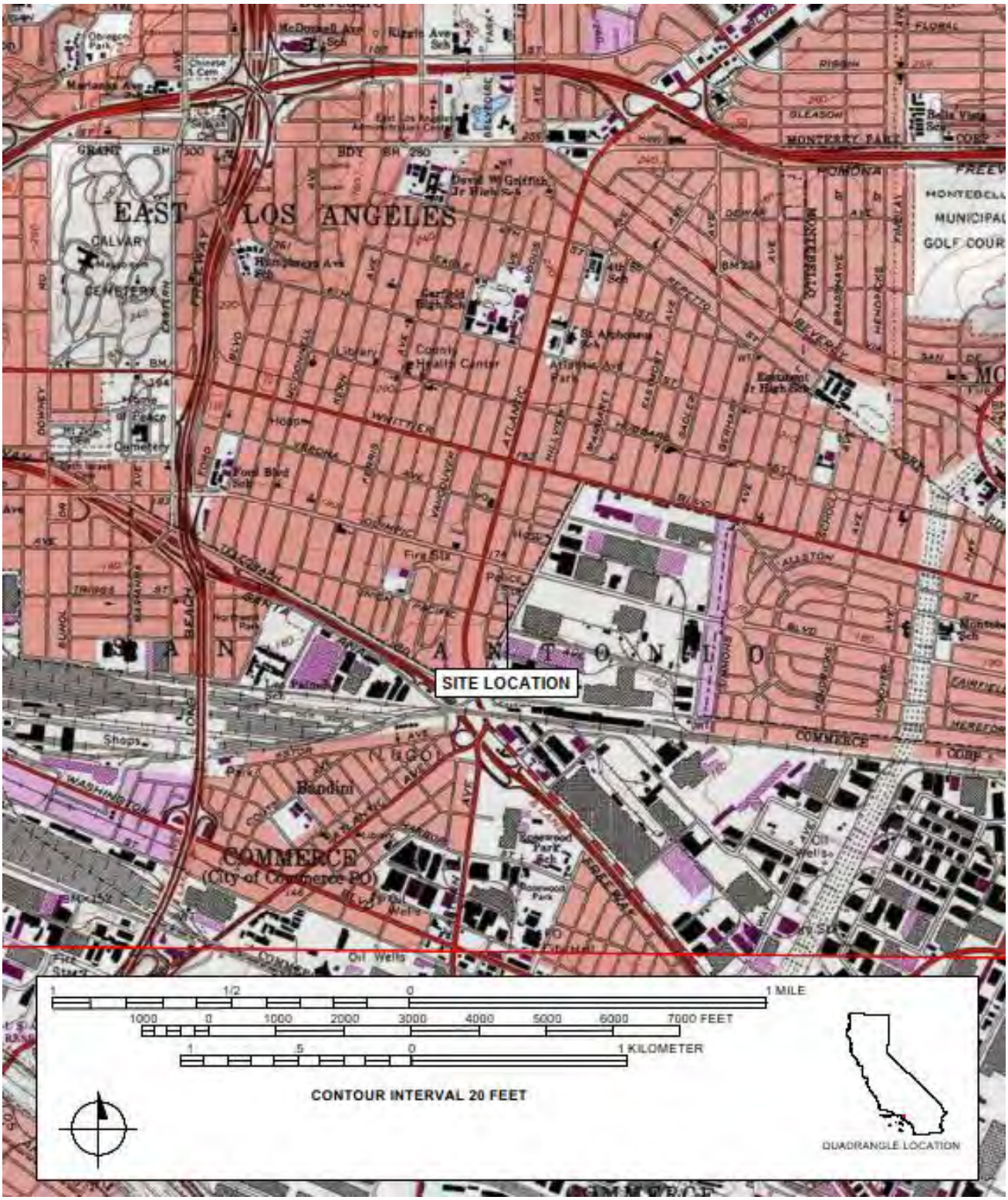
Gottfried, Herbert and Jan Jennings. 2009. *American Vernacular Buildings and Interiors, 1870-1960.* New York: W.W. Norton & Company, Inc.

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

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z

Page **4** of **5** ****Resource Name or** # (Assigned by recorder) 5317 Pacific Place
***Map Name:** Los Angeles, Calif. 7.5' Quadrangle ***Scale:** 1:24,000 ***Date of map:** 1981



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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) 5416 Union Pacifc Avenue

**P1. Other Identifie**r: Amcor Packaging
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T** 2S**; R** 12W **; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 5416 Union Pacific Avenue **City** Commerce **Zip** 90022
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11 S; 393170.24 m E/3764181.44 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6340-016-003

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

This property was built in 1974 and is a vernacular industrial building (**Photograph 1**). It occupies the rear of the lot and has a north-facing orientation. It is one story with a rectangular plan. The building features a flat roof covered with an unknown material and vents. The walls are constructed of concrete and clad with light fixtures and gutters. Decorative features include coping. The façade of the building features seven metal garages that provide industrial access to the facility (**Photograph 2**). Additionally, there are two elevated walkways on the property that are evenly spaced across the façade. The elevated walkways are covered by a concrete awning and provide access to entrances that are filled with metal doors. There are three-art fixed windows with metal frames on the façade. Other features of the property include a planter that lines ground below the elevated walkway and a chain-link fence with barbed wire around the property.

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

P5a. Photo or Drawing



**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing south, December 26, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1974 (Los Angeles County Assessor)

***P7. Owner and Address:**
Bo Mac Realty Co
13191 Crossroads Pkwy N 6 Flr,
City of Industry, CA 91746

***P8. Recorded by:** (Name, affiliation, address) Chandler Gorham, AECOM, 300 S Grand Ave, Los Angeles, CA 90071

***P9. Date Recorded:** December 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 –Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or** # (Assigned by recorder) 5416 Union Pacific Avenue

B1. Historic Name: n/a
B2. Common Name: Amcor Packaging
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1974 (Los Angeles County Assessor)

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:**

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** n/a **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.)

The property at 5416 Union Pacific Place does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), nor does it appear to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

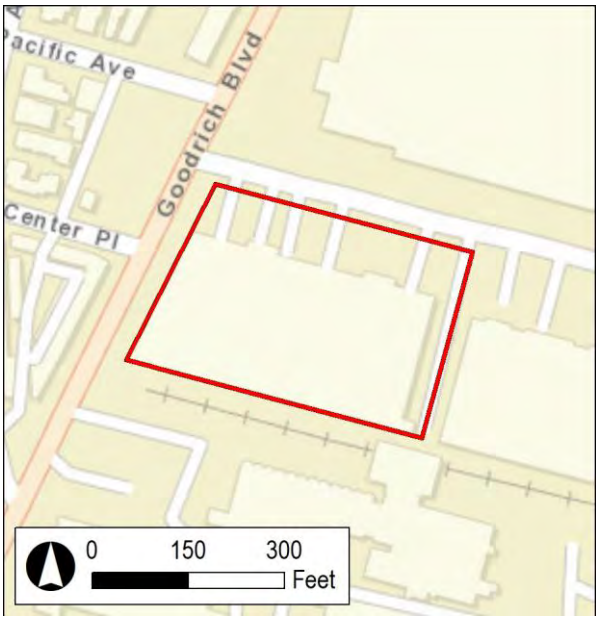
B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** December 2024

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10. Significance (continued):**

Historic Context

The building houses Kenpak, Inc., a medical packaging specialist, in the 1980s and 1990s *(Los Angeles Times* 1987; 1999). Research suggests that the building has continuously operated as an industrial warehouse with numerous tenants following the building's construction in 1974.

*Utilitarian*

Utilitarian Industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1974, is associated with industrial development of Commerce; however, many businesses have occupied the building. Research did not suggest that the building played a distinct or important role in the economic development of Los Angeles or Commerce.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The vernacular building was in wide use during the twentieth century on industrial properties throughout California. The industrial building at 5416 Union Pacific Place is a typical example reflecting the twentieth century trends of this style]. The building on this parcel also lacks distinctive design or engineering that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

*Bradley, Betsy H. 1999. The Works: The Industrial Architecture of the United States. New York: Oxford University Press.*

*The Los Angeles Times*. 1987. Classified Advertisement. January 7, 1987. P.75.
_____. 1999. Classified Advertisement. January 4, 1999. P.179.

**P5a. Photographs (continued):**




**Photograph 2.** Façade view at 5416 Union Pacific Place (Camera facing east).

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

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z

Page **5** of **6** ****Resource Name or** # (Assigned by recorder) 5416 Union Pacific Avenue
***Map Name:** Los Angeles, Calif. 7.5' Quadrangle ***Scale:** 1:24,000 ***Date of map:** 1981



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

# PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) 5468 Union Pacific Avenue

**P1. Other Identifier:**
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Los Angeles **T; R ; _ ¼ of _ ¼ of Sec** Unsectioned Land Grant**; B.M.** San Bernardino
**c. Address:** 5468 Union Pacific Avenue **City** Commerce **Zip** 90022
**d. UTM:** (Give more than one for large and/or linear resources) Zone 11 S; 393302.64 m E/ 3764131.59 m N
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 6340-016-004

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

This property was built in 1969 and is a vernacular industrial building (**Photograph 1**). It occupies the rear of the lot and has a north-facing orientation. It is one story with a rectangular plan. The building features a flat roof covered with thermoplastic, vents and air conditioning units. The walls are tilt-up concrete slabs. Decorative wall features include coping, vinyl lettering, and lights that are clad to exterior of the building. The building features three loading docks that are filled with metal roll-up garages and covered by an awning. A window wall is centered on the primary façade and the windows contain metal frames. The primary entrance is centered on the façade and is filled with a glass door and covered by a plastic awning. Other features of the property include a chain-link fence that lines the property.

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

P5a. Photo or Drawing




**P5b. Description of Photo:** (view, date, accession #) **Photograph 1.** View of elevation/façade, camera facing south, December 26, 2024.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both

1969 (Los Angeles County Assessor)

***P7. Owner and Address:**
TR Industrial LLC
360 S Berkely Ave,
Pasadena, CA 91107

***P8. Recorded by:** (Name, affiliation, address) Chandler Gorham, AECOM, 300 S Grand Ave, Los Angeles, CA 90071

***P9. Date Recorded:** December 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc., 2024, Memorandum, *Eastside Transit Corridor Phase 2 –Cultural Resource Supplemental Review*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***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



***NRHP Status Code** 6Z

***Resource Name or** # (Assigned by recorder) 5468 Union Pacific Avenue

B1. Historic Name: n/a
B2. Common Name: Sardo & Sons Warehousing Inc
B3. Original Use: Industrial Building
B4. Present Use: Industrial Building
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alterations, and date of alterations) Built 1969 (Los Angeles County Assesor)

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:**

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development **Area** Commerce
**Period of Significance** 1969 **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.)

The property at 5468 Union Pacific Avenue does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), nor does it appear to be a historical resource for purposes of the California Environmental Quality Act (CEQA). The property generally retains integrity to its original construction but does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

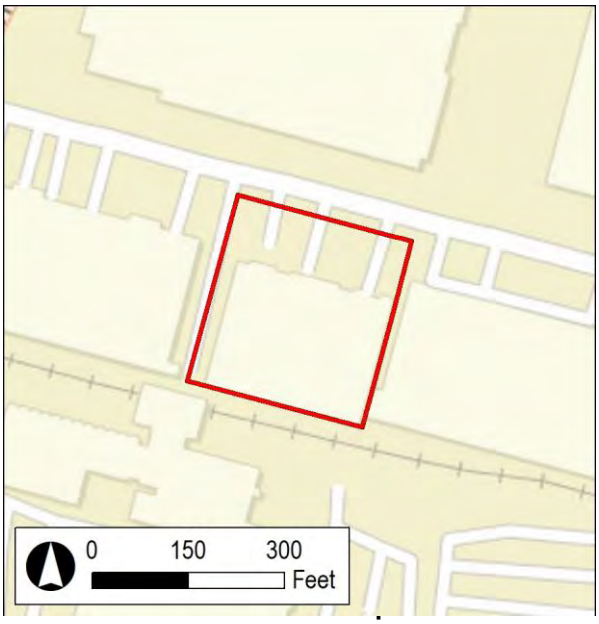
B13. Remarks:

***B14. Evaluator:** Chandler Gorham

***Date of Evaluation:** December 2024

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10. Significance (continued):**

Historic Context

The industrial building evaluated on this form was developed in 1969 (**Plate 1**) (Los Angeles County Assesor). Research suggests that numerous industrial tenants have occupied the property since the building's construction in 1969.




**Plate 1.** 5468 Union Pacific Ave in 1972 (Historic Aerials)

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1969, is associated with industrial development of Commerce; however, many businesses have occupied the building. Research did not suggest that the building played a distinct or important role in the economic development of Los Angeles or Commerce.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. Vernacular buildings were in wide use during the twentieth century on industrial properties throughout California. The industrial building at 5468 Union Pacific Avenue is a typical example reflecting the twentieth century trends of this style. The building on this parcel also lacks distinctive design or engineering that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

While the building generally retains integrity of location, setting, design, materials, workmanship, feeling, and association to its date of construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

***B12. References (continued):**

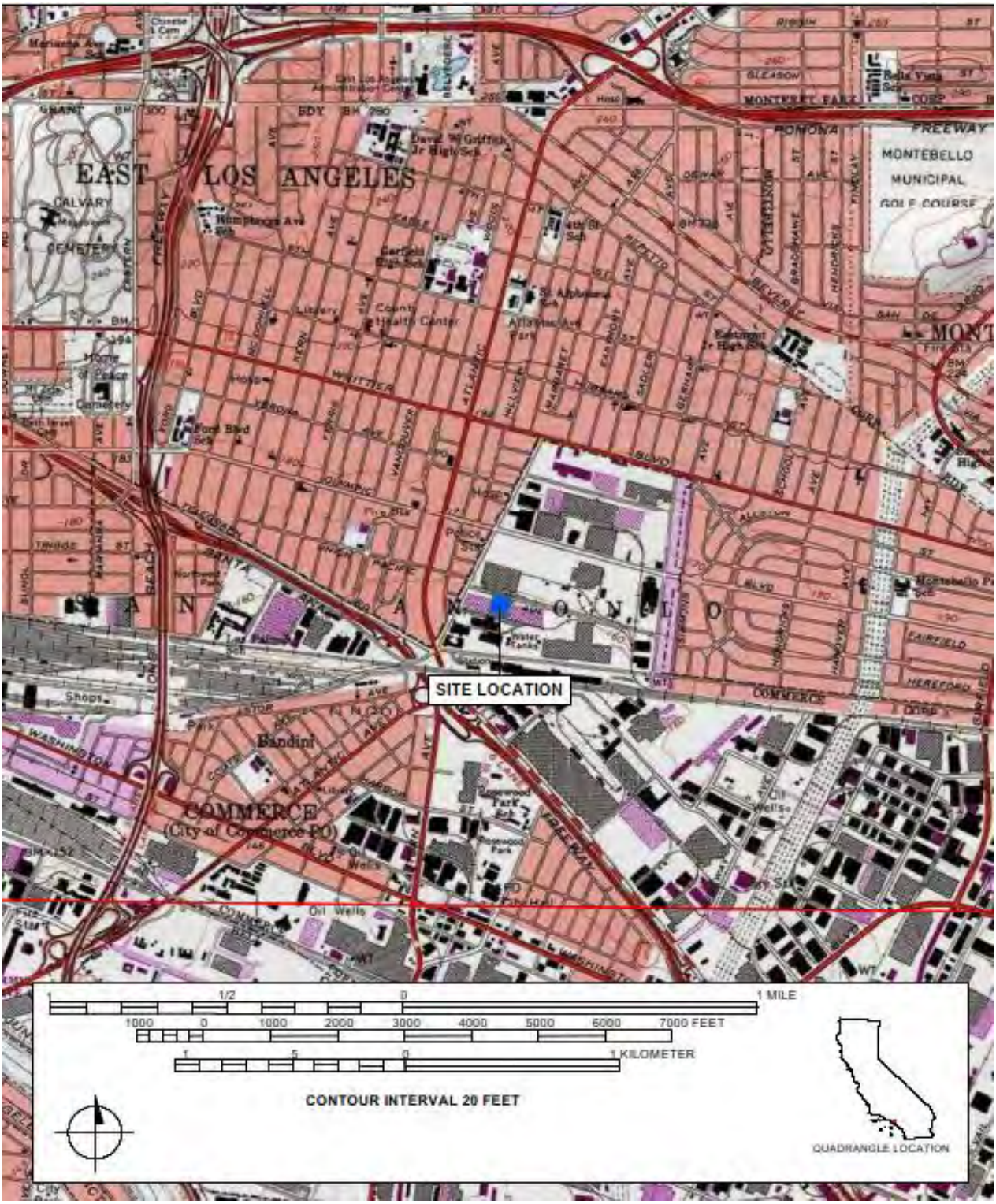
HistoricAerials. 1972 Aerial Photograph. http://www.historicaerials.com. Accessed January 6, 2025.

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

# LOCATION MAP

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 6Z

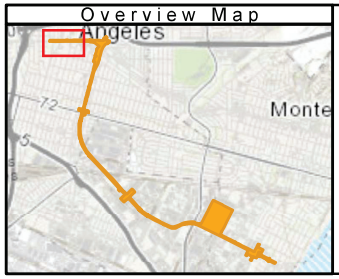
Page **5** of **6** ****Resource Name or** # (Assigned by recorder) 5468 Union Pacific Avenue
***Map Name:** Los Angeles, Calif. 7.5' Quadrangle ***Scale:** 1:24,000 ***Date of map:** 1981



# ATTACHMENT E – HISTORIC PROPERTY MAPS




Overview Map




- Historic Property - Reference #1
- Proposed Guideway
- Retaining Wall
- Rail Guideway (At-Grade)
- Rail Guideway (Trench)
- Area of Direct Impact
- Area of Potential Effects

0 70 140 280 420 560 Feet

0 30 60 120 180 240 Meters

**Scale:** 1:3,000
1:3,000
Date: 12/4/2024
Projection: NAD 83 UTM Zone 11N

N

Eastside Transit Corridor Phase 2 Project
Washington Alternative

**Historic Property**
**Reference #1**
**Griffith Steam**
**Magnet Middle School**

Project: 60039033

AECOM CDM Smith

**Figure 1**




Overview Map




- Historic Property - Reference #2
- Bored Tunnel
- Rail Guideway (Tunnel)
- Platform
- Area of Direct Impact
- Area of Potential Effects

0 25 50 100 150 200 Feet

0 12.5 25 50 75 100 Meters

**Scale:** 1:1,200
1:1,200
Date: 12/4/2024
Projection: NAD 83 UTM Zone 11N

N

Eastside Transit Corridor Phase 2 Project
Washington Alternative

**Historic Property Reference #2 Golden Gate Theater**

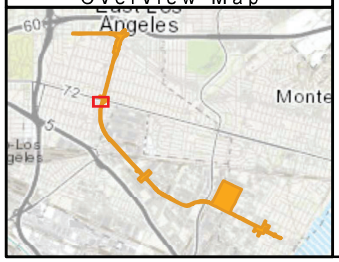
Project: 60039033

AECOM CDM Smith

**Figure 2**




Overview Map




- Historic Property - Reference #3
- Historic Property - Other References
- Bored Tunnel
- Rail Guideway (Tunnel)
- Platform
- Area of Direct Impact
- Area of Potential Effects

0 25 50 100 150 200 Feet

0 12.5 25 50 75 100 Meters

**Scale:** 1:1,200
1:1,200
Date: 2/12/2025
Projection: NAD 83 UTM Zone 11N

N

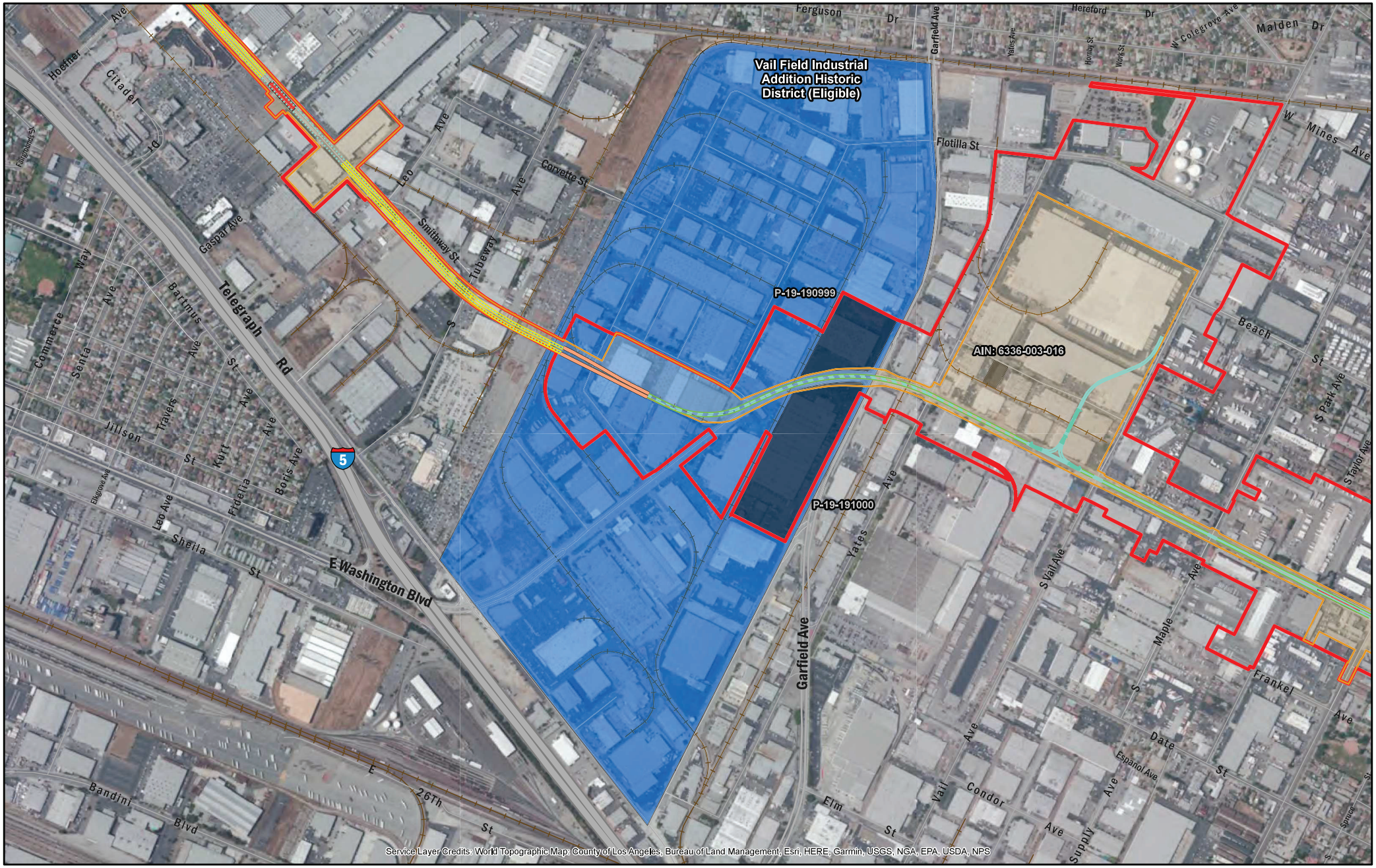
Eastside Transit Corridor Phase 2 Project
Washington Alternative

**Historic Property Reference #3 Golden Gate Theater**

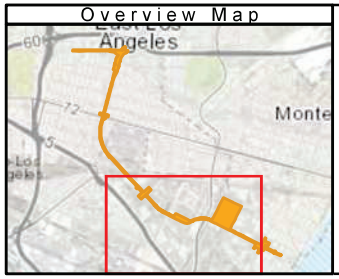
Project: 60039033

AECOM CDM Smith

**Figure 3**




Overview Map




- Historic Property - Reference #4
- Historic Property - Other References
- Proposed Guideway
- Bored Tunnel
- Retaining Wall
- Rail Guideway (Elevated)
- Rail Guideway (At-Grade)
- Rail Guideway (Crossovers)
- Rail Guideway (Trench)
- Rail Guideway (Tunnel)
- Platform
- Area of Direct Impact
- Area of Potential Effects

0 300 600 1,200 1,800 2,400 Feet

0 130 260 520 780 1,040 Meters

**Scale:** 1:12,388

1:12,388

Date: 12/9/2025

Projection: NAD 83 UTM Zone 11N

N

Eastside Transit Corridor Phase 2 Project
Washington Alternative

# Historic Property Reference #4 Vail Field Industrial Addition

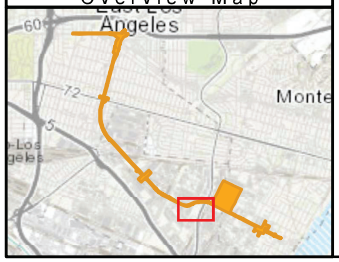
Project: 60039033

AECOM CDM Smith

**Figure 4**




Overview Map




- Historic Property - Reference #5
- Historic Property - Other References
- Proposed Guideway
- Retaining Wall
- Rail Guideway (Elevated)
- Area of Direct Impact
- Area of Potential Effects
- Vail Field Industrial Addition Historic District (Eligible)

0 65 130 260 390 520 Feet

0 25 50 100 150 200 Meters

**Scale:** 1:2,800

1:2,800

Date: 12/4/2024

Projection: NAD 83 UTM Zone 11N

N

Eastside Transit Corridor Phase 2 Project
Washington Alternative

**Historic Property**
**Reference #5**
**Goodyear Tire and Rubber Company Warehouse**

Project: 60039033

AECOM CDM Smith

**Figure 5**




Overview Map

Historic Property - Reference #6
Historic Property - Other References
Proposed Guideway
Retaining Wall
Rail Guideway (Elevated)
Area of Direct Impact
Area of Potential Effects
Vail Field Industrial Addition Historic District (Eligible)

0 65 130 260 390 520 Feet

0 25 50 100 150 200 Meters

**Scale:** 1:2,800
1:2,800
Date: 12/9/2025
Projection: NAD 83 UTM Zone 11N

N

Eastside Transit Corridor Phase 2 Project
Washington Alternative

**Historic Property**
**Reference #6**
**Goodyear Tire and Rubber Company Warehouse**
Project: 60039033

AECOM CDM Smith

**Figure 6**




Overview Map




- Historic Property - Reference #7
- Historic Property - Other References
- Proposed Guideway
- Rail Guideway (At-Grade)
- Platform
- Area of Direct Impact
- Area of Potential Effects

0 45 90 180 270 360 Feet

0 20 40 80 120 160 Meters

**Scale:** 1:2,000
1:2,000
Date: 12/4/2024
Projection: NAD 83 UTM Zone 11N

N

Eastside Transit Corridor Phase 2 Project
Washington Alternative

**Historic Property**
**Reference #7**
**Greenwood Elementary School**

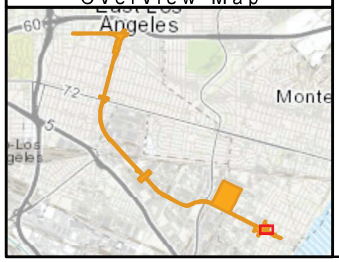
Project: 60039033

AECOM CDM Smith

**Figure 7**




Overview Map




- Historic Property - Reference #8
- Historic Property - Other References
- Proposed Guideway
- Rail Guideway (At-Grade)
- Area of Direct Impact
- Area of Potential Effects

0 20 40 80 120 160 Feet

0 10 20 40 60 80 Meters

**Scale:** 1:1,000
1:1,000
Date: 12/4/2024
Projection: NAD 83 UTM Zone 11N

N

Eastside Transit Corridor Phase 2 Project
Washington Alternative

**Historic Property**
**Reference #8**
**South Montebello Irrigation District**

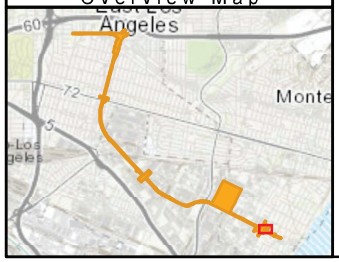
Project: 60039033

AECOM CDM Smith

**Figure 8**




Overview Map




- Historic Property - Reference #9
- Historic Property - Other References
- Proposed Guideway
- Rail Guideway (At-Grade)
- Platform
- Area of Direct Impact
- Area of Potential Effects

0 20 40 80 120 160 Feet

0 10 20 40 60 80 Meters

**Scale:** 1:1,000
1:1,000
Date: 12/4/2024
Projection: NAD 83 UTM Zone 11N

N

Eastside Transit Corridor Phase 2 Project
Washington Alternative

**Historic Property**
**Reference #9**
**Spanish Colonial**
**Revival-style Residence**

Project: 60039033

AECOM CDM Smith

**Figure 9**

# ATTACHMENT F – FINDING OF EFFECT

Los Angeles County
Metropolitan Transportation Authority

# Finding of Effect Report

## EASTSIDE TRANSIT CORRIDOR PHASE 2




Metro

May 2026

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EXHIBIT 1 – Conditions

# 1.0 INTRODUCTION

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA/Metro), is continuing consultation with the California State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (36 Code of Federal Regulations [CFR] Part 800, as amended) for the Eastside Transit Corridor Phase 2 Project (Build Alternative; undertaking), located in the unincorporated community of East Los Angeles and the Cities of Commerce and Montebello, California. The Project is a federal undertaking under Section 106 and its implementing regulations (36 CFR Part 800) as it is expected to receive funding assistance from FTA. The FTA serves as the federal lead agency for compliance with Section 106. The Build Alternative, described below, is interchangeably referred to as the undertaking.

This Finding of Effect report discusses the findings of the Eastside Transit Corridor Phase 2 Historic, Archaeological and Tribal Resources Technical Report, which is provided in **Appendix K** (the Historic, Archaeological and Tribal Resources Technical Report) of the Environmental Assessment (EA). The technical report briefly summarizes the undertaking, describes the regulatory setting and affected environment, details the Section 106 consultation efforts with interested parties and tribal organizations, identifies historic properties and evaluates the environmental consequences of the alternatives.

This report contains descriptive summaries of the Build Alternative and the consulting party outreach, describes the identified historic properties and the applications of criteria of adverse effects, and discusses the finding of no adverse effect pursuant to 36 CFR 800.5(b) and conditions proposed. This report includes a description of the geotechnical borings and the results.

The Build Alternative consists of approximately 4.7 miles of reconfigured and new light rail transit (LRT) guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard in East Los Angeles to an at-grade terminal station at the Greenwood station in the City of Montebello. The area has a diverse mix of land uses, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational areas, health and medical uses, educational institutions, and vacant land. The Build Alternative would traverse densely populated, low-income, and heavily transit dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County. Because the Build Alternative is expected to receive funding assistance from FTA, it is considered a federal undertaking under Section 106 of the NHPA of 1966, as amended (54 United States Code [U.S.C.] § 306108), and its implementing regulations (36 CFR Part 800). The NHPA defines a historic property as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places” (54 U.S.C. § 300308).

The Build Alternative area of analysis is in eastern Los Angeles County with a specialized study area for historic properties (including architectural, archaeological, and Traditional Cultural Place [TCP] resources) located within the Area of Potential Effects (APE). TCPs are sometimes referred to as “properties of traditional religious and cultural significance” that could be eligible for the NRHP (See 36 CFR 800.5(c)(1) and 54 U.S.C. 302706). The APE includes all areas that may contain potential historic properties that could be directly or indirectly affected by the construction and operation of the Build Alternative. This study was conducted in compliance with Section 106 of the NHPA.

# 2.0 BUILD ALTERNATIVE DESCRIPTION

The Build Alternative is an electric-powered light rail service extension in eastern Los Angeles County. The Build Alternative would consist of approximately 4.7 miles of reconfigured and new LRT guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the City of Montebello, as shown in **Figure 2.1**. **Figure 2.2** shows a close-up of the Study Area and the alignment with the proposed stations and MSF site options. The 4.7 miles would include reconfiguration of 0.4 mile of existing track to transition to a new 4.3-mile extension. The Build Alternative would have approximately 3.1 miles of underground, 0.9 mile of aerial, and 0.7 mile of at-grade alignment and a relocated underground Atlantic/Pomona station and three new stations.

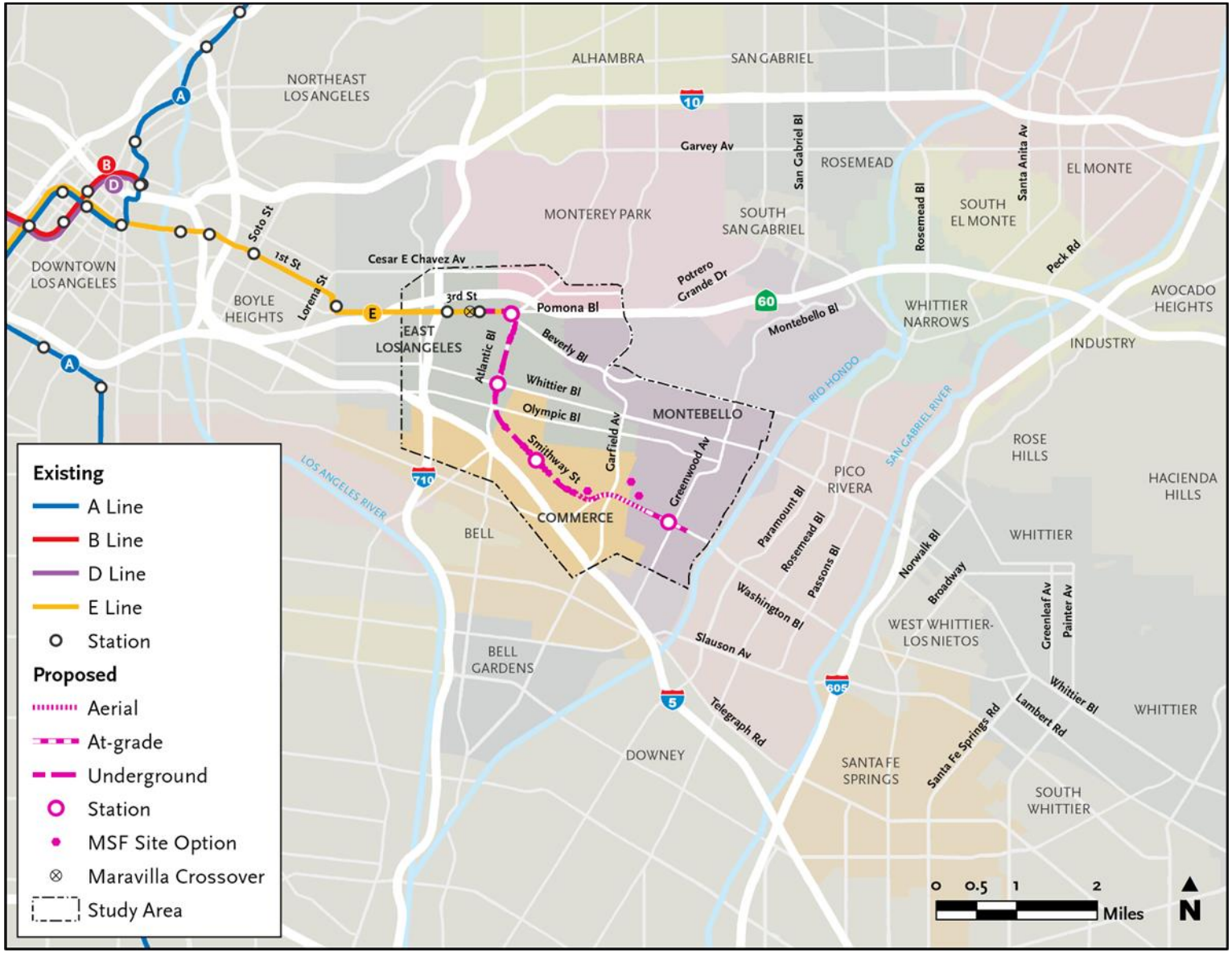
## 2.1 Guideway Alignment

The Build Alternative includes revisions to the existing Metro E Line tracks west of the existing East Los Angeles Civic Center Station and a new guideway extension that begins east of the station in East Los Angeles (unincorporated Los Angeles County).

The existing tracks would be reconfigured to install a new at-grade double crossover[1] on 3rd Street between Arizona Avenue and Kern Avenue. The new crossover, referred to as the Maravilla Crossover, is required to meet operational requirements of the guideway extension. Construction of the crossover would involve a minor shift of the existing tracks to the east and roadway resurfacing within the existing right-of-way (ROW). A train control house with electric power switches and auxiliary power room would be constructed at vacant lot owned by Metro on the south side of the 3rd Street between South Arizona Avenue and South Mednik Avenue. This site is adjacent to an existing traction power substation that is surrounded by a block wall. The block wall would be extended to include the train control house site.

The new guideway would begin with a transition from the existing at-grade guideway to an underground guideway within an open trench that extends from east of Civic Center Way to east of La Verne Avenue. The trench would eliminate vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and therefore, left turns to and from La Verne Avenue would be prohibited during construction and operation of the Build Alternative. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. To facilitate traffic movement to and from La Verne Avenue and Civic Center Way, eastbound traffic on 3rd Street would be allowed to make a U-turn on Woods Avenue to reverse direction. Westbound traffic would continue to be allowed to make a U-turn at Mednick Avenue to reverse direction. Additionally, a new access road would be constructed to allow Sheriff Department vehicles to turn left from the Sheriff Department driveway on to 3rd Street. A new high-visibility crosswalk would provide a pedestrian access across 3rd Street.

[1] Track crossovers allow a train to reverse direction and use adjacent track to continue operation. The Build Alternative includes the Maravilla Crossover and crossovers along the alignment extension, generally near the proposed stations.




*Source: Metro; CDM Smith/AECOM JV, 2026.*

**Figure 2.1. Study Area**

Once underground, the guideway would follow East 3rd Street to the proposed relocated underground Atlantic/Pomona station east of Beverly Boulevard. The underground guideway would then turn south, first running east of Atlantic Boulevard and then underneath Atlantic Boulevard, to approximately Verona Street and Olympic Boulevard. Then, the underground guideway would curve southeast, running under Smithway Street near the Citadel Outlets in the City of Commerce.

After crossing Saybrook Avenue, the guideway would transition from underground to an aerial configuration. The aerial guideway would continue east and merge into the center of Washington Boulevard at Gayhart Street. However, if MSF Site 2 is selected, the aerial guideway would continue east immediately to the north of Washington Boulevard then merge into the center of Washington Boulevard east of Garfield Avenue. The aerial tracks would transition to an at-grade configuration between Vail Avenue and Maple Avenue. The alignment would remain at-grade in the center of Washington Boulevard until the intersection of Washington Boulevard and Greenwood Avenue in the City of Montebello, where it would shift slightly south of the center of Washington Boulevard. Revenue service would terminate at Greenwood station to the west of Greenwood Avenue and tail tracks would continue further east to Montbello Boulevard. to allow for the LRT to reverse direction. The guideway and trackwork design would comply with the MRDC.

Left turns would be eliminated at the intersection of Washington Boulevard and Maple Avenue where the at-grade alignment begins just west of the intersection. At the intersection of Washington Boulevard and Montebello Boulevard, two options for the guideway are being considered:

- Montebello Boulevard Option 1 (no left turn) – This option would remove left-turn pockets on Washington Boulevard, eliminating left-turns onto Montebello Boulevard from both directions. Only through traffic movement and right turns would be allowed from Washington Boulevard at this intersection.
- Montebello Boulevard Option 2 (left turn pockets) – This option would retain left-turn pockets on Washington Boulevard for traffic in both directions. This option would require widening Washington Boulevard and involve additional property acquisitions.

Additional changes to traffic circulation include a reduction in the number of traffic lanes on eastbound 3rd Street from two lanes to one between Civic Center Way and the new Sheriff's Department access road to accommodate the open trench and on Washington Boulevard between Saybrook Avenue and the eastern terminus from three lanes to two lanes to allow for the placement of columns to support the aerial guideway and for the ROW needs of the at-grade guideway. Unsignalized left-turns along the at-grade guideway would be prohibited. Minor changes to lane configurations at intersections may be required to accommodate new or modified traffic circulation patterns, such as along Washington Boulevard and near the intersection of 3rd Street and Atlantic Boulevard to accommodate the trench for the transition. There may also be new traffic signals or modifications to existing traffic signals to accommodate LRT movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to and from stations. Additional changes may include access changes at selected cross streets due to at-grade or aerial crossings and driveway widening at some industrial properties along Washington Boulevard.

## 2.2 Proposed Stations

The following stations would be constructed under the Build Alternative:

- Atlantic/Pomona – The Atlantic/Pomona station would relocate the existing at-grade Atlantic Station to an underground station. The station would implement a center platform layout. This station would be located beneath the triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure with 280 parking spaces located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the City of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.
- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the City of Montebello. This station would provide a surface parking facility with 270 to 370 proposed new surface parking spaces near the intersection of Greenwood Avenue and Washington Boulevard.

Station public area designs and amenities would comply with the Systemwide Station Design Standards, Metro Art Program Policy, Metro Rail Design Criteria (MRDC), and Architectural Standard and Directive Drawings, as required by the Metro Systemwide Station Design Standards Policy. Design elements would include, but would not be limited to, station pin signs, entrance portal canopies at the underground stations, platform canopies at the at-grade station, plaza paving and landscaping, interior architectural finishes and furnishings, lighting, passenger telephones, sound attenuation features, customer information panels, real-time information digital screens, fare gates, fare vending machines, integrated public art, security cameras, and bike racks and lockers. Station entry portals with escalators and elevators would provide access to underground stations. Access to all stations would be compliant with the Americans with Disabilities Act (ADA) and would also have bicycle and pedestrian connections. Bicycle and pedestrian connections to the stations would comply with the requirement for a seamless project boundary as described in the Metro First/Last Mile Guidelines and in the MRDC. Details, including station area planning and urban design, would be determined during the Build Alternative's final design phase in compliance with Metro design standards and policies for Metro rail stations.

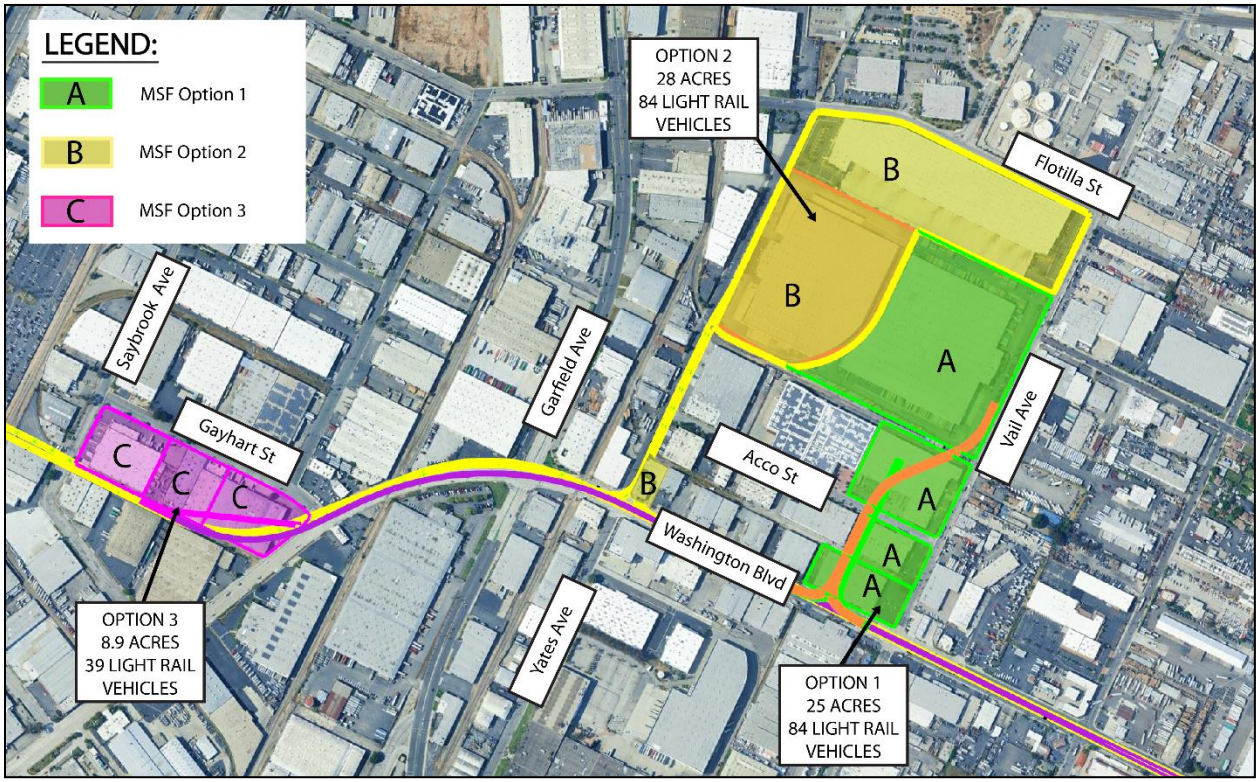
## 2.3 Guideway and System Facilities

The Build Alternative would include additional elements to support vehicle operations, including but not limited to the overhead catenary system (OCS), tracks, crossovers, cross passages, ventilation structures, emergency fire exits, traction power substations (TPSS), train control houses with electric power switches and auxiliary power rooms, radio communications, an emergency generator, and either the MSF. The Build Alternative would have an underground alignment of approximately 3.1 miles in length between La Verne and Saybrook Avenue. Ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment as required by the current version of Metro's Fire Life Safety Criteria. These would be located at the underground stations or public ROW. The Build Alternative alignment would travel along the center of the roadway for most of the route. The precise location of railroad system facilities would be determined in a subsequent design phase.

## 2.4 Maintenance and Storage Facilities

The Build Alternative would include equipment and facilities for cleaning and maintenance of rail cars and to store vehicles that are not in service. This would be supported by a new MSF that would be constructed in an industrial zone in the City of Montebello or in the City of Commerce. MSF facilities would include equipment and facilities to clean and maintain rail cars, tracks, and other system components. It would also enable storage of light rail vehicles that are not in service and Metro's hi-rail service vehicles. It would also provide office space for operation and administrative staff.

Three site options for the MSF are evaluated in this EA, including two site options in the City of Montebello that would include facilities for repairing rail cars and a site option in the City of Commerce that would not include repair facilities. Only one of the three sites would be selected and constructed. The two sites in the City of Montebello would be located north of Washington Boulevard and south of Flotilla Street: MSF Site 1 would be located west of Vail Avenue with mid-block yard lead tracks and MSF Site 2 would be located west of MSF Site 1 with yard lead tracks on Yates Avenue. MSF Site 3 would be located would be located west of MSF Sites 1 and 2, at the tunnel boring machine launch (TBM) site at Gayhart Street, east of Saybrook Avenue and west of MSF Sites 1 and 2. The yard lead tracks for MSF Sites 1 and 2 would connect to the main alignment at a wye junction (i.e., three-way junction) in an aerial configuration and transition to at-grade as the track approaches the MSF The LRT tracks to MSF Site 3 would come off the mainline alignment in the LRT ROW north of Washington Boulevard on the parcel east of Saybrook Avenue and south of Gayhart Street as the alignment transitions from an underground to an aerial configuration. **Figure 2.2** shows the location of the three MSF sites, which are described in greater detail in the following sections.




*Source: HNTB/Cordoba 2026.*

**Figure 2.2. MSF Site Options**

### 2.4.1 MSF Site 1: Aerial Yard Lead Tracks Located along Mid-Block

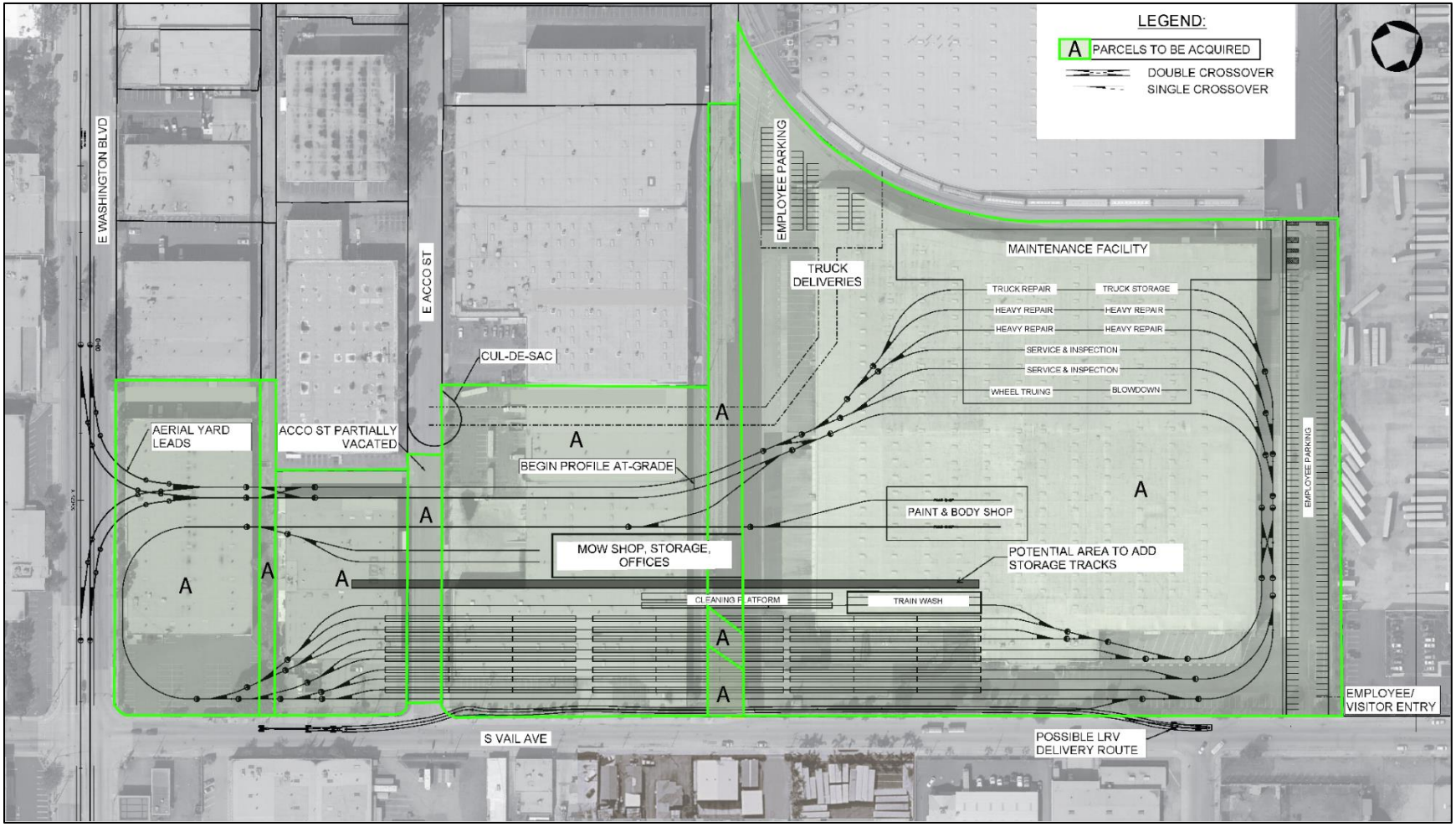
MSF Site 1, shown in **Figure 2.3**, would be approximately 25 acres in size and would encompass four parcels on the west side of Vail Avenue between Flotilla Street and Washington Boulevard. The yard lead tracks would require elimination of through-access to vehicles on Acco Street from Yates Avenue to Vail Avenue. A cul-de-sac would be provided on the westerly side of the lead tracks to ensure that access to businesses in this area is maintained from Yates Avenue. MSF Site 1 would require the full acquisition of five properties and partial acquisition of two properties with commercial and industrial uses to accommodate the MSF and the lead tracks. A partial vacation of Acco Street would also be required. MSF Site 1 would accommodate storage of up to 84 light rail vehicles (LRV) cars and would have approximately 204 employee parking stalls (including 6 ADA parking stalls).

### 2.4.2 MSF Site 2: Aerial Yard Lead Tracks Located along Yates Avenue

MSF Site 2, shown in **Figure 2.4**, would be approximately 28 acres in size and would encompass one parcel along the south frontage of Flotilla Street between Yates Avenue and Vail Avenue, and one adjacent parcel immediately to the south, east of Yates Avenue. Additional acreage would be needed to accommodate the yard lead tracks and associated construction staging. If MSF Site 2 is selected, the aerial guideway east of Gayhart Street would be located immediately to the north of Washington Boulevard and merge into the center of Washington Boulevard east of Garfield Avenue. The yard lead tracks to the MSF would partially be in the City of Commerce, starting in an aerial configuration from Washington Boulevard along the easterly edge of Yates Avenue, and transitioning to at-grade as the tracks approach the MSF. Yates Avenue would retain one vehicle lane in both directions. Two lanes of traffic would be maintained in each direction along Washington Boulevard. MSF Site 2 would require full acquisition of seven parcels for the MSF and the yard lead tracks. MSF Site 2 would also require 10 partial acquisitions of properties including properties along Yates Avenue between Washington Boulevard and MSF Site 2 to accommodate the yard lead tracks and along Washington Boulevard between Gayhart Street and Yates Avenue for the mainline alignment and lead tracks. The MSF would accommodate storage of up to 84 LRV cars and would have approximately 255 employee parking stalls (7 ADA parking stalls).

### 2.4.3 MSF Site 3: Satellite Yard at Gayhart Street

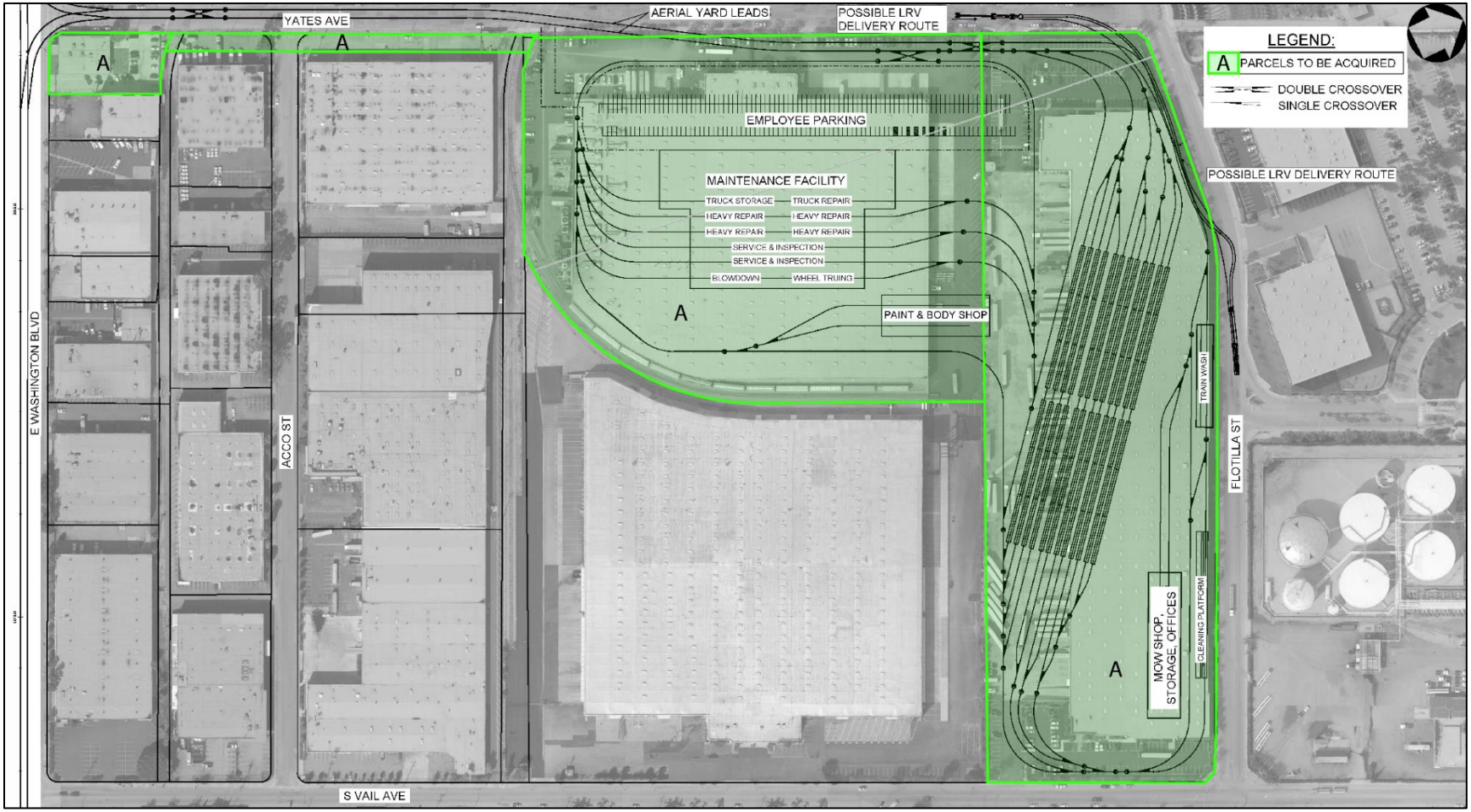
MSF Site 3, shown in **Figure 2.5**, would be approximately 8.9 acres in size and would encompass three parcels south of Gayhart Street between Saybrook Avenue and Washington Boulevard in the City of Commerce. F Site 3 would require full acquisition of five parcels for the MSF, which would also be used for the transition from the tunnel to aerial tracks, construction staging, and the launching of the TBM. The tracks into the MSF would connect to the mainline alignment in an at-grade configuration between Saybrook Avenue and Washington Boulevard as the mainline alignment transitions from underground to aerial. MSF Site 3 would accommodate storage for a minimum of 39 LRV cars and would have approximately 62 employee parking stalls (3 ADA parking stalls). MSF Site 3 would not have repair facilities.




*Source: HNTB/Cordoba 2026.*

**Figure 2.3. MSF Site 1**

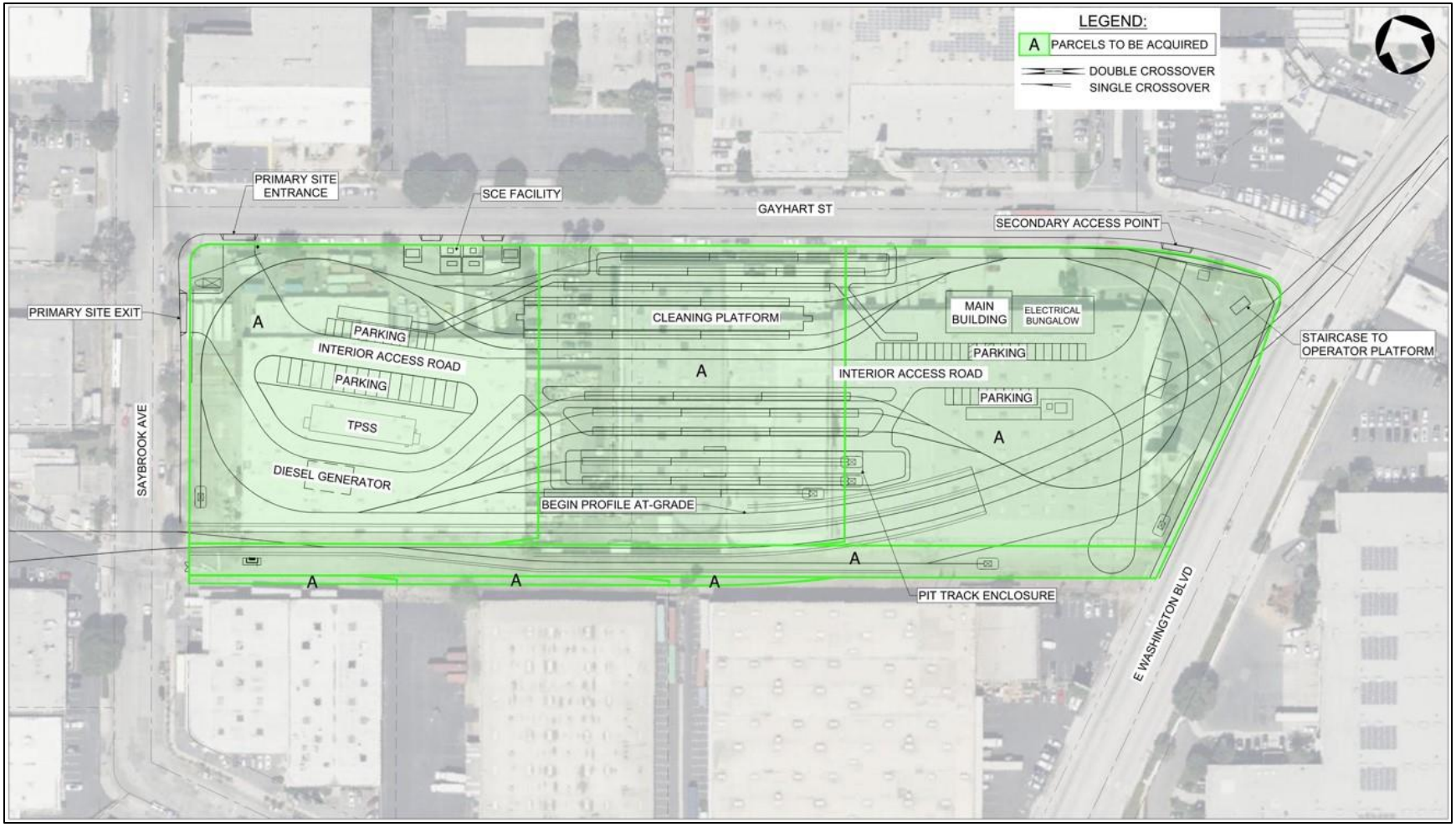
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way




*Source: HNTB/Cordoba 2026.*

Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

**Figure 2.4. MSF Site 2**




*Source: HNTB/Cordoba 2026.*
Key: LRV = Light Rail Vehicle; SCE = Southern California Edison; TPSS = traction power

**Figure 2.5. MSF Site 3**

## 2.5 Description of Construction

The Build Alternative would include the construction of an underground, aerial, and at-grade guideway for LRT. Key construction activities associated with the guideway (at-grade, aerial, underground) would include temporary roadway decking for the cut and cover sections of the underground guideway and the underground stations, tunnel boring for the remaining portions of the underground guideway, and the construction of an aerial viaduct for the aerial guideway. Additional activities would include station construction, demolition, utility relocations, street improvements (such as sidewalk reconstruction and traffic signal installation), retaining walls, and LRT operating systems installation including TPSS and OCS. The Build Alternative would also include construction of a surface parking facility located at Greenwood station, other railroad system facilities, the Maravilla Crossover and other crossovers along the alignment, potential driveway widening, and the MSF. Utility relocation work would generally occur within the affected ROW and on adjacent and nearby streets.

In addition to adhering to regulatory requirements, the development of the Build Alternative would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMP). Build Alternative engineering and construction would, at minimum, be completed in conformance with applicable regulations, guidelines, and criteria, including, but not limited to, MRDC (Metro 2024), Architectural Standard and Directive Drawings, California Public Utilities Commission regulations, California Building Code, Metro Operating Rules, Metro Sustainability Principles, and Metro standard and directive drawings from other engineering disciplines as needed. Cooperation with the corridor cities and Los Angeles County would occur throughout the construction process.

Build Alternative construction is anticipated to last approximately 60 to 84 months. Construction activities for the at-grade alignment, aerial alignment, and underground alignment would occur simultaneously. The construction of the underground stations is anticipated to take 36 to 48 months, while the construction of the at-grade station is expected to last approximately 12 to 18 months. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions and disruptions to businesses and other land uses along the alignment. Utility relocation work would generally occur within the affected right-of-way and on adjacent and nearby streets. Metro would coordinate relocations, modifications, and protection-in-place with all potential utilities affected under the terms of each provider's franchise or other agreements defining the provisions for such matters. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices standards. Standard traffic control methods and devices would be used, including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Laydown and storage areas for construction equipment and materials would be in the vicinity of the Build Alternative within parking facilities, and/or on parcels that would be acquired for the proposed stations and the MSF. Staging areas would be used to store building materials and construction equipment, assemble the TBM, temporarily store excavated materials, and house temporary field offices for the contractor.

## 2.6 No Build Alternative

The No Build Alternative evaluates the reasonably foreseeable effects within the Study Area if the Build Alternative were not approved. The No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within Los Angeles County from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. The No Build Alternative would include existing roadway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) Connect SoCal 2024-2050 Regional Transportation Plan (2024 RTP). The No Build Alternative would include existing projects from the regional base year (2025) and planned regional projects in operation in the horizon year (2050).

The No Build Alternative is used for comparison purposes to assess the relative benefits and impacts of constructing a new transit project in the Study Area versus implementing only currently planned and funded projects. The No Build Alternative is required for comparison under the National Environmental Policy Act (NEPA).

# 3.0 SECTION 106 CONSULTATION

In accordance with 36 CFR 800.2(c), the FTA, in coordination with Metro, identified consulting parties that may be interested in the Build Alternative and its potential effects to historic properties. Metro sought information, as appropriate, from individuals and organizations likely to have knowledge of or concerns about historic properties in the APE to identify issues related to potential adverse effects on historic properties. Letters were sent to the consulting parties listed in the following sections on December 20, 2024; these letters served as their invitation to participate as Section 106 consulting parties. The letters described the APE and included United States Geological Survey (USGS) topographic maps of Build Alternative. The letters sent to potential consulting parties and correspondence received are included in Attachment B of **Appendix K**. In 2025, three in-person meetings were held between January 28, 2025 and February 1, 2025 and one virtual meeting was conducted on February 3, 2025. Section 106 consulting information was presented to the community as part of the meeting presentation and discussion. Although these community meetings included 216 participants which received 85 public comments, no comments and/or questions on Section 106 were received.

**Government Agencies**

| | |
|---|---|
| Stephen J. Sass, Chairman<br>Historic Landmarks and Records Commission<br>Los Angeles County<br>500 West Temple Street<br>Los Angeles, CA 90012 | Community Planning Department<br>City of Commerce<br>2535 Commerce Way<br>Commerce, CA 90040 |
| Director of Planning<br>Los Angeles County Department of Regional Planning<br>320 West Temple Street, 13th Floor<br>Los Angeles, CA 90012<br>zoningldcc@planning.lacounty.gov | Joseph Palombi, Director<br>Planning Division, City of Montebello<br>1600 West Beverly Boulevard<br>Montebello, CA 90640 |

**Historical Societies, Museums, and Libraries**

| | |
|---|---|
| Historical Society of Southern California<br>5737 Kanan Road, Suite 656<br>Agoura Hills, CA 91301<br>hssc@thehssc.org | Director of Library Services<br>Commerce Central Library<br>5655 Jillson Street<br>Commerce, CA 90040 |
| California State Railroad Museum<br>111 “I” Street<br>Sacramento, CA 95814-2265 | Chris Vargas<br>Sanchez Adobe/Montebello Historical Society<br>946 North Adobe Avenue<br>Montebello, CA 90640 |

**Preservation Organizations**

| | |
|---|---|
| Los Angeles Conservancy<br>523 West 6th Street, Suite 826<br>Los Angeles, CA 90014<br>info@laconservancy.org | Sian Winship, President<br>Society of Architectural Historians<br>Southern California Chapter<br>P.O. Box 56478<br>Sherman Oaks, CA 91413<br>sian@sahscc.org |
| Candice Dickens-Russell, Chief Executive Officer<br>Friends of the Los Angeles River<br>570 West Avenue 26, #250<br>Los Angeles, CA 90065<br>contact@FoLAR.org | Southern Pacific Historical and Technology Society<br>Attn.: John Signor<br>1523 Howard Access Road, Suite A<br>Upland, CA 91786-2582 |
| Cindy Heitzman, Executive Director<br>California Preservation Foundation<br>101 The Embarcadero,<br>Suite 120<br>San Francisco, CA 94105<br>cheitzman@californiapreservationfoundation.org | Pacific Railroad Society<br>210 West Bonita Avenue<br>San Dimas, CA 91773<br>info@PacificRailroadSociety.org |

The invitation to participate as a consulting party was accepted by the City of Commerce, City of Montebello, Los Angeles Conservancy, Los Angeles Department of Regional Planning, and the Montebello Historical Society. The invitation was declined by the California Preservation Foundation, Friends of the Los Angeles River, and the Society of Architectural Historians (Southern California Chapter).

On January 30, 2025, Thomas Dearborn from Los Angeles County Department of Regional Planning provided a list of historic properties within and near the APE. Through this consultation, the National Chicano Moratorium March Route, which is listed in the NRHP, was identified within the APE. As of August 30, 2025, responses were not received from the California State Railroad Museum, Commerce Rosewood Neighborhood Library, the Historic Landmarks and Records Commission, the Historical Society of Southern California, the Pacific Railroad Society, and the Southern Pacific Historical and Technological Society.

On July 25, 2025, the FTA and Metro met with the Los Angeles Conservancy to discuss the Build Alternative and the historic properties that could be affected. Following the meeting, the FTA subsequently received correspondence from the Los Angeles Conservancy, dated August 21, 2025, and addressed to Metro that provides comments on the Build Alternative. The letter was submitted as a part of ongoing project-related consultation pursuant to Section 106 of the NHPA.

The Los Angeles Conservancy's correspondence identifies concerns related to the Build Alternative's potential effects to two historic properties, both historic districts, that were identified during the built environment field survey as being in the Area of Potential Effect (APE) (described in **Section 3.2**); the National Chicano Moratorium March August 29, 1970 district, and the Vail Field Industrial Addition historic district. For the National Chicano Moratorium March district, the Los Angeles Conservancy stated that:

> *"We believe that introduction of a portal where the line transitions from an at-grade alignment to subterranean will have a significant impact on the National Register listed National Chicano Moratorium March route…. The addition of a portal will alter streets and sidewalks, and the potential demolition of multiple commercial properties would amount to a significant change to the resource."*

Due to the nature of the potential effects to the district, the Los Angeles Conservancy urged Metro to:

> *"Adopt an interpretive signage program that portrays the history of this important mark in 1970. We ask that this interpretive signage be installed where changes to the District are the greatest so that the district can continue to be understood as a continuous route. We believe that this signage will minimize impacts to the district."*

The Los Angeles Conservancy also identified concerns regarding potential Build Alternative effects to the Vail Field Industrial Addition Historic [District]. To mitigate for these effects, the Los Angeles Conservancy:

> *"recommends that partial demolition be considered where possible, and that HABS [Historic American Building Survey] documentation be performed on all contributing properties before demolition."*

Metro considers and addresses these comments in **Section 6.0** of this Report.

# 3.1 Native American Consultation

Native American consultation conducted to fulfill Section 106 began in 2024. This is a summary of current Section 106 consultation.

## 3.1.1 Section 106 Native American Consultation

Section 106 consultation efforts were performed beginning in 2024 and are ongoing. FTA contacted the Native American Heritage Commission (NAHC) on July 12, 2024, providing a Build Alternative description and map of the Build Alternative. In a letter dated July 30, 2024, the NAHC responded and reported that the Sacred Lands File (SLF) search was negative for the revised Build Alternative area. The NAHC also identified 16 tribal contacts from eight tribal groups that may have additional data and information regarding tribal cultural resources within or near the APE. FTA sent letters to the identified tribal contacts on January 9, 2025, and follow-up emails on February 3, 2025. The letters served as an invitation to participate as Section 106 consulting parties. Additionally, FTA made follow-up calls to the identified tribal contacts on February 13, 2025.

The identified tribal contacts included the following individuals:

- Erica Schenk, Chairperson; Cahuilla Band of Indians
- Anthony Madrigal, Tribal Historic Preservation Officer; Cahuilla Band of Indians
- BobbyRay Esparza, Cultural Director; Cahuilla Band of Indians
- Christina Swindall Martinez, Secretary; Gabrieleño Band of Mission Indians – Kizh Nation
- Andrew Salas, Chairperson; Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson; Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Robert Dorame, Chairperson; Gabrieleño Tongva Indians of California Tribal Council

- Christina Conley, Cultural Resources Administrator; Gabrieleño Tongva Indians of California Tribal Council
- Sandonne Goad, Chairperson; Gabrieleño/Tongva Nation
- Charles Alvarez, Chairperson; Gabrieleño-Tongva Tribe
- Sam Dunlap, Cultural Resources Director; Gabrieleño-Tongva Tribe
- Vanessa Minott, Tribal Administrator; Santa Rosa Band of Cahuilla Indians
- Steven Estrada, Tribal Chairman; Santa Rosa Band of Cahuilla Indians
- Joseph Ontiveros, Tribal Historic Preservation Officer; Soboba Band of Luiseno Indians
- Jessica Valdez, Cultural Resource Specialist; Soboba Band of Luiseno Indians
- Isaih Vivanco, Chairperson; Soboba Band of Luiseno Indians

As of February 2026, the following responses have been received:

- Andrew Salas of the Gabrieleño Band of Mission Indians – Kizh Nation responded and requested consultation. A consultation meeting to discuss the Build Alternative with FTA, Metro and the Gabrieleño Band of Mission Indians – Kizh Nation was planned for February 13, 2025. The meeting was cancelled by the Gabrieleño Band of Mission Indians – Kizh Nation, but they requested that consultation continue via email. On March 1, 2025, Sophina Pina, on behalf of Andrew Salas wrote that the Gabrieleño Band of Mission Indians – Kizh Nation had been extremely busy due to January 2025 fires in Altadena and the Pacific Palisades but reiterated their commitment to sending substantial evidence concerning tribal cultural resources within the APE. On March 5, 2025, the Gabrieleño Band of Mission Indians – Kizh Nation sent an email to FTA with several documents attached, including proposed conditions of approval, as the Gabrieleño Band of Mission Indians – Kizh Nation expressed concerns that the Build Alternative could present risks to sacred sites and tribal cultural resources. FTA sent a response letter to the Gabrieleño Band of Mission Indians – Kizh Nation on April 1, 2025, via email and certified mail. The Gabrieleño Band of Mission Indians – Kizh Nation responded via email on April 7, 2025, and asked if FTA will be implementing the measures from the conditions of approval. FTA responded on April 7, 2025, via email indicating this Section 106 consultation would be discussed in the Categorical Exclusion for the geotechnical borings, and in the EA for the Project. For ground disturbing activities, FTA advised the Gabrieleño Band of Mission Indians – Kizh Nation that the Build Alternative would conform with the federal regulations under 36 CFR 800.13(b)(3) and 48 CFR 352.226-3 (Native American Graves Protection and Repatriation Act). Further, FTA advised the Gabrieleño Band of Mission Indians – Kizh Nation that Metro would conform with the following state regulations: § 7050.5(b) of the California Health and Safety Code, and § 5097.98(a)–(d) of the California Public Resources Code.
- Vanessa Minott of the Santa Rosa Band of Cahuilla Indians responded via email on January 15, 2025 and indicated that the Tribe would like to defer any comments to the Soboba Band of Luiseno Indians cultural resource department.
- Christina Conley of the Gabrieleño Tongva Indians of California Tribal Council responded via email on February 3, 2025, and acknowledged that the area is sensitive for tribal cultural resources and requested consultation. The tribe also requested to be part of any monitoring effort during construction. Consultation with the tribe is ongoing.
- Steven Estrada of the Santa Rosa Band of Cahuilla Indians deferred any comments to the San Manuel Band of Mission Indians. On August 18, 2025, FTA sent a letter to Chairwoman Lynn Valbuena of the Yuhaaviatam of San Manuel Nation, initiating consultation. A response was

received via email on August 25, 2025, from Raylene Borrego, Cultural Resources Technician of the Yuhaaviatam of San Manuel Nation, stating that the Project is located out of the Serrano ancestral territory and the Yuhaaviatam of San Manuel Nation will not be requesting consulting party status or otherwise participate in the Project.

- In a phone call on February 13, 2025, Joseph Ontiveros of the Soboba Band of Luiseno Indians mentioned there are areas of potential concern and wished to defer any comments to Anthony Morales of the Gabrieleño /Tongva San Gabriel Band of Mission Indians.
- Sam Dunlap of the Gabrielino-Tongva Tribe requested additional time to review the provided documents. As of May 2026, no further correspondence has been received.
- On August 18, 2025, the FTA sent a letter to Ms. Lynn Valbuena, Chairwoman for the Yuhaaviatam of San Manuel Nation, as prompted by the comments from the Santa Rosa Band of Cahuilla Indians. Raylene Borrego of the Yuhaaviatam of San Manuel Nation (also known as the San Manuel Band of Mission Indians) confirmed, by an email to the FTA on August 18, 2025, that the Project is outside of Serrano ancestral territory and the Yuhaaviatam of San Manuel Nation will not be participating in consultation.

Records for the previous Native American contact program from 2019-2020 and the 2024-2026 Section 106 consultation are included in Attachment B of **Appendix K**.

# 3.2 Section 106 SHPO Consultation on APE

In accordance with 36 CFR Part 800.4, FTA requested comments from SHPO on April 21, 2025, for the delineation of the APE for the Build Alternative. Based on their review of the submitted documents, SHPO responded on May 15, 2025, concurring that the APE appears adequate. The APE map is presented in **Figure 3.1** through **Figure 3.5**.

## 3.2.1 Geotechnical Borings

In accordance with 36 CFR Part 800.4, FTA requested comments from SHPO for the delineation of the APE for the geotechnical borings at 112 proposed locations. The request identified that the estimated depths of the bore holes would vary between 5 feet for areas of possible at-grade track, 160 feet for the aerial guideway, and 60 feet for the tunnel. Borings would be of small diameter (4 to 8 inches) and use a hollow stem auger drill rig or a mud rotary wash drill rig, along with saw-cutters, vibratory compactors, excavators, and trucks to resurface the roadway. The work area for each boring location would generally encompass 1,000 square feet to account for space for parking one drill rig and one to two support trucks, while additional area needed for traffic control was also anticipated. The delineation of the APE accounted for both the proposed geotechnical boring location and the Build Alternative.

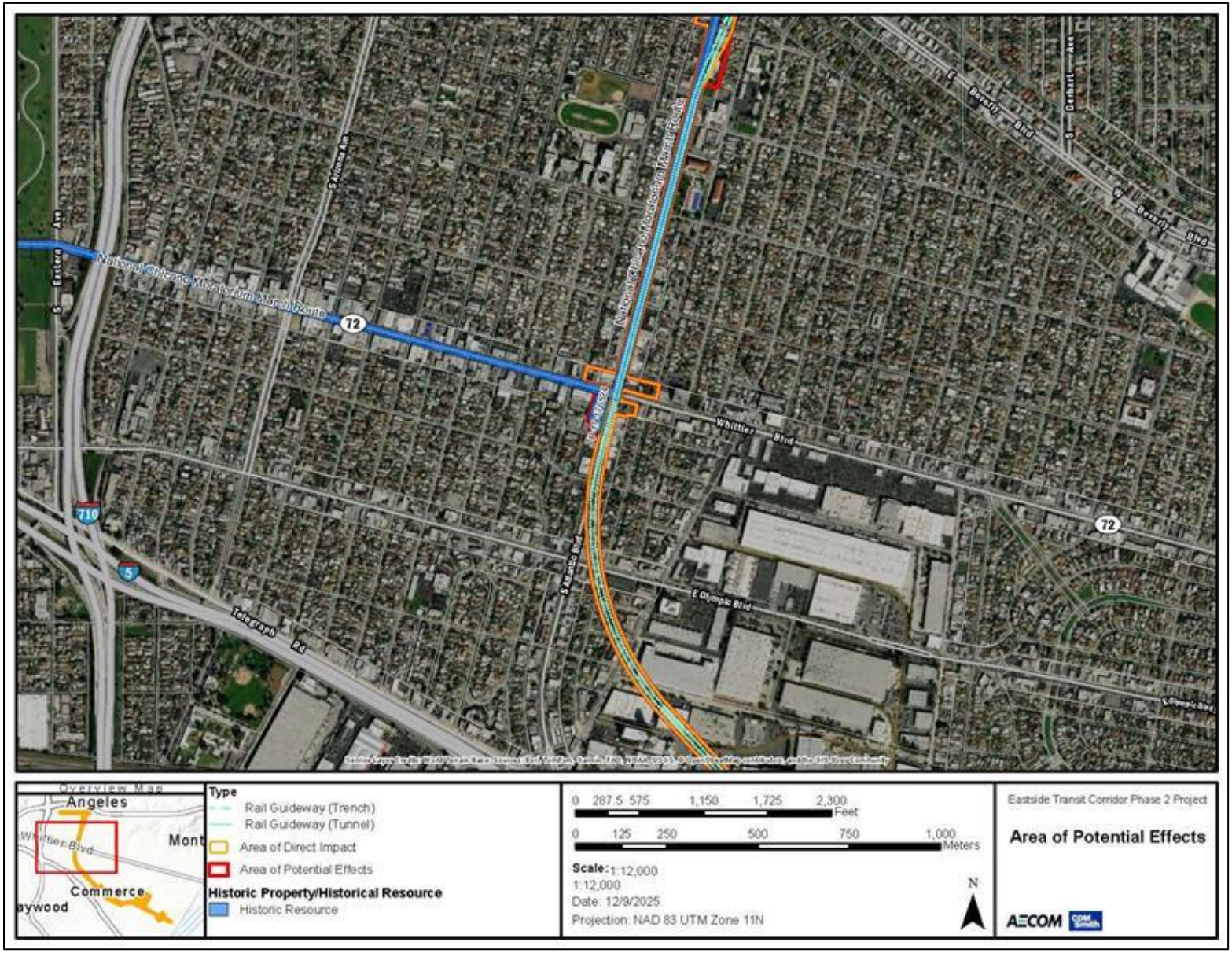
On June 20, 2025, SHPO concurred that the APE appeared adequate. Additionally, SHPO concurred at that time with the determination of eligibility under the NRHP for the Vail Field Industrial Addition historic district (eligible), 2187 Garfield Avenue (eligible) and 2353 Garfield Avenue (eligible), as part of the Section 106 consultation for the proposed geotechnical boring studies for the Eastside Transit Corridor Phase 2 Project.

A geotechnical investigation program consisting of approximately 108 explorations within the APE was undertaken in the second half of 2025 by Metro. No paleontological resources were encountered and no historic properties were affected. Refer to Section 3.7, Geology, Soils, Seismic and Paleontological Resources, of the EA.



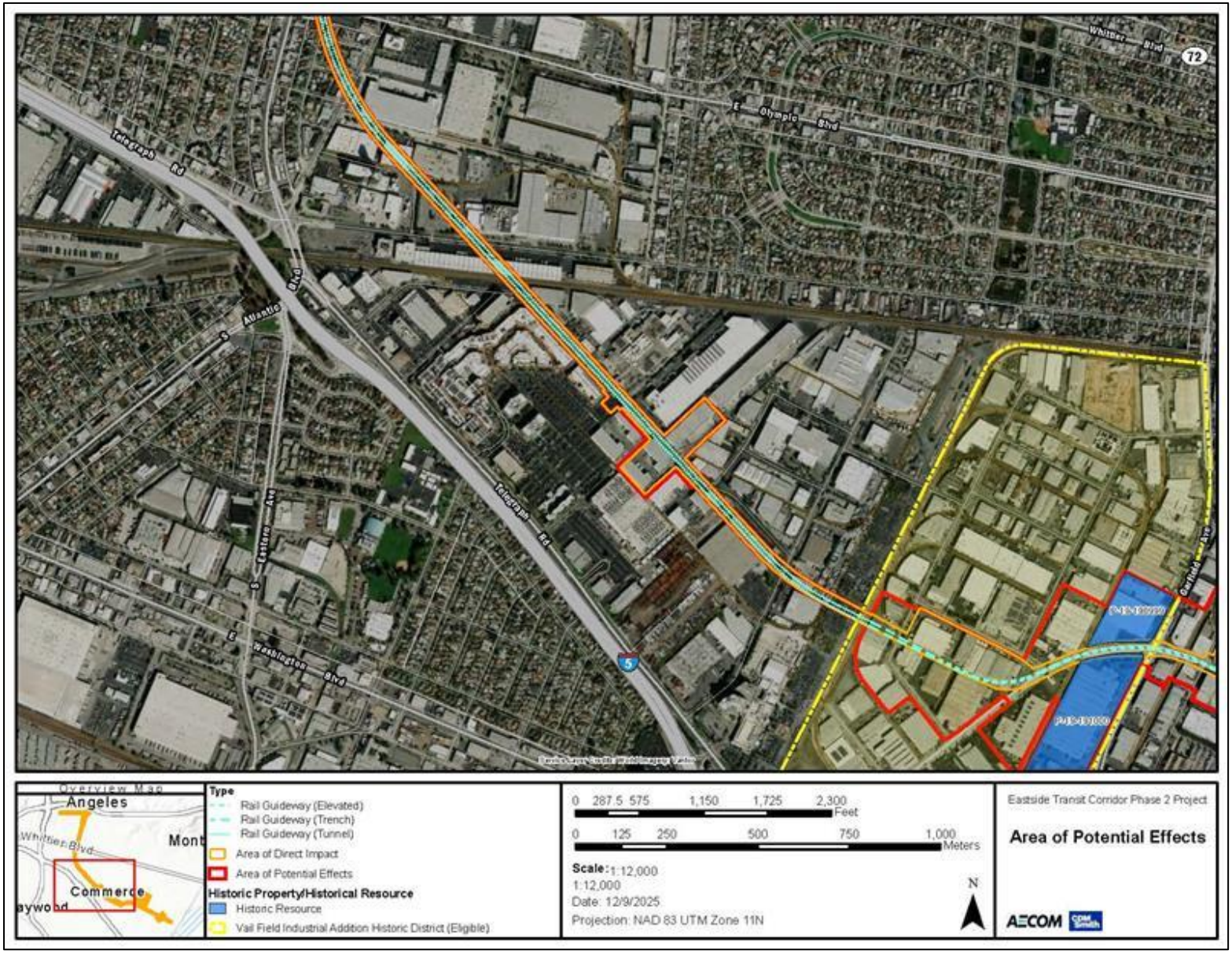

*Source: CDM Smith/AECOM JV 2026,* ***Appendix K.***

**Figure 3.1. Area of Potential Effects Map (1 of 5)**



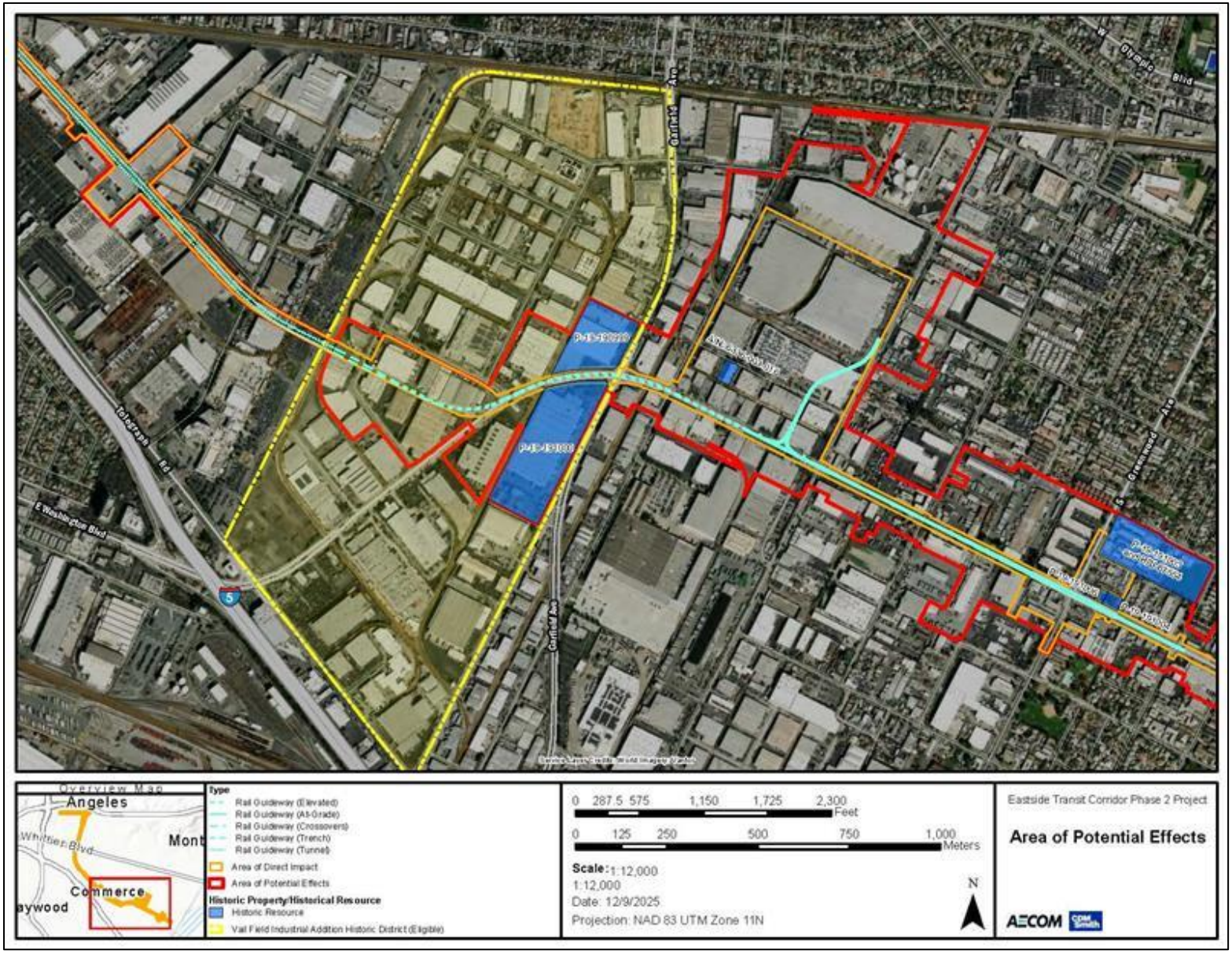

*Source: CDM Smith/AECOM JV 2026,* ***Appendix K.***

**Figure 3.2. Area of Potential Effects Map (2 of 5)**



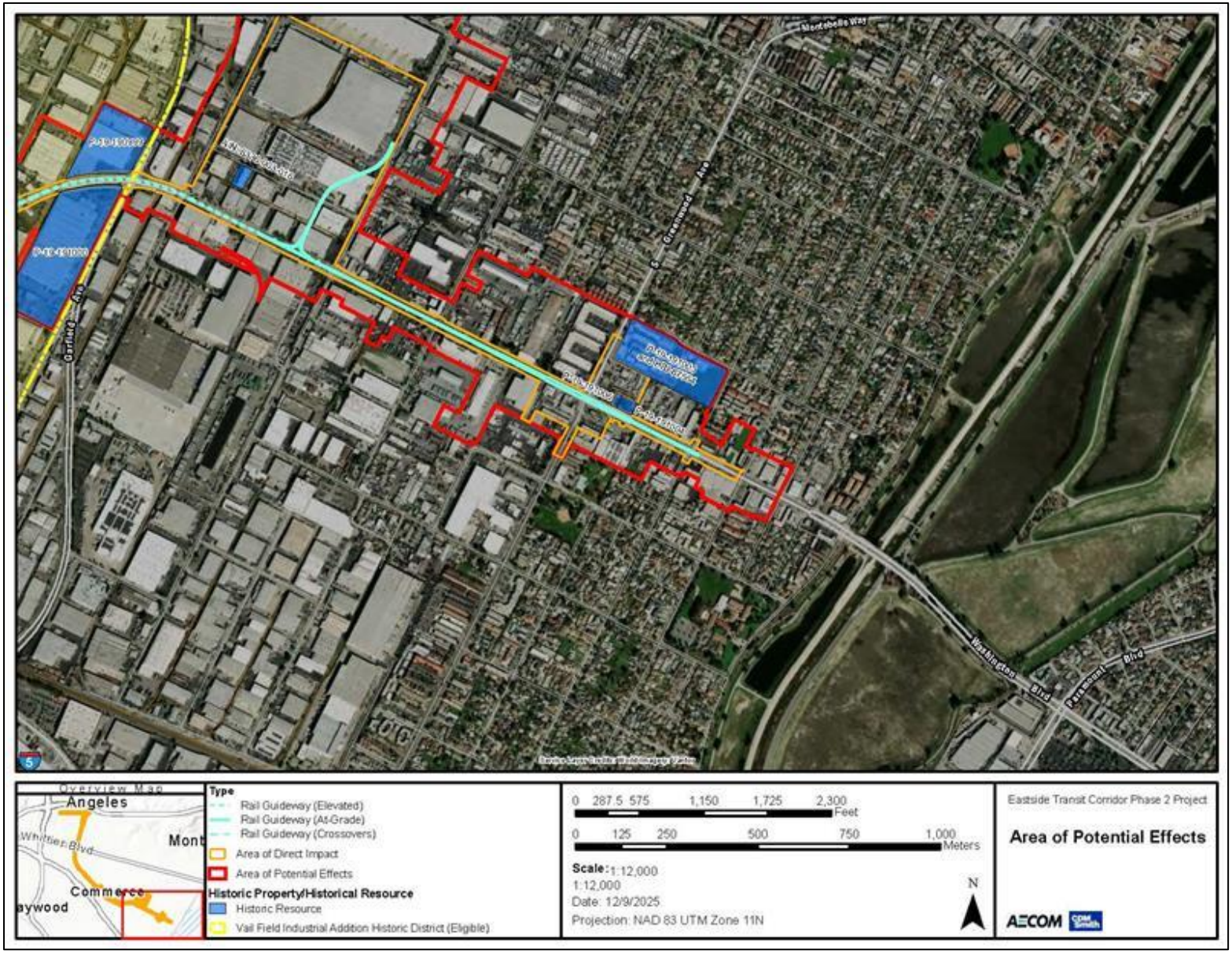

*Source: CDM Smith/AECOM JV 2026,* ***Appendix K.***

**Figure 3.3. Area of Potential Effects Map (3 of 5)**




*Source: CDM Smith/AECOM JV 2026,* ***Appendix K.***

**Figure 3.4.Area of Potential Effects Map (4 of 5)**




*Source: CDM Smith/AECOM JV 2026,* ***Appendix K.***

**Figure 3.5. Area of Potential Effects Map (5 of 5)**

# 4.0 DESCRIPTION OF HISTORIC PROPERTIES

The NHPA defines a historic property as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the NRHP" (54 U.S.C. § 300308). The cultural resources study identified ten historic properties in the APE, including one NRHP-listed historic district, one NRHP-listed building, three NRHP-eligible properties, and four properties that are recommended eligible for the NRHP, and one historic district recommended eligible for the NRHP (**Table 4-1**).

## 4.1 Archeological Resources

One additional potential historic property and potential archaeological resource, the Site of the Battle of Rio San Gabriel (P-19-191009), is listed as a California Historic Landmark (CHL #385) and is within a 0.5 mile radius of the APE, but outside of the APE. Other than Rio San Gabriel, no archaeological resources were identified within the current APE or a 0.5 mile radius as a result of the records search.

One historic-period archaeological resource (PD-2) was identified during the pedestrian surveys. PD-2 consists of two parallel railroad tracks approximately 80 feet long, set perpendicular across Saybrook Avenue. Based on historic topographic maps and aerials, the tracks were built sometime between 1957 and 1966. During this time these tracks were part of a dead-end partial loop that connected to the larger Union Pacific Rail to the north through the western ROW. Except in the road, the tracks were removed sometime between 1993 and 2003. The ROW for these features is still present; however, the tracks have been removed except where they are embedded within Saybrook Avenue. The ROW was not surveyed beyond the APE.

PD-2 is not recommended eligible for NRHP listing under Criterion A. Railroads are associated with the growth and development of Los Angeles and surrounding locations and may be considered historically significant for their association with historical events or community development. However, these features are too new and do not represent the growth of transportation often connected with the history of Los Angeles throughout the late 1800s. No direct connection to persons important to history were identified and the railroad does not represent distinctive characteristics of construction or design; as such, this resource does meet Criterion B or C of the NRHP. PD-2 no longer retains historic integrity and does not have the potential to yield important scientific or historical information or data, making it ineligible under Criterion D of the NRHP. Therefore, PD-2 is recommended as not eligible for listing in the NRHP under any criteria. California DPR 523 forms for PD-2 are included in in Attachment D of **Appendix K**.

## 4.2 Built Environment Resources

Historic properties are identified by reference numbers on the APE map (see Attachment A of **Appendix K**). Department of Parks and Recreation (DPR) series 523 forms were completed for the newly recorded historic properties and the historic district. DPR updates were completed for the previously recorded buildings. The DPR forms are included in Attachment D of **Appendix K**.

**Table 4-1. Historic Properties in the APE**

| Reference No. | Primary No. | Address | Date | Description | OHP Status Code |
|---|---|---|---|---|---|
| 1 | NRIS ID# 100002655 | 3rd Street, Beverly Boulevard, Atlantic Avenue, Whitter Boulevard, and Ruben Salazar Park | 1970 | National Chicano Moratorium March | 1S |
| 2 | 19-176590 | 4765 4th Street, East Los Angeles, CA | 1938 | Griffith STEAM Magnet Middle School (DOE-19-94-0475-0000) | 3D; 3CD; 5S2; 7N1 |
| 3 | 19-176524/ NRIS ID# 82002192 | 5176 Whittier Boulevard, Los Angeles, CA | 1927 | Golden Gate Theater | 1S; 1CS |
| 4 | Not assigned | Vail Field Industrial Addition – Commerce, CA | 1951–1960 | Planned industrial park – historic district | 2S2; 3CS |
| 5 | 19-190999 | 2187 Garfield Avenue, Commerce, CA[1] | 1955 1952 | Pacific Metals Company/Rolled Steel Products | 2S2; 3CB |
| 6 | 19-191000 | 2353 Garfield Avenue, Commerce, CA[1] | 1952 | Goodyear Tire and Rubber Company Warehouse | 2S2; 3CB |
| 7 | Not assigned | 6838 East Acco Street, Commerce, CA | 1957 | E.F. Hauserman Company Building | 3CS, 5S3 |
| 8 | 19-191003 | 900 Greenwood Avenue, Montebello, CA | 1947 | Greenwood Elementary School (DOE-19-90-0060-0000) | 2S2; 3CS |
| 9 | 19-191005 | 864 Washington Boulevard, Montebello, CA | 1940 | South Montebello Irrigation District Building | 2S2 |
| 10 | 19-191004 | 860 Washington Boulevard, Montebello, CA | 1937 | William and Florence Kelly House; Spanish Colonial Revival-style single-family residence | 2S2 |

Source: South Central Coastal Information Center 2024; AECOM JV 2026.
Note:
[1] Contributor to the Vail Field Industrial Addition historic district.
Key: 1S = Individual property listed in the National Register of Historic Places (NRHP); 1CS = Individual property listed in the California Register of Historical Resources (CRHR); 2S2= Individually determined eligible for NRHP by consensus through Section 106 process. Listed in the CRHR; 3CB = Appears eligible for CRHR both individually and as a contributor to a CRHR eligible district through a survey evaluation; 3CS = Appears eligible for CRHR as an individual property through survey evaluation; 3CD = Appears eligible for CRHR as a contributor to a CRHR eligible multi-component resource; 5S2 = Individually eligible for local listing or designation; 5S3= Appears to be individually eligible for local listing or designation through survey evaluation; 7N1 =Needs to be reevaluated (former status code 4) - may become NRHP eligible with restoration or other specific conditions; OHP = California Office of Historic Preservation; NRIS ID# = National Register Information System Identification Number; DOE = Determination of Eligibility

The Vail Field Industrial Addition is a NRHP- eligible historic district identified by survey, which contains 40 identified contributing resources; two of these 40 contributing resources are also individually eligible for listing in the NRHP. The two individually eligible contributing resources are within the APE. On June 20, 2025, SHPO concurred with the eligibility finding for the Vail Field Industrial Addition historic district, 2187 Garfield Avenue and 2353 Garfield Avenue, as part of the Section 106 consultation for the proposed geotechnical boring for the Eastside Transit Corridor Phase 2 Project. For detailed information on the evaluation of these properties, see Attachment D of **Appendix K**. The historic properties, including the historic districts, are described in the following sections.

### 4.2.1 National Chicano Moratorium March (Reference No. 1)

The National Chicano Moratorium March (NRIS ID# 100002655) is a NRHP-listed historic district with eight contributing resources including the March Route itself, the El Barrio Free Clinic, the Silver Dollar Café, and Ruben Salazar Park. Listed on the NRHP on November 6, 2020, the district is significant at the national level under NRHP Criterion A for its association with social history and "Hispanic Politics/Government" with a period of significance of 1970. The National Chicano Moratorium March took place on August 29, 1970, in response to high death rates of Mexican American Soldiers in the Vietnam War, and other inequities against Mexican Americans in Los Angeles (GPA Consulting 2020). The Moratorium March was a watershed event in Mexican American political activism and expression. The March route boundary runs through the center of the public right-of-way, including sidewalks from the East Los Angeles Civic Center, along Atlantic Avenue to East Whittier Boulevard, terminating at Ruben Salazar Park. The boundary for the historic district includes the streets and sidewalks along the March route from 3rd Street, Atlantic Boulevard, and Whittier Boulevard, the boundaries of the two properties at 4941-45 (Silver Dollar Café) and 5012 Whittier Boulevard (El Barrio Free Clinic), and the boundaries of Ruben Salazar Park.

As noted in the 2020 NRHP nomination, despite changes within and immediately abutting the historic March route, including changes to the East Los Angeles Civic Center complex, replacement of streetlamps on Whittier Boulevard, and the construction of the Metro Gold Line light rail along 3rd Street, the historic property retains integrity of location, setting, design, feeling, and association. Minimal physical alterations to the streets have not diminished the integrity of materials and workmanship. The streets and sidewalks are not called out as contributing resources in the NRHP nomination, but they are features of the March route because the March took place on the streets and sidewalks. On Section 7, page 6, the NRHP nomination discusses the integrity of the route, stating that "there are no major changes to the street pattern since the march occurred." (GPA Consulting, 2020).

### 4.2.2 Griffith STEAM Magnet Middle School (Reference No. 2)

The Griffith STEAM Magnet Middle School (P-19-176590), initially constructed in 1939 and expanded in the 1950s and 1960s to accommodate steady increases in enrollment, is a Spanish Eclectic-style school campus that is recommended eligible for listing in the NRHP as a potential historic district under NRHP Criterion C at the local level for its significant design. The district reflects several historic design themes identified in the *Los Angeles Unified School District Historic Context Statement 1870-1969* (Sapphos Environmental, Inc. 2014) including Early Experiments in the Modern, Functionalist School Plan, 1933-1945 and Educating the Baby Boom: The Postwar Modern, Functionalist School Plan, 1945-1967. The school was previously assessed in 1979, 1994, and 2014. The original 1979 survey identified the school as eligible for listing in the NRHP (assigned OHP status code 7N1 [former status code 4]). In 1994, the property was identified as individually eligible for local listing or designation (assigned OHP status code 5S2). The 2014 survey suggested that further study was needed to make an evaluation but did identify the Griffith STEAM Magnet Middle School as a potential historic district. For the purposes of this evaluation, the district's period of significance is 1939, aligning with the school's initial construction date and for its associations with the PWA. The school's original core, northeast of the 4th Street and Mednik Avenue intersection, consists of three Spanish Eclectic- and Modern-style buildings. The architectural style of the buildings, their function, and their arrangement on the campus represent key character-defining features. The buildings that face 4th Street (from the east) that may contribute to the significance to the district and that are closest to the Project include two/three-unit relocatable structures built in the 1953, 1962, 1966, and 1967, auditorium building (1957), and the Administration Building (1977). These later buildings create a visual buffer between the PWA-era buildings and the Project. The boundary of the property is identified as 4th Street to the south, Mednik Avenue to the

west, and 3rd Street to the north, Ferris Avenue to the east. The school also shares a property line with the Gracelight Community Health Building situated near its northeast corner.

### 4.2.3 Golden Gate Theater/Vega Building (Reference No. 3)

The Golden Gate Theater (also known as the Vega Building) (P-19-176524) was constructed in 1927. The property was listed in the NRHP in 1982 (NRIS ID# 82002192) as being significant at the local level but does not specify the NRHP Criteria as the nomination form used at that time did not state the NRHP Criteria on the NRHP form. Given the historic themes of architecture and theater identified on the form, the criteria are presumed to be Criterion A for its social interrelationship with the surrounding community and under Criterion C as an excellent example of Art Deco and Spanish Churrigueresque styles. The period of significance is 1927. The building complex originally included large two- and three-story buildings, composed of offices, shops, apartments, and a theater designed by the Balch Brothers architectural firm. The Vega Building was damaged by the 1987 Whittier earthquake and was demolished in 1991, leaving only the detached Spanish Churrigueresque-style Golden Gate Theater building. Between 2007 and 2012, the Golden Gate Theater building underwent a restoration project and now functions as a retail location for CVS Pharmacy. The character defining features for the building include its distinctive Churrigueresque design elements on the first floor and cornice, the intervening vertical projects in between, and its overall massing. While the NRHP form identifies a boundary that includes a rectangular parcel that is bounded to the north by Whittier Boulevard, to the east by Atlantic Boulevard, two commercial lots to the south, and by a commercial storefront and parking lot to the west, due to modifications to the setting immediately surrounding the Golden Gate Theater, namely the demolition of the Vega Building, the only remaining contributing resource and feature on this historic property is the building itself.

### 4.2.4 Vail Field Industrial Addition (Reference No. 4)

The Vail Field Industrial Addition is a planned industrial park in Commerce. It is a cohesive, intact, geographical district that is distinctive for its Mid-Century Modern industrial facilities, intentional landscape elements, and truck and rail access plan. The Vail Field Industrial Addition is eligible for listing in the NRHP as a historic district. It is significant at the local level under NRHP Criterion A in the area of industrial community planning and development in the growing Los Angeles metropolitan area. The district is also eligible under Criterion C, because it contains several notable local examples of industrial architecture from the 1950s that reflect the eclectic Mid-Century Modern style. The period of significance is 1951 to 1960, beginning with the establishment of the Vail Field Industrial Addition in the Central Manufacturing District and ending with its subsequent decline by 1960 as a result of the ascendancy of suburban manufacturing locations in Orange and Riverside Counties. SHPO concurred with this determination of eligibility on June 20, 2025.

The Vail Field Industrial Addition historic district boundary is bounded by the Union Pacific Railroad ROW to the north; Garfield Avenue and Malt Avenue to the east; Telegraph Road to the south; and the transmission line ROW to the west. The boundary was determined based on the historical pattern of development associated with the Vail Field Industrial Addition. Historically, Vail Field was bound by Yates Avenue to the east. Due to non-period infill construction, geographical separation, and lack of rail and truck access, the recommended historic district boundary was determined to only include properties west of Garfield Avenue.

The industrial park was built around a post-World War II shipping system that was designed for the transfer of manufactured goods via localized railways. The Vail Field Industrial Addition was primarily developed between 1951 and 1960, with some minor infill construction and redevelopment from 1960 to the present. The district's character defining features center on its role as an industrial park that

contains large, sprawling buildings featuring diverse modernistic architectural influences, including International Style, Futurist, and Contemporary elements on eclectic façades, as well as deliberate landscape features to accentuate the unconventional industrial aesthetic with garden-like features. Washington Boulevard is the main thoroughfare that bisects the district, with Telegraph Road and Malt Avenue/Garfield Avenue providing major freight access to the south and east.

The Vail Field Industrial Addition is identified as a historic district with at least 40 contributors, 20 noncontributors, and 41 potential contributors. Contributing properties—through their physical design and association—illustrate the functional and aesthetic design concepts associated with industrial complexes of the 1950s. Many buildings within the Vail Field Industrial Addition were designed with the intent to create a "industrial garden setting" with the incorporation of landscaped lawns, trees, shrubs, planters, and tropical plants (*Los Angeles Times* 1953a). The majority of the buildings within the district are Modern-style concrete tilt-up construction with stone veneer accents and steel roof construction. The buildings within the Vail Field Industrial Addition demonstrate a unique variation of styles, scale, materials, and form features that are not typically evidenced in other industrial areas where design repetition is more common. The district also includes the rail network and roadway alignments that were integral aspects of the development, function, and use of these properties.

### 4.2.5 Pacific Metals Company/Rolled Steel Products (Reference No. 5)

The Pacific Metals Company (also known as the Rolled Steel Company) building is individually eligible under NRHP Criterion A at the local level of significance because of its association with noteworthy events in the history of industry as well as community planning and development in Southern California during the post-Korean War with a period of significance of 1955. The building was constructed in 1955, during a time of major expansion in the construction and metal fabrication sector and exploding demand for specialty metal products from Southern California consumers. The large size of the facility speaks to its role as a key warehouse for the entire Los Angeles region. The timing of construction in 1955 also reflects the lifting of restrictions on specialty metals, which had been in place during the Korean War (1950-1953), and the subsequent dramatic rebound in non-defense-related demand. The Pacific Metals Company building is also individually eligible under NRHP Criterion C at the local level of significance for its distinctive architectural design and qualities. The building is an excellent example of local International Style industrial architecture from the 1950s.

The Pacific Metals Company building also contributes to the Vail Field Industrial Addition historic district. The construction of this building directly contributes to the significance at the local level of the Vail Airfield Industrial Addition under NRHP Criterion A as a planned industrial park due to its association with manufacturing and under NRHP Criterion C as a distinctive example of the International Style design during the district's period of significance from 1951 to 1960. Its character defining features include its large boxy massing, International Style elements such as the vertical fins situated on part of the sides and front of the building, upper elevation casement windows, and enframed facades. The boundary of the property consists of Washington Boulevard to the south, Garfield Avenue to the east, a truck loading area to the north, and a railroad right-of-way to the west. The landscaping on the front of the building does not date from the period of significance. SHPO concurred with the FTA's determination of eligibility for this building on June 20, 2025.

### 4.2.6 Goodyear Tire and Rubber Company Warehouse (Reference No. 6)

The Goodyear Tire and Rubber Company warehouse, built in 1952, is eligible under NRHP Criterion A at the local level of significance for its association with the history of industry in Southern California as well as community planning and development during the post-World War II period. The building is a direct result of suburban development throughout the region and exploding demand for automobiles and automotive products from Southern California consumers. Its significance is intimately tied to its important role as a supplier of tires for the rapidly growing automobile industry in Southern California after World War II, which was a key trend in the suburbanization of the region during this period. The character defining features of the Goodyear Tire and Rubber Company Warehouse includes its approximately 300,000-square-foot massing, one-story reinforced-concrete bow truss-roof structure warehouse, and utilitarian International-style design elements**.** The Goodyear Tire and Rubber Company warehouse also contributes to the Vail Field Industrial Addition historic district. The construction of this building directly contributes to the significance at the local level of the district under NRHP Criterion A as a planned industrial park due to its manufacturing function during the period of significance from 1951 to 1960. The boundaries of the property include a truck loading area to the south, Garfield Avenue to the east, Washington Blvd to the north, and a railroad ROW to the west. SHPO concurred with this determination of eligibility on June 20, 2025.

### 4.2.7 E.F. Hauserman Company Building (Reference No. 7)

The E.F. Hauserman Company building is eligible under NRHP Criterion C at the state and local levels for its International-style architecture with a period of significance of 1957, the building's construction date. The building is an excellent example of mid-twentieth century building trends of the style that was widely used in government, institutional, and commercial buildings. The building was developed and owned by John Stahl, constructed by Jack Macdonald, and designed by Cejay Parsons. The E.F. Hauserman Company building features, including a projecting and cantilevered façade covered with stucco, a glass façade, and a rock accent wall, are all features representative of the International style. Utilizing minimal ornamentation and a glass façade, the building maintains an aesthetic appeal while also providing an economic build. The building has undergone minimal alteration since its 1957 construction and retains its historic integrity. The property is bounded by a private alleyway to the south, a shared parking area to the east, Acco Street to the north, and a loading and shared parking area to the west.

### 4.2.8 Greenwood Elementary School (Reference No. 8)

Greenwood Elementary School is eligible under NRHP Criterion A at the local level in the area of education and for its significant contribution to the patterns of school building in Southern California during the period of significance, 1947–1948. The school's innovative design reflected a new approach to school planning in the context of the exploding population and economic growth in suburban south Los Angeles immediately after the World War II. Utilizing a contemporary style, Mid-Century Modern, the school design plan placed the administration building and classroom buildings on a large lot to accommodate the future population expansion as the area boomed with post-World War II manufacturing, commercial, and industrial plants. The new school design overturned traditional ideas of school architecture as a set of classrooms in relation to indoor corridors and stairs between floors. At Greenwood Elementary school, traditional corridors became outdoor spaces attractively and heavily landscaped with trees and plantings, a landscape scheme emblematic of Southern California outdoor living. The property is bounded to the south by a fenced trucking company lot, to the east by Montebello Boulevard, to the north by Jacmar Drive and two residential lots, and to the west by Greenwood Avenue. SHPO concurred with this determination of eligibility on March 18, 2013.

### 4.2.9 South Montebello Irrigation District Building (Reference No. 9)

The South Montebello Irrigation District Building, located at 864 Washington Boulevard in Montebello, is eligible under NRHP Criterion A at the local level of significance for its association with the distribution of water to the rapidly growing City of Montebello and with agriculture. Although the South Montebello Irrigation District was established in 1921, the subject property dates to 1941 when Montebello's agricultural uses were giving way to industrial and residential uses. The irrigation district supplies an approximately 860-acre area with water pumped from an on-site well, in addition to several wells located throughout the district. Although the property consists of several buildings, only the administration building, located at the front (south end) of the parcel, dates to the period of significance. The symmetrically composed administration building is one-story in height and rectangular in plan. The wall cladding is red brick. The roof incorporates simple side gables without overhanging eaves. The roof is clad in red clay tile. Multi-light rolled-steel windows sheltered by metal awnings are arranged in a regular pattern. The property boundary includes Washington Boulevard to the south, the William and Florence Kelly House property to the east, a commercial truck parking lot to the north, and a parking lot for a fast-food restaurant to the west. SHPO concurred with this determination of eligibility on March 18, 2013.

### 4.2.10 William and Florence Kelly House (Reference No. 10)

The residence located at 860 Washington Boulevard in Montebello is eligible under NRHP Criterion A at the local level of significance for its association with the residential development of Montebello in the pre–World War II era. Constructed in 1937 in the Spanish Colonial Revival style, the residence located at 860 Washington Boulevard represents a now-rare example of pre–World War II residential development in the El Carmel tract area of Montebello. Built for the original owners William Maurice Kelly and Florence Kelly, the property is a one-story, single-family residence with a U-shaped plan and features smooth trowelled stucco walls, a red clay tile roof, arched windows and arched openings along the façade porch. SHPO concurred with this determination of eligibility on March 18, 2013.

# 5.0 ASSESSMENT OF EFFECT

## 5.1 Application of Criteria of Adverse Effect

The criteria of adverse effect pursuant to 36 CFR 800.5(a)(1) are applied to assess the effects of the undertaking on historic properties within the APE. The criteria of adverse effects are described as follows:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Several examples of adverse effects are listed in 36 CFR 800.5(a)(2) and include, but are not limited to:

i. Physical destruction of or damage to all or part of the property.

ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and applicable guidelines.

iii. Removal of the property from its historic location.

iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe organization.

vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The following assessment examines the undertaking under each of the above adverse effect examples (I-VII) for the ten historic properties within the APE. **Table 5-1** provides a summary of effects for each of the ten historical resources identified in the APE. Although no archaeological resources or TCPs were identified within the APE, there is potential to encounter unknown resources during construction; conditions proposed to avoid or minimize these potential effects are discussed in Section 7.2, NEPA Mitigation Measures, of **Appendix K** and are included in Exhibit 1 (Conditions). While referred to as mitigation measures under NEPA, under 36 CFR Part 800, these measures represent conditions of approval intended to avoid or minimize effects to known and unknown historic properties under the NHPA.

**Table 5-1. Summary of Effects**

| Reference No. | Primary No. | Historic Property and Address | Period of Significance | Effect Finding | Applicable Criteria of Adverse Effect (36 CFR 800.5(a)(1) | Applicable Conditions |
|---|---|---|---|---|---|---|
| 1 | NRIS ID# 100002655 | National Chicano Moratorium March; 3rd Street, Beverly Boulevard, Atlantic Avenue, Whitter Boulevard, and Salazar Park | 1970 | No Adverse Effect<br>[Direct effects to non-contributing features of March route that do not relate to the Route's significance by trenched tunnel portal, underground tunnel/station, modifications to sidewalks and street pavement, modification to existing curb ramps)] | i, iv, v | n/a |
| 2 | 19-176590 | Griffith STEAM Magnet Middle School; 4765 4th Street | 1938 | No Adverse Effect<br>[Negligible effects to setting from shift to existing track alignment near school] | v | n/a |
| 3 | 19-176524 | Golden Gate Theater: 5176 Whittier Boulevard | 1927 | No Adverse Effect<br>[Potential direct effect from underground tunnel/station construction-related vibration] | i, v | NMM CUL-1 |
| 4 | Not assigned | Vail Field Industrial Addition historic district | 1951–1960 | No Adverse Effect<br>[Direct effects from acquisition and partial demolition of 6 of 40 contributors to district; visual effects to district setting from TPSS locations, station, parking, station/loading platform, new aerial guideway, MSF Site 3] | i, iv, v | n/a |
| 5 | 19-190999 | Pacific Metals Company/Rolled Steel Products; 2187 Garfield Avenue | 1955<br>1952 | No Adverse Effect<br>[Aerial and access easement, minimal visual effects from new aerial guideway to setting] | i, iv, v | n/a |
| 6 | 19-191000 | Goodyear Tire and Rubber Company Warehouse; 2353 Garfield Avenue | 1952 | No Adverse Effect<br>[Minimal visual effects from new aerial guideway to setting] | i, iv, v | n/a |

| Reference No. | Primary No. | Historic Property and Address | Period of Significance | Effect Finding | Applicable Criteria of Adverse Effect (36 CFR 800.5(a)(1) | Applicable Conditions |
|---|---|---|---|---|---|---|
| 7 | Not assigned | E.F. Hauserman Company Building; 6838 East Acco Street | 1957 | No Adverse Effect<br>[Minimal visual effects from MSF Site 2] | v | n/a |
| 8 | 19-191003 | Greenwood Elementary School; 900 Greenwood Avenue | 1947 | No Adverse Effect<br>[No visual effects from at grade alignment, related Build Alternative components, or Greenwood station]] | v | n/a |
| 9 | 19-191005 | South Montebello Irrigation District Building; 864 Washington Boulevard | 1940 | No Adverse Effect<br>[No visual effects from at-grade alignment and station] | v | n/a |
| 10 | 19-191004 | William and Florence Kelly House; 860 Washington Boulevard | 1937 | No Adverse Effect<br>[No visual effects from at-grade alignment and station] | v | n/a |

Notes: NMM CUL-1 is a mitigation measure proposed in the EA. It should be noted that while noted as a mitigation measure within the context of NEPA, the measure is considered an effect minimization measure to the historic property under Section 106 and thus a condition imposed upon the no adverse effect finding consistent with 36 CFR 800.5(b).
Key: n/a = not applicable; NMM = NEPA Mitigation Measure

**(i) Physical destruction of or damage to all or part of the property**

*National Chicano Moratorium March*

The operation and construction of the Build Alternative would not destroy or damage contributing resources associated with the National Chicano Moratorium March. The Build Alternative would construct the guideway alignment with a tunnel configuration beneath Atlantic Boulevard and the Atlantic/Whittier station, which is an underground, center platform station, beneath the intersection of Atlantic and Whittier Boulevards. The depth of excavation for the tunnel alignment and the underground station would extend to approximately 60 feet below ground surface. Construction methods may use heavy equipment, including excavators, cranes, tractor trailer rigs, loaders, earthmovers, asphalt milling machines, asphalt paving machines, TBM, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks.

The Build Alternative would involve the removal and replacement of the asphalt pavement along portions of the historic district's contributing march route at 3rd Street, Beverly Boulevard, Atlantic Boulevard, and Whittier Boulevard. The Build Alternative would also include the installation of a trench within the existing ROW at 3rd Street and La Verne Avenue where the existing alignment would transition underground. These activities would be temporary and would not result in a permanent alteration to the historic property. Sidewalk improvements would be made within the existing street and curb orientations. Additional curb ramps would be installed at intersections where non-contributing post-1970 curb ramps already exist. The Build Alternative would not result in the reconfiguration of the streets and sidewalks that contribute to the historic district's contributing march route.

As noted in the 2020 NRHP nomination, the historic property retains integrity of location, setting, design, feeling, and association despite changes within and immediately abutting the historic National Chicano Moratorium March route, including changes to the East Los Angeles Civic Center complex, replacement of streetlamps on Whittier Boulevard, and the construction of the Metro Gold Line light rail along 3rd Street. This listing occurred 11 years after the construction of the Metro Gold Line. Minimal physical alterations to the streets have not diminished the integrity of materials and workmanship. The route of the march retains those physical features that enable it to convey its historic significance under Criterion A as the location of the National Chicano Moratorium March. While the Build Alternative would include street and sidewalk improvements, the National Chicano Moratorium March route would be maintained, and improvements would be made using corresponding materials. None of the district's character-defining features or contributing elements, such as the National Chicano Moratorium March Route, El Barrio Free Clinic, Silver Dollar Café, or Salazar Park would be demolished or altered by construction or operation of the Build Alternative. Therefore, operation and construction of the Build Alternative would result in no adverse effects on the National Chicano Moratorium March.

*Golden Gate Theater*

Operation and construction of the Build Alternative would not destroy or damage the Golden Gate Theater. The Build Alternative would construct the guideway alignment with a tunnel configuration beneath Atlantic Boulevard and the Atlantic/Whittier station, which is an underground, center platform station beneath the intersection of Atlantic and Whittier Boulevards. The depth of excavation for the tunnel alignment and the underground stations would extend to approximately 60 feet below ground surface. The guideway and station would be within approximately 80 feet of the Golden Gate Theater.

Due to the underground nature of the improvements, construction of the guideway and station has the potential to cause vibrations and ground settlement that could result in effects to the Golden Gate Theater. The building is constructed of reinforced concrete with an exterior façade covered with ornamental cast stone. Additionally, the interior balcony acts as a diaphragm that provides structural support for the exterior walls. Damage from previous earthquakes resulted in the demolition of some

building elements. Due to the building's age, materials, and history of vibration-caused damage, it is vulnerable to high vibration levels.

Vibration levels from construction activities along the Build Alternative would include the use of TBMs, bulldozers, dump trucks, and vibratory rollers. The use of impact pile drivers would be avoided whenever possible to eliminate the potential of vibration effects (such as minor cosmetic structural damage) at nearby sensitive receptors. Condition NMM CUL-1 in Exhibit 1 would require building protection measures to be put in place, such as ground improvements and/or use of lower vibration-generating construction equipment, as identified in a pre-construction survey. Condition NMM CUL-1 would reduce the potential for vibration generated during construction activities to damage the Golden Gate Theater.

With implementation of Condition NMM CUL-1, no historic material would be affected, and construction of the Build Alternative would result in no adverse effects on the Golden Gate Theater.

*Vail Field Industrial Addition historic district*

The Build Alternative would acquire and demolish six contributors to the historic district (none of these contributors are individually eligible historic properties):

- 2343 Saybrook Avenue (Assessor's Parcel Number [APN] 6336-011-007)
- 2401 Saybrook Avenue (APN 6336-010-013)
- 6466 Gayhart Street (APN 6336-011-012)
- 6414 Gayhart Street (APN 6336-011-008)
- 6565 Washington Boulevard (APN 6336-011-013)
- 6625 Washington Boulevard (APN 6336-013-012)

The acquired properties would be used for TPSS locations, ROW clearing, and construction staging areas, lay down areas. This includes the launching of the TBM which would occur at the southern limit of the tunnel near Saybrook Avenue and Gayhart Street, northwest of Washington Boulevard.

The six contributing buildings are located near the center and on the periphery of the historic district, though their demolition would not affect the core of the district. They are either common examples of modern styles that are better represented within the remaining core, or lack integrity of materials, design and/or workmanship. The core would remain intact with enough contributors (34 of the original 40) with characteristics to convey its historical significance. Despite demolition of these contributors, the historic district would contain sufficient character-defining features to convey its significance as a distinctive planned industrial park with Mid-Century Modern-style architectural features, intentional landscape elements, and a truck and rail access plan. The remaining 85 percent of the district would retain sufficient historic integrity to be considered eligible for listing in the NRHP.

The construction and operation of MSF Site 3, if selected, would occur at the TBM launch site. The MSF would add a new visual element to the Vail Field Industrial Addition historic district with cleaning, railway infrastructure and maintenance facilities and offices for Metro staff. The addition of MSF Site 3 would not impact the integrity of the district as the character defining features include one to two-story warehouses, factories, and offices along with the district's location along a railway network, both of which would be supported by MSF Site 3. MSF Site 3 buildings and structures would be one- to two-story industrial buildings and associated rail infrastructure would be commensurate with the existing height and design of the surrounding buildings, and any landscape elements would complement the

existing landscape features within the Vail Industrial Addition. The historic district would still convey its historical significance and would be eligible for listing in the NRHP.

Based on this assessment, construction and operation of the Build Alternative would result in no adverse effects on Vail Field Industrial Addition historic district.

*Pacific Metals Company/Rolled Steel Products*

The Pacific Metals Company building is individually eligible under NRHP Criterion A for its association with the history of industry in Commerce as well as community planning and development in Southern California during the post-Korean War period of significance from 1953 to 1960. It is individually eligible under NRHP Criterion C for its international design, and it is a contributor to the Vail Field Industrial Addition historic district. The primary elevation displaying the character-defining features faces Garfield Avenue.

The construction of the Build Alternative would introduce a new visual element adjacent to the Pacific Metals Company building. If MSF Site 1 or 3 is selected, the aerial guideway would be in the center of Washington Boulevard, approximately 60 feet from the southeast corner of the Pacific Metals Company building. If MSF Site 2 is selected, the guideway would leave the center of Washington Boulevard east of the BNSF railroad tracks and curve north where the support pillars would be within the parking lot and approximately 20 feet from the southwest corner of the building (adjacent to the south or secondary elevation) before returning to the center of Washington Boulevard east of Garfield Avenue. Thus, under MSF Site 2, placement of the aerial guideway would intersect the southeastern corner of parcel where the existing lot is located; however, this would not alter the façade of the Pacific Metals Company building or diminish the integrity of the building's significant design features.

Although the Pacific Metals Company building is significant for its architectural design as well as a contributor to the Vail Field Industrial Addition historic district, the features that convey that significance are not considered vulnerable or delicate elements that would be affected by potential increased vibration associated with construction. The Build Alternative would be located adjacent to the exterior of one corner of an immense building that measures close to 30,000 square feet. Depending on which MSF Site is selected, the closest edge of the track would be located approximately 15 feet higher than the top of the building and approximately 8 feet to the south. The building was not identified as a building where low vibration is essential for interior operations. Project measures discussed in **Appendix L**, the Noise and Vibration Impacts Report, include noise control measures such as enclosures and noise barriers as necessary.

Based on this assessment, construction and operation of the Build Alternative would result in no adverse effects on the Pacific Metals Company building.

*Goodyear Tire and Rubber Company Warehouse*

The Goodyear Tire and Rubber Company warehouse is eligible under NRHP Criterion A at the local level of significance for its association with the history of industry in Southern California as well as community planning and development during the post-World War II period. It is also contributor to the Vail Field Industrial Addition historic district. This 300,000 square foot building has a utilitarian design with elements of the International Style. The Build Alternative would be located at one corner of massive building. The features that convey the significance of the building under NRHP Criterion A are not considered vulnerable or delicate elements that would be affected by potential increased vibration associated with construction.

The Build Alternative would not destroy or damage the Goodyear Tire and Rubber Company Warehouse. The Build Alternative would introduce an aerial structure that would be in the center of Washington Boulevard between Gayhart Street and Yates Avenue, approximately 120 feet from the northwest

corner of the Goodyear Tire and Rubber Company Warehouse. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet).

Based on this assessment, construction and operation of the Build Alternative would result in no adverse effects on the Goodyear Tire and Rubbery Company Warehouse.

**(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines**

This category does not apply to any of these historic properties.

**(iii) Removal of the property from its historic location**

This category does not apply to any of these historic properties.

**(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance**

*National Chicano Moratorium March*

The Build Alternative would involve the removal and replacement of the asphalt pavement along portions of the National Chicano Moratorium March route and the installation of a trench in the existing ROW at 3rd Street and La Verne Avenue. The Build Alternative would not result in the reconfiguration of the streets and sidewalks that contribute to the historic district's contributing march route. Further, the streets and sidewalk would continue to be constructed with asphalt and concrete, respectively. The district's use would not change, nor would the physical features within the property's setting that contribute to its historic significance.

The construction and operation of the Build Alternative would not alter the character of the historic property, nor would it affect any physical features within its setting that contribute to its historic significance.

*Vail Field Industrial Addition*

The demolition of 6 out of 40 potentially contributing resources in the Vail Industrial Addition would leave the core of the historic district intact with enough contributors to convey its historical significance. Changes in these physical features would result in no adverse effects to the setting of the historic district. The construction activities would alter the visual character and quality of the immediate surroundings with the TBM, heavy equipment use, tree removal, stock-piled building materials, and safety and directional signage. However, construction activities would be temporary and intermittent and limited to the immediate area.

The Build Alternative would introduce an aerial structure that would be in the center of Washington Boulevard between Gayhart Street and Yates Avenue. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet). These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.17, Visual and Aesthetics, of the EA for more information about visual effects from the Build Alternative. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not diminish the integrity of the district's significant historic features and would result in no adverse effects.

Additionally, if MSF Site 3 is selected as the MSF, it would be constructed on the TBM launch site. It would introduce new visual and operational elements to the Vail Field Industrial Addition historic district. MSF Site 3 would include vehicle storage, equipment and facilities to clean and maintain the light rail vehicles, and office space for Metro Staff. Operationally, this would not alter the district's character defining features as the activities performed at MSF Site 3 would be aligned with the district's industrial character and railway network.

The construction and operation of the Build Alternative would not alter the character of the historic property, nor would it affect any physical features within its setting that contribute to its historic significance.

*Pacific Metals Company/Rolled Steel Products*

The Pacific Metals Company building's urban setting, association, and feeling would be retained. The Build Alternative with either MSF Site 1 or 3 would introduce an aerial structure that would be in the center of Washington Boulevard between Gayhart Street and Yates Avenue. The Build Alternative with MSF Site 2 would be within the parking lot, approximately 20 feet from the southwest corner of the Pacific Metals Company building. In either case, the aerial guideway, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet). See Section 3.17 of the EA for more information about visual effects from the Build Alternative. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not diminish the integrity of the building's significant historic features and would result in no adverse effects.

Therefore, the construction and operation of the Build Alternative would not alter the character of the historic property, nor would it affect any physical features within its setting that contribute to its historic significance.

*Goodyear Tire and Rubber Company Warehouse*

The Goodyear Tire and Rubber Company Warehouse building's urban setting, association, and feeling would be retained. The Build Alternative would introduce an aerial structure that would be in the center of Washington Boulevard between Gayhart Street and Yates Avenue. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet). These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.17 of the EA for more information about visual effects from the Build Alternative. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not diminish the integrity of the building's significant historic features and would result in no adverse effects.

The construction and operation Build Alternative would not alter the character of the historic property, nor would it affect any physical features within its setting that contribute to its historic significance.

**(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features**

*National Chicano Moratorium March*

Due to the underground nature of the improvements, no permanent visual changes to this historic property or its setting would occur from the guideway and station. The visual setting includes commercial and institutional buildings along Atlantic Boulevard, low-rise commercial buildings on Whittier Boulevard, and active transportation corridors. The National Chicano Moratorium March would not be adversely affected by the construction and operation of the Build Alternative.

*Griffith STEAM Magnet Middle School*

The Build Alternative would not introduce visual, atmospheric or audible elements that would diminish the integrity of the school's significant historic features. Construction of the Maravilla Crossover would occur approximately 250 feet away from the school grounds and would necessitate a track shift within the existing ROW of the existing track and roadway resurfacing in the vicinity of the changes to the track.

The Griffith STEAM Magnet Middle School is eligible under NRHP Criterion C at the state level for its Spanish-style architecture during its period of significance in 1939, the year the school was constructed with Public Works Administration funding. The school is located near an existing transit corridor on 3rd Street. Construction of the Maravilla Crossover would occur approximately 250 feet away from the school grounds and would necessitate a track shift within the existing ROW. A train control house with electric power switches and auxiliary power room would be constructed at vacant lot owned by Metro on the south side of 3rd Street between Arizona Avenue and Mednik Avenue, adjacent to an existing TPSS. At this distance, daytime construction noise would not exceed FTA limits.

Based on this assessment, construction and operation of the Build Alternative would result in no adverse effects on the Griffith STEAM Magnet Middle School.

*Golden Gate Theater*

The Golden Gate Theater is significant for its social interrelationship with the surrounding community and as an excellent example of Art Deco and Spanish Churrigueresque style. Due to the underground nature of the improvements, no permanent visual changes to this historic property or its setting would occur from the guideway and station. The visual setting includes commercial and institutional buildings along Atlantic Boulevard, low-rise commercial buildings on Whittier Boulevard, and active transportation corridors. The Golden Gate Theater would not be adversely affected by the construction or operation of the Build Alternative.

*Vail Field Industrial Addition*

The Vail Field Industrial Addition is recommended eligible for the NRHP as a historic district that is significant at the local level under NRHP Criterion A in the area of industrial community planning and development in the growing Los Angeles metropolitan area during the period of significance from 1951 to 1960. It is also recommended eligible under NRHP Criterion C for its Mid-Century Modern industrial architecture, as the historic district represents a significant and distinguishable entity whose components may lack individual distinction. This is a cohesive and distinctive planned industrial park within an urbanized setting served by existing transit infrastructure. The district contains large sprawling one- to two-story buildings with modernistic architectural influences, including cantilevered porch roofs, projecting accent walls, blade signs, recessed entrances, and angled storefronts. The Build Alternative would introduce a new aerial structure that would generally follow the existing transportation corridors within the vicinity of the Vail Industrial Addition. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet). These features, while conspicuous,

would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station.

Additionally, the construction of MSF Site 3 would introduce a new visual element to the Vail Field Industrial Addition historic district with facilities to maintain and store train cars, equipment, and an office facility. Visually, MSF Site 3 is non-obtrusive to the district as it would feature one to two-story warehouses and office space that match the character-defining features of the district. The MSF Site 3 buildings and structures would be one- to two-story industrial buildings and associated rail infrastructure would be commiserate with the existing height and design of the surrounding buildings, and any landscape elements would complement the existing landscape features within the Vail Industrial Addition.

See Section 3.17 of the EA for more information about visual effects from the Build Alternative. The new aerial structure and MSF Site 3 would introduce new visual elements but would not change the historic character of the historic district. The alteration of the setting with the new visual elements of the aerial structure and MSF Site 3 would not diminish the integrity of the district's significant historic features and would result in no adverse effects.

*Pacific Metals Company/Rolled Steel Products*

The Pacific Metals Company building is individually eligible under NRHP Criterion A for its association with the history of industry in Commerce as well as community planning and development in Southern California during the post-Korean War period of significance from 1953 to 1960. It is individually eligible under NRHP Criterion C for its international design, and it is a contributor to the Vail Field Industrial Addition historic district. The primary elevation displaying the character-defining features faces Garfield Avenue.

The Build Alternative would introduce a new aerial structure that would generally follow the existing transportation corridors within the vicinity of the Pacific Metals Company building. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet). These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.17 of the EA for more information about visual effects from the Build Alternative. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not diminish the integrity of the building's significant historic features and would result in no adverse effects.

*Goodyear Tire and Rubber Company Warehouse*

The Goodyear Tire and Rubber Company warehouse is eligible under NRHP Criterion A at the local level of significance for its association with the history of industry in Southern California as well as community planning and development during the post-World War II period. It is also contributor to the Vail Field Industrial Addition historic district. This 300,000 square foot building has a utilitarian design with elements of the International style. The Build Alternative would introduce a new aerial structure that would generally follow the existing transportation corridors within the vicinity of the Goodyear Tire and Rubber Company Warehouse building. The aerial guideway would be at a relatively similar height to the existing utility infrastructure (approximately 60 feet) and would be approximately 120 feet from the northwest corner of the Goodyear Tire and Rubber Company Warehouse. At this distance, daytime construction noise would not exceed FTA limits. These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately 0.75 mile south and north, respectively, of the Greenwood station. See Section 3.17 of

the EA for more information about visual effects from the Build Alternative. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not diminish the integrity of the building's significant historic features and would result in no adverse effects.

*E.F. Hauserman Company Building*

The E.F. Hauserman Company building is eligible under NRHP Criterion C at the state and local level for its International-style architecture with a period of significance in 1957, the building's construction date. The building is an excellent example of mid-twentieth century building trends of the style that was widely used in government, institutional, and commercial buildings. The Build Alternative would introduce the MSF Site 2 approximately 100 feet southwest of the E. F. Hauserman Company Building. MSF Site 2 would introduce a maintenance and storage facility to the east of the E.F. Hauserman Company building in an industrial district that is significantly altered from its original development. The alteration of the setting with the new visual element of MSF Site 2 would not diminish the integrity of the building's significant historic features. No permanent visual changes are anticipated at the E.F. Hauserman Company Building from MSF Site 2, as the historic property is already in an industrial area that is significantly altered from its original development.

Based on this assessment, construction of the Build Alternative would result in no adverse effects on the E.F. Hauserman Company Building.

*Greenwood Elementary School*

The Greenwood Elementary School is eligible under NRHP Criterion C at the local level in the area of education and for its significant contribution to the patterns of school building in Southern California during its period of significance, 1947-1948. The distance between the Greenwood Elementary School property and the Greenwood station is close to 500 feet, with an intervening building at 1100 Washington Boulevard and another 1122 Washington Boulevard blocking views from the southern (secondary) elevation of the school towards the station location. At this distance, daytime construction noise would not exceed FTA limits. As a result of this distance and the physical obstruction of two intervening buildings, no visual impacts on the Greenwood Elementary School or its setting are anticipated from the at-grade alignment or station. The lot adjacent to the school to the south is already paved, serves a similar use, and would be minimally altered to serve as a surface parking facility. Due to the considerable distance between the Greenwood Elementary School and Washington Boulevard, no visual effects on the Greenwood Elementary School or its setting are anticipated from the at-grade alignment or station. The Build Alternative would construct the alignment at-grade in the center of Washington Boulevard, including overhead catenary systems, restriping, curb-and-gutter/sidewalk reconstruction, ROW clearing, pavement improvements, and lighting and traffic signal modifications; the Greenwood station, an at-grade station just west of Greenwood Avenue; and a parking facility along Greenwood Avenue and Washington Boulevard. The alignment would be approximately 450 feet from the school and separated by the proposed parking facility location.

Based on this assessment, construction of the Build Alternative would result in no adverse effects on the Greenwood Elementary School.

*South Montebello Irrigation District Building*

The South Montebello Irrigation District building is eligible under NRHP Criterion A at the local level of significance for its association with the distribution of water to the rapidly growing City of Montebello and with agriculture. The property lacks integrity of setting, feeling and association related to the period of significance (1940) and theme of municipal infrastructure.

The Greenwood station would be located more than 400 feet to the west/southwest of the entrance of the South Montebello Irrigation District Building, and the view from the latter to the former would be obscured by the restaurant building at 870 Washington Boulevard. At this distance, daytime construction noise would not exceed FTA limits. Due to the distance and the presence of an intervening building between the South Montbello Irrigation District Building and the Greenwood station, no visual impacts on the South Montbello Irrigation District Building or its setting are anticipated from the at-grade alignment or station. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the Build Alternative would not diminish the integrity of the building's significant historic features or its ability to convey its historic significance under Criterion A.

*William and Florence Kelly House*

The William and Florence Kelly House is eligible under NRHP Criterion A at the local level of significance for its association with the residential development of Montebello in the pre–World War II era. Due to changes in the surrounding area, the property lacks integrity of setting, feeling and association relative to the period of significance (1940) and the theme of residential development. The Build Alternative would construct the Greenwood station approximately 400 feet from the William and Florence Kelly House. Between the William and Florence Kelly House and the Greenwood station are two intervening buildings: The South Montebello Irrigation Building at 864 Washington Boulevard and restaurant building at 870 Washington Boulevard.

Due to the distance of the Greenwood station from the William and Florence Kelly House, no visual effects on the resource or its setting is anticipated from the at-grade alignment or station. The existing setting would be left largely intact. The lots adjacent to the building to the north and west are already paved, serve a similar use, and would be minimally altered to serve as a surface parking facility. Because the setting of the building is already compromised by modern development and activities, the integrity of the historic property's significant features would not be diminished. At this distance, daytime construction noise would not exceed FTA limits.

**(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization**

This category does not apply to any of the Project or these historic properties.

**(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance**

This category does not apply to any of the Project of these historic properties.

# 6.0 FINDING OF NO ADVERSE EFFECT

## 6.1 Archaeological Resources

Pedestrian surveys were conducted to identify archaeological historic properties. Approximately 95 percent of the Build Alternative footprint within the APE is paved; the only portions of the APE that were accessible were in the public ROW. These areas were inspected, but not transected. Unpaved areas with exposed soils were surveyed using 10-meter intervals. Of the remaining 5 percent of the Build Alternative footprint within the APE with exposed soils, only about 10 percent of the ground surface was visible due to vegetation cover or imported gravels. All vegetation consisted of non-native seasonal grasses or non-native landscaping.

There are no previously recorded archaeological resources identified in the area of potential effects. The survey identified one archaeological resource, PD-2, abandoned railroad track segments, which does not appear to be eligible for the NRHP and is not a historic property. The operation of the light rail transit would not physically demolish, destroy, relocate, or alter any known archaeological resources that are historic properties. Although unknown, buried resources that may be eligible for inclusion in the NRHP may exist within the area of potential effects, operation of the Build Alternative would not require additional ground disturbance or other activities that could adversely affect archaeological historic properties. Operation of the Build Alternative would have no effect on known archaeological historic properties. No mitigation measures are therefore required.

Although the APE is heavily disturbed and urbanized, some of these construction activities would extend below the disturbed surface and into undisturbed Holocene deposits, which have the potential to preserve buried archaeological resources and TCPs, which may be historic properties. Further, Native American consultation findings indicate that the entire alignment is sensitive for potential buried, unidentified TCPs. If any previously unrecorded archaeological resources, which have potential to be historic properties, are discovered during Build Alternative construction, Condition NMM CUL-2 requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a Cultural Resources Monitoring and Mitigation Plan (CRMMP) be prepared. Condition NMM TCP-1, NMM TCP-2, and NMM TCP-3, would ensure that workers have a clear understanding of TCPs that may be present in the construction area, and that procedures and plans would be in place for monitoring for and for safely handling TCPs. Implementation of Condition NMM TCP-1 through Condition NMM TCP-3 would minimize adverse effects.

## 6.2 Built Environment

Intensive-level surveys of the APE were conducted to identify potential historic properties. Prior to the surveys, historical research and outreach to local government agencies, historical societies, museums, libraries, and preservation organizations to obtain information on historic properties was conducted. The intensive field survey identified 178 historic and architectural resources that were more than 45 years old, using 2042 as the horizon year (the horizon year at the time of survey), in the APE. Of the 178 resources, 66 were previously recorded and revisited and 112 were newly identified, recorded, and evaluated for eligibility for listing in the NRHP. Of the newly recorded 112 resources, 38 are recommended eligible for listing in the NRHP as contributors to a newly recorded historic district (Vail Field Industrial Addition) identified during the survey. Additionally, two resources are recommended individually eligible for listing in the NRHP. Through consulting party outreach performed for this Build Alternative, one additional historic property was identified within the APE: the NRHP-listed National

Chicano Moratorium March (National Chicano Moratorium March) Historic District (National Register Information System Identification Number [NRIS ID#] 100002655).

The remaining 62 resources are recommended ineligible for listing in the NRHP. Detailed identification and evaluation information for all 161 historical and architectural resources in the APE is provided on California DPR 523 forms in Appendix K.

The construction and operation of the Build Alternative would result in no adverse effects to the ten historic properties identified in the APE, including the National Chicano Moratorium March (NRIS ID# 100002655), Griffith STEAM Magnet Middle School (P-19-176590), Golden Gate Theater (P-19-176524), Vail Field Industrial Addition, Pacific Metals Company/Rolled Steel Products (P-19-190999), Goodyear Tire and Rubber Company Warehouse (P-19-191000), E.F. Hauserman Company Building, Greenwood Elementary School (P-19-191003), South Montebello Irrigation District Building (P-19-191005), and William and Florence Kelly House (P-19-191004). See Section 4.2 for details of these historic properties.

Although construction of the guideway and station has the potential to cause vibrations and ground settlement that could result in effects to the Golden Gate Theater, implementation of Condition NMM CUL-1 would require building protection measures to be put in place, such as ground improvements and/or use of lower vibration-generating construction equipment, as identified in a pre-construction survey. Condition NMM CUL-1 would reduce the potential for vibration generated during construction activities to damage the Golden Gate Theater.

### 6.2.1 Consulting Party Comments and Responses

During FTA's Section 106 consultation with consulting parties, the Los Angeles Conservancy identified concerns about Build Alternative effects to the National Chicano Moratorium March district that focused on the addition of a tunnel portal that would alter the streets and sidewalks and potential demolition of multiple commercial properties. The Los Angeles Conservancy urged an interpretive signage program where changes to the district would be greatest as a way of minimizing effects to the district.

In reviewing these comments and reviewing the documentation related to the historic property, the analysis revealed that the Build Alternative would not result in the demolition of NRHP-listed contributing resources related to the National Chicano Moratorium March district. Additionally, there is existing transportation infrastructure, street surfaces, and sidewalks within the March Route that do not date from the district's period of significance of 1970. While the Building Alternative would modify the characteristics of that infrastructure within the March Route, the contributing March Route would remain intact as the streets and the accompanying sidewalks would remain to convey a continuity of pedestrian circulation through the March Route. As a result of this analysis, no adverse effects are anticipated to the National Chicano Moratorium March district and no mitigation is required under 36 CFR Part 800.

The Los Angeles Conservancy also raised concerns about the demolition of contributing resources within the Vail Field Industrial Addition historic district and requested that partial demolition be considered where possible and that Historic American Building Survey (HABS) documentation be performed. In reviewing Build Alternative designs, partial demolition of buildings within the district is not feasible due to spatial requirements for infrastructure and facilities. Additionally, while six contributors to the district will be demolished, they are situated on the periphery of the historic district and the district would remain eligible following their removal. The Build Alternative, therefore, would result in no adverse effects to the Vail Field Industrial Addition historic district and no mitigation is required under 36 CFR Part 800.

Metro will continue to engage with the Los Angeles Conservancy to identify potential opportunities to enhance public recognition of the National Chicano Moratorium March and its historical significance, but this engagement would occur outside of the Section 106 consultation process.

# 7.0 CONCLUSION

Based on the adverse effects assessment on historic properties, the undertaking would result in the following findings:

- No historic properties affected archaeological resources as no known archaeological resources were identified within the APE.
- No adverse effect on ten historic properties (built environment) listed below:
  - National Chicano Moratorium March; 3rd Street, Beverly Boulevard, Atlantic Avenue, Whitter Boulevard, and Salazar Park
  - Griffith STEAM Magnet Middle School; 4765 4th Street
  - Golden Gate Theater: 5176 Whittier Boulevard
  - Vail Field Industrial Addition historic district
  - Pacific Metals Company/Rolled Steel Products; 2187 Garfield Avenue
  - Goodyear Tire and Rubber Company Warehouse; 2353 Garfield Avenue
  - E.F. Hauserman Company Building; 6838 East Acco Street
  - Greenwood Elementary School; 900 Greenwood Avenue
  - South Montebello Irrigation District Building; 864 Washington Boulevard
  - William and Florence Kelly House; 860 Washington Boulevard

Although no archaeological resources or TCPs were identified within the APE, there is potential to encounter unknown resources during construction; conditions proposed to mitigate these potential effects are included in **Exhibit 1** (see Condition NMM CUL-2 and Condition NMM TCP-1 through Condition NMM TCP-3). Section 106 consultation with Native American tribes and interested parties for this Build Alternative is on-going. Ten historic properties are located within the Build Alternative APE. With the conditional approach to the vibrations at the Golden Gate Theater as proposed (see Condition NMM CUL-1 in **Exhibit 1**), the Build Alternative would have no adverse effect on the ten identified historic properties in the APE.

Based on reviews of design information, coordination with the engineers, background research, records searches, field surveys, Native American consultation, interested parties, coordination with the State Historic Preservation Office, and application of the criteria of adverse effects to the historic properties located in the APE, FTA determined a finding of no adverse effect on historic properties for this undertaking in accordance with 36 CFR 800.5.

# 8.0 REFERENCES

CDM Smith/AECOM Joint Venture. July 2025. Draft Eastside Transit Corridor Phase 2 Historic, Archaeological, and Tribal Resources Technical Report. Prepared for the Federal Transit Administration Region 9, Los Angeles Office and the Los Angeles County Metropolitan Transportation Authority.

# EXHIBIT 1 – CONDITIONS

## Historic Properties (Architectural, Archaeological, TCP)

**Condition NMM CUL-1: Protection Measures – Differential Settlement/Vibration/Tunnel Boring Machine (TBM) Specifications for CVS Pharmacy (CVS)/Golden Gate Theater.**

- Metro/Metro's contractor shall conduct a pre-construction baseline survey and building protection report, implement building protection measures as specified in the building protection report, and conduct a post-construction survey of the CVS/Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historic property. Building protection measures shall be implemented in conjunction with NMM NOI-1 through NMM NOI-14.
- Metro/Metro's contractor shall conduct a pre-construction survey to establish baseline, pre-construction conditions and to assess the building category and the potential for ground-borne vibration to cause damage. Geotechnical investigations shall be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis shall inform the development of appropriate support mechanisms for cut and fill construction areas or areas that could experience differential settlement as a result of using a TBM in proximity to the historic property. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulation [CFR] Part 61) shall review final design documents prior to implementation of measures.
- Metro/Metro's contractor shall implement building protection measures as identified in the building protection report to protect the structure from vibration damage. This may include methods such as underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. If the building protection report determines the historic property has the potential to be impacted by differential settlement caused by TBM construction, appropriate building protection measures shall be identified and implemented such as the use of an earth pressure balance or slurry shield TBM. The implementation of the required measures and their effectiveness shall be documented in a post-construction survey.
- A post-construction survey shall also be undertaken to ensure that damage has not occurred to historic properties. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.

**Condition NMM CUL-2: Unknown Archaeological Resources.**

- Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with project/site specific cultural resources training conducted by a qualified archaeologist that meets the standards of the Secretary of the Interior. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found within the Project area, and proper procedures and notifications to implement if cultural resources are inadvertently discovered, and that removal of cultural resources can result in legal action.

- In addition, Metro shall retain a qualified archaeologist that meets the standards of the Secretary of the Interior to prepare a Project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant precontact and historic archaeological deposits are likely to be located within the APE based on background research and a geoarchaeological analysis.
- The CRMMP shall include a detailed precontact and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth-moving activities, avoidance is the preferred method of mitigation. If avoidance is not feasible, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation of historic materials. If any potentially eligible resources are identified, FTA will be notified.
- The CRMMP shall also require that a qualified Archaeologist in precontact and historical archaeology (36 Code of Federal Regulation Part 61) be retained prior to ground-disturbing activities. The CRMMP shall be a guide for monitoring activities. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, halt work in that area and within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. As detailed in NMM TCP-2, a Native American monitor shall be retained if treatment involves work at a precontact site, or to monitor ground disturbing activities at other locations determined appropriate during Native American consultation. An archaeological monitor shall be retained for work at locations identified as sensitive during Native American consultation that require a tribal monitor or other locations identified as likely to contain archaeological resources. Identified areas shall be monitored by, or under the supervision of, the qualified Archaeologist, in accordance with the Project CRMMP. The CRMMP shall include the proper procedures and applicable regulations to follow in the event of discovery of human remains. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

## Traditional Cultural Places

**Condition NMM TCP-1: Tribal Cultural Places (TCP) Training.**

- Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with project/site specific TCP training conducted by a qualified archaeologist or Native American Monitor. The training shall instruct the personnel regarding the legal framework protecting TCPs, typical kinds of TCPs that may be found within the project area, and proper procedures and notifications if TCPs are inadvertently discovered.

**Condition NMM TCP-2: Retain a Native American Monitor.**

- A Native American monitor shall be retained for work at locations identified as sensitive during Native American consultation and agreed upon between Metro and the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government. The monitor shall only be present on-site during the construction phases that involve ground disturbing activities where areas of ground disturbance and/or removed spoils are visible for inspection. If during cultural resources monitoring by a qualified archaeologist or Native American Monitor determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist or Native American Monitor can recommend that monitoring be reduced or eliminated.

**Condition NMM TCP-3: Tribal Cultural Places (TCP).**

- Metro shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant precontact and historic archaeological deposits, and TCPs are likely to be located within the Area of Direct Impact (ADI) based on background research, a geoarchaeological analysis, and Native American consultation. The CRMMP shall encompass both archaeological and TCPs and shall be kept confidential. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private property parcels in the Area of Potential Effects with direct impacts that were not accessible during the preparation of the Environmental Assessment.
- The CRMMP shall include a detailed precontact and historic context that clearly demonstrates the themes under which any identified resources shall be determined significant. Should significant deposits be identified during earth-moving activities, avoidance is the preferred method of mitigation. If avoidance is not feasible, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, or other methods of disposition in consultation with the Tribe.
- The CRMMP shall also require that an archaeologist qualified in precontact and historical archaeology and a Native American monitor who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's Tribal Contact list for the area of the project location be retained prior to ground-disturbing activities. The CRMMP shall be a guide for monitoring activities. If buried TCPs or cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified archaeologist and Native American Monitor can assess the significance of the find and, if necessary, develop appropriate treatment measures. Metro shall assess the evidence of the find in consultation with affiliated Native American groups and make a determination on whether is meets criteria to be considered a TCP. If resources are Native American in origin and may also be TCPs, treatment of these resources shall be determined during Native American consultation. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. The CRMMP shall include the proper procedures and applicable regulations to follow in the event of discovery of human remains.