APPENDIX I:

HISTORIC REPORT / CULTURAL RECORDS SEARCH

I.1: Historic Preservation Consulting,
Historic Resource Assessment,
1601-1617 South Hope Street, 1600-1616 South Flower Street,
Los Angeles, CA,
December 2018.

I.2: Dudek,
Ground Penetrating Radar Investigation Results and Archaeological Resources Recommendations for the South Park Towers Project,
Los Angeles, California,
December 14, 2018.

I.3: Natural History Museum,
Paleontological Resources for the Proposed Hope and Venice Project,
in the City of Los Angeles, Los Angeles County, Project Area,
June 14, 2018.

[This Page Intentionally Left Blank]

Historic Resource Assessment
1601-1617 South Hope Street
1600-1616 South Flower Street
Los Angeles, CA



December 2018

Jenna Snow, Historic Preservation Consulting ● 323/317-3297 ● jenna@preservingbuildings.com

Table of Contents

I. Introduction and Executive Summary **3**

II. Qualifications **3**

III. Regulatory Setting **5**

IV. Property Description and History **8**

V. Historic Context **20**

VI. Historic Resource Assessment **28**

VII. Conclusion **32**

VIII. Bibliography **33**

Attachments

Attachment A: Maps
Attachment B: Historic Maps
Attachment C: Contemporary Photographs
Attachment D: Historic Photographs
Attachment E: Building and Alteration Permits
Attachment F: Building Occupants

I. INTRODUCTION AND EXECUTIVE SUMMARY

This report provides an historic resource assessment of the property located at 1601-1617 South Hope Street and 1600-1616 South Flower Street (Assessor Parcel Number 5134-008-006) in Downtown Los Angeles, California ("subject property" or "property"). The property is currently developed with four commercial/industrial buildings. Originally located on nine separate parcels that have since been combined, the buildings date from circa 1917 to 1960. The two earliest buildings (Building A,1601-1611 South Hope Street, and Building C, 1600-1606 South Flower Street) were constructed under separate ownership as an automobile parts sales (Building A) and bathhouse and drugstore/restaurant (Building C). Building A was purchased by Electrical Equipment Company in 1935 and later expanded with construction of Building B. The company further expanded in the 1960s with purchase of Building C and construction of Building D.

The City of Los Angeles' Office of Historic Resources recently completed a citywide historic resource survey known as SurveyLA (SurveyLA). As part of the survey, historic context statements and survey reports relevant to study of the subject property were prepared, including for industrial development in the City of Los Angeles,[1] and for the Central City Community Plan Area.[2] None of the buildings at the subject property were identified as potential historical resources in either SurveyLA document.[3] In addition, none of the buildings at the subject property have ever been previously surveyed for historic or architectural significance; this historic resource assessment is the first known assessment of the subject properties.

This report evaluates the four buildings at the subject property for historic and architectural significance for eligibility for listing in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), and for local designation, both individually as a Historic Cultural Monument (HCM) and as part of a potential historic district or Historic Preservation Overlay Zone (HPOZ). The report concludes that, although one building at the subject property does appear significant as an early example of a building type that supplied auto parts, the building lacks sufficient integrity to convey that significance and is therefore not eligible for designation. Furthermore, the report concludes that none of the other three buildings at the subject property appear eligible for listing at the federal, state, or local level. Finally, as a group, the buildings do not appear eligible for inclusion in any existing or potential historic district.

II. QUALIFICATIONS

This report was prepared by Jenna Snow and Kathryn McGee with research assistance provided by Victoria Bernal. Ms. Snow and Ms. Bernal visited the site October 18, 2018.

Jenna Snow

In January 2015, Jenna Snow launched an independent historic preservation consulting practice with an office in Los Angeles. With over fifteen years of professional experience, Ms. Snow has a strong and broad understanding of best historic preservation practice, including federal, state, and local regulations. She has worked on a wide range of projects on both the east and west coasts, as well as internationally. Ms. Snow holds a M.S. in Historic Preservation from Columbia University and a

[1] LSA Associates, Inc., "Draft Historic Context Statement; SurveyLA Industrial Development," prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, August 2011.

[2] Architectural Resources Group, "SurveyLA; Historic Resources Survey Report; Central City Community Plan Area," prepared for the City of Los Angeles Department of Planning Office of Historic Preservation, September 2016.

[3] While the subject property is located within the boundaries of the Central City Community Redevelopment Agency (CRA) project area, these properties were resurveyed as part of SurveyLA. Historic resource surveys completed for the CRA were determined outdated for SurveyLA. (Architectural Resources Group, "SurveyLA; Historic Resources Survey Report; Central City Community Plan Area," prepared for the City of Los Angeles Department of Planning Office of Historic Preservation, September 2016, 35).

B.A. in Fine Arts focusing on architectural history from Brandeis University. She meets the Secretary of the Interior's Professional Qualifications Standards in Architectural History. Throughout her career, Ms. Snow has authored, co-authored, and/or served as project manager for nearly 100 historic preservation projects, including a wide variety of historic resource assessments, National Register nominations, and historic resources surveys. She regularly contributes to environmental impact reports, historic preservation certification applications, Section 106 reviews and other work associated with historic building rehabilitation and preservation planning. Ms. Snow has prepared multiple National Register nominations, including the Twohy Building in San José, CA; the Beverly Hills Women's Club in Beverly Hills, CA; the Sam and Alfreda Maloof Compound in Rancho Cucamonga, CA; the Boyle Hotel/Cummings Block in Los Angeles, CA; the West Los Angeles Veterans Affairs Historic District in Los Angeles, CA, and Temple Ohave Israel in Brownsville, PA. She has completed historic resources surveys, including coauthoring historic context statements in Hollywood, Whittier, CA, and South Los Angeles. Prior to her consulting work, Ms. Snow worked for the New York City Department of Design and Construction in New York, NY, the Freedom Trail Foundation in Boston, MA, and the Neighborhood Preservation Center in New York, NY.

Kathryn McGee
Ms. McGee is an architectural historian and historic preservation planner based in Los Angeles. She meets the Secretary of the Interior's Professional Qualification Standards in Architectural History and has over ten years of experience in the field of historic preservation consulting. She previously worked at historic preservation consulting firm Chattel, Inc. for nearly seven years and launched an independent practice in 2015. Her educational background includes a Bachelor of Arts degree in architectural history from the University of California, Santa Barbara and a Master of Urban and Regional Planning degree from the University of California, Irvine. She has also completed the Summer Program in Historic Preservation at the University of Southern California and is a LEED Accredited Professional with specialty in Neighborhood Development. Her consulting work entails writing reports for purposes of environmental and local project review; preparation of historic resource assessments and surveys; preparation of technical reports for General Plan Updates; evaluation of properties seeking or complying with Mills Act Contracts; and consultation on adaptive reuse and federal Investment Tax Credit projects.

Victoria Bernal
Victoria Bernal is a chronicler, public historian, researcher and writer who specializes in Los Angeles history. Having worked with a variety of history organizations, Victoria founded the @LAhistory twitter project in 2009 to raise social media awareness about the Los Angeles history community. She presented her work at the 2016 Society for American City and Regional Planning History conference and also at Digital LA, a symposium hosted by the Huntington-USC Institute for California and the West. Her articles about local history have appeared on popular sites such as KCET, CurbedLA, California Historical Society and LAist. For the past five years, she's coordinated an L.A. History Happy Hour that brings together those working from difference disciplines (archivists, academics, librarians, preservationists and media makers) to build a community of those interested in the city's history. She graduated with a dual-masters in Global Media & Communications from USC's Annenberg and the London School of Economics. She was recently the social media manager and content creator for the Huntington-USC Institute on California and the West and the publisher Angel City Press.

III. REGULATORY SETTING

Federal

National Register of Historic Places

The National Register of Historic Places is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and indicate what properties should be considered for protection from destruction or impairment,"[4] Administered by the National Park Service, the National Register is the nation's official list of historic and cultural resources worthy of preservation. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. Resources are eligible for the National Register if they meet one or more of the following criteria for significance:

A) are associated with events that have made a significant contribution to the broad patterns of our history; or
B) are associated with the lives of significant persons in our past; or
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
D) have yielded or may be likely to yield, information important in history or prehistory.[5]

Once a resource has been determined to satisfy one of the above criteria, then it must be assessed for "integrity."[6] Integrity refers to the ability of a property to convey its significance. Evaluation of integrity is based on "an understanding of a property's physical features and how they relate to its significance." The National Register recognizes seven aspects or qualities of integrity: location, design, setting, materials, workmanship, feeling, and association. To retain integrity, a property must possess several, and usually most, of these aspects.

Relationship to Project

The subject property is not listed in the National Register and, for the reasons stated below, does not appear to meet National Register eligibility requirements.

State

California Register

Based substantially on the National Register, the California Register is "an authoritative guide… used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected."[7] For a property to be eligible for listing in the California Register, it must be found by the State Historical Resources Commission to be significant under at least one of the following four criteria:

1) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
2) is associated with the lives of persons important in our past; or

---

[4] National Register Bulletin #16A: *How to Complete the National Register Registration Form* (National Park Service, 1997).

[5] National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation* (National Park Service, 1990, revised 2002).

[6] National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation* (National Park Service, 1990, revised 2002).

[7] California Public Resources Code §5024.1(a).

3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
4) has yielded, or may be likely to yield, information important in prehistory or history.

Also included in the California Register are properties which have been formally determined eligible for listing in, or are listed in the National Register; are registered State Historical Landmark Number 770, and all consecutively numbered landmarks above Number 770; and Points of Historical Interest, which have been reviewed and recommended to the State Historical Resources Commission for listing.

The primary difference between eligibility for listing in the National and California registers is integrity. Properties eligible for listing in the National Register generally have a higher degree of integrity than those only eligible for listing in the California Register. There is, however, no difference with regard to significance.

Relationship to Project
The subject property is not listed in the California Register and, for the reasons stated below, does not appear to meet California Register eligibility requirements.

California Environmental Quality Act (CEQA)
The purpose of CEQA is to evaluate whether a proposed project may have an adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation. *Guidelines for California Quality Act* (CEQA Guidelines) are the regulations that govern the implementation of CEQA. CEQA Guidelines are codified in the California Code of Regulations (CCR), Title 14, Chapter 3, § 15000 et seq. and are binding on state and local public agencies. The basic goal of CEQA is to develop and maintain a high-quality environment now and in the future.

CEQA defines a historical resource as:

> a resource listed in, or determined eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources..., or deemed significant pursuant to criteria set forth in subdivision (g) of Section5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant (California Public Resources Code, PRC §21084.1).

Relationship to Project
As the subject property does not appear eligible for listing in the National or California Registers nor as a City of Los Angeles Historic Cultural Monument, it is not a historical resource for purposes of CEQA.

City of Los Angeles
There are two categories of local designation for historically significant properties in Los Angeles. Properties may be designated for their individual significance as Historic-Cultural Monuments and/or may be included in a Historic Preservation Overlay Zone if significant as part of a grouping of resources. HCMs and contributors to HPOZs are historical resources under CEQA. §22.171.7 of Los Angeles Administrative Code defines criteria for designation of a Historic-Cultural Monument.

For ease in applying local eligibility, the following numbers are assigned to the criteria, which align, to a large degree, with National and California Register criteria. Resources eligible for HCM designation are:

1) Historic structures or sites in which the broad cultural, economic or social history of the nation, state or community is reflected and exemplified; identified with important events in the main currents of national, state, or local history; or
2) Historic structures or sites identified with personages in the main currents of national, state or local history; or
3) Historic structures or sites which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction or a notable work of a master builder, designer, or architect whose individual genius influenced his age.

While National and California register criteria apply to individual sites as well as districts, local historic district criteria are contained in separate legislation. According to §12.20.3 of the Los Angeles Municipal Code, which became effective on May 12, 2004, a Historic Preservation Overlay Zone "is any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance and designated as a Historic Preservation Overlay Zone." Contributing resources must meet at least one of the following criteria:

1. adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time
2. owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city
3. retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of an historic place or area of historic interest in the City.

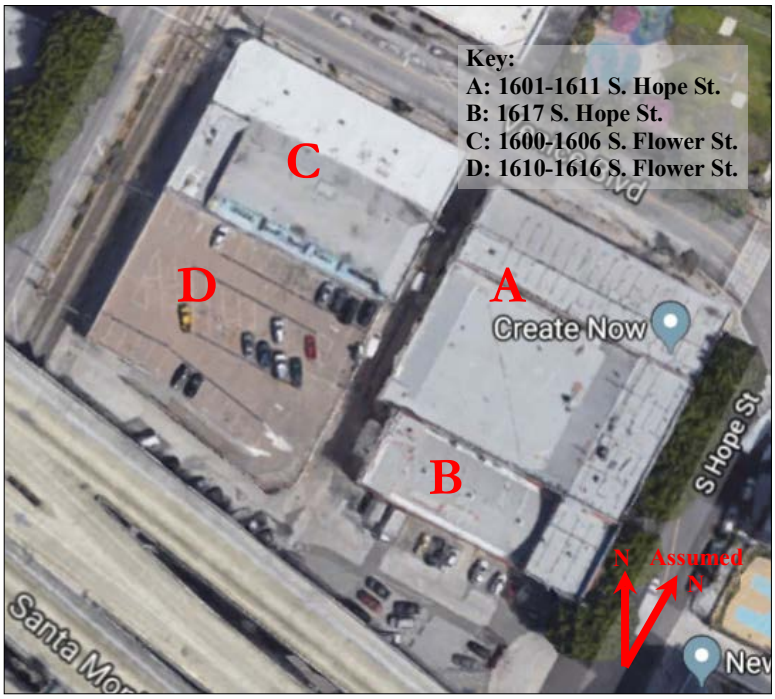
Relationship to Project

The subject property is not individually listed as an HCM, and, for the reasons stated below, does not appear to meet local eligibility requirements. The surrounding area is not a designated HPOZ and does not appear to meet HPOZ criteria.

IV. PROPERTY DESCRIPTION AND HISTORY

Physical Description

Site (Maps 1-4)



For ease of description, it is assumed that South Hope Street and South Flower Street run north-south. The subject property is bounded on the north by Venice Boulevard, on the east by South Hope Street, on the south by the I-10 (Santa Monica) Freeway, and the west by South Flower Street. Pembroke Lane is a paved alley running north-south, approximately bisecting the subject property.

The subject property consists of two groups of buildings: one along South Hope Street with the addresses 1601-1617 South Hope Street and the other along South Flower Street with the address 1600-1616 South Flower Street. 1601-1617 South Hope Street consists of two contiguous buildings immediately adjacent to each other and 1600-1616 South Flower Street also consists of two contiguous buildings. Both 1600-1606 South Flower Street and 1601-1611 South Hope Street have frontage on Venice Boulevard. The south side of the subject property is paved and serves as surface parking. Sidewalks line three sides of the subject property, along South Hope and South Flower Streets, as well as Venice Boulevard. Mature ficus trees grow along the edge of the sidewalk along South Hope Street, mostly obscuring the subject property from the opposite side of the street.

The subject property is located in an urban area with a mix of uses. The surrounding environment is dominated by the elevated I-10 Freeway. South Hope Street terminates at the subject property and there is no vehicular or pedestrian underpass below the freeway. A metal sculpture marks the terminus. East of the subject property, along South Hope Street, are three-five story multi-family residential properties. The north side of Venice Boulevard, across from the subject property, consists of one-story commercial buildings. The west side of South Flower Street, across from the subject property, also contains one-story commercial buildings and a surface parking lot. The Metro Blue line runs north-south on South Flower Street immediately adjacent to the subject property.

Building A: 1601-1611 South Hope Street



Exterior (Figures 2-10)

1601-1611 South Hope Street is located at the southwest corner of South Hope Street and Venice Boulevard. It is a rectangular building, two stories high along South Hope Street and Venice Boulevard. The southwest portion of the building is a one-story, high volume space. The roofs of the two-story portions are flat with a raised parapet while the roof of the tall one-story portion has a barrel vault. The masonry building is constructed of brick with some areas of sheer walls and visible through-bolts throughout between the first and second floors. Fenestration is confined to east and west elevations and consists of multi-light, metal hopper sash. Almost all first-floor bays on the east and north elevations, which formerly contained fenestration and automobile access, have been infilled with concrete block, some with the concrete block covered in textured stucco. A number of second-floor bays have also been infilled with concrete block.

The building is designed in a Commercial Vernacular style with elements of Classical Revival style. The architectural style is apparent in its two-story height with decorative features centered on the east and north street-facing elevations and glazed terra cotta pilasters separating bays on street-facing east and north elevations. The slender, double-height pilasters have a low, unadorned base, a shaft edged by an egg and dart pattern, and a capitol with stylized foliage. A decorative string course runs along the top of the pilasters, forming a separation with the cornice. Square medallions are placed within the brick cornice above each pilaster.

The east elevation is the primary elevation and is nine bays wide. The main entrance is located in the fourth bay from the north and consists of double glass and metal doors with two glass sidelights north of the door, and one sidelight to the south, as well as a glass transom. The whole composition is covered with metal mesh. A simple canopy covers the entrance. Secondary entrances are located the second bay to the south and second bay to the north. Both doors consist of a single wood door and a metal security door.

The north elevation is also nine bays wide. The first and second bays to the west have a high base. A wide, roll-up door located in the second bay from the west. A wide door that appears permanently closed is located in the first bay from the west. Secondary doors are located in the third and fourth bays from the north.

The west elevation is unadorned with the two-story section visible in the north portion and one-story section visible to the south. First floor windows are covered with metal security bars while a wide, roll-up door is located approximately in the center of the one-story portion. The south elevation is generally not visible as it is immediately adjacent to 1617 South Hope Street, save for a short section with a metal loading door.

Interior (Figures 12-21)

The main entrance opens into a plywood panel-lined lobby with a stair to the second floor and an elevator. The second-floor landing provides access to several office spaces with a single-loaded corridor wrapping from the east to north elevations. Office spaces are arranged around the perimeter of the second floor, along the east and west elevation. Some corridor walls leading to

offices have a wood panel base with glazing above. Other corridor walls have wainscoting. Typical office spaces have contemporary finishes, including floors, some partition walls, and light fixtures.

The first floor is dominated by a large, high-volume warehouse space. The space has a barrel-vaulted roof with visible wood trusses. The trusses span in a north-south direction. Wood piers supporting the truss span are regularly spaced. Floors are finished in concrete. A mezzanine, reached via a wood ladder, runs along the south side of the space. Exterior walls are unfinished. Infilled transom windows are visible above the entrance.

Alterations

Building A was constructed in 1920 and has undergone numerous alterations. A rendering from 1920 and a photograph from 1931 show the building with fenestration set within each bay on both the first and second floors (see Historic Photos 1-2). In addition to the existing full-height pilasters, the fenestration pattern was delineated by piers, now removed, between each pilaster on the first floor. A stepped parapet wrapped both east and north elevations. The parapet was removed in 1961.[8] Automobile access was historically located along the east elevation in the second bay from the north as well as the second bay from the south. These two bays have since been infilled and the building no longer has automobile access directly from the street.

The first significant alterations were completed in 1937 when a new tenant occupied the space. Work designed by architect Gordon B. Kaufmann totaled $15,000 and included "new display fronts, plate glass & bulkheads," new openings, new fenestration, and new interior partitions.[9] Subsequent alterations throughout the late 1930s and 1940s included new partitions[10] and new signage.[11] Most terra cotta ornament was removed in the early 1960s.[12] Seismic retrofit, which included installation of through bolts and infill of all ground floor openings and many second floor openings, was completed from 1985 through 1988.[13] Major alterations include:

- Infill of all bays on the first floor and nearly all bays on the second floor
- Removal of all original fenestration
- Removal of parapet
- New main entrance at east elevation
- Loss of automobile access
- Removal of terra cotta ornament

Building History

Building A was constructed in 1920, designed by architect Richard D. King for Western Auto

[8] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #92775, July 21, 1961.

[9] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #13408, April 23, 1937.

[10] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #21296, May 29, 1939; City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #5134, May 16, 1945; City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #8048, May 19, 1947; City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #27936, April 30, 1947; City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #15675, December 1, 1947.

[11] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #33781, December 10, 1948.

[12] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #17367, July 17, 1962.

[13] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," January 14, 1985; City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #83381, December 12, 1986.

Electric Company by "a syndicate of local business men, headed by J. Francis Potter."[14] Constructed of brick and concrete, the building was faced in terra cotta and accommodated "every modern feature for the safety and comfort of the employees of the company."[15] It was initially occupied by Western Auto Electric Company, which remained there for approximately a decade. A table of owners and occupants can be found in Attachment F. The following provides a brief description of early and long-term tenants.

Western Auto Electric Company was established around 1914 by Arthur J. Tobey, with its first location at 306 West Pico Boulevard.[16] The company supplied batteries and lights for automobiles, including Willard Storage Batteries, which were manufactured in Cleveland, as well as Electric Auto Lights.[17] The rapid growth of the company paralleled the growth of automobile industry in the beginning of the twentieth century, as described below. In the beginning of the twentieth century, cars were sold without tires, fenders, a top, a windshield, lights, or batteries, requiring car owners to purchase these items separately. By 1921, the year the company moved into the subject property, Western Auto Electric Company had six other branches throughout Los Angeles, from Hollywood to Boyle Heights. The company claimed it was "the largest battery service station in the country."[18] In later years, the company branched into radio distributing. Born in 1884 in Iowa, company founder Arthur Tobey resided with his wife Mabel in the Jefferson Park neighborhood of Los Angeles before moving to Beverly Hills.[19]

Established by Frank W. Dillin, the F W Dillin Organization moved into the subject property around 1931 and occupied the space until 1937.[20] Establishing its headquarters at the subject property, the company sold car batteries and tires. By 1937, the company also sold radios and home appliances.[21] The company had three other branches, selling over $1,000,000 in Federal brand tires in 1932.[22] Born in 1898 in California, Frank Dillin resided with his wife Norma.[23] Prior to starting the F W Dillin Organization, Frank Dillin sold car tires and accessories for California Tire and Rim Company.[24]

The Electrical Equipment Company purchased 1601-1611 South Hope Street in 1936[25] and was the longest tenant, occupying it for over 30 years, from 1937 through 1976. Owned by Ray Thomas, the company expanded by constructing 1617 South Hope Street in 1946,[26] moving into 1600-1606 South Flower Street in the early 1960s,[27] and finally constructing 1616 South Flower Street in 1960.[28] The company distributed Zenith radios, washing machines, refrigerators and Columbia Brunswick and Vocalion records. Born about 1881, Ray Thomas spent his early career specializing in automotive repairs. He joined the Electrical Service Company, which specialized in automotive

[14] "New Buildings on South Hope Street to House Automotive Companies," *Los Angeles Times*, July 25, 1920, 71.
[15] "New Buildings on South Hope Street to House Automotive Companies," *Los Angeles Times*, July 25, 1920, 71.
[16] *Los Angeles City Directory*, (Los Angeles Directory Company, 1915).
[17] "Batteries to be Shipped Here in Carload Lots," *Los Angeles Times*, October 15, 1916, 85.
[18] "New Buildings on South Hope Street to House Automotive Companies," *Los Angeles Times*, July 25, 1920, 71.
[19] 1920 United States Federal Census, Los Angeles Assembly District 72, Los Angeles, California, Page 11A, Enumeration District 350; 1930 United States Federal Census, Beverly Hills, Los Angeles, California, Page 1B, Enumeration District 0830.
[20] "Dillin Moves to 1635 So. Figueroa," *Los Angeles Times*, January 10, 1937, 7.
[21] "Dillin Moves to 1635 So. Figueroa," *Los Angeles Times*, January 10, 1937, 7.
[22] "Tire Sales Pass Million Mark; Dillin Organization Makes Record," *Los Angeles Times*, July 31, 1932, 64.
[23] 1940 United States Federal Census, Los Angeles, Los Angeles, California, Page 9B, Enumeration District 60-342.
[24] "Familiar Faces Will be Seen," *Los Angeles Times*, June 1, 1930, 76.
[25] County of Los Angeles, Office of the Assessor, Books.
[26] City of Los Angeles, Department of Building and Safety, "Application not Erect a New Building," Permit #16153, July 1946.
[27] County of Los Angeles, Assessor Records, Books.
[28] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #75578, November 28, 1960.

electrical repair work, and acquired control of the company. Eventually he expanded into radio batteries and began distributing Atwater Kent radios. Based on the number of newspaper articles featuring Ray Thomas and his radios published between 1925 to 1927, he had a demonstrated skill for generating publicity. In 1925, the *Los Angeles Times* reported that Thomas had outfitted a movie crew with a compact radio so that the director could issue commands to his female stunt pilot flying in the air.[29] In 1927, Thomas is photographed with the Los Angeles Mayor George Cryer as he provides him with a new compact radio.[30] At the 1925 National Radio Exposition at the Ambassador Hotel, Ray Thomas' booth practically "stole the show" to quote the *Los Angeles Times*. Thomas hired three "hostesses" from Hal Roach Studios to show off the newest Atwater Kent features.[31] By the early 1950s, Electrical Equipment company also distributed TV consoles, kitchen appliances and soft water solutions. With this wife Grace, and a butler and a maid, Ray lived in Bel Air at 600 Sarbonne Road when he died in March 1970. The Ray Thomas Scholarship Fund at Harvey Mudd was set up in his honor.

Richard King

Born in Tennessee, Richard D. King (1879-1945)[32] was a prolific and well-known southern California architect. He moved to Sacramento around 1911 to work as an architect for the State of California. He is best known for his design of the Riviera Apartment House in Long Beach, which was constructed in 1929 in the Chateauesque style. The cooperative apartment building was the tallest commercial building in the greater Los Angeles area from the time of its construction until the late 1950s. Richard King is also known for his design of the Hollywood Professional Building at 7046 Hollywood Boulevard (1924, HCM #8763), Vernon City Hall (1924, not extant), stores at 3330 Wilshire Boulevard (1929, extant),[33] and the Moorish style Sparkletts Bottling Plant at 4500 York Boulevard in Los Angeles (1929, extant).[34] Several of his buildings from the 1920s appear similar in style to the subject property, including a bottling plant for the Coca Cola Distributing Company on Central Avenue at 14th Street (not extant).[35] In the 1920s, he had an office in the Van Nuys Building in downtown Los Angeles.[36] At the time of his death, he was living lived in Hermosa Beach with his wife.

Building B: 1617 South Hope Street



Exterior (Figures 22-26)

1617 South Flower Street is rectangular in plan and two-stories high at the east and west elevations with a tall one-story section between. The roof of the two-story section is flat with a raised parapet, while the one-story section has a barrel vault. The masonry building is faced with Roman brick along the east façade and has exposed reinforced concrete along the south elevation.

The primary, east façade is three bays wide. Elements of Late Moderne style are expressed only on this façade

[29] "Stunt Aviatrix Directed by Set: Radio Carries Orders to Film Actress," *Los Angeles Times*, November 15, 1925, 38.

[30] "Radio Presented to Mayor: Executive of City Gets Receiver," *Los Angeles Times*, April 17, 1927, 30.

[31] "Sirens Hostesses at Radio Show: Hal Roach Actresses Demonstrate Latest Models," *Los Angeles Times*, September 11, 1925, 18.

[32] "Obituary," *Los Angeles Times*, August 3, 1945, 15.

[33] "Wilshire Boulevard Building Project Pictured," *Los Angeles Times*, November 24, 1929, 76.

[34] "Bottling Firm Plans Addition," *Los Angeles Times*, April 28, 1929, 81.

[35] New Commercial Structures for Three Local Firms," *Los Angeles Times,* March 14, 1920, 91.

[36] "Architects-Licensed," *Los Angeles Times*, September 23, 19344, 21.

through a group of second-floor windows that spans the south and center bays. Two, thin ribbons, separated into three sections arranged vertically, run up the north bay. The ribbons were formerly composed of glass block, but only the top section retains a majority of its glass block while the lower two sections have been infilled with brick and concrete. Second-floor windows have a wide wood frame and each light is set within a fixed wood sash. Additional fenestration in the center bay consists of five square windows, arranged with three windows in a center section and two below adjacent to a single door. Each of the windows is composed of three lights covered by a metal security grill. Sash are not visible through the grills. The single door is covered by a metal security door. A large, metal loading door is located in the south bay.

The south elevation is unadorned except for a contemporary metal and glass door toward the east façade. The door has wide, fixed glass sidelights set within an aluminum frame as well as tall glass transom, also set within an aluminum frame.

The east elevation is painted a dark color. It has several metal sash windows on both the first and second floors. The windows have three lights arranged vertically with the center light operating as an awning. A large, metal loading door is located toward the south side of the elevation, while a single door is located toward the north side of the elevation.

The north elevation is not visible as it abuts Building A, which is immediately adjacent.

Interior (Figures 27-31)
Building B currently functions as a live-work space. The ground floor is open-plan and high-volume with no full-height interior demising walls. Floors are finished in concrete, the brick and concrete exterior wall is visible along the south elevation, and the metal roof trusses and underside of the roof are visible as well. A wood mezzanine runs along the north side of the space, supported by wood posts. The mezzanine is accessed via a wide, contemporary stair with wood runs and no risers and no railings. The floor of the mezzanine is finished in wood. A kitchenette is located at the east side of the mezzanine. Other living spaces are located on the second floor along the west elevation and consist of a bedroom and bathroom. The bedroom has a wood floor and florescent light fixtures. The bathroom has tile floor and contemporary built-in counters.

Alterations
1617 South Hope Street has had few alterations since it was constructed in 1946. Alterations have mainly been focused on the interior and include a new stair to the mezzanine (date unknown). Alterations to the exterior have been minimal and include infill of glass block and addition of metal security grills on the east façade (dates unknown), and new glass entry doors on the south elevation (date unknown).

History
1617 South Hope Street was constructed in 1946 as an expansion of Building A, designed by the architecture firm of Kaufmann, Lippincott & Eggers, as an expansion of Electric Equipment Company (described above).

Kaufmann, Lippincott & Eggers
The architectural firm Kaufmann, Lippincott & Eggers, composed of principals Gordon B. Kaufmann, Roy Alstan Lippincott, and Henry Lawrence Eggers, was established in 1946 and dissolved in 1948. All three principals were distinguished in their own right, especially Gordon B. Kaufmann. Gordon B. Kaufmann (1888-1949) was an extremely productive and significant Los

Angeles architect. Born and educated in England, Kaufmann moved to Canada in 1910, relocating to Los Angeles around 1915. He served as principal of the firm of Johnson, Kaufmann & Coate between 1920 and 1924, before starting his own firm. Kaufmann worked on a wide range of projects that included residential, commercial, and institutional buildings. Among his notable work was design of the Athenaeum at California Institute of Technology (1930), Los Angeles Times Building (1935), Earl Carroll Theater (1938, HCM #1136), Hollywood Palladium (1940, HCM #1130), Park LaBrea (1940), and work as consulting architect to the United States Bureau of Reclamation on the Boulder Dam (1936). His achievements were recognized during his life with his election as a Fellow of the American Institute of Architects in 1938.[37]

Roy Alston Lippincott (1885-1969), also graduated from Cornell University. He subsequently worked with Chicago architects Hermann von Hoist, Marion Mahony, and Walter Burley Griffin. When Griffin's firm won a design competition for Canberra, Australia's Federal Capital, Lippincott moved to Australia to oversee that project in 1915. He later worked on Auckland University College of Arts Building, moving to New Zealand in 1921 and becoming a Fellow of the New Zealand Institute of Architects in 1925. He is considered "one of the most influential architects in New Zealand" from the early part of the twentieth century.[38] Lippencott left New Zealand on a family trip to Europe in 1939, which was interrupted by the outbreak of World War II, and he decided to stay in California.[39] After his short tenure with Kaufmann, Lippincott & Eggers, he worked on his own, although there is no record of what he worked on.

Henry Lawrence Eggers (1911-1987), was born in Denver, CA and graduated from Cornell University with a degree in architecture. He spent most of hist professional life living in Los Angeles. After leaving the firm Kaufmann, Lippincott & Eggers, Henry Eggers partnered with Walter W. Wilkman between 1956 and 1966. In addition to his residential work designed in a Mid-Century Modern style, Eggers also designed the Claremont College Faculty Club (circa 1956) and a medical building in Pasadena (also circa 1956).[40]

Building C. 1600-1606 South Flower Street



Exterior (Figures 32-39)

Located at the southeast corner of Venice Boulevard and South Flower Street, Building C appears as two separate buildings, although both sections were constructed under the same permit at the same time. Building C has masonry construction and a rectangular plan. The north section, with the address 1600 South Flower Street, is one-story high with a flat roof and a low parapet. This section has no architectural style and is generally devoid of decoration. The south section, with the address 1606 South Flower Street, is two stories high and has minimal elements of Commercial Vernacular style. The majority of the south section is capped by a barrel-vaulted roof.

The primary elevation of the north section faces Venice Boulevard to the north. Concrete piers separate bays, which are infilled with brick. Three, narrow, horizontal-sliding sash windows are

[37] The American Institute of Architects, "Form of Proposal for Fellowship: Gordon Bernie Kaufmannn," February 3, 1937.

[38] Jonty Crane, "Auckland Heritage – Roy Lippincott," jontynz.com/2017/10/07/auckland-heritage-roy-lippincott/.

[39] Dr Andrew Barrie, *Architecture Archives BLOCK Building Tours,* "Roy Lippincott in Auckland," www.architecture-archive.auckland.ac.nz; American Institute of Architects, George S. Koyl, ed., *American Architects Directory* (R.R. Bowker, 1956).

[40] Modern San Diego, "Henry Lawrence Eggers," www.modernsandiego.com/EggersHenry.html.

located at the top of each bay. Windows are covered by metal security grates. Through-bolts are evenly spaced along the cornice. The main entrance to the north section is located at the northwest corner. The clipped corner bay, and one bay on either side, is topped by a thin eyebrow awning. The main entrance consists of a single metal door.

The west elevation of the north section is two bays wide with one bay of solid masonry with a brick base and the other with a small window placed slightly off-center. The west elevation of the south section is divided into four, unequal bays, separated by fluted pilasters that span from the ground to the roofline. While there is a simple base to the pilasters, there are no capitols. A stringcourse consisting of regularly-spaced vertical elements separates the first and second floor and is repeated at the cornice at the roofline. Through-bolts are evenly spaced along the stringcourse and cornice. The narrow north bay has a single, contemporary metal door on the first floor and two narrow windows covered by metal security grills on the second floor. The middle two bays are infilled with concrete block on both the first and second floors. The south bay has a metal roll-up door at the first floor topped by a fixed transom window and six narrow windows at the second floor. Each of the six windows have a larger upper sash and narrower bottom sash. It is not known how the sash operate as the windows are covered by a metal security grill.

The south elevation directly abuts 1616 South Flower Street and is not visible. The east elevation is unarticulated, though it has evenly spaced through-bolts. Secondary entrances consist of double metal doors covered by contemporary metal security doors. 1606 South Flower Street has an additional opening, consisting of a wide loading dock, at the west elevation.

Interior (Figures 40-49)

The interior of 1600 South Flower Street, the north section, consists of a large, open space with unfinished concrete floors and ceilings include exposed metal beams extending across the space, supporting a long span florescent tube lights. The metal beams are supported at the exterior wall by metal posts. Exterior wall finishes are visible. The main entrance opens into a small vestibule at the west side of the building. The vestibule has similarly basic finishes as the main space. Large metal doors that roll across the top rail connect the interiors of north and south sections

The interior of 1606 South Flower Street, the south section, is dominated by a single, large, double height space. The space functions as a warehouse and has unfinished concrete floors, exposed brick walls, and exposed wood roof trusses. Office are located along the east and west elevations. Second floor offices are accessed via a flight of wood stairs. Offices have contemporary demising walls with contemporary aluminum, horizontal-sliding sash windows looking out into the warehouse space.

Alterations

1600-1606 South Flower Street has been altered numerous times since it was constructed in 1917. Constructed along with 1606 South Flower Street as "stores and a bath house" for a cost of $20,000, the building was planned to be 101' x 155' with brick exterior walls.[41] The first major alteration to the building took place in 1930 with relocation of the front elevation five feet back to allow for street widening.[42] It is unclear if the front elevations were reconstructed as they had appeared previously or rebuilt. One of the most significant changes took place in 1956. Work at this time was to "remove 6 bearing partitions, install new cols' & steel, remove fronts & break up openings" for a

[41] City of Los Angeles, Department of Building and Safety, "Application for the Erection of Building," Permit #3830, July 14, 1917.

[42] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #17066, January 22, 1930; City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #3443, February 17, 1930.

cost of nearly $10,000.[43] The building also changed uses from retail stores to a warehouse and office. The parapet was removed in 1961.[44] Seismic retrofit took place in 1983 with additional work in 1988.

1600 South Flower Street was the location of several car accidents. In 1929, "an automobile jumped the curbed and crashed through the show window…Diners leaped up in alarm as an avalanche of bricks from the demolished front pillars thundered down."[45] Coincidentally, another car accident in 1939 damaged the storefront again.[46] A third car accident in 1962 required more repairs.[47] Major alterations includes:

- Removal and relocation of west elevation 5'
- Numerous reconstructions of northwest corner
- Reconfiguration of interior to remove swimming pool and stores
- Seismic retrofit

History

1600-1606 South Flower Street, constructed in 1917, was designed by Woodbury C. Pennell as stores and a bath house for Philip Pohlman.[48] Born in Germany, Philip Pohlman (1865-1930),[49] immigrated to the United States in 1879 and became a naturalized citizen in 1888.[50] It is not known when he first moved to California, but he initially resided in Riverside, where he worked as a merchant.[51] He married Daisy Phillips in 1902,[52] and by 1910, the couple moved to newly opened Wilshire corridor at 637 South Kingsley Drive.[53] Beginning around 1902, Philip Pohlman started working in real estate, both facilitating sales, as well as developing property. In addition to the subject property, Philip Pohlman developed and maintained property at Seventh Street and Grand Avenue,[54] and Seventh and Beacon Streets.[55] After Philip Pohlman's death, the subject property transferred to Farmers & Merchants National Bank and Trust.[56]

Little information could be found on Woodbury C. Pennell. Born in Maine, Woodbury Pennell (1883-1951)[57] moved to California by 1900.[58] He started his architectural career as a draftsman,[59] and later worked as partner of notable Los Angeles architect John C. Austin, before working on his own

---

[43] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #51619, July 10, 1956.

[44] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #92774, July 12, 1961.

[45] "Auto Pops Into Café Like Man Breaking Fast," *Los Angeles Times*, November 9, 1929, 22; City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #29406, November 14, 1929.

[46] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #48850, December 14, 1939.

[47] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #21707, October 5, 1962.

[48] City of Los Angeles, Department of Building and Safety, "Application for the Erection of Building," Permit #3830, July 14, 1917.

[49] "Pohlman Funeral Scheduled Today," *Los Angeles Times*, September 3, 1930, 25.

[50] 1920 United States Federal Census, Los Angeles Assembly District 63, Los Angeles, California, Page 10A, Enumeration District 175.

[51] 1900 United States Federal Census, Murrieta, Riverside, California, Page 7, Enumeration District 0217.

[52] "Marriage Licenses," *Los Angeles Times*, December 30, 1902, 12.

[53] 1910 United States Federal Census, Los Angeles Assembly District 72, Los Angeles, California, Page 7B.

[54] "$1,700,000 for 99-year lease on City Lot," *Los Angeles Times*, December 11, 1913, 4.

[55] "Building Contracts Let," *Los Angeles Times*, January 3, 1 909, 73.

[56] County of Los Angeles, Assessor Records, Books.

[57] "Woodbury C. Pennell," *Los Angeles Times*, April 18, 1954, 39.

[58] 1900 United States Federal Census, Ventura, Ventura, California, Page 8B; Enumeration District 0171.

[59] *Los Angeles City Directory*, (Los Angeles Directory Company, 1909).

between 1914 and 1920.[60] The most notable achievement of his partnership with Austin was design of West Adams Heights Methodist Church (1912).[61] In 1914, his office was at 405 South Hill Street moving to 33 West 6th Street in 1918.[62] In addition to the subject property, Pennell worked on a variety of residential, commercial, and educational projects, including a Pohlman's residence at corner of Wilshire and Kingsley Drive in 1914,[63] Hawthorn Grammar School (1914),[64] a hotel in Culver City (1916),[65] and an ice rink at Pico Boulevard and Figueroa Street (1917).[66]

1600-1606 South Flower Street initially functioned as a bath house with stores along Venice Boulevard. The Wilkinson College of Swimming, run by Thomas Wilkinson, occupied the space from 1917 when the building was constructed, for almost a decade. The Wilkinson College of Swimming was an "exclusive ladies' plunge"[67] that advertised "California's buxom damsels swarm where the water is clean and always warm."[68] Born in England around 1859, Thomas Wilkinson moved to the United States around 1910 by way of Victoria, Canada.[69] The 1920 United States Census shows Thomas Wilkinson residing at the subject property. Prior to this swimming school at 1600-1606 South Flower Street, Thomas Wilkinson taught swimming at the Bimini Baths.[70]

A drugstore/restaurant occupied the corner space until around 1940, frequently changing restaurateurs. The first occupant, Arthur L. Cornwall, ran a drug store for about two years. The space was taken over by Frank D. Lovett, who also ran a drugstore at the subject property from 1921 to 1925,[71] after which he moved his business across the street to 1524 South Flower Street. Born in Illinois in 1867, Lovett first registered as a pharmacist in San Diego in 1912,[72] where he practiced until he moved his business to Los Angeles in 1920.[73] Lovett made headlines when he had what was most likely a heart attack at the wheel. The *Los Angeles Times* reported in 1931, "In a strange manifestation of fate, Frank D. Lovett, 61-year-old druggist, slumped dead over the steering wheel of his automobile just as the police semaphore flashed the stop signal at Pico Boulevard and Vermont Avenue yesterday forenoon."[74]

1606 South Flower Street appears to have remained vacant for a number of decades after the Wilkinson College of Swimming closed. Once the last restaurant, run by Charles J. Schwarzweller, closed in the 1940s, 1600 South Flower Street also appears to have sat vacant for a short period until the 1950s, when the shoe company, Peek-A-Boot rented the whole building. Owned by Plastix Footwear Corporation**,** the company manufactured protective plastic shoes and footwear (e.g. rain boots). In 1954, the company and its products piqued the interest of *Los Angeles Times* columnist Art Ryon who inquired about Peek A Boot over the course of three columns. In a brief paragraph, Ryon

---

[60] Pacific Coast Architecture Database, "William C. Pennell," http://pcad.lib.washington.edu/person/864/.

[61] "Completed West Adams Methodist Church One of the Finest Houses of Worship in Los Angeles," *Los Angeles Times*, December 28, 1913, 69.

[62] *Los Angeles City Directory*, (Los Angeles Directory Company, 1914, 1918).

[63] "For Wilshire Corner," *Los Angeles Times*, October 11, 1914, 88.

[64] "Name Architect," *Los Angeles Times*, November 8, 1914, 67.

[65] "Fireproof Hotel for Culver City," *Los Angeles Times*, December 3, 1916, 73.

[66] "Large Amusement Enterprise for South Figueroa Street," *Los Angeles Times*, February 25, 1917, 61.

[67] "Business Brevities (Advertising)," *Los Angeles Times*, February 6, 1921, 16

[68] "Business Brevities (Advertising)," *Los Angeles Times*, May 8, 1921, 12.

[69] 1920 United States Federal Census, Los Angeles Assembly District 75, Los Angeles, California, Page B, Enumeration District 452; National Archives and Records Administration (NARA); Washington, D.C., *Naturalization Records in the Superior Court of Los Angeles, California, 1876-1915*; Microfilm Roll 13, Microfilm Serial M1614.

[70] National Archives and Records Administration (NARA); Washington, D.C., *Naturalization Records in the Superior Court of Los Angeles, California, 1876-1915*; Microfilm Roll 13, Microfilm Serial M1614.

[71] *Los Angeles City Directory*, (Los Angeles Directory Company, 1921 – 1925).

[72] Board of Pharmacy Registered Pharmacists, 1902-1917.

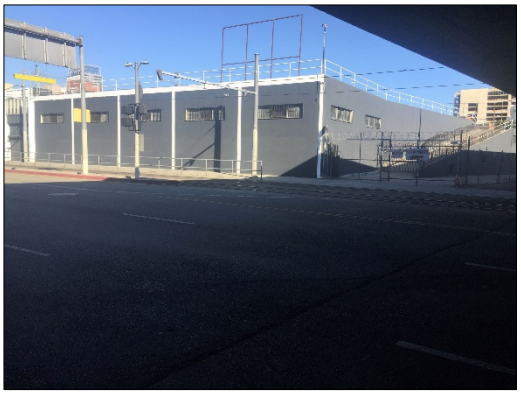
[73] San Diego City Directories, 1913-1918.

[74] "Druggist Dies in Car as Signal Goes to 'Stop'," *The Los Angeles Times*, February 19, 1931, 21.

wrote, "We were wrong. The Peek-a-Boot Co. doesn't make open-toed shoes. It's plastic, transparent rain boot."[75] The company liquidated its assets in 1961.[76]

Electric Equipment Company expanded its holding from South Hope Street and purchased 1600-1606 South Flower Street in 1960.[77] It is unclear from available directories if they ever occupied the building or leased it out.

Building D. 1616 South Flower Street



Exterior (Figures 50-52)

1616 South Flower Street is rectangular in plan with a flat roof and no discernable architectural style. The masonry building is a tall one-story high and has no applied decoration. Fenestration consists of groups of three, metal hopper windows set high up on the elevation and faced by metal security grills on the exterior. A ramp along the south elevation leads to the roof, which is used for automobile parking. Metal railings line the perimeter of the roof.

The front, west elevation is five bays wide, each bay separated by thin piers, which are flush with the exterior wall. A group of three windows is located at the upper portion of each bay. Along with the ramp on the south elevation, two groups of three windows are located in the western portion of the elevation with an additional group of three windows located at the east side of the elevation. A metal door is located at the far west side of the south elevation. The corner between the south and east elevations is clipped, resulting in a short segment facing southeast. One group of three windows is located in this section. The east elevation is six bays wide. Groups of windows are located in four of the bays. Large, metal, roll-up loading doors are located in the second bay from the south and second bay from the north. A stair leading to the roof is located in the north bay. A pedestrian door is located below the stair. The north elevation is not visible as it abuts 1600-1606 South Figueroa Street.

Interior (Figures 53-56)

The interior generally consists of a large, open, warehouse space with concrete floors, exposed concrete exterior walls, and concrete ceiling. A line of metal posts supports metal roof beams along the center of the space, as well as along both the north and south exterior walls. Florescent light fixtures are suspended from the ceiling. The southeast corner of the building is angled, following the slope of the ramp along the south elevation. Partition walls below the ramp provide for two smaller spaces, one of which is a restroom. A large metal door that slides along a top rail, located at the northeast corner of the building, provides access between 1616 South Figueroa and the space adjacent to the north.

Alterations

Few alterations have been made to the building since it was constructed in 1960 and the building appears much as it did when it was constructed. There are no alteration permits for the building.

[75] "Ham on Ryon," *The Los Angeles Times,* November 8, 1954.
[76] Ad for Assignee's Sale, *The Los Angeles Times*, 1971.
[77] County of Los Angeles, Assessor Records, Books.

History

The subject property was constructed in 1960 as a warehouse for an estimated cost of $125,000,[78] with a certificate of occupancy issued in 1962 for a "1 story, type IV, 130' x 150' addition including roof parking." The building was constructed by Electric Equipment Company as additional warehouse space. The building, currently vacant, appears to have only functioned as a warehouse over time. The engineer for the building was T.Y. Lin and the building was constructed by contractor C.L. Peck.

Tung-Yen Lin (1912-2003), was born in China and received a master's degree in civil engineering from University of California Berkeley in 1933. After finishing his studies, Lin went back to China to work with the Chinese Ministry of Railways, returning to Berkeley in 1946. He established his own engineering firm T.Y. Lin and Associates (now T.Y. Lin International) in 1954. During his career, Lin focused on prestressed concrete and his early clients included pre-case concrete producers. The firm later became known for designing bridges and long-span building structures. Lin was recognized in his time with the National Medal of Science in 1986, as well as a Fullbright Award in 1953 and election to the National Academy of Engineering in 1967.[79]

[78] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #75578, November 28, 1960.

[79] Saray Yang, "T.Y. Lin, world renowned structural engineer, dies at age 91," *U.C. Berkeley News*, November 18, 2003, https://www.berkeley.edu/news/media/releases/2003/11/18_lin.shtml.

V. HISTORIC CONTEXT

Located in the Central City Community Plan Area (CPA), the subject property was considered under the context identified in SurveyLA: Commercial Development and the Automobile. The following provides historical background on the Central City CPA, followed by a description of the development of commercial buildings related to the automobile.

Central City CPA

The subject property is located in the South Park neighborhood of the Central City CPA. This area, southwest of downtown Los Angeles, was originally developed with single- and multi-family homes. Beginning in the late 1910s and 1920, the area rapidly changed with construction of commercial and industrial properties. Increase in traffic congestion in the city lead to a massive road-widening project, which included widening South Flower Street between Fifth Street and Washington Boulevard from eighty to ninety feet wide. A *Los Angeles Times* article from 1931 describes how more than sixty percent of all store, office and apartment buildings on the affected area of South Flower Street were remodeled in order to be cut back or otherwise accommodate the road widening. 1600 – 1606 South Flower Street has two building permits issued in 1930 to move the façade of the building five feet back from its original position.[80] Other major factors changing the character of the area include the construction of the freeways, specifically the I-10 (Santa Monica) Freeway in the 1960s, which had a profound effect on the immediate setting of the subject property. In addition, the SR-110 (Harbor) Freeway was constructed a few blocks west of the subject property in the early 1950s. The Los Angeles Convention Center was built northeast of the nexus of these freeways, opening in 1971 and expanding in the 1990s. The Staples Center and L.A. Live development projects further changed the character of the area. Finally, the addition of the Metro Blue Line light rail along South Flower Street in 1990 modified the use and character of the street. Subsequent replacement of early buildings with new contemporary buildings has followed.

The SurveyLA report for the Central City CPA contains an historical overview for development of the CPA; excerpts most relevant to the subject property are included here:[81]

> *Early Twentieth Century Growth: Rise of the Central Business District*
> By the turn of the twentieth century, Los Angeles had unequivocally shed its small town roots and had matured into "a populous, commercialized city with increasing regional importance." Its population had nearly doubled between 1890 and 1900, from roughly 50,000 to more than 102,000. 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. By 1900, several prominent commercial buildings had been constructed in the area including the Bradbury Building at Second and Broadway (1893, City HCM #6) and the Douglas Building at Third and Spring (1898, City HCM #966). As more and more development occurred and the central business district began to firmly take shape, the term "Downtown" was used to describe it and became a part of the local lexicon. The first official reference to the Downtown area appeared in the Los Angeles Herald in 1906, and in the Los Angeles Times in 1909…

[80] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #17066, January 22, 1930; City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #3443, February 17, 1930.

[81] Architectural Resources Group, " SurveyLA; Historic Resources Survey Report; Central City Community Plan Area," prepared for the City of Los Angeles Department of Planning Office of Historic Preservation, September 2016.

…[City officials concerned about Manhattanization with too many tall, dense buildings] advocated for a more horizontal pattern of development since at the time, Los Angeles had what seemed to be unlimited space in which to expand. In response, the Los Angeles City Council enacted an ordinance in 1905 that restricted the height of new buildings to 150 feet, or roughly 13 stories. The height ordinance thwarted the vertical growth of Downtown and created a nearly-uniform skyline that lasted until the restrictions were repealed in the mid-1950s.

As the central business district was pulled to the south, new commercial and institutional buildings were swiftly constructed until nearly every parcel in the Historic Core was developed. Between the turn of the twentieth century and the late 1920s, the central business district took shape and matured into a quintessential American downtown. Scores of new height-limit buildings were erected to house the entire gamut of commercial uses including banks and financial institutions, hotels, offices, department stores and smaller retail outlets, theaters and concert halls, and restaurants and taverns. Many of these buildings featured some combination of commercial uses, typically with retail on the ground story and offices up above. Reflecting the prevailing sense of prosperity, almost all were intended to be bold architectural statements that showcased an architect's mastery of the Beaux Arts tradition or other, similar architectural styles that exuded formality and were predicated on the Classical orders. Buildings constructed at the end of the 1920s and into the early 1930s often exhibited characteristics of styles that were considered to be more "modern," including Art Deco and Streamline Moderne…

Amid Los Angeles' rapid growth, local leaders deemed it a priority to modernize and expand municipal services and initiated plans to develop a new civic center complex at the north end of the central business district…

While new commercial and institutional development gave rise to the central business district, 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 railroad depots, warehouses, and yards along Alameda Street 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…

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 zone change in 1922, which eliminated new residential uses from Downtown. Though the area clung onto some of its historical uses such as Single-Room Occupancy (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. "Stimulated in part by the arrival of runaway shops evading unionization drives in New York," a concentration of garment factories were erected in the area to the southeast of the central business district beginning in the 1920s, sowing the seeds for a robust wholesale garment trade that today is the second largest in the nation

outside of New York. Warehouses and other more utilitarian industrial uses generally clustered in areas further south and east.

The remarkable growth of the central business district in the early twentieth century was accompanied by an equally remarkable problem—traffic congestion. Traffic jams and snarled streets quickly became issues of epic proportions due to the brisk development of the central business district and a steady increase in the number of automobiles. Further complicating the situation were the hills and buttes flanking the west end of Downtown, which limited the options into and out of the city. The city initiated a number of infrastructure projects in an attempt to improve accessibility and mitigate the worst effects of congestion…

In addition to new transportation infrastructure, proliferation of the automobile in the 1910s and 1920s also spawned a commercial enclave to the south and west of the central business district that was oriented around the sale, repair, and maintenance of cars. Capitalizing on the enhanced role that auto travel played, particularly in Southern California, several automobile manufacturers erected large, new showrooms and repair facilities along Figueroa and Flower Streets in what is now known as the South Park neighborhood. By the 1910s, the term "auto row" appeared in local newspapers and was used to describe the cluster of showrooms and associated businesses in the area. Throughout Downtown, multi-story "auto parks" were weaved into the central business district as early as the 1920s, providing patrons of department stores and other businesses with a convenient place to park their car while shopping. To entice motorists, many of these garages offered on-site services in addition to parking stalls. Some touted a rather robust menu of amenities including "a repair department manned by experts, a lubrication department, and a washing and polishing department ... a complete accessory and tire department with direct factory representation ... [and] a finely appointed ladies' lounge."

Great Depression and World War II

Downtown Los Angeles had matured into a vibrant district that acted as the commercial, institutional, and industrial hub of the Southern California region by the 1920s. However, it was also around this time that some neighborhoods around Downtown experienced decline as new development in more peripheral areas of the city slowly began to pull people away from the urban core. This trend was particularly evident in Bunker Hill. Beginning in the early twentieth century, the neighborhood lost its luster as affluent residents incrementally moved away to new residential districts in other parts of the city and, one by one, their stately mansions were carved into smaller, multi-family units, "most of which were occupied by single boarders in single rooms." Apartments and rooming houses that were erected nearby crowded out the mansions, and by about 1920 new construction in the neighborhood had ceased. The condition of buildings deteriorated as they aged and maintenance was deferred. By 1930, local officials were flirting with the possibility of razing the buildings and leveling the hill, likening the area to a "rotten apple in the barrel" that presented "a problem of concern to the entire city."

The area around the plaza had also languished by the 1920s as the locus of development had shifted southward. Buildings had fallen into various states of disrepair, and since the area was inhabited mostly by poor, disenfranchised

immigrant families it did not receive much public investment…

Development activity throughout Downtown was stymied as the economic effects of the Great Depression reverberated. Compared to the prosperous 1910s and 1920s, in which buildings were erected en masse in the central business district and in adjacent areas, the 1930s were characterized by a relative lull in new construction as consumers spent less and local real estate became less lucrative. The development of new, upscale commercial nodes like Miracle Mile and a theater district in Hollywood also began to slowly siphon patrons away from Downtown businesses, shifting the city's center of gravity away from the central business district and into more suburban settings. However, in spite of these factors Downtown did not cease to be a focal point of commercial and civic life. Angelenos continued to travel Downtown to shop, and attendance at many of the theaters on and around Broadway remained strong. In 1939, a new passenger rail terminal, Los Angeles Union Station, opened to the east of the historic plaza and consolidated the numerous rail depots that had historically been located further to the south…

Post-World War II Era: Decline and Redevelopment
After World War II, Downtown experienced a period of precipitous decline as middle and upper-income Angelenos vacated urban neighborhoods in favor of suburban environments. As more and more people left the central city for the suburbs, many businesses and institutions followed suit. Downtown's identity as a preeminent shopping and entertainment district was diminished as department stores, theaters, and other businesses that had long been occupants of the area relocated to locations nearer their customer base. Suburban migration was hastened by the construction of a vast network of freeways across Southern California, which rendered these outlying areas more accessible and allowed motorists to circumvent the central business district entirely. Four freeways were constructed near Downtown at this time: the Hollywood (US 101), Harbor (SR-110), and Santa Ana (I-5) Freeways were completed in the early 1950s, and the Santa Monica Freeway (I-10) opened nearly a decade later. Where the 110 and 101 Freeways converged was a remarkable feat of civil engineering known as the Four Level Interchange, which was the first stack interchange in the world when it opened in 1949. These freeways and their infrastructure forged boundaries around Downtown and effectively walled it in from adjacent communities. The 101 Freeway yielded a particularly profound effect in this regard by severing the connection between the Civic Center and the historic plaza…

Contemporary Development and Revitalization
…To the south and west of the Historic Core, the South Park neighborhood has also experienced a significant wave of new development since the early 2000s. "Dismissed for decades as an asphalt-laden wasteland" composed of small warehouses, apartment houses, and parking lots, South Park experienced a boon in 1999 when the Staples Center, a new multi-purpose sports arena, opened adjacent to the Los Angeles Convention Center and helped to cement the area's identity as a dynamic entertainment district. Since the early 2000s, many mid and high-rise apartment, condominium, and hotel projects have been completed and have transformed the area's once-moribund blocks into a vibrant, mixed-use urban community. In 2007, the area made headlines as the site of the first new full-service

grocery store to open in Downtown in several decades. L.A. Live, a contemporary entertainment and retail complex complete with restaurants, shops, theaters, museums, and associated commercial uses, opened between 2007 and 2009 and instantly became a destination and prominent anchor of South Park. The neighborhood, like many other areas in Downtown, is poised to evolve even more in coming years as many new development projects are either under construction or in the pipeline.

Commercial Development and the Automobile

As noted above, 1601-16011 South Hope Street was constructed in 1920 for Western Auto Electric Company, which supplied automobile parts, specifically car batteries. In order to provide relevant background, the historic context related to the development of early commercial automobile repair, service, and parts manufacturing facilities is excerpted from the citywide historic context and referenced below. This section includes relevant excerpts from the context for Commercial Development 1859-1983, under the theme, Commercial Development and the Automobile, 1910-1980.[82]

Historical Overview

Reyner Banham noted in *Los Angeles: The Architecture of Four Ecologies* that, "like earlier generations of English intellectuals who taught themselves Italian in order to read Dante in the original, I learned to drive in order to read Los Angeles in the original." It is impossible to understand Angelino architecture of the twentieth century without considering the impact of the automobile. This impact can best be seen in those structures created to provide for the needs of the car. Beginning in the early 1900s, there emerged new building types – from gas stations to drive-in restaurants – which served the motorist.

These new building types led to new relationships with the street and surrounding structures. Earlier urban buildings had been part of a greater whole. Set adjacent or close to each other, they formed a visually solid streetwall. Only the occasional monumental structure, such as a library or a church, broke with the streetwall and stood apart. But the automobile produced buildings that all stood alone, each surrounded by its own driveway and parking lot. The idea of a wall of unified background buildings, broken in places by a foreground building sitting in isolated splendor, no longer fit the increasingly auto-oriented city. In its place came a line of separate buildings, each putting itself forward as a monument.

The Passenger Car, 1900-1930

The sprawling nature of greater Los Angeles was actually the product of an earlier system of transportation, the interurban railroad. The development of the interurban [railroad], beginning in the late 1800s and reaching its peak with the Pacific Electric network in the early 1900s, allowed the residents of the city and its surrounding suburbs to spread out over the flatlands. Yet this was still a settlement pattern of clusters around interurban stops. Large expanses of vacant land sat between these settlements. It was the automobile that allowed Angelinos to fill in the expanses.

[82] SurveyLA: Los Angeles Citywide Historic Context Statement, "Context: Commercial Development 1859-1980. Theme: Commercial Development and the Automobile: 1910-1970," prepared for the City of Los Angeles Department of City Planning, Office of Historic Resources, August 2016, 3-11, and 42-43.

The widespread use of the automobile came in the years just before the United States entered the First World War in 1917. Up until that time the passenger car was a luxury item. In 1906, Woodrow Wilson, then president of Princeton University, maintained that "possession of a motor car was such an ostentatious display of wealth that it would stimulate socialism by inciting envy of the rich." The Automobile Club of Southern California, organized in 1900, at first represented this well-off class of motorists, and by 1910 had a membership of 2500.

Ten years later, in 1920, Automobile Club membership had risen to 30,320, a twelve-fold increase that reflected the changing nature of auto ownership during that decade. Overall, auto registration in Los Angeles County, less than 20,000 in 1910, exceeded 100,000 by 1920. The increase in popular ownership came about through the development of an affordable car, specifically the Ford Model T. There were other manufacturers of cars intended for the masses, but none could come close to challenging Henry Ford. Built using assembly-line techniques, the Model T, commonly known as the Tin Lizzie, was durable, easy to operate, economical to maintain and simple to repair.

The Model T was first introduced in 1908. A year later Ford stopped manufacturing all other models and concentrated on it alone, and by 1911 Ford had become the largest single automobile manufacturer in the country. In the process of increasing volume he continually lowered the price. In 1908 the touring car cost $850 and less than six thousand were made. By 1912 the price had fallen to $600 and over seventy-eight thousand were produced. By 1916 a new touring car could be had for $360 and well over half a million were built. By the end of the First World War, in 1918, Ford had half the market for automobiles in the United States, and by 1920 every other motor car in the world was a Model T.

In great part because of the Model T, the 1920s were the years during which the motor car became the dominant mode of transportation in Southern California. Registration of passenger cars in Los Angeles County went from a bit more than 100,000 in 1920 to almost 800,000 by 1930. This growth was aided by the fact that prices for new cars continued to fall during that decade. The average price of all passenger cars in 1919 was $1157. By 1929 it was $818. A new Model T could be bought in 1926 for $290, seventy dollars less than what it cost ten years earlier. Also there had developed by the early 1920s a used-car market, which provided the less well off with an even cheaper car. Finally, adding to the affordability of autos was the emergence of buying on credit. By 1925 three-quarters of all sales, new and used, were made with some form of a time-payment plan.

By the mid-1920s the dominance of the Model-T began to fade. The growing popularity of the self- starter, and the shift in preference from open to closed cars, made the cloth-topped Ford, with its crank- dependent engine, increasingly unattractive. General Motors introduced the Chevrolet as a slightly more costly but much more stylish alternative, and devised the annual model change as a means to stimulate the market. Henry Ford's concept of a durable car built for long use became unfashionable. Ford responded in the late 1920s with the Model A as an updated substitute for the Model T. By the end of the decade the Tin Lizzie may have vanished as a new product, but it had accomplished its purpose of making the

car an affordable element of everyday life.

The City Street, 1900-1930
The increasing presence of the car after the First World War caused Los Angeles to rethink the nature of its street system. There were some major early thoroughfares laid out by both the city and the county, particularly after the Board of Supervisors issued $3.5 million in bonds for road construction in 1909. But typically streets had been created by subdividers, with the higher-priced developments having some kind of hard surface provided. Otherwise, property owners created improvement districts of their own to finance the grading and surfacing of their streets.

Yet in spite of this generally haphazard system, Los Angeles was able between 1904 and 1914 to improve nearly 500 miles of streets. These included hundreds of residential lanes and such north-south and east-west arteries as Central Avenue, Vermont Avenue, Adams Boulevard and Pico Boulevard. These routes were generally thirty to fifty feet wide and topped by a firm surface. By 1915 all of the main thoroughfares had paving of some sort.

But these improvements were soon overwhelmed by the increase in car ownership during the early 1920s. This increase prompted community leaders to press for studies as to how the street system could further be improved. Both the Automobile Club of Southern California in 1921 and the city's Traffic Commission in 1922 prepared plans for upgrading street layouts. The Board of Supervisors created a Los Angeles County Regional Planning Commission, also in 1922. But these were all less than comprehensive in coverage and findings.

In 1924 community leaders hired the firm of landscape architect Frederick Law Olmsted to prepare a survey of existing conditions and make recommendations for the improvement of the city's streets. This study, entitled *A Major Traffic Street Plan for Los Angeles*, covered what was then the extent of settlement. It reached to the south as far as Hyde Park and 110th Street, to the west as far as Beverly Hills, and to the southwest as far as Culver City.

Some of its recommendations followed older City Beautiful models. It suggested that Crenshaw Boulevard south of Wilshire Boulevard and Wilshire west of Crenshaw be developed as traditional parkways such as those constructed a generation earlier in Boston and Chicago. At the same time, the plan was foresighted enough to recommend parkways along the Arroyo Seco to Pasadena and through the Cahuenga Pass to the San Fernando Valley, which would serve both as pleasure drives and traffic arteries. Both the Arroyo Seco and the Cahuenga Pass Parkway proposals would find their way into later plans for the city's freeway system…

During the next six years Los Angeles worked to carry out the widening and straightening recommended by the Olmsted Plan. Within a year of the plan's publication the city's voters had approved a five million dollar bond issue and later accepted a special property tax for street improvements. The result was that, by the first years of the Great Depression of the 1930s, most of the arterial routes south of the Santa Monica Mountains had been identified and reconfigured as major distribution streets…

The Architecture of the Auto, 1910-1930

… In addition to new transportation infrastructure, proliferation of the automobile in the 1910s and 1920s also spawned a commercial enclave to the south and west of the central business district that was oriented around the sale, repair, and maintenance of cars. Capitalizing on the enhanced role that auto travel played, particularly in Southern California, several automobile manufacturers erected large, new showrooms and repair facilities along Figueroa and Flower Streets in what is now known as the South Park neighborhood. By the 1910s, the term "auto row" appeared in local newspapers and was used to describe the cluster of showrooms and associated businesses in the area. Throughout Downtown, multi-story "auto parks" were weaved into the central business district as early as the 1920s, providing patrons of department stores and other businesses with a convenient place to park their car while shopping. To entice motorists, many of these garages offered on-site services in addition to parking stalls. Some touted a rather robust menu of amenities including "a repair department manned by experts, a lubrication department, and a washing and polishing department … a complete accessory and tire department with direct factory representation … [and] a finely appointed ladies' lounge..."

Property Type: Car Repair, 1920-1970

Before the First World War livery stables, bicycle vendors and blacksmiths also repaired cars. During the 1920s two other auto-related building types commonly housed repair facilities. One was the gasoline/service station in the form of the superstation. The other was the new car dealership. The few stand-alone repair shops that existed were typically housed in simple industrial buildings or in buildings abandoned by other uses, such as old livery stables and bankrupt auto showrooms…

The auto body/repair shop assumed a somewhat different character during the 1930s. Earlier, parts such as tires and batteries had been sold through service stations or new car dealerships; but with the coming of the Depression some parts manufacturers experimented with opening outlets of their own.

VI. HISTORIC RESOURCE ASSESSMENT

Because eligibility criteria for local HCM designation align in large degree with eligibility criteria for National and California Registers, the following evaluation considers eligibility under each of the criteria at federal, state and local levels under a single heading.

Criterion A/1/1: Is associated with events that have made a significant contribution to the broad patterns of our history and cultural heritage.
Building A, 1601-1611 South Hope Street, was evaluated under criterion A/1/1 for its association with its first tenant for whom the building was constructed, Western Auto Electric Corporation, and the early history of the automobile in Los Angeles, specifically automobile repair, service and parts manufacturing. As established in this report, the history of the automobile industry is an important historic context in Los Angeles. The subject property represents an early example of a building type that supplied auto parts and "illustrate[s] the evolution of the car repair shop as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture."[83] SurveyLA provides the following eligibility standards for this property type:

- Was originally designed and historically used to repair and provide parts for the automobile
- Demonstrates convenient automobile access from the street
- Is an excellent, early, or rare remaining example of the property type
- Contains design and site layout features that reflect the influence of, and adaptation to, the automobile
- Was constructed during the period of significance [1920-1970]

While 1601-1611 does indeed meet most of the above eligibility standards, it has been so altered over the years, it unrecognizable from how it appeared when it was used as an auto-related business and lacks sufficient integrity to convey its significance (described more fully below). Therefore, Building A is not eligible under criterion A/1/1. SurveyLA findings for the Central City CPA identified a number of properties that appear eligible as auto related commercial properties that retain integrity, but Building A was not one that was identified.

Building A was purchased in 1937 by Electrical Equipment Company, later expanding with construction of Building B in 1946, acquisition of Building C and construction of Building D in the 1960s. Electrical Equipment Company occupied the subject property for over 30 years and distributed Zenith radios, washing machines, refrigerators and Columbia Brunswick and Vocalion records. None of these items were manufactured at the subject property. As a distribution company, Electrical Equipment Company reflected the growth of consumer products within households, but evidence does not show that the company contributed to that growth or otherwise changed how these products were sold. Therefore, the subject property is not eligible under criterion A/1/1 for its association with Electrical Equipment Company.

Building B, 1617 South Hope Street, was constructed in 1946 as an expansion of Electrical Equipment Company. The history of Building B parallels the history of the company in the post-World War II era. As noted above, Electrical Equipment Company expanded to distribution of TV consoles, kitchen appliances and soft water solutions during this period. The building appears to

[83] SurveyLA: Los Angeles Citywide Historic Context Statement, "Context: Commercial Development 1859-1980. Theme: Commercial Development and the Automobile: 1910-1970," prepared for the City of Los Angeles Department of City Planning, Office of Historic Resources, August 2016, 3-11, and 42-43.

have primarily served as warehouse space with a few offices on the second floor. Similar to Building A, Electrical Equipment Company reflected the growth of consumer products within households, but evidence does not show that the company contributed to that growth or otherwise changed how these products were sold. Therefore, the subject property is not eligible under criterion A/1/1 for its association with Electrical Equipment Company.

Building C, 1600-1606 South Flower Street, was constructed as a bath house (indoor swimming pool) with stores along Venice Boulevard, specifically a drugstore and later restaurant on the corner of South Flower Street and Venice Boulevard. Neither the Wilkinson College of Swimming, nor any of the drugstores/restaurants that occupied the space appear to have made any significant contributions to the broad patters of history or cultural heritage. Therefore, Building C does not appear eligible under criterion A/1/1.

Building D, 1616 South Flower Street, was constructed in 1960 as additional warehouse and parking for Electrical Equipment Company. As previously discussed, Electrical Equipment Company has not been found to be significant under criterion A/1/1.

Criterion B/2/2: Is associated with the lives of persons important in our past.
Although several individuals have been associated with the subject properties, none rise to the level required to warrant consideration under Criterion B/2/2: association with the lives of persons important in our past. Ray Thomas, owner of Electrical Equipment Company, which occupied the Building A, and later B, C, and D, for over 30 years, was associated with the subject property longer than any other person. While Ray Thomas garnered a small degree of publicity for compact radios in the mid-1920s, this was a decade or more before Electrical Equipment Company occupied the subject property. In addition, while Thomas may have gained a modicum of notoriety in Los Angeles for a brief period, as an individual, he does not appear to have had an impact on the widespread popularity of radio. None of the other buildings are strongly associated with any particular individual; nor do any other buildings appear to be significant for association with the lives of persons in our past. Therefore, the subject property is not eligible under criterion B/2/2.

Criterion C/3/3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values.
Building A, designed by Richard King in a Commercial Vernacular style with elements of Classical Revival style, does not appear eligible under Criterion C/3/3. Richard King was a notable Los Angeles architect. He worked on a wide variety of properties throughout his career, including residential, commercial, institutional, and industrial. Several of his notable buildings are extant, including the Riviera Apartment House, Hollywood Professional Building, and Sparkletts Bottling Plant. In addition to not being among his notable work, Building A has been altered numerous times and no longer reflects its original architectural design. Therefore, Building A is not eligible under criterion C/3/3.

Building B was designed by the architectural firm Kaufmann, Lippincott & Eggers. Although the firm existed for only two years, the principals were all individually notable architects, specifically Gordon Kaufmann, a particularly important Los Angeles architect. However, Building B is not expressive of any of their illustrious careers. Designed with elements of Late Moderne style focused on the façade, specifically the horizontal grouping of windows with a projecting frame and two columns of glass block, the building design is otherwise unremarkable and pales in comparison with other examples of Kaufmann's work in a similar style. Therefore, Building B is not eligible under criterion C/3/3.

Building C was designed by the relatively unknown architect Woodbury C. Pennell. As described in this report, Woodbury C. Pennell does not appear to have been an architect of note and Building C does not represent the work of an important creative individual. Building C appears to have been substantially altered due to numerous alterations, most notably a new façade in 1930. Building C does not embody distinctive characteristics of a type, period, region, or method of construction, nor does it possess high artistic values and therefore it is not eligible under criterion C/3/3.

Building D was constructed as a warehouse and appears as a functional building that possesses no artistic values. It is a common example of its type and does not embody distinctive characteristics of a type, period, region, or method of construction. Therefore, Building D is not eligible under criterion C/3/3.

Criterion D/4: Has yielded, or may be likely to yield, information important in prehistory or history.
Located in a highly urban environment, the subject property cannot be reasonably expected to yield information important in prehistory or history; therefore, it is not eligible under Criterion D/4.

Historic District
As noted above, a HPOZ "is any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural, or aesthetic significance." The subject property is not part of a distinguishable unified neighborhood or area. As noted above, the surrounding neighborhood contains a mix of building uses, including residential, commercial, and industrial, all dominated by the presence of the I-10 Freeway immediately south of the subject property. In addition to no unifying use, there is no unifying period of construction for the surrounding buildings. There is no historic or architectural sense of time and place. While eth four building were owned and used by Electrical Equipment Company by the 1960s, this company has not been shown to be a particularly significant company Therefore, there is no potential National or California Register historic district or HPOZ to which the subject property could contribute.

Integrity
For a property to be eligible for designation at the state or national level,[84] it must meet at least one eligibility criterion listed above and retain sufficient integrity to convey that historic significance. Integrity is defined as physical and visual characteristics necessary to convey its significance. Evaluation of integrity is founded on "an understanding of a property's physical features and how they relate to its significance."[85] The seven aspects of integrity are Location, Design, Setting, Materials, Workmanship, Feeling, and Association. As noted above, Building A appears significant as an early example of a building type that supplied auto parts. None of the other three buildings at the subject property appear to meet any significance criteria. However, Building A has been altered numerous times and can no longer convey its significance. The following describes how the subject property does or does not meet each of the seven aspects of integrity:

Location:	Building A retains integrity of location as it has not been moved.
Design:	Building A does not retain integrity of design. A historic rendering and historic photographs show how the building appeared when it was constructed. As noted above, the building historically had an ornate

[84] While the Los Angeles Administrative Code does not include a provision for integrity for local HCM designation, in practice, HCMs typically retain sufficient integrity to convey their significance.

[85] Rebecca H. Shrimpton, editor, *How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Park Service, Department of the Interior, 1998) <http://www.nps.gov/history/nr/publications/bulletins/nrb15/>.

fenestration pattern set within each bay on both the first and second floors, and automobile access from the street. Nearly all bays have been infilled and the building no longer has automobile access. The parapet has been removed, as well as most terra cotta ornament. In addition, the building has a new main entrance along the east elevation.

Setting: Building A does not retain integrity of setting. With construction of the I-10 freeway in 1960 and recent new construction to the east and north, the setting of Building A as seen in historic aerial photographs appears quite different from how it appeared in the 1930s. Historically, Building A appears to have been located nearby similarly-scaled light industrial buildings interspersed with older, multi-family apartments.

Materials: With a loss of nearly all fenestration, automobile access, and terra-cotta ornamentation, Building A lacks integrity of material.

Workmanship: Loss of materials, specifically terra cotta ornamentation, represents a loss of workmanship.

Feeling: With a loss automobile access from the street, Building A lacks integrity of feeling and cannot convey its original function nor association with the automobile.

Association: Like integrity of feeling, with loss of automobile access from the street, Building A does not provide any indication of the past as an automobile-related facility. Therefore, the subject property has lost integrity of association.

VII. CONCLUSION

1601-1617 South Hope Street and 1600-1616 South Flower Street contain four buildings, Buidlings A-D, which were evaluated for historic and architectural significance in this report. Building histories, as well as alterations, were researched and evaluated. While Building A, 1601-1611 South Hope Street appears to be significant as an early example of a building type that supplied auto parts, the building has been substantially altered, lacks sufficient integrity to convey significance, and is therefore not eligible for listing in the National or California Registers or locally as a local HCM. None of the other three buildings were found to be eligible for listing in the National or California Registers nor were they found eligible for local designation under any criteria. None of the four buildings appear to be part of any potential or designated historic district. Therefore, the subject property is not a historical resource under CEQA.

VIII. BIBLIOGRAPHY

City, County, and Federal Records

1900 United States Federal Census, Murrieta, Riverside, California, Page 7, Enumeration District 0217.

1900 United States Federal Census, Ventura, Ventura, California, Page 8B; Enumeration District 0171.

1910 United States Federal Census, Los Angeles Assembly District 72, Los Angeles, California, Page 7B.

1920 United States Federal Census, Los Angeles Assembly District 63, Los Angeles, California, Page 10A, Enumeration District 175.

1920 United States Federal Census, Los Angeles Assembly District 72, Los Angeles, California, Page 11A, Enumeration District 350.

1920 United States Federal Census, Los Angeles Assembly District 75, Los Angeles, California, Page B, Enumeration District 452.

1930 United States Federal Census, Beverly Hills, Los Angeles, California, Page 1B, Enumeration District 0830.

1940 United States Federal Census, Los Angeles, Los Angeles, California, Page 9B, Enumeration District 60-342.

City of Los Angeles, Department of Building and Safety, Building Permits.

Los Angeles County Archives, Los Angeles County Assessor, Books.

National Archives and Records Administration (NARA); Washington, D.C., *Naturalization Records in the Superior Court of Los Angeles, California, 1876-1915*, Microfilm Roll 13, Microfilm Serial M1614.

Directories

American Institute of Architects, George S. Koyl, ed. *American Architects Directory*. R.R. Bowker, 1956.

Los Angeles City Directory, 1910-1987. Los Angeles, CA: Los Angeles Directory Company.

San Diego City and County Directory, 1910. San Diego: San Diego Directory Co.

Newspaper and Journal Articles

"$1,700,000 for 99-year lease on City Lot." *Los Angeles Times*, December 11, 1913, 4.

"Architects-Licensed." *Los Angeles Times*, September 23, 19344, 21.

"Auto Pops Into Café Like Man Breaking Fast." *Los Angeles Times*, November 9, 1929, 22.

"Batteries to be Shipped Here in Carload Lots." *Los Angeles Times*, October 15, 1916, 85.

"Bottling Firm Plans Addition." *Los Angeles Times*, April 28, 1929, 81.

"Building Contracts Let." *Los Angeles Times*, January 3, 1 909, 73.

"Business Brevities (Advertising)." *Los Angeles Times*, February 6, 1921, 16

"Business Brevities (Advertising)." *Los Angeles Times*, May 8, 1921, 12.

"Completed West Adams Methodist Church One of the Finest Houses of Worship in Los Angeles." *Los Angeles Times*, December 28, 1913, 69.

"Dillin Moves to 1635 So. Figueroa." *Los Angeles Times*, January 10, 1937, 7.

"Druggist Dies in Car as Signal Goes to 'Stop.'" *The Los Angeles Times*, February 19, 1931, 21.

"Familiar Faces Will be Seen." *Los Angeles Times*, June 1, 1930, 76.

"Fireproof Hotel for Culver City." *Los Angeles Times*, December 3, 1916, 73.

"For Wilshire Corner." *Los Angeles Times*, October 11, 1914, 88.

"Ham on Ryon." *The Los Angeles Times,* November 8, 1954.

"Large Amusement Enterprise for South Figueroa Street." *Los Angeles Times*, February 25, 1917, 61.

"Marriage Licenses." *Los Angeles Times*, December 30, 1902, 12.

"Name Architect." *Los Angeles Times*, November 8, 1914, 67.

"New Buildings on South Hope Street to House Automotive Companies." *Los Angeles Times*, July 25, 1920, 71.

"New Commercial Structures for Three Local Firms." *Los Angeles Times,* March 14, 1920, 91.

"Obituary." *Los Angeles Times*, August 3, 1945, 15.

"Pohlman Funeral Scheduled Today." *Los Angeles Times*, September 3, 1930, 25.

"Radio Presented to Mayor: Executive of City Gets Receiver." *Los Angeles Times*, April 17, 1927, 30.

"Sirens Hostesses at Radio Show: Hal Roach Actresses Demonstrate Latest Models." *Los Angeles Times*, September 11, 1925, 18.

"Stunt Aviatrix Directed by Set: Radio Carries Orders to Film Actress." *Los Angeles Times*, November 15, 1925, 38.

"Tire Sales Pass Million Mark; Dillin Organization Makes Record." *Los Angeles Times*, July 31, 1932, 64.

The American Institute of Architects. "Form of Proposal for Fellowship: Gordon Bernie Kaufmannn," February 3, 1937.

"Wilshire Boulevard Building Project Pictured." *Los Angeles Times*, November 24, 1929, 76.

"Woodbury C. Pennell." *Los Angeles Times*, April 18, 1954, 39.

Reports

Architectural Resources Group. "SurveyLA; Historic Resources Survey Report; Central City Community Plan Area." Prepared for the City of Los Angeles Department of Planning Office of Historic Preservation, September 2016.

LSA Associates, Inc. "Draft Historic Context Statement; SurveyLA Industrial Development." Prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, August 2011.

SurveyLA: Los Angeles Citywide Historic Context Statement. "Context: Commercial Development 1859-1980. Theme: Commercial Development and the Automobile: 1910-1970." Prepared for the City of Los Angeles Department of City Planning, Office of Historic Resources, August 2016.

Websites

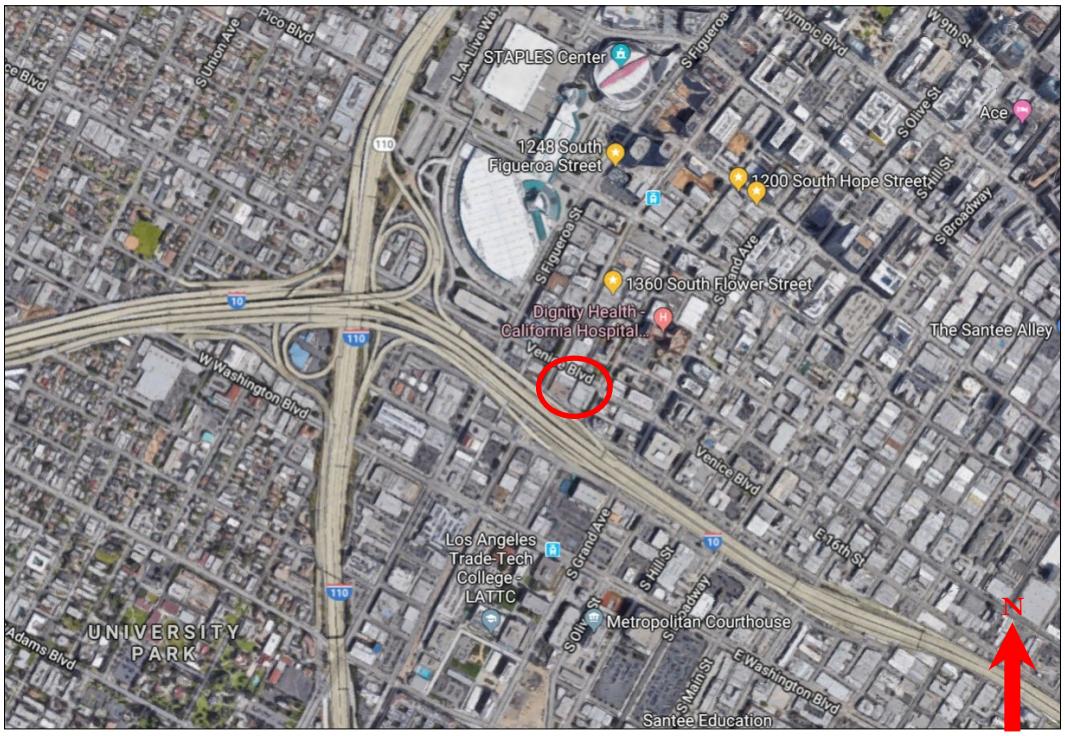
Barrie, Andrew. *Architecture Archives BLOCK Building Tours,* "Roy Lippincott in Auckland." www.architecture-archive.auckland.ac.nz.

Crane, Jonty. "Auckland Heritage – Roy Lippincott." jontynz.com/2017/10/07/auckland-heritage-roy-lippincott/.

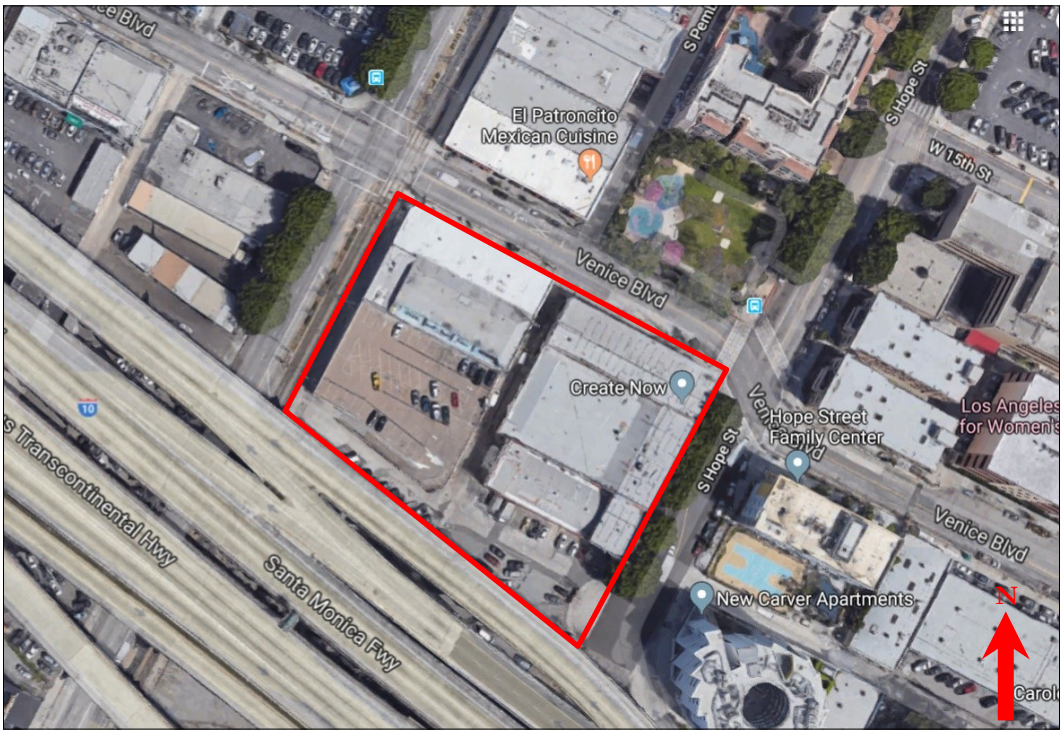
Modern San Diego. "Henry Lawrence Eggers." www.modernsandiego.com/EggersHenry.html.

Pacific Coast Architecture Database. "William C. Pennell." http://pcad.lib.washington.edu/person/864/.

Attachment 1: Current Maps and Aerials



Map 1: Current aerial, subject property at center (source: Google, 2018)

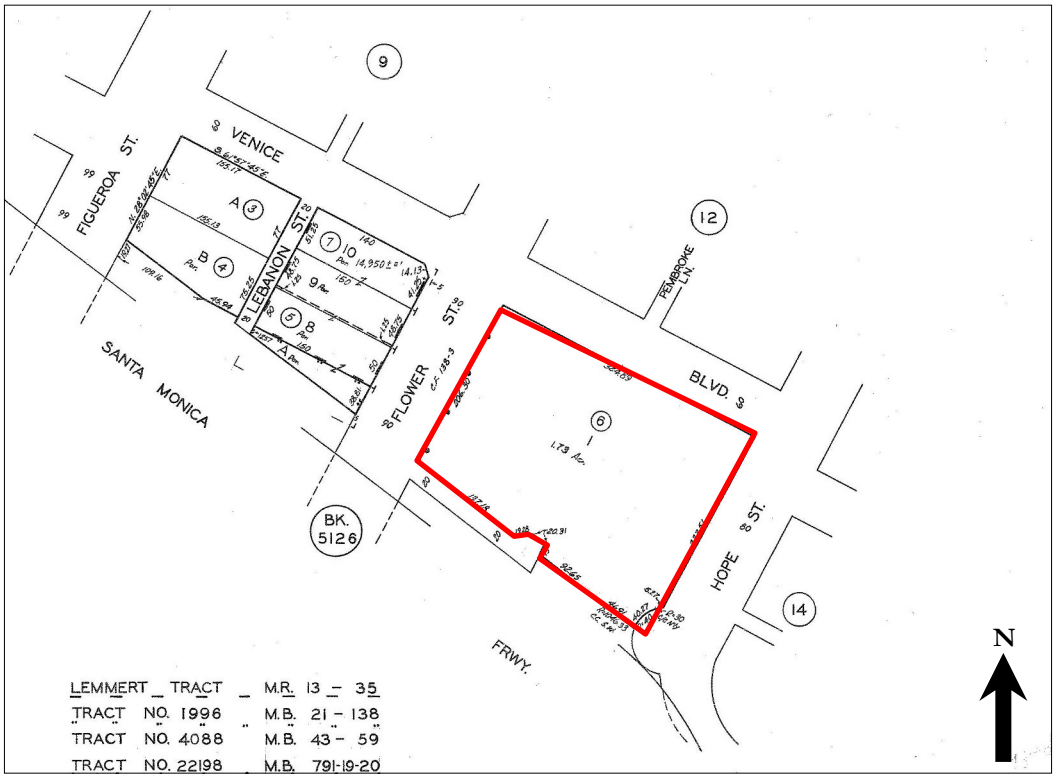


Map 2: Current aerial, subject property outlined in red (source: Google, 2018)

Attachment 1: Current Maps and Aerials



Map 3: Location map, subject property highlighted yellow (source: Los Angeles County Assessor)



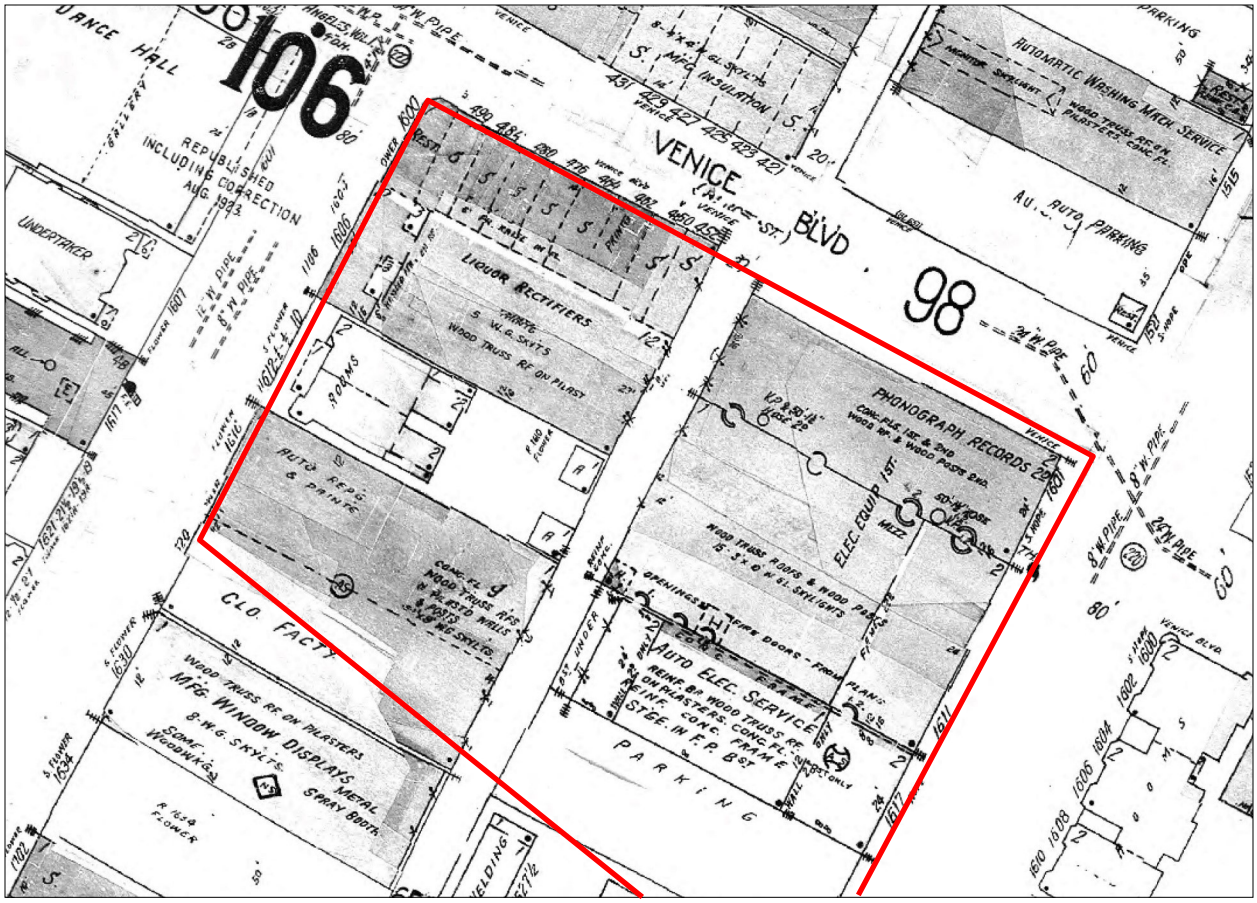
Map 4: Parcel map, subject property outlined in red (source: Los Angeles County Assessor)

Attachment 2: Historic Maps and Aerials



Historic Map and Aerial 1: Sanborn Fire Insurance Map, subject property outlined in red (1950)

Attachment 2: Historic Maps and Aerials



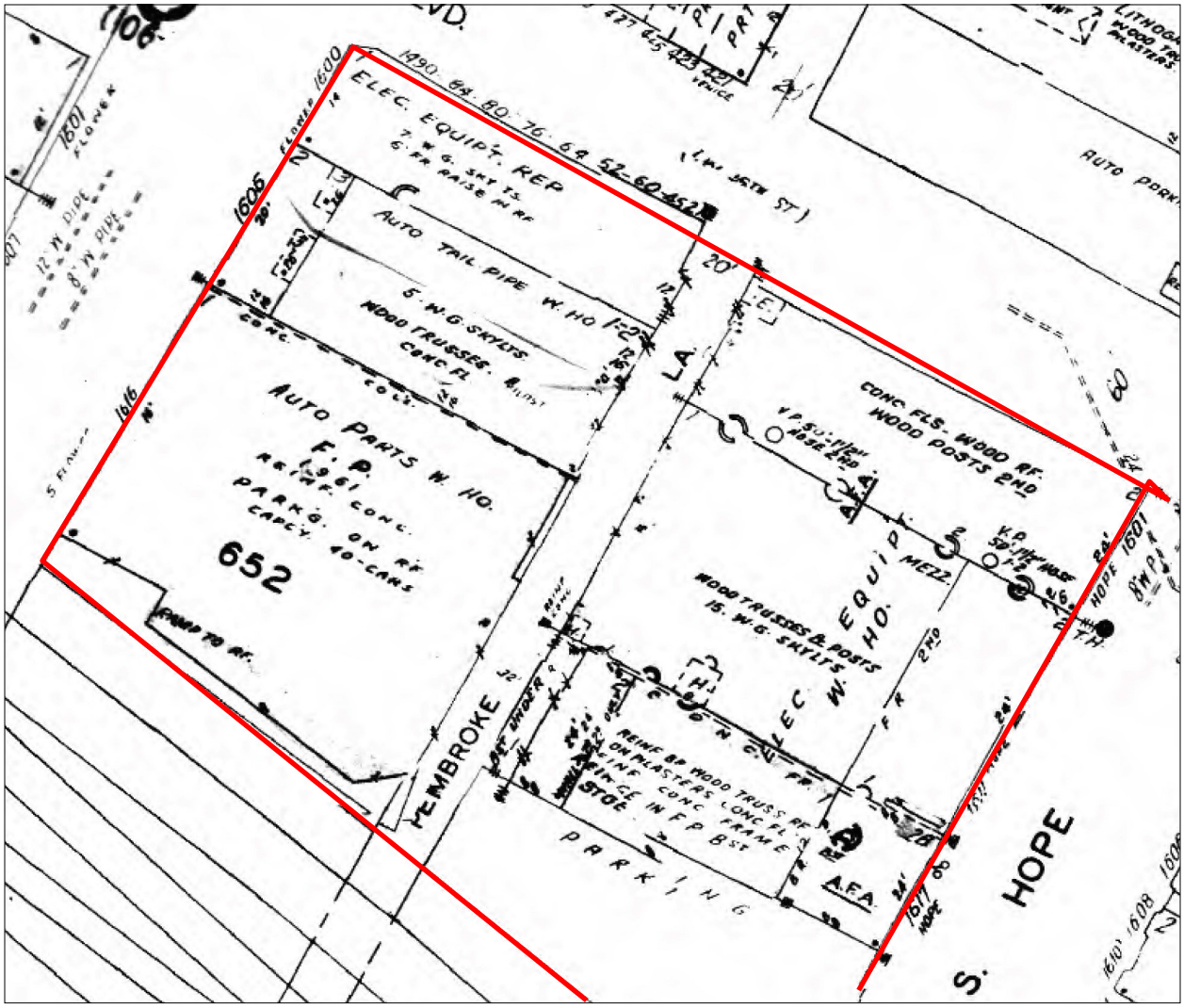
Historic Map and Aerial 2: Detail of previous Sanborn Fire Insurance map, subject property outlined (1950)

Attachment 2: Historic Maps and Aerials



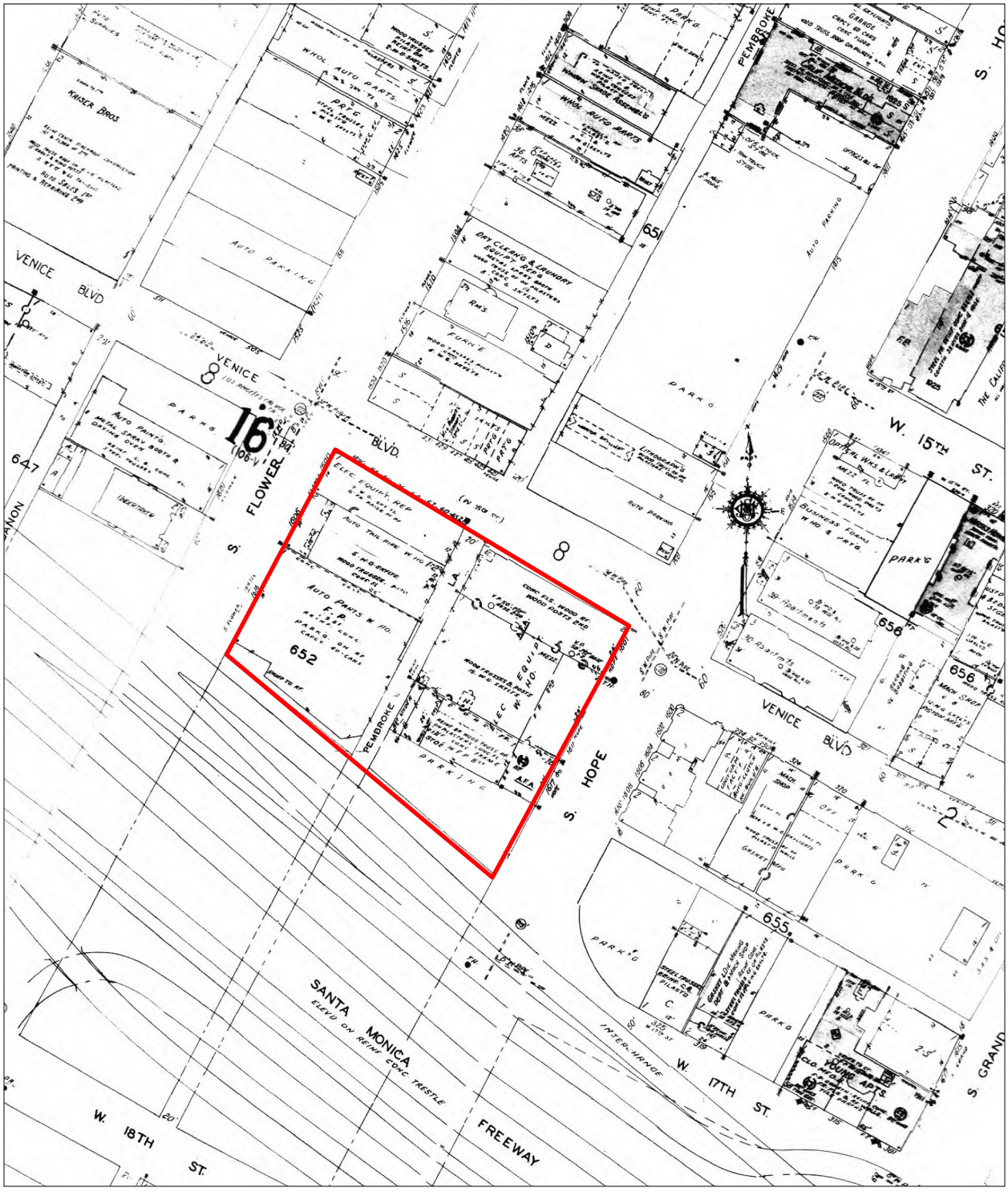
Historic Map and Aerial 3: Sanborn Fire Insurance Map, subject property outlined in red (1960)

Attachment 2: Historic Maps and Aerials



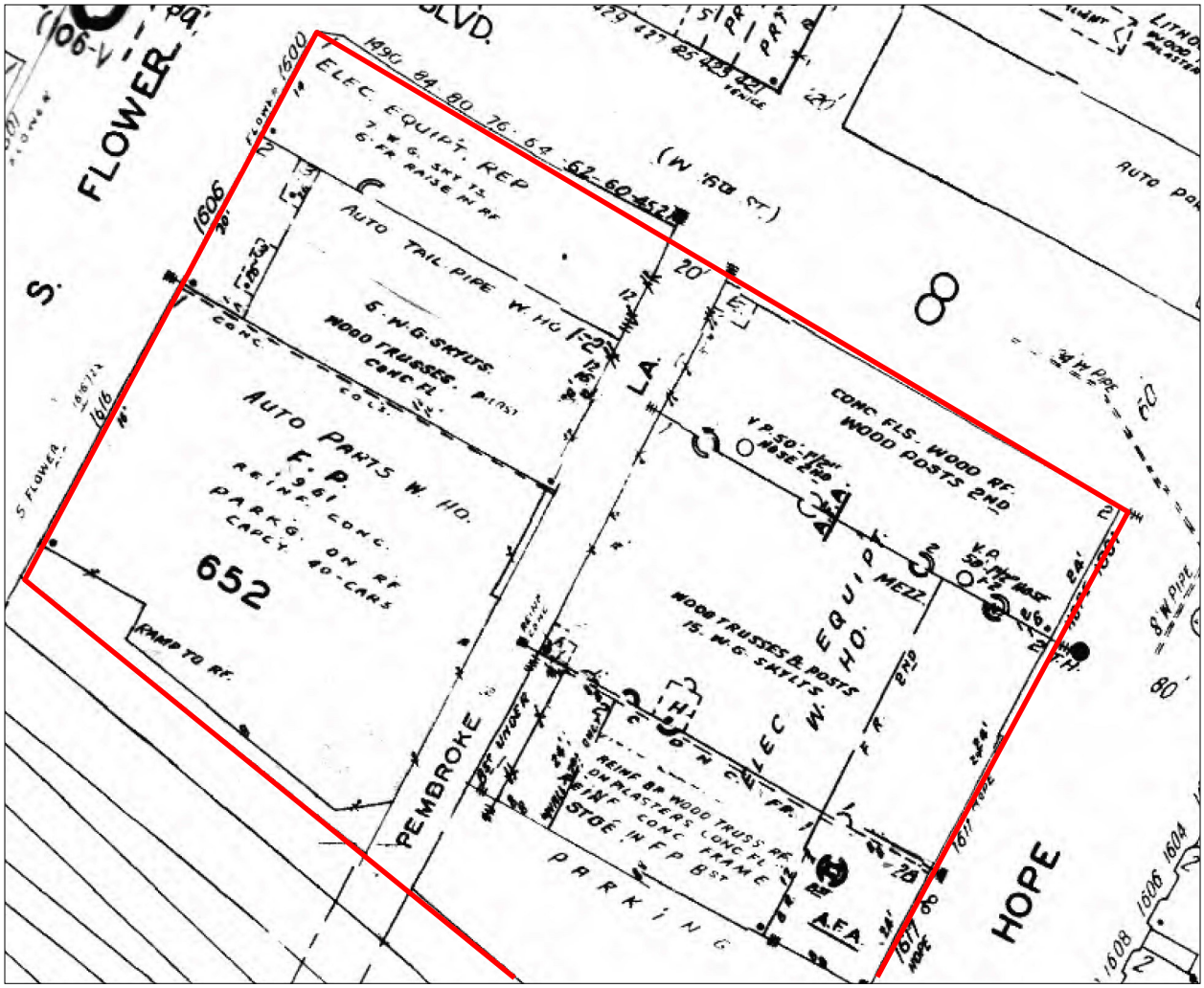
Historic Map and Aerial 4: Detail of previous Sanborn Fire Insurance map, subject property outlined (1960)

Attachment 2: Historic Maps and Aerials



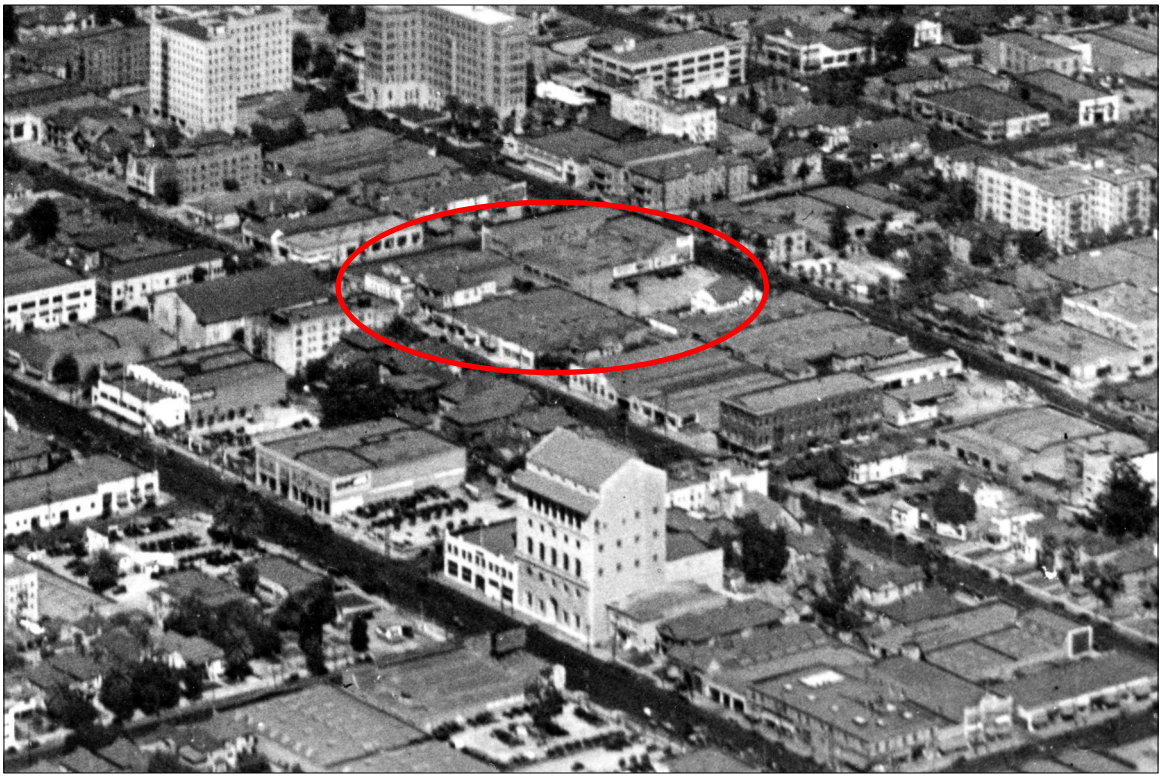
Historic Map and Aerial 5: Sanborn Fire Insurance Map, subject property outlined in red (1970)

Attachment 2: Historic Maps and Aerials



Historic Map and Aerial 6: Detail of previous Sanborn Fire Insurance map, subject property outlined (1970)

Attachment 2: Historic Maps and Aerials

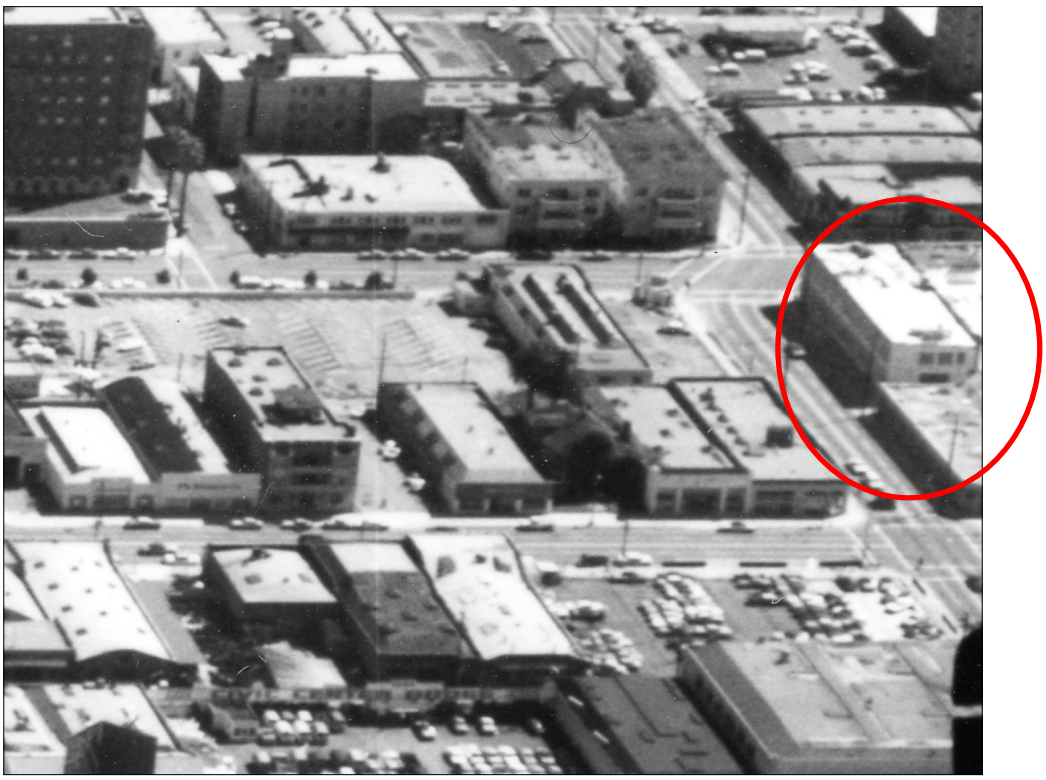


Historic Map and Aerial 7: Historic aerial photo, subject property circled in red, view northeast (University of California Los Angeles Air Photo Archives, 1926)



Historic Map and Aerial 8: Historic aerial photo, subject property circled in red, view north (University of California Santa Barbara, 1965)

Attachment 2: Historic Maps and Aerials



Historic Map and Aerial 8: Historic aerial photo, portion of subject property circled in red, view east (University of California Los Angeles Air Photo Archives, 1969)

Attachment 3: Current Photographs



Figure 1: Contemporary map identifying five buildings at the subject property

Attachment 3: Current Photographs



Figure 2: 1617 S. Hope St. (left) and 1601-1611 S. Hope St. (right), east elevations, view northwest (Snow, 2018)



Figure 3: 1601-1611 S. Hope St., east elevation, view northwest (Snow, 2018)

Attachment 3: Current Photographs



Figure 4: 1601-1611 S. Hope St., east elevation (left) and north elevation (right), view southwest (Snow, 2018)



Figure 5: East elevation, detail of main entrance, view west (Snow, 2018)

Attachment 3: Current Photographs



Figure 6: 1601-1611 S. Hope St., east elevation secondary entrance, view northwest (Snow, 2018)



Figure 7: 1601-1611 S. Hope St., north elevation, view southeast (Snow, 2018)

Attachment 3: Current Photographs



Figure 8: Detail of pilaster between bays (Snow, 2018)



Figure 9: West elevation, view southeast (Snow, 2018)

Attachment 3: Current Photographs



Figure 10: 1617 S. Hope St (right) and 1601-1611 S. Hope St. (left), west elevation, view north-east down Lebanon Alley (Snow, 2018)



Figure 11: 1601-1611 S. Hope Street, roof, view north (Snow, 2018)

Attachment 3: Current Photographs



Figure 12: 1601-1611 S. Hope St., interior lobby, view west (Snow, 2018)



Figure 13: 1601-1616 S. Hope St., interior second floor landing, view north (Snow, 2018)

Attachment 3: Current Photographs



Figure 14: 1601-1616 S. Hope St., interior second floor landing, view southeast (Snow, 2018)



Figure 15: 1601-1616 S. Hope St., interior second floor corridor, view north (Snow, 2018)

Attachment 3: Current Photographs



Figure 16: 1601-1611 S. Hope St., interior second floor corridor view west (Snow, 2018)



Figure 17: 1601-1611 S. Hope St., interior, typical second floor office, view southeast (Snow, 2018)

Attachment 3: Current Photographs



Figure 18: 1601-1611 S. Hope St., interior, typical second floor office, view northwest (Snow, 2018)



Figure 19: 1601-1611 S. Hope St., interior, first floor warehouse space, view southwest (Snow, 2018)

Attachment 3: Current Photographs



Figure 20: 1601-1611 S. Hope St., interior, first floor warehouse space, view east (Snow, 2018)



Figure 21: 1601-1611 S. Hope St., interior, first floor warehouse space, note infilled transom windows above entrance, view east (Snow, 2018)

Attachment 3: Current Photographs



Figure 22: 1617 S. Hope St., south (left) and east elevations, view northwest (Snow, 2018)



Figure 23: 1617 S. Hope St., detail of east elevations, view southwest (Snow, 2018)

Attachment 3: Current Photographs



Figure 24: 1617 S. Hope St., south elevation, view northwest (Snow, 2018)



Figure 25: 1617 S. Hope St., west (left) and south elevations, view northeast (Snow, 2018)

Attachment 3: Current Photographs



Figure 26: 1601-1611 S. Hope St. roof, 1617 S. Hope St. roof beyond, view south (Snow, 2018)

Attachment 3: Current Photographs



Figure 27: 1617 S. Hope St., interior, view east (Snow, 2018)



Figure 28: 1617 S. Hope St., interior, view west (Snow, 2018)

Attachment 3: Current Photographs



Figure 29: 1617 S. Hope St., interior, view southeast (Snow, 2018)



Figure 30: 1617 S. Hope St., interior, bedroom, view northwest (Snow, 2018)

Attachment 3: Current Photographs



Figure 31: 1631 S. Hope St., interior, bathroom, view north (Snow, 2018)

Attachment 3: Current Photographs



Figure 32: 1600 S. Flower St., north (left) and west (right) elevations, view southeast (Snow, 2018)



Figure 33: 1600 S. Flower St., main entrance (left) and west elevation (right) view southeast (Snow, 2018)

Attachment 3: Current Photographs



Figure 34: 1600 S. Flower St., north elevation and main entrance, view southeast (Snow, 2018)



Figure 35: 1600 S. Flower St., east (left) and north (right) elevations, view west (Snow, 2018)

Attachment 3: Current Photographs



Figure 36: 1600-1606 S. Flower St., west elevation, view southeast (Snow, 2018)



Figure 37: 1606 S. Flower St., west elevation, view east (Snow, 2018)

Attachment 3: Current Photographs



Figure 38: 1600-1606 S. Flower St., west elevation, view southwest down alley (Snow, 2018)



Figure 39: 1600 S. Flower St., entrance at west elevation, view southwest (Snow, 2018)

Attachment 3: Current Photographs



Figure 40: 1600 S. Flower St., interior, view west (Snow, 2018)



Figure 41: 1600 S. Flower St., interior, view northeast (Snow, 2018)

Attachment 3: Current Photographs



Figure 42: 1600 S. Flower St., interior, view southeast (Snow, 2018)



Figure 43: 1600 S. Flower St., interior, view northwest toward main entrance (Snow, 2018)

Attachment 3: Current Photographs



Figure 44: 1606 S. Flower St., interior, view east toward loading door (Snow, 2018)



Figure 45: 1606 S. Flower St., interior, view northeast toward offices (Snow, 2018)

Attachment 3: Current Photographs



Figure 46: 1606 S. Flower St., interior, view southwest (Snow, 2018)



Figure 47: 1606 S. Flower St., interior, view west (Snow, 2018)

Attachment 3: Current Photographs



Figure 48: 1606 S. Flower St., interior, view northwest toward second floor offices (Snow, 2018)



Figure 49: 1606 S. Flower St., interior, view southeast (Snow, 2018)

Attachment 3: Current Photographs



Figure 50: 1616 S. Flower St., west (left) and south (right) elevations, view northeast (Snow, 2018)



Figure 51: 1616 S. Flower St., and south elevation, view north (Snow, 2018)

Attachment 3: Current Photographs



Figure 52: 1616 S. Flower St., south (left) and east (right) elevations, view northwest (Snow, 2018)

Attachment 3: Current Photographs



Figure 53: 1616 S. Flower St., interior, view southeast (Snow, 2018)



Figure 54: 1616 S. Flower St., interior, view west (Snow, 2018)

Attachment 3: Current Photographs

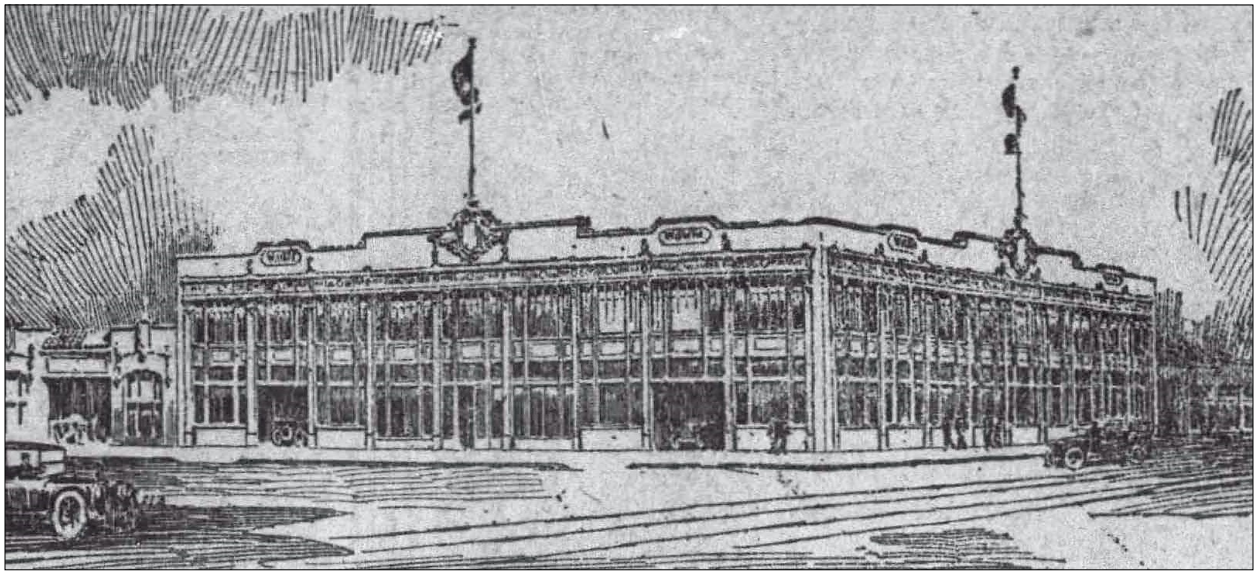


Figure 50: 1616 S. Flower St., interior, view southwest (Snow, 2018)



Figure 56: 1616 S. Flower St., interior, north wall, view northeast (Snow, 2018)

Attachment 4: Historic Photographs



Historic Photo 1: Rendering of 1601-1611 S. Hope St., east and north elevations, view southwest (*Los Angeles Times*, July 25, 1920)



Historic Photo 2: 1601-1611 S. Hope St., east and north elevations, view southwest (University of Southern California, Dick Whittington Collection, 1931)

Attachment 4: Historic Photographs



Historic Photo 3: 1601-1611 S. Hope St., south and east elevations, view northwest (University of Southern California, Dick Whittington Collection, 1931)





Historic Photo 4-5: 1601-1611 S. Hope St., details of east elevation (University of Southern California, Dick Whittington Collection, 1931)

Attachment 4: Historic Photographs



Historic Photo 6: 1601-1611 S. Hope St., detail of east elevation, view southwest (University of Southern California, Dick Whittington Collection, 1931)



Historic Photo 7: 1601-1611 S. Hope St. noted with arrow, south and east elevations, view northwest (University of Southern California, Dick Whittington Collection, 1939)

Attachment 4: Historic Photographs



Historic Photo 8 1601-1611 S. Hope St., interior, view southeast (University of Southern California, Dick Whittington Collection, 1931)



Historic Photo 9: 1601-1611 S. Hope St., interior (University of Southern California, Dick Whittington Collection, 1931)

Attachment E: Building and Alteration Permits

Date	Address	Description	Valuation	Architect or Contractor	Owner	Permit No.
12/10/1913	1601 S. Hope St.	New building "Display Cottage," 20 x34, one story high	$475.00	same as owner	California Portable Bungalow Co	15843
7/21/1920	1601-1611 S. Hope St	New building for Batteries, 93'x155'. 30' high, 2 stories, concrete foundation, brick chimney, 1 flue, already a building on the site	$20,000.00	Richard D. King	J. Francis Potter	10825
7/21/1920	1601-1611 S. Hope St	New building. Retail Storage Batteries, 2 rooms, 47'9"x155, 2 stories, reinforced concrete	$40,000.00	Richard D. King	J. Francis Potter	10824
2/13/1923	1601 So. Hope St	"propose to put in 1 new stairway on south side of Bldg. to house outside access to upper front rooms." One building currently used for "battery service." 100 x 225	$300.00	Myers Bros., 142 No. Toluca St.	Western Auto Electric Co.	6213
9/18/1926	1601 So Hope St	"Take out two windows cut down lower wall to make exit door. No structural changes on street front." Currently used as Battery service & stockroom. Building is 50 x 150	$350.00		Western Auto Electric Co.	27038
8/25/1931	1601 S. Hope St.	"repair cement floor. Install steel [illegible] door in peripheral openings."	$600.00	F.R. Froley (contractor)	J. Francis Potter	17283
9/8/1931	1601 S. Hope St.	"removing & installing office partitions" Building currently vacant and used as a public garage. After construction, building will be used for "tire-automobile"	$400.00		Frank W. Diller, 1017 So. Olive	18295
4/23/1937	1601 S. Hope St.	"Re-arrange interior no-bearing partitions. New interior partitions (stud & plaster) and (wood & glass).New display fronts, plate glass & bulkheads, new finish floors & new plaster ceilinsg. New steel sash at 2nd story. Close up present masonry openings & cut new openings and new fire foors." Building currently used for Tire & Battery & Electric. New use will be Radio & Electrical. Building is 141' x 155'	$15,000.00	Gordon B. Kaufman (architect)/ C.L. Peck Inc. (contractor)	Electric Equipment Company, 1240 So. Hope St.	13408
9/23/1937	1601 S. Hope	"Temporary Partition - 25% glass. 50' of temp partitions - 25' glass on 1st floor only"	$350.00	Gordon Kaufman	Elect. Equip. Co.	24349
10/1/1937	1601 S. Hope St.	"proposed platform 13'4" to store tables, charts, etc."	$75.00	S.B. Barns (engineer)	Ray Thomas	32473
5/29/1939	1601 So. Hope St	"subdivide partition of first floor of existing building and install electrical equipment"	$500.00	C.L. Peck (contractor)	Electric Equipment Corp.	21296
12/16/1942	1601 South Hope Street	reroofing	$1,750.00	McCullough & Co. (contractor)	Ray Thomas	13629
10/30/1944	1601 So. Hope St	"add roof sign"	$1,000.00	Cogur Bros (contractor)	Electrrical Equipment Co	illegible
4/16/1945	1601 South Hope St	"Alter position of one bearing partition and [illegible] flight of mezzanine [illegible] - make two doorways & building [illegible] platform" 2 buildings noted	$800.00	Gordon B. Kaufman	Ray Thomas Company	5134
1/1/1947	1601 South Hope St	"const 5 partitions in offices"	$220.00	illegible	Electric Equipment Co.	11110
4/19/1947		"Const partitions for new offices. Relocate existing [illegible] opening and cut new [illegible] opening"	$900.00	Gordon Kaufman	Electric Equipment Co	8048
4/30/1947	1601, 1607, 1611 S. Hope	Alteration permit to create a store. Currently used as "sales and service (not retail)." "New curtain wall, alter cashier's booth into catalogue room. New Counter and Cashier's Booth. New suspended ceiling, new office partitions in Building 1601	$2,000.00	Gordon Kaufman, architect Tom Wilson, Engineer	Electirc Equipment Company	27936
7/17/1947	1601 South Hope Street	Mezzanine addition for new men and women's yoilets and record storage. Also blocking up rear doors with steel sash. Extend loading platforms and erect screen partitions to [illegible]."	$9,000.00	C.L. Peck (contractor)	Ray Thomas	22125
12/1/1947	1601, 1607, 1611 S. Hope	Alteration permit currently used for store and offices. Building located there for 26 years. "New wood and glass partitions on second floor only and [illegible] to office. No structural changes. No change of exits"	$250.00	Gordon Kaufman, architect Tom Wilson, Engineer	Electirc Equipment Company	15675
12/10/1948	1601 S. Hope Street	"installation of single faced sign reading 'CARBURETOR REPAIR.' Area is approx. 30 sq. ft. Weight is approx 150 lbs."	$90.00		Electric Equipment Company	33781
2/16/1949	1611 S. Hope	currently used as a store. Description of work illegible	$150.00	None	Electrical Equipment Co.	7083

Attachment E: Building and Alteration Permits

1/17/1958	1611 S. Hope	Currently used as office and storage. "New interior opening in brick wall	$300.00	Harry M. Lukens (engineer)	Electirc Equipment Company	91087
8/14/1959	1601-1611 S. Hope St	Currently used as Office & Warehouse. "install accoustical tile on existing ceiling"	$2,100.00	Owener	Electric Equip. Co.	40003
8/17/1959	1635-1701-05-11 South Hope	Application for certificate of Occupancy. Parking lot		Arnulfo S. Diaz, 215 East Avenue 41, L.A.		40147
8/20/1959	1601-11 S. Hope St.	Presently used as office and warehouse. "to collect I.F. fee omited on permit LA40003-59		owner	Electric Equipment Co.	40453
9/16/1959	1611 S. Hope St	"apply 1/4" hardwood ply panels over existing walls in office & passage"	$4,000.00	owner	Electric Equipment Co.	42472
11/28/1960	1623 S. Hope St.	Surface parking lot		none	Electric Equipment Co.	75579
7/21/1961	1601-11 South Hope Street	"Parapet correction adj. to Hope St., Lane & over exitways	$3,303.00	Jackson Masonry Service, 4571 Fountain Ave, Los Angeles (contractor)	Electric Equipment Co.	92775
7/17/1962	1611 S. Hope St	"Façade alteration only. Stucco facing, brick veneer base, remove terra cotta ornat."	$17,000.00	Jerome Pycha, Jr. Ind. Design	Electric Equipment Co.	17367
9/25/1967	1611 S. Hope	building used for light storage. "remove existing 6x6 post & install channel beam to span to next post"	$1,000.00	Morris Boberne	Electric Equipment Co.	45947
10/5/1967	1611 S. Hope St	"alterations 2nd floor for IBM computer floor & A.C.	$12,000 (P.C.) $18,000 (B.P)	Jerome Pycha Jr	Electric Equipment Co.	47925
11/16/1967	1611 So. Hope St	"Beefing up roof rafters for A.C. Unit"	$250.00	Morris Bobarne	Electric Equipment Co.	54829
11/16/1967	1611 So. Hope St.	"Adding landing and continuing required stair to 1st fl. A.C. changed to roof	$750.00	Morris Boberne	Electric Equipment Co.	56678
1/16/1968	1611 S. Hope St	new roof	$2,000.00	Jerome Pycha, Jr.	Electric Equipment Co.	59455
10/10/1968	1611 S. Hope	"Removing ex 4x4 post & install channel beam to span over post	$500.00	Morris Doberne	Electric Equipment Co.	75701
12/2/1975	1611 S. Hope St.	"Wall Sign"	$2,000.00	Federal Signs	Aiglon Industries Inc.	17659
2/16/1977	1611 S. Hope St.	"New toilet rooms and wall openings interior"	$12,000.00	Sidney Eisenhtat (architect)/ Joseph Sheffet (engineer)	California Sample Co.	39988
4/9/1980	1611 S. Hope St.	"repair trust heel"	$500.00	Joseph Sheffet (engineer)	California Sample Co.	1031
1/14/1985	1601 S. Hope St.	Earthquake compliance "anchors only"	$30,000.00	Joseph Sheffet (engineer)	Harry & Dorothy Okey	
12/12/1986	1601-11 S. Hope Street	"Full compliance with Div. 88 Class II"	$200,000.00	Mahran B. Javadi (engineer)	Fred Oken, 2601 Ocean Park Bl, #115	83381
1/18/1988	1601-11 S. Hope St	"Earthquake crack repair"	$5,000.00	Mehran B Javadi	Fred Oken, 2601 Ocean Park Bl, #115	86548
7/22/1988	1601-11 S. Hope St	"detail changes for prior permit 88LA86548"	$10,000.00	Mehran B Javadi	Fred Oken, 2601 Ocean Park Bl, #115	

Attachment E: Building and Alteration Permits

Date	Address	Description	Valuation	Architect or Contractor	Owner	Permit No.
3/22/1946	1617, 1619 So. Hope St.	New Building, foundations only, 40' x 154', 2 stories high	$15,000.00	Kauffman, Lippincott & Eggers (architect)/ Mr. Wilson (engineer)/ C.L. Peck (Contractor)	Electric Equipment Co	8068
7/XX/1946	1617, 1619 So. Hope St.	New Building for automobile service, walls made of concrete and reinforced brick	illegible	Kauffman, Lippincott & Eggers (architect)/ J. Thomas Wilson (engineer)/ C.L. Peck (Contractor)	Electric Equipment Co	16153

Attachment E: Building and Alteration Permits

Date	Address	Description	Valuation	Architect or Contractor	Owner	Permit No.
7/14/1917	1606 So. Flower	New building, intended to be used as stores and bath house, 101 x 155, to take up entire lot, brick exteiror walls	$20,000.00	W.C. Pennell (architect)/Lily-Fletcher (contractor)	Philip Pohlman, 637 Kingsley Drive	3830
1/29/1920	1606 S. Flower	"Erecting metal (or steel) ceiling on ceiling and side walls over plaster and plunge room 16 ft x 45 ft. nailed through joists" Building used as swimming plunge	$200.00	Boyle Mfg Co. (contractor)	Phillip Paulman, 637 Kingsley Drive	1827
9/4/1920	1606 S. Flower	"Some…on our corner and part of front…Concrete to be pored under the wall a little wider than the present wall" Building used as "swimming college and stores"	$250.00	W.T. Worten (architect)	Philep Pohlman	14882
8/4/1922	1606 S. Flower	"Add studs on part of our side (north side) and new … foundation under…wall"	$300.00	William Killy (contractor)	Philip Pohlman, 637 Kingsley Drive	26321
11/14/1929	1600 Flower-Venice	Building used as a store. One story, one building on lot."Replace [illegible] damaged by auto. Replaced as it was before damage."	$50.00	George L. Kearn and Son (Contractor)	A. Polmar, 637 Kingsley	29406
12/20/1929	1600 S. Flower	"Take out pool. Take down Balcony. pour concrete slabs over interior floor 4" thick. Lower floor 16" inches. Fill in old swimming pool. Cut new openings 15 x 10."	$1,500.00	George L. Kearn and Son (Contractor)	A. Pholmar, 637 Kingsley	32353
1/9/1930	1606 Flower	"Remove entry non-bearing partition and portion of concrete … as been placed of tops of missed sill …are …with termite. Replace wall with new wall and metal lath"	$1,000.00	George L. Keirn (contractor)	A. Polhlman	615
1/22/1930	1600 S. Flower St.	"Set back wall 5 feet. Demolish old wall. Build up new wall"	$1,000.00	George L. Kearn and Son (Contractor)	Philip Pholman, 637 Kingsley	17066
2/17/1930	1606 S. Flower St.	"Remodel storefront on account of street being widened, set new front five feet back"	$1,500.00	Leo Bashman (architect)/George L. Keirn and Son (contractor)	P. Pohlman	3443
12/4/1933	452 Venice Blvd	"Building wood panel partition across room 9'-0" back from entrance. Build toilet room and vestibule. Vestibule to be 4'-0" square. All partitions to go to 12'-0" ceiling 1/2 of height glass." Building used as store room	$90.00	J.W. Alford, 511 S. Oxford	G.H. Borden	17156
12/14/1939	452 Venice Blvd	"Repair auto damage to store front. New Show window. New pl. glass. Repair brick pier. Repair plaster. Paint. No Structural changes" building used as store	$250.00	Willard-Brent Co (contractor)	Reliable Vending (lessee)	48850
4/2/1942	1606 S. Flower	"Install 40" vents stemed from 3" above floor and through roof. 18 vents proposed." building used as public garage	$284.00	illegible	Farmer & Merchants Nat'l Bank (agent)	8379
11/7/1951	1604-1606 South Flower St	"re-roof composition roof"	$1,175.00	Tom C. Hinds	Farmers & Merchants Bank	19455
1951	452-490 West Venice Blvd	"re-roof composition roof"	$850.00	Tom C. Hinds	Farmers & Merchants Bank	19456
1/1/1953	452-492 W. Venice Blvd	"repair bulkhead-replace door-damaged brick work-broken glass-plastering-stucco repairs." Building used as "mercantile bldg."	$800.00	Howard's (contractor)	Farmers & Merchants Bank	56432
7/10/1956	452-490 Venice Blvd, 1600 So. Flower	"Remove 6 bearing partitions, install new cols' & steel, remove fronts & break up openings" Existing use of building retail stores. New use of building warehouse and office	$9,980.00	A.G. Presky (engineer)/Miller Slade Const. Co. (contractor)	Albert Quon, 1823 So. Hope	51619
9/11/1956	452-490 Venice Blvd, 1600 So. Flower	"Changing 6 steel beams to 6 tapered beams"	1000 P.C.	C. Franklin Knowlton (engineer)/Miller Slade Const. Co.	Albert Quon, 1823 So. Hope	53390
10/16/1956	452-490 W. Venice Blvd	"revise connecting columns to tapered girders"	$1,000.00	A.G. Presky (engineer)/Miller Slade Const. Co. (contractor)	Albert Quon, 1823 So. Hope	55510
7/12/1961	1600-1606 South Flower Street	"Parapet correction adj. to Venice Blvd., Flower St., alley & over so exitway"	$2,637.00	Jackson Masonry Service	Electric Equipment Co.	92774
10/5/1962	1600 South Flower	"Repair of damaged brick wall-auto damage repair" Building used as stores	$965.00	G.R. Pollock, Inc. (contractor)	Electric Equipment Co.	21707
1/9/1983	1600-06 S. Flower	"Wall anchors, per div. 68 under alt. II (class II bldg.) Building used for manufacturing.	$6,200.00	Joseph Sheffet (engineer)	Henry Oken, 1601 S. Hope St.	
1/5/1988	1600-1606 S. Flower St.	"Full compliance with Div. 88 Class II"	$130,000.00	Mehran B. Javadi (engineer)	Henry Oken, 2601 S. Ocean Park, S.M.	
9/18/1988	1600-1606 S. Flower St.	"Replace roof rafters north half of roof"	$40,000.00	Mehran B. Javadi (engineer)	Fred Oken, 2601 S. Ocean Park, S.M.	

Attachment E: Building and Alteration Permits

Date	Address	Description	Valuation	Architect or Contractor	Owner	Permit No.
10/7/1960	1616 So. Flower	Demolish existing building	1000	Barr Wrecking Co.	Electric Equipment	72130
10/20/1960	1610-1612 S. Flower	"Foundation only" 104x150. Currently 1 & 2 story buildings on lot. Present use of building - manufacting, new use - electrical warehouse addition	$4,500.00	T.Y. Lin (engineer)/C.L. Peck (contractor)	Electronic Equipment Co.	73067
10/20/1960	1616 So. Flower	"Gunnite the existing brick"	$2,000.00	T.Y. Lin (engineer)	Electric Equipment Co.	73066
11/28/1960	1616 So. Flower	"Addition to existing warehouse" 130 x 150 size of addition. Builidng used for light warehousing	$125,000.00	T.Y. Lin (engineer)/C.L. Peck (contractor)	Electric Equiment Co.	75578
3/1/1961	1616 S. Flower	"Repair girder"	$500.00	T.Y. Lin (engineer)/C.L. Peck (contractor)	Electric Equiment Co.	82526
4/2/1962	1616 S. Flower	Certificate of Occupancy for "1 story, type IV, 130' x 150' addition including roof parking to an existing 100' x 150' warehouse. 21 parking spaces at 1623 S. Hope"			Electric Equipment Co.	75578-60
5/8/1962	1616 S. Flower	"Delete parking provided at 1623 S. Hope & provide it on the roof"	$101.00	T.Y. Lin (engineer)/C.L. Peck (contractor)	Electric Equipment Co.	9262
10/2/1984	1616 S. Flower St.	"Revise plotplan to provide 9 spaces for 1721 S. Flower St. - new use of land." building used as warehouse and parking lot		D.M.T. Cont	Jerry Greenfield, 1611 S. Hope St.	

Attachment F: Building Occupants

1601-1611 South Hope Street	
1922	Western Auto Electric Cop
1926	Western Auto Electric Corporation
1930	Western Auto Electric Corporation
	Willard Battery Distributors
	William F. Ludlum, radio service (1607 S. Hope St.)
	The Rueben H. Donnelley Corporation (1611 S. Hope St., second floor)
1935	F W Dillin Organization
1940	Thomas Ray Company
1956	Electric Equipment Co
	Ray Thomas Co
	Auto-lite Co distrs
	Autopulse Co dstrs
	B-K Power Brake Co Distrs
	Briggs-Stratton Co distrs
	Leece-Neville Co distrs
	Ramsey Corp piston rings
	Stromberg Auto Carburetor Co distrs
	Wico Magneto Co distrs
1958	Electric Equip Co
	Auto Lite Co distributors
	Autopulse Co distributors
	B K Power Brake Co distributors
	Bendix Power Brake Co Distrs
	Bilbrey Rex Building & Design
	Briggs Straton Distrs
	Leece Neville Co distributors
	Ramsey Corp piston rings
	Stromberg Auto Carburetor Co distributors
	Wico Magneto Co distributors
1960	Electric Equipment Co
	E E Co
	Auto-Lite Co distrs
	Autopulse Co
	B K Power Brake Co disDistrstributors
	Bendix Power Brake Co Distrs
	Briggs-Straton Distrs
	Leece-Neville Co distrs
	Ramsey Corp piston rings
	Stromberg Auto Carburetor Co distrs
	Wico Magneto Co distrs
	Ramsey Corp piston rings (1611 S. Hope St.)
1973	Electric Equipment Co (1611 S. Hope St.)
1987	Northstar Silkscreen (1611 S. Hope St.)
	Vari-Ad Composition Service Inc. (1611 S. Hope St.)
	Cal-Carpet Sample Co Inc. (1611 S. Hope St.)
	C6 Ideas (16+C52+A42:A5611 S. Hope St.)+C62

Attachment F: Building Occupants

1990	Northstar Silkscreen (1611 S. Hope St.)
	Vari-Ad Composition Serivce In (1611 S. Hope St.)
	Lucy B. Inc (1611 S. Hope St.)
2006	Step Sportswear (1611 S. Hope St.)
	C6 Ideas (16+C5211 S. Hope St.)+C62
	Tri Star Sample Co (1611 S. Hope St.)
2010	Lee Fashion
	Rude Apparel Inc
	Indie Printing (1611 S. Hope St.)
	Initialize Information Technology (1611 S. Hope St.)
	Jungdo Inc (1611 S. Hope St.)
	Lucy B. Inc (1611 S. Hope St.)
	Oken Properties (1611 S. Hope St.)
	Gapark Yung Yong (1611 S. Hope St.)
	C6 Ideas (1611 S. Hope St.)
2014	Bilbrey Rex Building & Design
	Create Now Inc (1611 S. Hope St.)
	Gapark Yung Yong (1611 S. Hope St.)
	Hua Chen Studio (1611 S. Hope St.)
	Inter Art (1611 S. Hope St.)
	Oken Properties (1611 S. Hope St.)
	Tri Star Sample Co (1611 S. Hope St.)

Attachment F: Building Occupants

1600 South Flower Street	
1918	Arthur L Cornwall drugs
1921	Frank D Lovett drugs
1926	Frank D. Lovett
1930	Mrs. Beatrice Bullock, restaurant
1935	Charles N Staples (listed under Restaurants and Lunch Rooms)
1940	Charles J Schwarzweller (listed under Restaurants and Lunch Rooms)
1956	not listed
1960	Peek-A-Boot Inc
	Plastix Footwear Corp
1976	Fisher Automotive Warehouse
1981	Color Incorporated Glendale
2006	AI Trim Inc
2010	3J Star Inc
1604 South Flower Street	
1956	Peek-A-Boot Inc
	Plastix Footwear Corp
1606 South Flower Street	
1918	Thomas Wilkinson Swimming School
1921	Wilkinson College of Swimming and Ladies' Plunge
1926	Wilkinson College of Swimming (W R Forsythe manager)
1930	not listed
1935	not listed
1940	not listed
1956	not listed
1960	not listed
2006	TJ Apparel inc
2010	AG Global Products LLC
	Metropolis Technology Inc (Beauty?)
	Direct Beauty Depot
	FHI Heat
2014	Karbon Beauty LLC
	Cabella
	AG Global Products LLC
	Metropolis Technology Inc
1616 S. Flower	
2010	SD Garrett Properties
2014	Agradora Investment Company (duplicate)
	FHI Heat (duplicate)
	Beauty Choice Com

DUDEK
38 NORTH MARENGO
PASADENA, CALIFORNIA 91101
T: 626.204.9800

December 14, 2018 11456

Daniel Taban
Jade Enterprises
888 South Figueroa Street, Suite 1900
Los Angeles, California 90017

Subject: ***Ground Penetrating Radar Investigation Results and Archaeological Resources Recommendations for the South Park Towers Project, Los Angeles, California***

Dear Mr. Taban:

This letter provides a summary of archaeological resources management recommendations for the South Park Towers Project (Project), located at 1600 South Flower Street, bound on the north by Venice Boulevard, on the east by South Hope Street, on the west by South Flower Street, and on the south by Interstate 10 (I-10) in Los Angeles, California (Attachment A: Figure 1). The City of Los Angeles is the lead agency responsible for compliance with the California Environmental Quality Act (CEQA). The Project proposes to replace the existing industrial buildings with two high rise towers. The new towers would include 300 hotel rooms, 250 residential units, 13,000 square feet of ground floor retail, and 288 parking spots. The towers would be 22 and 23 stories tall. The Project falls on public land survey system (PLSS) area Township 1 South, Range 13 West, within an unsectioned portion of the *Los Angeles*, CA 7.5-minute USGS Quadrangle (Attachment A: Figure 2).

BACKGROUND RESEARCH

SCCIC Records Search

Dudek conducted a California Historical Resources Information System (CHRIS) records search at the South Central Coastal Information Center (SCCIC) on October 22, 2018 for the proposed Project site and surrounding 0.5 mile search buffer. This search included their collections of mapped prehistoric, historic, and built environment resources, Department of Parks and Recreation (DPR) Site Records, technical reports, and ethnographic references. Additional consulted sources included historical maps of the Project site, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historic Property Data File, and the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility. The results of the records search are presented in Confidential Attachment B.

Previously Conducted Cultural Resource Studies

Results of the cultural resources records search indicated that 39 previous cultural resource studies have been conducted within the records search area between 1979 and 2017 (Table 1). Of these studies, LA-13239 intersects the Project site.

Table 1. Previous Technical Studies Within 0.5 Mile of the Project Site

SCCIC Report No.	Authors	Date	Title	Proximity to Project Site
LA-00483	Greenwood, Roberta S.	1978	Archaeological Resources Survey the Proposed Downtown People Mover Project Corridor Area	Outside
LA-03425	Kane, Diane and Pat Williamson	1994	Northern Terminus to the I-110 Harbor Freeway Transitway Finding of Effect Re-evaluation	Outside
LA-04097	Anonymous	1995	Council District Nine Revitalization/recovery Program Final Environmental Impact Report	Outside
LA-04576	Duke, Curt	1999	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 574-01, County of Los Angeles, California	Outside
LA-04577	Duke, Curt	1999	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 575-01, County of Los Angeles, California	Outside
LA-04836	Unknown	2000	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Outside
LA-05080	Lapin, Philippe	2000	Cultural Resource Assessment for Modifications to Pacific Bell Wireless Facility La 574-01, County of Los Angeles, Ca	Outside
LA-05099	Duke, Curt	2000	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 578-12, in the County of Los Angeles, Ca	Outside
LA-05327	Duke, Curt	2000	Cultural Resource Assessment for Pacific Bell Wireless Services Facility La 484-02, County of Los Angeles, California	Outside
LA-05444	Iverson, Gary	2000	Negative Archaeological Survey Report:07-la-110-20.0/22.1-07-173-1y2901	Outside
LA-06410	Christy, Juliet L.	2001	Archaeological Survey South Central Los Angeles High School No. 3 Los Angeles, California	Outside
LA-06453	Duke, Curt	2002	Cultural Resource Assessment Cingular Wireless Facility No. Sm 139-02 Los Angeles County, California	Outside
LA-06505	Smith, Philomene C.	2000	Highway Project of Replacing the Existing Overhead Reflective Sign Panels In-kind With Reto-reflective Panels	Outside
LA-07430	Feldman, J., Hope, A.	2004	Caltrans Historic Bridges Inventory Update: Concrete Box Girder Bridges	Outside
LA-08013	McKenna, Jeanette A.	2006	Cultural Resources Investigations for the Proposed City House Los Angeles (LLC), and the Olympic on Grand (LLC) Properties in the City of Los Angeles, Los Angeles County, California	Outside
LA-08263	Wood, Catherine M.	2007	Archaeological Survey Report for the New Carver Apartments Project Located at 325 W. 17th Street, Los Angeles, California	Outside
LA-08753	Bonner, Wayne H.	2006	Cultural Resources Records Search Results and Site Visit for T-Mobile Candidate La03101d (1240 Main Street), 1240 South Main Street, Los Angeles, Los Angeles County, California	Outside
LA-08755	Bonner, Wayne H. and Kathleen A. Crawford	2007	Cultural Resources Records Search and Site Visit Results for Sprint Nextel Candidate Ca7721i (scarff), 2222 South Figueroa Street, Los Angeles, Los Angeles County, California	Outside

Table 1. Previous Technical Studies Within 0.5 Mile of the Project Site

SCCIC Report No.	Authors	Date	Title	Proximity to Project Site
LA-08758	Bonner, Wayne H.	2007	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate Sv11006g (circular Holding), 1801 South Flower Street, Los Angeles, Los Angeles County, California	Outside
LA-08760	Bonner, Wayne H.	2006	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate Sv11002h (Cameron), 1349 South Flower Street, Los Angeles, Los Angeles County, California	Outside
LA-09154	Leaver, Ryan C.	2007	Direct APE Historic Architectural Assessment for T-Mobile Candidate SV11002F (Pico/Flower), 1315 South Flower Street, Los Angeles, Los Angeles County, California	Outside
LA-09539	Bonner, Wayne H.	2008	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11003K (Telacu Plaza), 1033 South Hope Street, Los Angeles, Los Angeles County, California	Outside
LA-09544	Bonner, Wayne, Sarah Williams, and Kathleen A. Crawford	2008	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11002I (Edwards Building), 1200 South Hope Street (also known as 430 12th Street), Los Angeles, Los Angeles County, California	Outside
LA-09800	Janet Ostashay and Peter Moruzzi	2004	PTA Building, 322 West 21st Street, Los Angeles, California, Recordation Document	Outside
LA-09808	Janet Ostashay	2004	LATTC Campus, Building A, Building C	Outside
LA-10127	Chattel, Robert	1996	California Lutheran Hospital (California Hospital Medical Center) Los Angeles, California Historic and Contemporary Photographs	Outside
LA-10262	Bonner, Wayne, Arabesque Said, and Kathleen Crawford	2010	Cultural Resource Records Search and Site Visit Results for Clearwire Candidate CA-LOS5988A / CA5629 (Basement Clothing), 1200 S. Hope St., Los Angeles, Los Angeles County, California.	Outside
LA-10672	Bonner, Wayne and Kathleen Crawford	2010	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate LA-LOS2023A (Mod-O-Day Building-41008), 155 West Washington Boulevard, Los Angeles, California	Outside
LA-10772	Hatheway, Roger	1979	Historic Building Survey, Los Angeles Downtown People Mover Program Report for Determination of Eligibility	Outside
LA-10860	Robinson, Mark	2007	Exposition Corridor Light Rail Transit Project Construction Phase Cultural Resources Monitoring and Treatment Plan	Outside
LA-10982	Hatoff, Brian	2010	Verizon Cellular Communications Tower Site - ABM Industries IBR, 1150 South Olive Street, Los Angeles, CA 90015	Outside
LA-11495	Loftus, Shannon	2011	Cultural Resource Records Search and Site Survey, AT&T Site LA0465A, White Building Billboard, 1625 South Broadway Los Angeles, Los Angeles County, California 90015. CASPR#3551017349	Outside
LA-11768	Loftus, Shannon	2012	Historic Architectural Resource-Inventory and Assessment AT&T Site LAC616 LTE, South Figueroa/Pico, 1441 Wright Street Los Angeles, Los Angeles County, CA	Outside
LA-12174	Bonner, Wayne and Crawford, Kathleen	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV110021 (11002 Edward Building) 1200 South Hope Street, Los Angeles, Los Angeles County, California	Outside

Table 1. Previous Technical Studies Within 0.5 Mile of the Project Site

SCCIC Report No.	Authors	Date	Title	Proximity to Project Site
LA-12177	Bonner, Wayne and Crawford, Kathleen	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11003K (Telacu Square) 1033 South Hope Street, Los Angeles, Los Angeles County, California	Outside
LA-12179	Bonner, Wayne and Crawford, Kathleen	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02139A (SM139 1601 Los Angeles St) 1601 Los Angeles Street, Los Angeles, Los Angeles County, California	Outside
LA-12394	Bonner, Wayne and Crawford, Kathleen	2013	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11006G (Circular Holding), 1801 South Flower Street, Los Angeles, Los Angeles County, California	Outside
LA-12584	Rogers, Leslie	2013	Restoration of Historic Streetcar Service in Downtown Los Angeles	Outside
LA-13239	Gust, Sherri	2017	Extent of Zanja Madre	Intersecting

LA-13239 (Gust 2017)

Report LA-13239 presents the mapped linear boundary of the Zanja Madre that was completed by Cogstone Resource Management, Inc. in 2017 and includes the listing on the California Historic Property Data File. The maps within the report illustrate the possible alignments associated with the historic-period Zanja Madre water conveyance network throughout the City of Los Angeles (Gust 2012; Attachment D). Moreover, the map depicts a segment of the zanja network [identified as Zanja No. 8 in Gumprecht (2001)] as running northeast/southwest through the center of the Project site. While the Cogstone study provides a valuable review of available documentation pertaining to this historic water conveyance feature, the level of existing information does not provide substantial or otherwise confirmed evidence indicating that this feature is present within the Project site. Specific restrictions to the accuracy of this study were presented by the age and generalized quality of the records representing the route of the feature, the absence of physical evidence confirming a specific route of Zanja No. 8 in the vicinity of the Project site, and the degree of urbanization that has occurred in the more than 100 years since it was built.

The Cogstone study references three DPR forms (site records) (P-19-003103, P-19-004113, P-19-0190309) documenting occurrences where segments of the zanja network have been previously encountered. The P-19-004113 site records documents a segment of Zanja No. 6-1 (approximately 2 miles northwest), which was encountered in 2008 approximately 2 feet below the ground surface on East Temple Street, between Alameda Street and North Garey Street. The site record for P-19-003103 includes documentation of a segment identified near the intersection of North Broadway and Cottage Home Street in 2002; four segments encountered 2 feet below the western sidewalk of Alameda Street, between Ord Street and Alpine Street, in 2011; and two segments and an associated builder's trench encountered 15 feet below the current ground surface at Blossom Plaza in 2014. P-19-0190309 is a 2009 NRHP Nomination form for a 75 foot segment of this feature that was encountered in 2005, southwest of the intersection of North Broadway and Bishops Road. The State Historic Preservation Office (SHPO) response was attached to this form, which indicated that the analysis appeared incomplete, and the

nomination has since been withdrawn. All site records that report LA-13239 references are attached in Confidential Attachment E.

Previously Recorded Cultural Resources

Sixteen (16) previously recorded cultural resources have been documented within a 0.5 mile of the Project. None of these intersect the Project site. All 16 resources identified during the records search are historic-era buildings. No cultural resources of Native American origin are documented within the Project site or surrounding 0.5 mile search area of files held at the SCCIC.

Native American Correspondence

NAHC Sacred Lands File Search

As part of the process of identifying cultural resources within or near the Project, Dudek contacted the NAHC to request a review of the Sacred Lands File (SLF) on October 10, 2018. The NAHC emailed a response on October 16, 2018, which indicated that the SLF search was completed with negative results. Because the SLF search does not include an exhaustive list of Native American cultural resources, the NAHC suggested contacting Native American individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the Project. The NAHC provided the contact information of ten individuals and/or entities with whom to contact along with the SLF search results. Documents related to the NAHC SLF search are included in Attachment C.

Brief History of the Zanja System

The zanja network was Los Angeles' original irrigation system, and the network is thought to have run throughout the city in various branches, predominantly along major roads. The water conveyance system consisted of interconnected ditches known as "zanjas" and was established in 1781 at the same time that El Pueblo de la Reyna de Los Angeles (The Town of Los Angeles) was founded. The first segment of the system was known as the Zanja Madre, and is thought to have run from a point on the Los Angeles River north of the city, south near present-day Main Street, terminating near the Plaza close to present-day Union Station (Gumprecht 2001: 58). Though researchers and the public often use the term "Zanja Madre" to refer to the larger water conveyance network, this term more accurately describes just the initial component established during the Spanish Period. The segments that were added on later were numbered and grouped based on what part of the city they reached and from where on the Los Angeles River they drew water. The size of Los Angeles did not necessitate an expansive system for the first half of the nineteenth century, and there were only three additional segments by 1849. As the city rapidly grew, water become a growing concern particularly because much of the land was agricultural and irrigation was crucial to farmers' success. As a result, several new zanja segments were constructed post-1855 (Gumprecht 2001: 58-61).

By 1870, the Zanja Madre, being the most important canal in the system, was maintained at a width of ten feet along its entire length, and eight other zanja segments had also been built within the city (Gumprecht 2001: 61). By the late nineteenth century, there were a total of 19 zanja segments. As the city became more populated and more open zanjas were built throughout the city center, an increasing number of fatal

drownings began to occur. Public outcry over these drowning reached a point where the city was forced to take action which resulted in almost all of the zanja segments being enclosed either by concrete piping, or wooden flumes (Meares 2016; Gumprecht 2001: 72, 88) This had the added benefit of being more efficient and making waste disposal into the zanjas more difficult (Gumprecht 2001: 72, 88). Though the zanjas were developed to provide water to the fledgling city, the zanjas were also used as disposal sites for garbage, waste, and sewage (Sklar 2008: 19). This fact led to dysentery and other health problems becoming a common problem in the city causing anger and outrage among the citizens. As early as the 1850s the zanjas were so filthy that wealthy Angelenos refused to get their drinking water from them; instead paying for water taken directly from the river (Gumprecht 2001: 62-63).

Dudek reviewed information detailing the original Zanja Madre segment and subsequently constructed segments, including William Hall's 1888 study of irrigation in Southern California (Hall 1888), and Blake Gumprecht's work on the History of the Los Angeles River (Gumprecht 2001). This information indicates that the zanja segment that is mapped through the Project site (northeast to southwest) was Zanja No. 8. As described in Hall's 1888 work, Zanja No. 8 was the western branch of the low-service system, so named because this group of canals distributed water that was taken from a lower elevation of the Los Angeles River, while the high-system distributed water that was taken from a higher elevation on the river. The low-system contained the Zanja Madre and the majority of the zanja segments that irrigated the central downtown area. According to this research, Zanja No. 8 ran from the end of the Zanja Madre, at the intersection of Main Street and 1st Street, south down Main Street until 8th Street where it turned roughly west until reaching Olive Street. At Olive Street, it turned and ran generally southwest until eventually meeting another zanja segment, Zanja No. 8-R, at the intersection of 18th and Figueroa Streets (Gumprecht 2001: 77; Hall 1888: 543-551). Gust's 2017 study (LA-13239) does not show these zanjas connecting, likely because it is based on an earlier map of the zanja system prepared by Gumprecht which dates only to 1880 (Gumprecth 2001: 72). By the time Hall conducted his 1888 survey of irrigation in Los Angeles, Zanja No. 8 had apparently been extended to connect to Zanja No. 8-R which ran south along Figueroa Street. When Hall was conducting his survey, the entirety of Zanja No. 8, which constituted 8,300 feet, was a 16-inch cement pipe (Gumprecht 2001: 76; Hall 1888: 545-546). Gumprecht states that in 1904, Zanja 8-R and the Woolen Mill ditch ceased function, implying that Zanja No. 8 had been abandoned sometime before this, but after 1888 when Hall completed his study (Gumprecht 2001: 97). Zanja No. 8 is thought to have been dug by hand in 1857 by Orzo W. Childs, who was paid for his work with 200-acres of land and who later became a wealthy investor and philanthropist (Gumprecht 2001: 60). Notably, Childs was one of the three men, along with John G. Downey and Isaias W. Hellman, who made the original gift of land to establish the University of Southern California.

There is no information to indicate whether Zanja No. 8 was adopted into the city's water system after the abandonment of the zanja network in the early twentieth century. The Project site has been extensively developed and re-developed throughout the twentieth century; however, the site has never contained an underground parking lot and thus the depth of ground disturbance may have been minimal. This being the case, it is possible remnants of the cement pipe that made up Zanja No. 8 may be encountered during ground disturbing activities associated with the proposed Project.

As the population of Los Angeles grew, the zanja network was either destroyed, covered, piped, and/or converted and adopted into the city's water infrastructure (Mulholland 2002: 18). By 1904 no zanjas were functioning in their original capacity. Zanja No. 8 is reported to have ran through the Project site, and an 1888 map of Los Angeles appears to support this, though no other historic maps or aerials indicate any zanja within or in the immediate vicinity of the Project site. By 1911, a segment of Zanja No. 8-R, running on the west side of Figueroa Street to the south of Washington Boulevard (approximately 0.2 miles south of the Project site) was the only visible remnant of the original zanja network (Gumprecht 2001: 321). While Gumprecht documents Zanja No. 8 to have run through the Project site (2001:72), it is unclear what became of the cement pipe or conduit representing Zanja No. 8. If the zanja ran through the present-day Project site, it is relatively unlikely that it would have been adopted into, or otherwise persists as part of, the city's infrastructure given the substantial nature of subsequent development. Development over the course of the twentieth century may have resulted in its destruction or remnant portions may still be buried below the surface. It should be further noted that the zanja network required construction and maintenance staff. As such, historical refuse deposits created by these workers could be found in association with the zanja alignments.

Historic Map and Aerial Research

Dudek consulted historic aerials, accessed through University of California Santa Barbara's Map and Imagery Laboratory, Sanborn Maps, accessed through the Los Angeles Public Library, and historical maps accessed through the Los Angeles Public Library, the Huntington Map Library, and the David Rumsey Map Collection, to understand the development of the Project site. Three historical maps showing the City of Los Angeles in 1884 and 1887 (Eaton 1887 and Stevenson 1884). Sanborn maps were available for the years 1888, 1894, 1906, 1950, and 1953 (Sanborn Map Company 1888, 1894, 1906, 1950, and 1953). Finally, historical aerials were available from 1928 to 1981(Aerial Map Industries 1981; Fairchild Aerial Surveys 1928 and 1956; Teledyne Geotronics 1971). All figures consulted are available in Attachment A: Figures 3 through 14.

The 1884 map, prepared by a United States Surveyor Fred Eaton, shows that at this time the Project site had not yet been subdivided but was located in an area that had been parceled and sold out to various individuals. A segment of the zanja network is seen running northeast-southwest through this area. This offshoot was Zanja No. 8 (referred herein as such). The H.J. Stevenson 1887 map, depicting the proposed sewers of Los Angeles, shows the Project site within a now subdivided area, yet still undeveloped area. There is no reference to the zanja on this map; however, the *Arroyo de los Reyes* is mapped running throughout the area. The *Arroyo de los Reyes* was a creek which originated north of what is now Echo Park, ran through a ravine, and then emerged near what is now Pershing Square. This map excludes references to Zanja No. 8, or any other zanja segments.

The earliest Sanborn Map, from 1888, covering the Project site and vicinity shows that development at this time consisted only of a few small domestic residences in the general area. The actual Project site was undeveloped at this time. Zanja No. 8 is not depicted on this map. Zanja No. 8 is not mapped on the 1906

map, or any other later maps showing the Project site. However, these maps do show a steady increase in development within the Project site and vicinity. The 1906 Sanborn shows that the first developments within the Project site, including the Colonial Flats, likely a multi-family building, on the corner of South Flower and West 16th Street. There were also several small residential buildings to the south of this development. The Sanborn from 1950 shows that the Project site had been completely redeveloped and much of the block appears devoted to commercial activities. The 1953 Sanborn does not show any substantial changes to the Project site or vicinity.

Historical aerials consulted dating from 1928 onwards indicate that from the mid twentieth century until present day, the Project site and immediate vicinity underwent substantial changes, mainly due to the construction of the I-10. The aerials from 1928 and 1956, prior to the construction of the I-10, show the Project site and general vicinity as entirely developed with mainly small-scale development likely devoted to primarily residential purposes. The 1965 aerial shows that the Project site and general vicinity were extensively re-developed. Moreover, the I-10, running generally east-west directly south of the Project site, is shown on this aerial. Additionally, many of the small residential structures that previously made up the area appear to have been replaced with larger, commercial developments. Aerials from 1971 and 1981 do not show any substantial changes to the Project site or the general vicinity. No segments of Zanja No. 8 were visible on the historical aerials consulted.

GROUND PENETRATING RADAR INVESTIGATIONS

Methods and Fieldwork

Dudek has in-house GPR equipment and personnel trained in its use. The Dudek GPR is a wheeled device approximately the size of a child's wagon, and can be pushed across the ground in a pre-defined survey pattern that is tracked by a GPS devise. GPR is non-invasive and uses electromagnetic fields to probe subsurface contexts for structures and changes in soil or material properties. Generally summarized, an antenna sends a finite frequency non-dispersive wave through the ground. This wave is then scattered and/or reflected back as "anomalies" with characteristics that are capable of interpretation. While the location of anomalies can be identified in the field, and GPR survey strategies adjusted to focus on these areas in real-time, results are post-processed through software for the final results. By walking continuous linear transects and grids, this software allows for generation of 3-dimensional horizontal and visual mapping of subsurface features. This is most effective with historical or modern built environment features constructed of materials such as asphalt, brick, concrete, metal, and other materials that would stand out against the surrounding soil matrix.

GPR data collection was performed on November 29, 2018 by Brad Comeau. Efforts focused on the south-western corner of the Project site, closest to the area indicated to be the route of the northeast-southwest oriented Zanja No. 8 segment through archival research. In addition, this area, being outside the footprint of existing buildings, may be relatively less disturbed by previous construction. The GPR data collection

efforts consisted of two 5 by 5 meter (16.4 feet by 16.4 feet) grids and 17 linear transects (Lines) of variable lengths.

Grid 1 was placed in the southwestern-most corner of the Project site, approximately 7 meters (23 feet) east of South Flower Street and less than 5 meters south of an extant building within the Project site. Grid 2 was placed approximately 15 meters (42 feet) east of Grid 1 and approximately 60 feet (18 meters) west of South Pembroke Lane, a north-south oriented alley that bisects the Project site. Each grid was comprised of six 1 meter interval parallel lines oriented northwest-southeast (Y Axis) and six 1 meter interval lines oriented northeast-southwest (X Axis).

In addition to the two grids, five northwest-southeast linear transects were walked from Grid 1 and terminated just west of South Pembroke Lane. Two northeast-southwest transects were walked through South Pembroke Lane, from Venice Boulevard and terminating near the southern boundary of the Project site by I-10. Four northeast-southwest transects were conducted along the sidewalks of Venice Boulevard which borders the Project site to the north. Six additional northeast-southwest transects were walked in the southeastern quadrant of the Project site in the parking lot, between South Pembroke Lane and South Hope Street. Each Line varied in length based on the space available, and were generally oriented parallel to the adjacent buildings. Figure 15 in Attachment A provides a map that shows where all transects and grids within the Project site were placed.

A Sensors and Software, Ltd., Noggin 250 GPR unit was used to collect all data, using the SmartCart configuration. This allowed investigators to observe any potential anomalies in real time as they walked the site. The GPR was set up to record data to a depth of 5.0 meter (1.4 feet). A Trimble Juno GPS device equipped with TerraSync software was connected to the GPR to record locational data. An Apple iPad equipped with ESRI Collector GPS software was supplement locational information for each line and grid. Field notes were recorded by the operator regarding identifiable underground utilities (sewer, water, storm drains, etc.) in order to exclude potential false positives (as those features would appear similar to the zanja).

Results

Raw GPR data was analyzed using GPR Slice (v7) software to create 2-dimensional vertical images radargrams and 3-dimensional time-slice images for the study area. Two-dimensional radargrams display subsurface features as hyperbolae, with the slope of the hyperbola related to the size and shape of the object. Round, linear features, such as enclosed zanja segments and pipes, can be identified as smooth hyperbolae when crossed perpendicularly and as solid line when the GPR runs parallel to the direction of the feature. Based on the physical characteristics of previously exposed zanja segments (see Attachment A: Figures 16 - 18), its anticipated GPR signature would likely be a hyperbola of consistent slope and width in radargrams. These hyperbolae should be observed in multiple parallel lines, indicating a linear pattern at a slightly descending depth running northeast-southwest. The zanja should show up as an extended feature, that is, it should show up on multiple radargrams. In the 3-D Slice modelling, the zanja

would be extrapolated as a linear feature approximating the width and of the zanja. Additionally, evidence of past developments, including the building and the freeways will also show up on the radargrams as very large, wide parabolas.

There were many subsurface anomalies observed in the radargrams for the 17 transects, many of which correspond to utility lines that are either marked in paint on the ground surface (gas, water, electrical, etc.) or can be inferred from adjacent signs and other infrastructure (storm drains, above ground pipes). Radargrams for GPR transect Lines 03, 07, and 15 are representative of the range of variation provided by radargrams readings taken throughout the investigation area (Attachment A: Figures 19-21). The narrow, near-surface hyperbolae visible between approximately 0.2-0.6 meters (8-24 inches) in depth are generally consistent with typical utilities such as water lines. A sediment density change is observable at approximately 1.6 meters or shallower below the surface throughout the Project site within radargrams, possibly indicating the transition between fill and underlying native sediments or sedimentary formation. Some radargrams show evidence of disturbance from metal below surface, which disrupted the waves running through the soil. This is evident on the left side of Line 07 (Attachment A: Figure 20), which shows a line of distortion from the top of the graph to the bottom of the graph.

Radargrams and time-slice imagery for Grid 1 and Grid 2 were reviewed for evidence of subsurface features (Attachment A: Figures 22-25). In general, time-slice imagery was consistent with sediment transition depths observable in radargrams throughout the investigation area. The sediment change between fill and underlaying formation occurs between 1.3 and 1.5 meters. In Grid 1, an anomaly seems to appear in the northwest corner (near the grid datum – 0,0 on the axes). This shape of this feature remains virtually unchanged below 2.0 m. Below 2.0 m, the radargrams show no hyperbolae, indicating this feature either is related to the sedimentary formation, or is a false positive reading from a structure above ground). Grid 2 shows an anomaly running along the southwest end of the grid at a depth of between 1.0 and 1.8 meters; this corresponds to a utility trench wall, which was observed on the ground as linear patch in the asphalt in this location. Additionally, the time-slice of Grid 2 shows a potential feature running northeast-southwest between 2.5 and 4.9 m deep, however no hyperbolae are present in the radargram. This potential feature likely corresponds to bedding layers or some other variation in the sedimentary deposits underlying the Project site (as can be seen in the radargrams).

SUMMARY AND MANAGEMENT RECOMMENDATIONS

No archaeological resources were identified within the project site or immediate vicinity as a result the CHRIS records search or through the NAHC SLF search. A segment of the zanja system, Zanja No. 8, has been mapped to have run generally northeast-southwest through the Project site. Archival research has indicated that Zanja No. 8 was built in 1857 by Orzo W. Childs and by 1888 was made of 16-inch cement pipe. Sources consulted do not indicate whether Zanja No. 8 was incorporated into the city's water infrastructure in the early twentieth century, which would have supported its preservation.

GPR investigations did not result in any subsurface readings that would be consistent with the documented route or typical physical characteristics of zanja segments. Based on these results, and in consideration of the severity of past impacts to subsurface soils that would have occurred during construction of the large buildings already occupying the majority of the Project site, it appears unlikely that any extant zanja segments or other intact cultural resources are present that could be impacted as a result of Project implementation. While unlikely, it is still possible that unanticipated archaeological deposits or features are present at subsurface levels. Management recommendations to reduce potential impacts to unanticipated archaeological resources and human remains during campus construction activities are provided below.

Unanticipated Archaeological Resources

All construction crew should be alerted to the potential of encountering archaeological material. In the event that archaeological resources (sites, features, artifacts, or fossilized material) are exposed during construction activities for the proposed Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified specialist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Prehistoric archaeological deposits may be indicated by the presence of discolored or dark soil, fire-affected material, concentrations of fragmented or whole freshwater bivalves shell, burned or complete bone, non-local lithic materials, or the characteristic observed to be atypical of the surrounding area. Common prehistoric artifacts may include modified or battered lithic materials; lithic or bone tools that appeared to have been used for chopping, drilling, or grinding; projectile points; fired clay ceramics or non-functional items; and other items. Historic-age deposits are often indicated by the presence of glass bottles and shards, ceramic material, building or domestic refuse, ferrous metal, or old features such as concrete foundations or privies. A segment of the zanja system in this area would likely be indicated by soil change and/or cement remnants. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

Unanticipated Human Remains

In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete his/her inspection within 48 hours of being granted access to the site.

The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

Should you have any questions relating to this report and its findings please do not hesitate to contact me or Linda Kry. I may be reached at via email at bcomeau@dudek.com or phone at 760.479.4211. Linda Kry may be contacted by email at lkry@dudek.com.

Sincerely,



Brad Comeau, M.Sc., RPA
Archaeologist
DUDEK
Office: 760.479.4211
Email: bcomeau@dudek.com

Cc: Linda Kry, Erica Nicolay, Adam Giacinto, Micah Hale, Dudek

Att: A: Maps and Figures
B: Confidentia: SCCIC Records Search Information
C: NAHC SLF Search Results
D: Report LA-13239 (Gust 2017)
E: Confidential Site Records

REFERENCES

Aerial Map Industries. 1981. Imargery Report: Flight AMI-LA-81, Frame 11429. Copyright UC Regents. Accessed at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Eaton, Fred. 1887. Map of the Proposed Sewer System for the City of Los Angeles. Courtesy of Huntington Map Library. Call Number 384443.

Gust, Sherri. 2012. Extent of the Zanja Madre. Prepared by Cogstone Environmental. On file with the SCCIC.

Fairchild Aerial Surveys. 1928. Imagery Report: Flight C-300, Frame K-167. Copyright UC Regents. Accessed at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Fairchild Aerial Surveys. 1965. Imagery Report: Flight C-25019, Frame 1965. Copyright UC Regents. Accessed at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Gumprecht, Black. 2001. *The Los Angeles River: Its Life, Death, and Possible Rebirth.* The Johns Hopkins University Press. Baltimore, Maryland.

Hall, William Hamilton. 1888. *Irrigation in California (Southern)*.Office of State Engineer: Sacramento, California.

Humphries, Frank and Candace Ehringer 2008. DPR Site Record for P-19-004113. AECOM. Site record on file with the South Central Coast Information Center

Masters, Nathan. 2012. Uncovering L.A.'s Lost Streams. Electronic resources, https://www.kcet.org/shows/lost-la/uncovering-las-lost-streams, Date accessed 10/20/2018.

Meares, Hadley. Life and Death on LA's First Water System. Electronic resource, https://la.curbed.com/2016/4/28/11490196/zanjas-los-angeles-history-water, accessed December 5, 2018.

Sanborn Map Company. 1888. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 44A. Sanborn Map & Publishing Co. New York, New York. Accessed October 10, 2018. https://www.historicaerials.com/viewer

Sanborn Map Company. 1894. Insurance Maps of Los Angeles, CA. Volume 2. Sheet 52A. Sanborn Map & Publishing Co. New York, New York. Accessed October 10, 2018. https://www.historicaerials.com/viewer

Sanborn Map Company. 1906. Insurance Maps of Los Angeles, CA. Volume 1. Sheet 92. Sanborn Map & Publishing Co. New York, New York. . Accessed October 10, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1950. Insurance Maps of Los Angeles, CA. Volume 1. Sheet 92. Sanborn Map & Publishing Co. New York, New York. . Accessed October 10, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sanborn Map Company. 1953. Insurance Maps of Los Angeles, CA. Volume 1A. Sheet 2A. Sanborn Map & Publishing Co. New York, New York. . Accessed October 10, 2018. http://sanborn.umi.com.ezproxy.lapl.org/

Sklar, Anna. 2008. Brown Acres: An Intimate History of the Los Angles Sewers. Angel City Press. Los Angeles, California.

Stevenson, H.J. 1884. Map of the City of Los Angeles, California. Courtesy of Los Angeles Public Library, Collection ID 2.

Teledyne Geotronics. 1971. Imagery Report: Flight TG-2755, Frame 17-36. Copyright UC Regents. Accessed at http://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

UC Santa Barbara Library. 2018. Map & Imagery Laboratory (MIL). Electronic Resource, https://www.library.ucsb.edu/mil. Accessed 5/21/2018. All images copyright UC Regents.

ATTACHMENT A

Maps and Figures



Figure 3. Approximate location of project site plotted on H.J. Stevenson's 1884 Survey map of Los Angeles; Zanja No. 3 is a single black line, Zanja No. 4 is a dashed black line (Stevenson 1884).

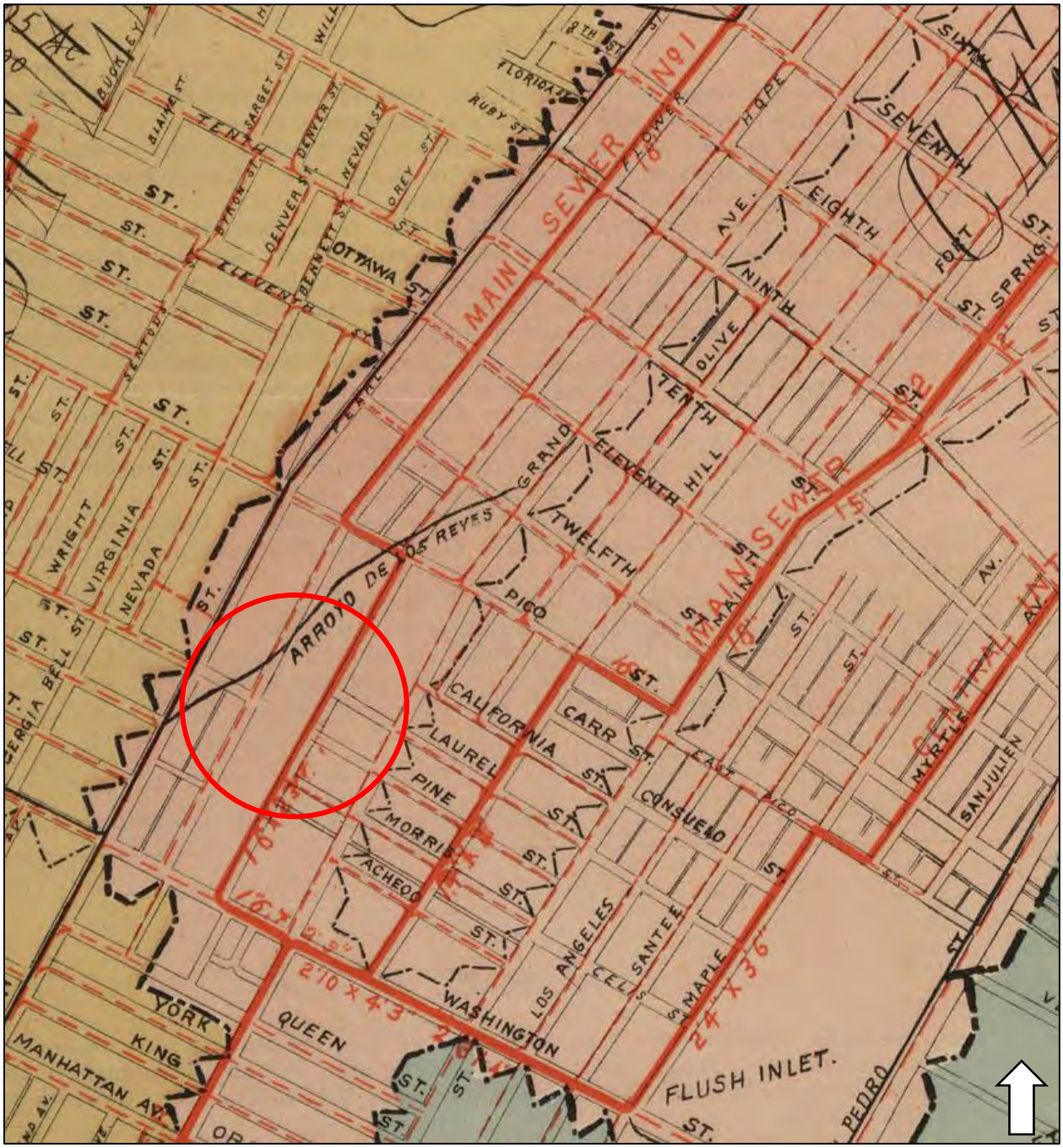


Figure 4. Approximate location of project site plotted on Eaton's 1887 map of the proposed sewer system showing components of the zanja system (Eaton 1887).

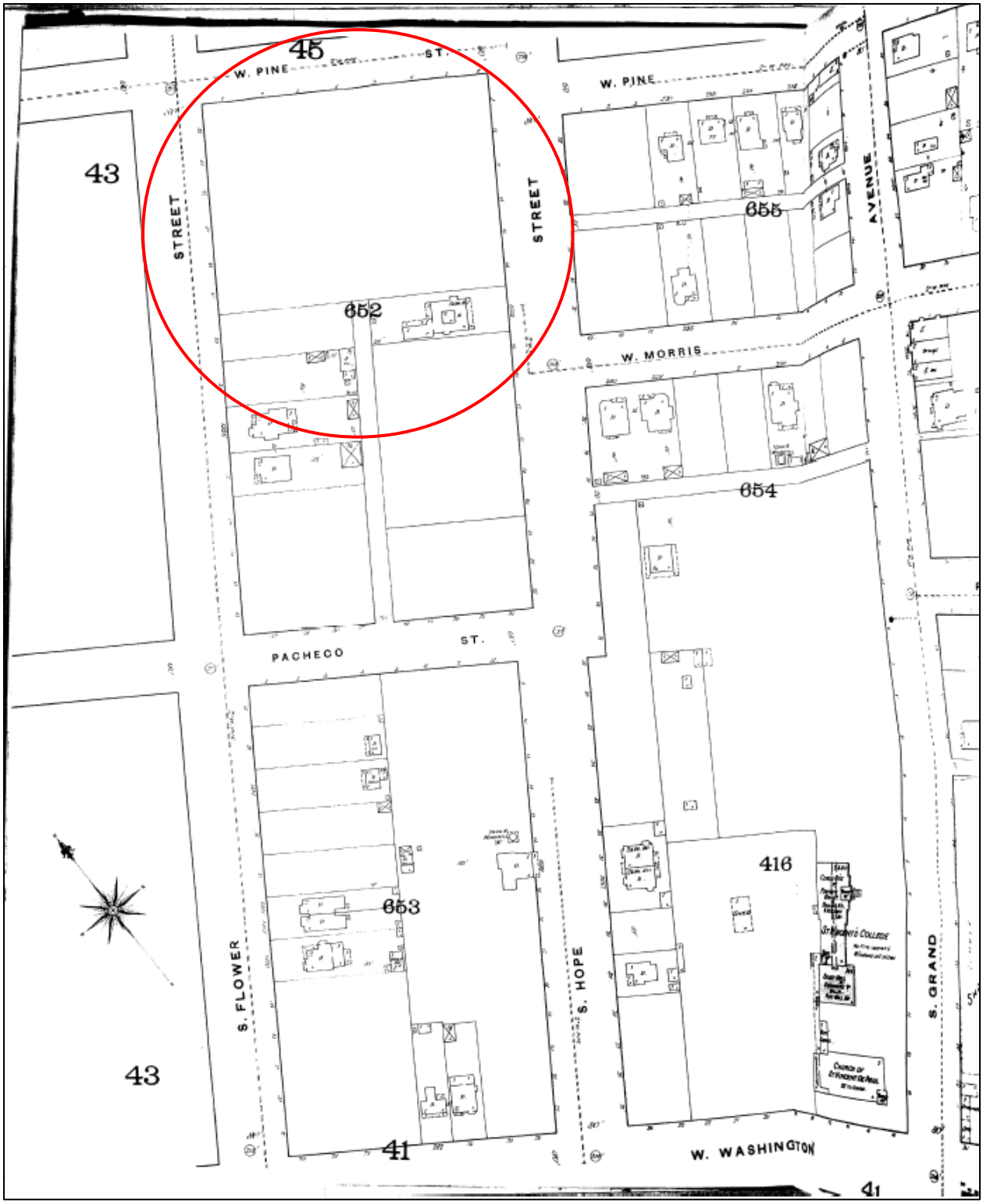


Figure 5. 1888 Sanborn showing Project Area and immediate vicinity.

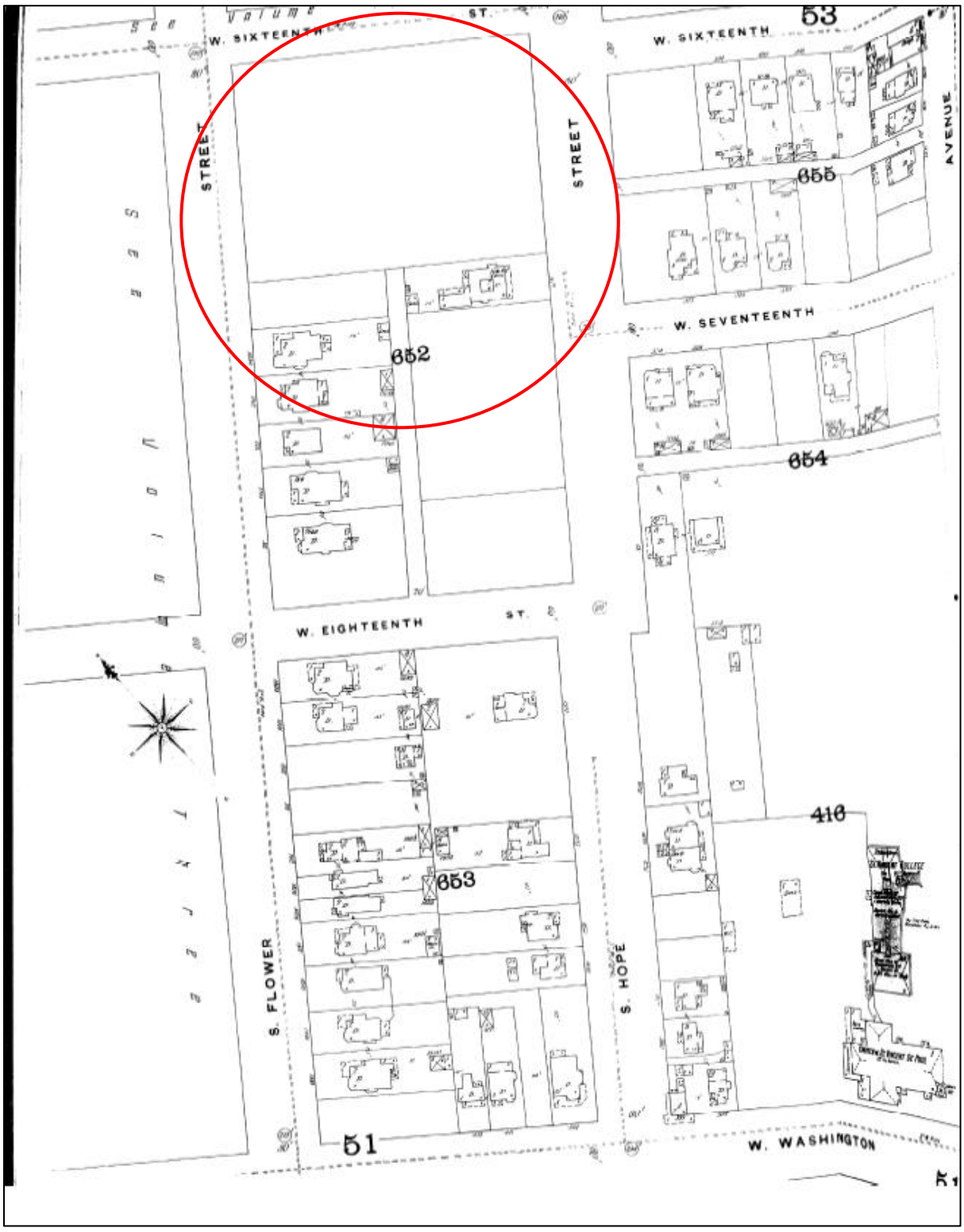


Figure 6. 1894 Sanborn showing Project Area and immediate vicinity.

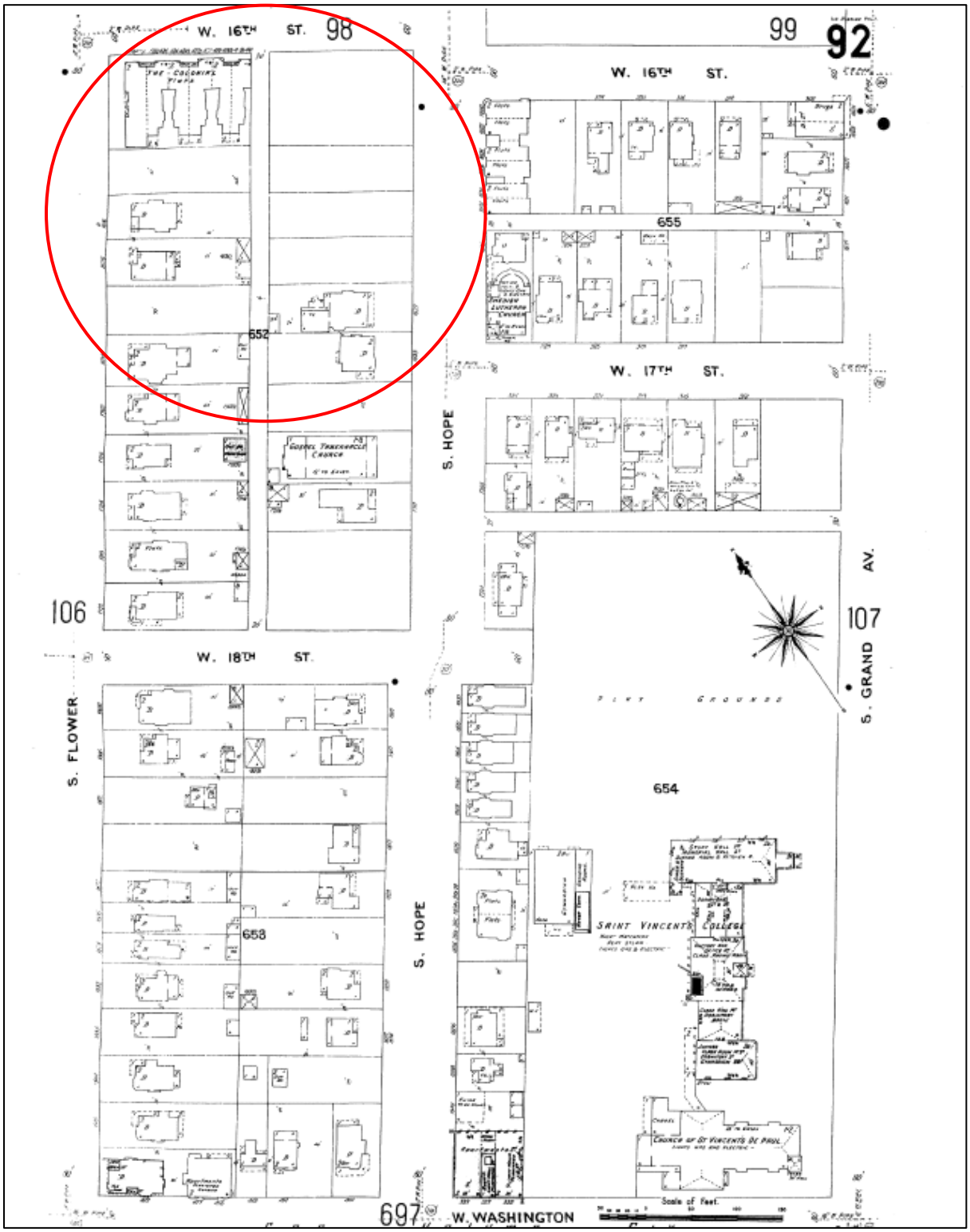


Figure 7. 1906 Sanborn showing project area and immediate vicinity.

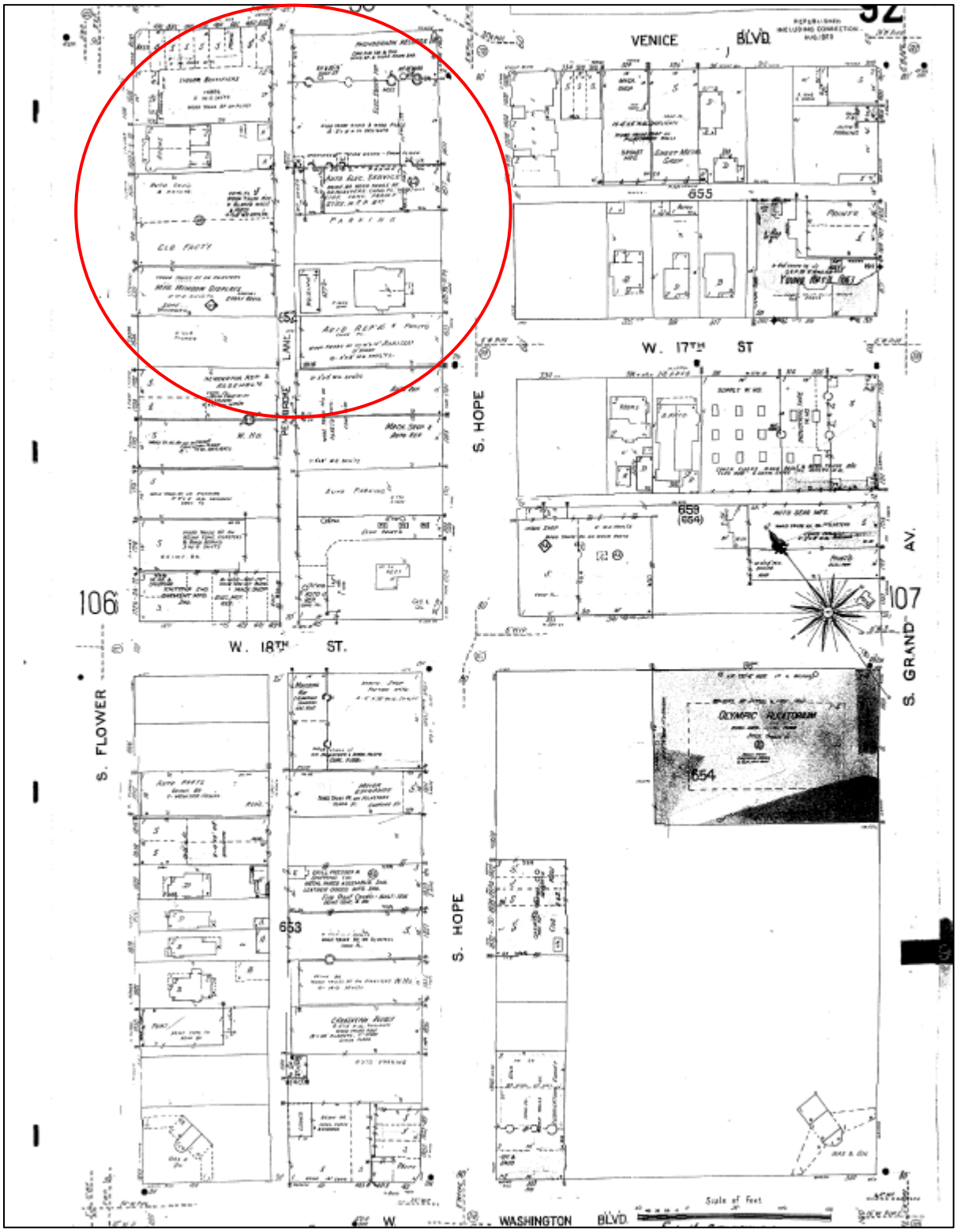


Figure 8. 1950 Sanborn showing project area and immediate vicinity.

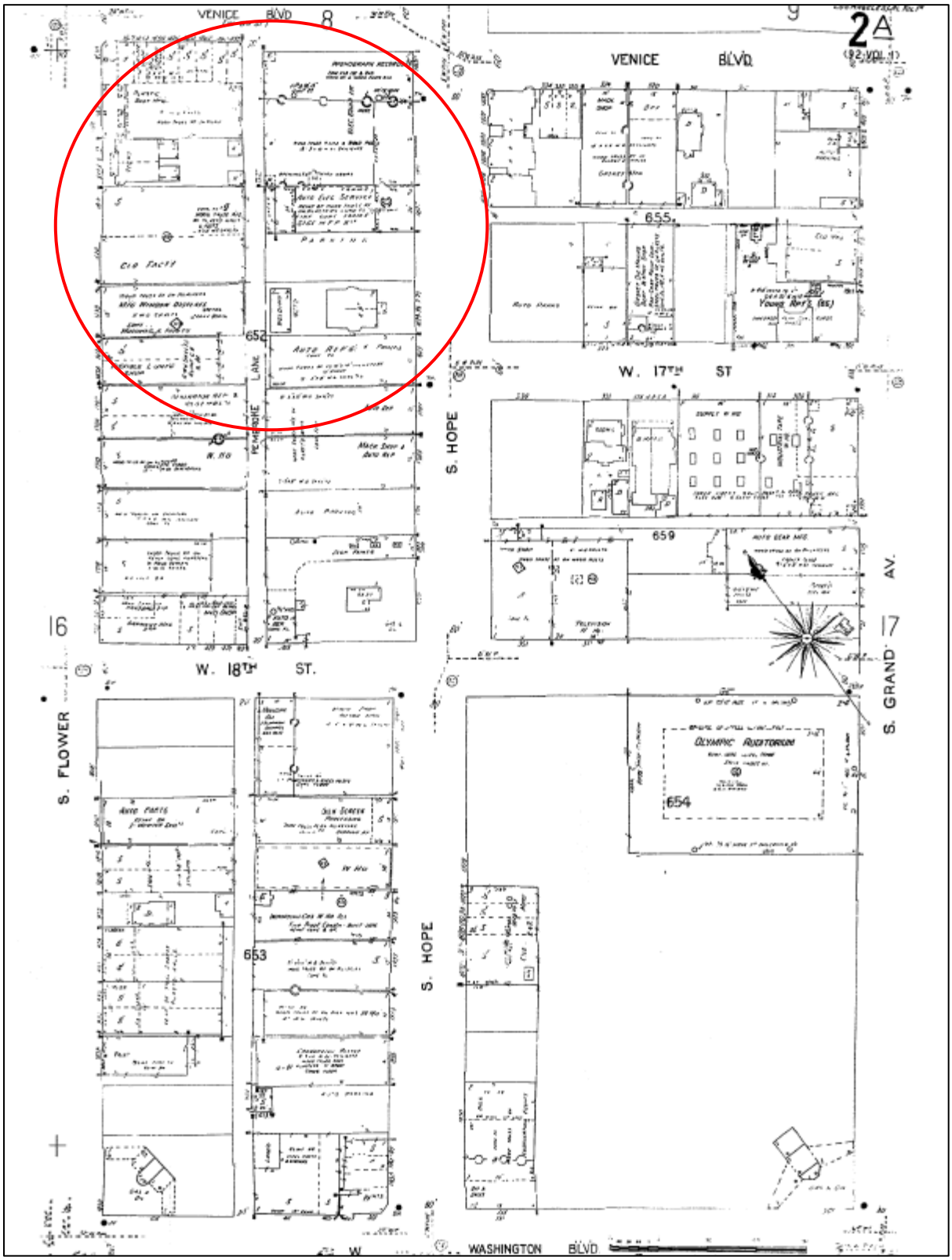


Figure 9. 1953 Sanborn showing project area and immediate vicinity.



Figure 10. 1928 aerial showing project area and general vicinity (Fairchild Aerial Surveys 1928)



Figure 11. 1956 aerial showing project area and general vicinity (Fairchild Aerial Surveys 1956)



Figure 12. 1965 aerial showing project area and general vicinity (Fairchild Aerial Surveys 1965)



Figure 23. 1971 aerial showing project area and general vicinity (Teledyne Geotronics 1971)



Figure 14. 1981 aerial showing project area and general vicinity (Aerial Map Industries 1981)



Figure 15. Transect and Grid lines that were used during GPR testing.



Figure 16. Segment of Zanja 3; previously exposed along just south of East 1st Street between South Alameda Street and South Central Avenue in downtown Los Angeles. This zanja is of cement construction; similar to what has been described for Zanja 8.



Figure 17. Segment of Zanja 3; previously exposed along just south of East 1st Street between South Alameda Street and South Central Avenue in downtown Los Angeles. This zanja is of cement construction; similar to what has been described for Zanja 8.



Figure 18. Segment of Zanja 3; previously exposed along just south of East 1st Street between South Alameda Street and South Central Avenue in downtown Los Angeles. This zanja is of cement construction; similar to what has been described for Zanja 8.

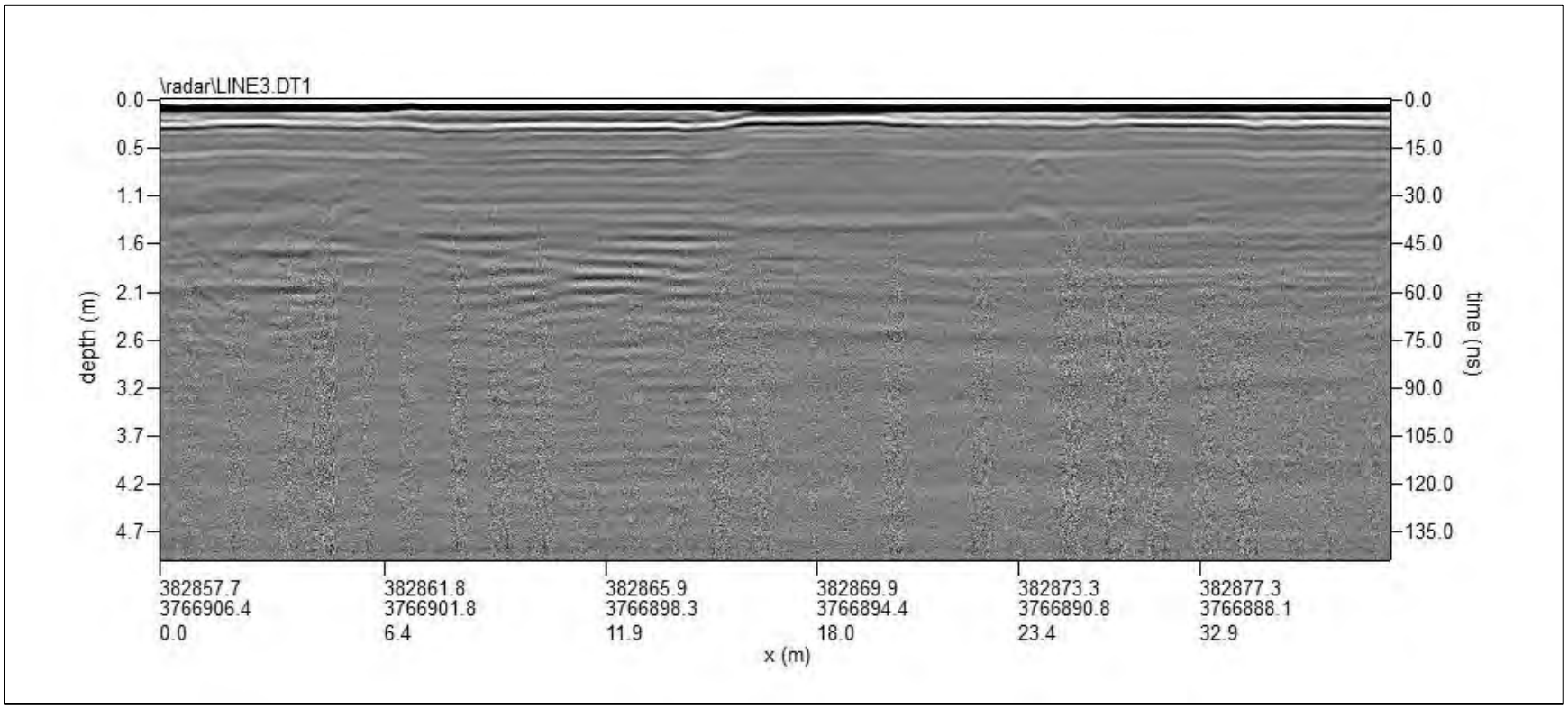


Figure 19. Radagram 03; Taken from the southeastern quadrant of the project area; going west-east in the parking lot behind the existing

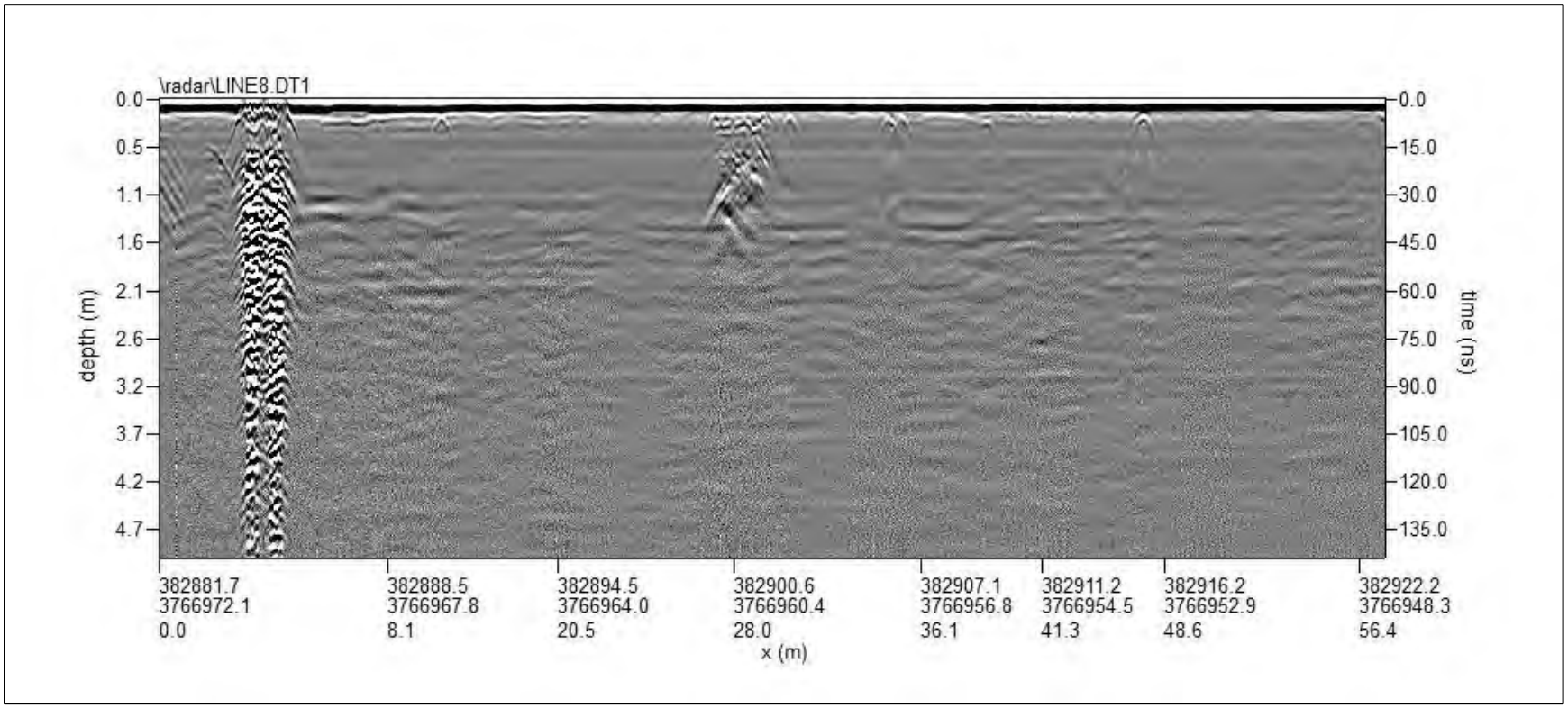


Figure 20. Radargram 07; Taken from the northern border of the project area.

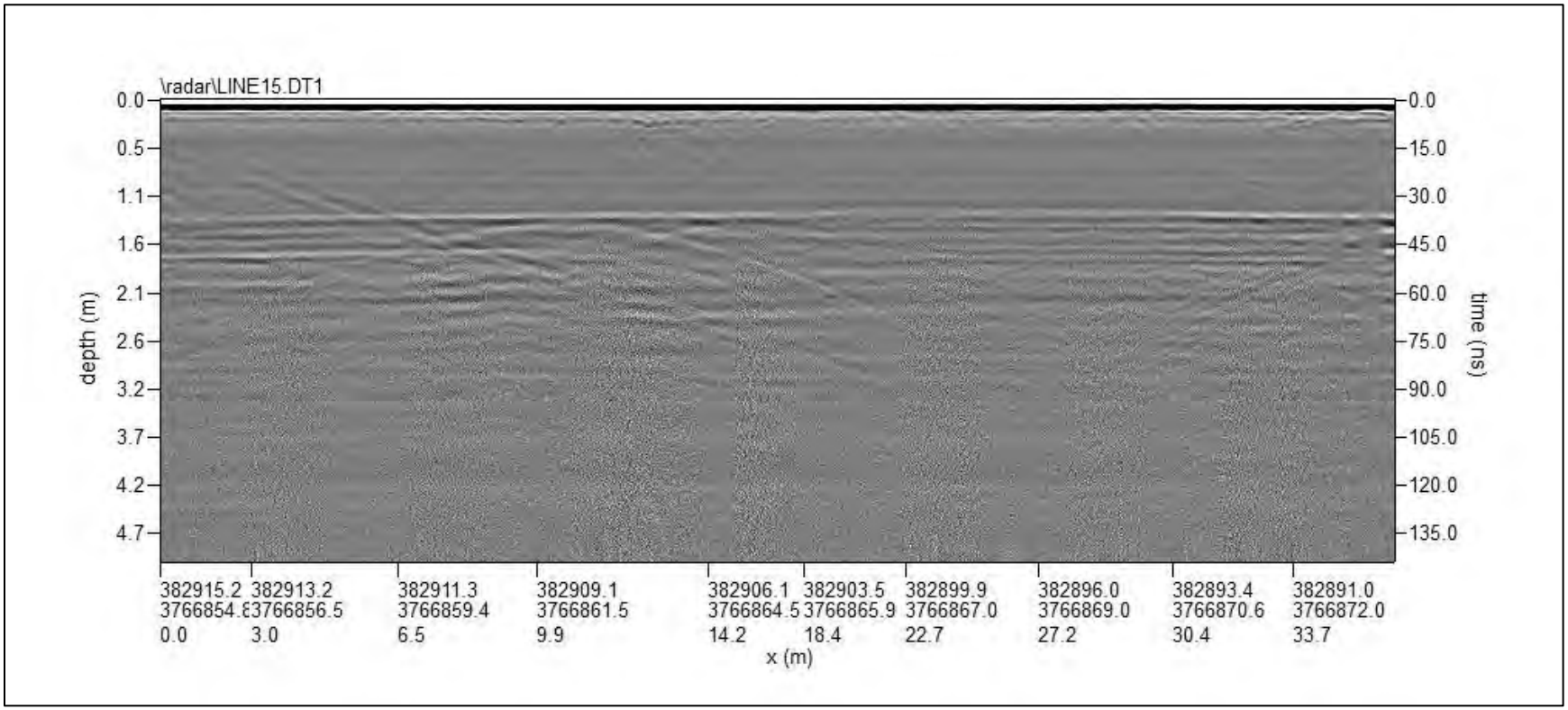


Figure 21. Radagram 15; Taken from the southwestern quadrant of the project area; going east-west in the parking lot behind the existing

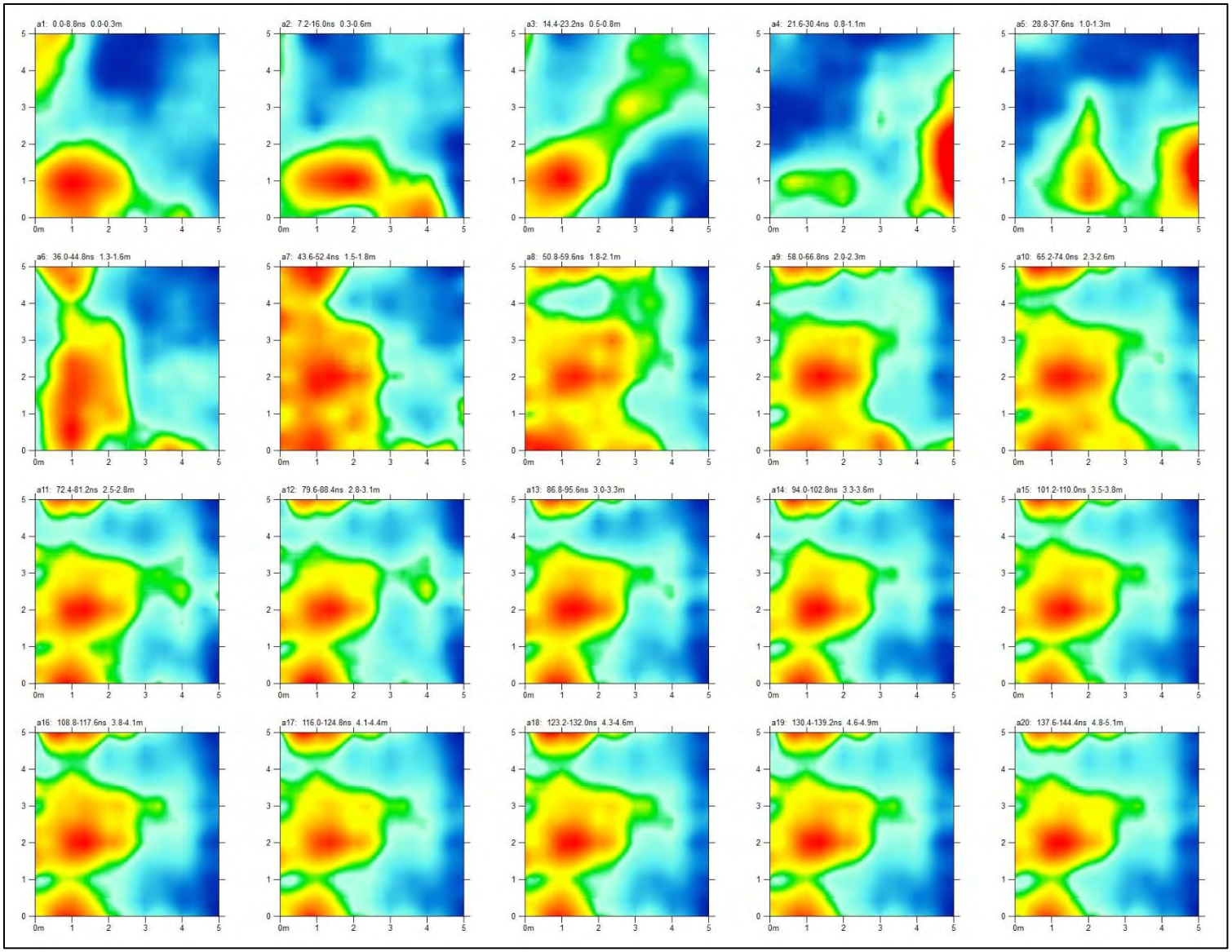


Figure 22. Grid

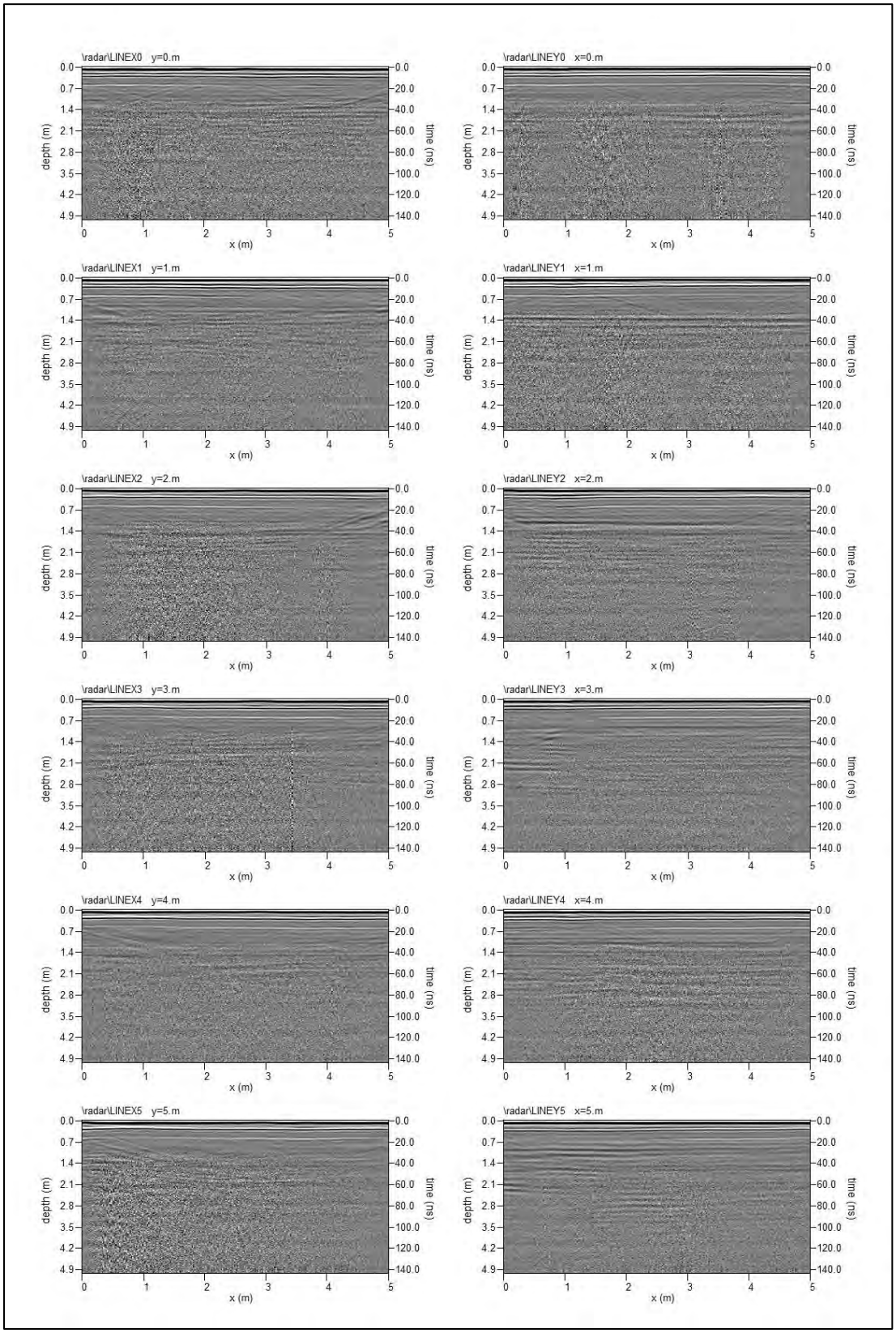


Figure 23. Radargram set from Grid 1

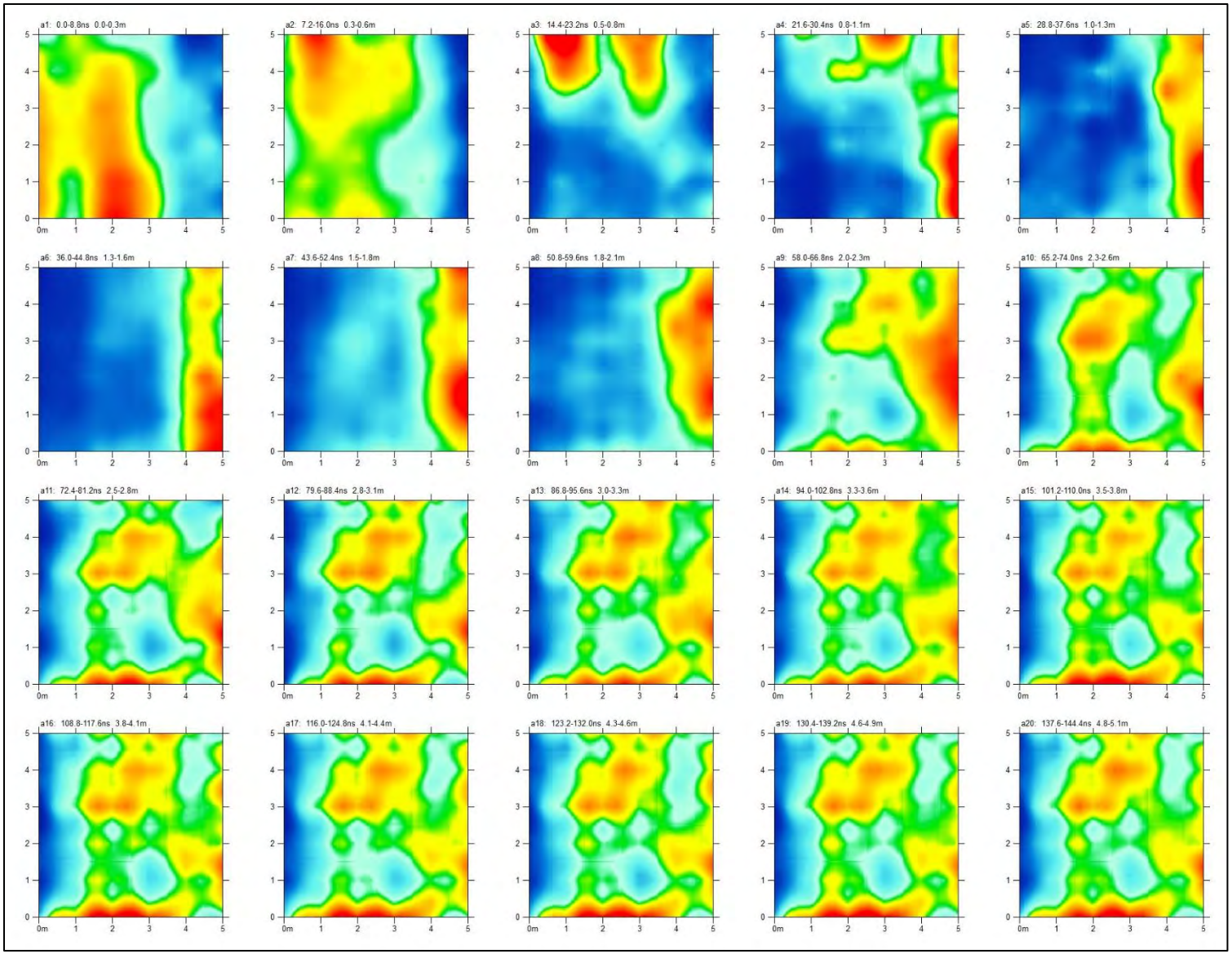


Figure 24. Grid 2

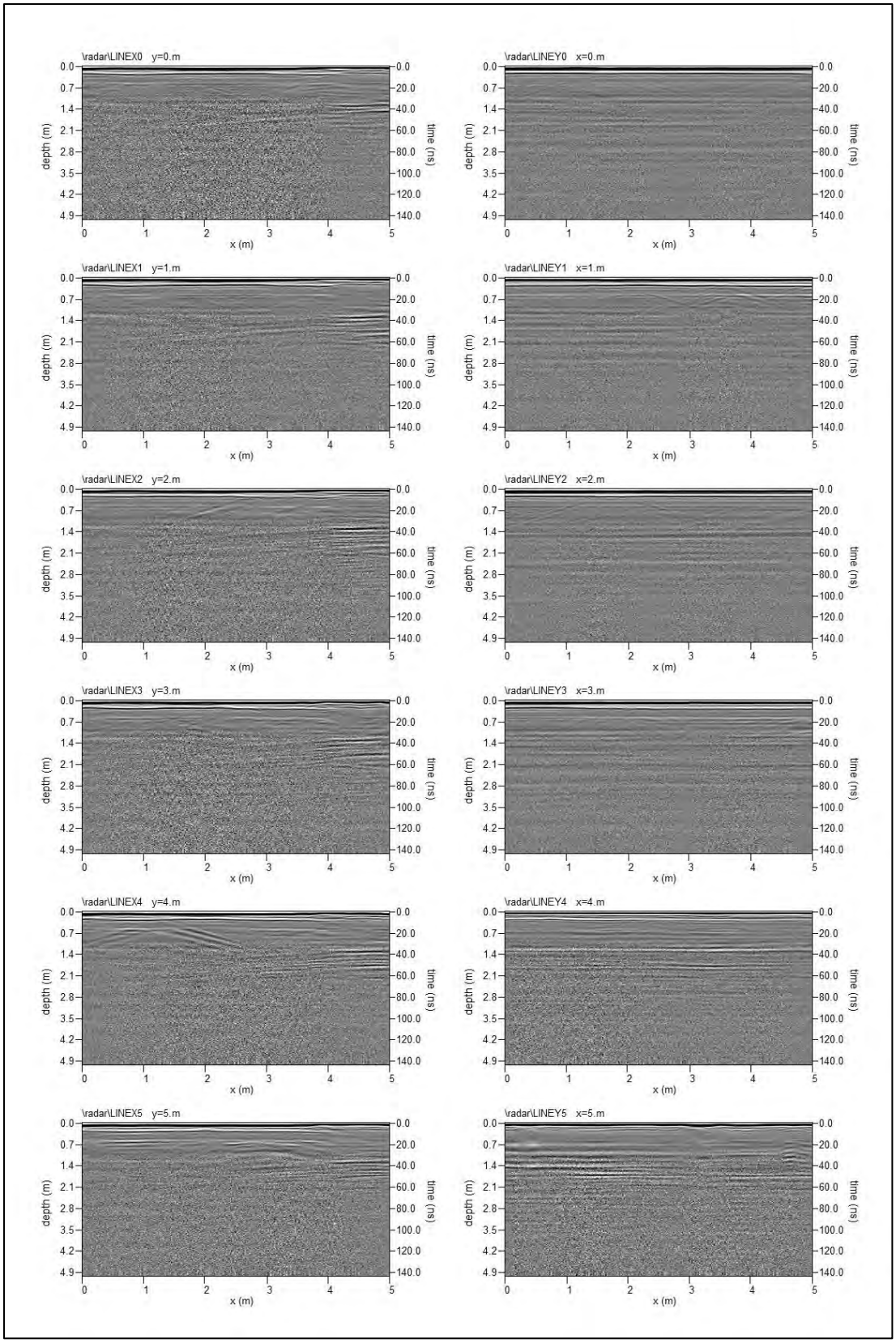


Figure 25. Radargram set for Grid 2

CONFIDENTIAL ATTACHMENT B

SCCIC Record Search Results

ATTACHMENT C

NAHC SLF Search

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

October 16, 2018

Erica Nicolay
Dudek

VIA Email to: enicolay@dudek.com

RE: South Park Towers (11456) Project, Los Angeles County

Dear Ms. Nicolay:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: Katy.Sanchez@nahc.ca.gov.

Sincerely,

for Katy Sanchez
Associate Enviromental Planner

Native American Heritage Commission
Native American Contacts List
10/16/2018

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina ,CA 91723
admin@gabrielenoindians.org
(626) 926-4131

Gabrielino-Tongva Tribe
Charles Alvarez, Councilmember
23454 Vanowen St. Gabrielino
West Hills ,CA 91307
roadkingcharles@aol.com
(310) 403-6048

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrielino Tongva
San Gabriel ,CA 91778
GTTribalcouncil@aol.com
(626) 483-3564 Cell
(626) 286-1262 Fax

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino Tongva
Los Angeles ,CA 90012
sgoad@gabrielino-tongva.com
(951) 807-0479

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Chairman
P.O. Box 490 Gabrielino Tongva
Bellflower ,CA 90707
gtongva@gmail.com
(562) 761-6417 Voice/Fax

Gabrielino-Tongva Tribe
Linda Candelaria, Chairperson
80839 Camino Santa Juliana Gabrielino
Indio ,CA 92203
lcandelaria1@gabrielinotribe.org

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American Tribes for the proposed:
South Park Towers (11456) Project, Los Angeles County.

CONFIDENTIAL ATTACHMENT D

Report LA-13239

CONFIDENTIAL ATTACHMENT E

Site Records

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

14 June 2018

Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Valencia, CA 91355

Attn: Elise Lorenzana, Associate Environmental Planner

re: Paleontological resources for the proposed Hope and Venice Project, in the City of Los Angeles, Los Angeles County, project area

Dear Elise:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the proposed Hope and Venice Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Hollywood USGS topographic quadrangle map that you sent to me via e-mail on 31 May 2018. We do not have any vertebrate fossil localities that lie directly within the proposed project boundaries, but we do have localities nearby from the same sedimentary deposits that occur at depth in the proposed project area.

The entire proposed project site area has surface deposits composed of younger Quaternary Alluvium, derived as overbank deposits from the flood plain of the Los Angeles River that currently flows in a concrete channel just to the east. These younger Quaternary deposits usually do not contain significant fossil vertebrates, at least in the uppermost layers, but the underlying older Quaternary deposits found at varying depths may well contain significant vertebrate fossils.

Our closest vertebrate fossil locality from the older Quaternary deposits is LACM 1755, just northeast of the proposed project area near the intersection of Hill Street and 12th Street, that produced a fossil specimen of horse, *Equus*, at a depth of 43 feet below the street. Our next closest vertebrate fossil locality in older Quaternary Alluvium is LACM 1893, immediately north

of west of the proposed project area in a cut for the Santa Monica Freeway (I-10) just east of Gramercy Place, that produced fossil specimens of mammoth, *Mammuthus*, and bison, *Bison antiquus*. Our next closest vertebrate fossil locality from older Quaternary deposits beneath the younger Quaternary Alluvium is probably LACM 2032, east-northeast of the of the proposed project area near the intersection of Mission Road and Daly Street around the Golden State Freeway (I-5), that produced fossil specimens of pond turtle, *Clemmys mamorata*, ground sloth, *Paramylodon harlani*, mastodon, *Mammut americanum*, mammoth, *Mammuthus imperator*, horse, *Equus*, and camel, *Camelops*, at a depth of 20-35 feet below the surface. The pond turtle specimens from locality LACM 2032 were figured in the scientific literature by B.H. Brattstrom and A. Sturn (1959. A new species of fossil turtle from the Pliocene of Oregon, with notes on other fossil *Clemmys* from western North America. Bulletin of the Southern California Academy of Sciences, 58(2):65-71). At our locality LACM 1023, just north of locality LACM 2032 near the intersection of Workman Street and Alhambra Avenue, excavations for a storm drain recovered fossil specimens of turkey, *Meleagris californicus,* sabre-toothed cat, *Smilodon fatalis*, horse, *Equus*, and deer, *Odocoileus*, at unstated depth. A specimen of the turkey, *Meleagris*, from this locality was published in the scientific literatus by D. W. Steadman (1980. A Review of the Osteology and Paleontology of Turkeys (Aves: Meleagridinae). Contributions in Science, Natural History Museum of Los Angeles County, 330:131-207).

Shallow excavations in the younger Quaternary Alluvium exposed throughout the proposed project area are unlikely to uncover significant fossil vertebrate remains. Deeper excavations in the proposed project area that extend down into older Quaternary deposits, however, may well encounter significant vertebrate fossils. Any substantial excavations in the proposed project area, therefore, should be closely monitored to quickly and professionally recover any potential vertebrate fossils without impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice