

HISTORICAL RESOURCES TECHNICAL REPORT

4th and Central Project, Los Angeles

November 2022

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1.0 EXECUTIVE SUMMARY

CP LA Cold Storage Land, LLC (the "Applicant") is proposing a mixed-use development on a 7.6-acre site in the City of Los Angeles (the "City") that would include commercial, office, hotel, and residential uses (the "Project"). The site is currently operated as the Los Angeles Cold Storage Company and is developed with cold storage warehouse facilities and associated surface parking uses. The Project would generally be located at 400 South Central Avenue and consists of three distinct sites (North, South and West Sites – collectively referred to as the "Project Site"), with a total land area of approximately 7.6 acres (333,602 gross square feet [sf] of lot area pre-dedication). There are historical resources as defined by the California Environmental Quality Act ("CEQA")[1] on and in the vicinity of the Project Site. Therefore, the purpose of this report is to evaluate whether there are potential impacts to historical resources which may be caused by the Project. This report is intended to inform environmental review of the Project.

The parcels that make up the Project Site are clustered across three City blocks and include the following three areas: the North Site, South Site and West Site. The North Site (1.35 acres within APN 5147-001-007) is located at the northeast corner of E. 4th Street and S. Central Avenue; the South Site (5.98 acres within APN 5147-013-016) is located south of E. 4th Street between S. Central Avenue and S. Alameda Street; and the West Site (0.32 acres within APNs 5147-012-015, 5147-011-015, -016, and -017) is situated at the northwestern intersection of Gladys Avenue and S. Central Avenue.

The Project Site was developed over time, with buildings dating from the early- to late-20th century. The North Site is currently developed with a six-story over basement cold storage warehouse building ("LACS Building"),[2] and an attached single-story warehouse building ("North Wing"), which is treated as a separate building for purposes of this report.

The LACS Building was constructed in two phases, which are referred to herein as the "East Volume" and the "West Volume." The East Volume was completed in 1903. It was designed by architects Theodore Eisen and George Wyman of Eisen & Wyman and was constructed as a six-story, brick masonry building. The West Volume, a six-story reinforced concrete addition, was designed by architect George Wyman and constructed by expert reinforced concrete builder Carl Leonardt in 1907. The East and West Volumes collectively comprise what is now referred to as the LACS Building and constitute a single building. The LACS Building is Industrial Vernacular in style with Neoclassical details. The North Wing was designed by architect Herman Goodman and completed in 1985.

On the South Site, the Industrial Vernacular Central Warehouse was designed by Vincent Palmer & Associates and constructed by G. O. Gartz Construction Company in 1958. The Central Warehouse was originally a one-story, reinforced concrete building; a partial second story was added in 1989. The Main Office is an Industrial Vernacular, one-story, concrete masonry building, built by G. O. Gartz Construction Company in 1969. The Astro Warehouse is an Industrial Vernacular, single-story concrete building, with a partial second-story, designed by architect and engineer McLean & Schultz in 1969. The South Site also includes 47 loading docks and paved surface parking that serves the warehouse uses. The West Site is

[1] California PRC, Section 21084.1.
[2] "LACS" stands for Los Angeles Cold Storage.

developed with a surface parking lot. The West Site provides 39 parking spaces in a fenced, paved lot and is not improved with any buildings.

The Project Site is located within the Central City East neighborhood of the Central City Community Plan Area ("CPA") of the City of Los Angeles. The Central City CPA was surveyed by SurveyLA, the City of Los Angeles' Citywide survey of historic resources, between September 2015 and August 2016. The six-story LACS Building (collectively composed of the East and West Volumes) was identified as a potential historic resource by SurveyLA.[3] It was evaluated under the *Industrial Development* context of the Los Angeles Citywide Historic Context Statement ("HCS") and identified as eligible for listing in the National Register of Historic Places ("National Register"), the California Register of Historical Resources ("California Register"), and as a City of Los Angeles Historic-Cultural Monument ("HCM"). It was identified as eligible under Criterion A/1/1 as an "excellent example of an early 20th century cold storage warehouse in Downtown Los Angeles" that "played an important role in the distribution of agricultural goods and locally-sourced food products;" and for its architectural merit under Criterion C/3/3 as an "excellent example of a vernacular industrial building designed by master architects Eisen and Wyman."[4] SurveyLA assigned California Historical Resources Status Codes ("Status Codes") 3S, 3CS, and 5S3 to the building. These Status Codes identify the building as appearing eligible for listing in the National Register, California Register, and as a City HCM through survey evaluation.[5]

None of the other buildings on the Project Site, including the Main Office, Astro Warehouse, and Central Warehouse, were identified as potential historical resources by SurveyLA. Consistent with the methodology and Status Codes developed for SurveyLA, these buildings were assigned the Status Code of 7SQ, which is defined by SurveyLA as an "individual property assessed for significance in accordance with SurveyLA but does not meet eligibility standards."[6]

For purposes of this report, the buildings on the Project Site were re-evaluated for potential historical significance, based on an observation of existing conditions, additional primary and secondary source research related to the site development history, a review of the relevant historic contexts, and an analysis under the relevant eligibility criteria and integrity thresholds. As a result of this analysis, the SurveyLA findings are confirmed.

On the North Site, the six-story LACS Building (composed of the East and West Volumes) appears eligible for listing in the National Register, California Register, and as a City HCM. The North Wing, completed in 1985, does not meet the eligibility standards for historic designation because it was constructed outside of the period of significance for the industrial cold storage property type and has not otherwise achieved significance. Therefore, the six-story LACS Building is considered a historical resource as defined by CEQA.

On the South Site, based on additional research and fieldwork conducted for this report, no evidence was found to suggest that any of the other buildings on the Project Site, including the Main Office, Astro

[3] The LACS Building is referred to as the "Los Angeles Ice and Cold Storage Company" building in the SurveyLA findings.
[4] The City of Los Angeles did not develop a theme for Vernacular architecture in the SurveyLA HCS; therefore, in the SurveyLA survey data the LACS Building is documented under the *Other 1850-1980* context; *Design/Construction, 1850-1980* theme; and *Industrial* property type.
[5] City of Los Angeles, Department of City Planning, Office of Historic Resources, *Historic Resources Survey Report: Central City Community Plan Area*, prepared by Architectural Resources Group, September 2016.
[6] "California Historical Resource Status Codes and Additional SurveyLA Status Codes," *Historic Places Los Angeles,* https://historicplacesla.lacity.org/about_codes (accessed March 2, 2022).

Warehouse, and Central Warehouse, are eligible for historic designation. Therefore, none of the other buildings on the Project Site are considered historical resources as defined by CEQA.

The Project Site is located in the vicinity of designated or previously identified potential historical resources. For purposes of this report, a study area of historical resources in the vicinity of the Project Site ("Study Area") has been identified. The Study Area includes historical resources in proximity to the Project Site that have a reasonable potential to be impacted by the Project, either through direct impacts as a result of construction activity, or indirectly due to changes in the setting. Historical resources in the Study Area include: four (4) potential individually eligible historical resources and two potential historic districts, the Fifth Street Single-Room Occupancy ("SRO") Hotel Historic District and the Downtown Los Angeles Industrial Historic District. These individually eligible properties and potential historic districts were identified as potentially eligible for listing at the federal, state, and/or local levels by SurveyLA. These previous findings are not in dispute; therefore, these properties and potential districts are considered historical resources as defined by CEQA and are not re-evaluated in this report.

This report therefore considers potential impacts as a result of the Project to the LACS Building, located on the Project Site, and the previously identified historical resources in the Study Area.

The Project would demolish the existing buildings on the Project Site and redevelop the Project Site with a new mixed-use development. The LACS Building has been used as a cold storage facility since its original construction, with the building essentially functioning as a large refrigerator/freezer unit since the early 20th century. When the cold storage business ceases operations on the Project Site, the LACS Building will be thawed and spaces and features that have been in a frozen condition for decades will be returned to standard temperatures. The East Volume is wood and brick masonry construction; the West Volume is concrete construction. Due to the extreme conditions within the LACS Building, the condition of the LACS Building after thawing is unknown. Based on the characteristics of its construction, it is anticipated that the West Volume may withstand the thawing process better than the unreinforced brick masonry and wood framing in the East Volume. If it is determined by a qualified structural engineer that the West Volume would remain structurally sound following the thawing process, the Project would retain and rehabilitate the West Volume of the LACS Building. Retention and rehabilitation of the West Volume of the LACS Building is an objective of the Project, and the Project as designed includes the retention of the West Volume (see Conceptual Site Plan in Figure 4). However, additional testing is required that cannot be conducted until the LACS Building is no longer in use as a cold storage facility to determine whether the concrete structure and other historical features of the West Volume would remain intact and in a suitable condition for adaptive reuse of the West Volume once it is thawed. This report includes recommended mitigation measures that require structural analysis following the thawing of the building to determine whether the West Volume could be retained as part of the Project. The structural analysis would be subject to review and approval by the Department of City Planning, Office of Historic Resources prior to the issuance of a demolition permit. To be conservative for purposes of CEQA, the Project evaluates the wholesale demolition of the LACS Building. Because the Project contemplates the whole or partial demolition of the LACS Building, which is a historical resource as defined by CEQA, the Project would result in a significant adverse impact to a historical resource which cannot be mitigated to a less-than-significant level. The Project would therefore have a significant effect on the environment as defined by CEQA.

The Project would not demolish, destroy, relocate, or alter any of the historical resources in the Study Area, and thus will not impair the historical significance of any historical resources in the Project vicinity. Although the Project would alter the setting of immediately adjacent historical resources by introducing incompatible contemporary construction that is out of scale with the industrial character of the surrounding area, this change would not affect nearby resources' eligibility for designation at the federal, state, or local levels. Therefore, the Project would not result in a substantial adverse change to historical resources in the Study Area.

Project Location

The Project Site is generally located at 400 Central Avenue and is made up of six (6) parcels, with a total land area of approximately 7.6 acres (333,602 gross sf of lot area), within the Central City East neighborhood of the Central City CPA of the City. Location and site maps are included as Figures 1, 2, and 3 below.

The parcels that make up the Project Site are clustered across three City blocks and include the following three areas:

- The 1.35-acre North Site (APN 5147-001-007) is generally located at the northeast corner of Central Avenue and 4th Street.
- The 5.98-acre South Site (APN 5147-013-016) is generally bound by 4th Street to the north, Alameda Street to the east, Central Avenue to the west and industrial uses to the south. The southern boundary of the South Site generally terminates near the intersection of 5th Street and Central Avenue.
- The 0.32-acre West Site (APNs 5147-012-015, 5147-011-015, -016, -017) is generally located west of the intersection of Gladys Avenue and Central Avenue.

Project Description

The Project proposes to redevelop the Project Site with a mix of residential, office, restaurant/retail, and hotel uses within 10 distinct buildings over the three Sites totaling approximately 2,318,534 square feet, for a floor area ratio (FAR) of 6.95:1. The Project would include: 1,521 residential units, including affordable housing units, totaling approximately 1,731,849 square feet; approximately 411,113 square feet of office uses; approximately 101,088 square feet of restaurant/retail uses; and, 68 hotel rooms (74,484 square feet of hotel floor area). The proposed buildings would range in height from 2 to 44 stories, with a maximum height of approximately 497 feet. The Project would provide 2,473 vehicle parking spaces within subterranean parking (up to 4 levels) and podium parking. The Project would demolish the existing surface parking and cold storage facility uses on the West and South Sites. On the North Site, the Project would demolish the North Wing, constructed in 1985, and the East Volume of the LACS Building. The Project includes recommended mitigation measures to determine if the West Volume can be retained and adaptively reused following the thawing process. If, following additional testing by a qualified structural engineer as outlined in the recommended mitigation, it is confirmed that the concrete structure and other historical features of the West Volume would remain structurally sound and substantially intact following the thawing process, the West Volume would be rehabilitated and adaptively re-used with residential amenity uses and ground-floor commercial uses as part of the Project. However, because it is unknown at this time whether the West Volume would be reusable following the thawing process, the Project anticipates the wholesale demolition of the LACS Building. The conceptual site plan is shown in Figure 4. Additional Project information is included in Appendix F.

FIGURE 1: LOCATION MAP

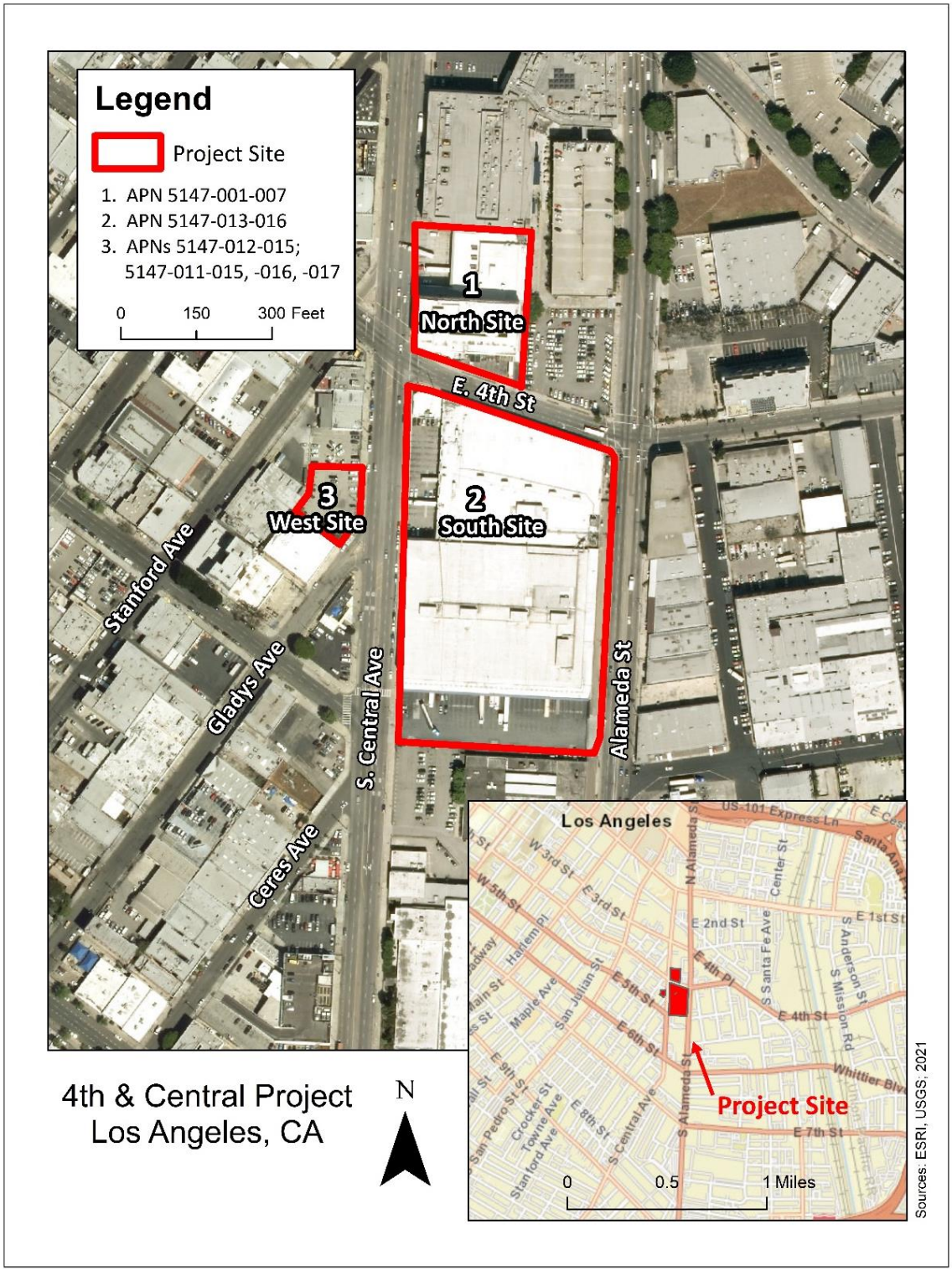


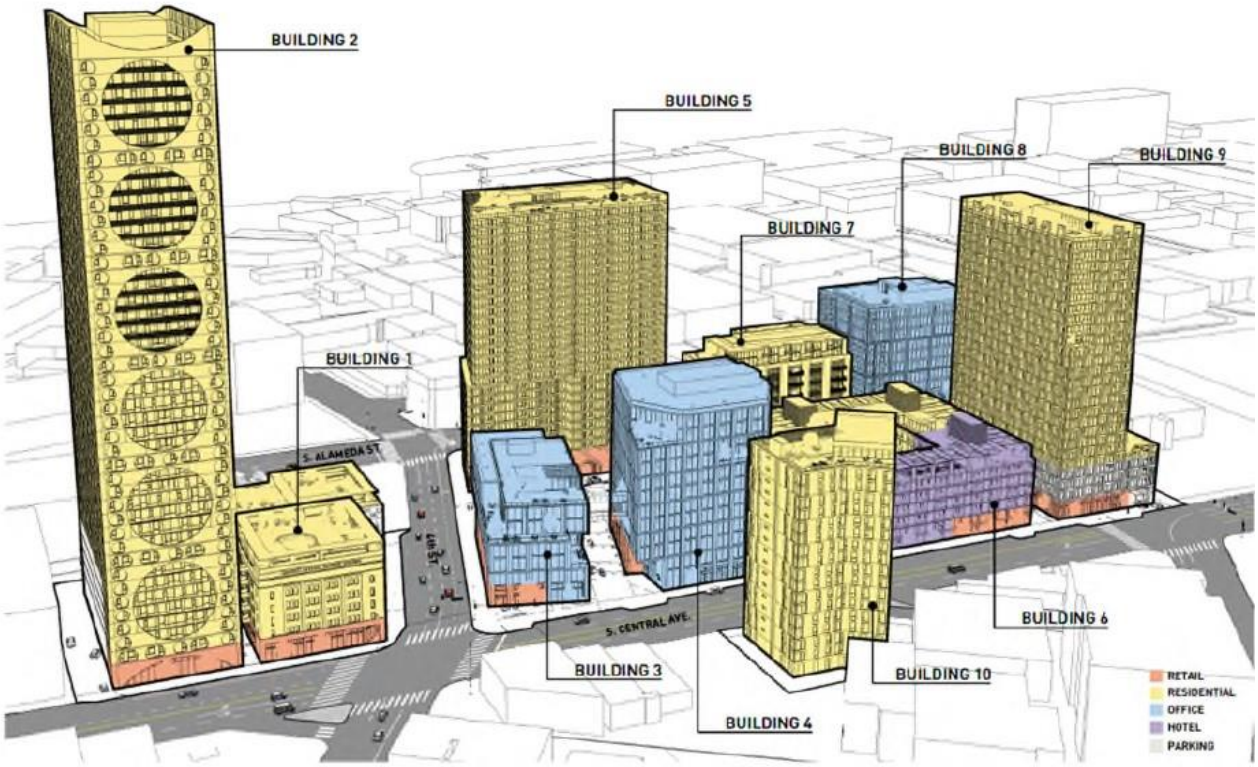
FIGURE 2: SITE MAP



FIGURE 3: DETAIL OF NORTH SITE



FIGURE 4: CONCEPTUAL SITE PLAN[7]



[7] Note that the Conceptual Site Plan shows the retention of the West Volume of the LACS Building; this portion of the LACS Building would only be retained if it is determined that it would remain substantially intact and in usable condition following the thawing process. This determination is pending additional study as part of the recommended mitigation for the Project.

Additional research was conducted to confirm the development history and provide additional information for the evaluation of potential historic significance of the Project Site. SurveyLA findings were used in the identification of historical resources in the Study Area. The field methods and analysis are based on guidance from the National Park Service, the California Office of Historic Preservation, and the City of Los Angeles Office of Historic Resources for evaluating potential historical resources. Identification of physical features and historic integrity was ascertained during the site visit and through building records. Site visits were conducted on October 4, 2021, and December 6, 2021, to document existing conditions on the Project Site.

The following sources were consulted:

- Building permits
- Sanborn Fire Insurance Maps
- Historic newspaper articles
- Historic photographs
- Field Inspection of the Project Site
- Other primary and secondary sources relevant to the history and development of the Project Site and surrounding area
- SurveyLA Historic Context Statement, Central City Community Plan Area Survey Report, and survey findings
- The Project application package materials, submitted to the Los Angeles Department of City Planning by the Applicant

Research, field inspection, and analysis were performed by Christine Lazzaretto, Managing Principal, John LoCascio, AIA, Principal Architect, and Alexandra Madsen, Senior Architectural Historian, all of whom meet the Secretary of the Interior's Professional Qualifications Standards in their respective fields. See Appendix G for resumes of contributing authors.

Historical Resources under CEQA

The California Environmental Quality Act ("CEQA") is the principal statute governing environmental review of projects occurring in the state and is codified in Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

CEQA Guidelines Section 15064.5 recognizes that historical resources include: (1) resources listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) resources included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any objects, buildings, structures, sites, areas, places, records, or manuscripts which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

Historic Designations

Historical and cultural resources fall within the jurisdiction of several levels of government. The framework for the identification and, in certain instances, protection of cultural resources is established at the federal level, while the identification, documentation, and protection of such resources are often undertaken by state and local governments. As described below, the principal federal, State, and local laws governing and influencing the preservation of historical resources of national, State, regional, and local significance include:

- The National Historic Preservation Act of 1966, as amended;
- The Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards);
- The California Environmental Quality Act (CEQA);
- The California Register of Historical Resources (California Register);
- The California Public Resources Code;
- The City of Los Angeles General Plan;
- The City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.171);
- The City of Los Angeles Historic Preservation Overlay Zone Ordinance (Los Angeles Municipal Code [LAMC], Section 12.20.3); and
- The City of Los Angeles Historic Resources Survey (SurveyLA).

National Register of Historic Places

The National Historic Preservation Act of 1966 established the National Register of Historic Places (National Register) 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."[8] The National Register recognizes a broad range of historical and cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes.[9] Within the National Register, approximately 2,500 (3 percent) of the more than 90,000 districts, buildings, structures, objects, and sites are recognized as National Historic Landmarks or National Historic Landmark Districts as possessing exceptional national significance in American history and culture.[10]

Whereas individual historic properties derive their significance from one or more of the criteria discussed in the subsequent section, a historic district derives its importance from being a unified entity, even though it is often composed of a variety of resources. With a historic district, the historic resource is the district itself. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties.[11] A district is defined as a geographic area of land containing a significant concentration of buildings, sites, structures, or objects united by historic events, architecture, aesthetic, character, and/or physical development. A district's significance and historic integrity determine its boundaries.

A resource that is listed in or eligible for listing in the National Register is considered "historic property" under Section 106 of the National Historic Preservation Act.

Criteria

To be eligible for listing in the National Register, a resource must be at least 50 years of age, unless it is of exceptional importance as defined in Title 36 CFR, Part 60, Section 60.4(g). In addition, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

A. Are associated with events that have made a significant contribution to the broad patterns of our history;

B. Are associated with the lives of persons significant in our past;

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

[8] 36 Code of Federal Regulations (CFR) 60. https://www.ecfr.gov/cgi-bin/text-idx?SID=b36f494ab8c19284178b4c593eda2a8f&tpl=/ecfrbrowse/Title36/36cfr60_main_02.tpl (accessed September 2021).
[9] The identification of archaeological sites and traditional cultural properties is outside the scope of this report.
[10] United States Department of the Interior, National Park Service, "National Historic Landmarks: Frequently Asked Questions," https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm. (accessed September 2021).
[11] United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, 5.

D. Have yielded, or may be likely to yield, information important in prehistory or history.[12]

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. National Register Bulletin #15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning... is made clear."[13] A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

Integrity

In addition to meeting one or more of the criteria of significance, a property must have integrity, which is defined as "the ability of a property to convey its significance."[14] The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are 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. In general, the National Register has a higher integrity threshold than State or local registers.

The National Register recognizes seven aspects or qualities that comprise integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[15]

<u>California Register of Historical Resources</u>

The California Register of Historical Resources (California Register) is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical

[12] United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, 8. Criterion D typically applies to potential archaeological resources, which is outside the scope of this report.
[13] United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, 7-8.
[14] United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, 44.
[15] U.S. Department of the Interior, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, 1995), 44-45.

resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[16] The California Register was enacted in 1992, and its regulations became official on January 1, 1998. The California Register is administered by the California Office of Historic Preservation (OHP). The criteria for eligibility for the California Register are based upon National Register criteria.[17] Certain resources are determined to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register. To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, State, and/or federal level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California or national history; or
3. It embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.[18]

A resource eligible for the California Register must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);

[16] California Public Resources Code, Section 5024.1[a].
http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5024.1 (accessed September 2021).
[17] California Public Resources Code, Section 5024.1[b]
http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5024.1 (accessed September 2021).
[18] Criterion 4 addresses potential archaeological resources, which is outside the scope of this assessment.

- Individual historical resources;
- Historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

City of Los Angeles Historic-Cultural Monuments

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and most recently amended it in 2018 (Sections 22.171 et seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission (CHC) and criteria for designating a Historic-Cultural Monument (HCM). The CHC is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The City of Los Angeles Cultural Heritage Ordinance states that an HCM designation is reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature and meet one of the following criteria:

1. The proposed HCM is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. The proposed HCM is associated with the lives of historic personages important to national, state, city, or local history; or
3. The proposed HCM embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.[19]

Unlike the National and California Registers, the Cultural Heritage Ordinance makes no mention of concepts such as physical integrity or period of significance. However, in practice, the seven aspects of integrity from the National Register and California Register are applied similarly and the threshold of integrity for individual eligibility is similar. It is common for the CHC to consider alterations to nominated properties in making its recommendations on designations. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs. In addition, the LAMC Section 91.106.4.5 states that the Los Angeles Department of Building and Safety "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of HCMs, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the CEQA Initial Study and Check List, as specified in Section 19.05 of the LAMC. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure."[20]

[19] City of Los Angeles, Los Angeles Administrative Code, Section 22.171.7.
[20] City of Los Angeles, Los Angeles Municipal Code, Section 91.106.4.5.1.

City of Los Angeles Historic Preservation Overlay Zones

The Los Angeles City Council adopted the ordinance enabling the creation of Historic Preservation Overlay Zones ("HPOZs") in 1979; most recently, this ordinance was amended in 2017. Angelino Heights became Los Angeles' first HPOZ in 1983. The City currently contains 35 HPOZs. An HPOZ is a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.[21] Each HPOZ is established with a historic resources survey, a historic context statement, and a preservation plan. The historic resources survey identifies all contributing and non-contributing features and lots. The context statement identifies the historic context, themes, and subthemes of the HPOZ as well as the period of significance. The preservation plan contains guidelines that inform appropriate methods of maintenance, rehabilitation, restoration, and new construction. Contributing elements are defined as any building, structure, landscaping, or natural feature identified in the historic resources survey as contributing to the historic significance of the HPOZ, including a building or structure which has been altered, where the nature and extent of the alterations are determined reversible by the historic resources survey.[22] For CEQA purposes, contributing elements are treated as contributing features to a historic district, which is the historical resource. Non-contributing elements are any building, structure, landscaping, natural feature identified in the Historic Resources Survey as being built outside of the identified period of significance or not containing a sufficient level of integrity. For CEQA purposes, non-contributing elements are not treated as contributing features to a historical resource.

[21] City of Los Angeles, Los Angeles Municipal Code, Section 12.20.3.
[22] City of Los Angeles, Los Angeles Municipal Code, Section 12.20.3.

SurveyLA

SurveyLA is a Citywide survey that identifies and documents potentially significant historical resources that represent important themes in the City's history. The survey and resource evaluations were completed by consultant teams under contract to the City and under the supervision of the Department of City Planning's Office of Historic Resources (OHR). The program was managed by OHR, which maintains a website for SurveyLA. The field surveys cumulatively covered broad periods of significance, from approximately 1850 to 1980 depending on the location, and included individual resources such as buildings, structures, objects, natural features and cultural landscapes as well as areas and districts (archaeological resources are planned to be included in future survey phases). The survey identified a wide variety of potentially significant resources that reflect important themes in the City's growth and development in various areas including architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, entertainment, and others. Field surveys, conducted from 2010-2017, were completed in three phases by Community Plan area. However, SurveyLA did not survey areas already designated as HPOZs or areas already surveyed by Community Redevelopment Agencies. All tools, methods, and criteria developed for SurveyLA were created to meet state and federal professional standards for survey work.

The Project Site is located in the Central City CPA, which was surveyed between September 2015 and August 2016.[23] SurveyLA identified the LACS Building (composed of the West and East Volumes) as eligible for listing in the National Register, California Register, and as a City HCM.

The LACS Building was evaluated as eligible under the *Industrial Development, 1850-1980* context; *Agricultural Roots, 1850-1945* theme; *From Farm to Market, 1900-1960* sub-theme; and *Cold Storage Warehouse* property sub-type. The LACS Building was identified as an "excellent example of an early 20th century cold storage warehouse in Downtown Los Angeles" that "played an important role in the distribution of agricultural goods and locally-sourced food products." Thus, the LACS Building was found eligible for designation at the federal, state, and local levels under Criteria A/1/1, and assigned the Status Codes 3S, 3CS, and 5S3.[24]

The LACS Building was also evaluated as eligible for its architectural merit, as an "excellent example of a vernacular industrial building designed by master architects Eisen and Wyman."[25] Thus, the LACS Building was found eligible for designation at the federal, state, and local levels under Criteria C/3/3, and assigned the Status Codes 3S, 3CS, and 5S3.[26]

SurveyLA did not identify any of the other buildings on the Project Site as potentially significant. SurveyLA assigned a Status Code of 7SQ to the other buildings on the Project Site, including the North Wing, Main Office, Astro Warehouse, and Central Warehouse. This Status Code identifies each as an "individual

[23] City of Los Angeles, Department of City Planning, Office of Historic Resources, *Historic Resources Survey Report: Central City Community Plan Area*, prepared by Architectural Resources Group, September 2016.
[24] City of Los Angeles, Department of City Planning, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Industrial Development*, September 2011, revised February 2018.
[25] The SurveyLA Historic Context Statement did not include a separate theme for Industrial Vernacular architecture; therefore, in SurveyLA data, the LACS Building is documented under the *Other 1850-1980* context; *Design/Construction, 1850-1980* theme; and *Industrial* property type.
[26] City of Los Angeles, Department of City Planning, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Industrial Development*, September 2011, revised February 2018.

property assessed for significance in accordance with SurveyLA but does not meet eligibility standards."[27] Therefore, the other buildings on the Project Site were found ineligible for federal, state, or local listing by SurveyLA.

Built Environment Resources Directory (BERD)

The California Office of Historic Preservation (OHP) maintains the Built Environment Resource Directory ("BERD"), a database of previously evaluated resources throughout the state. The BERD contains information only for cultural resources that have been processed through OHP. This includes resources reviewed for eligibility for the National Register of Historic Places and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs. None of the properties on the Project Site are listed in the BERD.[28]

South Central Coastal Information Center (SCCIC)

A records search was conducted at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at the California State University, Fullerton on December 7, 2021. The records search included a review of all previous cultural resource studies and previously documented historic or architectural resources on the Project Site. Two (2) reports included the Project Site in their study area (LA-2950 and LA-13239). No information related to the Project Site was provided as part of these reports.

[27] "California Historical Resource Status Codes and Additional SurveyLA Status Codes," *Historic Places Los Angeles,* https://historicplacesla.lacity.org/about_codes (accessed March 2, 2022).
[28] California Office of Historic Preservation, "Built Environment Resource Directory: Los Angeles County," 2021.

Central City Community Plan Area

The buildings on the Project Site were constructed between 1903 and 1985 in the Central City East neighborhood of the Central City CPA of the City of Los Angeles. The Central City East neighborhood is generally located to the east of the Historic Core and to the south of Little Tokyo. Spanning a diverse area that encompasses Skid Row, the Toy District, and adjacent industrial zones, the neighborhood contains a combination of industrial and institutional uses. Notably, it contains many SRO hotels, social service facilities, and warehousing sites that are associated with food processing. The Central City East neighborhood served as the City's industrial core beginning in the late 19th and early 20th centuries. Development in this area is of a notably lower scale than in other parts of the CPA.

Industrial Development[29]

The period between the end of Reconstruction in 1877 and the beginning of the Great Depression in 1929 was one of overall rapid expansion and industrialization in the United States. Industrial development in the City began in earnest at the turn of the twentieth century. By this time, Los Angeles had unequivocally shed its small-town roots and had matured into a commercial city with regional importance. Its population had nearly doubled between 1890 and 1900, from roughly 50,000 to more than 102,000 inhabitants. As the City grew in population and stature, its business district was pulled to the south and west, eventually supplanting older commercial nodes and giving rise to a thriving central business district that is known today as the Historic Core. At the same time, the City's new industrial center was developing further to the south.

In the late 19th and early 20th centuries, industrial development was swiftly transforming the blocks east of Main Street. This area had historically been occupied by a mix of agricultural land and working-class neighborhoods, but the presence of new railroad depots, warehouses, and yards along Alameda Street and Central Avenue had paved the way for industrial development nearby in the early twentieth century. Some of the area's earliest industrial properties arose adjacent to the railroad depots and consisted of buildings that supported agriculture and food processing, both early linchpins of the Southern California economy. This included the land previously known as Wolfskill Orchards, which shipped produce via the new rail depots.

In the vicinity of Alameda Street were several cold storage warehouses, produce brokerages, fish markets, and other agricultural-related uses that took advantage of the area's proximity to freight rail. As the area continued to industrialize in subsequent years, the development of larger and more intensive industrial complexes serving the agricultural industry accelerated.

Most industrial buildings completed during this period were low-rise brick buildings that were utilitarian in their outward appearance. However, as local industries flourished and national corporations expanded operations, several established companies engaged prominent architects to design new facilities as a show of increasing prosperity. Rather than true examples of Beaux Arts, Neoclassical, or Italian Renaissance Revival styles, however, these architect-designed industrial buildings often integrated

[29] The history of the Central City CPA industrial development has been excerpted and adapted from Architectural Resources Group, City of Los Angeles, Department of City Planning, Office of Historic Resources, *Historic Resources Survey Report: Central City Community Plan Area*, September 2016.

characteristics of these styles into the building's design, such as a tripartite composition, cornices with moldings, dentils, and modillions, or decorative ornament like quoins, swags, medallions, and cartouches. Because the growth of the City's primary industrial district coincided with the popularity of these styles, the majority of architect-designed industrial buildings with Beaux Arts, Neoclassical, or Italian Renaissance Revival-style features are located in the industrial area east of Downtown.

Between the end of the nineteenth century and 1914, the City's population had grown from 50,000 to nearly 550,000 people. Continued population growth in the 1910s and 1920s sustained additional economic development and introduced many other industrial uses to the blocks east of the central business district. The area's identity as an industrial center was solidified by a sweeping zoning change in 1922, which eliminated new residential uses from Downtown. Though the area clung onto some of its historical uses, such as SRO hotels, it took on a much more industrial character by the 1920s as factories, printing and publishing plants, machine shops, and various other industries encroached onto blocks that had once been predominantly residential and agricultural. The area continued to solidify its industrial character through the twentieth century as industrial plants were developed and expanded.

The City's burgeoning industrial core featured a range of warehouses and storage facilities as well as a wide variety of processing and manufacturing operations by the early 20th century. This area continued to serve as the City's primary industrial center until World War II with most of the industrial buildings constructed in the 1910s and 1920s. One instrumental industry in the area's growth was the concentration of cold storage and ice plants. The nucleus of these plants was centered immediately west of the Los Angeles River.

Cold Storage[30]

Early growth of the City of Los Angeles' cold storage industry mirrored that of other cities in the country. As the urban population grew, inhabitants in rapidly expanding city centers had limited access to fresh produce. As a result, fresh products were increasingly in demand in urban areas. The introduction of refrigeration increased the longevity of perishable goods. Thus, the cold storage industry grew alongside urbanization, providing a critical link between agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and food processors. Cold storage warehouses and ice making plants were frequently located within the same facility.[31]

Produce and other raw food products from Los Angeles were initially limited to sale in local markets. However, by the 1880s, cold storage warehouses, ice making plants, and refrigerated railway boxcars allowed for wider distribution of local products. New opportunities for the convenient transfer of perishable goods brought about by the emerging cold storage industry created great excitement.[32] As demand for perishable cash crops like citrus and grapes increased nationally, produce distributors became

[30] History of Cold Storage Facilities excerpted and adapted from LSA, City of Los Angeles, Department of City Planning, Office of Historic Resources, *Citywide Historic Context Statement: Industrial Development, 1850-1980*, September 2011, revised February 2018.
[31] According to Global Cold Chain Alliance, a worldwide industry organization, there is strong industry-wide emphasis on maintaining each sector of the "cold chain" from the point at which product is harvested to the point at which it is sold, to ensure food safety and satisfied customers. Global Cold Chain Directory, Alexandria: Global Cold Chain Alliance, 2010, 7.
[32] The World's Columbian Exposition in Chicago in 1893 featured a cold storage and ice making pavilion that helped popularize the burgeoning cold storage industry. *Ice and Refrigeration*, January 1949, 24.

the largest consumers of cold storage space in Los Angeles. Eggs, butter, and cheese were other items that held a significant share of cold storage space.[33]

The national growth of ice and cold storage facilities also led to increased standardization. In 1891, the National Association of Refrigerated Warehouses (NARW) was formed to ensure that collaboration between all industry segments resulted in the highest level of care for food products, maintaining their freshness from creation to storage and, ultimately, to the consumer.[34]

Use of the refrigerated railway boxcar to transport goods resulted in a concentration of industrial development (including cold storage facilities) around packing houses and rail depots. Early cold storage facilities were grouped on Central Avenue (between Fourth and Sixth Streets) and on Santa Fe Avenue (between First and Fourth Streets), and later in more urbanized areas, as well as at the Los Angeles Harbor.

Early important Los Angeles cold storage facilities located in proximity to the Santa Fe rail line included Los Angeles Ice and Cold Storage Company (located on the Project Site), National Ice and Cold Storage Company, and Merchants' Ice Company. The Los Angeles Ice and Cold Storage Company (now known as Los Angeles Cold Storage) was originally established in 1895. In 1902, the company expanded with a new six-story plant located at the corner of E. Fourth Street and S. Central Avenue (referred to herein as the East Volume of the LACS Building).[35] At the time, the company was the primary supplier of refrigeration to many produce markets, hotels, and buildings in greater Los Angeles.[36] The National Ice and Cold Storage Company was first established in Los Angeles in 1892 and expanded in 1909 and 1910 with new plants at Banning and Center streets (demolished).[37] Merchants' Ice Company opened a warehouse in the early twentieth century.[38] Designed as an ice manufacturing and cold storage plant, the facility was located within a block of the Arcade Depot on the corner of Palmetto and Seaton streets (demolished). The large cold storage building was completed in 1905, at which time the company also constructed a large barn to house 24 horses and wagons for transportation and distribution.

Other early Los Angeles cold storage facilities included those built by the Union Ice Company, established in 1882, and with facilities constructed c. 1900 that were located at the east side of Alameda Street, between Second and Third Streets, and an earlier facility at First and Alameda Streets (no longer extant).[39] Established in the late 1800s, the Hendrick Ice and Cold Storage Company's plant was completed in 1888 (now known as the Rancho Cold Storage) and was dubbed the "largest manufacturing establishment in Southern California, and the largest of its kind in the world."[40] Its buildings were located a short distance south of the Santa Fe depot grounds, at the corner of Seventh and Mesquite streets (extant; substantially altered).

Cold Storage became a necessity of the war effort during World War I (1914–1918), as freezer space was required to store perishables, especially meats, for soldiers and allied troops and civilian populations in

[33] Ross H. Gast, "Handling the Cold Storage Problem" in *Southern California Business* (September 1925): 21.
[34] International Association of Refrigerated Warehouses, 4.
[35] "Quarter of a Million Dollar Enterprise," *Los Angeles Times*, November 8, 1902, 1.
[36] "History of Los Angeles Cold Storage Company," Accessed November 11, 2021. http://www.lacold.com/index.php?option=com_content&task=view&id=13&Itemid=26.
[37] "National Ice and Cold Storage Company," *Los Angeles Times,* January 1, 1910, 26; "New Cold-Storage Plant," *Los Angeles Times,* August 22, 1909. "National Ice and Cold Storage Company," *Los Angeles Times,* January 1, 1910, 26.
[38] "The Architects," *Los Angeles Times*¸ April 10, 1910, 24.
[39] "New Ice Factory for Los Angeles," *Los Angeles Times,* October 6, 1900, I13.
[40] "Ice and Cold Storage, The Hendrick Company's Big Establishment," *Los Angeles Times,* August 2, 1888, 2.

Europe.[41] A 1916 *Los Angeles Times* article noted that Los Angeles was well-poised to play an important role in supporting a war effort as, "there [were]…immense cold storage plants in the city," with, "butter and eggs and dairy produce…all jobbed from here."[42]

Following the January 1919 ratification of the 18th Amendment to the United States Constitution prohibiting the sale and consumption of alcohol (Prohibition), those previously engaged in making or selling alcohol moved into new areas of business, including the cold storage industry. In 1919, George E. Wells of Anheuser-Busch Company announced that a Busch storage plant at North Main and Albion Streets would be converted into an ice factory and cold storage warehouse, reflecting a nationwide trend to convert Busch plants into ice plants, cold storage warehouses, or ice cream factories.[43]

By the 1920s, the availability of new transportation methods for moving items to and from cold storage facilities prompted further industry expansion. In October 1921, an innovative refrigerator truck received local interest following a demonstration in Los Angeles. The truck provided "transportation of perishable goods…over the highway in perfect condition without the necessity of hauling great excess weight in ice."[44] While it was initially critical for cold storage facilities to be located near rail lines or waterways, the widespread use of refrigerated trucks made this less necessary, ultimately creating new opportunities for the development of cold storage facilities in urban locations.[45] This was reflected in the continued development and expansion of cold storage facilities in downtown Los Angeles, including a plant constructed in 1926 for Central Ice and Cold Storage Company,[46] dubbed "one of the most compact ice plants of recent years," and publicized for its space-saving features, including ammonia condenser taking up only one-fortieth of the space required for previous condensers.[47]

The expanding cold storage industry supported Citywide development in the 1920s by providing employment opportunities. A massive industrial building program concentrated in the adjoining areas southeast of Downtown Los Angeles, known as the Central Manufacturing District and Union Stock Yard (now in the City of Vernon), was planned for industrial development in 1923.[48] Development included a five-acre campus for Federal Cold Storage and Pacific Refrigerating Company, including buildings for ice making, ice storage, dry storage, and cold storage, and vegetable sheds that were largely constructed from 1923–1926.[49]

In 1925, the City of Los Angeles had more cubic feet of cold storage acre per capita than any other city in the country. The City boasted over 5,000,000 cubic feet of capacity, representing an investment of close to $4,000,000.[50] By 1926, the growth of Los Angeles as a consuming and distributing center, combined with the popular reception of modern cold storage facilities, had exceeded expectations of the local cold

[41] International Association of Refrigerated Warehouses, 7.
[42] "How Los Angeles Would Help in Case of War," *Los Angeles Times*, April 23, 1916, 1.
[43] "Beer Plant to be Ice Factory," *Los Angeles Times*, May 6, 1919, 3
[44] "Truck as Refrigerator," *Los Angeles Times*, October 9, 1921, I8.
[45] West Coast Fisheries Development Foundation, for the Community Redevelopment Agency of the City of Los Angeles, "Downtown Los Angeles Seafood and Related Industry Market Study," December 1987, 12.
[46] The location of this facility is unknown.
[47] The facility was built small, with plans for later expansion; to that end, its water purifier was installed with a larger capacity than was needed at the time. "Ice Plant is Completed," *Los Angeles Times*, June 6, 1926, 11.
[48] A group of men responsible for development of a primary industrial center in Chicago, purchased 300 acres of land roughly bounded by Slauson Blvd. to the west, Downey Blvd. to the north, the Union Pacific Railroad to the east and Pasadena Ave. to the south to create a new industrial center. "Opens New Chapter in Industrial History," *Los Angeles Times*, July 15, 1923, 11.
[49] "Opens New Chapter in Industrial History," *Los Angeles Times*, July 15, 1923, 11.
[50] Gast, 20.

storage industry; in response, ice making and cold storage facilities such as Federal Cold Storage Company expanded their operations at that time.[51] In 1927, a new Los Angeles Produce Terminal with about 100 store rooms and room for 300 producers, was formally dedicated in the Central Manufacturing District, an important element of the larger development of that area.[52]

In 1928, five ice manufacturing, cold storage and ice cream companies operating in and around Los Angeles were purchased and combined into a newly organized company, California Consumers' Company, for more than $7,000,000. Created by public utility operator A.E. Fitkin, the merger included the Los Angeles Ice and Cold Storage, Pasadena Ice, Citizens' Independent Ice, Globe Ice Cream, and Beverly-Globe Ice companies.[53] The new company was to be under management of United States Engineering, which comprised technical experts associated with public utility companies. The merger included nine ice manufacturing and four cold storage plants and supplied distilled water in addition to its existing services. The gross earnings of the combined companies were approximately $2.3 million in 1927.[54]

Starting in the 1930s, the widespread use of home refrigerators lessened the need for large-scale ice production. As a result, cold storage facilities housing ice making and cold storage shifted their operations to focus more on cold storage services.[55] By 1960, Los Angeles Cold Storage had sold its ice production plants and moved out of the ice business, focusing entirely on cold storage and warehouse services for nationwide customers.[56]

While there were efforts to popularize frozen foods like vegetables and pre-packaged meals as early as 1930,[57] such items did not become popular in the country until after World War II. Initially, consumers were skeptical about the safety and taste of frozen foods. Frozen products were a necessity of wartime, however, and the cold storage industry flourished during the war years. Demand for cold storage space decreased nationwide in the immediate aftermath of World War II, and Los Angeles cold storage facilities were also affected by the decline of cash crop industries in Southern California at that time. The postwar era brought about a change in consumer attitudes favoring frozen foods that prompted the rapid development of a frozen food industry.[58] Widespread use of home refrigerators and freezers opened up new markets as demand for a great variety of frozen foods increased exponentially. The industry's first "volume item" was frozen concentrated orange juice, which was introduced in the 1950s, followed quickly by frozen TV dinners and other pre-packaged meals.[59] Development of the microwave oven in the 1960s led to the proliferation of a great variety of frozen food products packaged for use in that device.[60] Reflecting the nationwide postwar growth of the cold storage industry, many cold storage operations were established midcentury in Los Angeles.

[51] "Storage Plant is to Enlarge," *Los Angeles Times*, October 24, 1926.
[52] "New Produce Terminal Formally Opened," *Los Angeles Times*, December 11, 1927, 5.
[53] "Refrigerator Companies in $7,000,000 Merger," *Los Angeles Times*, April 1, 1928, 1.
[54] Ibid.
[55] Nancy Brooks, "The Ice Man Cometh on Strong Once Again," *Los Angeles Times*, July 19, 1987, 1.
[56] International Association of Refrigerated Warehouses, 15.
[57] Ibid., 9.
[58] International Association of Refrigerated Warehouses, 15.
[59] Ibid., 15-18.
[60] International Association of Refrigerated Warehouses, 15.

With the rise of globalization in the 1970s, strong international ties ensured widespread transfer of produce,[61] helping foster long-term industry viability. In addition, the availability of computer systems gained widespread industry use in the 1980s as an essential means of communication between warehouses and depositors and enabling facilities to more effectively catalog stored goods and keep track of items coming and going, enabling them to accommodate a great variety products.[62] Facilities could also more accurately track the length of stay of a particular good and charge fees accordingly, essential for managing the large variety of products today's cold storage facilities tend to store.[63] There are still large concentrations of cold storage facilities in or near their historic locations, although the extent of remaining historic fabric is limited.

[61] In the 1970s, the National Association of Refrigerated Warehouses became the International Association of Refrigerated Warehouses, reflecting its growing international membership and emphasis on international business relationships. International Association of Refrigerated Warehouses, 22.
[62] West Coast Fisheries Development Foundation, "Downtown Los Angeles Seafood and Related Industry Market Study," 24.
[63] Angelo Antoci, President, U.S. Growers Cold Storage, Inc., Personal Interview with Kathryn McGee of Chattel Architecture, Planning & Preservation, Inc., May 11, 2011.

Current Setting

The Project Site (shown in Figure 2) occupies the northeast and southeast corners of the intersection of E. 4th Street and S. Central Avenue, with a small additional lot on the west side of S. Central Avenue. Industrial and commercial buildings surround the Project Site: a three-story commercial plaza is located immediately to the north; one- and two-story commercial and industrial buildings are located to the east and west; and a two-story industrial building is located immediately to the south. The surrounding area is primarily characterized by a flat topography and low-rise industrial and commercial properties dating from the 1920s through the 1980s. Buildings on the Project Site have standard setbacks consistent with other properties in the area. Hardscaping is limited to parking lots, loading bays, ramps, stairs, and pedestrian walkways. There is limited vegetation on the Project Site.

Architectural Descriptions

North Site

LACS Building



The North Site is located at the northeast corner of the intersection of E. 4th Street and S. Central Avenue. The property is occupied by the LACS Building (composed of the East Volume (1903) and West Volume (1907), and the North Wing (1985).

A map identifying the components of the North Site is shown in Figure 5. Building permit history is in Appendix E.

The East and West Volumes form a single building that is six-stories in height plus a basement with a combined building area measuring approximately 167,596 square feet. The LACS Building is Industrial Vernacular in style, with Neoclassical elements. It is rectangular in plan with rounded corners and a balanced composition that is not quite symmetrical. The original 1903 portion (East Volume) is built of unreinforced brick masonry walls with wood framed floors and roof. The 1907 addition (West Volume) was constructed of reinforced cast-in-place concrete. The addition is only three-sided; the west wall of the original building is the east wall of the addition. In the 1990s, the building was retrofitted so that the addition takes the lateral load of the original building in addition to its own.[64] The LACS Building has a low slope roof with a parapet and roof mounted mechanical equipment.

The four façades are all similar to each other in design and composition. The building is six bays wide along the east and west façades and twelve bays wide along the north and south façades. The building façades are articulated in the Classical manner into a base, middle or "shaft," and top or "capital." The base of the building is formed by the first story, which is articulated by piers.[65] A continuous stringcourse separates

[64] Information about the seismic upgrades per communication with the current property owner and confirmed through available building permits. Gunite was added to the wall separating the East and West Volumes at that time. City of Los Angeles Building Permit No. 18784. Issued on August 17, 1992.

[65] Historic photographs of the building show that these openings were not historically used as loading bays but were designed to be closed. Loading bays were located along the west façade of the original 1903 East Volume prior to the 1907 addition, and along the south façade after its construction. Similarly, blind windows on the upper recesses of the building were constructed for aesthetic purposes.

the first story from the upper stories. The second through fifth stories form the "shaft" of the building, with blind windows set on each story in alternating bays. The fifth story has round arched blind windows with sills. The central bays on each façade extend from the second to fifth stories and are recessed and articulated by piers. The sixth, uppermost story forms the "capital" of the building with a modified entablature consisting of a stringcourse, frieze with oculus windows, and projecting cornice. The capital is supported by a series of corbel tables in each recessed bay. Above the cornice is a parapet with blind balustrade and metal guardrail.

There is a one-story corrugated metal shed addition on the east façade (1967) and a one-story brick office, concrete loading dock, and mechanical platform on the south façade (1959/1965). Several bays on the south façade have metal fire escapes.

Alterations

The LACS Building has undergone several alterations since its original construction. It was constructed in two phases: East Volume (1903) and West Volume (1907).[66] In 1928, the LACS Building was reinsulated.[67] The parapet was braced to conform with City code in 1954.[68] In 1959, a dock and metal canopy were added to the south façade and the truck loading area was converted into a cold storage room.[69] In 1965, a brick office building was added to the south façade of the LACS Building, next to the loading dock.[70] In 1967, the loading dock to the south of the LACS Building was updated with a cement slab for a compression room.[71] In 1992, seismic upgrades to the LACS Building were completed. This included the application of shotcrete to the wall between the 1903 East Volume and the 1907 West Volume.[72] This allowed the West Volume (of reinforced concrete construction) to take the lateral load of the East Volume (unreinforced masonry) in addition to its own during a seismic event. As a result, the West Volume can stand independent of the East Volume, but the East Volume is structurally dependent on the West Volume. Also in 1992, roof anchors and plywood roof diaphragms were installed, and the parapet was rebuilt.[73] That same year a roof structure was added to house equipment and ducts. In 2006, the exterior of the LACS Building was pressure washed.[74]

[66] Information provided in this section is as described in building permits on file with the City of Los Angeles. City of Los Angeles Building Permit No. 7990. Issued on November 3, 1906.
[67] City of Los Angeles Building Permit No. 3476. Issued on February 6, 1928.
[68] City of Los Angeles Building Permit No. 83717. Issued on April 20, 1954.
[69] City of Los Angeles Building Permit No. 45125. Issued on October 21, 1959; Los Angeles Building Permit No. 46449. Issued on November 5, 1959.
[70] City of Los Angeles Building Permit No. 8427. Issued on November 15, 1965.
[71] City of Los Angeles Building Permit No. 45844. Issued on March 22, 1967.
[72] City of Los Angeles Building Permit No. 18784. Issued on August 17, 1992.
[73] City of Los Angeles Building Permit No. 17098. Issued on May 14, 1992.
[74] City of Los Angeles Building Permit No. 06016-10000-20670. Issued on October 13, 2006.

North Wing



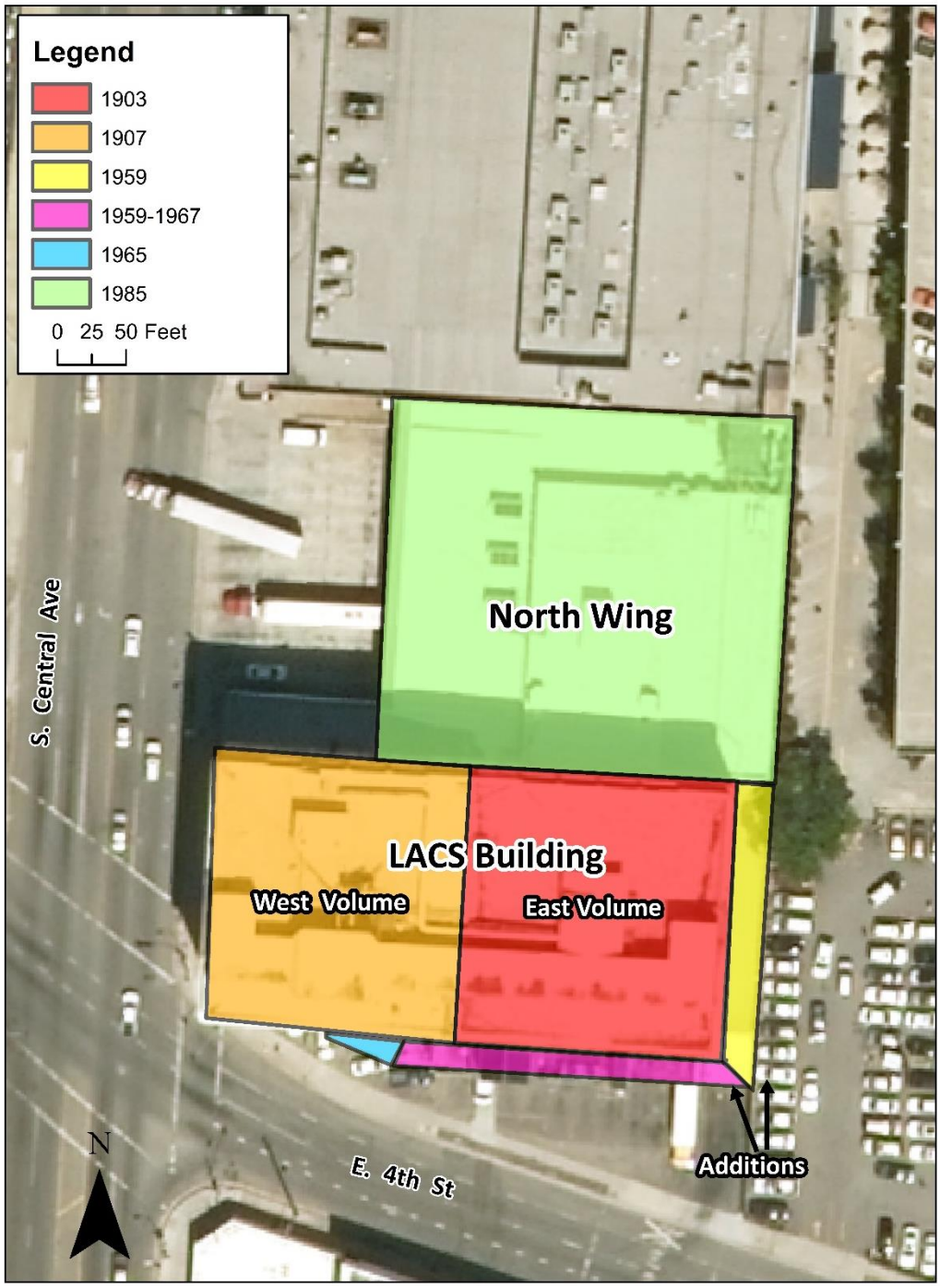
The one-story North Wing was added to the Project Site in 1985. It is one story in height and constructed of expressed concrete masonry unit construction. It has a rectangular plan, simple massing, and asymmetrical composition with multiple flat roofs. The primary (west) façade has a loading dock with nine truck bays. There are two personnel doors, one at either end of the loading dock – one accessed by concrete steps and one by the ramp that also accesses an at-grade truck door. The east façade is relatively simple with exposed concrete masonry units and a single metal slab door.

Alterations

The North Wing was built in 1985.[75] In 2006, the exterior of the North Wing was pressure washed. There are no other documented or identified alterations to the North Wing.[76]

[75] City of Los Angeles Building Permit No, 13465. Issued on June 5, 1985.
[76] City of Los Angeles Building Permit No. 06016-10000-20670. Issued on October 13, 2006.

FIGURE 5: NORTH SITE

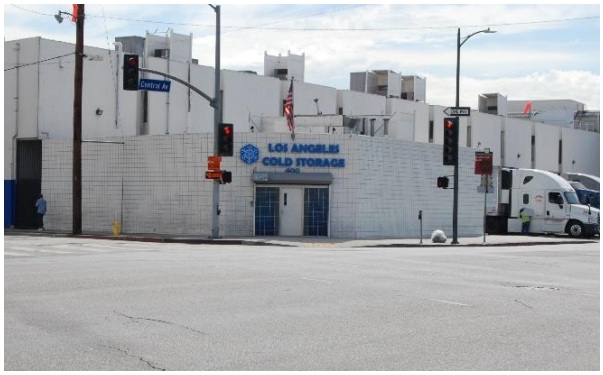


South Site

The South Site is currently developed with the one-story Main Office (1969); the one-to-two story Astro Warehouse (1969); and the one-to-two story Central Warehouse (1958). The buildings are situated south of E. 4th Street between S. Central Avenue on the west and S. Alameda Street on the east.

A map identifying the components of the South Site is shown in Figure 6. Building permit history is in Appendix E.

Main Office



The Main Office is located at the southeast corner of the intersection of E. 4th Street and S. Central Avenue. It is a one-story Industrial Vernacular building of concrete masonry unit construction, with a rectangular plan and a flat roof with parapet. The primary entrance is located at the northwest corner of the building and consists of a flush metal door with rectangular vision light flanked by glass block sidelights. A roll-up metal security grille is mounted above the door and immediately beneath illuminated channel signage.

Alterations

The Main Office was built in 1969.[77] There are no documented or identified alterations to the Main Office.

Astro Warehouse



The Astro Warehouse is located immediately east of the Main Office, at the southwest corner of the intersection of E. 4th Street and South Alameda Street. It is a one-to-two-story building of precast concrete construction, with a quadrilateral plan and a flat roof. The east façade has 15 truck bays at the ground floor and projecting bays with plaster panels and narrow rectangular windows at the second floor. Personnel entrances consist of partially glazed, flush metal doors with sidelights, accessed by concrete steps with metal pipe handrails.

[77] City of Los Angeles Building Permit No. 82363. Issued on February 11, 1969.

Alterations

The Astro Warehouse was built in 1969.[78] A platform for equipment was added to the roof in 2001; the building was reroofed in 2008.[79] In 2016, two damaged roof beams were replaced.[80]

Central Warehouse



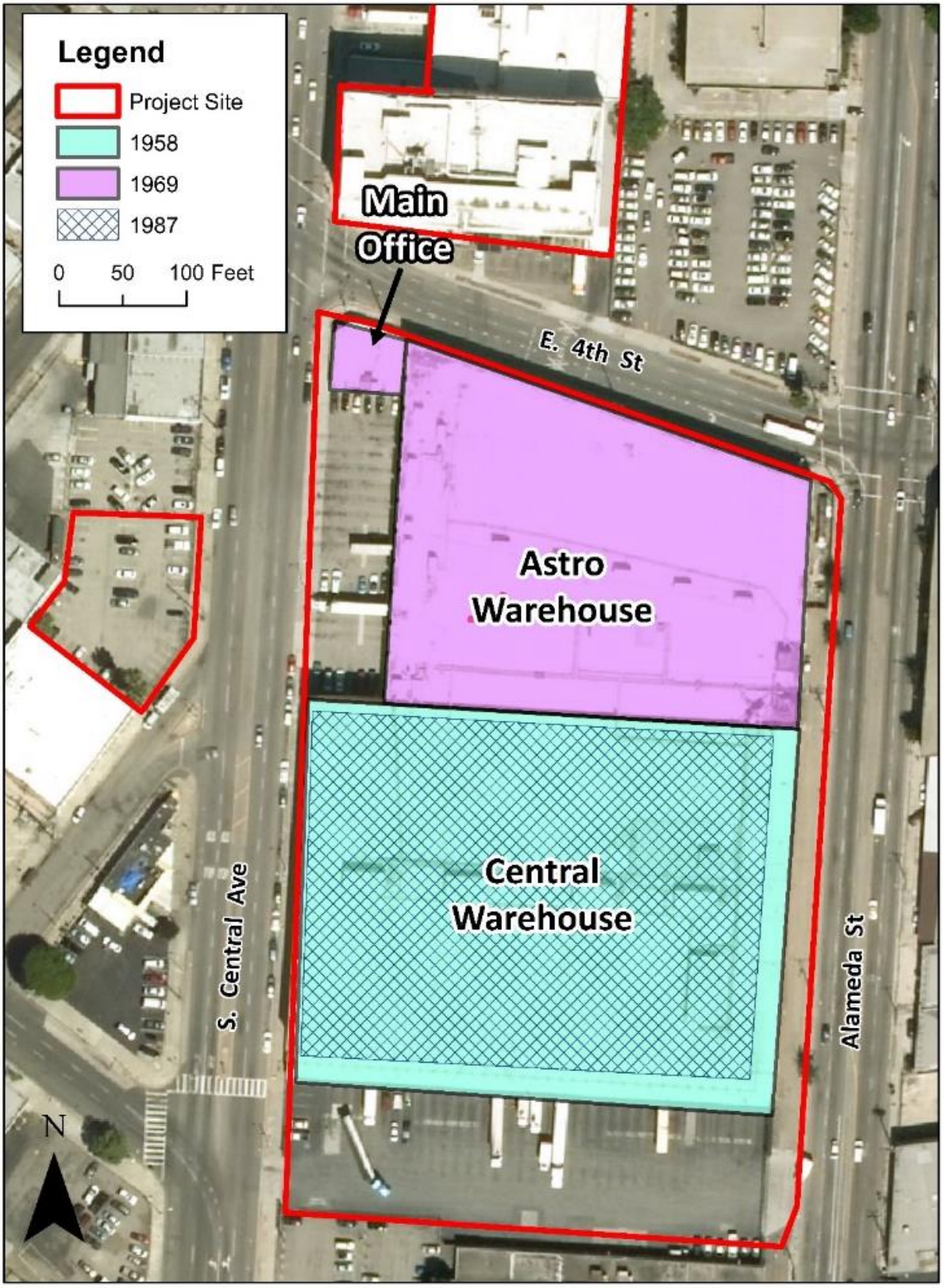
The Central Warehouse is located immediately south of the Astro Warehouse and spans the full width of the block between E. 4th Street and S. Alameda Street. It is a one-to-two-story building with a rectangular plan and flat roof. The exterior walls are clad in smooth cement plaster and brick veneer at the first floor, and corrugated metal siding at the second. A one-story canopy along the south façade shelters 33 truck bays. Two pedestrian entrances consist of flush metal doors accessed by concrete steps.

Alterations

The Central Warehouse was built in 1958.[81] A restroom was added to the dock in 1968.[82] In 1989, the roof of the building was raised 20 feet, resulting in a partial second-story addition.[83]

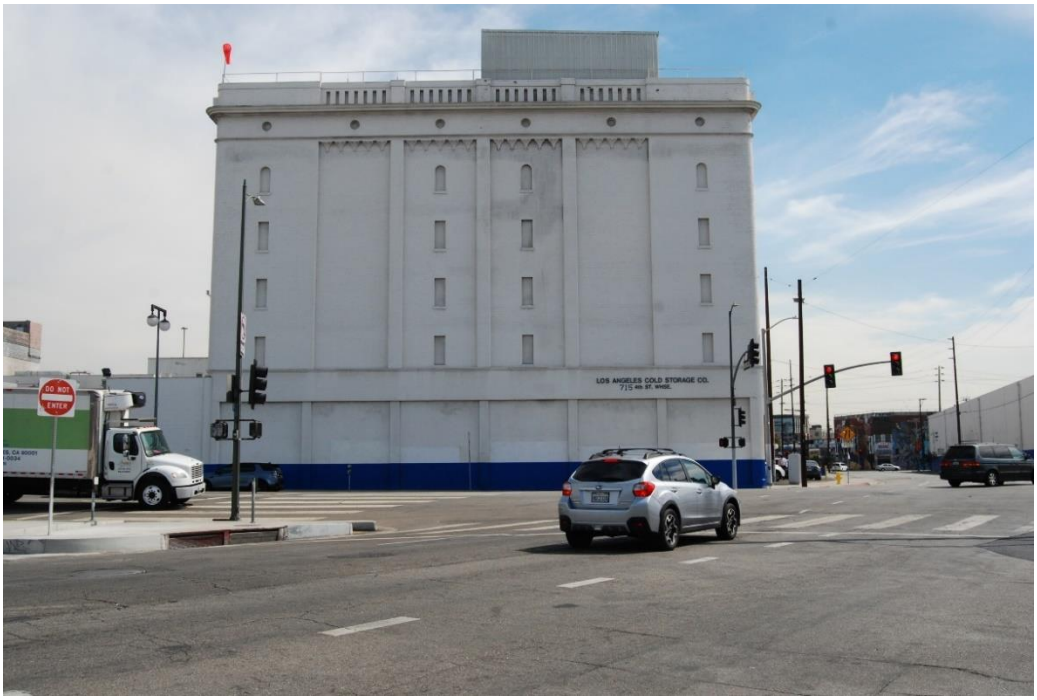
[78] City of Los Angeles Building Permit No. 83309. Issued on February 27, 1969.
[79] City of Los Angeles Building Permit No. 01016-10000-06707. Issued on May 21, 2001; City of Los Angeles Building Permit No. 08016-10000-12706. Issued on July 29, 2008.
[80] City of Los Angeles Building Permit No. 15016-20000-26409. Issued on March 3, 2016.
[81] City of Los Angeles Building Permit No. 82040. Issued on September 11, 1957. City of Los Angeles Certificate of Occupancy. Issued on June 16, 1958.
[82] City of Los Angeles Building Permit No, 64175. Issued on April 4, 1968.
[83] Although building permits from this work are from 1987, past owners clarified that work was not completed until 1989. City of Los Angeles Building Permit No. 74459. Issued on August 28, 1987.

FIGURE 6: SOUTH SITE



Photographs of the Project Site (Historic Resources Group, October 2021)

North Site



LACS Building, West Volume, reinforced concrete construction, completed in 1907, west façade, view facing east. October 4, 2021.



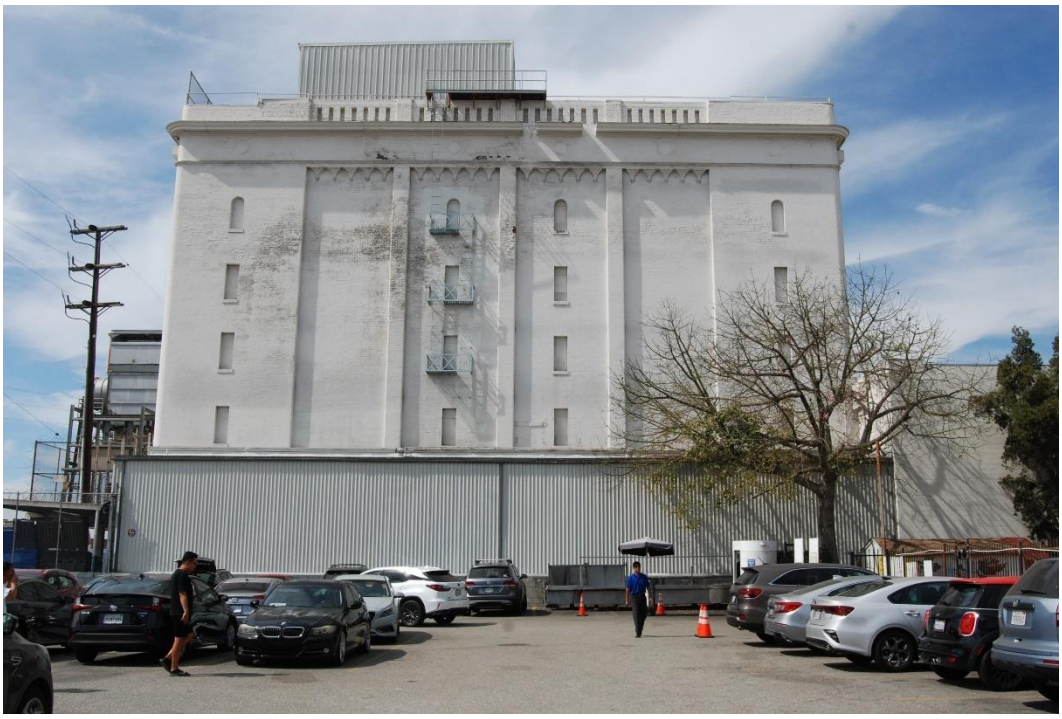
LACS Building, West Volume, reinforced concrete construction, completed in 1907, west and south façades, view facing northeast. October 4, 2021.



LACS Building, West Volume (left, reinforced concrete) and East Volume (right, brick masonry), south and west façades, view facing northeast. October 4, 2021.



LACS Building, West and East Volumes, dock (1959), brick office (1965), and loading dock (1967), south façade, view facing northwest. October 4, 2021.



LACS Building, East Volume, unreinforced brick masonry, completed in 1903, east façade, view facing west. October 4, 2021.



LACS Building, East and West Volumes, north and east façades, view facing southwest. October 4, 2021.



LACS Building, North Wing (1985) and East and West Volumes, north and west façades, view facing southeast. October 4, 2021.



LACS Building, projection along roof delineates the East and West Volumes, view facing southeast. October 4, 2021.



LACS Building, 6th Floor. Detail of interior showing the open floor plan typical of each refrigerated floor of the building; frost visible on the ceiling. October 4, 2021.



LACS Building, 6th Floor. Detail of interior showing open floor plan and partition between the East and West Volumes, which was retrofitted with shotcrete in 1992. October 4, 2021.



LACS Building, interior of East Volume, showing brick masonry construction and typical bay, 1st Floor. October 4, 2021.



LACS Building, interior detail showing frost on ceiling. October 4, 2021.



LACS Building, interior of East Volume, detail showing frost on wood ceiling. October 4, 2021.

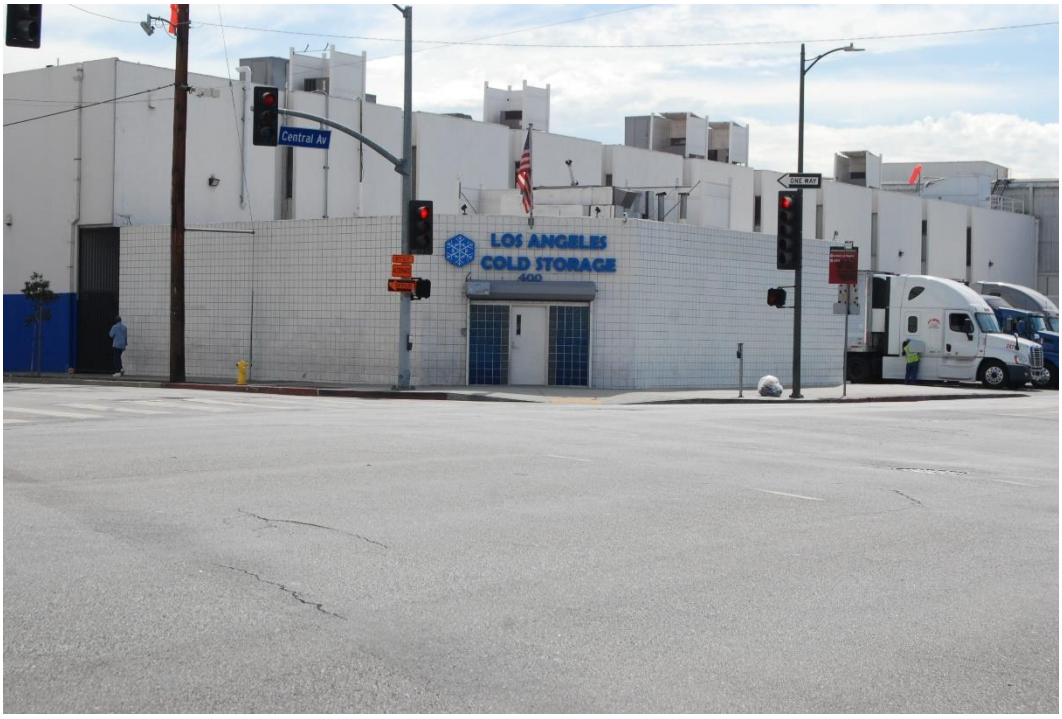


North Wing, south façade showing the loading bay, view facing north. October 4, 2021.

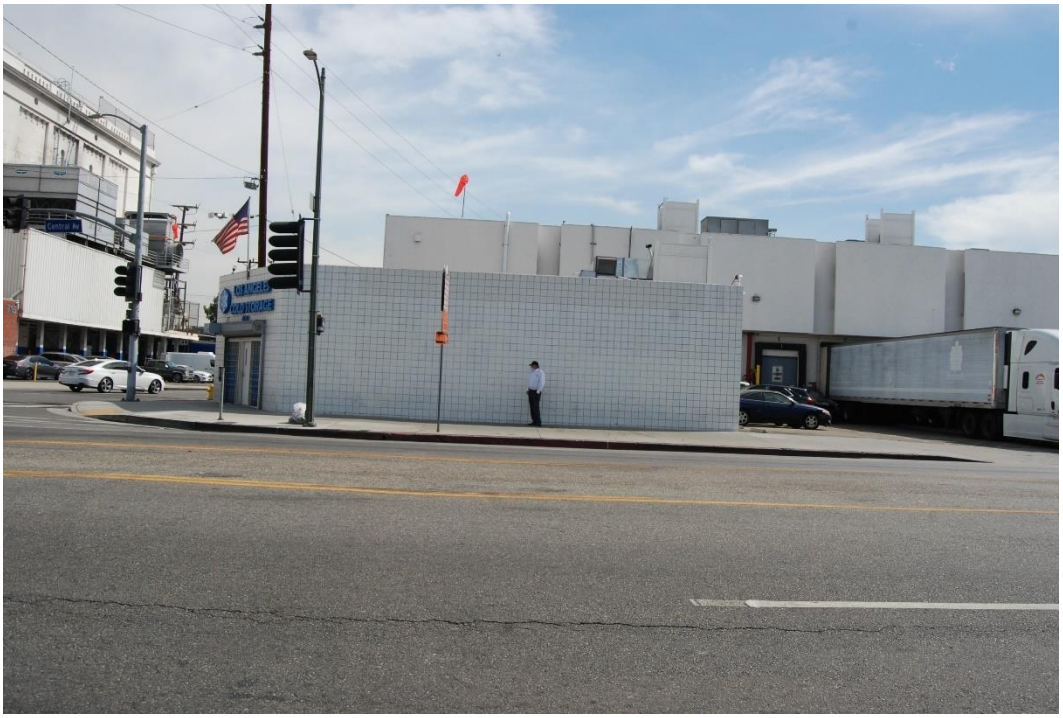
South Site



Overview of Main Office, Astro Warehouse, and Central Warehouse on the South Site from the intersection of E. 4th Street and Central Avenue, view facing southeast. October 4, 2021.



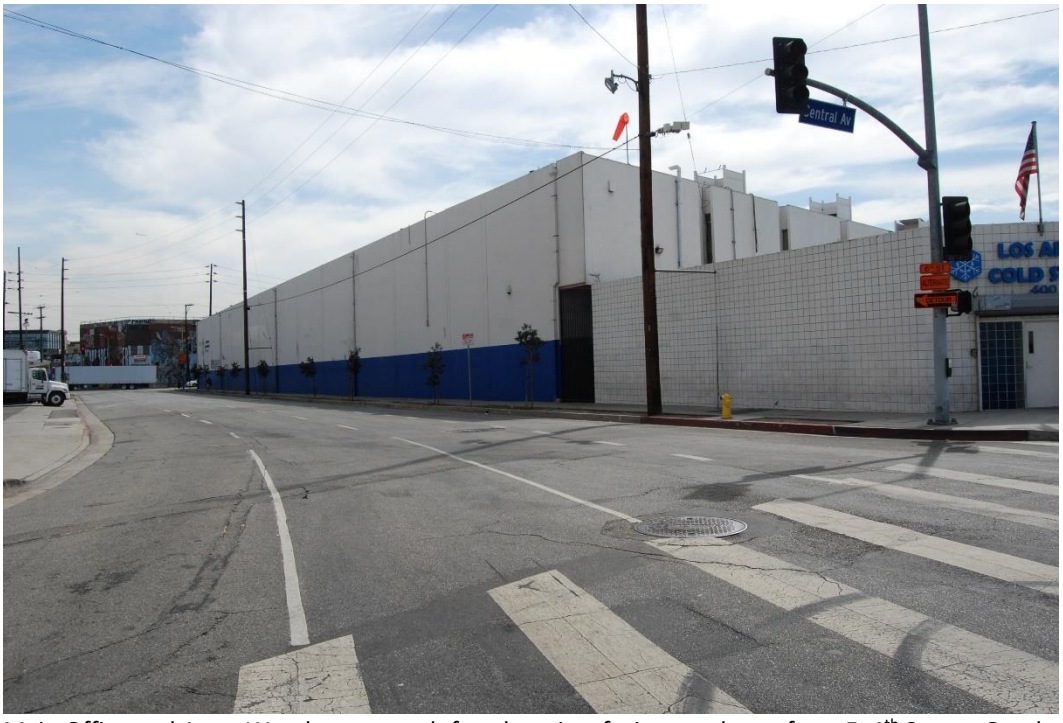
Main Office, north and west façades, view facing southeast. October 4, 2021.



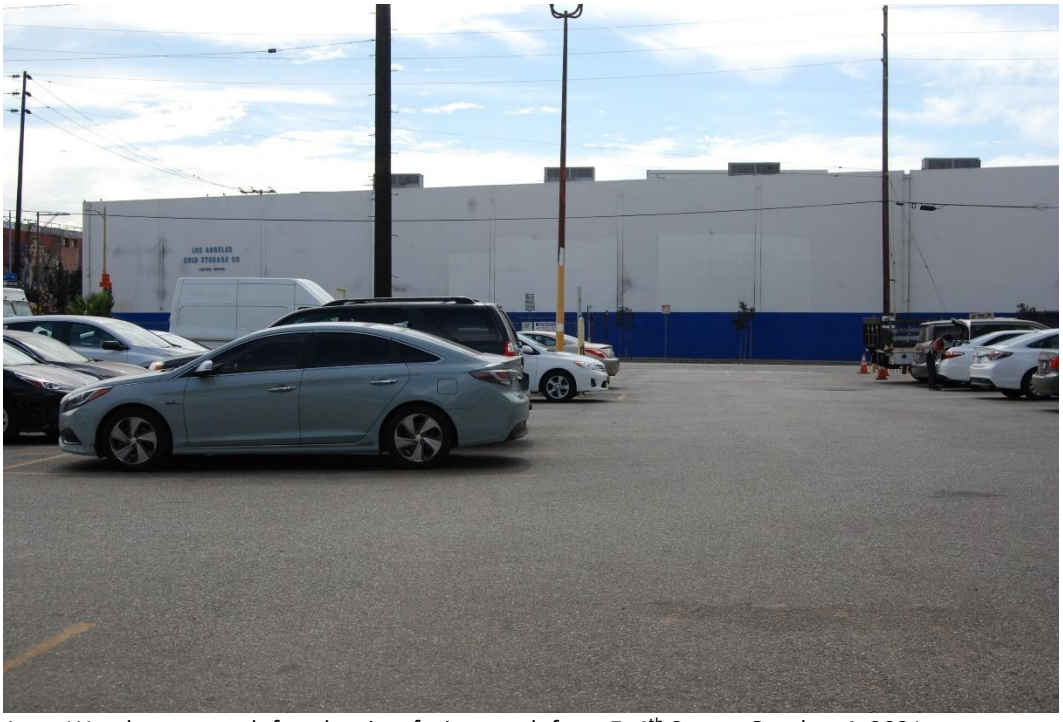
Main Office and Astro Warehouse, west façades, view facing east from Central Avenue. October 4, 2021.



Main Office and Astro Warehouse, west and south façades, view facing east from Central Avenue. October 4, 2021.



Main Office and Astro Warehouse, north façades, view facing southeast from E. 4th Street. October 4, 2021.



Astro Warehouse, north façade, view facing south from E. 4th Street. October 4, 2021.



Astro Warehouse and Central Warehouse, east façades, view facing southwest from S. Alameda Street. October 4, 2021.



Central Warehouse, south and east façades showing loading docks and bays, view facing northwest from S. Alameda Street. October 4, 2021.



Central Warehouse, south and west façades, view facing northeast from S. Central Avenue. October 4, 2021.



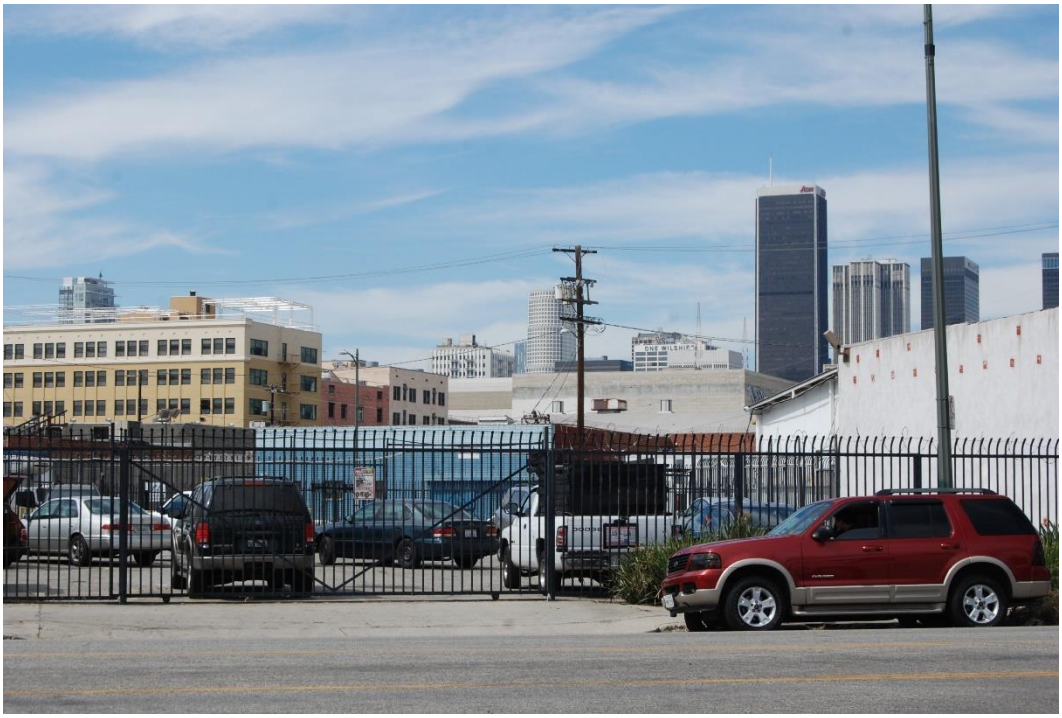
Central Warehouse, north and west façades showing parking, view facing southeast from S. Central Avenue. October 4, 2021.



Central Warehouse, sign on south façade (detail), view facing north from parking lot. October 4, 2021.

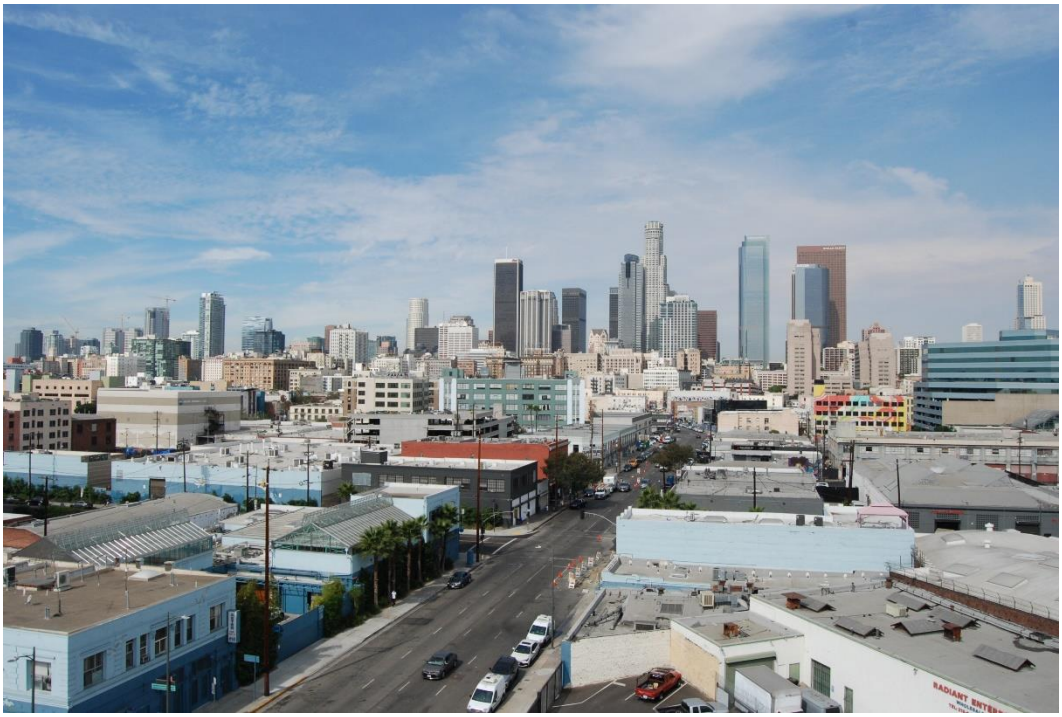
West Site


Paved parking lot, view facing southwest from S. Central Avenue. October 4, 2021.

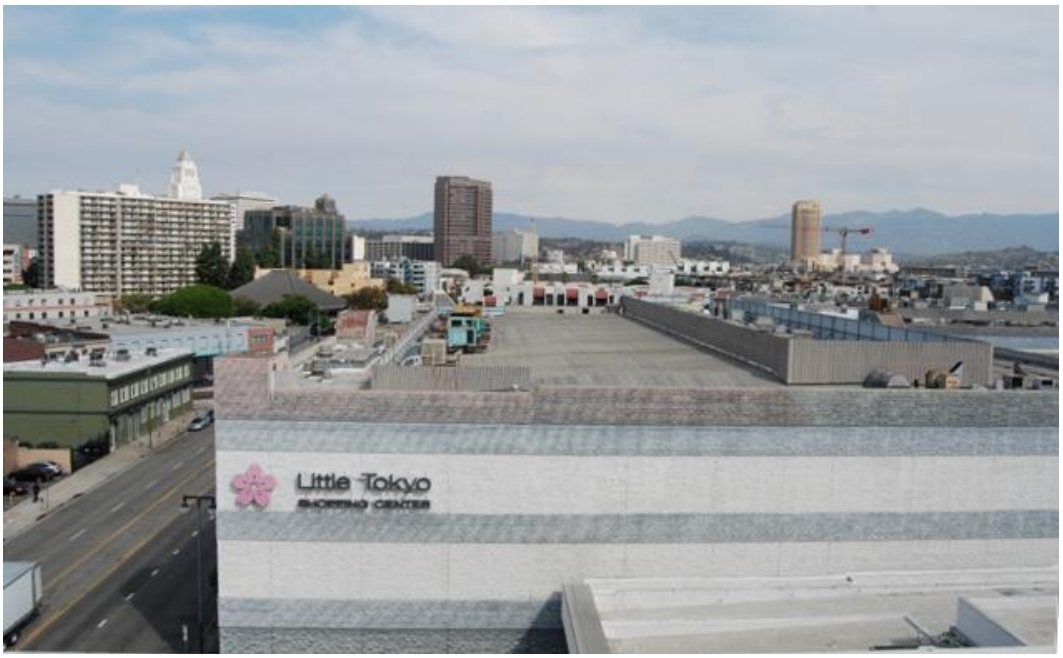


Paved parking lot, view facing northwest from S. Central Avenue. October 4, 2021.

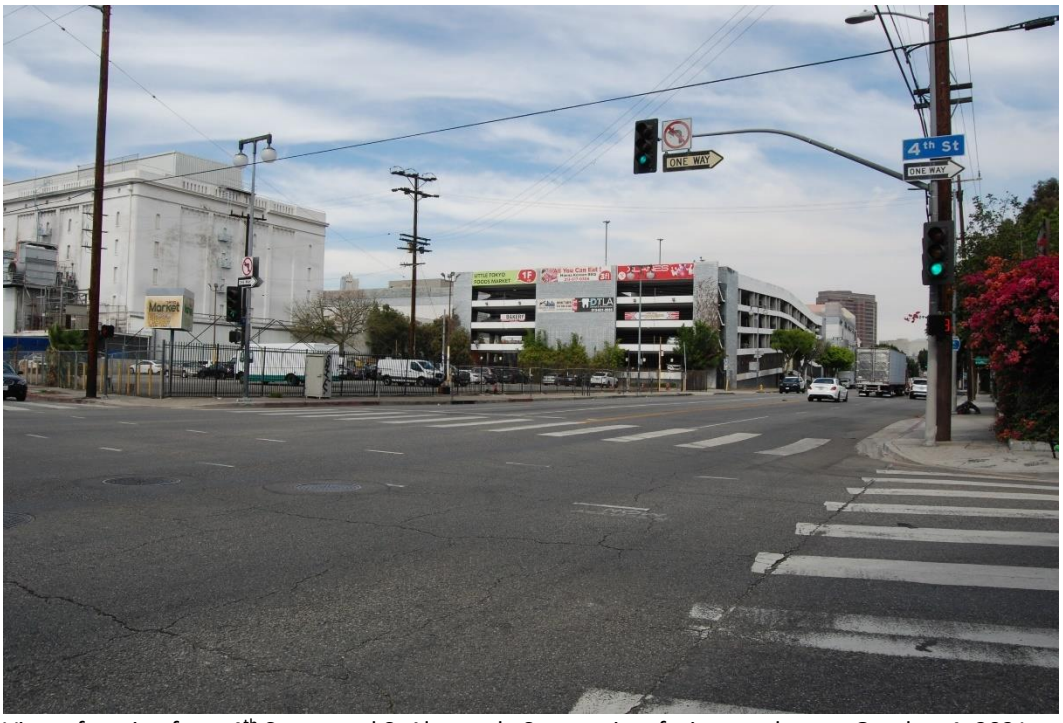
Setting and Context Views



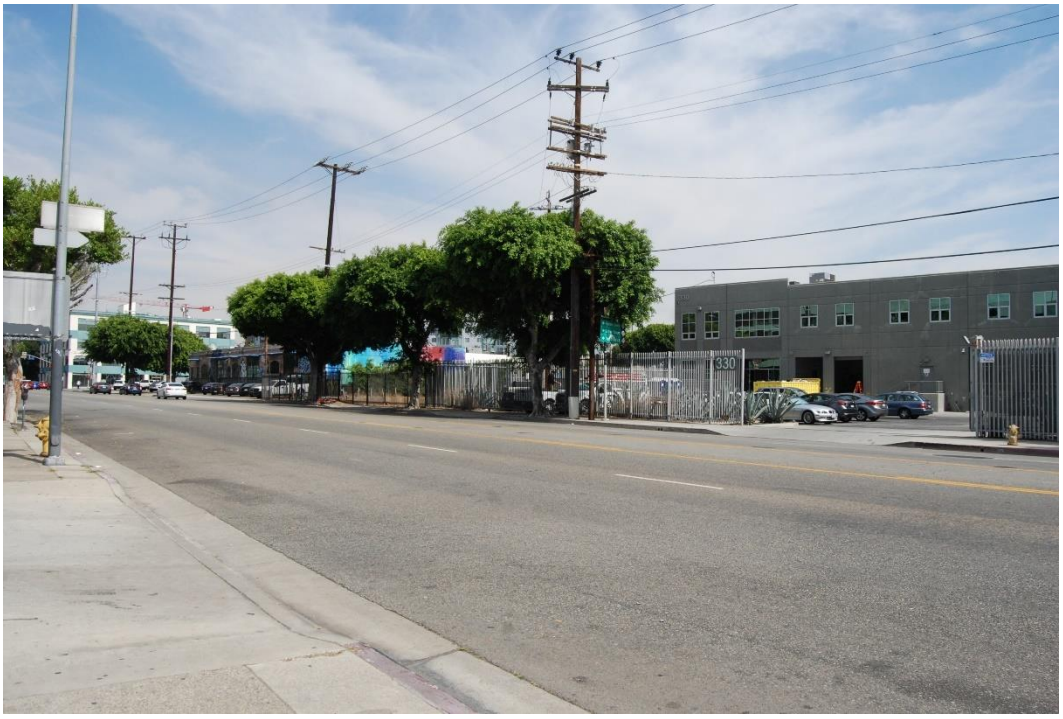
Overview of surrounding setting from roof of LACS Building, showing industrial buildings in the vicinty, with downtown Los Angeles in the background, view facing northwest. October 4, 2021.



Overview of surrounding setting from roof of LACS Building, view facing north showing variety of building types and periods of development in the area. October 4, 2021.



View of setting from 4th Street and S. Alamaeda Street, view facing northwest. October 4, 2021.



View of setting from S. Alamaeda Street, view facing northeast. October 4, 2021.



View of setting from S. Central Avenue and Gladys Avenue, view facing southwest. October 4, 2021.



View of setting from S. Central Avenue, view facing north. October 4, 2021.

Development History

The Project Site is located within the Central City East neighborhood of the Central City CPA of the City. This area served as the industrial core for the City beginning in the late 19th and early 20th centuries. The Project Site is composed of three areas within the larger industrial core as shown in Figure 2.

Early Development

This area was historically owned by William Wolfskill, an American-Mexican pioneer, explorer, and agronomist. Wolfskill purchased the land as part of a 100-acre tract in 1837 for use as a vineyard and orchard. He subsequently planted over 32,000 grapevines and cultivated hundreds of orange trees on the site; because of these activities he is often referred to as the "father" of the California citrus industry.[84] Wolfskill built a family home, known as the Wolfskill Adobe, at the site in 1841. His holdings became known as Wolfskill Homestead, and later the Wolfskill Orchards Tract.[85] A more in-depth history of William Wolfskill's life is included in the "Owners/Occupants" Section below.

Following William Wolfskill's death in 1866, his son Joseph Wolfskill inherited a large portion of the family's holdings and converted the remaining vineyards into orchards. By the 1870s, Joseph and his brother Louis had improved the land with orange, lime, and lemon trees.[86] However, during the famed land boom of the 1880s, property values exponentially increased, which incentivized land sales. Likely aware that land near railroad passenger depots commanded higher prices, Joseph Wolfskill donated a swath of his land, including a portion of the Project Site (South Site), to the Southern Pacific for construction of a new passenger depot. He then subdivided and sold most of his remaining land into twenty-five-foot by one-hundred-foot lots for residential, industrial, and commercial use.[87]

The Southern Pacific's Arcade Depot (originally known as the Wolfskill Depot) was constructed at the present-day South Site between March and September of 1888. Designed by Arthur Brown, Superintendent of Bridges and Buildings Department for the Central Pacific Railroad, the monumental Romanesque-style wood depot featured a steeply pitched roof and turrets. It opened to the public in 1889.

The area immediately surrounding the Arcade Depot, including the North and West Sites, were slow to develop. After the initial boom of the early 1880s, the real estate market cooled by the later part of the decade. Despite this initial pause, demand did again steadily rise over the course of the following years. When the Los Angeles Ice and Cold Storage Company sought an ideal location for a new warehouse, it settled on the conveniently situated property at the corner of E. 4th Street and S. Central Avenue (North Site), immediately northwest of the Arcade Station. This favorable location facilitated the holding, shipping, and importing of perishable goods that would require refrigeration and the production of ice. In 1902, the Los Angeles Ice and Cold Storage Company purchased the lot from Joseph Wolfskill for

[84] H.D. Barrows, "William Wolfskill, The Pioneer," Annual Publication of the Historical Society of Southern California and of the Pioneers of Los Angeles County 5 no. 3 (1902): 287-294.
[85] H.D. Barrows, 292; Robert M. Gettemy, "Wolfskill Amassed Irvine Property," *Los Angeles Times,* March 21, 1971.
[86] "Local News in Brief," *Los Angeles Daily Star,* May 7, 1874.
[87] Paul Spitzzeri, "No Place Like Home: The Residence of William and Elena Hurlbut, Los Angeles, 1911," *The Homestead Blog;* Holly Kane, "Arriving in Los Angeles: Railroad Depots as Gateways to the California Dream," M.H.P Thesis, University of Southern California, December 2007: 25-26.

$35,000.[88] The earliest building on the site was completed in 1903 (for additional information, see discussion of the "North Site: LACS Building" below). The Wolfskill Adobe was demolished that year.[89]

Despite a slow start, development in the immediate area accelerated in the early 20th century. By 1906, much of the former Wolfskill orchards were developed with lodging houses, warehouses, residences, laundromats, and commercial buildings. Over a half-dozen hotels, including the Palm House, Arcade Hotel, and The Boneita, were built immediately west of the Arcade Dept. Railroad tracks traversed the east side of the South Site, bringing and shipping perishable goods, many of which were preserved at the new Los Angeles Ice and Cold Storage facility (LACS Building). South Central Avenue was improved with multi-storied buildings dedicated to commerce, produce, manufacturing, and food markets.

After twenty-five years of use, the Arcade Station was decommissioned in 1914. The new Central Depot was construction immediately west of Arcade Station, which was quickly demolished. Designed by Parkinson & Bergstrom, the new Neo-Classical Central Depot was styled after Union Station in Washington, D.C. following the ideals of the City Beautiful Movement. The Central Depot was opened to passengers on December 1, 1914.[90] It was also located on the South Site. It was later demolished in 1956, two years prior to the development of the Central Warehouse.

The West Site, which is currently improved with a surface parking lot, was originally developed in the early 20th century, as the area transformed from residential to commercial/industrial uses. Young's Market Company, comprising a hotel and store, was established at the site during this period.[91] In 1913, a building permit for the property was issued for the relocation of a 2-story single-family residence.[92] Other buildings on the West Site served as ancillary buildings. In 1921, Young's Market Co. constructed a brick stock room.[93] The site continued to serve as Young's Market Co. until the various buildings were demolished in 1979.[94] A parking lot was subsequently completed on the site.

The surrounding area similarly densified over time as the population of Los Angeles grew. Increasingly, the immediate vicinity evolved to serve industrial roles. Nearby companies established in the early twentieth century included the National Vinegar and Pickle Co; Bekins Van & Storage Co.; Kahn Beck Cannery; and the Merchants Ice & Cold Storage Company, among others.

The North and South Sites were also later purchased by the Los Angeles Cold Storage Company and developed with warehouses and offices.

North Site: LACS Building

Initial construction of the LACS Building (East Volume) began in 1902.[95] The East Volume was designed by architects Theodore Eisen and George Wyman of Eisen & Wyman, as a six-story brick masonry building.[96]

[88] "Late Sales Reported," *Los Angeles Herald,* April 13, 1902.
[89] H.D. Barrows, 292.
[90] Kane, 39-41.
[91] City of Los Angeles Building Permit No. 21872. Issued on June 22, 1925.
[92] City of Los Angeles Building Permit No. 7626. Issued on June 3, 1913.
[93] City of Los Angeles Building Permit No. 9649. Issued on May 2, 1921.
[94] City of Los Angeles Building Permit No. 75665. Issued on January 5, 1979; City of Los Angeles Building Permit No. 75666. Issued on January 5, 1979; City of Los Angeles Building Permit No. 77296. Issued on February 6, 1979.
[95] City of Los Angeles Building Permit records begin in 1905; therefore, there are no permits available for initial construction.
[96] "Cold Storage Plant," *Los Angeles Times,* November 9, 1902, 13.

The East Volume was completed in 1903 and was used to refrigerate food goods as well as furs, woolen fabrics, carpets, rugs, and furniture. The warehouse used a method of cooling in which brine was forced through pipes to the cooling rooms where the surrounding air was forced into other rooms by electric fans. The brine then passed into the powerhouse where it was again cooled.[97] Figure 7 below shows the East Volume of the LACS Building as depicted in the 1906 Sanborn Fire Insurance Map.

FIGURE 7: SANBORN MAP: LACS BUILDING, EAST VOLUME, 1906



[97] "Quarter of a Million Dollar Enterprise," *Los Angeles Times,* November 8, 1902, 13.

Shortly after its completion, architect George Wyman designed an addition to the original building which expanded the LACS Building to the west, to S. Central Avenue (West Volume).[98] In 1907, construction of the West Volume was completed by expert reinforced concrete builder Carl Leonardt at a cost of $100,000.[99] The building permit describes the new construction as having 12" thick concrete walls with "pressed brick facing [and] concrete backing."[100] The building was to have a concrete foundation, flat roof, and galvanized iron cornices. The Sanborn Fire Insurance Map (shown in Figure 8) describes the building as "fireproof construction, reinforced concrete ... Wooden roof above concrete ceiling."[101]

FIGURE 8: SANBORN MAP: LACS BUILDING, EAST AND WEST VOLUMES, 1950



[98] City of Los Angeles Building Permit No. 7990. Issued on November 3, 1906.
[99] "Warehouse to Cost $100,000," *Los Angeles Herald,* November 6, 1906, 9; "Building Permits Issued," *Los Angeles Times,* November 11, 1906, 86; "Los Angeles Cold Storage Addition," *Los Angeles Herald,* February 10, 1907, 20.
[100] City of Los Angeles Building Permit No. 7990. Issued on November 3, 1906.
[101] Sanborn Fire Insurance Map, Los Angeles, vol. 2, sheet 180, 1906-1950.

In 1928, the LACS Building was reinsulated.[102] The parapets were braced to conform with City code in 1954.[103] In 1959, a dock and metal canopy were added to the south side of the LACS Building.[104] That same year, the truck loading area to the west of the LACS Building was converted to a cold storage room.[105] In 1965, a brick office building was added to the south of the LACS Building next to the loading dock.[106] In 1967, the loading dock to the south of the LACS Building was updated with a cement slab for a compression room.[107]

The LACS Building (East and West Volumes) underwent several repairs in the 1990s. In 1992, the LACS Building was seismically retrofitted. This included the application of shotcrete to the wall between the 1903 East Volume and the 1907 West Volume. [108] This allowed the West Volume (reinforced concrete construction) to take the lateral load of the original (unreinforced masonry) East Volume in addition to its own during a seismic event. As a result, the West Volume can stand independent of the original (i.e., the East Volume), but the East Volume is structurally dependent on the addition (i.e., the West Volume). Also in 1992, roof anchors and plywood roof diaphragms were installed, and the parapet was rebuilt.[109] That same year, a roof structure was added to house equipment and ducts.[110]

North Site: North Wing

The North Wing was constructed in 1985. It is located immediately to the north of the LACS Building and serves as the loading dock for the LACS Building. The North Wing was designed by Herman Goodman.[111] Building permits do not identify any subsequent alterations to the North Wing.

South Site: Central Warehouse

The Central Warehouse is located on the South Site. Designed by Vincent Palmer & Associates and constructed by G.O. Gartz Construction Company in 1958, the 115,000-square-foot Central Warehouse cost $1.5 million to construct. The building's completion signaled a move for the company from ice creation to cold storage.[112] The *Los Angeles Times* recounts its opening:

> The new Central Plant presented the interesting challenge of designing a structure which could withstand the variable stresses of expansion and contraction caused by inside temperatures of 10°F below with outside temperatures ranging up to 100°F higher. To meet this unusual problem, the floors, walls, and roof are constructed as separate units... each "floating" on its own foundation. The result is an imposing modern building of distinctive, functional design.[113]

[102] City of Los Angeles Building Permit No. 3476. Issued on February 6, 1928.
[103] City of Los Angeles Building Permit No. 83717. Issued on April 20, 1954.
[104] City of Los Angeles Building Permit No. 40153. Issued on August 18, 1959.
[105] City of Los Angeles Building Permit No. 45125. Issued on October 21, 1959.
[106] City of Los Angeles Building Permit No. 8427. Issued on November 15, 1965.
[107] City of Los Angeles Building Permit No. 42844. Issued on March 22, 1967.
[108] City of Los Angeles Building Permit No. 18784. Issued on August 17, 1992.
[109] City of Los Angeles Building Permit No. 17098. Issued on May 14, 1992.
[110] City of Los Angeles Building Permit No. 17098. Issued on May 14, 1992.
[111] City of Los Angeles Building Permit No. 5718. Issued on February 8, 1985.
[112] City of Los Angeles Building Permit No. 47597. Issued on August 19, 1957; City of Los Angeles Building Permit No. 82040. Issued on September 11, 1957.
[113] "Los Angeles Cold Storage Co. Opens Huge New Central Plant," *Los Angeles Times,* March 17, 1958, 12.

The building was constructed of red concrete brick and had a 20-million-pound capacity.[114] A Certificate of Occupancy for the building was issued on June 16, 1958.[115] In 1968, a restroom was added to the dock office.[116]

In 1989, the Central Warehouse was altered with a partial second-story addition. The building permit for this work describes it as "raising the roof 20.'"[117] McLean & Schulz designed and constructed the addition.[118] The partial second-story addition encompassed the entire building except for small sections along the east and south façades.

South Site: Main Office

The Main Office is located at the northwestern corner of the South Site. It was completed by engineer H.M. Hansen and contractor G.O. Gartz Construction Company in 1969. The building permit notes its 48' x 58' size, concrete floor, masonry exterior, wood roof, and proposed use as an office. It was completed at a cost of $35,000.[119] A building permit in 1993 called for the demolition of the Main Office and relocation of offices to the Central Warehouse; this work was not completed.[120]

South Site: Astro Warehouse

The Astro Warehouse is situated east of the Main Office and north of the Central Warehouse and connects the two on the South Site. It was designed by architect and engineer McLean & Schultz in 1969 and built at a cost of $640,000. The building permit notes its 282' x 317' size, concrete floor, masonry exterior, and wood roof. Its purpose was listed as a cold storage warehouse and office.[121] Parking spaces were relocated to the west of the building in 1970.[122] The interior of the building, including the finishing for the first floor warehouse and second floor offices, was completed by contractor Willard-Brent incrementally from 1970 to 1972.[123] A platform for equipment was constructed on the roof of the Astro Warehouse in 2001.[124] In 2008, a building permit was issued for the building to be re-roofed.[125] A building permit was issued in 2016 for the reinforcement of two damaged roof beams with new steel beams.[126]

West Site: Parking Lot

The West Site is currently vacant except for a paved surface parking lot. It was previously improved with residential buildings in the early 20th century; at least one of these residences was moved to another site in 1913. Buildings owned and operated by Young's Market Co. were constructed on the West Site in the early-twentieth century, with improvements and additions completed through the 1920s. These buildings served as food processing facilities associated with the market across the street. In 1979, the industrial

[114] "Los Angeles Cold Storage Co. Opens Huge New Central Plant," *Los Angeles Times,* March 17, 1958, 12.
[115] City of Los Angeles Certificate of Occupancy. Issued on June 16, 1958.
[116] City of Los Angeles Building Permit No. 64175. Issued on April 4, 1968.
[117] Although building permits record a date of 1987, per the current property owner, the work was completed in 1989.
[118] City of Los Angeles Building Permit No. 74459. Issued on August 28, 1987.
[119] City of Los Angeles Building Permit No. 82363. Issued on February 11, 1969.
[120] City of Los Angeles Building Permit No. 5642. Issued on May 25, 1993.
[121] City of Los Angeles Building Permit No. 83309. Issued on February 27, 1969.
[122] City of Los Angeles Building Permit No. 4068. Issued on February 10, 1970.
[123] City of Los Angeles Building Permit No. 9188. Issued on May 20, 1970; City of Los Angeles Building Permit No. 22654. Issued on February 2, 1971; City of Los Angeles Building Permit No. 39667. Issued on November 9, 1971; City of Los Angeles Building Permit No. 46315. Issued on March 1, 1972.
[124] City of Los Angeles Building Permit No. 01016-10000-06707. Issued on May 21, 2001.
[125] City of Los Angeles Building Permit No. 08016-10000-12706. Issued on July 29, 2008.
[126] City of Los Angeles Building Permit No. 15016-20000-26409. Issued on March 3, 2016.

buildings were demolished. The West Site was paved and has been used as a surface parking lot since at least 1995.

For additional information on the development history of the Project Site, see Sanborn Maps in Appendix C; historic photographs in Appendix D; and the building permit chronology in Appendix E.

Ownership/Occupant and Use Summary

City directories, historic newspaper articles, and building permits were consulted to compile a list of former owners and occupants of the industrial buildings on the Project Site. Owners and occupants about whom substantial information was discovered are discussed further below.

TABLE 1. SUMMARY OF OWNERS OF PROJECT SITE

DATE	OWNER	SOURCE
North Site		
1837-1866	William Wolfskill	Newspapers
1866-1902	John and Louis Wolfskill	Newspapers
1902-1928	Los Angeles Ice & Cold Storage	Building Permits
1930-1968	California Consumers Co.	Building Permits
1969-Present	L.A. Cold Storage	Building Permits; Company Website
South Site		
1957-1968	California Consumers Co.	Building Permits
1969-Present	L.A. Cold Storage	Building Permits; Company Website
West Site		
1921-1979	Young's Market	Building Permits; Maps
1995	Standard Southern Corporation	Building Permits

<u>William Wolfskill</u>

Born in Madison County, Kentucky on March 20, 1798, William Wolfskill traveled the American West before moving to present-day Los Angeles in 1831. After a brief stint trapping sea otter off the coast, Wolfskill turned his attention to homesteading and purchased a 100-acre tract that included the Project Site. Wolfskill became one of the largest wine producers in Southern California and processed over 50,000 gallons of wine a year on his land holdings in Los Angeles. He also grew other crops, including peaches, pears, apricots, almonds, chestnuts, walnuts, and olives. Wolfskill is credited with planting the second largest orange tree orchard in the state of California, which included the Project Site.

William Wolfskill married Doña Maria Magdalena Lugo in 1841 and built a large residence on his land (located immediately east of the LACS Building). Although the growth of Los Angeles compelled Wolfskill to divide up his extensive orchards due to their proximity to the heart of the City, he retained some land into the mid-19th century.

In addition to his Southern California holdings, William Wolfskill cultivated land in Northern California in present-day Yolo County. Joined by his brother John Wolfskill, the Wolfskill siblings named the property Wolfskill Ranch. Like on his Los Angeles holdings, William Wolfskill established orchards and vineyards on his Yolo County land. He also purchased land in Irvine, California, which became known as the Irvine Ranch.

By 1862, Wolfskill owned approximately three-quarters of all the orange trees in California and was the largest orange grower in the United States. He subsequently became known as the father of the California citrus industry. William Wolfskill died in 1866.[127]

Los Angeles Ice & Cold Storage Co./California Consumers Co./L.A. Cold Storage Company

The Los Angeles Ice & Cold Storage Company was founded in 1895. In 1906, the Los Angeles Ice & Cold Storage Company merged with the Pasadena Ice Company, Pomona Valley Ice Company, and Merchants Ice and Cold Storage Company to form the Los Angeles Cold Storage Company.[128]

The North Site was acquired by the California Consumers Co. in 1928. Founded by utility tycoon A.E. Fitkin in 1927, the California Consumers' Co. was intended to "act as a nucleus in building up a chain of public service companies in the West."[129] In addition to the Los Angeles Cold Storage Company, the California Consumers Co. also acquired the Citizen's Independent Ice and Cold Storage Company, Globe Ice Cream Company, and the Beverly Globe Ice Company. These businesses were engaged in the cold storage, ice manufacturing, refrigeration, ice cream, and distilled water business.[130] The California Consumers Co. served as a subsidiary of Pacific Public Service.

In 1929, the Puritas water division of the California Consumers Co., located at the North Site, joined with the Arrowhead Springs Corporation and Merchants' Ice and Cold Storage Company in a $5 million merger.[131] By 1932, the California Consumers Co. manufactured and distributed over 1/3 of all the ice sold in Los Angeles and vicinity.[132]

During the 1930s and 1940s, the California Consumer Co.'s LACS Building provided ice and freezer buildings for the movie industry.[133] Despite this new market, the company's profits fluctuated heavily from year-to-year, and in 1935, the company filed a bankruptcy plea.[134] The arrival of the home refrigerator freezer in the mid-twentieth century also saw a decrease in demand for block ice.[135] As a result, the company pivoted their business and turned away from ice production towards providing freezer storage space. In 1958, the California Consumer Co. built the Central Warehouse on the South Site. It was expanded with the Astro Warehouse and Main Office in 1969. Also at this time, the company was renamed the Los Angeles Cold Storage Company. This name change is reflected in building permits and continues as the name used at the time of this report. In 1985, the Los Angeles Cold Storage Company built the

[127] H.D. Barrows, 292.
[128] County of Los Angeles, Seaver Center for Western History Research, GC1145-6119. 1906.
[129] "Fitkin Planning Utility Chain in Western Field," *Los Angeles Times,* May 4, 1928, 10.
[130] "Ice Concern Bond Issue Out Today," *Los Angeles Times,* April 4, 1928, 16.
[131] "Merger Joins Three Plants," *Los Angeles Times,* March 3, 1929, 75.
[132] Earle E. Crowe, "Utility Enters Ice, Water," *Los Angeles Times,* September 14, 1932, 12.
[133] "About Us," *Los Angeles Cold Storage Company,* https://www.lacold.com/about-us/ (accessed October 2021).
[134] "Big Ice Concern Files Bankruptcy Plea," *Daily News,* July 2, 1935, 12.
[135] "About Us," Los Angeles Cold Storage Company.

North Wing to the LACS Building. The Los Angeles Cold Storage Company continues to conduct business at the Project Site.

Related Architects/Builders

Eisen & Wyman

The architectural firm of Eisen & Wyman consisted of Theodore A. Eisen and George H. Wyman. It is possible that Eisen & Wyman became associated through their mutual acquaintance with architect Sumner P. Hunt; Wyman served as architect/draftsman for the Bradbury Building with Hunt (1893) and Eisen worked with Hunt (Hunt & Eisen) from 1895 to 1899. According to available records, it appears that the partnership of Eisen & Wyman was brief, lasting from 1900 to 1902.[136]

Theodore A. Eisen

Theodore Augustus Eisen (1852-1924) was born in Cincinnati, Ohio before moving with his family to San Francisco in 1854. In the late 1860s, Eisen moved to St. Louis, Missouri where he apprenticed in the office of architect Stepenson Woods. He returned to San Francisco in the 1870s, at which point he joined with his father, Augustus Eisen, to form the architectural firm of Eisen & Son, which operated until his father's death in 1873. After practicing on his own in San Francisco for several years, Eisen moved to Los Angeles in 1887 where he joined with architects William Curlett and Jones Cuthbertson to form Curlett, Eisen & Cuthbertson (1888 to 1895).[137] From 1895 to 1899, Eisen joined with Sumner P. Hunt to form Hunt & Eisen. Located in the Stimson Building, the firm completed numerous residential designs during this period. After the firm dissolved, Eisen joined George Wyman to form Eisen & Wyman, which also operated out of the Stimson Building, from 1900 to 1902.[138] In 1908, Eisen joined with his son Percy to form Eisen & Son, which lasted until 1917. Eisen died in 1924.

Eisen designed severable notable residences during his partnership with Hunt, including the Casa de Rosas (1894); Charles Lummis House (El Alisal; 1895); Kiefer House (1895); and the Doheny Mansion (1898). In 1909, Eisen designed the 1st Presbyterian Church in Hollywood.[139] He designed the Donovan House in 1910 and the Casa de Adobe in Highland Park in 1917.[140] In 1907, Eisen designed a six-story and basement ice and cold storage plant at 1135 Palmetto Street for Merchant's ice Company (demolished).[141] This building was constructed of reinforced concrete.[142]

George H. Wyman

George H. Wyman (1860-1939) was born in Dayton, Ohio in 1860. He was briefly employed in his father's paper mill before he began work as a draftsman in the architectural firm of his uncle, Luther Peters and his partner Silas Burns (Peters & Burns). In 1891, after suffering an attack of pneumonia, Wyman moved with his family to Los Angeles. Following his recovery, Wyman became a draftsman in the office of Sumner P. Hunt. Wyman briefly worked on his own in the late 1890s and attended school for architecture. He

[136] "Eisen& Wyman," *Los Angeles Times,* December 6, 1900, 11. The only other project listed in newspapers from this time is the construction of a single-family residence for Harry Lee Martin. "Building," *Los Angeles Times,* April 5, 1901.
[137] "Theodore Eisen," *Pacific Coast Architecture Database (PCAD),* http://pcad.lib.washington.edu/person/735/, accessed on October 19. 2021.
[138] "Eisen and Hunt," *Pacific Coast Architecture Database (PCAD),* http://pcad.lib.washington.edu/firm/482/, accessed on October 19, 2021; "Eisen & Wyman," *Los Angeles Times,* December 6, 1900, 11.
[139] "Sifting Myth from History at the Bradbury," *Los Angeles Times,* May 21, 2000, 86.
[140] David Gebhard and Robert Winter, *An Architectural Guidebook to Los Angeles* (Layton, UT: Gibbs Smith, 2003): 217, 301.
[141] LSA Associates, Industrial Development Context, 55-56.
[142] "Big Addition to Cold Storage Plant," *Los Angeles Herald,* January 27, 1907, 22.

subsequently partnered with Theodore Eisen to form Eisen & Wyman from 1900 to 1902.[143] Wyman later worked independently and was employed as the architect for the Ferguson Company from circa 1909 to 1910.

Wyman's most notable contribution to architecture was his work on the Bradbury Building in downtown Los Angeles. According to Wyman's descendants, Louis Bradbury originally hired Hunt to design the building, but after seeing Wyman's design, offered the commission to Wyman instead. After completing the Bradbury Building, Wyman designed the Byrne Building (1895), the Old Soldiers' Home in Sawtelle, and the George A. Garlow House (1903).[144] Wyman designed the Ferguson Building (demolished), an eight-story steel and concrete building located immediately adjacent to Angel's Flight in downtown Los Angeles.[145] Wyman also won a commission for a four-story brick and concrete tenement building for the Ferguson company at 410-414 West Third Street in 1909 (demolished).[146] Architectural critic Esther McCoy credits Wyman for designing "one of the earliest of the reinforced concrete buildings in Los Angeles."[147]

Carl Leonardt

Carl Leonardt (1855-1927) was a nationally recognized expert in reinforced concrete construction. Born in Westphalia, Germany in 1855, Leonardt studied cement chemistry in his native country before moving to Los Angeles in 1887.[148] Leonardt was quickly recognized as a talented contractor and, in 1905, he built the first reinforced concrete building in Los Angeles, the Leonardt Warehouse (demolished).[149] Located on 7th Street, the warehouse "proved a triumph in engineering, nothing like it being known in any part of the world. The building may truly be called one of the wonders of modern architecture."[150] The warehouse was built entirely of reinforced concrete with eight 102-foot-long concrete beams; these beams were over twice as long as any other concrete beam in the world at that time. Architects and engineers assembled at the warehouse to test the beams, which successfully withstood several experiments.[151]

Leonardt was involved in most of the early reinforced concrete construction in the City, and by 1906, he had gained a reputation as "one of the most extensive users of reinforced concrete" in Los Angeles.[152] Leonardt was responsible for the construction of numerous notable early reinforced concrete buildings in Los Angeles, including the Homer Laughlin Annex (1906); the County of Los Angeles Hall of Records (1908); Los Angeles County Hospital (1909); and the Orpheum Theater (1910), among others.[153] Outside of Los Angeles, he constructed the U.S. Grant Hotel in San Diego (1906); the Tyma Head Gates Intake in Yuma

[143] "Eisen and Hunt," *Pacific Coast Architecture Database (PCAD),* http://pcad.lib.washington.edu/firm/482/, accessed on October 19, 2021; "Eisen & Wyman," *Los Angeles Times,* December 6, 1900, 11.
[144] "George Wyman," *Pacific Coast Architecture Database (PCAD),* http://pcad.lib.washington.edu/person/496/, accessed on October 19. 2021.
[145] "Ferguson Bank and Office Building on Hill Street Will Involve Outlay of More Than $200,000," *Los Angeles Herald,* August 28, 1910, 25; "Block for South Hill," *Los Angeles Times,* December 12, 1909.
[146] "Contract for Tenement," *Los Angeles Herald,* October 10, 1909,16.
[147] Esther McCoy, "A Vast Hall Full of Light: The Bradbury Building: 1893," *Arts and Architecture,* April 1953: 20, 42-43
[148] "Carl Heinrich Leonardt," *Pacific Coast Architecture Database (PCAD),* http://pcad.lib.washington.edu/person/3354/, accessed on November 8, 2021.
[149] Sanborn Fire Insurance Maps show the building at roughly 1580-1738 Industrial Street in Los Angeles (not extant); "Triumph in Construction, Longest Reinforced Concrete Beam in the World Successfully Tested in Los Angeles," *Los Angeles Times,* April 19, 1905,13.
[150] "Reinforced Concrete Buildings Popular," *Los Angeles Evening Express,* July 8, 1905, 28.
[151] Triumph in Construction, Longest Reinforced Concrete Beam in the World Successfully Tested in Los Angeles," *Los Angeles Times,* April 19, 1905, 13.
[152] "May Construct Test Buildings," *Los Angeles Herald,* October 13, 1906, 7.
[153] "Other Buildings," *Los Angeles Times,* April 24, 1910, 87; "Now Solving the Problem," *Los Angeles Times,* April 11, 1909, 29; "The Arts District, History and Architecture in Downtown L.A.," *Los Angeles Conservancy, https://www.laconservancy.org/sites/default/files/files/documents/ArtsDistrict_Booklet_LR.pdf,* accessed on November 8, 2021.

(1907); the Santa Fe Railway Co. Roundhouse in Bakersfield (1907); and the Pomona Investment Company Building in Pomona (1911).[154]

In addition to his contract work, Leonardt also changed the market for cement. In 1907, he and several other prominent businessmen started the Southwestern Portland Cement Company. The company purchased the Tehachapi cement plant from the City of Los Angeles and was awarded the contract for supplying cement and lime for the Owens River aqueduct.[155] In 1915, Leonardt left the contracting business entirely to become President of the company, which has been described as a pioneer building materials company of national significance.[156]

Leonardt was contracted by the Los Angeles Ice and Cold Storage Company starting by at least 1906. At that time, he was hired for "excavating, concrete brick work" at the boiler house located on the corner of E. 4th Street and S. Central Avenue.[157] Three months later, he was awarded the contract for construction of the LACS Building's West Volume: "concrete warehouse, 100x100 feet, five stories, corner Central Avenue and Fourth Street."[158]

Vincent Palmer

Born George Vincent Palmer in Toronto, Canada, in 1902, Palmer adopted his middle name for most personal and work-related pursuits. Vincent Palmer attended the University of Toronto (1919 to 1920) before moving to California where he studied at the University of Southern California, earning a bachelor's degree in architecture (1924) and a master's degree in Civil Engineering (1928). Palmer opened his own practice immediately after graduating.

Most of Palmer's commissions were for industrial and commercial warehouses and offices. His notable works included the Osteopathic College Clinic (1950); Sherman Paper Products Co. (1952); and Los Angeles Drug Co. (1954), among others. He began working for the City of Los Angeles in 1953. Palmer was heavily involved in Pacific Clay Products, Inc. throughout his career, and briefly served as the Vice President.[159]

Related Architectural Styles

Industrial Vernacular[160]

The LACS Building is an Industrial Vernacular building with Neoclassical elements. Although not an officially recognized style, "industrial vernacular" describes simple industrial structures with little decorative ornamentation, common in American cities and towns of the late 19th to mid-20th centuries. They are typically of brick or concrete construction, with minimal decorative detailing.

Character-defining features of Industrial Vernacular buildings may include:

[154] "Gets Contract on Big Hotel," *Los Angeles Times,* July 20 ,1906, 11; "Carl Leonardt Answers Call," *Los Angeles Times,* February 15, 1927, 29; "Pomona's Elegant Five-Story Building Begun Today by Contractor, Carl Leonardt," *Pomona Daily Review,* December 13, 1911, 2; Expanded Corrugated Bar Company, *A Few Illustrations of Work Done with the Corrugated Bar,* (St. Louis, USA: Expanded Corrugated Bar Company, 1907), 74 and 92.
[155] "Form Cement Company to Control State Market," *Los Angeles Herald,* October 15, 1907, 11.
[156] National Park Service Registration Form, "Santa Fe Freight Depot," Historic Resources Group, October 2003.
[157] "By Architects and Builders," *Los Angeles Times,* August 19, 1906, 72.
[158] "Building Contracts Let," *Los Angeles Times,* November 11, 1906, 86.
[159] "Palmer, (George) Vincent," American Architects Directory, R.R. Bowker, LLC: 1956, 418.
[160] There is no separate theme for Industrial Vernacular architecture included in the SurveyLA HCS; buildings that are eligible as examples of the style or type were captured under the "Other" context. A general description of Industrial Vernacular is included here for reference.

- Simple square or rectangular form
- Flat roof with a flat or stepped parapet
- Brick exterior wall surfaces, with face brick on the primary façade
- First-story storefronts, typically with a continuous transom window above
- Wood double-hung sash upper-story windows, often in pairs
- Segmental arch window and door openings on side and rear façades
- Decorative detailing, if any, may include cornices, friezes, quoins, or stringcourses

Neoclassical Architecture[161]

Neoclassicism was a second revival of ancient Greek and Roman architectural forms at the end of the 19th century. Greek and Roman architectural forms in European and American architecture had been previously popular in the late 18th century and first half of the 19th century. This earlier revival arose from a renewed interest in classical antiquity following the discovery, exploration, and archaeological investigation of classical sites. It was particularly popular in the United States; however, the Greek Revival style had largely run its course by the 1860s. The return to classical architecture in the late 19th century arose from the École des Beaux-Arts and its instruction in ancient Greek and Roman architecture. At the time, the classical world was believed to represent the Golden Age of the Western world and was idolized in Europe and the United States. During this second revival, classical architectural forms were more accurately recreated due to improvements in printing technology and increasing travel abroad to see Greek and Roman architecture firsthand.

Because the Neoclassical style arose from the curriculum taught at the École des Beaux-Arts, it shares many of the same characteristics as the Beaux Art style. This is especially evident in the design of mid-rise office buildings from the period, which like Beaux Arts-style buildings, are often organized in three horizontal sections: base, shaft, and capital. The Neoclassical style is primarily distinguished by its simpler treatment of classical forms, features, and ornament. It applied Gilded Age opulence to the decorative elements of ancient Greek and Roman architecture admired by earlier American Colonial and Greek Revival designs. Hallmarks of the style are a rectangular building form, marked by double height front portico with Ionic or Corinthian columns (sometimes called a temple front), and a symmetrically balanced facade. Plain wall surfaces are not unusual, and they are not broken by projections, recessions, or sculpture. Dignified, severe, and unornamented, these buildings tended to favor the Greek orders, Doric and Ionic, over the Roman. Colossal columns and colonnades and flat-headed windows also characterize the style. As with the dissemination of Beaux Arts Classicism across the United States, expositions in the late 19th and early 20th centuries contributed to the rising popularity of Neoclassicism.

In Los Angeles, its popularity coincided with the construction booms between the 1890s and World War I and the 1920s and Great Depression. The style was applied to a variety of commercial and institution property types, symbolizing the developing urban and American identity of Los Angeles. In Downtown Los Angeles, there are a number of surviving examples of Neoclassical mid- to high-rise commercial buildings.

Character-defining features of Neoclassical architecture may include:

[161] Excerpted from City of Los Angeles, Department of City Planning, Office of Historic Resources, SurveyLA Citywide Historic Context Statement, "Architecture and Engineering: Beaux Arts Classicism, Neoclassical, and Italian Renaissance Revival Architecture, 1895-1940," prepared by GPA Consulting, July 2018, 22-25.

- Formal arrangement of architectural elements
- May range from two to fourteen stories in height
- Monumental in scale, often with pedimented porticos
- Parapets incorporating balustrades
- Smooth stone or masonry exteriors; stucco and clapboard in residential buildings
- Windows and doors typically linteled

Construction Methods

Reinforced Concrete

The practice of reinforcing concrete traces its origins to the second half of the 19th century. Beginning in the 1850s, European inventors began to "reinforce" concrete, embedding it with iron rods so that the two materials would effectively distribute compressive and tensile forces.[162] Inventors François Coignet and François Hennebique in France and W. B. Wilkinson in England independently pioneered the early development of reinforced concrete.

François Coignet, a chemical engineer by profession, experimented with a form of concrete named *béton aggloméré* in the 1840s, seeking a perfect mixture of lime, hydraulic cement, and sand. In the 1850s, Coignet introduced iron rods to his experiments in an effort to strengthen his concrete. He ultimately built a reinforced concrete house near Paris in 1852, the first of its kind.[163] François Hennebique developed a system for rapidly producing reinforced concrete floors slab in the 1870s. In 1892, Hennebique patented a process for bending reinforcement bars to strengthen concrete; this system was later widely adopted in the United States.[164]

Contemporaneously, in England, plasterer and concrete manufacturer W. B. Wilkinson secured a British patent for reinforced concrete in 1854.[165] Similar to Coignet, Wilkinson was interested in the opportunities reinforced concrete presented for the construction industry. Wilkinson was particularly focused on demonstrating reinforced concrete's fire-resistant properties and conducted several experiments to fully understand and showcase the material's capabilities.

Reinforced concrete was introduced to the United States shortly after these early European discoveries. Beginning in the 1870s, American inventors William E. Ward and Thaddeus Hyatt independently began to experiment with reinforced concrete. William E. Ward built the first reinforced concrete construction in the United States. Known as the Ward House, the Port Chester, New York residence was constructed from 1873 to 1876 with assistance from architect Robert Mook. The Ward House existed as an isolated phenomenon in reinforced concrete construction in the United States for over a decade. [166]

[162] In the early 1800s, the term "concrete" was used to denote any mixture of binder and aggregate that would harden.
[163] Michel Moussard, Maria Patricia Garibaldi, and Manfred Curbach, "The Invention of Reinforced Concrete, 1948-1906," in *High Tech Concrete: Where Technology and Engineering Meet,* ed. D.A. Hordijk and M. Lukovic (2017).
[164] Amy E. Slaton, *Reinforced Concrete and the Modernization of American Building, 1900-1930* (Baltimore, MD: The John Hopkins University Press, 2001), 16.
[165] Joyce M. Brown, "W. B. Wilkinson (1819-1902) and His Place in the History of Reinforced Concrete," *Transactions of the Newcomen Society,"* 39, (1966): 129.
[166] Ellen W. Kramer and Aly A. Raafat, "The Ward House: A Pioneer Structure of Reinforced Concrete," *Journal of the Society of Architectural Historians* 20 no. 1 (March 1961).

Meanwhile, American inventor Thaddeus Hyatt performed experiments in London to better understand the behavior of reinforced concrete when undergoing stress. Hyatt devised a system of flat, iron ties threaded with wires and bonded to Portland cement to create sturdy, fire-resistant beams, roofs, and pavement slabs. Hyatt published his findings in an 1877 book, then secured a United States patent for reinforced concrete the following year.[167]

The first application of Hyatt's patented reinforced concrete occurred in the City of San Francisco in the late 19th century. In the 1800s, property owners in San Francisco were independently responsible for the maintenance and replacement of damaged or worn sidewalks on their property. Prior to the late 1880s, sidewalks were mostly constructed of wood which had a relatively short lifespan and degraded quickly. After years of issues with enforcing the replacement of wood sidewalks, the City passed an ordinance requiring permanent materials (e.g., stone, bitumen, asphalt) to be used for the construction of all future sidewalks.[168] Mechanical engineer and ironworker Peter H. Jackson offered Hyatt's reinforced concrete sidewalks and illuminating tiles (for subterranean vaults) for purchase to property owners in San Francisco. Jackson conducted several tests in 1883 and 1884 to demonstrate the merits of these reinforced concrete slabs; these experiments proved his claim that they were strong enough to serve as sidewalks and floors.[169] As a result, many reinforced concrete sidewalks in San Francisco were built using Hyatt's methods.

Architect Ernest L. Ransome was also active in San Francisco in the late 19th century. An English-born engineer and architect, Ransome introduced reinforced concrete as a construction material to the Bay Area. The first reinforced concrete buildings by Ransome included the Bourne and Wise Wine Cellar in St. Helena (1888) and the Pacific Coast Borax Company in Alameda (1889).[170] He also designed the first reinforced concrete bridge in America, the Alvord Lake Bridge in Golden Gate Park, San Francisco (1889). Ransome filed several patents for his construction techniques, including one in 1889 for the use of twisted bars in concrete, which became a distinguishing feature of his work.[171] Despite his pioneering technology for twisted iron and concrete, San Francisco did not readily accept Ransome's techniques and construction methods.[172] In the 1890s, he moved to New Jersey, where he continued his practice.

Despite the early uses of reinforced concrete in San Francisco, the steel and brick influences championed a San Francisco city ordinance that prohibited its use within the corporate city limits.[173] Consequently, while some reinforced floors and columns were used in construction projects, no fully reinforced concrete buildings were erected in the city in the 1890s and early 1900s.[174] Although San Francisco was the first place to adopt reinforced concrete, it was extremely limited in its early introduction.[175]

[167] Sara E. Wermiel, "California Concrete, 1876-1906: Jackson, Percy, and the Beginnings of Reinforced Concrete Construction in the United States," *Proceedings of the Third International Congress on Construction History* (May 2009).
[168] "Grand Jury Queries: Street Department and Telegraph Methods Investigated," *San Francisco Examiner,* September 19, 1891, 3.
[169] Wermiel, "California Concrete, 1876-1906: Jackson, Percy, and the Beginnings of Reinforced Concrete Construction in the United States."
[170] Carl W. Condit, "The First Reinforced Concrete Skyscraper: The Ingalls Building in Cincinnati and Its Place in Structural History." *Technology and Culture* 9 no. 1 (January 1968): 1-33.
[171] Condit, 7.
[172] In his 1912 book, Ransome says that he was "simply laughed down" when he presented his new invention of twisted iron to the technical society in California. Ernest L. Ransome, *Reinforced Concrete Buildings* (New York: McGraw-Hill Book Company, 1912), 3.
[173] H.A. Crafts, "Reinforced Concrete on the Pacific Coast," *Scientific American* 94 no. 8, February 24, 1906.
[174] Charles Derleth, "The Destructive Extent of the California Earthquake. Its Effect Upon Structures and Structural Materials Within the Earthquake Belt," *The California Earthquake,* ed. David Starr Jordan (San Francisco: A.M. Robertson, 1907), 141.
[175] Wermiel, "California Concrete, 1876-1906."

Los Angeles, in turn, pioneered reinforced concrete construction on the Pacific Coast from the 1890s onward.[176] In 1906, the *Los Angeles Times* and *The Cement Age* both wrote that reinforced concrete had been "more extensively used [in Los Angeles] than in any other city in the United States up to the present time."[177] Despite this leading role, the manner of construction was acknowledged as "still in its infancy."[178] Architects, builders, and contractors alike debated the advantages and disadvantages of using reinforced concrete over more established brick and stone construction.[179] In 1905, the professional magazine *The Architect and Engineer of California* held a special issue exploring various architects' and contractors' opinions on reinforced concrete construction. Notable early practitioners of reinforced concrete construction in Los Angeles, including Charles F. Whittlesey, Harrison Albright, and George Wyman, all contributed to the magazine. In his article "Reinforced Concrete," Wyman recounted the numerous tests for water, heat, and seismic forces recently conducted upon reinforced concrete, concluding that "it is well to offer encouragement to new processes, that it may be determined whether or not they are better than those to which we have been accustomed."[180]

In many ways, Los Angeles kept abreast of groundbreaking reinforced concrete construction developments happening elsewhere in the country. Notable early reinforced concrete construction projects in the United States included the Ingalls Building in Cincinnati, Ohio (1902-1903); Terminal Station in Atlanta, Georgia (1903-1904; demolished); and the Marlborough Hotel in Atlantic City, New Jersey (1905-1906; demolished).[181] Los Angeles' first reinforced concrete building was a 1905 warehouse built by Carl Leonardt on 7th Street in downtown (demolished).[182] Other buildings that utilized reinforced concrete construction that year included the Temple Auditorium Building, designed by Charles F. Whittlesey (demolished); the Citizen's National Bank Building (demolished); and the Homer Laughlin Annex (extant; now known as Grand Central Market), the latter two buildings were designed by Harrison Albright.[183]

Although the steel and brick influences petitioned the City of Los Angeles for an ordinance that would prohibit the use of reinforced concrete in 1905, unlike San Francisco, no such ordinance was adopted in Los Angeles.[184] Reinforced concrete subsequently grew in popularity. In 1906, 16 building permits were issued for reinforced concrete buildings in Los Angeles, including one 8-story building, one 7-story building, four 6-story buildings, one 5-story building, three 4-story buildings, one 3-story building, two 2-story buildings, and three 1-story buildings.[185] One of these 6-story building permits was for the West Volume of the LACS Building, located at 715 E. 4th Street.[186]

Although not a comprehensive list, other reinforced concrete buildings in Los Angeles built between 1906 and 1907 include the Hayward Hotel (extant, 601 S. Spring Street); Santa Fe Freight Depot (extant, 970 E. 3rd Street); Lissner Building (demolished, 528 S. Spring Street); Forrester Building (altered, 638-642 S.

[176] H.A. Crafts, 1906.
[177] Horatio F. Stoll, "Reinforced Concrete Construction in California," *The Cement Age* 4 (1907), 315.
[178] "Reinforced Concrete Construction in California," *Los Angeles Herald,* December 12, 1906, 6.
[179] "Hurl Bricks at Concrete," *Los Angeles Times,* December 13, 1905, 28.
[180] George H. Wyman, "Reinforced Concrete," *The Architect and Engineer of California,* 1905, 53-55.
[181] Condit, "The First Reinforced Concrete Skyscraper," 12.
[182] "Triumph in Construction," *Los Angeles Times,* April 19, 1905, 13; "Grand Central Market," *Los Angeles Conservancy,* https://www.laconservancy.org/locations/grand-central-market, accessed on December 3, 2021.
[183] "Two Big Ones," *Los Angeles Times,* July 30, 1905, 56.
[184] "Would Prohibit Concrete Buildings," *Los Angeles Times,* October 23, 1905, 16.
[185] "Building by the Mile in City of Los Angeles," *Los Angeles Herald,* December 30, 1906, 17.
[186] City of Los Angeles Building Permit No. 7990. Issued on November 3, 1906.

Broadway); the Young Women's Christian Association Building (demolished, 251 S. Hill Street), and the Trustee Building (extant, 424 S. Broadway).[187]

As additional tests were undertaken by architects and City inspectors, reinforced concrete gained a reputation for its strength and durability. Natural disasters also showcased the resilience of reinforced concrete buildings, which withstood earthquakes and fires better than their masonry and wood-framed counterparts.[188] Additionally, reinforced concrete was seen as a solution for the shortage of native lumber that became apparent in the early 1900s.[189] As a result, the number of reinforced concrete buildings continued to grow in Los Angeles throughout the 20th and 21st centuries. However, many early concrete buildings in the downtown area of Los Angeles have been demolished or substantially altered in recent years.

[187] Historic Resources Group, National Park Service Registration Form, "Santa Fe Freight Depot," October 2003; "A Million a Month," *Los Angeles Herald,* December 22, 1907, 35.
[188] "May Construct Test Buildings: Brick and Concrete Men Disagree," *Los Angeles Herald,* October 13, 1906, 7.
[189] "Concrete Key of New Idea: Building and Appurtenances All of Cement," *Los Angeles Times,* July 26, 1908.

Los Angeles' Citywide Historic Context Statement (HCS) was designed for use by SurveyLA field surveyors and by all agencies, organizations, and professionals completing historical resources surveys in the City of Los Angeles. The context statement was organized using the Multiple Property Documentation (MPD) format developed by the National Park Service for use in nominating properties to the National Register. This format provided a consistent framework for evaluating historical resources. It was adapted for local use to evaluate the eligibility of properties for city, state, and federal designation programs. The HCS used Eligibility Standards to identify the character defining, associative features and integrity aspects a property must retain to be a significant example of a type within a defined theme. Eligibility Standards also indicated the general geographic location, area of significance, applicable criteria, and period of significance associated with that type. These Eligibility Standards are guidelines based on knowledge of known significant examples of property types; properties do not need to meet all of the Eligibility Standards in order to be eligible. Moreover, there are many variables to consider in assessing integrity depending on why a resource is significant under the National Register, California Register or City of Los Angeles HCM eligibility criteria. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed. Resources identified through SurveyLA are not designated resources. Designation by the City of Los Angeles and nominations to the California or National Registers are separate processes that include property owner notification and public hearings.

Utilizing the contexts and themes developed by SurveyLA, the buildings on the Project Site were re-evaluated within the following context/theme/property type combinations (CTPs):

<u>Industrial Development</u>

Context: Industrial Development, 1850-1980
Theme: Agricultural Roots, 1850-1945
Sub-context: From Farm to Market, 1900-1960
Property Type: Industrial – Agricultural—Cold Storage Warehouse

Summary Statement of Significance: Cold storage warehouses represent a key link between the collection of agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and food processors. They were critical to maintaining a stable supply of perishable goods and maintaining the stability of their prices on a daily basis. Significant buildings are those that played a key role in this emerging industry as an early and/or long-established industry leader. The industry has continued to grow since the first facilities were established in the City in the 1880s. As a result, many historic cold storage facilities have been altered over time to accommodate changing technology and industry needs; losses of integrity to those resources are anticipated.

Period of Significance: 1900-1945. Dates encompass the earliest known example and the approximate end of cold storage as a distinct property type.

Criteria: NR A; CR 1; Local 1

Eligibility Standards:

- Was constructed between 1900 and 1945 as a cold storage warehouse

- Represents a key link between the collection of agricultural goods from farms, fisheries, and ranches and their distribution to produce markets and food processors
- Is a good to excellent example of the property type

Character-defining Features:

- Retains most of the essential character defining features from the period of significance
- Utilitarian reinforced concrete building, 1-6 stories
- Frontage on a wide street for efficient truck circulation
- Loading dock(s) on one or more sides
- Generously sized loading dock, truck bays, and vehicle turnaround space
- Few or no window openings
- May have "dummy" windows to maintain continuity with the streetscape
- Property setting includes produce markets and/or fish processors (within a block)

Integrity Considerations:

- Should retain integrity of Location, Setting, Design, Feeling, Materials, and Association
- New refrigeration equipment may have replaced older equipment, as long as the new equipment does not significantly alter the appearance of the property

Industrial Identity

Context: Industrial Development, 1850-1980
Theme: Industrial Identity, 1850-1980

Summary Statement of Significance: Property types represent important long-term industries that have contributed to industrial growth and development in Los Angeles. Properties may also be significant in the area of Ethnic Heritage and for their association with women's history.

Period of Significance: 1850-1980. The 1920s is the time of the earliest recorded resource under this them and 1980 is the end date for SurveyLA. The end date may be extended over time.

Criteria: NR A; CR 1; Local 1

Eligibility Standards:

- Is associated with an industrial company that made an important contribution to industrial growth and development in Los Angeles
- Is the founding or the long-term location of a company significant in industrial history

Character-defining Features:

- Retains most of the essential physical features from the period of significance
- May be associated with ethnic/cultural history, women's history, LGBT history
- Contributes to the commercial, social, and cultural history of Los Angeles
- May be associated with industries/corporations that have gained regional or national importance
- May feature corporate designs, logos, and signs
- May have served as a prototype for other buildings and locations

- For the National Register, properties associated with individuals whose significant accomplishment date from the last 50 years must possess exceptional significance
- In most cases, the industry is still in operation

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, Materials, and Association
- Setting may have changed (surrounding buildings and land uses)
- Some alteration may be acceptable if they were made during the period of significance for a company and if significance is not also based on architectural quality

Significant People

Context: Industrial Development, 1850-1980
Theme: Industrial Giants, 1870-1980

The Industrial Giants theme is used to evaluate resources associated with persons who made important contributions to, or played a significant role in, industrial development in Los Angeles. Associated property types may include the location of an industrial building, office, or residential property associated with a person. Resources may also be directly associated with persons significant in the City's ethnic/cultural history or women's history as applicable, these Individuals and associated resources are discussed in the ethnic/cultural themes developed as part of the Citywide historic context.

Summary Statement of Significance: Properties evaluated under this theme may be significant in the areas of Industry for their association with persons who made important contributions to industrial growth and development in Los Angeles. Some individuals may also be significant in the area of Ethnic Heritage or Women's History.

Period of Significance: 1870-1980. The period of significance is broad to encompass most of the timeframe established for SurveyLA. The end date may be extended over time.

Criteria: NR B; CR 2; Local 2

Eligibility Standards:

- Is associated with a person who made important contributions to industrial growth and development
    - Individual must be proven to have made an important contribution to industrial growth and development

Character-defining Features:

- Retains most of the essential physical features from the period of significance
- Directly associated with the productive life of the individual in the area of industrial growth and development
- Includes industrial pioneers, designers, and inventors whose work had a significant impact on industry
- May be associated with an individual important in ethnic/cultural or women's history

- May be a key individual in booster institutions (such as the Chamber of Commerce) whose efforts led to exceptional industrial growth
- For residential properties, the individual must have resided in the property during the period in which he or she achieved significance
- For the National Register, properties associated with individuals whose significant accomplishment date from the last 50 years must possess exceptional significance

Integrity Considerations:

- Should retain integrity of Location, Design, Association, and Feeling from the period of significance
- Some original materials may be altered or removed, particularly in cases where a property is not also evaluated for significance under Criterion C/3/3.
- Setting may have changed

Architecture and Engineering, 1850-1980

Context: Other Context, 1850-1980
Sub-context: No Sub-context
Theme: Design/Construction, 1850-1980
Property Type: Industrial

The industrial buildings should also be evaluated as examples of vernacular buildings developed in the Central City East neighborhood; however, this does not represent an identified sub-theme within the Architecture & Engineering context. Therefore, the Project site is evaluated for potential historic significance using established guidelines and integrity thresholds for evaluating similar examples of the style and type.

As noted above, SurveyLA identified the six-story (East and West Volumes) of the LACS Building on the North Site as historically significant. Additional research conducted for this report confirmed and clarified the site development and construction history of the six-story LACS Building. Based on this additional research, the SurveyLA finding is confirmed, as outlined below. Therefore, an analysis of its historic integrity and identification of character-defining features are included herein, in order to inform the analysis of potential impacts resulting from the Project.

SurveyLA did not identify any of the buildings on the South Site as historically significant. The Main Office, Astro Warehouse, and Central Warehouse were assigned the Status Code 7SQ by SurveyLA, which is defined as "individual property assessed for significance in accordance with SurveyLA but does not meet eligibility standards."[190] These buildings have been re-evaluated as part of this report, based on an observation of existing conditions, additional primary and secondary source research, a review of relevant historic contexts, and an analysis under the relevant eligibility criteria and integrity thresholds. As a result of this additional analysis, as discussed below, the SurveyLA finding is confirmed. The Main Office, Astro Warehouse, and Central Warehouse do not meet the eligibility criteria for listing in the National or California Registers, or as City HCMs.

The West Site is occupied by a surface parking lot; therefore, it is not evaluated as part of this report.

Historic Resources Evaluation: North Site

This report confirms SurveyLA's findings of eligibility for LACS Building (East and West Volumes). In 2016, SurveyLA found the LACS Building eligible for listing in the National Register, California Register, and for designation as a City HCM. The LACS Building was identified as significant as an "excellent example of an early 20th century cold storage warehouse in Downtown Los Angeles" that "played an important role in the distribution of agricultural goods and locally-sourced food products;" and for its architectural merit as an "excellent example of a vernacular industrial building designed by master architects Eisen and Wyman."191 Based on the significance statement in the SurveyLA finding, the post-World War II additions to the to the south and east façades of the LACS Building, and the 1985 North Wing do not contribute to the significance of the LACS Building. These additions were constructed outside of the period of significance for the cold storage warehouse property type; they do not contribute to the building's significant association with industrial growth in the early 20th century; and they do not contribute to the LACS Building's significance as an example of Industrial Vernacular architecture designed by master practitioners. Therefore, these later additions are not character-defining, and as identified in the SurveyLA finding, the only components of the LACS Building that contribute to its significance are the East (1903) and West (1907) Volumes.

<u>Criterion A/1/1 (association with events or patterns of development)</u>

During the first decade of the 20th century, the food industry in Los Angeles was revolutionized through the introduction of largescale ice production and cold storage facilities. In 1903, Los Angeles Ice and Cold Storage Company built the LACS Building, one of the first ice and cold storage warehouse facilities in the

[190] "California Historical Resource Status Codes and Additional SurveyLA Status Codes," *Historic Places Los Angeles,* https://historicplacesla.lacity.org/about_codes (accessed March 2, 2022).
[191] Although the City of Los Angeles has not developed a historic context for Vernacular architecture, this style is identified under the "Other" context in the Central City CPA survey.

City, expanding it in 1907. The cold storage facility was strategically built on the corner of E. 4th Street and S. Central Avenue, adjacent to the Santa Fe rail line. With its location and services, the LACS Building quickly came to serve as a critical link between the collection of perishable agricultural goods and their widespread distribution. As a nexus of ingoing and outgoing foodstuffs, the LACS Building played a significant role in the establishment and industrial growth of downtown Los Angeles in the early 20th century.

Moreover, the Los Angeles Cold Storage Company, which has owned the facility since its construction, has served as an early and long-established industry leader. Although it went through numerous mergers over the last 120 years, the Los Angeles Cold Storage Company remains the earliest extant and longest serving cold storage facility in the City. A majority of other early cold storage facilities have been demolished or extensively altered. The LACS Building is therefore a rare property type that uniquely reflects the early expansion of the industrial heart of downtown Los Angeles.

The LACS Building meets the eligibility standards established by SurveyLA for the evaluation of industrial properties, including specific standards for cold storage facilities. The East and West Volumes of the LACS Building were constructed during the period of significance for the cold storage warehouse property type. The LACS Building represents an early and influential example of the type that served as a key link in the distribution of goods; and it is an excellent example of the property type. Further, it is eligible under the Industrial Identity theme for its association with the Los Angeles Cold Storage Company, which played a pivotal role in the City's industrial development in the early 20th century.

The LACS Building thereby had an important impact on local, state, and national history, and therefore meets the established eligibility standards for listing in the National Register, the California Register, and as a City HCM under Criterion A/1/1.

Criterion B/2/2 (association with an important person)

The SurveyLA HCS includes an "Industrial Giants" theme for evaluating properties that may be significant for their association with persons who are proven to have made important contributions to industrial growth and development in Los Angeles. No documentation was found to suggest that the property is associated with a particular individual who could be considered significant under the Industrial Giants theme. The LACS Building is not associated with an individual person. The building's association with a specific industry is appropriately evaluated under Criterion A, above, for potential significance in the context of industrial growth and development in Los Angeles.

Therefore, the LACS Building is not eligible for listing in the National Register, the California Register, or as a City HCM under Criterion B/2/2.

Criterion C/3/3 (architectural merit or work of a master)

The LACS Building is an excellent example of Industrial Vernacular architecture with Neoclassical details designed and constructed by master professionals; it is one of the earliest and most prominent examples of a reinforced concrete warehouse in the City. It was constructed in two phases: the East Volume, completed in 1903, was designed by master architects Theodore Eisen and George Wyman (Eisen & Wyman); the West Volume, completed in 1907, was designed by George Wyman and constructed by builder Carl Leonardt, a recognized expert in reinforced concrete construction.

The LACS Building combines the utilitarian features required for a functioning cold storage facility with characteristics of Neoclassical architecture, turning an otherwise vernacular building type into an architectural and engineering statement to convey the prominence and significance of the cold storage industry in early 20th century Los Angeles. The building façades are articulated in the Classical manner into a base, middle or "shaft," and top or "capital." The base of the building is formed by the first story, which is articulated by piers. A continuous stringcourse separates the first story from the upper stories. The second through fifth stories form the "shaft" of the building, with blind windows set on each story in alternating bays. The fifth story has round arched blind windows with sills. The central bays on each façade extend from the second to fifth stories and are recessed and articulated by piers. The sixth, uppermost story forms the "capital" of the building with a modified entablature consisting of a stringcourse, frieze with oculus windows, and projecting cornice. The capital is supported by a series of corbel tables in each recessed bay. Above the cornice is a parapet with blind balustrade and metal guardrail. Furthermore, the 1907 West Volume was groundbreaking for its early use of reinforced concrete. As such, the building possesses a distinctive early construction material and method that sets it apart from other similar industrial buildings of the era.

The LACS Building is a significant early illustration of the trend for local industries to engage prominent architects to design new facilities as a show of increasing prosperity. The East and West Volumes of the LACS Building were collectively the work of Theodore Eisen, George Wyman, and Carl Leonardt. Theodore Eisen was a prolific architect who worked on some of the most recognizably groundbreaking buildings of his generation, such as the Charles Lummis House and the Doheny Mansion, and partnered with other notable architects such as Sumner P. Hunt. George Wyman similarly changed the field of architecture with his work, including the world-famous Bradbury Building located in downtown Los Angeles. Wyman was also one of the earliest architects to adopt reinforced concrete not only in Los Angeles, but in the country, alongside the likes of Charles F. Whittlesey and Harrison Albright. Finally, Carl Leonardt was the first builder to introduce reinforced concrete construction to Los Angeles, revolutionizing construction in the City. Leonardt was responsible for the majority of early reinforced concrete construction in Los Angeles and championed its fireproof qualities and ability to withstand earthquakes. Because of their individual contributions to the field of architecture and construction, Eisen, Wyman, and Leonardt can all be considered master professionals.

The LACS Building meets the eligibility standards for designation as an excellent example of its style and type; as an early example of reinforced concrete construction; and as the work of several master professionals of consummate skill. Therefore, the LACS Building is eligible for listing in the National Register, the California Register, and for designation as a City HCM under Criterion C/3/3.

Character-Defining Features

The LACS Building is eligible for listing under Criterion A/1/1 and C/3/3. The period of significance is 1903-1907, reflecting the two phases of original construction and association with early 20th century industrial development in Los Angeles. The East and West Volumes collectively comprise the initial construction of the building; additions from 1959-1985 do not contribute to building's significance and therefore there are no elements from those later additions that are considered character-defining. The exterior character-defining features of the East and West Volumes of the LACS Building include:

- Rectangular plan and simple massing
- Symmetrical arrangement and formal composition
- 6-story-plus-basement height
- Brick masonry construction and brick veneer (East Volume)
- Reinforced concrete construction (West Volume)
- Flat roof with parapet and blind balustrade
- Rounded exterior corners
- Bays framed by piers
- Arrangement of (blind and open) windows and loading docks
- Stringcourses, frieze, cornice, and decorative corbels
- Oculus windows

Integrity Analysis

As described above, in order for a property to be eligible for historic designation, it must be historically significant, *and* it must possess sufficient historic integrity to convey that significance. That is, an assessment of a property's historic integrity is predicated on an understanding of its significance. The National Park Service defines seven aspects of integrity: *location, setting, design, materials, workmanship, feeling,* and *association*. The LACS Building (composed of the East and West Volumes) has been identified as historically significant with a period of significance of 1903-1907; therefore, it is evaluated below against the seven aspects of historic integrity in order to confirm that it continues to convey its significance.

The LACS Building is evaluated below against the seven aspects of historic integrity.

***Location*:** The LACS Building remains on its original site at the corner of E. 4th Street and S. Central Avenue in downtown Los Angeles and therefore retains integrity of *location*.

***Setting*:** At the time of its initial construction between 1903 and 1907, the LACS Building was one of the earliest ice and cold storage facilities in the original industrial core of downtown Los Angeles. The facility visually dominated the area, which was otherwise developed with one-story residential, industrial, and commercial buildings. Subsequent industrial development and later infill somewhat changed the setting over time, although the area remains largely industrial in character. The building therefore retains integrity of *setting*.

***Design*:** The LACS Building has undergone some alterations in the last 120 years. This includes minor additions to the south and east façades constructed in 1959, 1965, and 1967, and the construction of the North Wing in 1985. However, because of the size and scale of the original portions of the building, these alterations do not substantially compromise the original design of the building. The later portions are additive and not reductive in nature, and therefore the LACS Building overall retains the significant character-defining features of the East and West Volumes as originally designed in 1903 and 1907. It retains those original design features that convey its significance as an Industrial Vernacular building with Neoclassical details, including the original composition with multiple bays; the articulation of the façade into a base, middle or "shaft," and top or "capital;" decorative details including the stringcourse, blind windows, and piers; modified entablature consisting of stringcourse, frieze with oculus windows, and projecting cornice; and parapet with blind balustrade. Further, it retains the essential character-defining

features of the cold storage warehouse property type, including its six-story height, frontage on a wide street for efficient truck circulation, and dummy windows. The LACS Building therefore retains integrity of *design*.

***Materials*:** Although there have been alterations to the LACS Building over time, these alterations were additive in nature, and did not remove, destroy, or obscure significant historic materials. The LACS Building is an industrial building and therefore was not built with a wide variety of historic materials. However, it retains those materials that date to its original 1903/1907 construction, including brick masonry, reinforced concrete, and glass and metal. The building therefore retains integrity of *materials*.

Workmanship: The LACS Building retains the physical evidence of early 20th century construction techniques. This includes brick masonry, and Neoclassical decorative features. The building was a pioneering example of reinforced concrete construction, and it is one of the earliest extant reinforced concrete buildings in the City of Los Angeles. The building therefore retains integrity of *workmanship*.

***Feeling*:** The LACS Building retains integrity of *location, design, setting, materials*, and *workmanship*. It therefore retains the significant physical features that convey its character and express the aesthetic and historic sense of an early 20th century cold storage facility in the industrial core of Los Angeles. The building therefore retains integrity of *feeling*.

***Association*:** The LACS Building retains integrity of *location, design, setting, materials, workmanship*, and *feeling*. It thus retains the essential physical features that make up its character as one of the earliest extant cold storage facilities in the City associated with early industrial development in downtown LA in the early 20th century. The building therefore retains integrity of *association*.

Historic Resources Evaluation: South Site

The Central Warehouse, Main Office, and Astro Warehouse are located on the South Site. These buildings are physically connected, occupy a single parcel, and are owned by the same entity. This re-evaluation confirms the SurveyLA finding that the buildings on the South Site are not eligible for historic designation.

Criterion A/1/1 (association with events or patterns of development)

The Central Warehouse, Main Office, and Astro Warehouse were not identified as significant under the industrial development theme in SurveyLA. The Central City CPA survey report notes an ongoing pattern of industrial development in the area from the late 19th through late 20th centuries. Therefore, the construction of the Central Warehouse in 1956 and Main Office and Astro Warehouse in 1969 merely represent the ongoing industrial development in the area after World War II. The construction of the buildings on the South Site does not reflect an early or important development pattern; the buildings were not catalysts for industrial development in downtown Los Angeles; and they do not represent an important association with a historic trend. Further, their construction post-dates the period of significance for cold storage facilities, which ends in 1945. Their construction does not meet eligibility criteria for designation for representing an important industrial development pattern; instead, they reflect the postwar expansion of development patterns and industrial uses that were originally established at the turn of the 20th century.

The Los Angeles Cold Storage Company has occupied the buildings since the time of their construction. The company played a significant role in the industrial growth and development of early 20th century Los

Angeles. However, the buildings on the South Site serve ancillary functions to the LACS Building, which was originally constructed in 1903/1907. The LACS Building was the first building constructed in the area for the Los Angeles Cold Storage Company, establishing a prominent presence in the early 20th century and representing an important association with early industrial growth. The buildings on the South Site are not significant for this association; they represent the continued expansion of the company to meet changing needs over the course of the century.

Therefore, the Central Warehouse, Main Office, and Astro Warehouse on the South Site did not have an important impact on local, state, or national history, and therefore are not eligible for listing in the National Register, the California Register, or as City HCMs under Criterion A/1/1.

Criterion B/2/2 (association with an important person)

The SurveyLA HCS includes an "Industrial Giants" theme for evaluating properties that may be significant for their association with persons who are proven to have made important contributions to industrial growth and development in Los Angeles. No documentation was found to suggest that the property is associated with a particular individual who could be considered significant under the Industrial Giants theme. The buildings located on the South Site are not associated with an individual person. The buildings' association with a specific industry is appropriately evaluated under Criterion A, above, for potential significance in the context of industrial growth and development in Los Angeles, and for their association with the Los Angeles Cold Storage Company.

Therefore, the buildings on the South Site are not eligible for listing in the National Register, the California Register, or as City of Los Angeles HCMs under Criterion B/2/2.

Criterion C/3/3 (architectural merit or work of a master)

None of the buildings on the South Site were identified in SurveyLA as excellent examples of a style or type. The buildings are Industrial Vernacular in design; they do not represent distinctive design details or composition; and they are similar to multitudes of other simple Industrial Vernacular buildings constructed in Los Angeles in the 1950s and 1960s. The buildings do not possess sufficient distinctive characteristics to set them apart from many other similar industrial buildings of the era. In addition, all three buildings have undergone substantial alterations over time, including the replacement of windows, the addition or alteration of window and door openings, and a second story addition to the Central Warehouse.

The industrial buildings on the South Site were designed by Vincent Palmer (Central Warehouse); G. O. Gartz (Main Office); and McLean & Schultz (Astro Warehouse). No scholarship was found pertaining to these architects' significance in Southern California, and they are not generally well-known in the field of architecture. A review of available information indicates that none of the practitioners associated with the South Site had a signature style or were associated with a particular property type, but rather designed a number of modest properties across Southern California.

Therefore, the buildings on the South Site are not excellent or rare examples of their style or type, nor are they the work of a master architect, builder, or craftsman of consummate skill. Therefore, the buildings on the South Site are not eligible for listing in the National Register, the California Register, or as City HCMs under Criterion C/3/3.

Summary of Findings

The industrial buildings on the Project Site were re-evaluated in this report using relevant themes in the SurveyLA HCS, according to eligibility criteria and integrity thresholds for listing in the National Register, the California Register, and as City HCMs. Based on this analysis, this report confirms that the Central Warehouse, Main Office, and Astro Warehouse on the South Site are ineligible for designation at the federal, state, or local levels. This study also confirms the SurveyLA finding that the six-story LACS Building on the North Site is eligible for designation at the federal, state, and local levels. As such, it is considered a historical resource as defined by CEQA in this report. Contributing components to the LACS Building are limited to the East Volume (1903) and West Volume (1907). The 1959-1967 alterations and the North Wing, constructed in 1985, were completed outside of the period of significance for the cold storage property type; they do not reflect an early 20th century industrial development pattern; and they are not significant architecturally. Therefore, these later additions to the North Site do not contribute to the significance of the LACS Building.

11.0 IDENTIFICATION OF HISTORICAL RESOURCES IN THE PROJECT VICINITY

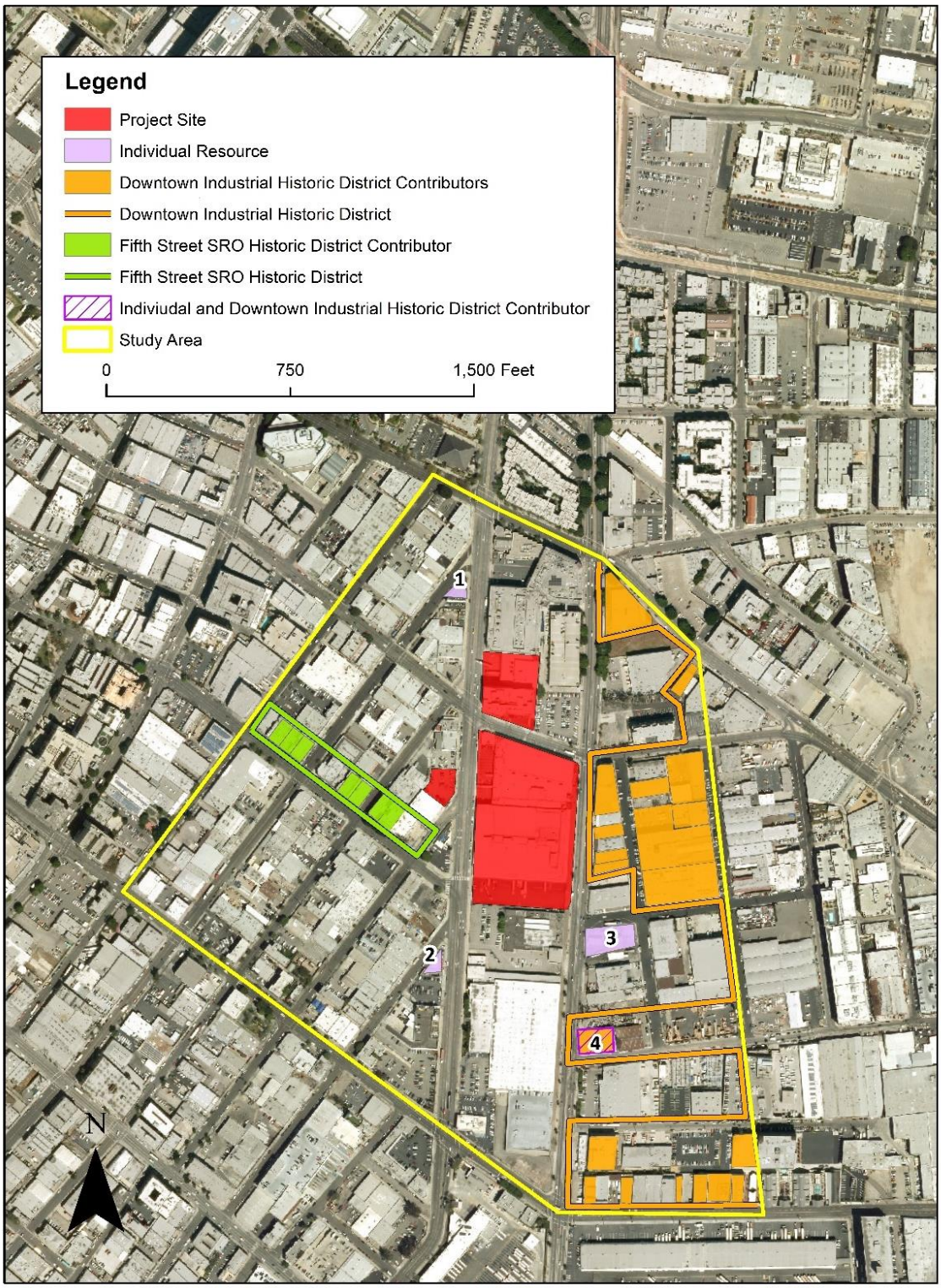
The Project Site is located within the Central City East neighborhood of the Central City CPA of the City of Los Angeles. The Central City East neighborhood is generally located to the east of the Historic Core and to the south of Little Tokyo. It is situated to the west of the Central City North CPA, which is similarly industrial in nature; Alameda Street serves as the boundary between the two CPAs. The Central City East neighborhood spans a diverse area that encompasses Skid Row, the Toy District, and adjacent industrial zones, and contains a combination of industrial and institutional uses. The Central City East neighborhood served as part of the industrial core of the City of Los Angeles beginning in the late 19th and early 20th centuries.

Due to the location of the Project Site in the original industrial center of the City, there are a number of designated and previously identified historical resources in the Project vicinity. For purposes of this report, a Study Area of historical resources in the vicinity of the Project Site has been identified, which includes properties in the Central City East neighborhood of the Central City CPA, and properties in the adjacent Central City North CPA. The area surrounding the Project Site developed over time, and as such represents multiple periods of development, contains a variety of building types, and does not have a unified character. The Study Area includes those historical resources in proximity to the Project Site that have a reasonable potential to be impacted by the Project, either through direct impacts as a result of construction activity, or indirectly due to changes in the setting. Historical resources directly adjacent to the Project Site are more likely to be adversely impacted by the Project, specifically by alteration to the immediate setting of the resources in the vicinity, or by construction activities that have the potential to de-stabilize adjacent properties. Historical resources that are physically separated from the Project Site by other buildings or streets, or by additional distance, are less likely to be adversely impacted due to this spatial separation.

Historical resources in the Study Area include four (4) potential individual historical resources and two (2) potential historic districts identified by SurveyLA. Because these individual properties and potential historic districts were identified as potentially eligible by a historic resources survey that meets the requirements of PRC Section 5024.1(g), they are considered historical resources as defined by CEQA.

The Study Area is shown in the map in Figure 9, followed by the survey data for both the potential individual historical resources and the two potential historic districts.

FIGURE 9: HISTORICAL RESOURCES IN THE STUDY AREA

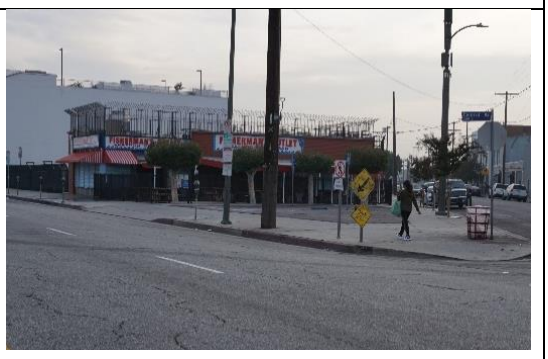


Sources: ESRI, USGS; 2022

Individual Historical Resources in the Study Area

There are four (4) properties that were identified as potentially individually eligible by SurveyLA in the Study Area. These properties are therefore considered historical resources as defined by CEQA for purposes of this report. They are shown in the map in Figure 9 (above) and listed in Table 2. The numbers on the map correspond to the table. Note that one of the potential individually eligible historical resources (#4) is also a contributor to the potential Downtown Industrial Historic District.

TABLE 2. INDIVIDUAL HISTORICAL RESOURCES IN THE STUDY AREA[192]

Map No.	Address	Resource Name	Date	SurveyLA Eligibility Statement and Status Codes	Photograph
1	333 S. Central Avenue	Produce Exchange Building	1905	Excellent and rare example of an early 20th century produce brokerage building in Downtown Los Angeles; one of few intact examples of the property type in the area. This building was constructed for the Los Angeles Produce Exchange, which played an important role in facilitating the distribution of locally grown produce. It is not clear how long the building was used as a produce brokerage; more research is needed to determine the period of significance. Status Code: 3S; 3CS; 5S3	
2	529 S. Central Avenue	Fisherman's Outlet	1962	Significant as a long-term location of a business important to the commercial identity of Downtown Los Angeles. Fisherman's Outlet is a restaurant that has been in continuous operation at this location since 1962. The property appears to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility. Status Code: 5S3	

[192] All properties identified in the table were identified as potential historical resources by SurveyLA. Eligibility Statements and Status Codes are taken directly from the SurveyLA findings. 3S is defined as "appears eligible for National Register as an individual property through survey evaluation;" 3CS is defined as "appears eligible for California Register as an individual property through survey evaluation;" and 5S3 is defined as "appears to be individually eligible for local listing or designation through survey evaluation."

Map No.	Address	Resource Name	Date	SurveyLA Eligibility Statement and Status Codes	Photograph
3	500 S. Alameda Street	Valero Gas Station	1949	Rare example of a 1940s service station in Los Angeles' primary industrial district; one of few examples remaining from this period. The service station features large vehicular bays, presumably to accommodate trucks from the adjacent industrial area. Status Code: 3S; 3CS; 5S3	
4	542 S. Alameda Street	Southern California Gas Co., Stationery & Printing Dept	1930	Excellent example of a 1930 daylight factory building in Los Angeles' primary industrial district. Daylight factories were designed to maximize the amount of light reaching the interior of the building; they are characterized by bays of large industrial sash windows, skylights, or other roof forms that bring in additional light. Status Code: 3S; 3CS; 5S3	

Potential Historic Districts in the Study Area

SurveyLA identified two potential historic districts that are located wholly or partially in the Study Area: the Fifth Street SRO Hotel Historic District, and the Downtown Los Angeles Industrial Historic District. The potential Fifth Street SRO Hotel Historic District is located to the south of the West Site. The potential Downtown Los Angeles Industrial Historic District is located to the east of the North and South Sites, across S. Alameda Street.

Fifth Street SRO Hotel Historic District[193]

Significance Statement

The potential Fifth Street SRO Hotel Historic District was found eligible for listing at the federal, state, and local levels as part of SurveyLA's Central City Survey. According to the *Central City CPA Historic Resources Survey Report,* the potential historic district contains an excellent concentration of early 20th century SRO hotels in Downtown Los Angeles. SRO hotels were an important multi-family housing type in this area of the City and provided low-cost accommodations to transient laborers, many of whom were employed by the railroad companies whose terminals and facilities were located nearby. Hundreds of these hotels were located in the vicinity of what is now known as Skid Row because of its proximity to the rail lines, with a particular concentration along Fifth Street. After World War II, SRO hotels fell into disrepair as the Central City East area became a focal point of homelessness and destitution. Many were demolished in the 1960s and 1970s, as they did not meet the fire and safety codes and owners found it easier and cheaper to demolish the buildings rather than invest in their rehabilitation. Those that remain have largely been acquired by housing and social service agencies and have been rehabilitated into temporary and transitional housing for at-risk individuals. The period of significance has been identified as 1906-1922.

District Description

The district is small in size and rectangular in shape. It includes parcels on the north side of Fifth Street between Gladys Avenue on the east and Crocker Street on the west. Within the district are 10 properties, of which 7 (70%) contribute to its significance. The district is composed primarily of SRO hotels that were constructed between 1906 and 1922, but also includes an office building that was constructed in 1922 and two examples of infill development that date to the postwar period. Buildings occupy rectangular parcels, are flush with the street, and rise between three and seven stories in height. Most are modest and architecturally vernacular, though some exhibit some subtle references to the Beaux Arts and Italianate styles. Common architectural features include brick and masonry exteriors, flat roofs, symmetrical façades, simple cornices and dentil moldings, and articulated belt courses. Some buildings also feature fire escapes. Common alterations include storefront modifications, the alteration or removal of parapets, and the replacement of original windows and doors. This stretch of Fifth Street adheres to the skewed rectilinear street grid on which most of Downtown Los Angeles is oriented. Streetscape features are limited and consist of concrete sidewalks that are intermittently planted with sycamore and ficus trees.

[193] History of Fifth Street SRO Hotel Historic District excerpted and adapted from City of Los Angeles, Department of City Planning, Office of Historic Resources, *Central City Community Plan Area, Historic Resources Survey Report*, prepared by Architectural Resources Group, September 2016.

A map identifying the contributors to the potential Fifth Street SRO Historic District is shown in Figure 10; the contributors are listed in Table 3.

FIGURE 10: POTENTIAL FIFTH STREET SRO HOTEL HISTORIC DISTRICT

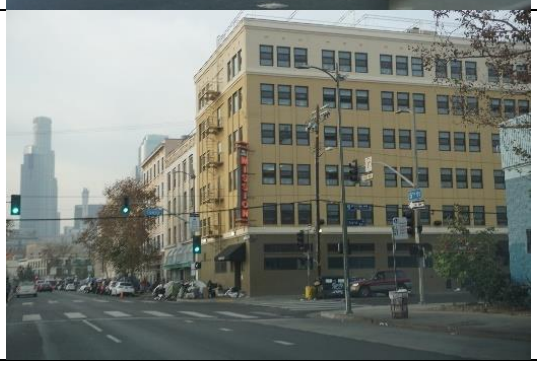


Sources: ESRI, USGS; 2022

TABLE 3. CONTRIBUTORS TO THE POTENTIAL FIFTH STREET SRO HOTEL HISTORIC DISTRICT[194]

Map No.	Address	Resource Name	Date	Status Code	Photograph
1	611 E. 5th Street	Hoover Hotel	1914	3D; 3CD; 5D3	
2	617 E. 5th Street	Crescent Hotel	1911	3D; 3CD; 5D3	
3	713 E. 5th Street	Edwards Hotel	1924	3D; 3CD; 5D3	

[194] All properties listed in the table were identified as contributors to the potential Fifth Street SRO Hotel Historic District by SurveyLA. The Status Codes for each are taken directly from the SurveyLA findings. 3D is defined as "appears eligible for National Register as a contributor to a National Register eligible district through survey evaluation;" 3CD is defined as "appears eligible for California Register as a contributor to a California Register eligible district through survey evaluation;" and 5D3 is defined as "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation."

Map No.	Address	Resource Name	Date	Status Code	Photograph
4	719 E. 5th Street	Ruth Hotel	1906	3D; 3CD; 5D3	
5	803 E. 5th Street	N/A	1911	3D; 3CD; 5D3	
6	811 E. 5th Street	Morris Hotel	1915	3D; 3CD; 5D3	
7	445 S. Towne Avenue	Towne Hotel	1926	3D; 3CD; 5D3	

Downtown Los Angeles Industrial Historic District[195]

Significance Statement

The potential Downtown Los Angeles Industrial Historic District was found eligible for listing at the federal, state, and local levels as part of SurveyLA's Central City North Survey. According to the *Central City North CPA Historic Resources Survey Report*, the potential historic district is significant for its role in the industrial development of Los Angeles; this area served as the City's primary industrial district from the late-19th century through World War II. The district's period of significance is 1900 to 1940, when most of the original buildings in the district were constructed.

In the early decades of the 20th century, many of the district's industrial buildings were one of two types: manufacturing or processing facilities, and warehouses. Many of the area's industrial buildings were constructed directly on a rail spur; these buildings often display curved façades that follow the tracks, with docks and large bay doors set several feet above the ground (to the height of a boxcar), to facilitate the loading and unloading of goods. Warehouses were built either as general storage facilities (with space that could be rented by a variety of companies or operators) or were purpose-built facilities associated with a particular company.

As local industries continued to establish themselves, processing and manufacturing operations within the district continued to expand. Two industries in particular flourished during this period: ice and cold storage, and food processing and packaging. Cold storage emerged in response to the demand for fresh products in urban areas and provided a critical link between agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and food processors. Construction of cold storage warehouses was initially integrally linked with that of ice-making plants, with both frequently located within the same facility. Several cold storage operations opened within the district, including a separate facility owned by the Los Angeles Ice & Cold Storage Co. (1905, now Rancho Cold Storage); the Union Ice Co. (1907, now Union Central Cold Storage); and the Merchants' Ice Co. (1910).

Food processing industries represented some of the earliest industrial development in Los Angeles and exploded in operation during the 1910s and 1920s as companies began to more fully embrace mechanization in order to meet the demands of new chain stores. Food processing eventually became one of the dominant industries within the district. In addition to processing operations, manufacturing facilities expanded as well, with many companies constructing daylight factories to increase productivity. At a time when electricity was expensive and not always reliable, daylight factories were designed to maximize the amount of light reaching the interior of the building; they are characterized by bays of large industrial sash windows, skylights, or other roof forms that bring in additional light. A number of daylight factories were constructed within the district.

By the 1920s, the area now comprising the potential historic district was fully established as an industrial hub. This was aided in part by the pattern of development occurring outside the central City. As the City of Los Angeles continued to annex existing communities as well as available land in the San Fernando Valley, zoning was amended to eliminate residential housing in the downtown area. By 1922, the City had

[195] History of Downtown Los Angeles Industrial Historic District excerpted and adapted from City of Los Angeles, Department of City Planning, Office of Historic Resources, *Central City North Community Plan Area, Historic Resources Survey Report*, Prepared by Historic Resources Group, September 2016.

officially re-zoned the downtown area to accommodate the construction of more offices, retail, and manufacturing facilities. By the 1950s, the area was home to automotive manufacturing, trucking and transport, furniture manufacturing and storage, paint and chemical manufacturing, and paper and plastic production; as well as historically dominant industries such as food processing and lumber and woodworking operations. While industries evolved over time, the district maintained its character as an industrial center, with one processing or manufacturing operations simply replacing another. Over the course of the 20th century a single manufacturing facility might house the production of everything from dog food to pie.

Due to the inherent flexibility of their design, industrial buildings are often subject to a greater degree of modification over time. However, the district as a whole retains its distinctive character as an early-20th century industrial center. The industrial buildings, along with the district's other features (including its location, interior circulation pattern, industrial use, absence of landscaping, and evidence of former rail lines) all contribute to a strong sense of time and place. The potential Downtown Los Angeles Industrial Historic District is a singular resource which continues to convey its historic significance, telling the story of early industrial development in Los Angeles.

District Description

The potential Downtown Los Angeles Industrial Historic District is an industrial area situated between the Alameda Street corridor and the Los Angeles River, just east of downtown Los Angeles. The district occupies flat terrain generally bounded by E. 1st Street on the north, Santa Fe Avenue and Mateo Street on the east, E. 7th Street on the south, and S. Alameda Street on the west. Interior streets are arranged in a generally orthogonal grid, with 4th Street traversing the district diagonally from the northwest to the southeast. Development in the district is almost exclusively industrial in nature, with a handful of commercial and institutional uses. Properties within the district vary widely in size, from modest industrial buildings to massive warehouses spanning full City blocks. Original buildings were constructed primarily from 1900 to 1940 and are predominantly vernacular or utilitarian in design. Today, these early buildings share the block with more recent construction. The district contains 196 individual buildings. Of these, 104 have been evaluated as district contributors, or approximately 53 percent; 92 properties have been evaluated as non-contributors due to alterations or construction outside the period of significance. Additional distinguishing features of the district include its location in relation to the Alameda Street industrial corridor and the Los Angeles River; the interior circulation pattern (including streets, alleys, and rail spur rights-of-way); the nearly exclusive industrial use; extensive surface parking areas, often designed to accommodate large trucks; the absence of sidewalks and street lighting in some areas; the absence of landscaping throughout the district; evidence of former rail lines (such as remnant tracks, and a rail stop); and remnant granite infrastructure (including curbs, swales, and rail beds).

A map identifying the contributors to the potential Downtown Los Angeles Industrial Historic District that are located within the Study Area is shown in Figure 11; the contributors within the Study Area are listed in Table 4.

FIGURE 11: CONTRIBUTORS TO THE POTENTIAL DOWNTOWN LOS ANGELES INDUSTRIAL HISTORIC DISTRICT IN THE STUDY AREA

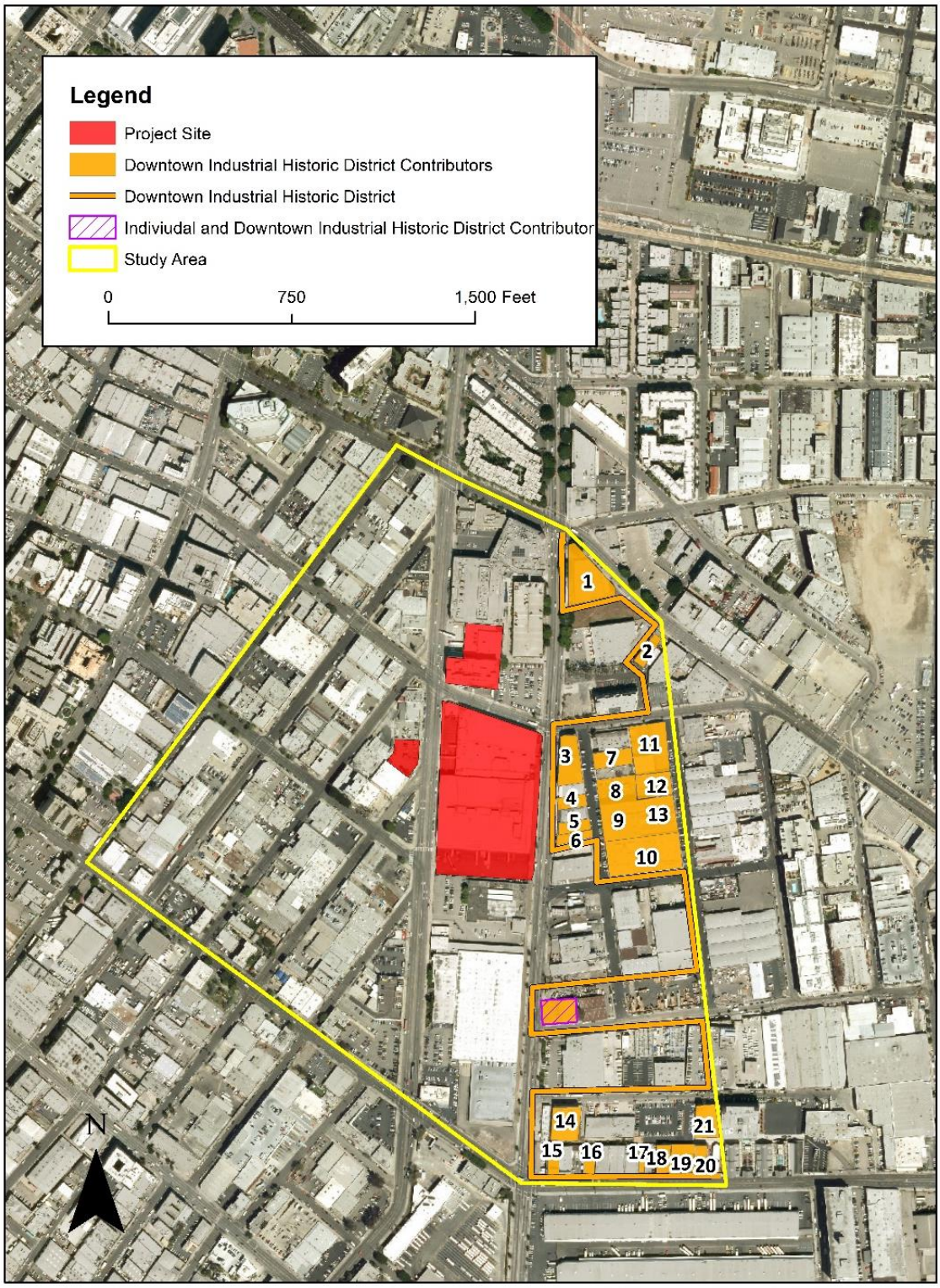
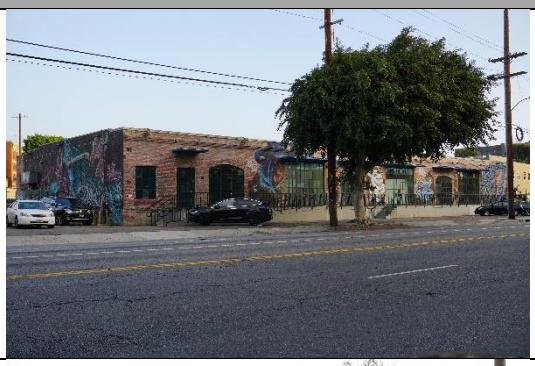
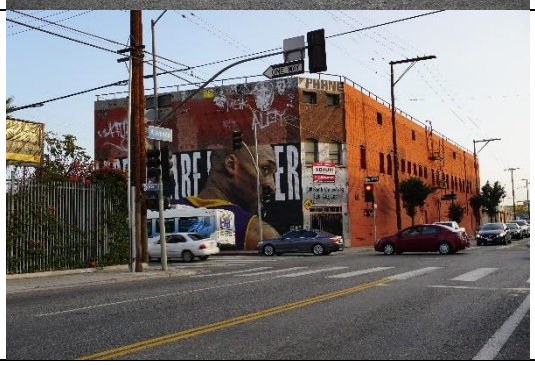
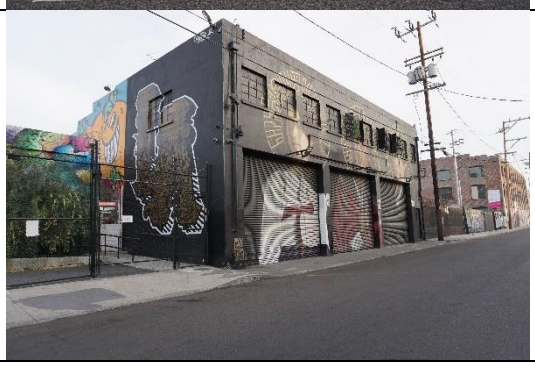
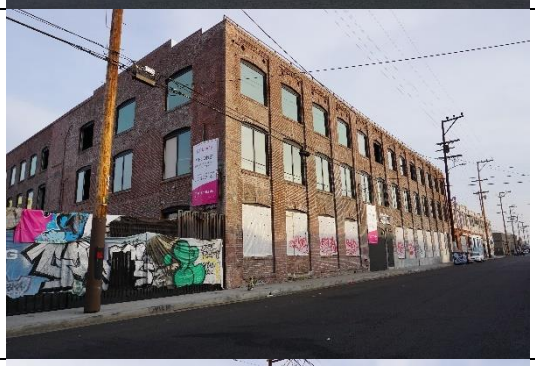
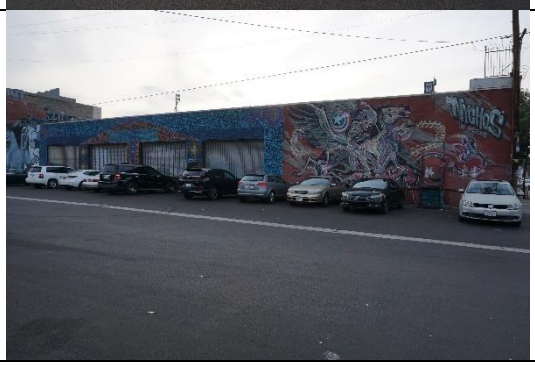


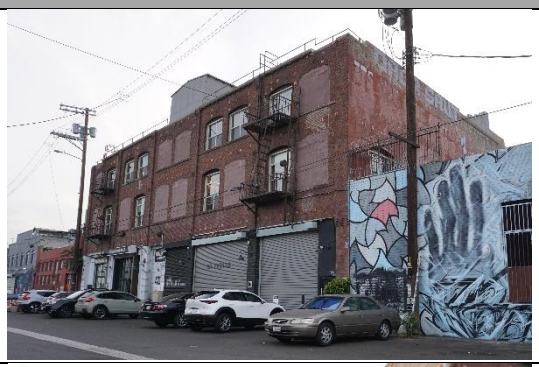
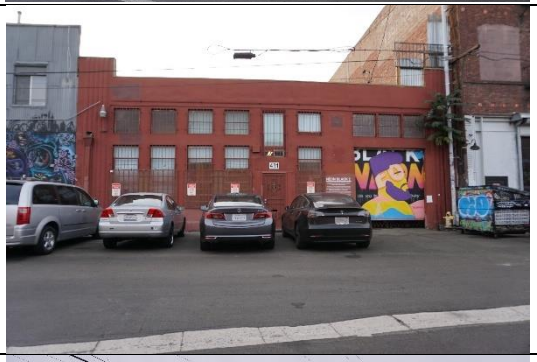
TABLE 4. CONTRIBUTORS TO THE POTENTIAL DOWNTOWN LOS ANGELES INDUSTRIAL HISTORIC DISTRICT IN THE STUDY AREA[196]

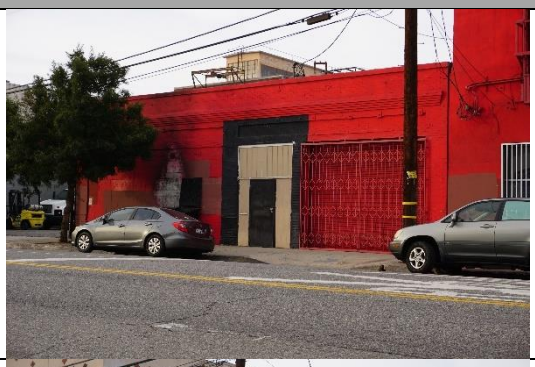
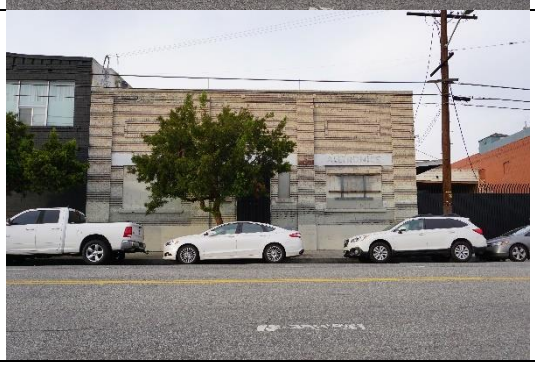
Map No.	Address	Resource Name	Date	Status Code	Photograph
1	312 S. Alameda Street	N/A	1930	3D; 3CD; 5D3	
2	800 E. 4th Place	N/A	1930	3D; 3CD; 5D3	
3	400 S. Alameda Street	N/A	1908	3D; 3CD; 5D3	

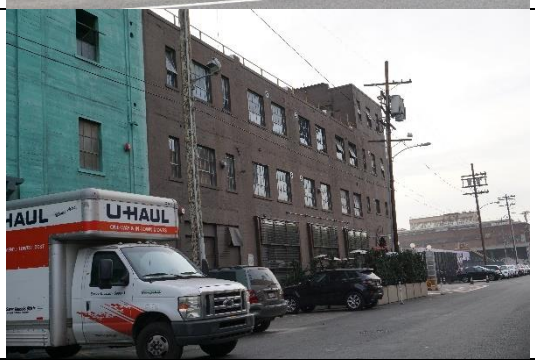
[196] All properties listed in the table were identified as contributors to the potential Downtown Los Angeles Industrial Historic District by SurveyLA. The Status Codes for each are taken directly from the SurveyLA findings. 3D is defined as "appears eligible for National Register as a contributor to a National Register eligible district through survey evaluation;" 3CD is defined as "appears eligible for California Register as a contributor to a California Register eligible district through survey evaluation;" and 5D3 is defined as "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation."

Map No.	Address	Resource Name	Date	Status Code	Photograph
4	426 S. Alameda Street	N/A	1921	3D; 3CD; 5D3	
5	436 S. Alameda Street	N/A	1940	3D; 3CD; 5D3	
6	440 S. Alameda Street	N/A	1921	3D; 3CD; 5D3	
7	412 S. Seaton Street	N/A	1940	3D; 3CD; 5D3	

Map No.	Address	Resource Name	Date	Status Code	Photograph
8	426 S. Seaton Street	N/A	1925	3D; 3CD; 5D3	
9	440 S. Seaton Street	N/A	1920	3D; 3CD; 5D3	
10	1101 E. 5th Street	N/A	1915	3D; 3CD; 5D3	
11	407 S. Colyton Street	N/A	1932	3D; 3CD; 5D3	

Map No.	Address	Resource Name	Date	Status Code	Photograph
12	421 S. Colyton Street	N/A	1909	3D; 3CD; 5D3	
13	431 S. Colyton Street	N/A	1925	3D; 3CD; 5D3	
14	1206 E. Factory Place	Department of Water and Power Distributing Station No. 37	1923	3D; 3CD; 5D3	
15	1209 E. 6th Street	Las Americas Hotel	1912	3D; 3CD; 5D3	

Map No.	Address	Resource Name	Date	Status Code	Photograph
16	1235 E. 6th Street	Blann Lumber Co.	1901	3D; 3CD; 5D3	
17	1269 E. 6th Street	N/A	1906	3D; 3CD; 5D3	
18	1275 E. 6th Street	N/A	1911	3D; 3CD; 5D3	
19	1281 E. 6th Street	N/A	1922	3D; 3CD; 5D3	

Map No.	Address	Resource Name	Date	Status Code	Photograph
20	1291 E. 6th Street	N/A	1923	3D; 3CD; 5D3	
21	1300 E. Factory Place	Stationer's Corporation	1926	3D; 3CD; 5D3	

Significance Threshold

A significant effect on the environment as defined by CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired."[197] According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

B. Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g) Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

According to CEQA Guidelines Section 15064(d)(1-3), in evaluating the significance of the potential environmental effect of a project on historical resources, both direct physical changes to the environment and reasonably foreseeable indirect physical changes are considered:

1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project.

2) An indirect physical change in the environment is a physical change in the environment, which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment.

3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable.[198]

As applied to the evaluation of potential impacts to historical resources, direct impacts are those that occur during construction and would include the demolition, material alteration, relocation, or conversion of a historical resource and/or its important character-defining features. Direct impacts may also involve potential damage related to adjacent underground excavation and general construction activities that could undermine the stability of a historical resource. Indirect impacts may involve alteration to the surroundings of a historical resource that could remove part or all of the associated setting of an historical

[197] CEQA Guidelines, Section 15064.5(b)(1).
[198] CEQA Guidelines, Section 15064(d)(1-3).

resource, remove character-defining features or spaces surrounding the historical resource, or substantially impair or obscure the ability of the resource to convey its historical significance.

Potential impacts are considered both for historical resources on the Project Site, and the previously identified historical resources located in the Study Area. The Project application materials, plans, elevation drawings, and renderings were used to analyze potential impacts to historical resources.

Potential Impacts to Historical Resources on the Project Site

The Project Site is currently operated by the Los Angeles Cold Storage Company and is developed with cold storage warehouse buildings and associated offices located on the North Site and the South Site; and a surface parking lot on the West Site.

The North Site is occupied by the LACS Building, which was identified as individually eligible for historic designation by SurveyLA; the survey finding was confirmed through additional research conducted for this report.[199] Contributing components to the significance of the LACS Building are limited to the East Volume (constructed in 1903) and the West Volume (constructed in 1907).[200] The LACS Building is considered a historical resource as defined by CEQA for purposes of this report, and potential impacts are evaluated below.

The West Site is improved with a surface parking lot; the South Site includes the Central Warehouse, Main Office, and Astro Warehouse. This report confirms the SurveyLA finding that the buildings on the South Site are not eligible for historic designation and therefore are not considered historical resources as defined by CEQA.[201] Because there are no historical resources located on the West Site or the South Site, there would be no potential impacts to historical resources on those portions of the Project Site as a result of the Project.

Potential impacts to historical resources on the Project Site are summarized in Table 5.

[199] SurveyLA assigned California Historical Resources Status Codes 3S, 3CS, and 5S3 for the building. These Status Codes identify the building as appearing eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and for local listing as a City of Los Angeles Historic-Cultural Monument (HCM) through survey evaluation.
[200] The North Wing (constructed in 1985) and the smaller additions along the south and east façades from 1959, 1965, and 1967 do not contribute to the significance of the LACS Building.
[201] SurveyLA assigned the Status Code of 7SQ for the buildings on the South Site, including the Main Office, Astro Warehouse, and Central Warehouse. This Status Code is defined as "individual property assessed for significance in accordance with SurveyLA but does not meet eligibility standards."

TABLE 5. SUMMARY OF POTENTIAL IMPACTS TO HISTORICAL RESOURCES ON THE PROJECT SITE

NAME	APN	STATUS CODE	IMPACT TO HISTORICAL RESOURCE?	TYPE	SIGNIFICANT	LESS THAN SIGNIFICANT
North Site						
LACS Building (East and West Volumes)	5147-001-007	3S; 3CS; 5S3	Yes	Direct Indirect Cumulative[202]	X X X	
LACS Building North Wing	5147-001-007	Non-contributing element of LACS Building	No			
South Site						
Main Office	5147-013-016	7SQ	No			
Astro Warehouse	5147-013-016	7SQ	No			
Central Warehouse	5147-013-016	7SQ	No			
West Site						
Parking Lot	5147-012-015; 5147-011-015, -016, -017	N/A	N/A			

[202] Cumulative impacts discussed below.

Potential Direct Impacts to the LACS Building

The Project would redevelop the Project Site for a new mixed-use development. For purposes of this report's CEQA impact determination, it is presumed that all the existing buildings on the Project Site, including the East and West Volumes of the LACS Building, would be demolished as part of the Project. The Project would retain the West Volume of the LACS Building if it is confirmed through additional testing conducted by a qualified structural engineer once the building is no longer in use as a cold storage facility that it would be structurally sound, and the historical features would remain intact following the thawing process. Following the decommissioning of the LACS Building as a cold storage facility, it would be thawed and the required structural studies, as specified in the mitigation measures in Section 13 of this report, would be conducted. However, for conservative analysis for purposes of CEQA, impacts resulting from the potential wholesale demolition of the LACS Building are evaluated in this report.

Demolition of the 1985 North Wing, and demolition of the additions to the LACS Building constructed between 1959-1967, none of which contribute to the significance of the LACS Building, would not result in the loss of historically significant resources on the Project Site. However, the demolition of the East and West Volumes of the LACS Building, which collectively comprise a historical resource as defined by CEQA, in whole or in part, would result in a significant adverse impact that cannot be mitigated to a less-than-significant level.

CEQA requires the consideration of feasible mitigation measures in order to lessen or avoid the significant adverse impacts of a Project on the environment. The CEQA Guidelines define mitigation as those measures which could avoid the impact altogether or minimize the impact by limiting its degree or magnitude.[203] Therefore, because it is unknown at this time whether the West Volume would survive the thawing process intact and structurally sound, this report recommends mitigation measures in Section 13 below to investigate the potential for retaining and rehabilitating the West Volume of the LACS Building, and adaptively reusing it as part of the Project. For conservative analysis of Project impacts for purposes of CEQA, it is acknowledged that the potential retention of the West Volume would minimize the impacts to historical resources resulting from the Project but would not mitigate Project impacts to a less-than-significant level. As discussed further below, regardless of the potential to retain the West Volume, the loss of the East Volume constitutes a significant adverse impact to the LACS Building.

The East Volume (1903) is of unreinforced brick masonry construction and is seismically dependent on the West Volume (1907), which is of reinforced concrete construction. The unique circumstances of the LACS Building, in terms of its original construction, the extreme temperatures on the interior for more than a century, and the resulting inability to properly evaluate the condition of the LACS Building while operating as a cold storage facility, indicate that there are hidden conditions that cannot be assessed until the LACS Building is no longer in use as a cold storage facility and selected testing can be undertaken. Due to the inherent characteristics of early 20th century brick masonry construction, the thawing of the East Volume's masonry walls, after being constantly frozen for more than a century, is expected to cause severe and irreparable damage to the bricks and mortar, and additional damage to the structural wood beams and columns in the East Volume is likely, as they are already significantly deteriorated due to age and interior

[203] CEQA Guidelines, Section 15370.

conditions of the LACS Building.[204] Due to the expected extent and severity of the damage, it is unlikely that the East Volume would be reparable without significant or wholesale reconstruction, thus resulting in a near total loss of historic fabric. In order for the Applicant to develop the programmatic requirements for the Project and prepare for the redevelopment of the Project Site, it is necessary to make certain assumptions. Retention, rehabilitation, and adaptive reuse of the East Volume is not practical from a structural, economic, or historic preservation standpoint. Therefore, the potential retention of the East Volume is not contemplated as part of the recommended mitigation for the Project.

Based on the characteristics of its construction and examples from similar adaptive reuse projects elsewhere, it is anticipated that the West Volume, constructed of reinforced concrete, may withstand the thawing process better than the unreinforced brick masonry and wood framing in the East Volume.[205] The West Volume is structurally independent from the East Volume; therefore, it is feasible to contemplate retention of the West Volume independent of the East Volume. However, additional testing is required that cannot be conducted until the building is no longer in use as a cold storage facility to assess the potential condition of the structural concrete and other historic features following the thawing process and confirm whether the West Volume could be retained and adaptively reused as part of the Project.

If it is confirmed that the West Volume of the LACS Building would remain substantially intact and structurally sound following the thawing process, the West Volume would represent a remnant of a significant industrial building in the original industrial core of Los Angeles. The demolition of the East Volume would remove nearly 50% of the historic fabric of the LACS Building, representing almost the entire original portion of the building as constructed in 1903, which established the cold storage use at the Project Site. There would therefore be a significant loss of integrity of design, materials, and workmanship to the LACS Building with the demolition of the East Volume. The LACS Building, not its component parts, is the historical resource as defined by CEQA; therefore, for purposes of this analysis, the West Volume is not considered a historical resource on its own and the loss of the East Volume is considered a significant adverse impact to a historical resource. However, there is historical value in the potential retention of the West Volume of the LACS Building. If retained, the West Volume would represent one of the earliest surviving examples of reinforced concrete construction in the City, would remain in its original location, would retain its historic relationship along Central Avenue, and would reflect the early industrial development of Los Angeles. Therefore, although the retention of the West Volume would not mitigate Project impacts to a less-than-significant level, it would preserve a physical remnant of Los Angeles' industrial history from the first decade of the 20th century.

If the West Volume can be retained, it would be protected in place during construction, including the development of a shoring plan to prevent damage resulting from vibration due to construction activity on the Project Site as specified in the recommended mitigation for the Project. If the West Volume is retained, the exterior would be rehabilitated, and significant exterior character-defining Industrial Vernacular and

[204] There is limited precedent for the adaptive reuse of cold storage buildings, particularly those of unreinforced masonry construction, in the United States; however, based on available documentation of the reuse of other cold storage buildings, the brick masonry was generally found to be in poor condition following the thawing process and had to be replaced. Bill Motchan, "Meatpacking District Warehouse Tower Quickly Becoming a Chic Loft Office Building," Chicago Architecture, June 17, 2013, https://www.chicagoarchitecture.org/2013/06/17/meatpacking-district-warehouse-tower-quickly-becoming-a-chic-loft-office-building/ (accessed May 17, 2022).
[205] Motchan, "Meatpacking District Warehouse Tower Quickly Becoming a Chic Loft Office Building." Paul Restuccia, "Millbrook Lofts Revel in Industrial Past," *Boston Herald*, March 25, 2016, https://www.bostonherald.com/2016/03/25/millbrook-lofts-revel-in-industrial-past/ (accessed May 18, 2022).

Neoclassical features of its north, west, and south façades would be retained, including its reinforced concrete construction, rectangular plan with rounded corners, simple massing, symmetrical composition, flat roof with parapet and blind balustrade, flush and recessed bays framed by piers, stringcourses, frieze, cornice, decorative corbels, and oculus windows.

The West Volume would be adaptively reused for new commercial and residential uses proposed by the Project. As part of the adaptive reuse of the West Volume, it would be seismically upgraded as required by the City.[206] In order to accommodate the new uses, the Project would open the blocked ground-floor truck doors and blank walls on the west and south façades for new glazed storefronts. The blind windows on the upper floors would be opened and new windows installed; and new window openings would be added in the blank bays between piers. The Project would partially alter the appearance of the West Volume by adding openings where none exist currently. The added storefronts and window openings would be required to accommodate the proposed new uses; however, they would fit within the existing bays and maintain the historic rhythm and articulation of the south, west, and north façades. Therefore, if the West Volume of the LACS Building is retained and rehabilitated and adaptively reused as part of the Project, it would retain important physical features of its original 1907 construction and would continue to convey its association with the early industrial history of Los Angeles.

The LACS Building, composed collectively of the East and West Volumes, represents a historical resource as defined by CEQA. Therefore, despite the potential benefits of retaining the West Volume if it is determined that it would remain substantially intact and structurally sound following the thawing process, the demolition of the East Volume represents a loss of approximately 50% of the historic square footage and the corresponding historic fabric of the LACS Building. The West Volume would therefore represent a remnant of a historical resource; for purposes of this analysis, it would not be considered a historical resource as defined by CEQA because it is only a portion of the LACS Building as it exists prior to implementation of the Project. As a result, even if it is determined that the West Volume can be retained and rehabilitated as specified in the recommended mitigation measures, impacts to historical resources would be lessened but would not be reduced to a less-than-significant level. Therefore, whether the LACS Building is demolished in whole or in part, the Project would result in a significant and unavoidable adverse impact to a historical resource on the Project Site that cannot be mitigated to a less-than-significant level.

Potential Indirect Impacts to the LACS Building

The Project proposes to redevelop the Project Site with a mix of residential, office, restaurant/retail, and hotel uses within 10 distinct buildings over the North, South, and West Sites that comprise the Project Site. On the North Site, the Project would result in the whole or partial demolition of the LACS Building, which would represent a significant adverse impact to a historical resource that cannot be mitigated to a less-than-significant level. The Project would construct a new 44-story residential tower and six-level parking structure on the North Site. If the LACS Building (East and West Volumes) is demolished in whole, there would be no remaining historical resources on the Project Site, and therefore there would be no potential for indirect impacts to historical resources on the North Site resulting from the Project.

If the West Volume of the LACS Building is retained, the proposed residential tower would be located immediately north of the West Volume, separated by a paseo approximately 15 feet wide. The new

[206] City Ordinance No. 183893, which amended LAMC Division 95, Article I, Chapter IX, "Mandatory Earthquake Hazard Reduction in Existing Non-ductile Concrete Buildings."

residential tower would not be attached to the retained West Volume, and there would be separation between the old and new construction on the primary, street-fronting façades of the West Volume and the residential tower. Following construction of the residential tower, the West Volume would continue to read as a distinct building, it would remain visible in its historic location and would maintain its relationship to Central Avenue, and the physical features of its original Industrial Vernacular and Neoclassical design would not be altered or obscured.

The proposed new parking structure on the North Site would be constructed to the rear of the West Volume and would abut the West Volume on its east façade, which is currently an interior wall. The parking structure would be subordinate to the West Volume of the LACS Building in size and scale and would be compatible in massing. The primary, street-fronting south, west, and north façades of the West Volume would remain intact and visible, and the physical features of those façades that convey the aesthetic and historic sense of an early 20th century reinforced concrete industrial building would not be altered or obscured by the parking structure.

However, the Project would add significant height and density to the Project Site and would introduce 10 contemporary buildings in varying heights and sizes to an area that historically was developed with low density industrial buildings. In particular, the contemporary design of the residential tower is not compatible with the early 20th century industrial uses or physical characteristics that characterize the Project Site in general, and the LACS Building specifically. Therefore, the immediate environs of the West Volume of the LACS Building, if it is retained, would be significantly altered. The new construction proposed for the South and West Sites, along with the residential tower on the North Site, would add significant new construction to the area overall, substantially changing the industrial character of the surrounding area and resulting in a loss of integrity of setting. Loss of integrity of setting on its own would typically not materially impair an early industrial building such that it could no longer convey its historic significance. However, in order to present a conservative analysis of potential impacts to historical resources on the Project Site, this report acknowledges that the introduction of a contemporary 44-story building in immediate proximity to the six-story Industrial Vernacular West Volume of the LACS Building, when taken into consideration along with the loss of the East Volume, would result in a significant adverse change to the setting of the West Volume.

Summary of Potential Impacts to Historical Resources on the Project Site

The Project would demolish the existing buildings on the Project Site and redevelop the Project Site for a new mixed-use development. The West Site is improved with a surface parking lot; the South Site includes the Central Warehouse, Main Office, and Astro Warehouse. The buildings on the South Site are not eligible for historic designation and therefore are not considered historical resources as defined by CEQA. Because there are no historical resources located on the West Site or the South Site, there would be no potential impacts to historical resources on those portions of the Project Site as a result of the Project.

On the North Site, the six-story LACS Building (East and West Volumes) is a historical resource as defined by CEQA. The demolition of the 1985 North Wing, and the demolition of the additions to the LACS Building constructed between 1959-1967, none of which contribute to the significance of the LACS Building, would not result in the loss of historically significant resources on the Project Site. The demolition, in whole or in part, of the East and West Volumes of the LACS Building would result in a significant adverse impact to a historical resource which cannot be mitigated to a less-than-significant level. Recommended mitigation

measures, included in Section 13, would provide for the potential retention and rehabilitation of the West Volume of the LACS Building. However, even with the implementation of the mitigation measures, the Project would nonetheless result in a significant adverse impact to historical resources on the Project Site.

Potential Impacts to Historical Resources in the Study Area

Due to the location of the Project Site in the original industrial center of the City, there are a number of previously identified historical resources in the Project vicinity. A Study Area has been identified that includes those nearby historical resources that have the reasonable potential to be directly or indirectly impacted by the Project. Historical resources that immediately border the Project Site are more likely to be adversely impacted, specifically by construction activities that have the potential to de-stabilize adjacent properties or by alteration to the immediate setting of the resources in the vicinity. Setting is the character of the physical environment surrounding a historical resource and includes how a historical resource is situated and its relationships to surrounding buildings, features, and open space. Resources physically separated from the Project Site by other buildings or streets, or by additional distance, are less likely to be adversely impacted due to this spatial separation.

As identified above, there are four (4) individually eligible historical resources, and two (2) potential historic districts identified by SurveyLA located in the Study Area. Potential impacts to historical resources in the Study Area are summarized in Table 6 and discussed below.

TABLE 6. SUMMARY OF POTENTIAL IMPACTS TO HISTORICAL RESOURCES IN THE STUDY AREA

NAME	ADDRESS	STATUS CODE	IMPACT?	TYPE	SIGNIFICANT	LESS THAN SIGNIFICANT
Produce Exchange Building	333 S. Central Avenue	3S; 3CS; 5S3	Yes	Direct Indirect		X X
Fisherman's Outlet	529 S. Central Avenue	5S3	Yes	Direct Indirect		X X
Valero Gas Station	500 S. Alameda Street	3S; 3CS; 5S3	Yes	Direct Indirect		X X
Southern California Gas Co., Stationery & Printing Department	542 S. Alameda Street	3S; 3CS; 5S3	Yes	Direct Indirect		X X
Fifth Street SRO Hotel Potential Historic District	Various	3D; 3CD; 5D3	Yes	Direct Indirect Cumulative		X X X
Downtown Los Angeles Industrial Potential Historic District	Various	3D; 3CD; 5D3	Yes	Direct Indirect Cumulative		X X X

Potential Impacts to Individual Historical Resources in the Study Area

Produce Exchange Building

The Produce Exchange Building is located at 333 S. Central Avenue. It was constructed in 1905 for the Los Angeles Produce Exchange and was identified as eligible for historic designation by SurveyLA as an excellent and rare example of an early 20th century produce brokerage building in Downtown Los Angeles. The Produce Exchange Building is located on the west side of Central Avenue, approximately 230 feet from the northwest corner of the North Site. The existing LACS Building on the North Site would be demolished, and the North Site would be redeveloped with a 44-story residential tower and six-story parking structure (Building 2 on the Conceptual Site Plan shown in Figure 4).

Potential Direct Impacts

The Project does not propose to demolish, alter, relocate, or convert the Produce Exchange Building. Because the Produce Exchange Building is located in proximity to the North Site, there is the potential that it could be impacted as a result of construction activity on the Project Site. However, the Produce Exchange Building is not immediately adjacent to the Project Site; it is located northwest of the North Site across S. Central Avenue, approximately 230 feet away from the Project Site. It is therefore physically separated from the Project Site to such an extent that there are no reasonably foreseen potential impacts as a result of construction activity on the Project Site.[207] The Project would not materially alter the Produce Exchange Building, and it would retain the essential physical characteristics that convey its historic significance. Therefore, there would be no direct impacts to the Produce Exchange Building as a result of the Project.

Potential Indirect Impacts

The Project would construct a 44-story residential tower and associated parking structure on the North Site, which is in proximity of the Produce Exchange Building. The Project therefore has the potential to impact the setting of the Produce Exchange Building. The proposed new construction is incompatible with the character of the surrounding area. The Project would introduce a new, contemporary building of significant height in an area currently occupied by low-density industrial uses, thereby altering the immediate environs of the Produce Exchange Building. However, the impact would be less than significant. The new construction would be approximately 230 feet away from the Produce Exchange Building, on the opposite side of S. Central Avenue, creating a physical separation between the historical resource and the Project Site. The Produce Exchange Building is located at the corner of S. Central and Towne Avenues; it would remain highly visible from both streets, despite the introduction of new construction in the vicinity. The significance of the Produce Exchange Building as a rare example of an early 20th century industrial property type is expressed through its physical features, which would not be altered or obscured by the Project. The Produce Exchange Building would retain the essential features that convey its historic significance, and therefore, it would not be materially impaired as a result of new construction as proposed by the Project.

[207] See Table IV.G-24 of Section IV.G, *Noise*, of the Fourth & Central Draft EIR. The Produce Exchange Building (V7), at 230 feet from the Project Site would be subject to vibration levels of up to 0.003 inches/second peak particle velocity (PPV), which is well below the 0.12 PPV structural vibration impact threshold. Accordingly, the Produce Exchange Building would not experience any significant vibration impacts.

Fisherman's Outlet

Fisherman's Outlet is located at 529 S. Central Avenue. It has been in continuous operation as a restaurant since 1962; it was identified as eligible for local listing by SurveyLA as a long-term location of a business important to the commercial identity of Downtown Los Angeles. Fisherman's Outlet is located on the west side of S. Central Avenue, approximately 320 feet southwest of the southwest corner of the South Site.

The existing one- and two-story buildings on the South Site would be demolished and the South Site would be redeveloped with seven buildings (Buildings 3 through 9 on the Conceptual Site Plan in Figure 4), that would serve retail, residential, office, and hotel purposes. Buildings would range from six to 28 stories in height. A subterranean parking structure would also be located on the South Site.

Potential Direct Impacts

The Project does not propose to demolish, alter, relocate, or convert the Fisherman's Outlet. Because the Fisherman's Outlet is located in proximity to the South Site, there is the potential that it could be impacted as a result of construction activity on the Project Site, including excavation for subterranean parking. However, the Fisherman's Outlet is not immediately adjacent to the Project Site; it is located southwest of the South Site across S. Central Avenue, approximately 320 feet away from the Project Site. It is therefore physically separated from the Project Site to such an extent that there are no reasonably foreseen potential impacts as a result of construction activity on the Project Site.[208] The Project would not materially alter the Fisherman's Outlet, and it would retain the essential physical characteristics that convey its historic significance. Therefore, there would be no direct impacts to the Fisherman's Outlet as a result of the Project.

Potential Indirect Impacts

The Project would construct multiple buildings ranging in height from six- to 28-stories, along with subterranean parking, on the South Site, which is in proximity of the Fisherman's Outlet. The Project therefore has the potential to impact the setting of the Fisherman's Outlet. The proposed new construction is incompatible with the character of the surrounding area. The Project would introduce new, contemporary buildings of significant height in an area currently occupied by low-density industrial uses, thereby altering the immediate environs of the Fisherman's Outlet. However, the impact would be less than significant. The new construction would be approximately 320 feet away from the Fisherman's Outlet, on the opposite side of S. Central Avenue, creating a physical separation between the historical resource and the Project Site. The Fisherman's Outlet is located on the corner of S. Central and Ceres Avenues; it would remain highly visible from both streets, despite the introduction of new construction in the vicinity. The significance of the Fisherman's Outlet is as a long-term business in this area of Los Angeles; the physical features that convey that significance would not be altered or obscured by the Project. In addition, according to the eligibility standards developed by SurveyLA for properties that are significant under the commercial identity theme, retention of integrity of setting is not required for a property to convey its significance. The Fisherman's Outlet would retain the essential features that convey

[208] See Table IV.G-24 of Section IV.G, *Noise*, of the Fourth & Central Draft EIR. While the Fisherman's Outlet was not specifically analyzed for structural vibration impacts, it is located at a further distance to the Project Site (320 feet) than other closer vibration sensitive receptors to the Project Site (i.e., Produce Exchange Building at 230 feet) which were determined to experience vibration levels below the applicable structural vibration impact thresholds. Therefore, Fisherman's outlet would not be subject to significant structural vibration impacts.

its historic significance, and therefore, it would not be materially impaired as a result of new construction as proposed by the Project.

Valero Gas Station

Valero Gas Station is located at 500 S. Alameda Street. It was constructed in 1949 and was identified as eligible for historic designation by SurveyLA as a rare example of a 1940s service station in Los Angeles' primary industrial district. Valero Gas Station is located on the east side of Alameda Street, to the southeast of the South Site, approximately 235 feet from the southeast corner of the South Site.

The existing one- and two-story buildings on the South Site would be demolished and the South Site would be redeveloped with seven buildings (Buildings 3 through 9 on the Conceptual Site Plan in Figure 4), that would serve retail, residential, office, and hotel purposes. Buildings would range from six to 28 stories in height. A subterranean parking structure would also be located on the South Site.

Potential Direct Impacts

The Project does not propose to demolish, alter, relocate, or convert the Valero Gas Station. Because the Valero Gas Station is located in proximity to the South Site, there is the potential that it could be impacted as a result of construction activity on the Project Site, including excavation for subterranean parking. However, the Valero Gas Station is not immediately adjacent to the Project Site; it is located southeast of the South Site across Alameda Street, approximately 235 feet from the Project Site. It is therefore physically separated from the Project Site to such an extent that there are no reasonably foreseen potential impacts as a result of construction activity on the Project Site.[209] The Project would not materially alter the Valero Gas Station, and it would retain the essential physical characteristics that convey its historic significance. Therefore, there would be no direct impacts to the Valero Gas Station as a result of the Project.

Potential Indirect Impacts

The Project would construct multiple buildings ranging in height from six- to 28-stories, along with subterranean parking, on the South Site, which is in proximity of the Valero Gas Station. The Project therefore has the potential to impact the setting of the Valero Gas Station. The proposed new construction is incompatible with the character of the surrounding area. The Project would introduce new, contemporary buildings of significant height in an area currently occupied by low-density industrial uses, thereby altering the immediate environs of the Valero Gas Station. However, the impact would be less than significant. The new construction would be approximately 235 feet away from the Valero Gas Station, on the opposite side of Alameda Street, creating a physical separation between the historical resource and the Project Site. The significance of the Valero Gas Station as a rare example of a 1940s service station in this part of Los Angeles, is expressed through its physical features, which would not be altered or obscured by the Project. In addition, according to the eligibility standards developed by SurveyLA for the service station property type, integrity of setting may have been altered, as long as the original relationship to the street and to adjacent buildings is retained, and the relationship of the building to the

[209] See Table IV.G-24 of Section IV.G, *Noise*, of the Fourth & Central Draft EIR. While the Valero Gas Station was not specifically analyzed for structural vibration impacts, it is located at a further distance to the Project Site (235 feet) than other closer vibration sensitive receptors to the Project Site (i.e., Produce Exchange Building at 230 feet) which were determined to experience vibration levels below the applicable structural vibration impact thresholds. Therefore, the Valero Gas Station would not be subject to significant structural vibration impacts.

spatial needs of the automobile remains unaltered. The Valero Gas Station is located on the corner of Alameda Street and E. 5th Street; it would retain its original relationship to the street and immediately adjacent buildings; it would maintain the spatial needs of the automobile; and it would remain highly visible from both streets, despite the introduction of new construction in the vicinity. The Valero Gas Station would retain the essential features that convey its historic significance, and therefore, it would not be materially impaired as a result of new construction as proposed by the Project.

Southern California Gas Co. Stationery & Printing Department

The Southern California Gas Co. Stationery & Printing Department is located at 542 S. Alameda Street. It is located within the boundary of the potential Downtown Los Angeles Industrial Historic District; it was identified by SurveyLA as a contributor to the potential district, and as a potential individual historical resource as an excellent example of a 1930 daylight factory in Los Angeles' primary industrial district. The Southern California Gas Co. Stationery & Printing Department is located on the east side of Alameda Street, to the southeast of the South Site, approximately 500 feet from the southeast corner of the South Site.

The existing one- and two-story buildings on the South Site would be demolished and the South Site would be redeveloped with seven buildings (Buildings 3 through 9 on the Conceptual Site Plan in Figure 4), that would serve retail, residential, office, and hotel purposes. Buildings would range from six to 28 stories in height. A subterranean parking structure would also be located on the South Site.

Potential Direct Impacts

The Project does not propose to demolish, alter, relocate, or convert the Southern California Gas Co. Stationery & Printing Department. At approximately 500 feet away from the South Site, the Southern California Gas Co. Stationery & Printing Department is located further from the Project Site than the other individual historical resources in the Study Area. It is separated from the Project Site by intervening streets and multiple properties, which effectively buffer it from any potential impacts resulting from construction activities on the Project Site.[210]

Potential Indirect Impacts

The Project would construct multiple buildings ranging in height from six- to 28-stories, along with subterranean parking, on the South Site, which is in proximity of the Southern California Gas Co. Stationery & Printing Department. The Project therefore has the potential to impact the setting of the Southern California Gas Co. Stationery & Printing Department. The proposed new construction is incompatible with the character of the surrounding area. The Project would introduce new, contemporary buildings of significant height in an area currently occupied by low-density industrial uses, thereby altering the immediate environs of the Southern California Gas Co. Stationery & Printing Department. However, the impact would be less than significant. The new construction would be approximately 500 feet away from the historical resource, on the opposite side of Alameda Street, creating a significant physical separation

[210] See Table IV.G-24 of Section IV.G, *Noise*, of the Fourth & Central Draft EIR. While the Southern California Gas Co. Stationery & Printing Department was not specifically analyzed for structural vibration impacts, it is located at a further distance to the Project Site (500 feet) than other closer vibration sensitive receptors to the Project Site (i.e., Produce Exchange Building at 230 feet) which were determined to experience vibration levels below the applicable structural vibration impact thresholds. Therefore, the Southern California Gas Co. Stationery & Printing Department would not be subject to significant structural vibration impacts.

between the historical resource and the Project Site. The significance of the Southern California Gas Co. Stationery & Printing Department as an excellent example of the daylight factory property type is expressed through its physical features, which would not be altered or obscured by the Project. In addition, the eligibility standards developed by SurveyLA for the daylight factory property type acknowledge that changes in setting may have occurred which would not impact the potential eligibility of buildings that are significant as an example of the type. The Southern California Gas Co. Stationery & Printing Department would retain the essential features that convey its historic significance, and therefore, it would not be materially impaired as a result of new construction as proposed by the Project.

Potential Impacts to Potential Historic Districts in the Study Area

Downtown Los Angeles Industrial Historic District

The potential Downtown Los Angeles Industrial Historic District was identified as significant for its role in the industrial development of Los Angeles in the early 20th century. It is located between the S. Alameda Street corridor and the Los Angeles River, just east of downtown Los Angeles. The potential district occupies flat terrain generally bounded by E. 1st Street on the north, Santa Fe Avenue and Mateo Street on the east, E. 7th Street on the south, and S. Alameda Street on the west. A portion of the potential district is within the Study Area of the Project. As described by SurveyLA, interior streets are arranged in a generally orthogonal grid, with 4th Street traversing the district diagonally from the northwest to the southeast. Development in the potential district is almost exclusively industrial in nature, with a handful of commercial and institutional uses. Properties within the potential district vary widely in size, from modest industrial buildings to massive warehouses spanning full City blocks. Original buildings were constructed primarily from 1900 to 1940 and are predominantly vernacular or utilitarian in design. Today, these early buildings share the block with more recent construction.

The western boundary of the potential Downtown Los Angeles Historic District is located to the east of the North and South Sites. A concentration of contributing buildings to the potential district is located east of the South Site, separated by Alameda Street. The existing LACS Building on the North Site would be demolished, and the North Site would be redeveloped with a 44-story residential tower and six-story parking structure (Building 2 on the Conceptual Site Plan shown in Figure 4). The existing one- and two-story buildings on the South Site would be demolished and the South Site would be redeveloped with seven buildings (Buildings 3 through 9 on the Conceptual Site Plan in Figure 4), that would serve retail, residential, office, and hotel purposes. Buildings would range from six to 28 stories in height. A subterranean parking structure would also be located on the South Site.

As noted above, for CEQA purposes, contributing elements are treated as contributing features to a historic district; the historical resource is the district. Therefore, potential impacts resulting from the Project are analyzed in terms of impacts to the potential district overall.

Potential Direct Impacts

The Project is located outside the boundary of the potential Downtown Los Angeles Industrial Historic District. The Project does not propose to demolish, alter, relocate, or convert any potential contributors or other physical features that characterize the potential district. The Project would construct ten buildings that range from six to 44 stories in height and excavate for subterranean parking. However, the closest potential contributors to the Project Site are separated by the width of Alameda Street

(approximately 80 feet) to the east, with the closest Project construction equipment producing vibration at approximately 95 feet away. Potential contributors are therefore physically separated from the Project Site to such an extent that there are no reasonably foreseen potential impacts as a result of construction activity on the Project Site.[211] The Project would not materially alter any potential contributors to the potential historic district, and the district overall would retain the essential physical characteristics that convey its historic significance. Therefore, there would be no direct impacts to the potential Downtown Los Angeles Historic District as a result of the Project.

Potential Indirect Impacts

The Project Site is located outside the boundaries of the potential Downtown Los Angeles Industrial Historic District, and therefore the physical characteristics of the potential historic district, the integrity of setting within the potential historic district boundaries, and the relationship between the potential contributing resources would not be impacted by the Project. However, the Project would add significant height to the skyline in an area that is primarily low-density in character and would therefore alter the wider surroundings of the potential historic district and potentially compromise the integrity of setting of some potential district contributors.

Altering the wider setting outside the boundaries of the potential historic district would not result in a material change such that the potential district would no longer convey its historic significance. The potential Downtown Los Angeles Industrial Historic District is significant as the City's primary industrial district from the late-19th century through the beginning of World War II. The potential Downtown Industrial Historic District is characterized by inconsistency of setting, with variations in building sizes, heights, setbacks, design, and materials throughout the potential district and in the wider environs of the Central City and Central City North CPAs. The significance of the potential historic district is conveyed by the physical characteristics and interrelationship of the potential district contributors, which collectively result in a strong sense of time and place within the potential district boundary. These characteristics would not be materially altered by proposed new construction outside the potential district boundaries, regardless of the height and density, and the overall historic development pattern in this area of the City would still be apparent.

Because of the height of some of the proposed new buildings, the Project would be visible from some locations within the potential historic district. However, the visibility of new high-rise construction outside the boundaries of the potential district would not alter the potential district's ability to convey its significance. The visibility of nearby new construction and the alteration of the setting outside the potential district's boundaries would not affect the understanding of its historic significance. Therefore, the Project would not alter the potential Downtown Los Angeles Industrial Historic District in an adverse manner such that its physical characteristics would no longer convey its historic significance.

Fifth Street SRO Hotel Historic District

The potential Fifth Street SRO Hotel Historic District was identified as significant as a concentration of early 20th century SRO hotels in Downtown Los Angeles. It is composed of seven potential contributing

[211] See Table IV.G-24 of Section IV.G, *Noise*, of the Fourth & Central Draft EIR. The potential Downtown Los Angeles Industrial Historic District (V4), at 95 feet from the Project Site would be subject to vibration levels of up to 0.012 inches/second peak particle velocity (PPV), which is well below the 0.12 PPV structural vibration impact threshold. Accordingly, the potential Downtown Los Angeles Industrial Historic District would not experience any significant vibration impacts.

properties on the north side of 5th Street between Gladys Avenue on the east and Crocker Street on the west. Potential contributors to the potential district were constructed between 1906 and 1922. Buildings occupy rectangular parcels, are flush with the street, and rise between three and seven stories in height. Most are modest and architecturally vernacular, though some exhibit some subtle references to the Beaux Arts and Italianate styles.

The potential Fifth Street SRO Hotel Historic District is located to the west of the South Site, separated by S. Central Avenue and intervening parcels; it is located to the southwest of the West Site, separated by intervening parcels. The existing one- and two-story buildings on the South Site would be demolished and the South Site would be redeveloped with seven buildings (Buildings 3 through 9 on the Conceptual Site Plan in Figure 4), that would serve retail, residential, office, and hotel purposes. Buildings would range from six to 28 stories in height. A subterranean parking structure would also be located on the South Site. The West Site, which is currently used for surface parking, would be developed with a single building (Building 10 on the Conceptual Site Plan in Figure 4), which would be an 18-story residential building.

As noted above, for CEQA purposes, contributing elements are treated as contributing features to a historic district; the historical resource is the district. Therefore, potential impacts resulting from the Project are analyzed in terms of impacts to the potential district overall.

Potential Direct Impacts

The Project is located outside the boundary of the potential Fifth Street SRO Hotel Historic District. The Project does not propose to demolish, alter, relocate, or convert any potential contributors located within the potential district. On the South and West Sites, the Project would construct eight buildings that range from six to 28 stories in height and would excavate for subterranean parking on the South Site. The potential Fifth Street SRO Hotel Historic District is located west and southwest of the Project Site, along the north side of 5th Street west of Gladys Avenue. The potential district is separated from the South Site by S. Central Avenue and several intervening parcels, and it is separated from the West Site by two intervening parcels. The closest potential contributors are approximately 116 feet to the southwest of the West Site. Potential contributors to the potential historic district are therefore physically separated from the Project Site to such an extent that there are no reasonably foreseen potential impacts as a result of construction activity on the Project Site.[212] The Project would not materially alter any potential contributors to the potential historic district, and the district overall would retain the essential physical characteristics that convey its historic significance. Therefore, there would be no direct impacts to the potential Fifth Street SRO Hotel Historic District as a result of the Project.

Potential Indirect Impacts

The Project Site is located outside the boundaries of the potential Fifth Street SRO Hotel Historic District, and therefore the physical characteristics of the potential historic district, the integrity of setting within the potential historic district boundaries, and the relationship between the potential contributing resources would not be impacted by the Project. However, the Project would add significant height to the

[212] See Table IV.G-24 of Section IV.G, *Noise*, of the Fourth & Central Draft EIR. While the potential Fifth Street SRO Hotel Historic District was not specifically analyzed for structural vibration impacts, it is located at a further distance to the Project Site (116 feet) than other closer vibration sensitive receptors to the Project Site (i.e., potential Downtown Los Angeles Industrial Historic District at 95 feet) which were determined to experience vibration levels below the applicable structural vibration impact thresholds. Therefore, the potential Fifth Street SRO Hotel Historic District would not be subject to significant structural vibration impacts.

skyline in an area that is primarily low-density in character and would therefore alter the wider surroundings of the potential historic district and potentially compromise the integrity of setting of the potential historic district.

Altering the wider setting outside the boundaries of the potential historic district would not result in a material change such that the potential district would no longer convey its historic significance. The potential Fifth Street SRO Hotel Historic District is significant as a concentration of early 20th century SRO hotels. The potential historic district is oriented in a linear configuration along the north side of 5th Street. The potential contributors represent a cohesive urban block face set at the sidewalk facing 5th Street. The potential district is therefore primarily experienced along 5th Street, and most of the character-defining architectural features of the potential contributing buildings are on the primary façades. New construction proposed by the Project would therefore be primarily visible from the rear of the potential contributing buildings within the potential district. The significance of the potential historic district is conveyed by the physical characteristics and interrelationship of the potential district contributors. These characteristics would not be materially altered by proposed new construction outside the potential district boundaries, regardless of the height and density, and the overall historic development pattern in this area of the City would still be apparent. Therefore, the Project would not alter the potential Fifth Street SRO Hotel Historic District in an adverse manner such that its physical characteristics would no longer convey its historic significance.

Summary of Potential Impacts to Historical Resources in the Study Area

A Study Area has been identified that includes those nearby historical resources that have the reasonable potential to be directly or indirectly impacted by the Project. There are four (4) individually eligible historical resources, and two (2) potential historic districts located in the Study Area. The Project does not propose to demolish, alter, relocate, or convert the individual historical resources within the Study Area, and the Project is located outside of the boundaries of the two potential historic districts. Therefore, there would be no potential direct impacts to historical resources in the Study Area resulting from the Project.

The Project would construct ten new buildings on the Project Site that range in height from six to 44 stories, adding significant height and density, and new, contemporary architecture in an area that was historically characterized by low density industrial uses. However, the Project Site is separated from each of the individually eligible historical resources in the Study Area such that changes in setting would not materially impair any of the historical resources in the Study Area. In addition, altering the wider setting of the potential historic districts outside of the district boundaries would not result in a material change such that the potential districts would no longer convey their historic significance. Therefore, there would be no potential indirect impacts to historical resources in the Study Area resulting from the Project.

Potential Cumulative Impacts

Cumulative impacts refer to two or more individual effects that are considerable when taken together, or that compound or increase other environmental impacts.[213] Development of related projects can affect historical resources if such projects adversely alter and/or demolish historical resources that may be interrelated, such as historical resources that are part of a historic district or historical resources that are

[213] CEQA Guidelines, Section 15355.

significant within the same historic context, and the Project's contribution to the impact would be cumulatively considerable.

As discussed above, the Project would not result in direct impacts to the two potential historic districts in the Study Area. In terms of indirect impacts, while the Project would alter the larger setting of the area due to its size and scale, it would not cause a substantial material change to either potential historic district in the Study Area such that their historical significance would be materially impaired.

The Project would demolish, in whole or in part, the LACS Building, which was identified by SurveyLA as historically significant as an "excellent example of an early 20th century cold storage warehouse in Downtown Los Angeles" that "played an important role in the distribution of agricultural goods and locally-sourced food products." Even if the West Volume is retained following implementation of the recommended Project mitigation, the loss of the East Volume would still constitute a significant adverse change to the historical resource. Therefore, there would be a significant adverse impact to the LACS Building which could be cumulatively considerable in the context of the early 20th century cold storage property type.

Therefore, this report considers potential cumulative impacts to the following interrelated historical resources: potential cumulative impacts resulting from changes in setting to the potential Fifth Street SRO Hotel Historic District; potential cumulative impacts resulting from changes in setting to the potential Downtown Los Angeles Industrial Historic District; and potential cumulative impacts to the cold storage property type in Los Angeles resulting from the demolition of the LACS Building.

Potential Cumulative Impacts: Potential Fifth Street SRO Hotel Historic District

A list of related projects for the Project was prepared based upon information provided by the Los Angeles Department of Transportation, Los Angeles Department of City Planning, recent case filings, and recent traffic studies ("Related Projects"); these Related Projects are shown in the map in Figure 12. There is one Related Project for which there is publicly available environmental documents that identify potential impacts to historical resources located within the boundary of the potential Fifth Street SRO Hotel Historic District: the 713 E. 5th Street Project (Related Project #1 on the map in Figure 12).

The 713 E. 5th Street Project is located within the boundary of the potential Fifth Street SRO Hotel Historic District. The project would demolish the Edwards Hotel at 713-717 ½ E. 5th Street, a potential contributor to the potential Fifth Street SRO Hotel Historic District and construct a new 7- to 8-story building within the potential district boundary. Analysis of potential impacts conducted as part of environmental review of that project found that because the potential Fifth Street SRO Hotel Historic District is geographically small in size and low in number of contributing buildings, the loss of one contributor would cause a substantial adverse change in the significance of the historical resource such that the potential historic district would no longer be eligible for historic designation. The integrity of the potential historic district would be diminished to the degree that it would no longer constitute a unified entity.[214]

The Project would demolish the LACS Building, which would result in a substantial adverse impact to a historical resource. The 713 E. 5th Street Related Project would demolish a potential contributing building within the boundary of the potential Fifth Street SRO Hotel Historic District, which would result in a

[214] GPA Consulting, "713 E. 5th Street Historical Resource Technical Report," July 2018, 26-28.

significant adverse impact to the potential historic district, which is a historical resource. However, the LACS Building is not located within the potential Fifth Street SRO Hotel Historic District, and the Project would not result in the alteration or demolition of any potential contributing buildings within the potential historic district boundary. The LACS Building and the potential Fifth Street SRO Hotel Historic District do not constitute interrelated historical resources, as they are not part of the same historic district, they are not significant within the same historic context, they do not represent the same property type or development pattern, and neither historical resource derives its significance based on a relationship with the other. Therefore, the demolition of the LACS Building is not cumulatively considerable with the demolition of a potential contributor to the potential Fifth Street SRO Hotel Historic District.

The new construction proposed by the Project would result in a change to the wider setting of the potential Fifth Street SRO Hotel Historic District by introducing new buildings of contemporary design, and significant height and density in the area. However, the Project is located outside the potential district boundary and the significance of the potential historic district is conveyed by the physical characteristics and interrelationship among the potential contributors within the district. The area surrounding the Project Site developed over time, and as such represents multiple periods of development, contains a variety of building types, and does not have a unified character. The wider setting is not a character-defining feature of the potential historic district, and changes to the setting outside of the potential district boundary would not impair the ability of the potential Fifth Street SRO Hotel Historic District to convey its historic significance. Therefore, the cumulative impact to the potential Fifth Street SRO Hotel Historic District from the change to the wider setting resulting from the Project and the loss of a potential contributor resulting from the Related Project would be less than significant.

Potential Cumulative Impacts: Potential Downtown Los Angeles Industrial Historic District

A list of Related Projects for the Project was prepared based upon information provided by the Los Angeles Department of Transportation, Los Angeles Department of City Planning, recent case filings, and recent traffic studies; these Related Projects are shown in the map in Figure 12. There are six Related Projects for which there is publicly available environmental documents that identify potential impacts to historical resources located within or adjacent to the potential Downtown Los Angeles Industrial Historic District: 2nd and Vignes Project; 963 E. 4th Street Mixed-Use (Coca-Cola) Project; 4th and Hewitt Project; Arts District Center Project; 1100 E. 5th Street Mixed-Use Project; Palmetto Project; and At Mateo Project (Related Projects #2-8 on the map in Figure 12).

The 2nd and Vignes Project at 929 E. 2nd Street is located within the boundary of the potential Downtown Los Angeles Industrial Historic District. This project would develop a new mixed-use commercial building, which would include the rehabilitation and adaptive reuse of the 2-story Challenge Cream & Butter Association (CCBA) Building and the addition of five stories to the existing building. The project site is located within the potential historic district boundaries, and the subject property was previously evaluated as a potential district contributor. The Initial Study concluded that this project would have a less than significant impact on historical resources. The Initial Study found that after completion of the project, the subject property would continue to convey its significance as a potential contributor to the potential historic district, and that the potential district would remain eligible for historic listing or

designation. Therefore, this project would not contribute to cumulative impacts to the potential Downtown Los Angeles Industrial Historic District.[215]

The 963 E. 4th Street Mixed-Use (Coca-Cola) Project at 963 E. 4th Street is located within the boundary of the potential Downtown Los Angeles Industrial Historic District. This project would renovate an existing warehouse for use as a mixed-use commercial building. The Mitigated Negative Declaration concluded that this project would not result in impacts to historical resources. Because the 963 E. 4th Street Mixed-Use (Coca-Cola) Project would not have impacts to historical resources it would not contribute to cumulatively considerable impacts to the potential Downtown Los Angeles Industrial Historic District.[216]

The 4th and Hewitt Project at 405 S. Hewitt Street is located within the boundary of the potential Downtown Los Angeles Industrial Historic District. The project would involve the redevelopment of the site and construction of an 18-story commercial office building. The Project would demolish three buildings. Because all of these buildings are non-contributors to the potential Downtown Los Angeles Industrial Historic District, their demolition would not diminish the number of contributing buildings to the potential historic district. While the Project would alter the potential historic district's setting by adding a new 18-story building that is substantially taller than the existing buildings in the potential historic district, this alteration would not materially impair the potential historic district such that it could no longer convey its historic significance. After construction of the 4th and Hewitt project, the potential historic district would retain all of the significant character-defining features that convey its historic significance. Therefore, the combined impact of the 4th and Hewitt project and Related Projects to the potential Downtown Los Angeles Industrial Historic District would not be cumulatively considerable.[217]

The Arts District Center Project at 1101 E. 5th Street is located within the boundary of the potential Downtown Los Angeles Industrial Historic District. The project would demolish ten buildings and construct a new 12-story mixed-used building. Of the ten buildings located on the project site, only one, the warehouse located at 1101 E. 5th Street, was identified by SurveyLA as a potential contributor to the potential historic district. However, a reevaluation of the property in 2018 determined that the property does not qualify as a contributor to the potential historic district because it lacks integrity as a result of substantial alterations. Analysis of the potential impacts conducted as part of environmental review of the project found that the demolition of the building on the project site would not result in a substantial adverse change to the potential historic district, because it is neither individually eligible as a historic resource nor does it contribute to the significance of the potential historic district. The analysis further found that the project would introduce a new 12-story building that is not compatible with the potential historic district in size, scale, or design. As a result, the integrity of the potential historic district and its environment would be reduced by the project, although not to the degree that the historical resource would no longer be eligible for historic designation. Therefore, the relationships among the potential historic district's components, including its contributing buildings, would not be substantially changed, and the impact of the Arts District Center Project on the potential Downtown Los Angeles Industrial Historic District would be less than significant.[218]

[215] The Initial Study was prepared by ESA PCR, February 2017.
[216] Mitigated Negative Declaration, ENV-2014-2443-MND. November 2014.
[217] The Historical Resources Technical Report was prepared by Historic Resources Group, February 2022.
[218] The Historical Resource Technical Report was prepared by GPA Consulting, March 2018.

The 1100 E. 5th Street Mixed-Use Project at 1100 E. 5th Street is adjacent to the potential Downtown Los Angeles Industrial Historic District. This project would demolish three warehouse buildings and construct an 8-story mixed-use development. The Initial Study found that because at least one warehouse on the property is over 45 years of age, a potentially significant impact may result from its demolition, but that potential impacts to historical resources will be analyzed during environmental review.[219] However, because the subject property to be demolished is located outside of the potential historic district, this project would not contribute to cumulatively considerable impacts to the potential Downtown Los Angeles Industrial Historic District.

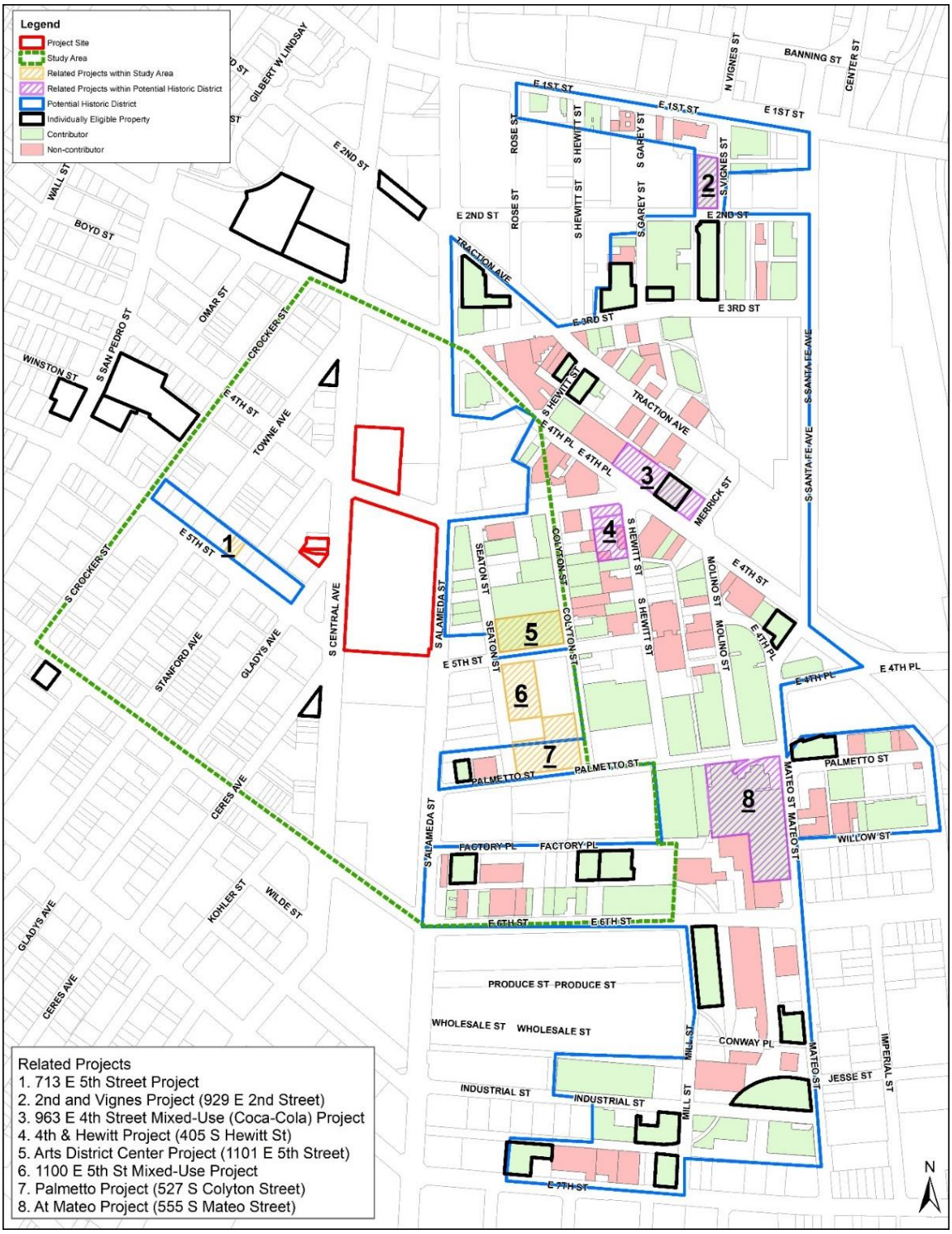
The Palmetto Project at 527 E. Colyton Street is partially located within the boundary of the potential Downtown Los Angeles Industrial Historic District. This project would demolish a warehouse building and construct a 12-story mixed-use development, including live/work residential units, various commercial uses, and a two-level subterranean parking garage. The subject property was previously evaluated as a district non-contributor. The Initial Study states that because the project site is located within the boundaries of the potential historic district, potential impacts to historical resources will be analyzed during environmental review. However, because the subject property to be demolished is a district non-contributor, this project would not contribute to cumulatively considerable impacts to the potential Downtown Los Angeles Industrial Historic District.[220]

The At Mateo Project at 555 S. Mateo Street is located within the boundary of the potential Downtown Los Angeles Industrial Historic District. This project would develop four mixed-use buildings, ranging in height from 1 to 4.5-stories. Analysis of this project concluded that no buildings on the project site are historical resources, and as such, the project would not result in impacts to historical resources. Because the subject property does not contain any district contributors, this project would not contribute to cumulatively considerable impacts to the potential Downtown Los Angeles Industrial Historic District.[221]

The Project is located outside of the boundary of the potential Downtown Los Angeles Industrial Historic District. It would not result in the loss of any potential historic district contributors. Further, although it would result in an additional change in the wider setting of the potential Downtown Los Angeles Industrial Historic District, the introduction of additional height and density on the Project Site would not materially impair the potential historic district such that it could no longer convey its significance. The area surrounding the Project Site developed over time, and as such represents multiple periods of development, contains a variety of building types, and does not have a unified character. The Related Projects located within and immediately adjacent to the potential historic district found that the introduction of new construction would not alter the setting of the historic district such that impacts to the integrity of the potential district would be significant. Following implementation of the Project and Related Projects, the potential Downtown Los Angeles Industrial District would retain the physical characteristics of the potential historic district, the integrity of setting within the potential historic district boundaries, and the relationship between the potential contributing resources. Therefore, the cumulative impact of the proposed Project and the Related Projects on the potential Downtown Los Angeles Industrial Historic District would be less than significant.

[219] The Initial Study for this project was prepared by EcoTierra Consulting, Inc., February 2018.
[220] The Initial Study for this project was prepared by Impact Sciences, Inc., October 2018.
[221] The Historic Resources Assessment Report was prepared by Urbana Preservation & Planning, LLC., November 2014.

FIGURE 12: RELATED PROJECTS WITH ENVIRONMENTAL DOCUMENTATION IN OR NEAR THE STUDY AREA



Potential Cumulative Impacts: Cold Storage Property Type

The LACS Building is an example of the cold storage property type. In the early 20th century, cold storage facilities were clustered in the industrial core of cities near packing houses and railway depots, serving as a significant link between agricultural products from the nearby countryside and distribution via refrigerated railway boxcars. By their nature, cold storage warehouses were historically a relatively rare property type, as a single warehouse could service a large geographic area. As such, relatively few of these facilities were constructed in Los Angeles; at the height of cold storage and ice production, there were approximately five cold storage facilities built in the industrial core of Los Angeles. These cold storage facilities included warehouses owned and operated by the Los Angeles Cold Storage Company, National Cold Storage Company, Merchant's Ice Company, Union Ice Company, and Henrick Ice and Cold Storage Company. Outside of Los Angeles' industrial area, cold storage facilities were widespread geographically in order to serve other neighboring cities; there are known cold storage warehouses from the early 20th century in Pasadena and Vernon.

To inform an analysis of cumulative impacts on the cold storage facility property type from the proposed Project, a list of other early cold storage facilities in the City and their current status was prepared based on research of primary and secondary sources and informed by the *SurveyLA Citywide Historic Context Statement: Industrial Development, 1850-1980*.[222] Of the cold storage warehouses built in Los Angeles in the early 20th century, only the LACS Building is extant, retains sufficient integrity to convey its significance, and was identified as eligible for historic designation by SurveyLA. There is one other remaining cold storage facility, the Rancho Cold Storage warehouse (originally Henrick Ice and Cold Storage Company); however, it has been substantially altered and therefore was determined ineligible for listing by SurveyLA. The three other early cold storage warehouses have been demolished.

The National Ice and Cold Storage Warehouse located at 210 N. Center Street was built in 1909. SurveyLA identified the warehouse as an excellent and rare example of an early-20th century cold storage facility. It was subsequently identified as a known historical resource in the Little Tokyo Redevelopment Plan. It was demolished in 2018-2019. No additional environmental documentation was available for this project.

The Union Ice Company Warehouse located at 1515 S. Industrial Street was built in 1905. The building was found to have undergone substantial alterations. Due to a lack of integrity, the building was found ineligible for listing in the National Register, California Register, or for designation as a City HCM.[223] The building was demolished in 2019.

As such, the LACS Building is the last extant early 20th century cold storage facility in the City that retains its integrity and therefore continues to convey its significance as an example of the type. Because two extant early cold storage facilities have been recently demolished; one has been significantly altered to a degree that it does not convey significance; and the LACS Building would be demolished as part of the Project, the impacts to the cold storage warehouse property type resulting from the Project would be cumulatively considerable with impacts being significant and unavoidable. Table 6 below identifies cold

[222] LSA, City of Los Angeles, Department of City Planning, Office of Historic Resources, *Citywide Historic Context Statement: Industrial Development, 1850-1980*, September 2011, revised February 2018.
[223] PCR Services Corporation, "Historical Resources Assessment Report for the Union Ice Company (Union Central Cold Storage Building), 1525 Industrial Avenue, Los Angeles," March 2015.

storage warehouses located in the City, SurveyLA findings or other relevant evaluations, and their current status.

TABLE 6. COLD STORAGE WAREHOUSE PROPERTIES IN LOS ANGELES

Name	Address	Year Built	SurveyLA Finding	Evaluation and Documentation	Extant?	Integrity?	Eligible for Designation?
LACS Building	715 E. 4th Street	1903/ 1907	Excellent example of an early 20th century cold storage warehouse in Downtown Los Angeles. Excellent example of a vernacular industrial building designed by master architects Eisen and Wyman. Status Codes 3S; 3CS; 5S3	Was not previously evaluated prior to SurveyLA	Yes	Yes	Yes
National Ice and Cold Storage Warehouse	210 Center Street	1909	Excellent and rare example of an early-20th century cold storage building in Los Angeles' primary industrial district. Status Codes 3S; 3CS; 5S3	Identified as a historical resource in the Little Tokyo Redevelopment Plan.[224] No documentation available for 2018-2019 demolition.	No (Demolished 2018-2019)	N/A	N/A
Merchant's Ice Company Warehouse	1135 Palmetto Street	1905/ 1910	Demolished prior to SurveyLA; not evaluated as part of that study		No (Demolished c. 1960)	N/A	N/A

[224] Envicom Corporation, "Amended Little Tokyo Redevelopment Plan, Final Environmental Impact Report," June 2002, prepared for the Community Redevelopment Agency of the City of Los Angeles.

Name	Address	Year Built	SurveyLA Finding	Evaluation and Documentation	Extant?	Integrity?	Eligible for Designation?
Union Ice Company Warehouse	1525 Industrial Street/ 660 S. Alameda Street	1905	Not documented by SurveyLA.	2015 environmental review for a proposed project found that: "Due to substantial alterations and loss of integrity, the Union Ice Company building is not a historical resource. Therefore, the Project would have no direct impacts or cause adverse change."[225]	No (Demolished 2019)	N/A	N/A
Rancho Cold Storage Warehouse (formerly the Henrick Ice and Cold Storage Company)	670 Mesquite Street	c.1888	Rare example of an early-20th century cold storage facility in Los Angeles' primary industrial district. However, this building has been substantially altered. Therefore, this property does not retain sufficient integrity to be eligible for listing. Status Code 7SQ	N/A	Yes	No	No

[225] PCR Services Corporation, "Historical Resources Assessment Report for the Union Ice Company (Union Central Cold Storage Building), 1525 Industrial Avenue, Los Angeles," March 2015.

The Project would demolish the LACS Building, which is a historical resource as defined by CEQA. The demolition of a historical resource constitutes a significant adverse impact that cannot be mitigated to a less-than-significant level. However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate below a level of a significant effect on the environment. In addition, a goal of the Project is to retain the West Volume of the LACS Building if it is determined that it would remain structurally sound and largely intact following the thawing process. Therefore, the following mitigation measures are recommended for the Project:

1. **Documentation:** In order to document the LACS Building and its contribution to the early industrial history of Los Angeles, prior to the issuance of demolition permits or any abatement or demolition work on the North Site, the LACS Building shall be documented according to Historic American Building Survey (HABS) Level III standards, appropriate for a building that has not been formally designated but which has been identified as significant in a historic resources survey. The Project would result in a cumulative impact to the cold storage property type; therefore, the documentation would provide information to future researchers on an increasingly rare property type that played a crucial role in the industrial development of the City in the early 20th century. The HABS Level III documentation shall be prepared by a historian or architectural historian who meets the Secretary of the Interior's Historic Preservation Professional Standards in the relevant discipline. The documentation shall be reviewed and approved by the Department of City Planning, Office of Historic Resources. Digital copies of the documentation shall be offered to the following repositories: the Los Angeles Public Library; Department of City Planning, Office of Historic Resources; and the Los Angeles Conservancy.

2. **Interpretation:** The Applicant shall develop an interpretive program describing the history of the LACS Building and Los Angeles Cold Storage Company. The interpretive program shall be made accessible to the public and may include historic photographs or other ephemeral materials documenting the history of the Los Angeles Cold Storage Company, the development of the industrial core of Los Angeles, the history of the Project Site as an early ice production and cold storage facility, and other relevant themes as determined. The format and location of the interpretive program shall be reviewed and approved by the Department of City Planning, Office of Historic Resources.

3. **Thawing Plan:** Once the LACS Building is no longer in operation as a cold storage facility, a thawing process shall be undertaken prior to conducting any testing to determine the condition of the structural elements and other historic features. In order to minimize potential damage to the LACS Building resulting from thawing a building that has been used for cold storage for over 100 years, the Applicant shall retain a qualified structural engineer who meets the Secretary of the Interior's Historic Preservation Professional Standards in Engineering to prepare a "Thawing Plan." The Thawing Plan shall be prepared prior to the issuance of any demolition permits for the North Site, and shall be reviewed and approved by the Department of City Planning, Office of Historic Resources.

4. **Structural Analysis:** Once the thawing process of the LACS Building is complete, and prior to the issuance of any demolition permits for the North Site, the Applicant shall retain a qualified structural engineer to conduct the appropriate "Structural Analysis" to determine whether the West Volume of the LACS Building can be retained, rehabilitated, and adaptively reused as part of the Project. The structural engineer shall meet the Secretary of the Interior's Historic Preservation Professional Standards in Engineering and shall have specific expertise in the evaluation of historical resources. The methodology for the Structural Analysis shall be reviewed and approved by the Department of City Planning, Office of Historic Resources, and is to include the following tests:

   - Compressive Strength of Concrete Test.

     The compressive strength of the structural concrete must be a minimum of 2,000 pounds per square inch (psi). A lower number might indicate damaged concrete due to freeze and thaw and increases the unreliability of the quality of concrete to support future loads for the new lifespan of the Project.

   - Yield/Tensile Strength of Reinforcing Steel Test.

     The yield/tensile strength of the rebar must be a minimum 20,000 psi. A lower number might indicate excessive rusting of the reinforcing steel and increases the unreliability of the reinforcing steel to support future loads for the new lifespan of the Project.

   - Foundation/Soil Sampling.

     The soil bearing capacity must be a minimum of 1,500 pounds per square foot (psf). A lower number might indicate erosion of the soil due to freeze and thaw and would be unsuitable to support future loads for the new lifespan of the Project due to excessive settlement.

   The results of the Structural Analysis shall be submitted for review and approval by the Department of City Planning, Office of Historic Resources. A qualified structural engineer will make a determination on the potential for the West Volume of the LACS Building to be retained and rehabilitated based on the results of the Structural Analysis testing. If, as determined by a qualified structural engineer, the Structural Analysis demonstrates that the strength of concrete, strength of reinforcing steel, or the foundation/soil sampling tests do not meet the required thresholds as outlined above and therefore the West Volume of the LACS Building would be unreliable to support future loads for the lifespan of the Project; or, if it is determined that the West Volume of the LACS Building meets the definition of a "Hazardous Building" as specified in LAMC Division 89, Section 91.8902, the Applicant may apply for and receive a demolition permit for the West Volume of the LACS Building.

   If the Structural Analysis, as approved by the Department of City Planning, Office of Historic Resources, demonstrates that the West Volume of the LACS Building is structurally sound for human occupancy, it shall be retained, rehabilitated, and adaptively reused as part of the Project.

The following recommended mitigation measures would apply only if the West Volume of the LACS Building is to be retained:

5. **Historic Architect:** The Project team shall include a historic architect who meets the Secretary of the Interior's Historic Preservation Professional Standards in Historic Architecture. The historic architect shall prepare the Historic Structure Report and Mothballing Plan as specified; shall review the proposed plans for the rehabilitation and adaptive reuse of the West Volume of the LACS Building to ensure the appropriate treatment of the significant character-defining features of the West Volume of the LACS Building; and shall be responsible for overseeing the implementation of the Project mitigation measures related to historical resources on behalf of the Applicant.

6. **Historic Structure Report:** In order to provide adequate documentation to guide the rehabilitation of the West Volume of the LACS Building, a Historic Structure Report ("HSR") shall be prepared for the West Volume of the LACS Building. The HSR shall be prepared in conformance with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*.[226] The HSR shall provide complete documentary, graphic, and physical information about both the history and existing condition of the West Volume of the LACS Building. In addition, the report shall include appropriate methods for treatment of the West Volume, which would be retained and rehabilitated as part of the Project, outline a recommended scope of work, and provide information and recommendations for further treatment. The HSR shall be prepared by a qualified historic architect who meets the Secretary of the Interior's Historic Preservation Professional Standards in Historic Architecture. The HSR shall be reviewed and approved by the Department of City Planning, Office of Historic Resources.

7. **Mothballing Plan:** Because the Project is proposed to be undertaken in phases, **i**n order to protect the West Volume of the LACS Building until it is rehabilitated as part of the Project, a Mothballing Plan shall be prepared and implemented for the West Volume of the LACS Building. The Mothballing Plan shall be prepared in conformance with the National Park Service's *Preservation Brief 31: Mothballing Historic Buildings.*[227] The Mothballing Plan shall outline the steps required to temporarily protect the West Volume of the LACS Building from damage or deterioration and shall be updated after five years. The Mothballing Plan shall be prepared by a qualified historic architect who meets the Secretary of the Interior's Historic Preservation Professional Standards in Historic Architecture. The Mothballing Plan shall be reviewed and approved by the Department of City Planning, Office of Historic Resources.

8. **Protection Plan:** Prior to issuance of a grading permit, a qualified structural engineer who meets the Secretary of the Interior's Historic Preservation Professional Standards in Engineering shall prepare a "Protection Plan" to ensure that the West Volume of the LACS Building is properly protected from potential damage resulting from demolition, excavation, and construction

[226] U.S. Department of the Interior, National Park Service. "Preservation Brief 43: The Preparation and Use of Historic Structures Reports," 2005, http://www.nps.gov/history/hps/tps/briefs/brief43.htm.
[227] U.S. Department of the Interior, National Park Service, "Preservation Brief 31: Mothballing Historic Buildings," 1993, https://www.nps.gov/tps/how-to-preserve/briefs/31-mothballing.htm.

procedures on the Project Site, including an appropriate shoring plan to mitigate the possibility of settlement due to the removal of adjacent soil. The Protection Plan shall be reviewed by a historic architect who meets the Secretary of the Interior's Historic Preservation Professional Standards in Historic Architecture, and approved by the Department of City Planning, Office of Historic Resources.

The Project proposes a mixed-use development including commercial, office, hotel, and residential uses on the 7.6-acre Project Site. The Project Site is currently operated by the Los Angeles Cold Storage Company and is developed with cold storage warehouse buildings and associated offices. This report has identified one historical resource located on the Project Site: the LACS Building. There are four (4) individually eligible historical resources and two potential historic districts located within the Study Area of the Project. This report has evaluated the Project for potential impacts to historical resources located on the Project Site, and within the Study Area.

The Project would demolish all of the buildings on the Project Site, including the LACS Building. Because the LACS Building (East and West Volumes) is considered a historical resource as defined by CEQA, its demolition would constitute a significant adverse impact that cannot be mitigated to a less-than-significant level. Recommended mitigation measures are included to evaluate whether the West Volume of the LACS Building can be retained and rehabilitated as part of the Project. However, even if the West Volume is retained, the Project would still result in a significant and unavoidable adverse impact to a historical resource on the Project Site.

The Project would not demolish, destroy, relocate, or alter any of the historical resources in the Study Area, and any changes to the setting of historical resources in the Study Area would not affect the ability of historical resources in the Study Area to convey their historic significance. Therefore, the Project would not result in a substantial adverse change to historical resources in the Study Area.

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APPENDIX A. PARCEL MAP



APPENDIX B. LAND BASE MAP[228]



[228] No tract map was available; this map is Land Base Map 127-5A215, 2021.

APPENDIX C. SANBORN MAP

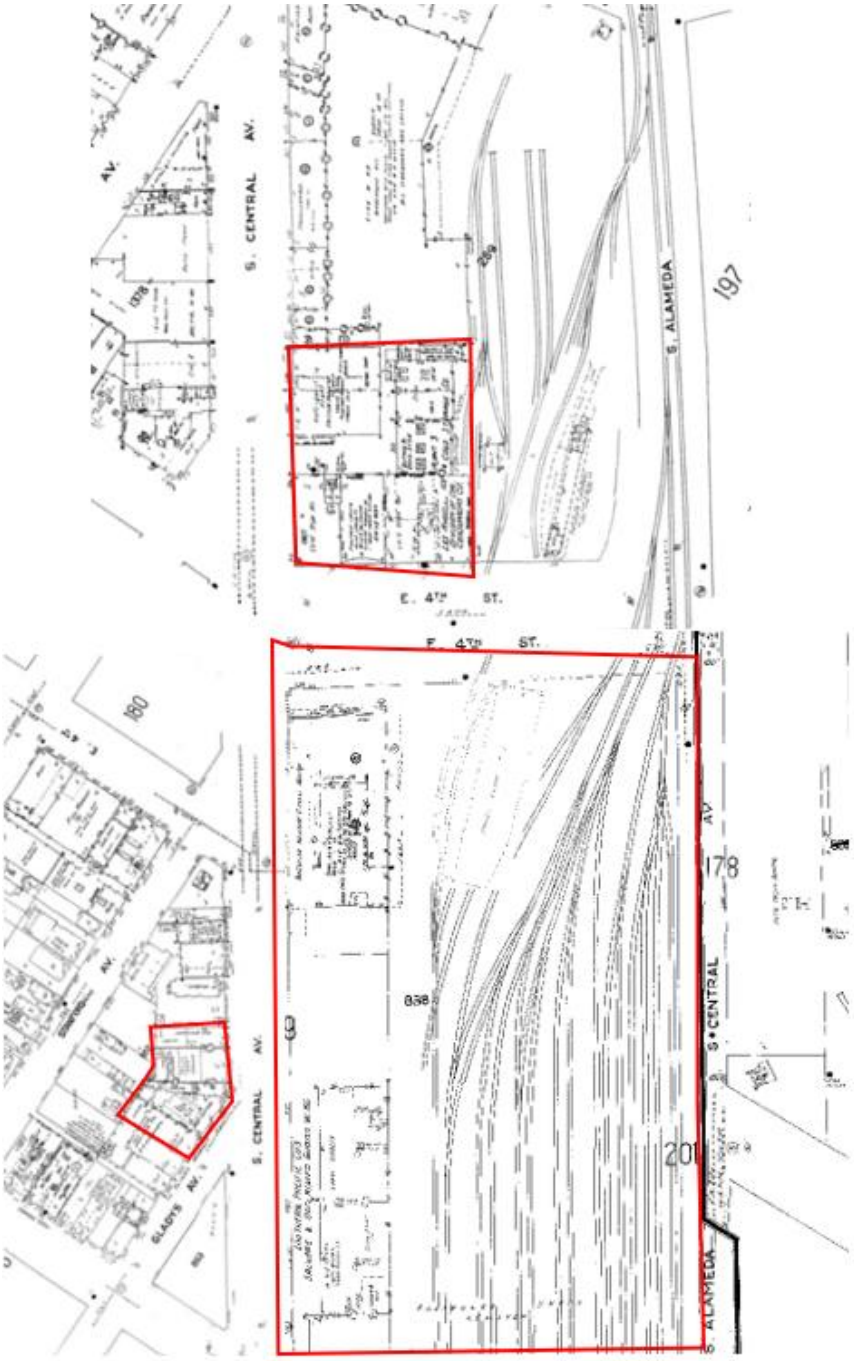


Sanborn Fire Insurance Map, Los Angeles, 1894, vols. 1 and 2, Sheets 25a, 25b, and 838.[229]

[229] West Section was not captured in 1894 Sanborn Fire Insurance Maps.

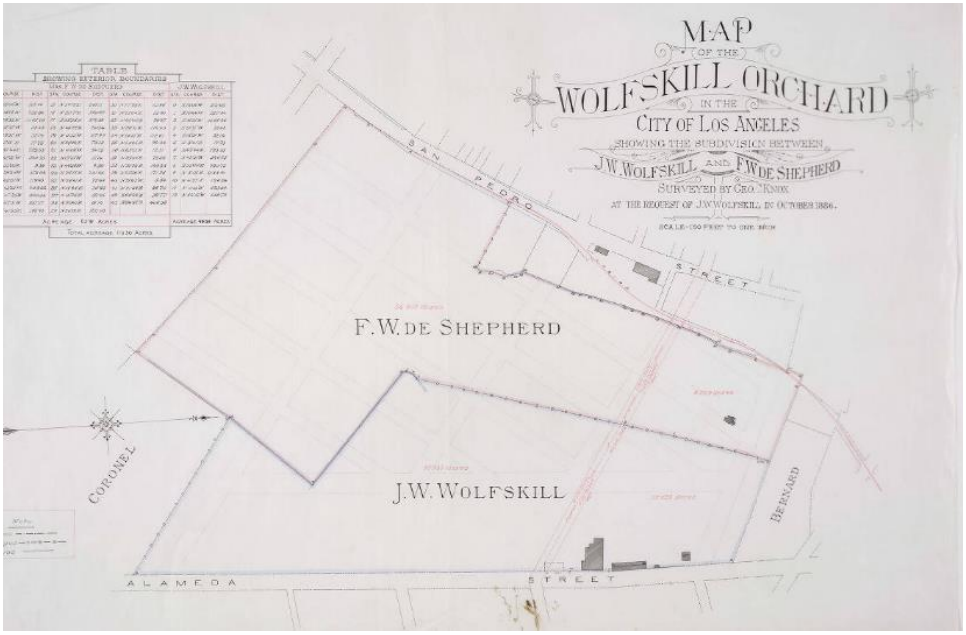


Sanborn Fire Insurance Map, Los Angeles, 1906, vol. 2, Sheets 179, 180, and 194.



Sanborn Fire Insurance Map, Los Angeles, 1950, vol. 2, Sheets 179, 180, and 194.

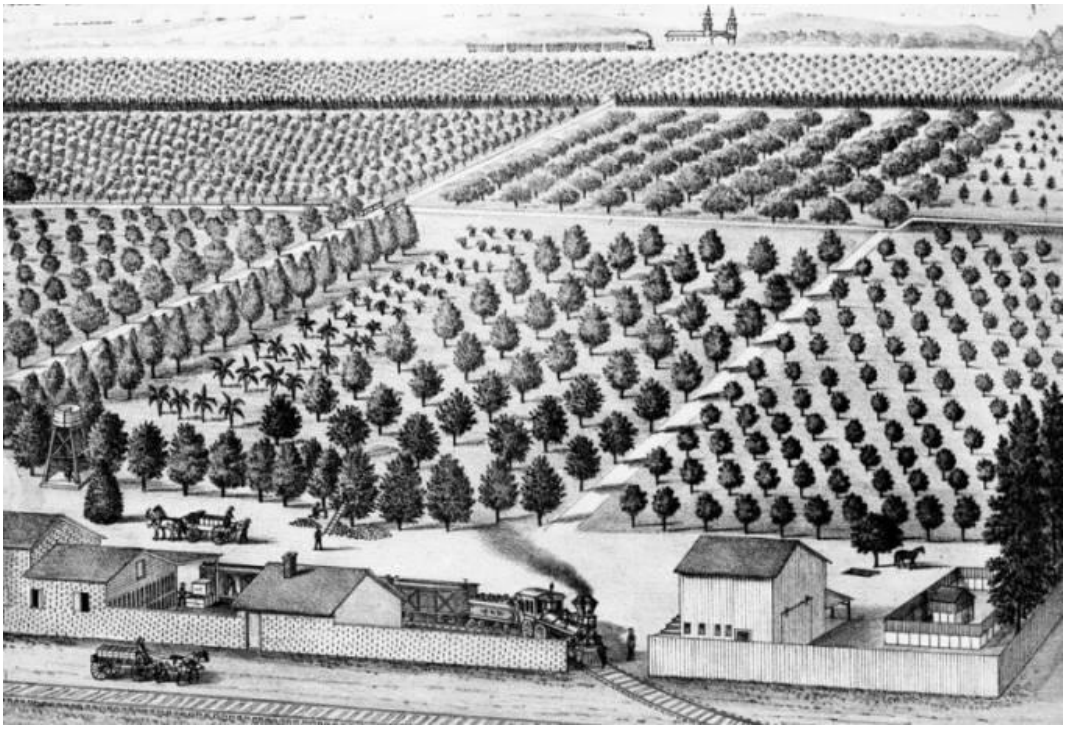
Historic Photographs



Map of Wolfskill Orchard Tract, 1886 (*Huntington Library Archives*)



Map of Los Angeles, Wolfskill Orchard, 1849 (*Huntington Library Archives*)



Lithograph of Wolfskill Ranch, c. 1880. (*Los Angeles Public Library)*



John Wolfskill in Orange Grove at Wolfskill Ranch, c. 1895. (*Los Angeles Public Library)*



Wolfskill Adobe, 1887. (*Los Angeles Public Library)*



Wolfskill Lots for Sale and Arcade Station, 1889 (*USC Photo Collection)*



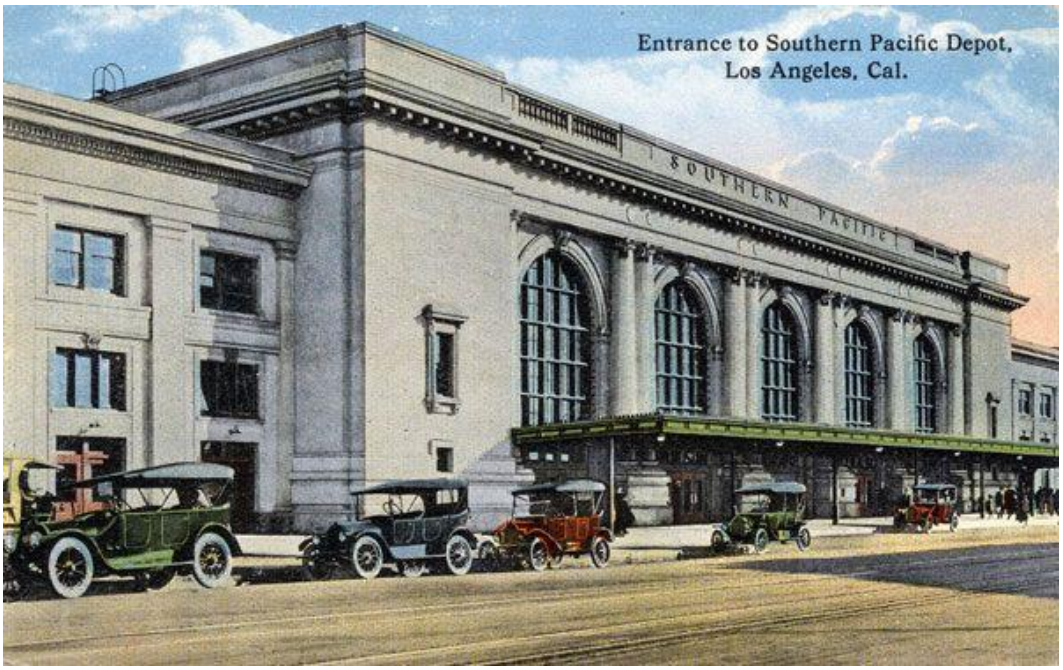
Arcade Station with horse and buggies, 1914 (*Los Angeles Public Library)*



Arcade Station, n.d. (*Loyola Marymount Digital Collections)*



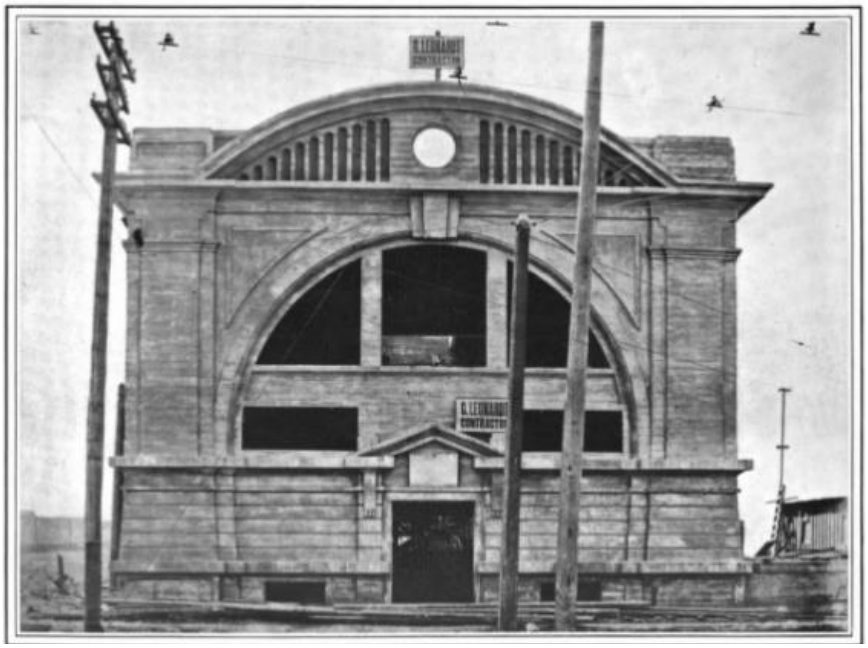
Central Station, c. 1927 (*USC Photo Collection)*



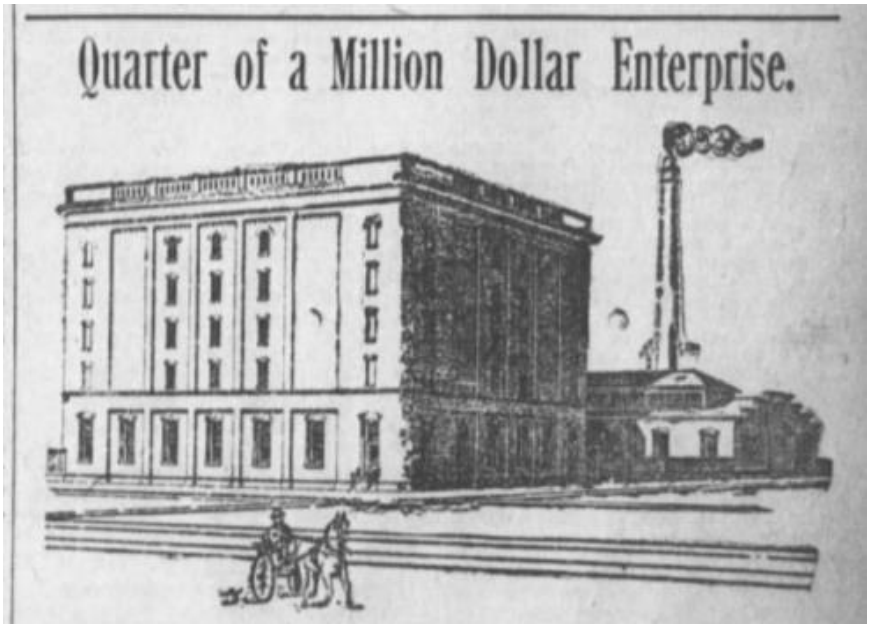
Central Station, n.d. (*Loyola Marymount Digital Collections)*



Test of Reinforced Concrete in Los Angeles Building (C. Leonardt), 1906. (*Architect and Engineer)*



Santa Fe Freight Depot (H. Albright and C. Leonardt), 1907. (*A Few Illustrated Works Done with the Corrugated Bar)*



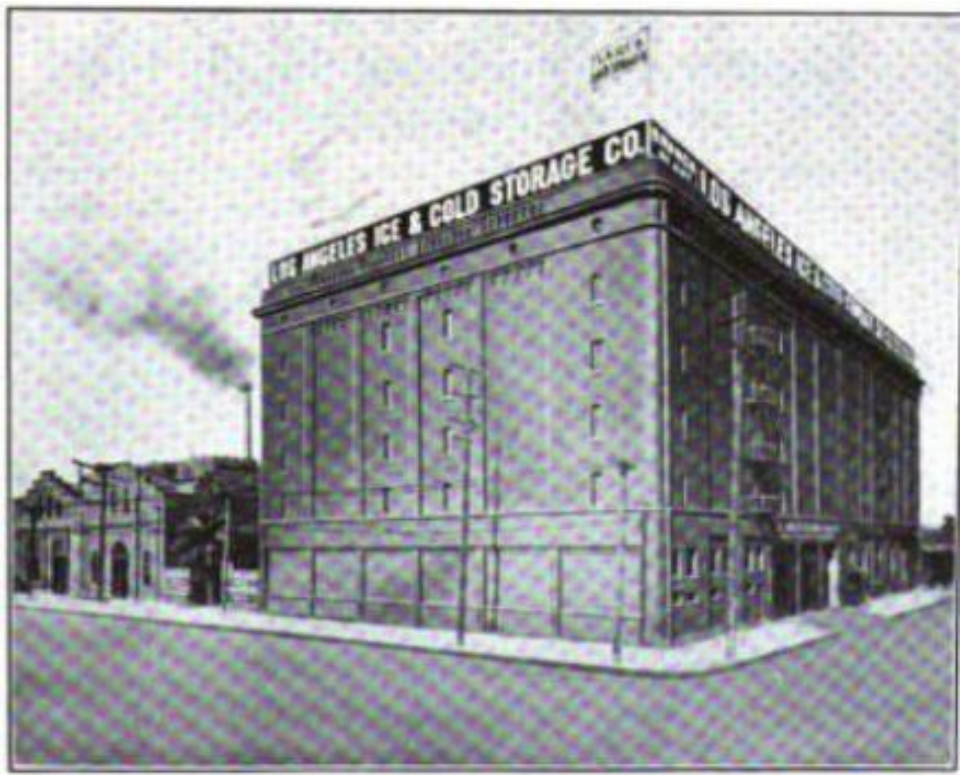
Architect's Rendering of Los Angeles Ice and Cold Storage Building, 1902. (*Los Angeles Times)*



Los Angeles Ice and Cold Storage Building, c. 1903. (*USC Photo Collection)*



Birdseye View of Los Angeles including L.A. Ice and Cold Storage Building, 1909. (*Library of Congress)*



Los Angeles Ice and Cold Storage Building, 1915. (*Better Fruit)*



Merger including subject property (Puritas Water Division of the California Consumers Company), 1929 (*Los Angeles Times)*



Aerial view of Los Angeles Ice and Cold Storage Building, n.d. (*Los Angeles Public Library)*


LOS ANGELES COLD STORAGE CO.
OPENS HUGE NEW CENTRAL PLANT
EDWARD D. SIMS, president of Los Angeles Cold Storage Co.

Rendering of Central Warehouse, 1958 (*Los Angeles Times)*

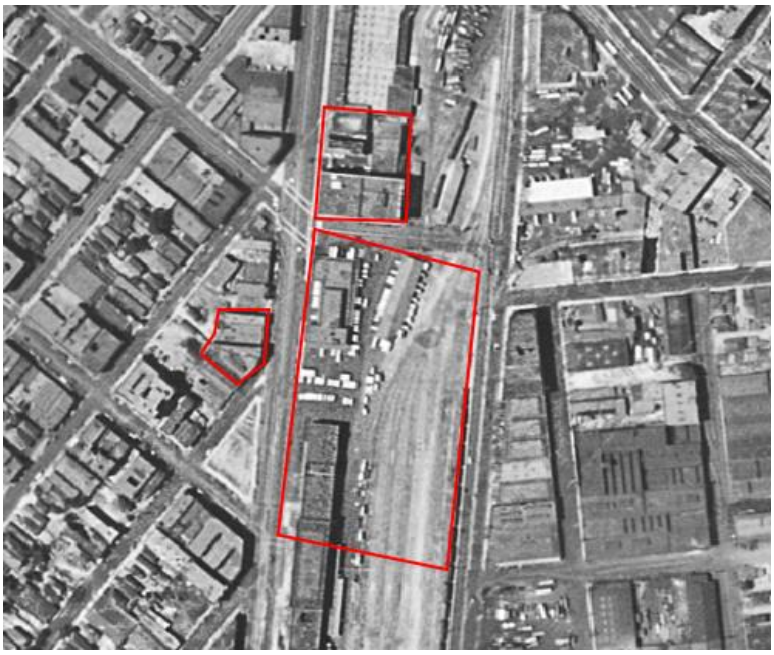


Photograph of Central Warehouse, prior to second-story addition, c. 1958 (*Los Angeles Times)*

Historic Aerials



Aerial photograph, Flight c-11351, Frame 9-21, May 1, 1928, detail. *(UCSB Library, FrameFinder)*



Aerial photograph, Flight c-11351, Frame 9-30, May 1, 1947, detail. *(UCSB Library, FrameFinder)*



Aerial photograph, Flight c-23870, Frame 1660, May 1, 1960, detail. *(UCSB Library, FrameFinder)*



Aerial photograph, Flight tg-2755, Frame 17-38, March 1, 1971, detail. *(UCSB Library, FrameFinder)*



Aerial photograph, Flight ami-la-83, Frame 11692, April 14, 1983, detail. *(UCSB Library, FrameFinder)*



Aerial photograph, May 1994, detail. *(GoogleEarth)*

APPENDIX E. BUILDING PERMIT CHRONOLOGY

DATE	DOCUMENT NO.	DOCUMENT TYPE	OWNER	ARCHITECT/BUILDER	WORK PERMITTED	NOTES
NORTH SITE						
11/3/1906	LA7990	New Building Permit	Los Angeles Ice and Cold Storage Company	George H. Wyman (architect); C. Leonardt (builder)	Build 6-story building of reinforced concrete	Dimensions 101'4" x 99'7"
2/6/1928	LA3476	Alteration Permit	Los Angeles Ice and Cold Storage Company	None	Reinsulating and replace floor and ceiling of 3rd floor; no structural changes	Interior
2/8/1930	LA5718	Alteration Permit	California Consumers	Charles F. Deussler (contractor)	Move toilets	Interior
1/24/1935	LA1340	Alteration Permit	California Consumers	None	Remove partitions	Interior
10/5/1939	LA39181	Alteration Permit	California Consumers	D + H Awning Co.	New awnings	
4/20/1954	LA83717	Alteration Permit	California Consumers	Frank Lehnon Smith (engineer); G. O. Gartz Construction Co. (contractor)	Brace parapets to conform with L.A. City Code	
6/1/1954	LA86521	Alteration Permit	California Consumers	G. O. Gartz Construction Co. (contractor)	Enlarge cold storage facility and remodel offices; no structural changes	Interior
9/3/1954	LA96133	Alteration Permit	California Consumers	G. O. Gartz Construction Co. (contractor)	Add dressing room; no structural changes	Interior
8/18/1959	LA40153	Alteration Permit	California Consumers	Francis H. Jane (engineer); G. O. Gartz Construction Co. (contractor)	Dock and metal canopy addition on South side of existing building	15'9" x 116' addition
10/21/1959	LA45125	Alteration Permit	California Consumers	Carl Hart engineer); G. O. Gartz Construction Co. (contractor)	Convert truck loading area to cold storage room	
11/5/1959	LA46449	Alteration Permit	California Consumers	Carl Hart engineer); G. O. Gartz Construction Co. (contractor)	Cut door opening in non-bearing brick wall	
11/15/1965	LA8427	Alteration Permit	California Consumers	H.M. Hansen (engineer)	Attach office building to existing refrigeration	
3/22/1967	LA42844	Alteration Permit	California Consumers	E. L. Bovitz (architect)	Cement slab on existing steel framework building for compression room	110' x 22' addition
4/4/1968	LA64176	Alteration Permit	California Consumers	Morgan Lupher & Co. (contractor)	Convert storage room to restroom	
12/3/1969	LA62592	Alteration Permit	California Consumers	McBean Schultz (engineer); Willard Brent Co. (contractor)	Steel canopy	

DATE	DOCUMENT NO.	DOCUMENT TYPE	OWNER	ARCHITECT/BUILDER	WORK PERMITTED	NOTES
2/25/1970	LA4256	Alteration Permit	L.A. Cold Storage	E. L. Bovitz (engineer); Willard Brent Co. (contractor)	Demolish covered dock; build new addition	
4/12/1972	LA48788	Alteration Permit	L.A. Cold Storage Co.	John W. Ferguson (engineer); Willard Brent Co. (contractor)	Demolition portion of building and reconstruct; construct concrete block walls and wood roof	53'7" x 56'6" portion demolished
2/8/1985	LA5718	Alteration Permit	Los Angeles Cold Storage Co.	Herman Goodman (architect); John W. Ferguson (engineer)	Replace portion of existing warehouse and add loading dock	143' x 215' addition to north of building
6/5/1985	LA13465	Alteration Permit	Larry Rauch	Herman Goodman (architect/engineer)	Revise roof framing	
5/23/1990	HO6477	Alteration Permit	Rela Corporation	Ben L. Schmidt (engineer)	Top 3 stories removed	Not completed
1/29/1992	HO20089	Alteration Permit	L.A. Cold Storage	Herbert Katz Jr. (architect); Hamid Esmaili (engineer)	Earthquake detail change	
5/14/1992	HO17098	Alteration Permit	LA. Cold Storage	Hamid Esmaili (engineer)	Install roof anchors, plywood, roof diaphragm, rebuild parapets	
8/17/1992	HO18784	Alteration Permit	LA. Cold Storage	Herbert Katz Jr. (architect); Hamid Esmaili (engineer)	Seismic strengthening, add roof structure for equipment	
10/13/2006	06016-10000-20670	Alteration Permit	Rela Corporation	Painting Professionals Incorporated (contractor)	Water blasting exterior (pressure washing)	
SOUTH SITE						
8/19/1957	LA47597	New Building Permit	California Consumers	Vicente Pelmer (architect); G. O. Gartz Construction Co. (contractor)	Build foundation	Dimensions 300' x 382'
9/11/1957	LA82040	New Building Permit	California Consumers	Vicente Pelmer (architect); G. O. Gartz Construction Co. (contractor)	Build 1-story warehouse and office	Dimension 300' x 382'
4/4/1968	LA64175	Alteration Permit	California Consumers	Morgan Lupher Co. (contractor)	Add restroom	Interior
2/11/1969	LA82636	New Building Permit	L.A. Cold Storage Co.	H. M. Hansen (engineer)	Build 1-story office	Dimensions 48' x 58'
2/27/1969	LA83309	New Building Permit	L.A. Cold Storage Co.	McLean & Schultz (architect/engineer)	Build 1-story warehouse and office	Dimensions 282' x 317'
2/10/1970	LA4068	Alteration Permit	Los Angeles Cold Storage Co.	McLean & Schultz (architect/engineer); C & I Construction Co. (contractor)	Relocated proposed parking spaces	

DATE	DOCUMENT NO.	DOCUMENT TYPE	OWNER	ARCHITECT/BUILDER	WORK PERMITTED	NOTES
5/20/1970	LA09188	Alteration Permit	L.A. Cold Storage Co.	Willard and Brent (contractor)	Finish 2nd floor office and construct 1st floor warehouse office	Interior
2/2/1971	LA22654	Alteration Permit	L.A. Cold Storage Co.	Willard and Brent (contractor)	Finish existing 2nd floor office	Interior
11/9/1971	LA39667	Alteration Permit	L.A. Cold Storage Co.	Willard and Brent (contractor	Finish existing 2nd floor office	Interior
3/1/1971	LA46315	Alteration Permit	L.A. Cold Storage Co.	Willard and Brent (contractor	Finish existing office	Interior
9/13/1982	LA49727	Alteration Permit	Larry Ranch	J. Ferguson (engineer)	Install cooling tower	
8/28/1987	LA74459	Alteration Permit	L.A. Cold Storage Co.	McLean & Schultz (architect/engineer)	Raise roof 20 feet	
10/21/1987	LA78801	Alteration Permit	L.A. Cold Storage Co.	McLean & Schultz (architect/engineer)	2’ x 12’ roof jets revised to 13 ¼	
5/25/1993	LA5642	Alteration Permit	L.A. Cold Storage Co.	McLean & Schultz (architect/engineer)	Demolish existing offices on deck and relocate; add office in freezer	Interior
5/21/2001	01016-1000-06707	Alteration Permit	Standard Southern Corp.	Au Chi-Ming (engineer)	Construct rooftop and steel platform to support mechanical equipment	
7/29/2008	08016-10000-12706	Alteration Permit	Standard Southern Corp.	Central Coating Company Inc.	Re-roof with Class A or B material	
3/3/2016	15016-20000-26409	Alteration Permit	Standard Southern Corp.	Au Chi-Ming (engineer); Basec (contractor)	Reinforce existing, damaged roof beams with new steel beams and provide new columns	
WEST SITE						
2/6/1979	LA77296	Demolition Permit	Young’s Market	American Wrecking Co.	Demolish and clear lot	
6/27/1995	LA34038	Alteration Permit	Standard Southern Corp.	N/A	Use of land for parking lot	

APPENDIX F. PROJECT DRAWINGS

FOURTH & CENTRAL

LOS ANGELES, CA



ENTITLEMENT SUBMITTAL, APRIL 29TH, 2021

CONTINUUM PARTNERS studioneleven Adjaye Associates

PROJECT OVERVIEW

		AREA		UNITS	
RETAIL & RESTAURANT		101,088 SF (RETAIL: 45,266 SF / RESTAURANT : 55,822 SF)			
OFFICE		411,113 SF			
HOTEL		74,484 SF		68 GUEST ROOMS	
RESIDENTIAL	FOR RENT	910,723 SF	1,731,849 SF	949	1,521 UNITS
	FOR SALE	821,126 SF		572	
TOTAL GROSS BUILDING AREA		2,318,534 SF			
TOTAL SITE AREA		333,602 SF			
OVERALL FAR		6.95			
VEHICULAR PARKING	REQUIRED	2,474 STALLS			
	PROVIDED	2,475 STALLS			
BICYCLE PARKING	REQUIRED / SHORT TERM	145	740 SPACES		
	REQUIRED / LONG TERM	595			
	PROVIDED / SHORT TERM	145	740 SPACES		
	PROVIDED / LONG TERM	595			
CODE REQUIRED OPEN SPACE	REQUIRED	163,325 SF			
	PROVIDED	163,325 SF			

TEAM DIRECTORY

APPLICANT
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DENVER, CO 80202
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E-MAIL: MARK.FALCONE@CONTINUUMPARTNERS.COM
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KPFF CONSULTING ENGINEERS
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63	ELEVATIONS & MATERIAL PALETTES - BUILDING 6	1/32" = 1'-0"
64	ELEVATIONS & MATERIAL PALETTES - BUILDING 7	1/32" = 1'-0"
65	ELEVATIONS & MATERIAL PALETTES - BUILDING 8	1/32" = 1'-0"
66	ELEVATIONS & MATERIAL PALETTES - BUILDING 9	1/32" = 1'-0"
67	ELEVATIONS & MATERIAL PALETTES - BUILDING 10	1/32" = 1'-0"
RENDERINGS		
68	EVENING AERIAL VIEW FACING WEST TOWARDS DOWNTOWN LOS ANGELES	
69	VIEW OF CENTRAL AVE. AT FOURTH ST.	
70	VIEW OF CENTRAL COURTYARD	

CONTINUUM PARTNERS
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VEHICULAR PARKING

REQUIRED			
PROGRAM	SIZE	RATIO	PARKING #
RETAIL* & RESTAURANT	101,088 SF	2 PER 1,000 SF	203
OFFICE*	411,113 SF	2 PER 1,000 SF	823
HOTEL**			
FIRST 20 GUEST ROOMS	20	1 PER 2 ROOMS	10
NEXT 20 GUEST ROOMS	20	1 PER 4 ROOMS	5
REMAINING	28	1 PER 6 ROOMS	5
RESIDENTIAL**			
≤3 HABITABLE ROOMS	1,156	1 PER 1 UNIT	1,156
>3 HABITABLE ROOMS	365	1.25 PER 1 UNIT	456
TOTAL PROJECT CODE PARKING REQUIREMENT			**2,658 STALLS**

ALLOWABLE REDUCTIONS FOR BICYCLE PARKING			
	RATE	BICYCLE SPACES	VEHICULAR STALL REDUCTION
HOTEL	15%	12 SPACES	3 STALLS
NON-RESIDENTIAL	5%	224 SPACES	56 STALLS
RESIDENTIAL	8%	501 SPACES	125 STALLS
TOTAL PROJECT CODE PARKING REQUIREMENT WITH BICYCLE PARKING REDUCTION			**2,474 STALLS**

*PARKING RATES PER LAMC SECTION 12.21.A4(x)(3) FOR COMMERCIAL USES WITHIN A STATE ENTERPRISE ZONE.
**PARKING RATES PER LAMC SECTION 12.21.A4(p) FOR RESIDENTIAL AND HOTEL USES WITHIN THE CENTRAL CITY PARKING DISTRICT.

PROVIDED						
STANDARD	ADA		EVCS			
	STANDARD	VAN	STANDARD	ADA	ADA VAN	ADA AMB.
2,176	43	10	225	9	5	7
TOTAL PROJECT PARKING PROVIDED					**2,475 STALLS**	

BICYCLE PARKING

REQUIRED***						
PROGRAM	SIZE	SHORT-TERM		LONG-TERM		SUB TOTAL
		RATIO	PARKING #	RATIO	PARKING #	
RETAIL & RESTAURANT	101,088 SF	1 PER 2,000 SF	51	1 PER 2,000 SF	51	102
OFFICE	411,113 SF	1 PER 10,000 SF	41	1 PER 5,000 SF	82	123
HOTEL	68	1 PER 10 ROOMS	7	1 PER 10 ROOMS	7	14
RESIDENTIAL						
1-25 UNITS	25	1 PER 10 UNITS	3	1 PER 1 UNIT	25	
26-100 UNITS	75	1 PER 15 UNITS	5	1 PER 1.5 UNITS	50	
101-200 UNITS	100	1 PER 20 UNITS	5	1 PER 2 UNITS	50	501
200+ UNITS	1,321	1 PER 40 UNITS	33	1 PER 4 UNITS	330	
TOTAL PROJECT BICYCLE PARKING REQUIREMENT			145 SPACES		595 SPACES	

***BICYCLE PARKING RATES PER LAMC SECTION 12.21.A16.

PROVIDED			
TOTAL PROJECT BICYCLE PARKING PROVIDED	SHORT-TERM		LONG TERM
	145 SPACES		595 SPACES

LAND USE OVERVIEW

APN #	5147001007, 5147013016, 5147012015, 5147011015, 5147011016, 5147011017	
ADDRESS	364, 400-464(EVEN NUMBERS), 425, 427, 429, 431, 433 S. CENTRAL AVENUE; 707,715, 730 E. 4th STREET	
LOT AREA	333,602 SF	7.66 ACRES
EXISTING ZONE	M2-2D, M2-2D-O	
LAND USE DESIGNATION	LIGHT MANUFACTURING	

		ALLOWED UNDER PROPOSED ZONING	PROPOSED PROJECT
ZONE		C2-2 REGIONAL CENTER COMMERCIAL LAND USE DESIGNATION	
FAR		6.00	6.95
GROSS BUILDING AREA		2,001,612 SF	2,318,534 SF
SETBACKS	FRONT	NONE	
	SIDE	5 FT, + 1 FT FOR EACH STORY OVER 2ND, MAX. 16 FT (ONLY FOR RESIDENTIAL USE)	
	REAR	15 FT, +1 FT FOR EACH STORY OVER 3RD, MAX. 20 FT (ONLY FOR RESIDENTIAL USE)	
HEIGHT		UNLIMITED	
LOT COVERAGE		MAX. 90% OF NET AREA OF LOT	COVERED 64%
		MIN. 10% OF NET AREA OF OPEN AND LANDSCAPE	OPEN AND LANDSCAPE 36%

PROGRAM

		AREA		UNITS	
RETAIL & RESTAURANT		101,088 SF (RETAIL: 45,266 SF / RESTAURANT : 55,822 SF)			
OFFICE		411,113 SF			
HOTEL		74,484 SF		68 GUEST ROOMS	
RESIDENTIAL	FOR RENT	910,723 SF	1,731,849 SF	949	1,521 UNITS
	FOR SALE	821,126 SF		572	
AREAS UNDER PROJECTIONS		SF			
TOTAL GROSS BUILDING AREA		2,318,534 SF			
TOTAL SITE AREA		333,602 SF			
OVERALL FAR		6.95			

RESIDENTIAL UNIT MIX

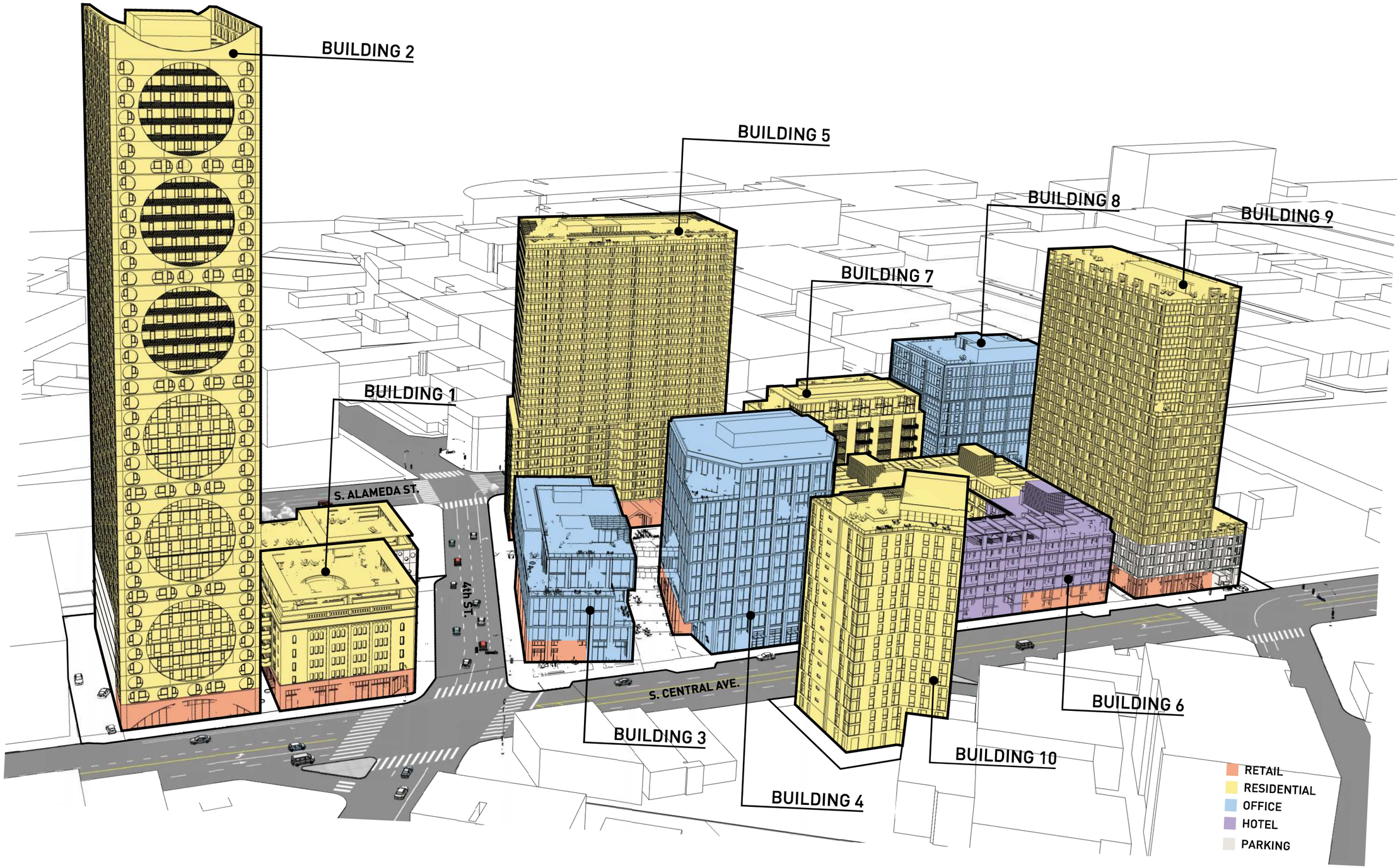
							AFFORDABLE UNITS	
TYPE	LIVE/WORK	STUDIO	1BD	2BD	3BD	SUB TOTAL	# OF UNITS	RATE
FOR SALE	4	109	284	133	42	**572**	63	11% VERY LOW INCOME
FOR RENT	4	319	436	190		**949**	153	11% VERY LOW INCOME 5% EXTREMELY LOW INCOME
PROJECT TOTAL # OF UNITS						**1,521 UNITS**		
PROJECT TOTAL # OF AFFORDABLE UNITS						**216 UNITS**		

CODE REQUIRED OPEN SPACE

REQUIRED			
UNIT TYPE	UNIT #	REQUIRED SF / UNIT	REQUIRED OPEN SPACE
STUDIO (>3 HABITABLE ROOMS)	436	100 SF	43,600 SF
1BD (>3 HABITABLE ROOMS)	720	100 SF	72,000 SF
2BD (=3 HABITABLE ROOMS)	323	125 SF	40,375 SF
3BD (<3 HABITABLE ROOMS)	42	175 SF	7,350 SF
TOTAL PROJECT REQUIRED OPEN SPACE BY CODE			**163,325 SF**
TOTAL PROJECT REQUIRED TREE COUNTS BY CODE			422
TOTAL PROJECT REQUIRED PLANTING AREA BY CODE (25% MIN. OF OPEN SPACE)			26,305 SF

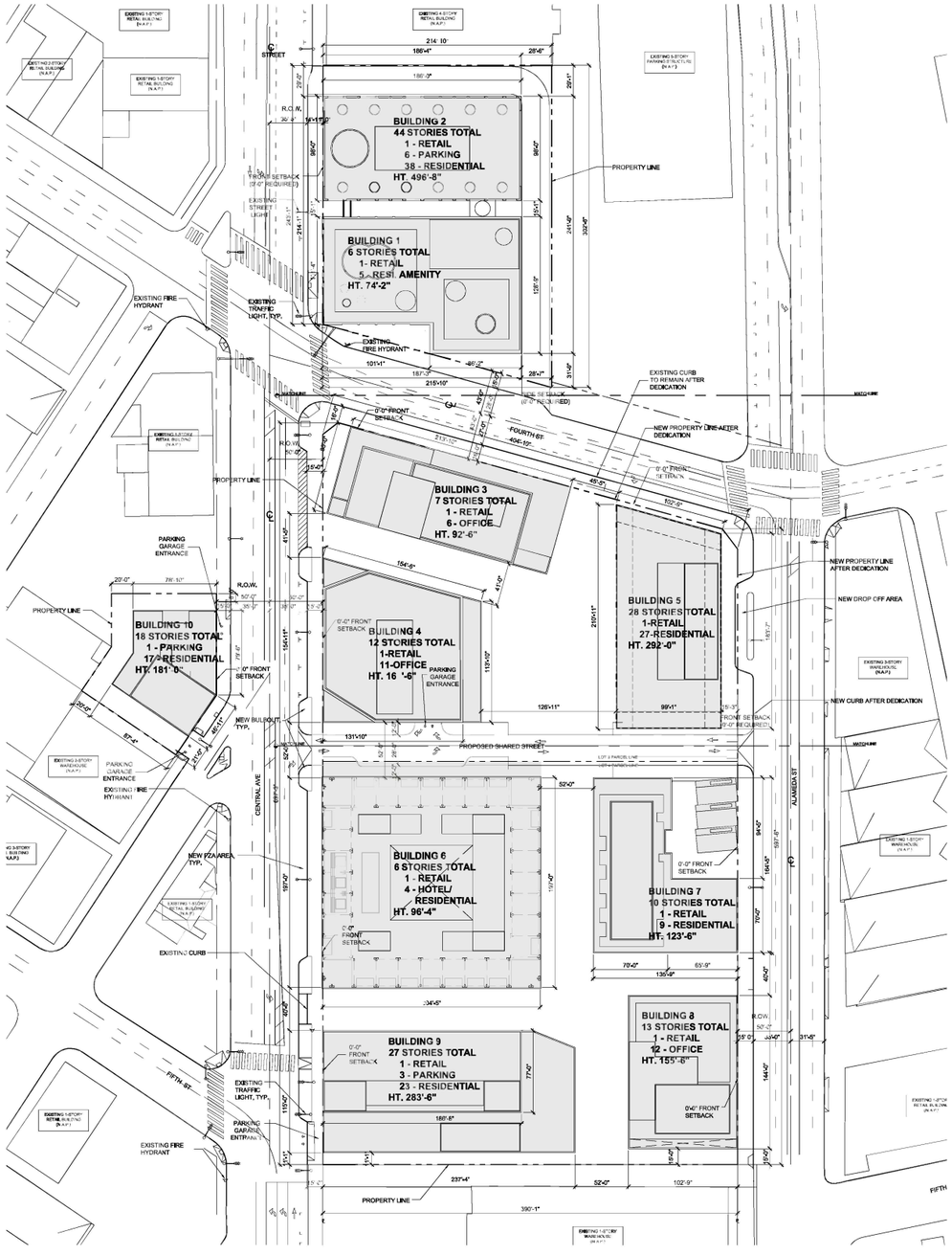
PROVIDED	
TOTAL PROJECT PROVIDED OPEN SPACE BY CODE	**163,325 SF**
TOTAL PROJECT PROVIDED TREE COUNTS BY CODE	422
TOTAL PROJECT PROVIDED PLANTING AREA	26,305 SF

CONTINUUM PARTNERS
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PROPOSED PROGRAM DIAGRAM

CONTINUUM PARTNERS
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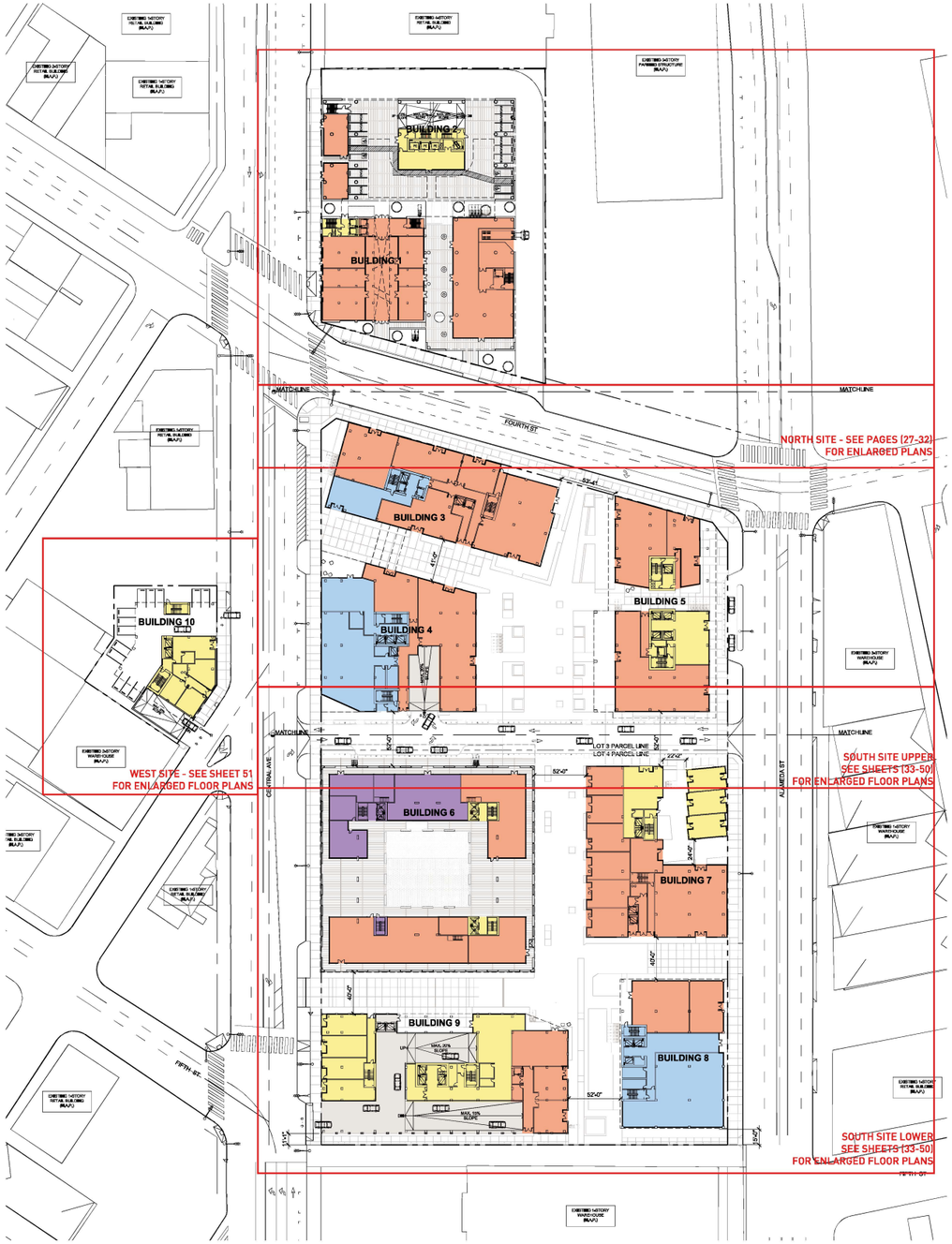


0 25 50 100
SCALE 1"=50'

PLOT PLAN

FOURTH & CENTRAL
04.29.2021

studioneleven Adjaye Associates CONTINUUM PARTNERS



PROJECT SUMMARY

		AREA		UNITS	
RETAIL & RESTAURANT		101,088 SF (RETAIL: 45,266 SF / RESTAURANT : 55,822 SF)			
OFFICE		411,113 SF			
HOTEL		74,484 SF		68 GUEST ROOMS	
RESIDENTIAL	FOR RENT	910,723 SF	1,731,849 SF	949	1,521 UNITS
	FOR SALE	821,126 SF		572	
TOTAL GROSS BUILDING AREA			2,318,534 SF		
TOTAL SITE AREA			333,602 SF		
OVERALL FAR			6.95		
VEHICULAR PARKING	REQUIRED		2,474 STALLS		
	PROVIDED		2,475 STALLS		
BICYCLE PARKING	REQUIRED	SHORT TERM	145	740 SPACES	
		LONG TERM	595		
	PROVIDED	SHORT TERM	145	740 SPACES	
		LONG TERM	595		
CODE REQUIRED OPEN SPACE	REQUIRED		163,325 SF		
	PROVIDED		163,325 SF		

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

0 25 50 100
SCALE 1"=50'

OVERALL SITE PLAN

FOURTH & CENTRAL
04.29.2021

CONTINUUM PARTNERS
Adjaye Associates
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BUILDING 1

PROGRAM

LEVEL	GROSS AREA			
	RESIDENTIAL AMENITY	RETAIL	RESTAURANT	SUBTOTAL
P1	110 SF	7,468 SF		7,578 SF
1		721 SF	8,189 SF	8,910 SF
2	8,910 SF			8,910 SF
3	8,910 SF			8,910 SF
4	8,910 SF			8,910 SF
5	8,910 SF			8,910 SF
6	8,910 SF			8,910 SF
SUBTOTAL	44,660 SF	8,189 SF	8,189 SF	

TOTAL BUILDING SF	61,038 SF



BUILDING 2

PROGRAM

LEVEL	GROSS AREA				
	RESIDENTIAL	RETAIL	RESTAURANT		SUBTOTAL
P4-P1	245 SF	245 SF			980 SF
1	1,512 SF	6,102 SF	6,347 SF		14,206 SF
2-6 (5 FLOORS)	3,040 SF				15,200 SF
7-25 (19 FLOORS)	17,087 SF				324,653 SF
26-43 (18 FLOORS)	17,087 SF				307,566 SF
SUBTOTAL	649,911 SF	6,347 SF	6,347 SF		

TOTAL BUILDING SF	662,605 SF

RESIDENTIAL UNIT MIX (FOR SALE)

LEVEL	STUDIO	1BD	2BD	3BD	# UNITS PER LEVEL
1					
2-6 (5 FLOORS)				1	1
7-43 (37 FLOORS)	2	6	3	1	12
SUBTOTAL	74	222	111	42	
AVG. UNIT SIZE	625 SF	964 SF	1,263 SF	1,934 SF	
RATIO	16%	49%	25%	9%	

TOTAL # OF UNITS	449 UNITS

OPEN SPACE

OPEN SPACE REQUIRED			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
STUDIO(>3 HABITABLE ROOMS)	74	100 SF	7,400 SF
1BD (>3 HABITABLE ROOMS)	222	100 SF	22,200 SF
2BD (=3 HABITABLE ROOMS)	111	125 SF	13,875 SF
3BD (<3 HABITABLE ROOMS)	42	175 SF	7,350 SF

TOTAL REQUIRED OPEN SPACE	50,825 SF

TOTAL REQUIRED TREE COUNT (1 PER 4 UNITS)	113



CONTINUUM PARTNERS
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BUILDING 3

PROGRAM

LEVEL	GROSS AREA				
	RETAIL	RESTAURANT	OFFICE		SUBTOTAL
P3-P2			180 SF		360 SF
P1	150 SF		180 SF		330 SF
1	8,611 SF	6,530 SF	1,838 SF		16,979 SF
2			16,641 SF		16,641 SF
3			16,923 SF		16,923 SF
4			15,846 SF		15,846 SF
5			14,574 SF		14,574 SF
6			15,672 SF		15,672 SF
SUBTOTAL	8,761 SF	6,530 SF	81,854 SF		

TOTAL BUILDING SF	97,145 SF



BUILDING 4

PROGRAM

LEVEL	GROSS AREA				
	RETAIL	RESTAURANT	OFFICE		SUBTOTAL
P3-P1			300 SF		900 SF
1	2,246 SF	5,475 SF	8,081 SF		15,802 SF
2			15,460 SF		15,460 SF
3			16,430 SF		16,430 SF
4			16,077 SF		16,077 SF
5			16,282 SF		16,282 SF
6			16,105 SF		16,105 SF
7			16,566 SF		16,566 SF
8			16,566 SF		16,566 SF
9			15,820 SF		15,820 SF
10			15,415 SF		15,415 SF
11-12 (2 FLOORS)			15,230 SF		30,460 SF
SUBTOTAL	2,246 SF	5,475 SF	184,162 SF		

TOTAL BUILDING SF	191,883 SF



studioneleven Adjaye Associates CONTINUUM PARTNERS

BUILDING 5

PROGRAM

LEVEL	GROSS AREA				
	RESIDENTIAL	RETAIL	RESTAURANT		SUBTOTAL
P3-P1	200 SF				600 SF
1	5,040 SF	2,276 SF	9,083 SF		16,399 SF
2	5,988 SF				5,988 SF
3-10 (8 FLOORS)	15,652 SF				125,216 SF
11-27 (17 FLOORS)	15,869 SF				269,773 SF
28	600 SF				600 SF
SUBTOTAL	407,217 SF	2,276 SF	9,083 SF		

TOTAL BUILDING SF	418,576 SF

RESIDENTIAL UNIT MIX (FOR RENT)

LEVEL	STUDIO	1BD	2BD	# UNITS PER LEVEL
3-10 (8 FLOORS)	8	5	4	17
11-27 (17 FLOORS)	7	6	4	17
SUBTOTAL	183	142	100	
AVG. UNIT SIZE	507 SF	848 SF	1,037 SF	
RATIO	43%	33%	24%	

TOTAL # OF UNITS	425 UNITS

OPEN SPACE

OPEN SPACE REQUIRED			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
STUDIO(>3 HABITABLE ROOMS)	183	100 SF	18,300 SF
1BD (>3 HABITABLE ROOMS)	142	100 SF	14,200 SF
2BD (=3 HABITABLE ROOMS)	100	125 SF	12,500 SF

TOTAL REQUIRED OPEN SPACE	45,000 SF

TOTAL REQUIRED TREE COUNT (1 PER 4 UNITS)	107



BUILDING 6

PROGRAM

LEVEL	GROSS AREA					
	RESIDENTIAL	RETAIL	RESTAURANT	HOTEL		SUBTOTAL
P3-P2	200 SF					400 SF
P1	200 SF	200 SF		5,866 SF		6,266 SF
1	4,965 SF	6,207 SF	9,160 SF	15,698 SF		36,030 SF
2-4 (3 FLOORS)	19,634 SF			13,791 SF		100,275 SF
5	19,247 SF			11,547 SF		30,794 SF
6	4,514 SF					4,514 SF
SUBTOTAL	88,228 SF	6,407 SF	9,160 SF	74,484 SF		

TOTAL BUILDING SF	178,279 SF

RESIDENTIAL UNIT MIX (FOR RENT)

LEVEL	1BD	2BD	# UNITS PER LEVEL
2-4 (3 FLOORS)	11	6	17
5	11	6	17
SUBTOTAL	44	24	
AVG. UNIT SIZE	969 SF		
RATIO	65%	35%	

TOTAL # OF UNITS	68 UNITS

HOTEL GUEST ROOM MIX

LEVEL	KING	DOUBLE QUEEN	# UNITS PER LEVEL
2-4 (3 FLOORS)	12	6	18
5	10	4	12
SUBTOTAL	46	22	
AVG. UNIT SIZE	616 SF	616 SF	
RATIO	68%	32%	

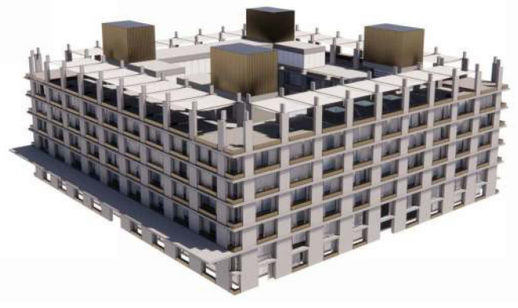
TOTAL # OF GUEST ROOMS	68 GUEST ROOMS

OPEN SPACE

OPEN SPACE REQUIRED			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
1BD (>3 HABITABLE ROOMS)	44	100 SF	4,400 SF
2BD (=3 HABITABLE ROOMS)	24	125 SF	3,000 SF

TOTAL REQUIRED OPEN SPACE	7,400 SF

TOTAL REQUIRED TREE COUNT (1 PER 4 UNITS)	17



BUILDING 7

PROGRAM

LEVEL	GROSS AREA			
	RESIDENTIAL	RETAIL	RESTAURANT	SUBTOTAL
P3-P2	200 SF			400 SF
P1	200 SF	100 SF		300 SF
1	5,472 SF	6,079 SF	6,178 SF	17,729 SF
2	17,594 SF			17,594 SF
3-8 (6 FLOORS)	15,189 SF			91,134 SF
9	7,653 SF			7,653 SF
10	4,102 SF			4,102 SF
SUBTOTAL	126,555 SF	6,179 SF	6,178 SF	

TOTAL BUILDING SF	138,912 SF

RESIDENTIAL UNIT MIX (FOR SALE)

LEVEL	LIVE/WORK	STUDIO	1BD	2BD	# UNITS PER LEVEL
1	4				4
2-8 (6 FLOORS)		5	8	3	16
9			6	1	7
SUBTOTAL	4	35	62	22	
AVG. UNIT SIZE	770 SF	617 SF	902 SF	1,204 SF	
RATIO	3%	28%	50%	18%	

TOTAL # OF UNITS	123 UNITS

OPEN SPACE

OPEN SPACE REQUIRED			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
L/W (>3 HABITABLE ROOMS)	4	100 SF	400 SF
STUDIO(>3 HABITABLE ROOMS)	35	100 SF	3,500 SF
1BD (>3 HABITABLE ROOMS)	62	100 SF	6,200 SF
2BD (=3 HABITABLE ROOMS)	22	125 SF	2,750 SF

TOTAL REQUIRED OPEN SPACE	12,850 SF

TOTAL REQUIRED TREE COUNT (1 PER 4 UNITS)	31



BUILDING 8

PROGRAM

LEVEL	GROSS AREA				
	RETAIL	RESTAURANT	OFFICE		SUBTOTAL
P3-P1			150 SF		450 SF
1	2,323 SF	2,322 SF	8,246 SF		12,891 SF
2			12,427 SF		12,427 SF
3-8 (6 FLOORS)			13,717 SF		82,302 SF
9-11 (3 FLOORS)			13,724 SF		41,172 SF
12			500 SF		500 SF
SUBTOTAL	2,323 SF	2,322 SF	145,097 SF		

TOTAL BUILDING SF	149,742 SF



studioneleven Adjaye Associates CONTINUUM PARTNERS

BUILDING 9

PROGRAM

LEVEL	GROSS AREA				
	RESIDENTIAL	RETAIL	RESTAURANT		SUBTOTAL
P3-P2	195 SF				390 SF
P1	195 SF	200 SF			395 SF
1	10,355 SF	2,338 SF	2,538 SF		15,231 SF
5-16 (12 FLOORS)	12,922 SF				155,064 SF
17-26 (10 FLOORS)	12,697 SF				126,970 SF
27	600 SF				600 SF
SUBTOTAL	293,574 SF	2,538 SF	2,538 SF		

TOTAL BUILDING SF	298,650 SF

RESIDENTIAL UNIT MIX (FOR RENT)

LEVEL	LIVE/WORK	STUDIO	1BD	2BD	# UNITS PER LEVEL
1	4				4
5-16 (12 FLOORS)		4	8	2	14
17-26 (10 FLOORS)		4	9	1	14
SUBTOTAL	4	88	186	34	
AVG. UNIT SIZE	914 SF	505 SF	799 SF	952 SF	
RATIO	1%	28%	60%	11%	

TOTAL # OF UNITS	312 UNITS

OPEN SPACE

OPEN SPACE REQUIRED			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
L/W (>3 HABITABLE ROOMS)	4	100 SF	400 SF
STUDIO(>3 HABITABLE ROOMS)	88	100 SF	8,800 SF
1BD (>3 HABITABLE ROOMS)	186	100 SF	18,600 SF
2BD (=3 HABITABLE ROOMS)	34	125 SF	4,250 SF

TOTAL REQUIRED OPEN SPACE	32,050 SF

TOTAL REQUIRED TREE COUNT (1 PER 4 UNITS)	78



CONTINUUM PARTNERS
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BUILDING 10

PROGRAM

LEVEL	GROSS AREA	
	RESIDENTIAL	SUBTOTAL
P1	190 SF	190 SF
1	800 SF	800 SF
2-17 (16 FLOORS)	7,411 SF	118,576 SF
18	2,138 SF	2,138 SF
SUBTOTAL	121,704 SF	

TOTAL BUILDING SF	121,704 SF

RESIDENTIAL UNIT MIX (FOR RENT)

LEVEL	STUDIO	1BD	2BD	# UNITS PER LEVEL
2-17 (16 FLOORS)	3	4	2	9
SUBTOTAL	48	64	32	
AVG. UNIT SIZE	517 SF	760 SF	1,065 SF	
RATIO	33%	44%	22%	

TOTAL # OF UNITS	144 UNITS

OPEN SPACE

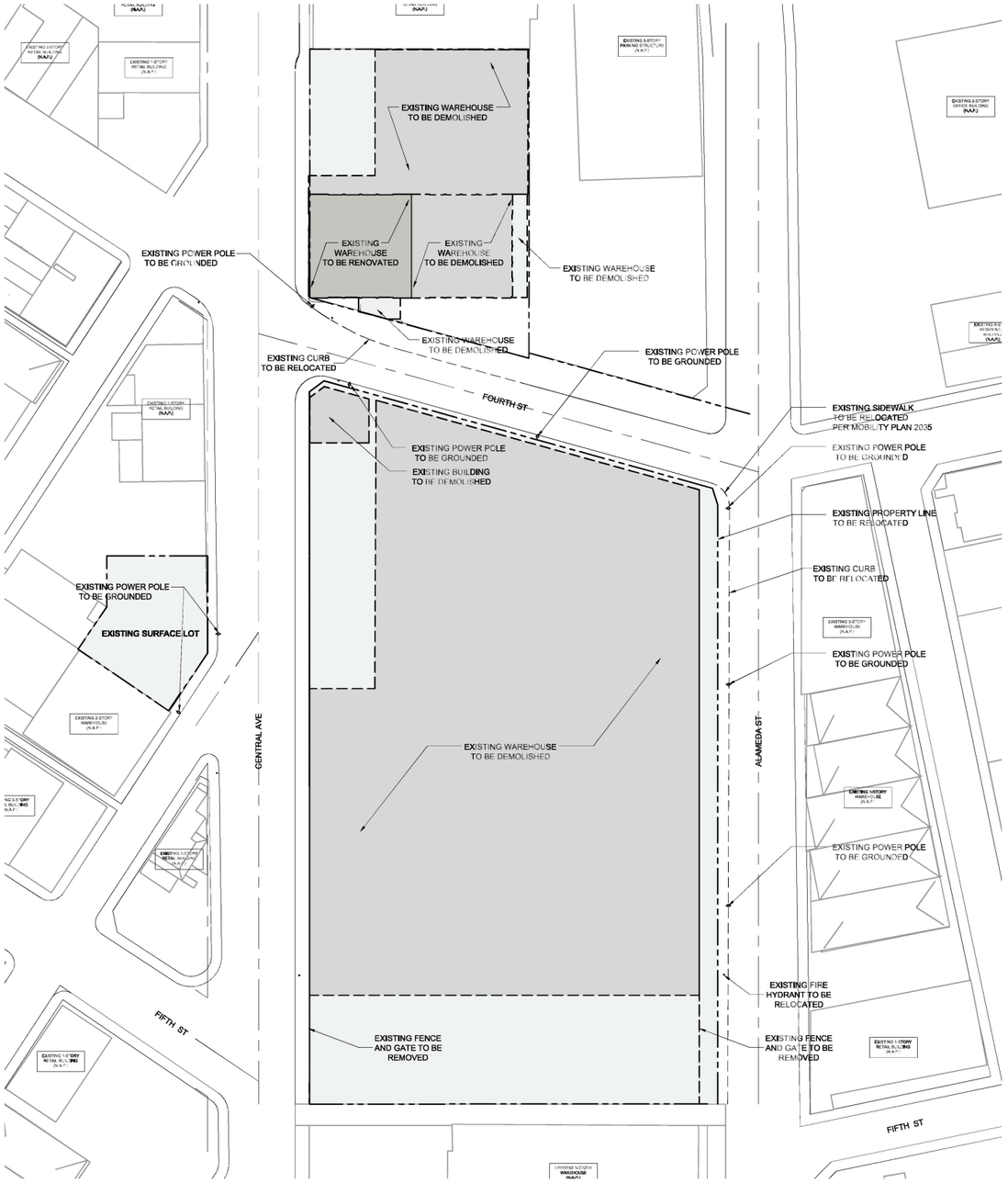
OPEN SPACE REQUIRED			
UNIT TYPE	UNIT #	RQ'D SF/UNIT	RQ'D OPEN SPACE
STUDIO(>3 HABITABLE ROOMS)	48	100 SF	4,800 SF
1BD (>3 HABITABLE ROOMS)	64	100 SF	6,400 SF
2BD (=3 HABITABLE ROOMS)	32	125 SF	4,000 SF

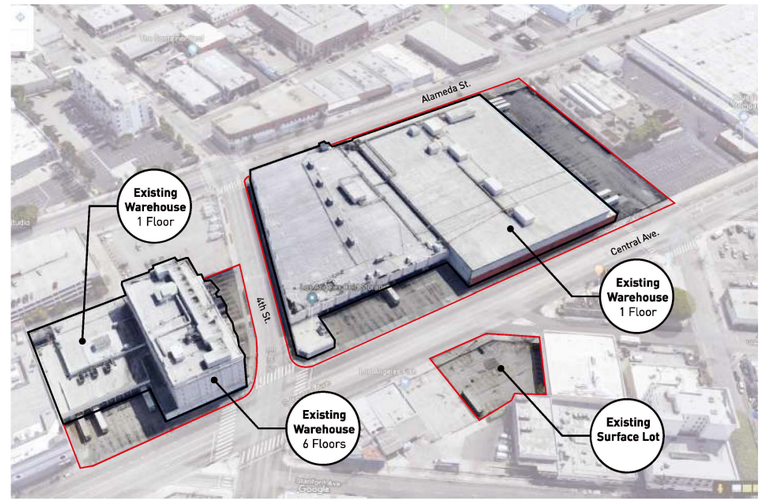
TOTAL REQUIRED OPEN SPACE	15,200 SF

TOTAL REQUIRED TREE COUNT (1 PER 4 UNITS)	36



studioneleven Adjaye Associates CONTINUUM PARTNERS





0 25 50 100
SCALE 1"=50'

CONTINUUM PARTNERS
Adjaye Associates
studioneleven

DEMO PLAN

CENTRAL AVE

ALAMEDA ST

FOURTH ST

MATCHLINE

A 56

B 57

MIN. 3'-0" TYP.

UP 10% SLOPE | MAX. 20% SLOPE | MAX. 20% SLOPE | 10% SLOPE DN

18'-0" | 18'-0" | 31'-7" | 28'-0"

26'-4"

8'-6" TYP.

18'-0" TYP.

18'-0" | 18'-0" | 28'-11" | 18'-0" | 18'-0"

RESIDENTIAL LONG-TERM BIKE PARKING (135)

REPAIR

PE

FE

OFFICE ELEV LOBBY

PUBLIC ELEV. PIT

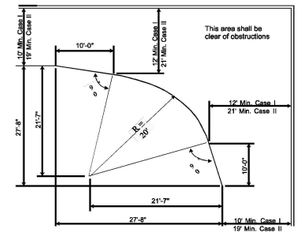
18'-0" TYP.

227 228 229 235 236 237 230 231 238 239 232 233 234 240 241 242 243 244 245 246 247 248 252 253 254 255 256 257 258 259 263 264 280 281 249 250 251 260 261 262 277 278 279 265 266 267 282 283 284 268 269 270 285 286 287 271 272 273 288 289 290 274 275 276 291 292 293 294 295 296 297 316 317 318 319 298 299 300 301 320 321 322 323 302 303 304 305 306 324 325 326 327 328 307 308 309 310 329 330 331 332 311 312 313 314 315 333 334 335 336 337

1283 1284 1285 1333 1334 1335 1336 1365 1366 1367 1383 1385 1387 1402 1404

FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

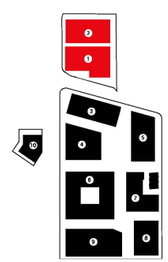


Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P2 PARKING TABULATION (LEVEL P4-P3 SIM.)				
STANDARD	TANDEM	ADA	EVCS	TOTAL
3	108			111

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

0 4 8 16 32
SCALE 1/16" = 1'-0"

NORTH SITE
LEVEL P2 ENLARGED FLOOR PLAN (LEVELS P4-P3 SIM.)

CONTINUUM PARTNERS
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studioneleven

CENTRAL AVE

ALAMEDA ST

FOURTH ST

MATCHLINE



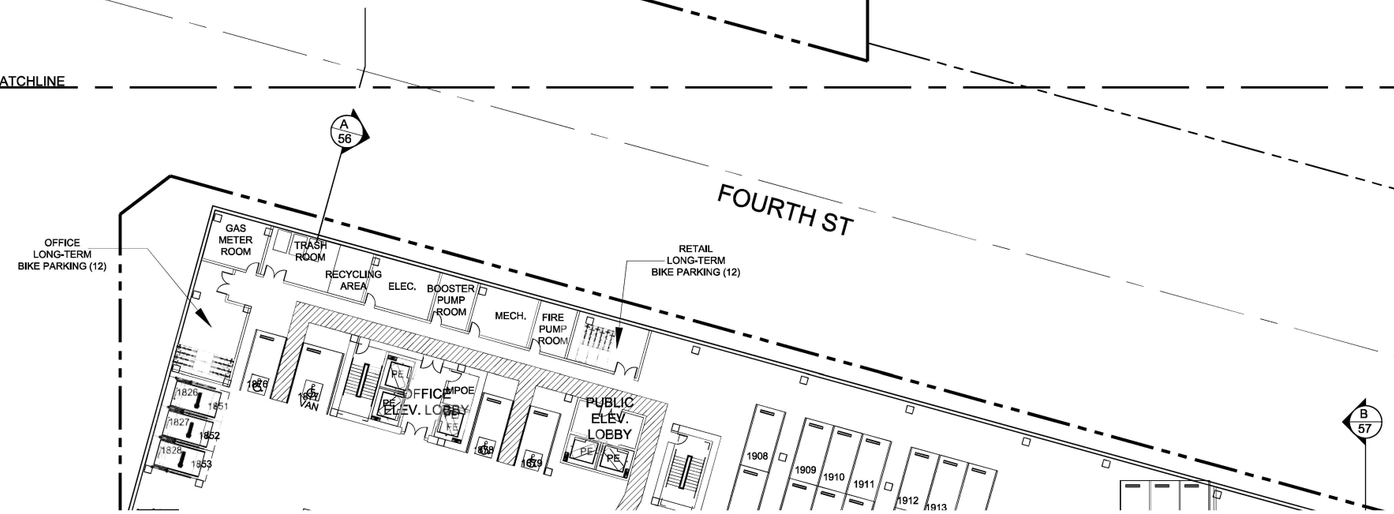
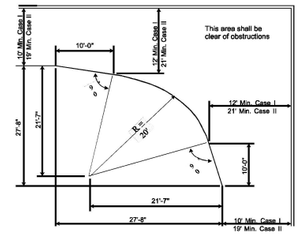


FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

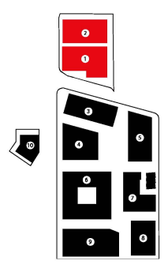


Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P1 PARKING TABULATION				
STANDARD	TANDEM	ADA	EVCS	TOTAL
3	86	5	2	96

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



0 4 8 16 32
SCALE 1/16" = 1'-0"

NORTH SITE
LEVEL P1 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
04.29.2021

studioneleven Adjaye Associates CONTINUUM PARTNERS

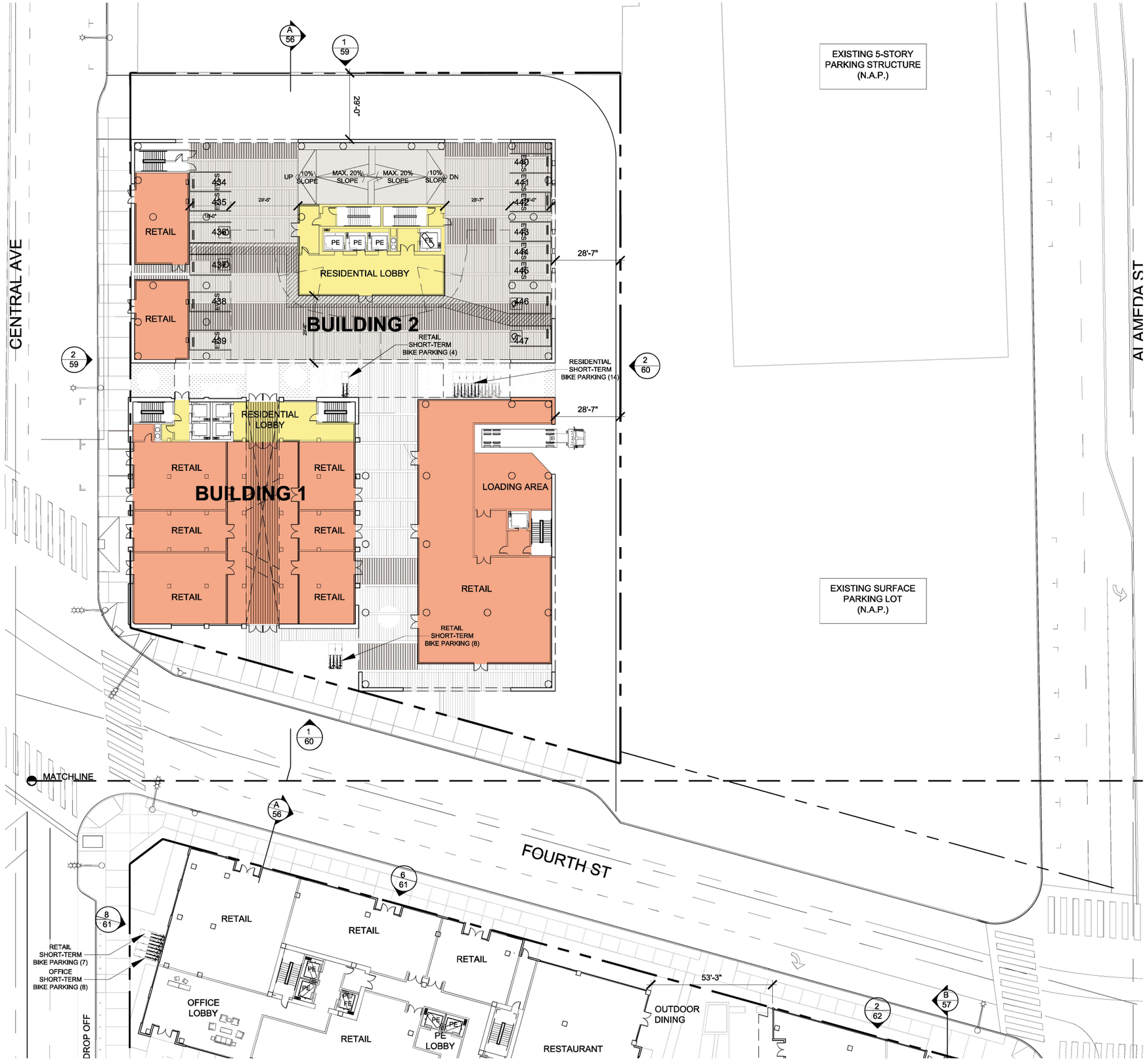
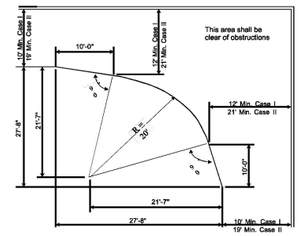


FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

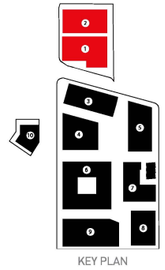


Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL 1 PARKING TABULATION				
STANDARD	TANDEM	ADA	EVCS	TOTAL
		4	10	14

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

SCALE 1/16" = 1'-0"

NORTH SITE
LEVEL 1 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
04.29.2021

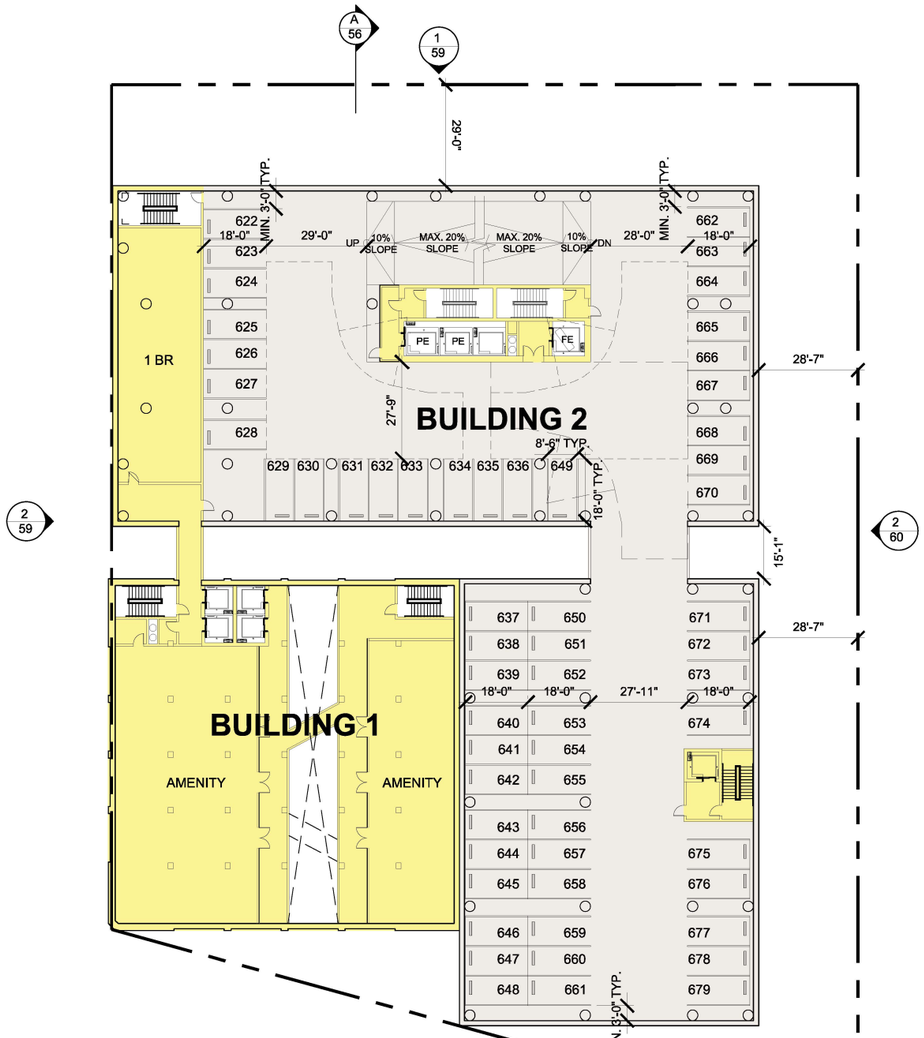
CONTINUUM PARTNERS
Adjaye Associates
studioeleven

CENTRAL AVE

ALAMEDA ST

FOURTH ST

MATCHLINE



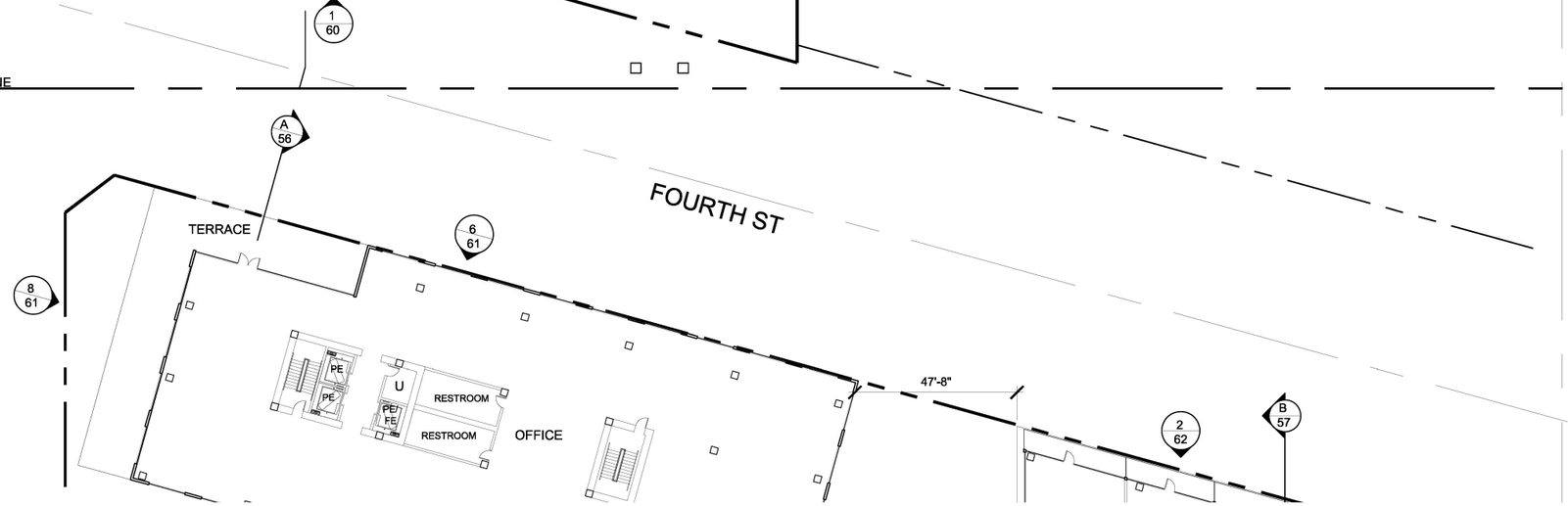
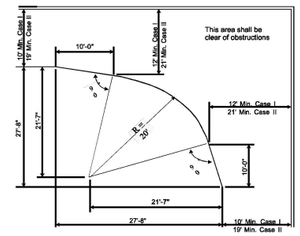


FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

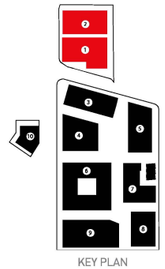


Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL 5 PARKING TABULATION (LEVEL 2-6 SIM)				
STANDARD	TANDEM	ADA	EVCS	TOTAL
34	24			58

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

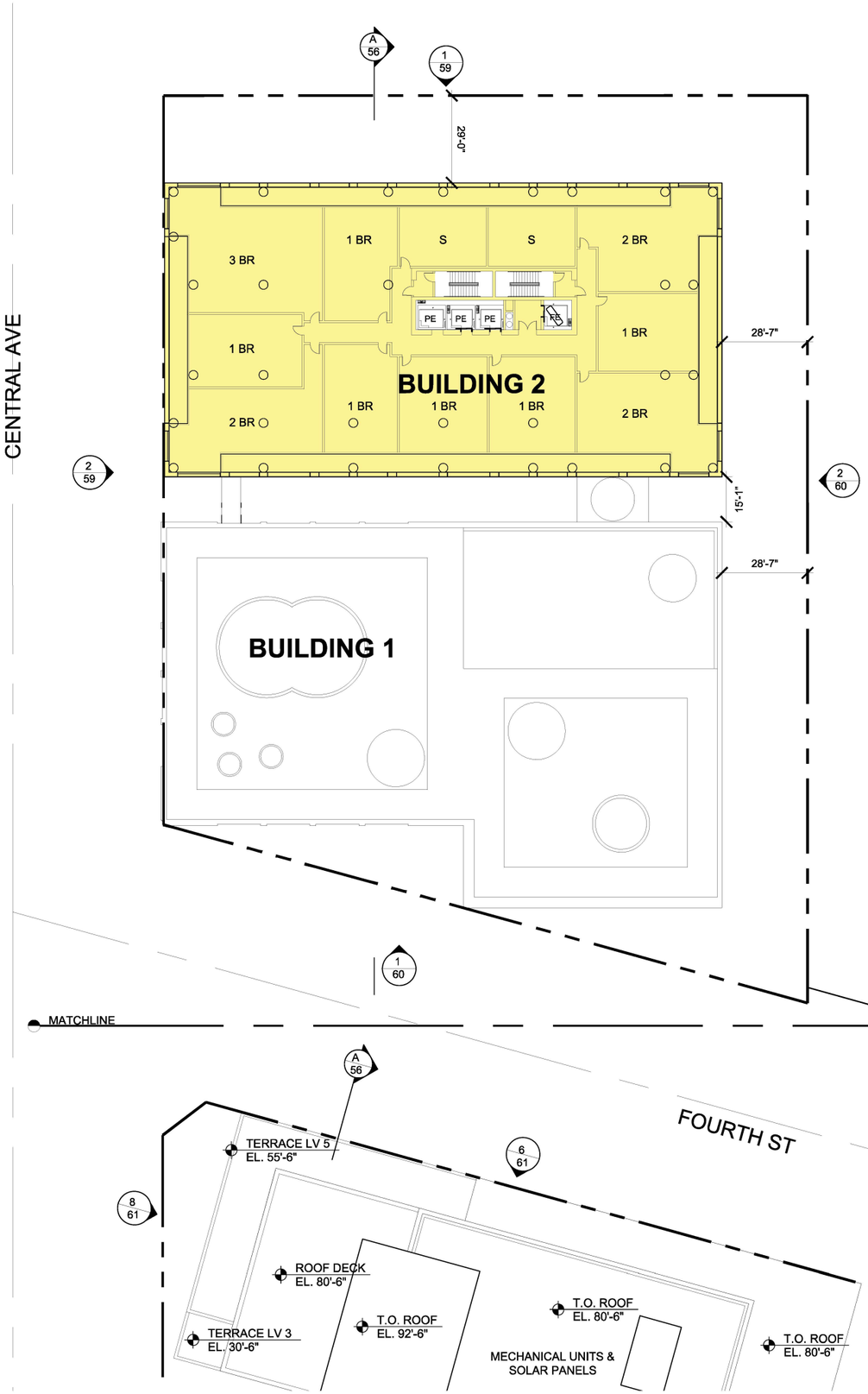


KEY PLAN

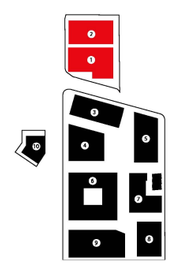
0 4 8 16 32
SCALE 1/16" = 1'-0"

NORTH SITE
LEVEL 5 ENLARGED FLOOR PLAN (LEVELS 2-6 SIM.)

studioneleven Adjaye Associates CONTINUUM PARTNERS



RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

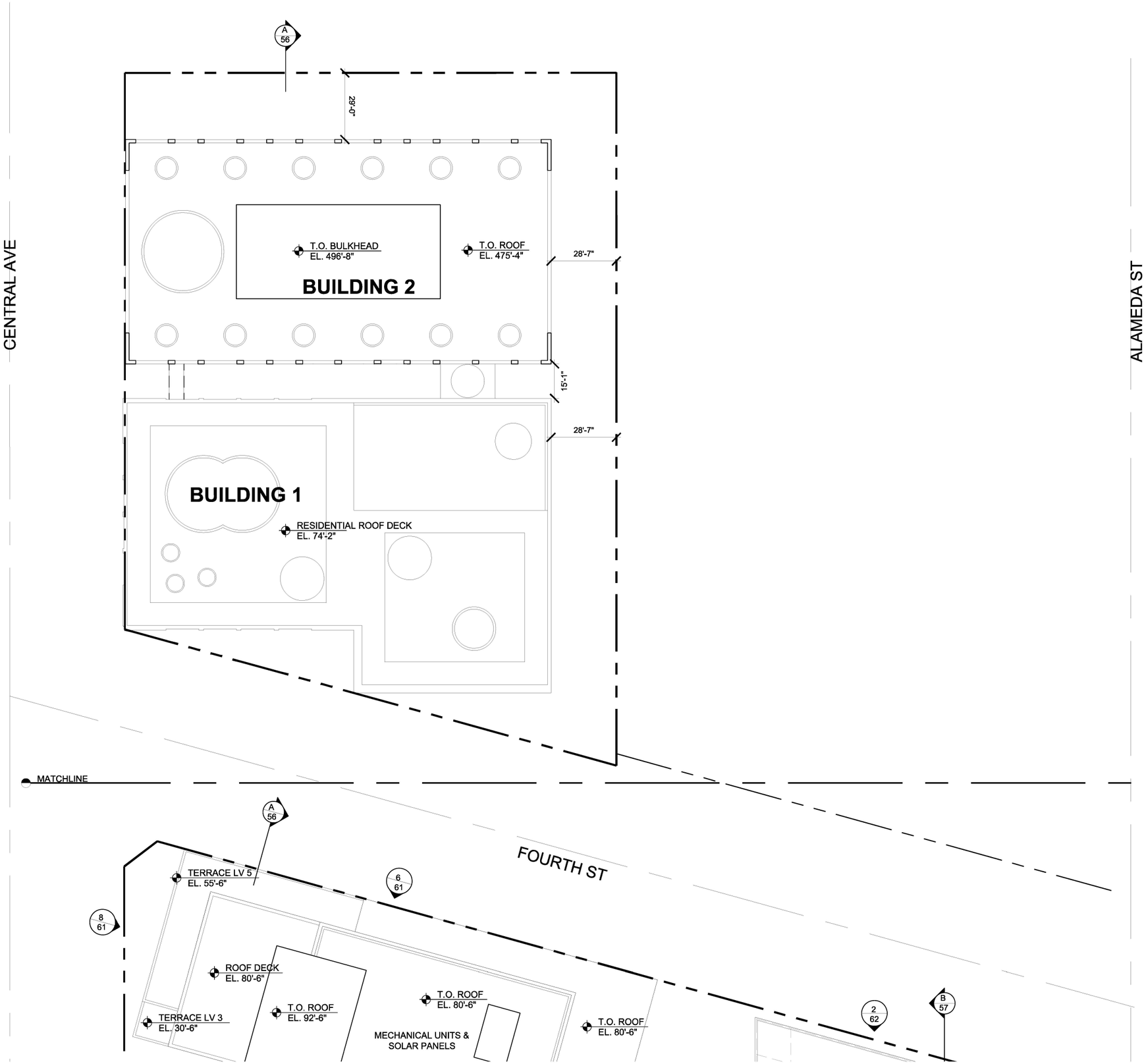


KEY PLAN

0 4 8 16 32
SCALE 1/16" = 1'-0"

NORTH SITE
LEVEL 25 ENLARGED FLOOR PLAN (LEVELS 7- 43 SIM.)

studioneleven Adjaye Associates CONTINUUM PARTNERS



studioneleven Adjaye Associates CONTINUUM PARTNERS

NORTH SITE ENLARGED ROOF PLAN

FOURTH & CENTRAL
04.29.2021

MATCHLINE

FOURTH ST

CENTRAL AVE

ALAMEDA ST

A 56

B 57

C 58

MIN. 3'-0" TYP.

OFFICE ELEV LOBBY

EL. -40'-0"

18'-0" TYP.

8'-6" TYP.

28'-0"

28'-2"

28'-8"

9'-0" TYP.

12'-0" TYP.

OFFICE ELEV. LOBBY

10% SLOPE UP

MAX. 20% SLOPE

REPAIR

RESIDENTIAL BOH ELEV. LOBBY

29'-2"

RESIDENTIAL ELEV. LOBBY

RESIDENTIAL LONG-TERM BIKE PARKING (127)

SHOWER

EVCS

VAN

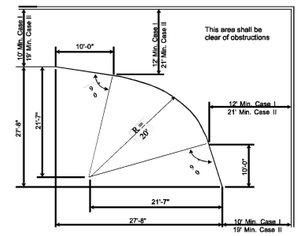
RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)



Case I - One-way traffic or two-way traffic where no more than 25 cars go around this turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P3 PARKING TABULATION					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
263	140		21	120	544

UPPER SOUTH SITE
LEVEL P3 ENLARGED FLOOR PLAN

CONTINUUM PARTNERS
Adjaye Associates
studioneleven

CENTRAL AVE

ALAMEDA ST

MATCHLINE

C 58

A 56

B 57

EL. -40'-0"

RESIDENTIAL LONG-TERM BIKE PARKING (20)

RESIDENTIAL ELEV. LOBBY

RESIDENTIAL ELEV. LOBBY

BUILDING 7 RESIDENTIAL LONG-TERM BIKE PARKING (37)

RESIDENTIAL ELEV. LOBBY

RESIDENTIAL LONG-TERM BIKE PARKING (94)

OFFICE ELEV. LOBBY

SHOWER

REPAIR

MAX. 20% SLOPE

10% SLOPE UP

MIN. 3'-0" TYP.

28'-8"

28'-0"

29'-6"

28'-0"

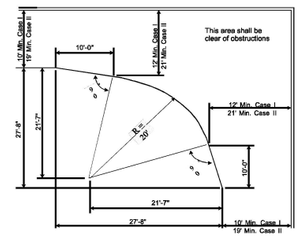
27'-0"

18'-0"

27'-10"

FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

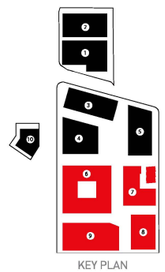


Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P3 PARKING TABULATION					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
263	140		21	120	544

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

0 4 8 16 32
SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL P3 ENLARGED FLOOR PLAN

studioneleven Adjaye Associates CONTINUUM PARTNERS

MATCHLINE

FOURTH ST

CENTRAL AVE

ALAMEDA ST

MATCHLINE

A 56

B 57

C 58

C 58

OFFICE ELEV. LOBBY

PUBLIC ELEV. PIT

RESIDENTIAL BOH ELEV. LOBBY

RESIDENTIAL ELEV. LOBBY

OFFICE ELEV. LOBBY

EL. -30'-0"

EL. -30'-0"

18'-0" TYP.

10'-0" TYP.

28'-0"

18'-0" TYP.

8'-6" TYP.

18'-0"

28'-2"

27'-9"

18'-0"

18'-0"

28'-11"

18'-0"

18'-0"

28'-0"

18'-0"

9'-0"

18'-0"

28'-0"

29'-0"

18'-0" TYP.

10% SLOPE UP

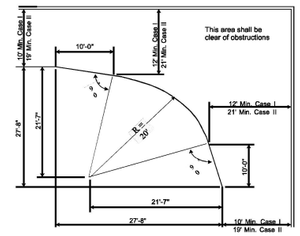
MAX. 20% SLOPE

MAX. 20% SLOPE

10% SLOPE DN

FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P2 PARKING TABULATION					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
352	154		7	31	544

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

SCALE 1/16" = 1'-0"

UPPER SOUTH SITE
LEVEL P2 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
04.29.2021

studioneleven Adjaye Associates CONTINUUM PARTNERS

MATCHLINE

CENTRAL AVE

ALAMEDA ST

C 58

A 56

B 57

EL. -30'-0"

HOTEL ELEV. PIT

RESIDENTIAL ELEV. LOBBY

RESIDENTIAL ELEV. LOBBY

PUBLIC ELEV. PIT

PUBLIC ELEV. PIT

FREIGHT ELEV. PIT

OFFICE ELEV. LOBBY

RESIDENTIAL ELEV. LOBBY

DN 10% SLOPE

MAX. 20% SLOPE

MAX. 20% SLOPE

10% SLOPE UP

MIN. 3'-0" TYP.

MIN. 3'-0" TYP.

8'-6" TYP.

8'-0" TYP.

28'-5"

27'-7"

29'-6"

28'-4"

28'-0"

30'-4"

29'-0"

27'-0"

27'-0"

27'-10"

28'-0"

28'-0"

18'-0"

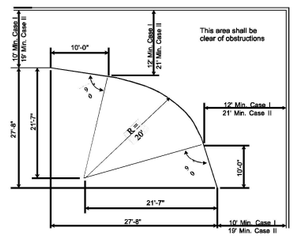
18'-0"

18'-0"

EVCS

FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

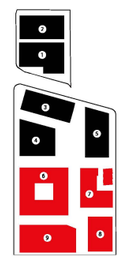


Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P2 PARKING TABULATION					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
352	154		7	31	544

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

0 4 8 16 32
SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL P2 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
04.29.2021

studioneleven Adjaye Associates CONTINUUM PARTNERS

MATCHLINE

FOURTH ST

CENTRAL AVE

ALAMEDA ST

MATCHLINE

A 56

B 57

C 58

C 58

OFFICE LONG-TERM BIKE PARKING (12)

OFFICE LONG-TERM BIKE PARKING (32)

RETAIL LONG-TERM BIKE PARKING (12)

GAS METER ROOM

TRASH ROOM

RECYCLING AREA

ELEC.

BOOSTER PUMP ROOM

MECH.

FIRE PUMP ROOM

OFFICE ELEV. LOBBY

MPOE

PUBLIC ELEV. LOBBY

EL. -20'-0"

REPAIR

TRANSFORMER ROOM

FIRE PUMP ROOM

BOOSTER PUMP ROOM

OFFICE ELEV. LOBBY

FREIGHT ELEV.

RECYCLING AREA

TRASH ROOM

ELEC.

MPOE

GAS METER ROOM

10% UP SLOPE

MAX. 20% SLOPE

MAX. 20% SLOPE

10% DN SLOPE

18'-0" TYP.

8'-6" TYP.

8'-10" TYP.

28'-0"

29'-6"

28'-0"

18'-0"

18'-0"

27'-0"

18'-0"

18'-0"

28'-0"

18'-0"

9'-0"

18'-0"

28'-0"

29'-2"

29'-0"

GENERATOR ROOM

GAS METER ROOM

BOOSTER PUMP ROOM

EVCS 2040 EVCS 2041 EVCS 2042

RESIDENTIAL BOH ELEV. LOBBY

TRASH ROOM

RECYCLING AREA

FIRE PUMP ROOM

RESIDENTIAL ELEV. LOBBY

ELEC.

MECH.

EL. -20'-0"

HOTEL BOH

3-MEAL RESTAURANT BOH

ELEC.

MECH.

BOOSTER PUMP

MPOE

FIRE PUMP ROOM

EVCS 2099

18'-0" TYP.

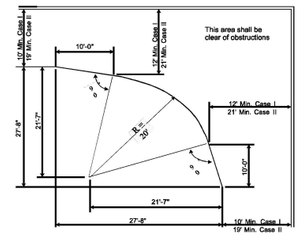
EVCS 2221 EVCS 2222 EVCS 2223

EVCS 2224 EVCS 2225 EVCS 2226

371 388
372 389
373 390
374 391
409 430
410 431
411 432
412 433

FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

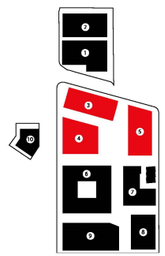


Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P1 PARKING TABULATION					
STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
82	98	188	17	81	466

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

0 4 8 16 32
SCALE 1/16" = 1'-0"

UPPER SOUTH SITE
LEVEL P1 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
04.29.2021

studioneleven Adjaye Associates CONTINUUM PARTNERS

CENTRAL AVE

ALAMEDA ST

MATCHLINE

C 58

A 56

B 57

HOTEL BOH

3-MEAL RESTAURANT BOH

SPECIALTY RESTAURANT BOH

HOTEL ELEV. LOBBY

BUILDING 6 HOTEL LONG-TERM BIKE PARKING (7)

ELEC.

BOOSTER PUMP ROOM

MECH.

MPOE

GAS METER ROOM

FIRE PUMP ROOM

TRASH COMPACTOR

RECYCLING ROOM

TRASH TRUCK LOADING

EL. -20'-0"

LOADING ZONE 5,060 SF

WB-40 AASHTO 2018 (US)

RESIDENTIAL ELEV. LOBBY

RETAIL LONG-TERM BIKE PARKING (11)

GENERATOR ROOM

TRASH ROOM

RECYCLING AREA

FREIGHT ELEV.

PUBLIC ELEV. LOBBY

EL. -16'-0"

DN 10% SLOPE

MAX. 20% SLOPE

MAX. 15% SLOPE

7.5% SLOPE UP

MIN. 3'-0" TYP.

18'-0" TYP

8'-6" TYP.

10'-0" TYP.

12'-0" TYP.

29'-0"

28'-10"

28'-0"

28'-4"

55'-0"

91'-5"

27'-0"

RESIDENTIAL ELEV. LOBBY

RETAIL LONG-TERM BIKE PARKING (12)

MECH.

ELEC.

FREIGHT ELEV.

TRANSFORMER ROOM

OFFICE ELEV. LOBBY

OFFICE LONG-TERM BIKE PARKING (36)

REPAIR

MPOE

FIRE PUMP ROOM

BOOSTER PUMP ROOM

GAS METER ROOM

RECYCLING AREA

TRASH ROOM

EVCS

FIGURE 7 - CIRCULATION DRIVEWAYS

90° Turn
(No Scale)

Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL P1 PARKING TABULATION

STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
82	98	188	17	81	466

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

KEY PLAN

0 4 8 16 32
SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL P1 ENLARGED FLOOR PLAN

CONTINUUM PARTNERS
Adjaye Associates
studioneleven

RETAIL
RETAIL
RETAIL
RETAIL SHORT-TERM BIKE PARKING (8)
EXISTING SURFACE PARKING LOT (N.A.P.)
1 60
MATCHLINE
A 56
FOURTH ST
6 61
8 61
RETAIL SHORT-TERM BIKE PARKING (7)
OFFICE SHORT-TERM BIKE PARKING (8)
DROP OFF
RETAIL
RETAIL
RETAIL
OFFICE LOBBY
PE
PE
PE/FE
PE
PE
PE LOBBY
RETAIL
BUILDING 3
RESTAURANT
53'-3"
OUTDOOR DINING
2 62
B 57
7 61
BRIDGES ABOVE
BUILDING OVERHANG ABOVE
5 61
2 61
41'-0"
RETAIL SHORT-TERM BIKE PARKING (4)
OFFICE SHORT-TERM BIKE PARKING (19)
CENTRAL AVE
RESTAURANT
RETAIL
OUTDOOR DINING
BUILDING OVERHANG ABOVE
RESIDENTIAL PORTE-COCHERE
RETAIL SHORT-TERM BIKE PARKING (6)
BUILDING OVERHANG ABOVE
BUILDING 5
RESIDENTIAL SHORT-TERM BIKE PARKING (13)
C 58
OFFICE LOBBY
FCC
RETAIL
RESTAURANT
BUILDING 4
4 62
3 62
4 61
OUTDOOR DINING
3 61
CENTRAL COURTYARD
PE
PE
PE/FE
PE
PE/FE
RESIDENTIAL LOBBY / AMENITY
UTILITY
FE
OUTDOOR DINING
OFFICE
RESTROOM
RESTROOM
MAX. 20% SLOPE
RAMP 1
RESTAURANT
C 58
DN 10% SLOPE
BUILDING OVERHANG ABOVE
1 61
PARKING GARAGE ACCESS
NEW PASEO
1 62
MATCHLINE
52'-0"
HOTEL DROP OFF
2 63
LOT 3 PARCEL LINE
LOT 4 PARCEL LINE
2 64
52'-0"
22'-2"
RETAIL SHORT-TERM BIKE PARKING (6)
RETAIL
LOBBY BOH
HOTEL SHORT-TERM BIKE PARKING (7)
RESIDENTIAL
RETAIL
LIVE / WORK
ALAMEDA ST

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

UPPER SOUTH SITE
LEVEL 1 ENLARGED FLOOR PLAN

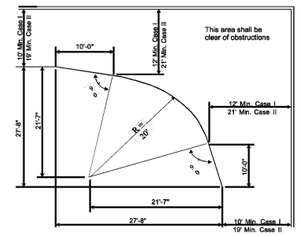
FOURTH & CENTRAL
04.29.2021

studioneleven Adjaye Associates CONTINUUM PARTNERS



FIGURE 7 - CIRCULATION DRIVEWAYS

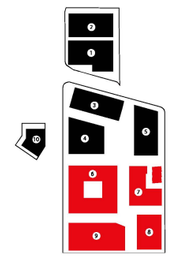
90° Turn
(No Scale)



Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

SCALE 1/16" = 1'-0"

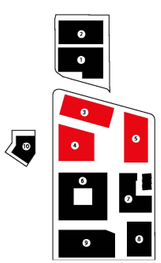
LOWER SOUTH SITE
LEVEL 1 ENLARGED FLOOR PLAN

FOURTH & CENTRAL
04.29.2021

CONTINUUM PARTNERS
Adjaye Associates
studioneleven



RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

SCALE 1/16" = 1'-0"

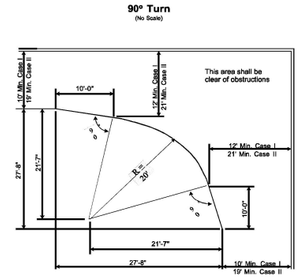
UPPER SOUTH SITE
LEVEL 2 ENLARGED FLOOR PLAN (LEVELS 3 & 4 SIM.)

FOURTH & CENTRAL
04.29.2021

CONTINUUM PARTNERS
Adjaye Associates
studioneleven



FIGURE 7 - CIRCULATION DRIVEWAYS



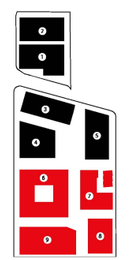
Case I - One-way traffic or two-way traffic where no more than 25 cars go around the turn.

Case II - Two-way traffic and more than 25 cars go around the turn.

LEVEL 2 PARKING TABULATION (LEVEL 3-4 SIM.)

STANDARD	TANDEM	STACKER	ADA	EVCS	TOTAL
43					43

- RETAIL
- RESIDENTIAL
- OFFICE
- HOTEL
- PARKING



KEY PLAN

0 4 8 16 32

SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL 2 ENLARGED FLOOR PLAN (LEVELS 3 & 4 SIM.)

CONTINUUM PARTNERS
Adjaye Associates
studioneleven

645 658 676
646 659 677
647 660 678
648 661 679

1/60
MATCHLINE
A/56
FOURTH ST
TERRACE
6/61
8/61
PE
PE
U
PE/FE
RESTROOM
RESTROOM
OFFICE
BUILDING 3
47'-8"
7/61
5/61
2/61
41'-0"
2/62
B/57
1BR
1BR
2BR
S
1BR
FE
T
S
U
S
S
S
S
2BR
BUILDING 5
PE
PE
PE
PE/FE
S
MECH.
1BR
S
2BR
1BR
2BR
C/58
3/62
4/62
CENTRAL AVE
ALAMEDA ST
C/58
OFFICE
BUILDING 4
4/61
PE
PE
PE/FE
U
3/61
RESTROOM
RESTROOM
U
1/61
MATCHLINE
52'-0"
2/63
LOT 3 PARCEL LINE
LOT 4 PARCEL LINE
52'-0"
1/62
2/64
52'-0"
H
H
H
2 BR
1 BR
1 BR
2 BR
2 BR

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

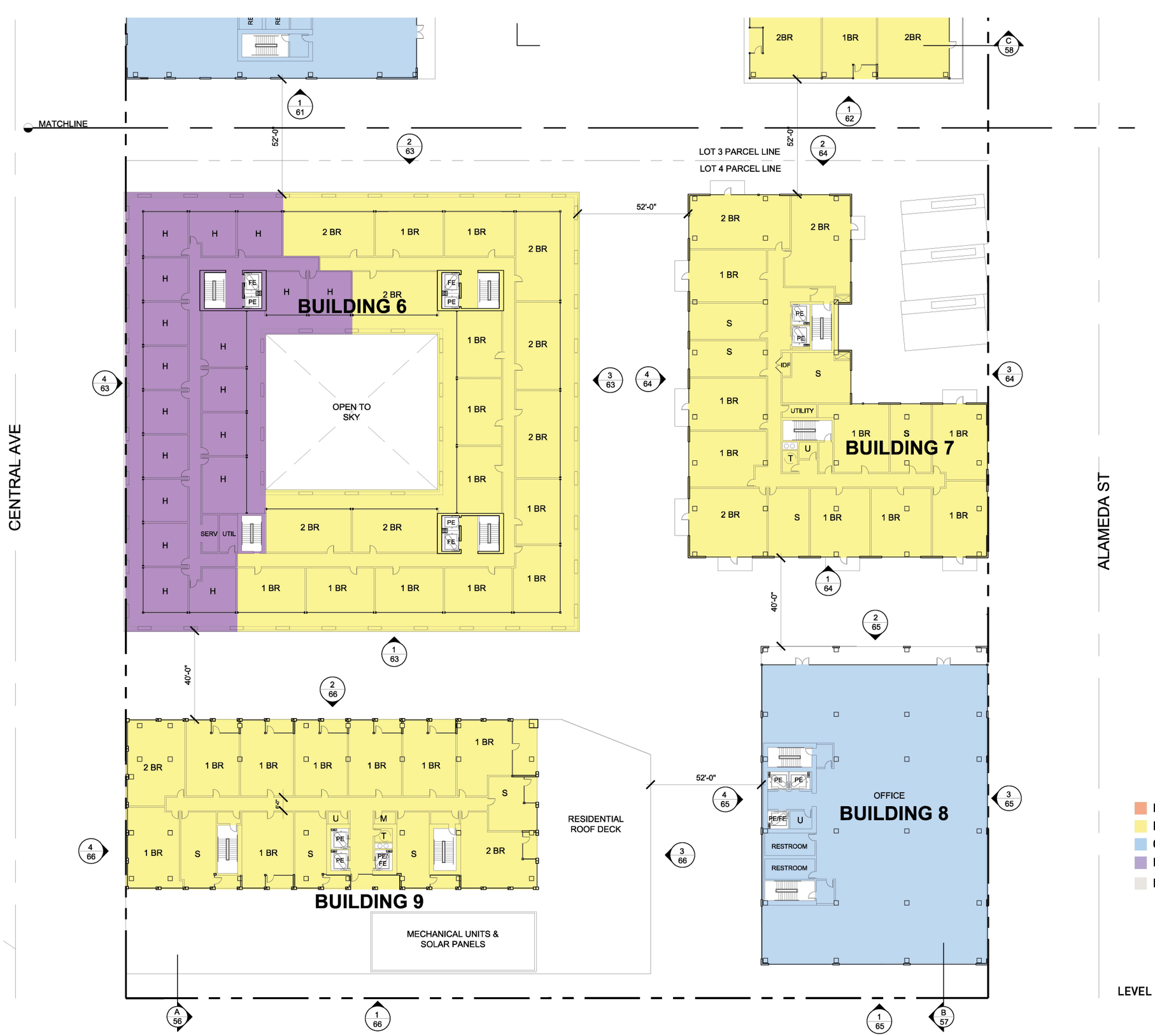
KEY PLAN

0 4 8 16 32
SCALE 1/16" = 1'-0"

UPPER SOUTH SITE
LEVEL 5 ENLARGED FLOOR PLAN (LEVELS 6 - 8 SIM.)

FOURTH & CENTRAL
04.29.2021

CONTINUUM PARTNERS
Adjaye Associates
studioneleven



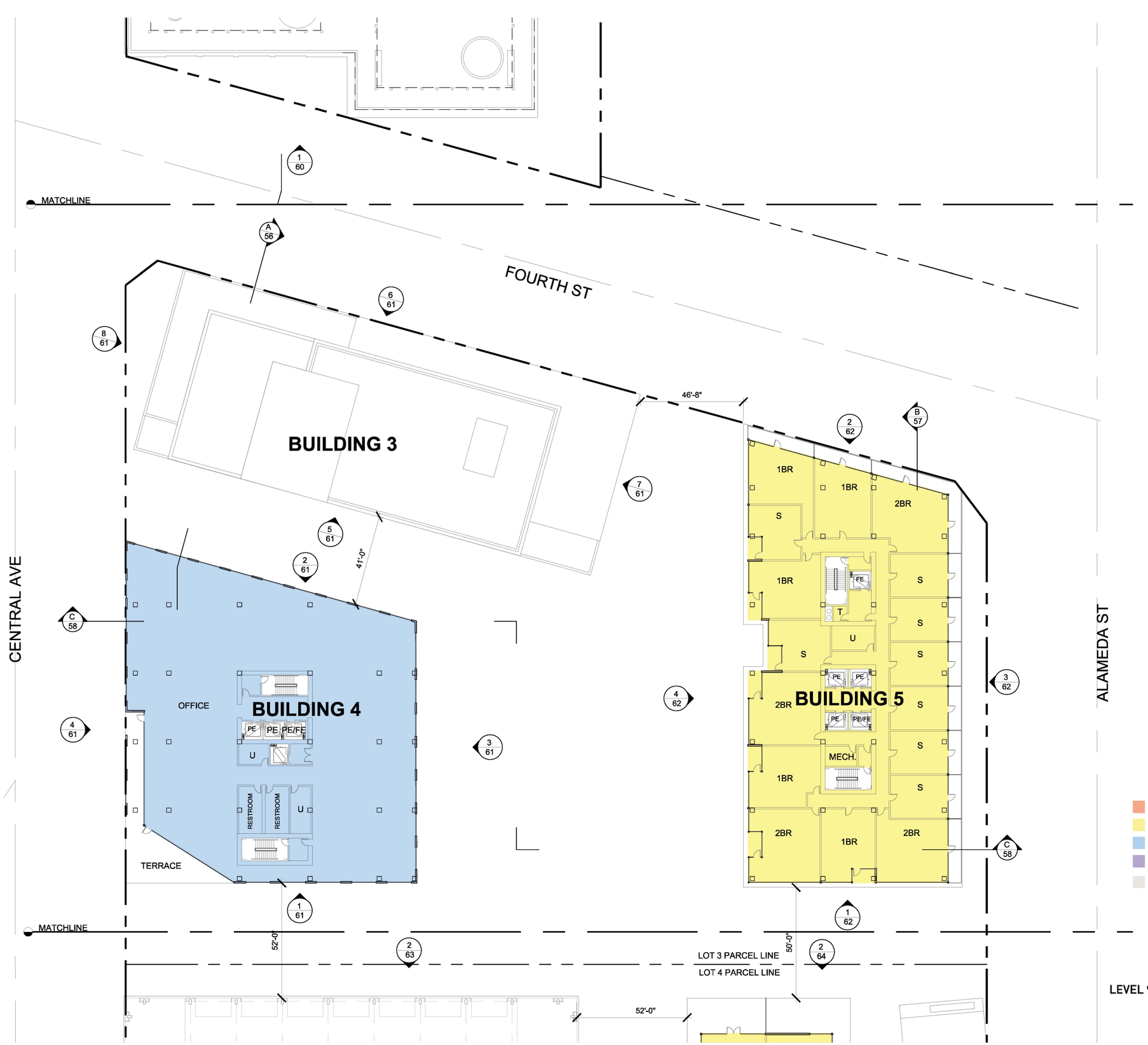
RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

KEY PLAN

0 4 8 16 32
SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL 5 ENLARGED FLOOR PLAN (LEVELS 6 - 8 SIM.)

studioneleven Adjaye Associates CONTINUUM PARTNERS



UPPER SOUTH SITE
LEVEL 9 ENLARGED FLOOR PLAN (LEVELS 10-19 SIM.)

CONTINUUM PARTNERS
Adjaye Associates
studioneleven

TERRACE

MATCHLINE

52'-0"

LOT 3 PARCEL LINE
LOT 4 PARCEL LINE

50'-0"

2BR 1BR 2BR

52'-0"

BUILDING 6

OPEN TO BELOW

2 BR 1 BR 1 BR 1 BR 1 BR

COMMUNITY ROOM

BUILDING 7

ROOFTOP DECK

CENTRAL AVE

ALAMEDA ST

40'-0"

2 BR 1 BR 1 BR 1 BR 1 BR 1 BR 1 BR

100'-8"

OFFICE

BUILDING 8

RESTROOM

RESTROOM

BUILDING 9

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

LOWER SOUTH SITE
LEVEL 9 ENLARGED FLOOR PLAN (LEVELS 10-19 SIM.)

CONTINUUM PARTNERS
Adjaye Associates
studioneleven

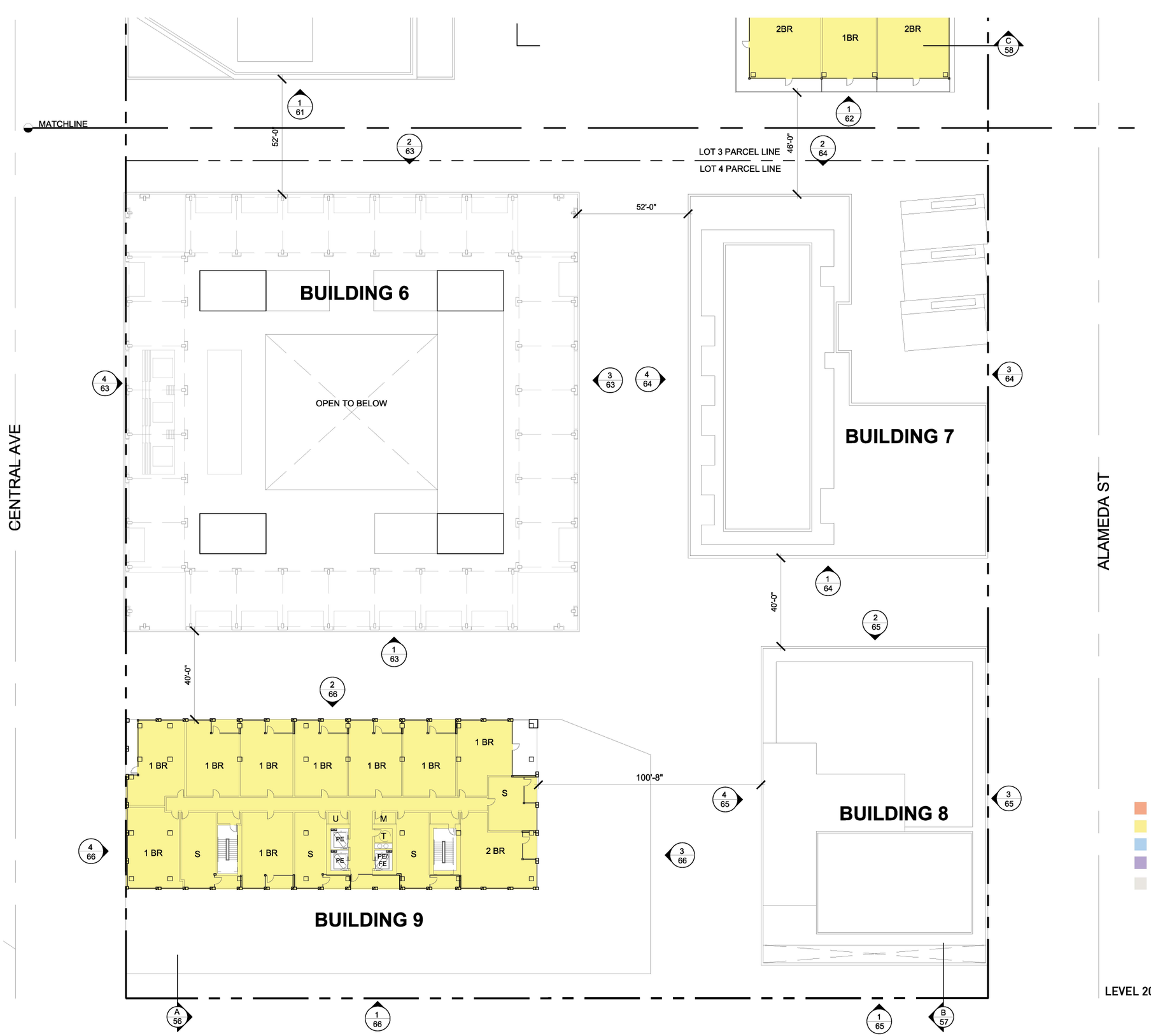


CONTINUUM PARTNERS

Adjaye Associates

studioneleven

UPPER SOUTH SITE
LEVEL 20 ENLARGED FLOOR PLAN (LEVELS 21-27 SIM.)



LOWER SOUTH SITE
LEVEL 20 ENLARGED FLOOR PLAN (LEVELS 21-26 SIM.)

CONTINUUM PARTNERS
Adjaye Associates
studioneleven

MATCHLINE

FOURTH ST

CENTRAL AVE

ALAMEDA ST

TERRACE LV 5
EL. 55'-6"

ROOF DECK
EL. 80'-6"

T.O. ROOF
EL. 92'-6"

TERRACE LV 3
EL. 30'-6"

T.O. ROOF
EL. 80'-6"

MECHANICAL UNITS &
SOLAR PANELS

BUILDING 3

T.O. ROOF
EL. 80'-6"

TERRACE LV 4
EL. 43'-0"

TERRACE LV 11
EL. 130'-6"

T.O. ROOF
EL. 155'-6"

BUILDING 4

MECHANICAL UNITS &
SOLAR PANELS

MECHANICAL UNITS &
SOLAR PANELS

TERRACE LV2
EL. 18'-0"

T.O. BULKHEAD
EL. 167'-6"

TERRACE LV2
EL. 105'-6"

ROOF DECK
EL. 280'-0"

CANOPY
ABOVE

T.O. BULKHEAD
EL. 292'-0"

MECHANICAL UNITS &
SOLAR PANELS

BUILDING 5

LOT 3 PARCEL LINE
LOT 4 PARCEL LINE

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

KEY PLAN

SCALE 1/16" = 1'-0"

UPPER SOUTH SITE ENLARGED ROOF PLAN

FOURTH & CENTRAL
04.29.2021

CONTINUUM PARTNERS
Adjaye Associates
studioneleven

TERRACE LV2
EL. 105'-6"

MATCHLINE

LOT 3 PARCEL LINE
LOT 4 PARCEL LINE

CENTRAL AVE

ALAMEDA ST

T.O. BULKHEAD
EL. 96'-4"

BUILDING 6

RESIDENTIAL ROOF DECK
EL. 63'-4"

T.O. ROOF
EL. 76'-4"

T.O. ROOF
EL. 120'-0"

MECHANICAL UNITS &
SOLAR PANELS

BUILDING 7

RESIDENTIAL ROOF DECK
EL. 102'-0"

ROOF DECK
EL. 152'-6"

BUILDING 8

T.O. BULKHEAD
EL. 168'-0"

MECHANICAL UNITS &
SOLAR PANELS

OPEN TO BELOW

ROOF DECK
EL. 270'-0"

BUILDING 9

MECHANICAL
UNITS &
SOLAR PANELS

T.O. BULKHEAD
EL. 281'-0"

MECHANICAL
UNITS &
SOLAR PANELS

ROOF DECK
EL. 50'-0"

MECHANICAL UNITS &
SOLAR PANELS

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING

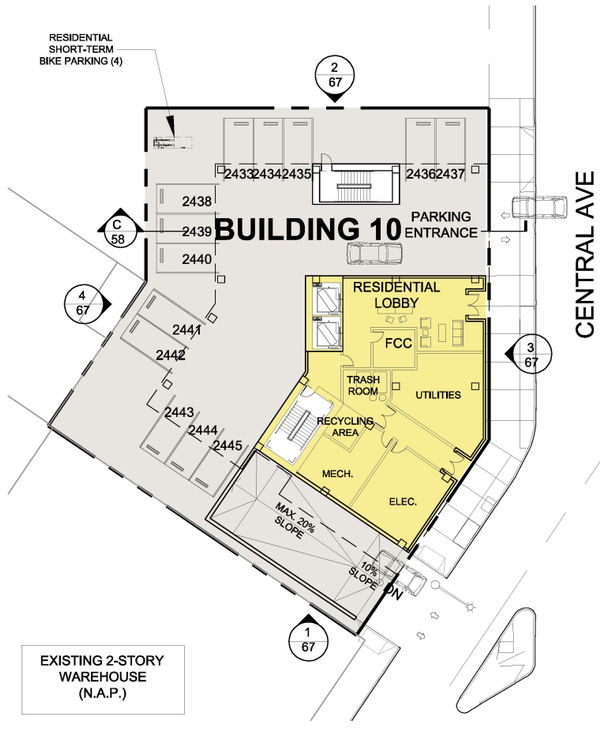
KEY PLAN

SCALE 1/16" = 1'-0"

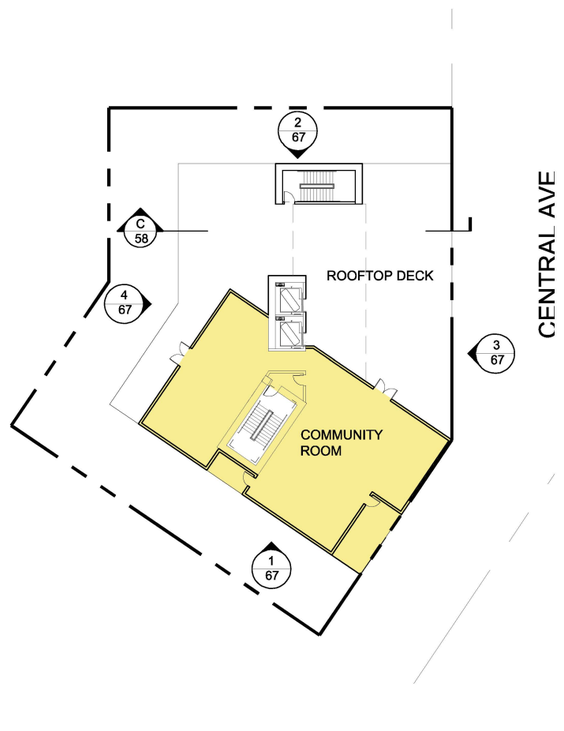
LOWER SOUTH SITE
ENLARGED ROOF PLAN

FOURTH & CENTRAL
04.29.2021

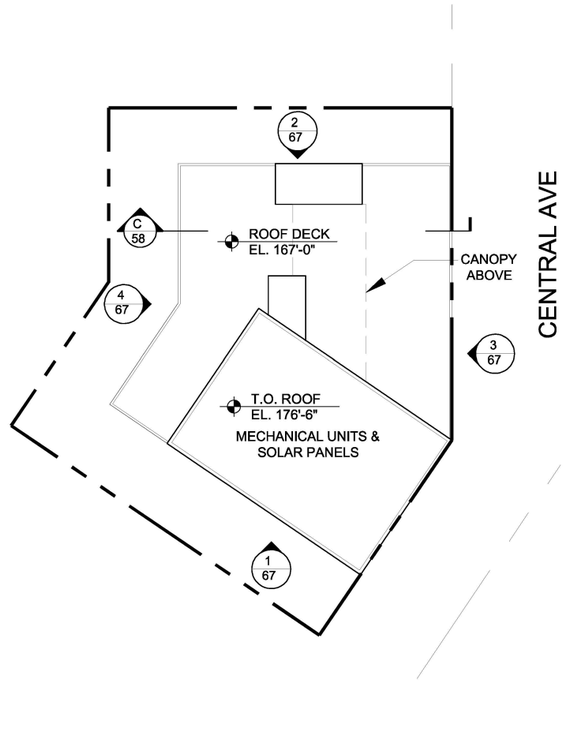
CONTINUUM PARTNERS
Adjaye Associates
studioneleven



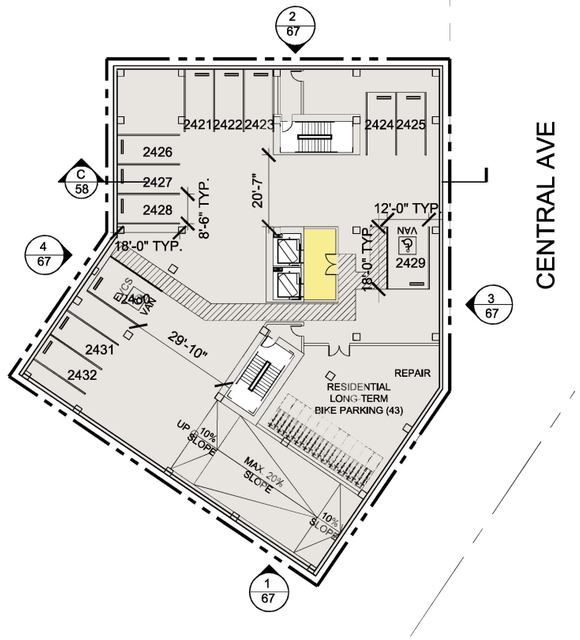
LEVEL 1



LEVEL 18



ROOF



LEVEL P1

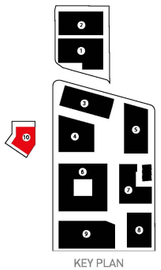


LEVELS 2-17

LEVEL 1 PARKING TABULATION			
STANDARD	ADA	EVCS	TOTAL
13			13

LEVEL P1 PARKING TABULATION			
STANDARD	ADA	EVCS	TOTAL
10	1	1	12

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

0 4 8 16 32
SCALE 1/16" = 1'-0"

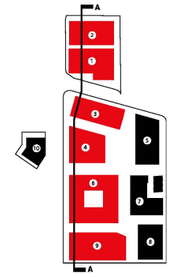
WEST SITE-
BUILDING 10 ENLARGED FLOOR PLANS

FOURTH & CENTRAL
04.29.2021

CONTINUUM PARTNERS
Adjaye Associates
studioneleven



RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

0 8 16 32 64

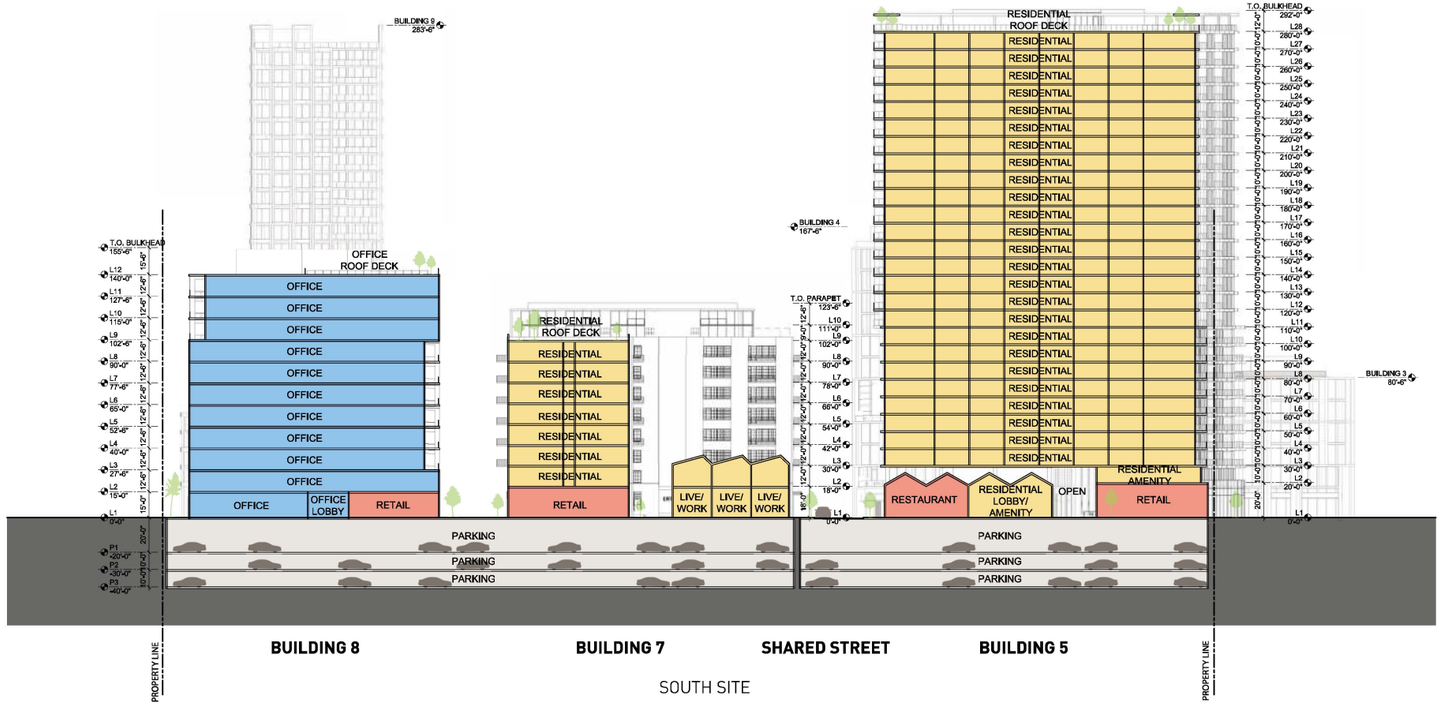
SCALE 1/32" = 1'-0"

studioneleven Adjaye Associates CONTINUUM PARTNERS

SITE SECTION A

FOURTH & CENTRAL

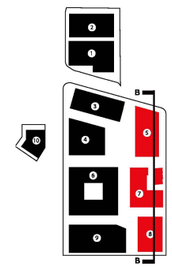
04.29.2021



BUILDING 8 | BUILDING 7 | SHARED STREET | BUILDING 5

SOUTH SITE

RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

0 8 16 32 64

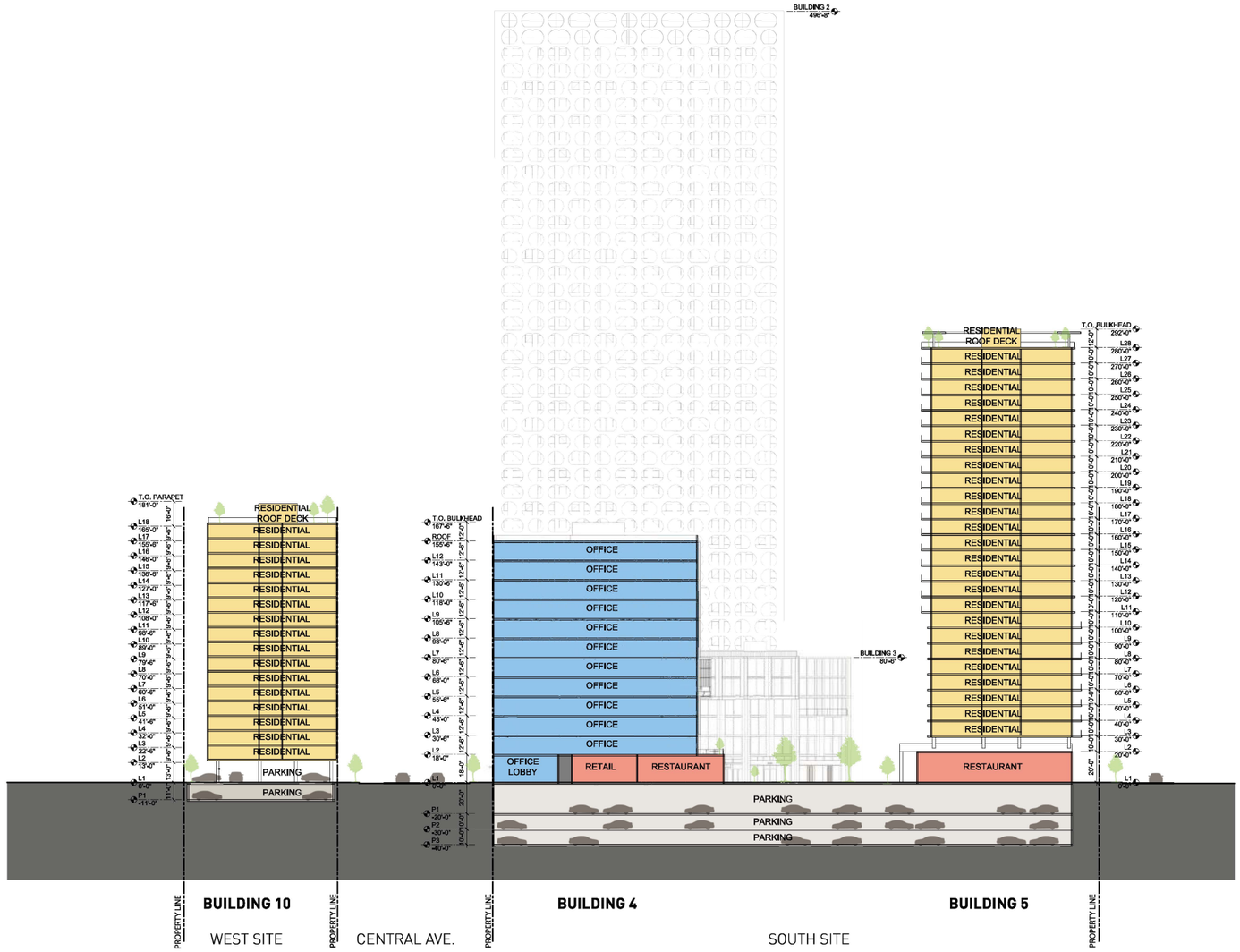
SCALE 1/32" = 1'-0"

SITE SECTION B

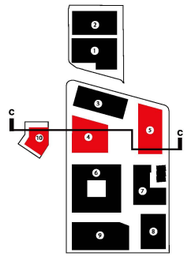
FOURTH & CENTRAL

04.29.2021

studioneleven Adjaye Associates CONTINUUM PARTNERS



RETAIL
RESIDENTIAL
OFFICE
HOTEL
PARKING



KEY PLAN

0 8 16 32 64

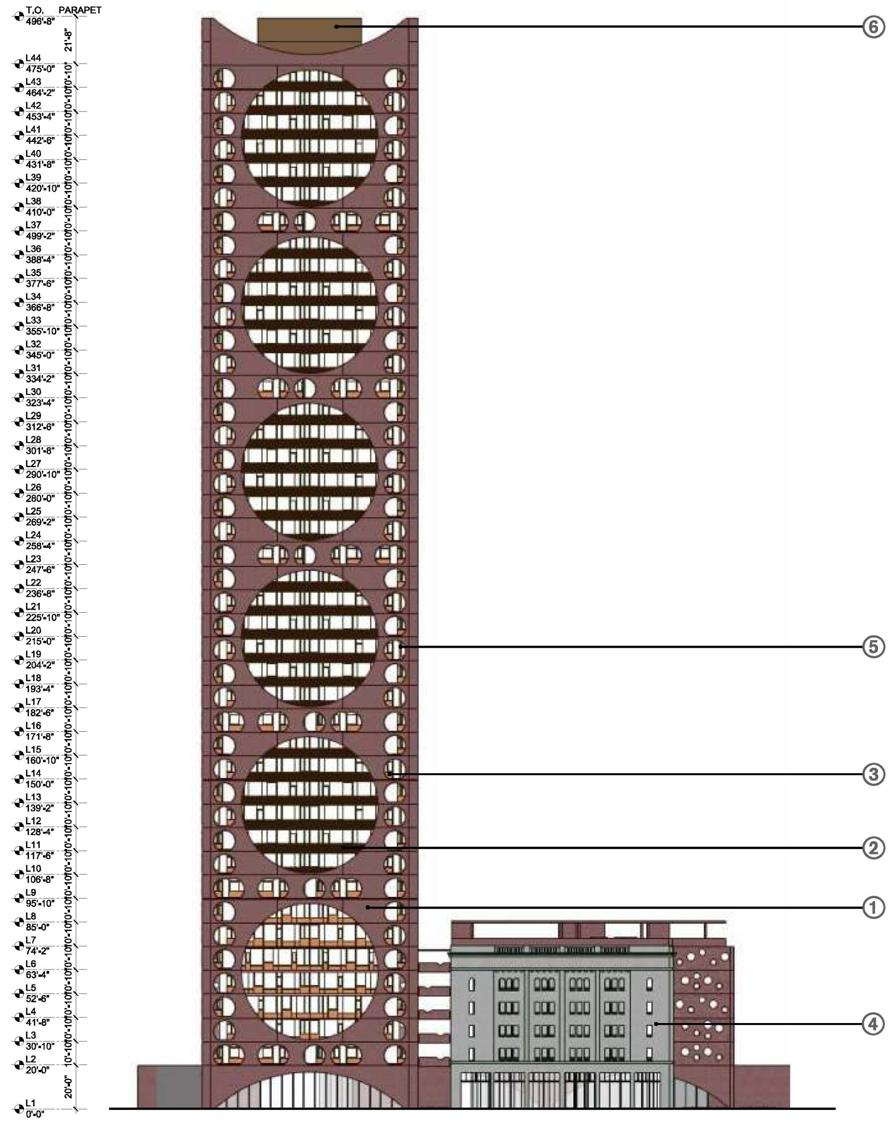
SCALE 1/32" = 1'-0"

SITE SECTION C

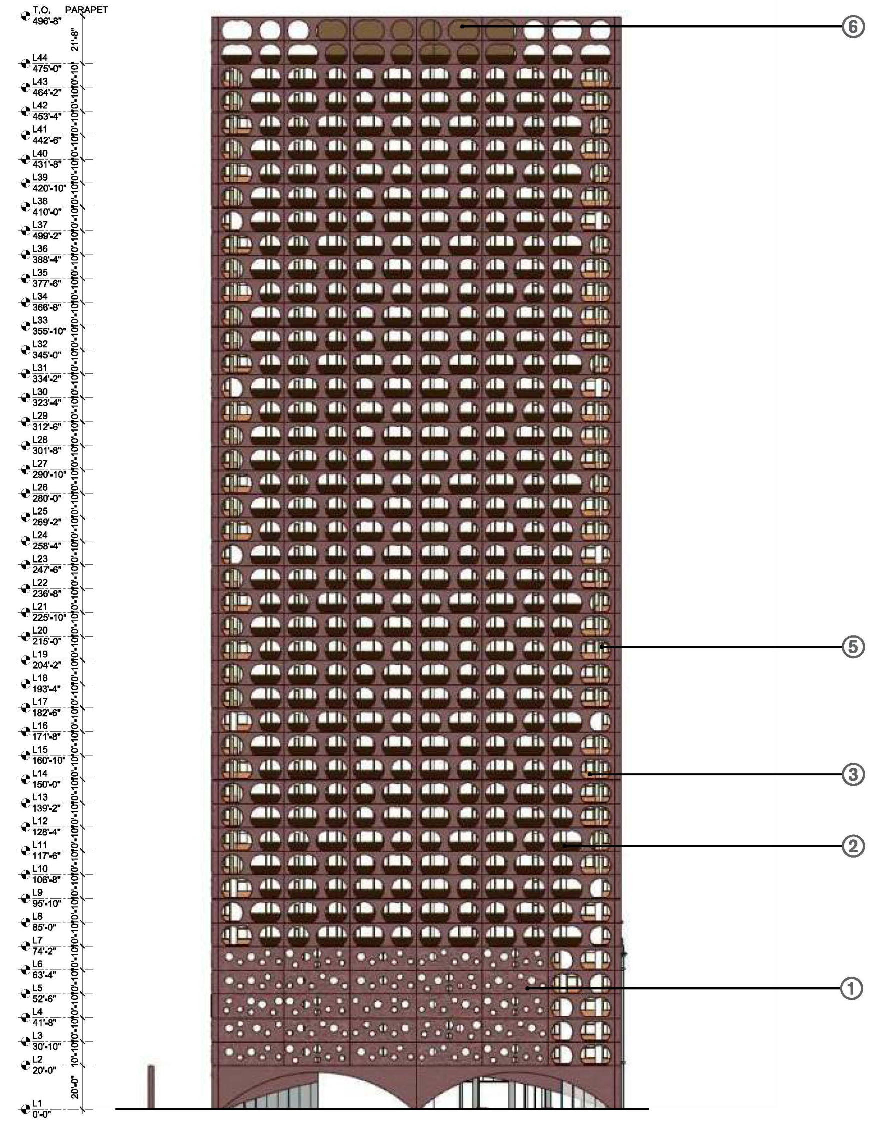
FOURTH & CENTRAL

04.29.2021

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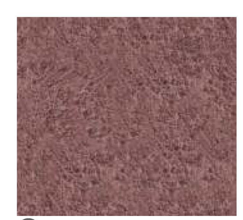


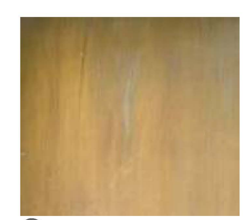
WEST ELEVATION **BUILDING 1+2** | 2

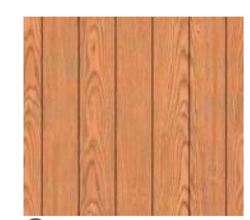


NORTH ELEVATION **BUILDING 1+2** | 1

BUILDING 1+2 MATERIALS


① BUSH HAMMERED PURPLE CONCRETE

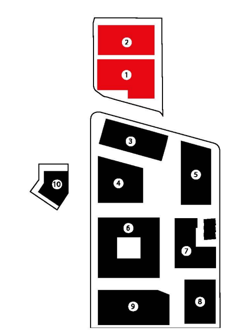

② ANTIQUE BRASS RAILING


③ RED HARDWOOD PLANKS


④ GREY PAINT


⑤ BRASS CURTAIN WALL SYSTEM


⑥ BRASS LOUVRE OVERRUN

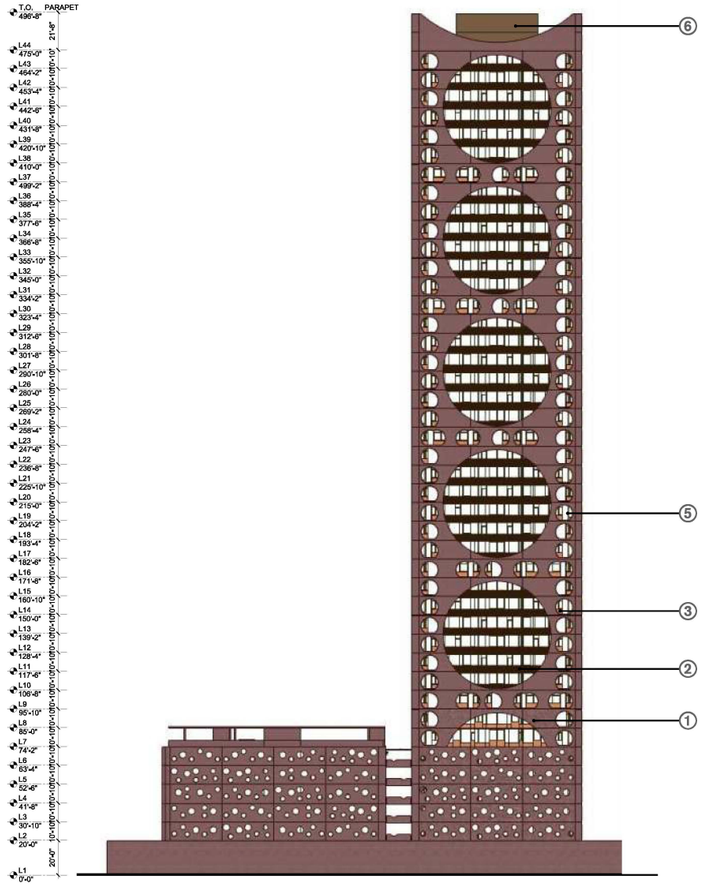


KEY PLAN

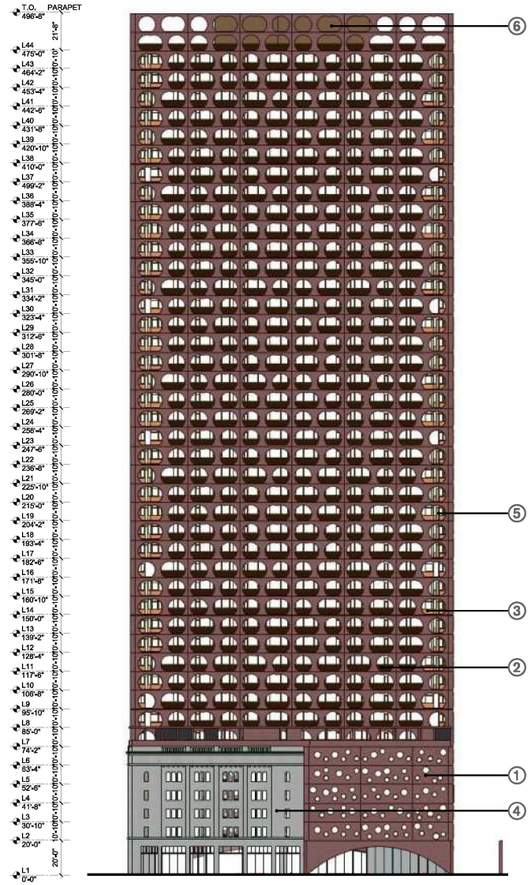
0 8 16 32 64
SCALE 1/32" = 1'-0"

CONTINUUM PARTNERS
Adjaye Associates
studioeleven

ELEVATIONS + MATERIAL PALETTES



EAST ELEVATION **BUILDING 1+2** | 2

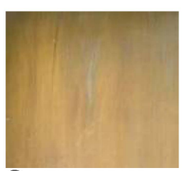


SOUTH ELEVATION **BUILDING 1+2** | 1

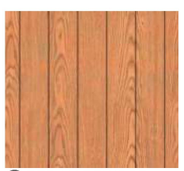
BUILDING 1+2 MATERIALS



①BUSH HAMMERED PURPLE CONCRETE



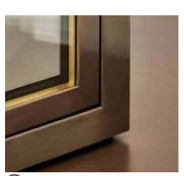
②ANTIQUE BRASS RAILING



③RED HARDWOOD PLANKS



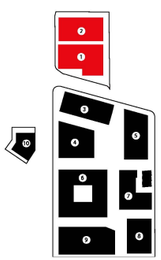
④GREY PAINT



⑤BRASS CURTAIN WALL SYSTEM



⑥BRASS LOUVRE OVERRUN



KEY PLAN

0 8 16 32 64

SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES

FOURTH & CENTRAL
04.29.2021

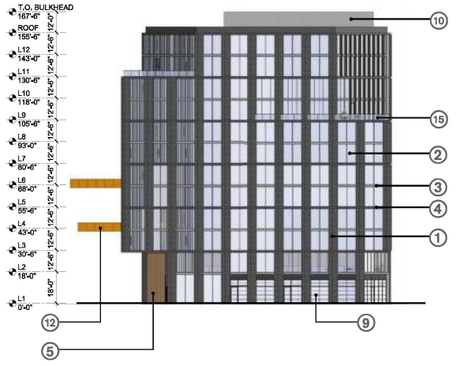
studioneleven Adjaye Associates CONTINUUM PARTNERS



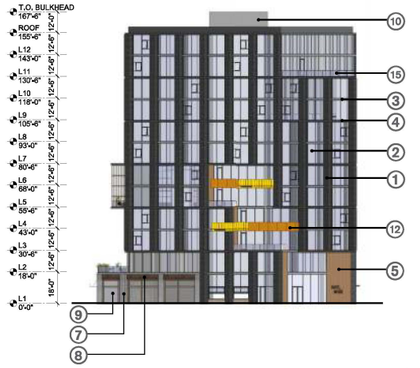
WEST ELEVATION **BUILDING 3** | 8



NORTH ELEVATION **BUILDING 3** | 6



WEST ELEVATION **BUILDING 4** | 4



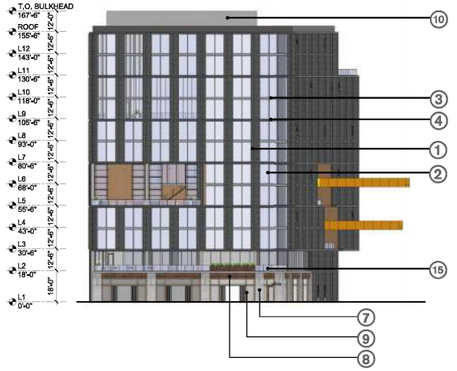
NORTH ELEVATION **BUILDING 4** | 2



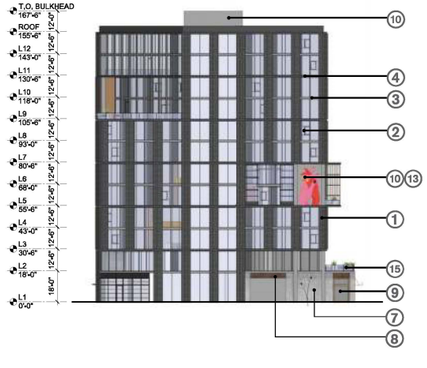
EAST ELEVATION **BUILDING 3** | 7



SOUTH ELEVATION **BUILDING 3** | 5

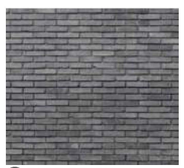


EAST ELEVATION **BUILDING 4** | 3



SOUTH ELEVATION **BUILDING 4** | 1

BUILDING 3 + 4 MATERIALS



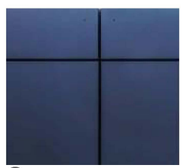
①FACE BRICK, DARK GREY



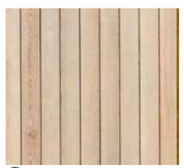
②ALUMINUM WINDOW WALL SYSTEM



③POLISHED CONCRETE EDGE



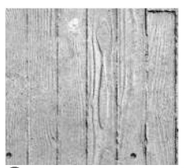
④ALUMINUM METAL PANEL, DARK GREY



⑤WOOD VERTICAL SIDING



⑥CABLE GUARDRAIL



⑦BOARDFORM CONCRETE



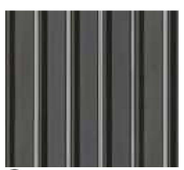
⑧CORTEN METAL PANEL



⑨ALUMINUM STOREFRONT SYSTEM, TYP.



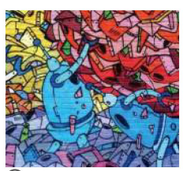
⑩POLISHED CONCRETE FINISH



⑪CORRUGATED METAL PANEL



⑫ALUMINUM METAL PANEL, YELLOW



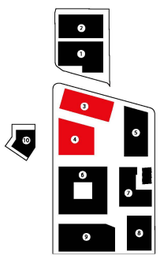
⑬ART MURAL



⑭EXPOSED STREEL STRUCTURE, DARK GREY



⑮GLASS GUARDRAIL

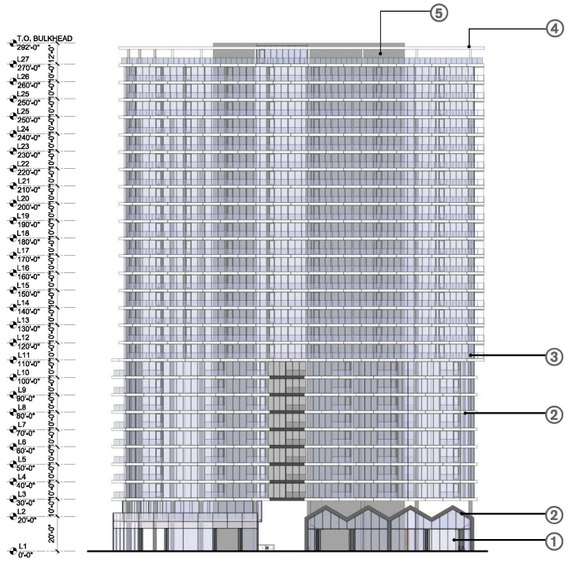


KEY PLAN

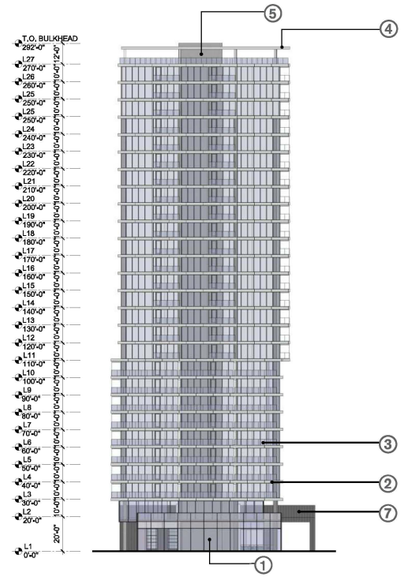
SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES

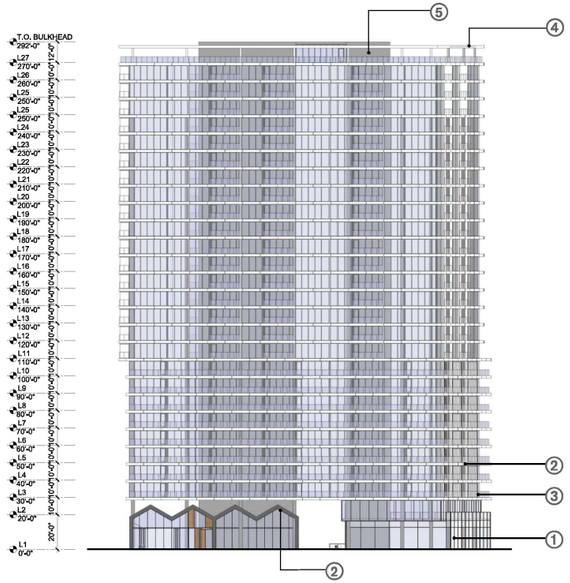
FOURTH & CENTRAL
04.29.2021



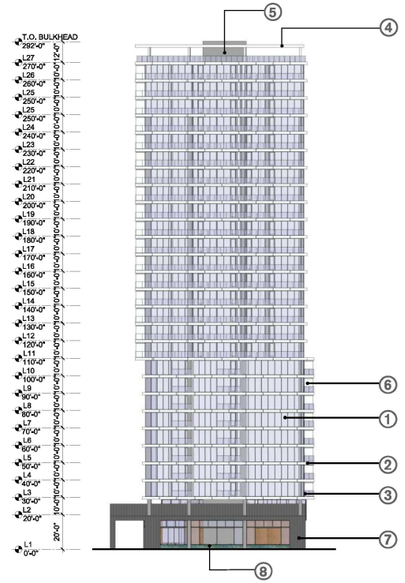
WEST ELEVATION **BUILDING 5** | 4



NORTH ELEVATION **BUILDING 5** | 2



EAST ELEVATION **BUILDING 5** | 3



SOUTH ELEVATION **BUILDING 5** | 1

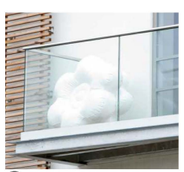
BUILDING 5 MATERIALS



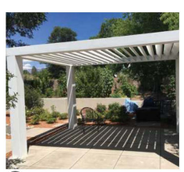
①ALUMINUM STOREFRONT SYSTEM, TYP.



②ALUMINUM METAL PANELS ON SLAB EDGE, WHITE



③GLASS GUARDRAIL



④METAL CANOPY, WHITE



⑤EXPOSED CONCRETE FINISH



⑥FROSTED GLASS DIVIDER



⑦STANDING SEAM METAL PANELS, DARK GREY



⑧TILE FINISH

KEY PLAN

SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES



WEST ELEVATION **BUILDING 6** | 4



NORTH ELEVATION **BUILDING 6** | 2



EAST ELEVATION **BUILDING 6** | 3



SOUTH ELEVATION **BUILDING 6** | 1

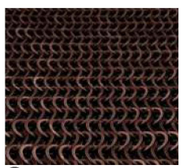
BUILDING 6 MATERIALS



①MARBLEIZED CONCRETE



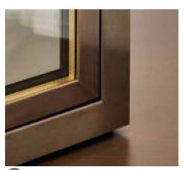
②ANTIQUE BRASS



③COPPER CHAINMAIL CURTAIN



④LUSH, VARIED PLANTINGS

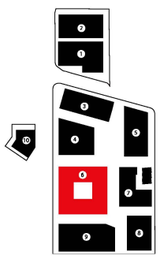


⑤BRASS CURTAIN WALL SYSTEM



⑥BRASS LOUVRE OVERRUN

⑦ROOF CANOPY FABRIC



KEY PLAN

0 8 16 32 64

SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES

FOURTH & CENTRAL

04.29.2021



WEST ELEVATION **BUILDING 7** | 4



NORTH ELEVATION **BUILDING 7** | 2



EAST ELEVATION **BUILDING 7** | 3



SOUTH ELEVATION **BUILDING 7** | 1

BUILDING 7 MATERIALS



①FACE BRICK, TAN



②POLISHED CONCRETE FINISH



③VINE WALL



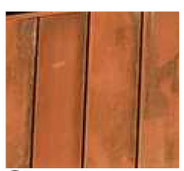
④STEEL STOREFRONT SYSTEM, TYP.



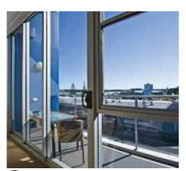
⑤STEEL WINDOW SYSTEM



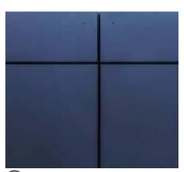
⑥WROUGHT IRON BALCONY



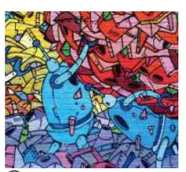
⑦CORTEN STEEL VERTICAL METAL PANELS



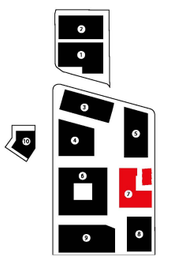
⑧ALUMINUM STOREFRONT SYSTEM



⑨ALUMINUM METAL PANEL, DARK GREY



⑩ART MURAL



KEY PLAN

0 8 16 32 64

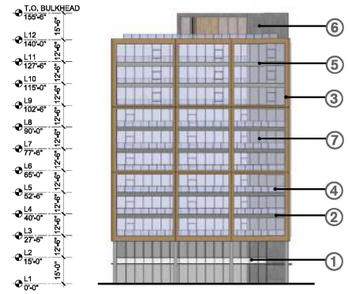
SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES

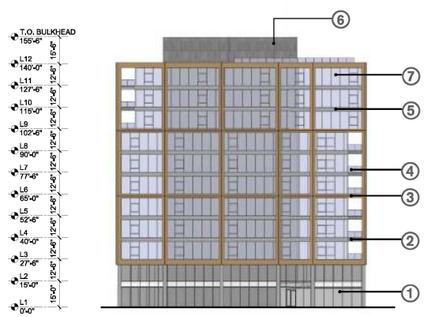
CONTINUUM PARTNERS
Adjaye Associates
studioneleven



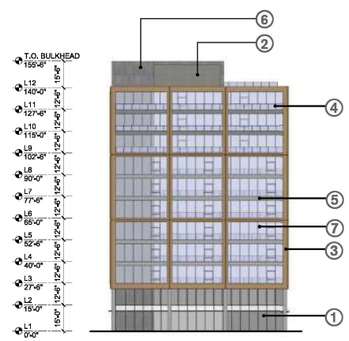
WEST ELEVATION **BUILDING 8** | 4



NORTH ELEVATION **BUILDING 8** | 2



EAST ELEVATION **BUILDING 8** | 3

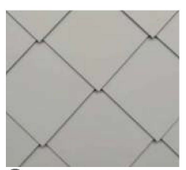


SOUTH ELEVATION **BUILDING 8** | 1

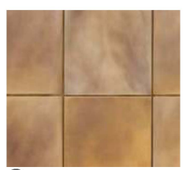
BUILDING 8 MATERIALS



①CURTAIN WALL SYSTEM



②ZINC DIAMOND PATTERN PANELS



③ALUMINUM METAL PANELS, CHAMPAGNE



④GLASS GUARDRAIL



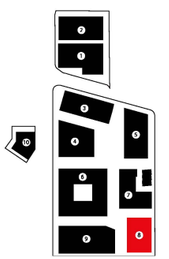
⑤POLISHED CONCRETE EDGE FINISH



⑥BASALT STONE TILE



⑦ALUMINUM WINDOW WALL SYSTEM W/ OPERABLE WINDOWS

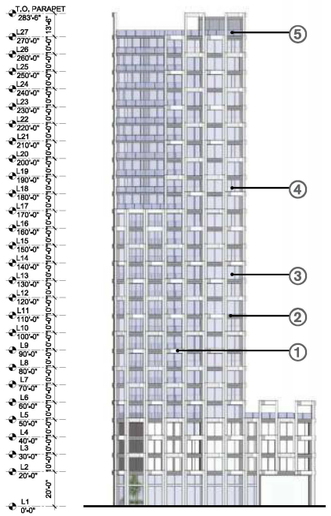


KEY PLAN

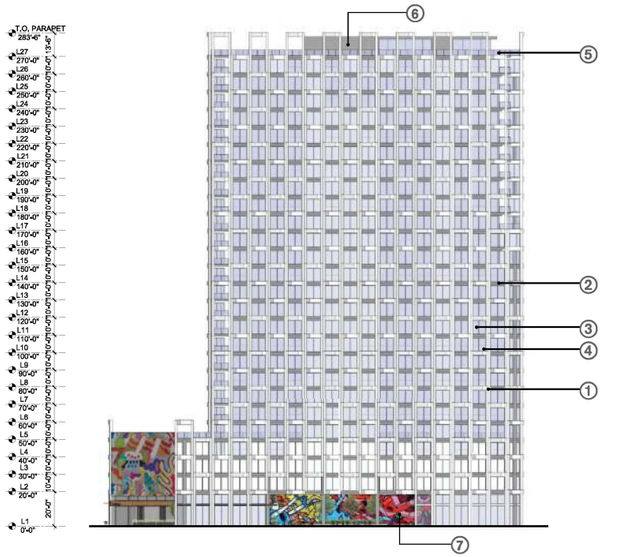
0 8 16 32 64

SCALE 1/32" = 1'-0"

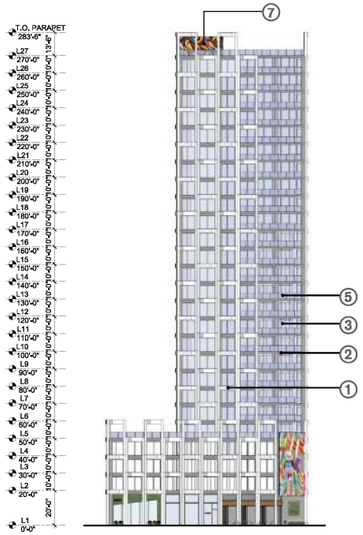
ELEVATIONS + MATERIAL PALETTES



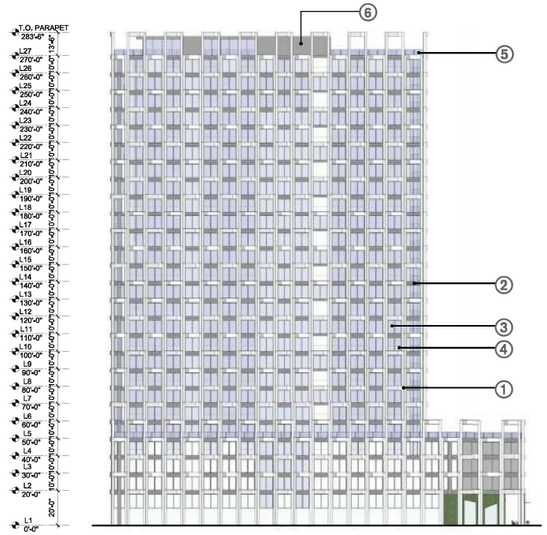
WEST ELEVATION **BUILDING 9** | 4



NORTH ELEVATION **BUILDING 9** | 2



EAST ELEVATION **BUILDING 9** | 3



SOUTH ELEVATION **BUILDING 9** | 1

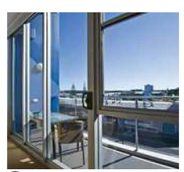
BUILDING 9 MATERIALS



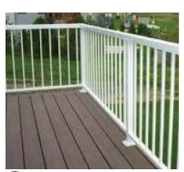
①PRE-CAST CONCRETE FRAME, WHITE



②POLISHED CONCRETE SLAB EDGE



③ALUMINUM STOREFRONT SYSTEM



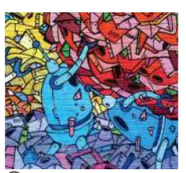
④VERTICAL PICKET RAILING, WHITE



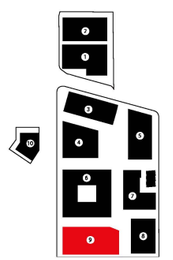
⑤GLASS GUARDRAIL



⑥POLISHED CONCRETE FINISH



⑦ART MURAL



KEY PLAN

0 8 16 32 64

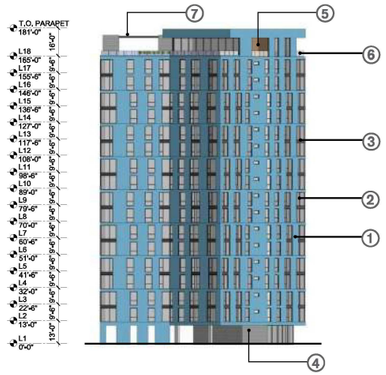
SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES

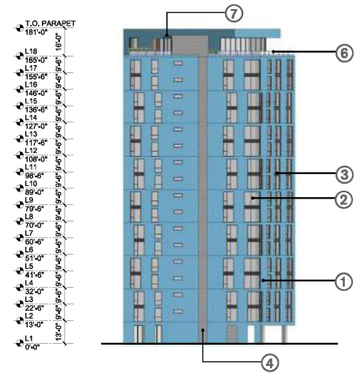
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CONTINUUM PARTNERS
Adjaye Associates
studioneleven



WEST ELEVATION **BUILDING 10** | 4



NORTH ELEVATION **BUILDING 10** | 2

EAST ELEVATION **BUILDING 10** | 3

SOUTH ELEVATION **BUILDING 10** | 1

BUILDING 10 MATERIALS



①STANDING SEAM METAL PANELS, SKY BLUE



②ALUMINUM WINDOW WALL SYSTEM W/ OPERABLE WINDOWS



③BREAK METAL PANEL, DARK GREY



④HARDIE BOARD SIDING, LIGHT GREY



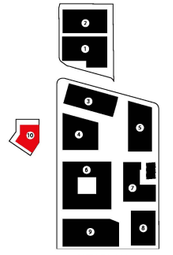
⑤WOOD SIDING



⑥GLASS GUARDRAIL



⑦EXPOSED STEEL CANOPY, DARK GREY



KEY PLAN

0 8 16 32 64

SCALE 1/32" = 1'-0"

ELEVATIONS + MATERIAL PALETTES



VIEW OF CENTRAL AVE.
AT FOURTH ST.

HISTORIC RESOURCES GROUP

12 S. Fair Oaks Avenue, Suite 200
Pasadena, CA 91105

Tel 626-793-2400
historicresourcesgroup.com



CHRISTINE LAZZARETTO

Managing Principal

Experience Profile
Years of Experience: 18

Christine Lazzaretto has been with HRG since 2008 and has worked in historic preservation in Southern California since 2003.

At HRG, Christine works on environmental review, policy development, historic resources surveys, historic context statements, and federal tax credit projects. She has worked on numerous large-scale historic resources surveys, authored a wide range of historic context statements and successful National Register nominations. Her deep understanding of CEQA principles, significance, context and environmental impacts make her a leading expert in cultural resources analysis for environmental review and she is a frequent guest speaker at USC on CEQA. Christine also manages teams of professional colleagues on large-scale planning projects and mitigation efforts.

Prior to joining HRG, Christine worked at Pasadena Heritage as Preservation Director and Program Director, where her responsibilities included administering the Preservation Easement Program; assisting with advocacy efforts; attending local hearings and advising neighborhood groups on preservation issues; conceiving, organizing and implementing all of the organization's highly successful educational programs; conducting historic research; producing written architectural descriptions and detailed histories.

Christine Lazzaretto meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

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Selected Projects

Archer School for Girls Master Plan, Los Angeles
CBS Columbia Square Adaptive Reuse
City of Goleta Comprehensive Preservation Planning
Forum Rehabilitation and Historic Tax Credit Project, Los Angeles
Herald-Examiner Technical Report, Los Angeles
Hill & Fifth Technical Report, Los Angeles
Hotel Cecil Historic Tax Credit Project, Los Angeles
Modernism in Riverside Survey
Paramount Pictures Master Plan, Los Angeles
South Glendale Historic Context and Survey
SurveyLA, Los Angeles
University of Southern California Master Plan

Education

Master's Degree in Heritage Conservation, 2006
University of Southern California
Bachelor of Arts Degree with High Distinction, Art History
The Pennsylvania State University, State College, Phi Beta Kappa

Speaking Engagements

California Preservation Foundation
- CEQA
- Historic Resource Surveys
- Historic Context Statements

University of Southern California
- Lecturer, Heritage Conservation Summer Program

Professional Affiliations

California Preservation Foundation
- Board of Trustees, 2016-2022
- President Emeritus, Board of Trustees
- Education Committee Co-Chair, 2015-2018

DOCOMOMO Southern California
- Founding Vice-President

Los Angeles Conservancy
National Trust for Historic Preservation
Society of Architectural Historians

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JOHN LOCASCIO, AIA

Principal Architect

Experience Profile
Years of Experience: 29

John LoCascio has been with HRG since 2011, involved in historic preservation since 2002, and a licensed, practicing architect since 1993. John's California Architect license number is C24223.

John's areas of focus at HRG include historic architecture and technology, building conservation, historic structure reports and federal historic rehabilitation tax credit projects. He provides technical assistance for construction documents, advises on compliance with the Secretary of the Interior's Standards and the use of the State Historic Building Code, provides construction monitoring, and paint and materials sampling and analysis services.

John has worked on a wide variety of buildings and structures in California as well as in other states. He is currently advising on historic tax credit projects in Los Angeles, the San Francisco Bay area and Washington State. In addition, John regularly provides historic architecture consultation for numerous LAUSD campus modernization projects.

Prior to joining HRG, John served as Executive Director of Claremont Heritage, including reviewing environmental documents and advising the City of Claremont on planning and design issues. John also worked for 14 years as a project architect in private practice, specializing in custom residential projects.

John LoCascio meets the *Secretary of the Interior's Professional Qualifications Standards* in Architecture and Historic Architecture.

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Selected Projects

28th Street YMCA Rehabilitation and Adaptive Reuse, Los Angeles
Academy Museum of Motion Pictures Rehabilitation, Hollywood
CBS Columbia Square Rehabilitation and Adaptive Reuse, Hollywood
Century 21 Coliseum Architectural Consultation, Seattle
Constance Hotel Historic Tax Credit Project, Pasadena
Grand Central Air Terminal Rehabilitation & Adaptive Reuse, Glendale
Forum Rehabilitation and Historic Tax Credit Project, Inglewood
Los Angeles International Airport Preservation Plan and HSRs
Painted Desert Visitors' Center Rehabilitation, Arizona
Venice High School Comprehensive Modernization, Los Angeles

Education

Master's Degree in Historic Preservation
University of Southern California
Bachelor of Architecture
University of Southern California

Honors and Awards

Los Angeles Conservancy Preservation Awards
- Angelus Funeral Home/Paul Williams Family Apartments, 2021
- Beverly Gardens, 2020
- Grand Central Air Terminal, 2017
- CBS Columbia Square, 2016
- 28th Street YMCA, 2013

California Preservation Foundation Preservation Design Awards
- Angelus Funeral Home/Paul Williams Family Apartments, 2021
- CBS Columbia Square, 2017
- Grand Central Air Terminal, 2016
- 28th Street YMCA, 2013

City of Pasadena Historic Preservation Award
- Constance Hotel, 2015

AIA Institute Honor Award
- 28th Street YMCA, 2015

Professional Affiliations

American Institute of Architects

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ALEXANDRA ISABEL MADSEN

Senior Architectural Historian

Experience Profile
Years of Experience: 6

Alexandra Madsen has been working as an architectural historian in the historic preservation field since 2016 and joined HRG in 2021.

Alexandra Madsen's areas of focus at HRG include preparing documentation in support of NEPA, Section 106, CEQA, and local ordinances. Alexandra is also a Registered Professional Archeologist (RPA) and has assisted in archaeological surveying and monitoring.

Alexandra has worked on a variety of projects involving historic buildings and structures in Southern California, including the LA Conservancy Preservation Award-winning Cultural Resource Assessment for the LA County Dept. of Parks and Rec, in which she evaluated over 20 parks and golf courses. Other projects include the Central Terrace Section 106 HUD Study in Oxnard, Caltrans State Route 55 HSPR and HRER in Orange County, and the National Register nomination for Descanso Gardens.

Prior to HRG, Alexandra worked for environmental consulting firms preparing historic resources surveys and context statements, historic resource assessments, historic resources technical reports, National Register nominations, Historic American Building Survey (HABS) documentation, HRERs, HPSRs, and the Secretary of the Interior's Treatment of Historic Properties conformance evaluations. She also served as an extension-of-staff Preservation Planner for South Pasadena.

Alexandra served as the Los Angeles Cultural Heritage Commission-appointed Board Member for the Highland Park-Garvanza HPOZ from 2019-2020 and as Vice President of the Highland Park Heritage Trust from 2018-2020.

Alexandra Madsen meets the *Secretary of the Interior's Professional Qualifications Standards* in History, Architectural History, and Archaeology.

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Selected Projects

California State University, Fullerton, Historic Context, Survey & Evaluation
City of South Pasadena On-Call Certificate of Appropriateness
University of California, Riverside, Historic Context, Survey & Evaluation
South of 24th Street Historic District HABS, Bakersfield
Bubbling Springs Cultural Resources Assessment, Port Hueneme
Fort Ord Hammerhead Barracks Evaluation, Seaside

Education

Master of Arts in Art History
University of Texas, Austin
Bachelor of Arts in History, Magna Cum Laude
Minors in Archaeology and Spanish
Saint Anselm College
Geotech Certificate (GIS)
Pasadena City College

Professional Certifications

Register of Professional Archaeologists (RPA) No. 4612

Honors and Awards

Los Angeles Conservancy Preservation Award

- County of Los Angeles Department of Parks and Recreation Cultural Resource Assessment, 2020

Professional Affiliations

Archaeological Institute of America
California Preservation Foundation
Highland Park Heritage Trust
Los Angeles Conservancy
National Trust for Historic Preservation
US/ICOMOS