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Hoover Street District Yard Demolition and New Power District Yard Project, City of Los Angeles, California

Cultural Resources Assessment Report

Prepared for
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

June 2021

Source: LAPL

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111 North Hope Street, Room 1044
Los Angeles, CA 90012

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Architectural History Lead:
Margarita Jerabek, Ph.D.,

Project Location:
Hollywood (CA) USGS 7.5-minute Topographic Quad
Township 1 South, Range 13 West, Section 18

Acreage: Approx. 2.76

Assessor Parcel Numbers: 553-902-7900 and 553-902-7901

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EXECUTIVE SUMMARY

Hoover Street District Yard and New Power District Yard Project Cultural Resources Assessment Report

Environmental Science Associates (ESA) has been retained by the Los Angeles Department of Water and Power (LADWP) to conduct a cultural resources assessment for the Hoover Street District Yard Demolition Project (Project) in support of an Initial Study/Mitigated Negative Declaration. The proposed Project would upgrade LADWP's existing Hoover Street District Yard to a fully functioning maintenance yard by demolishing all existing buildings within the yard and constructing new facilities, including a district office, a warehouse, a fleet shop, a fueling station, and ice and trash receptacles. Additional Project activities include remediation of contaminated soils and groundwater. LADWP is the lead agency pursuant to the California Environmental Quality Act (CEQA). This report presents data collected during the cultural resources investigations conducted by ESA and summarizes the findings of the impacts analysis conducted to assess potential impacts pursuant to *CEQA Guidelines* Section 15064.5 and the City of Los Angeles Cultural Heritage Ordinance and related sections of the Los Angeles Municipal Code.

A records search for the Project was conducted on May 24, 2017 at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University Fullerton that included a review of all recorded archaeological resources and previous studies within the Project area and a ½-mile radius as well as historic architectural resources adjacent to the Project area. The records search results indicate that 16 cultural resources studies have been conducted within a ½-mile radius of the Project area, none of which overlap the Project and that no archaeological resources have been previously recorded within the Project area or within the areas included in the records search.

A review of locally recorded historic architectural resources in the SurveyLA database indicates that two previous local surveys have been conducted in the vicinity of the Project and that nine historic architectural resources have been previously documented within the vicinity of the Project. Of these nine resources, one (Distributing Station No. 15) is located adjacent to, approximately 20 feet south of, the Project area at 604 North Commonwealth Avenue. Distributing Station No. 15 was identified by SurveyLA in 2015 and was recommended eligible at the national, State, and local levels (3S; 3CS; 5S3).

A Sacred Lands File search conducted by the California Native American Heritage Commission on June 7, 2017 indicates that no known Native American resources or sacred sites are located within or immediately adjacent to the Project area.

A historic architectural resources survey of the Project area was conducted on June 27, 2017. As a result of the survey, one historic architectural resource, District Yard No. 2, was identified in the Project area. District Yard No. 2 was recorded and assessed for potential eligibility and is recommended not eligible for listing in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), or for local designation as a Los Angeles Historic Cultural Monument (LAHCM). As such, District Yard No. 2 does not qualify as a historical resource under CEQA and the Project would result in no direct impacts to historical resources.

The survey confirmed that Distributing Station No. 15, previously identified as eligible for national, State, and local listing by SurveyLA, is located adjacent to the Project area. Although the Project features design elements including a trellis and screening that are substantially larger in size, scale and massing, these design components would not demolish or materially alter any of the character –defining features that contribute to the eligibility of Distributing Station No. 15, and furthermore, based on guidance provided by SurveyLA, the Infrastructure-Water & Power – Receiving and Distributing Stations property type does not require integrity of setting in order for a property to be considered an eligible historical resource. As such, no indirect impacts resulting from visual changes in the setting of Distributing Station No. 15 are anticipated. The Project could, however, result in unintended ground-bourne vibration impacts to Distributing Station No. 15. Mitigation measures to reduce indirect impacts caused by vibration are provided in the *Conclusions and Recommendation* section at the close of this report.

Because the Project area is developed and fully paved, an archaeological resources survey was not conducted and no archaeological resources were identified as a result of this cultural resources assessment. However, historic land uses were assessed through review of geologic maps and historic imagery to determine the potential for subsurface archaeological resources to be encountered during Project construction. The geologic unit within the Project area was deposited prior to prehistoric human occupation and therefore is not sensitive at depth and any surface resources would've been previously destroyed by historic development. The potential for subsurface historic-period archaeological resources is variable across the Project area. The central and southwestern portions of the Project area have a low likelihood of containing intact sub-surface archaeological deposits and/or features due to extensive ground disturbance in those areas. The northern and western areas may not have been subject to the extensive degree of ground disturbance and have the potential to contain sub-surface historic-period archaeological deposits and/or features associated with the late 19th and early 20th century residential development of the Project area. As such, the Project could result in unanticipated impacts to sub-surface archaeological resources qualifying as historical resources under CEQA. Mitigation measures to reduce impacts to archaeological resources, qualifying as historical resources under CEQA, and human remains are provided in the *Conclusions and Recommendations* section at the close of this report.

Hoover Street District Yard and New Power District Yard Project

Cultural Resources Assessment Report

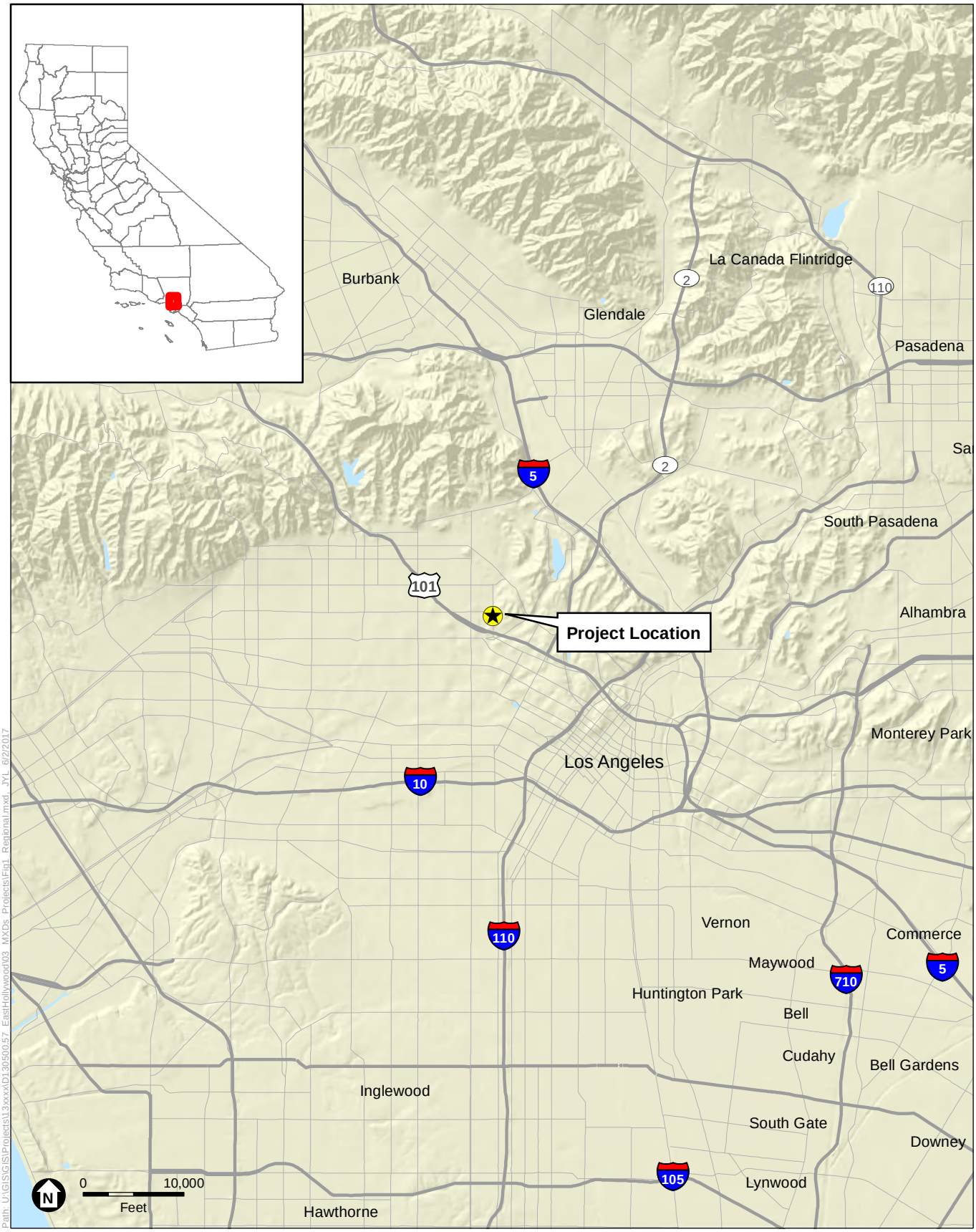
Introduction

Environmental Science Associates (ESA) has been retained by the Los Angeles Department of Water and Power (LADWP) to conduct a cultural resources assessment for the Hoover Street District Yard Demolition Project (Project) in support of an Initial Study/Mitigated Negative Declaration (IS/MND). The proposed Project would upgrade LADWP's existing Hoover Street District Yard to a fully functioning maintenance yard by demolishing all existing buildings within the yard, and constructing new facilities, including a district office, a warehouse, a fleet shop, a fueling station, and ice and trash receptacles. LADWP is the lead agency pursuant to the California Environmental Quality Act (CEQA).

ESA personnel involved in the preparation of this report are as follows: Monica Strauss, M.A., R.P.A., Project Director; Candace Ehringer, M.A., R.P.A, Archaeology Lead; Margarita Jerabek PhD, Architectural History Lead; Ashley Brown, M.A., and Stephanie Hodal, M.H.C., surveyors and report authors; Fatima Clark, B.A., Hanna Winzenried, M.Sc., and Michael Vader, B.A., report authors; and Jason Nielson, GIS specialist. Resumes of key personnel are included in **Appendix A**.

Project Location

The Project is located in the East Hollywood area within the northeastern portion of the City of Los Angeles (**Figure 1**). The Project is located within Assessor Parcel Numbers (APNs) 553-902-7900 and 553-902-7901 and is bounded by North Hoover Street to the east, Clinton Street to the south, North Commonwealth Avenue to the west, and residential development to the north (**Figure 2**). Specifically, the Project is located in Section 18 of Township 1 South, Range 13 West on the Hollywood U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (**Figure 3)**.



SOURCE: ESRI

Hoover Street District Yard

Figure 1
Regional Location

ESA

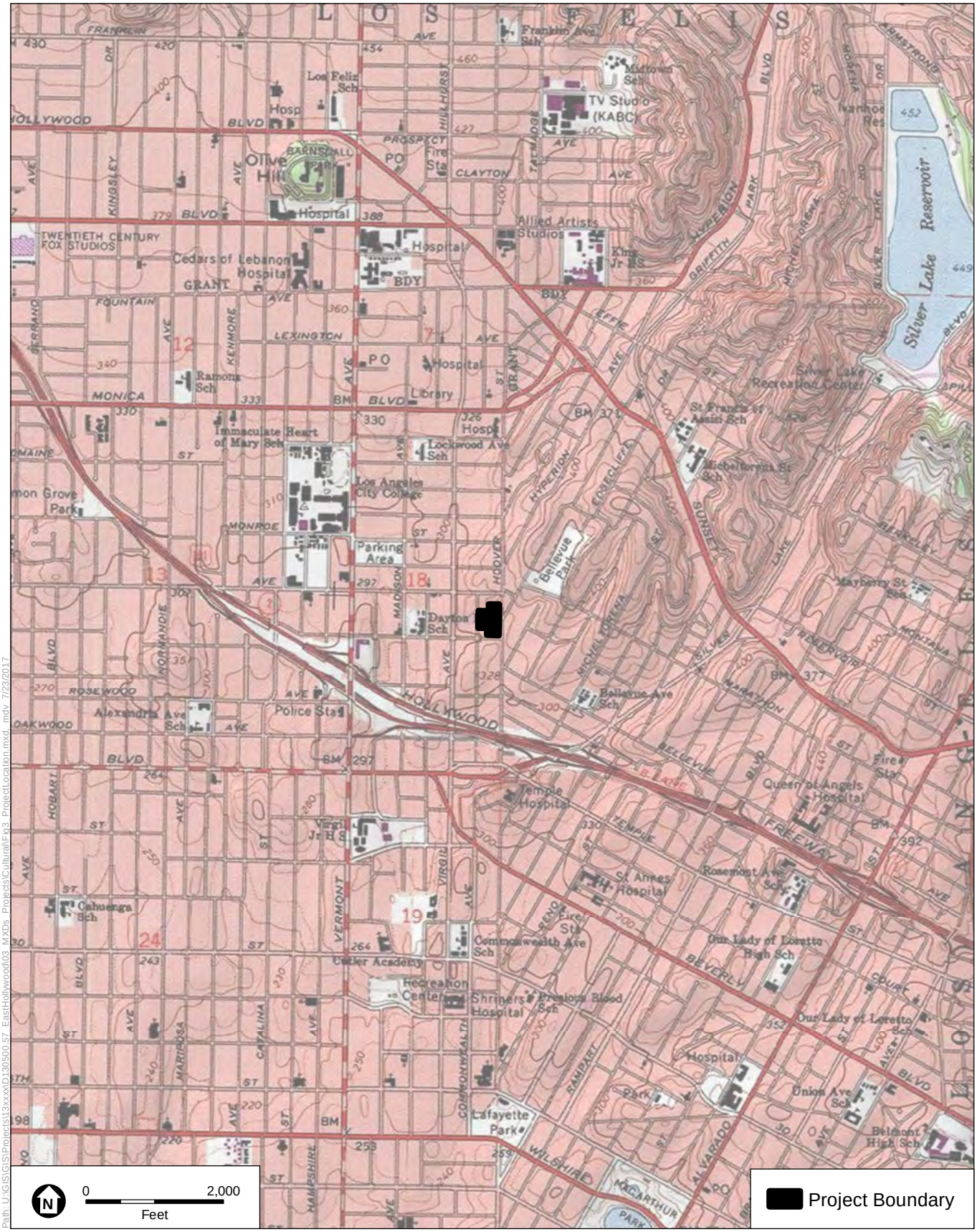
Path: U:\GIS\G\S\Projects\13xxxx\D130500.57_EastHollywood\03_MXDs_Projects\Cultural\Fig2_ProjectSite_CurrentFacilities.mxd_mdv_2/26/2018

SOURCE: ESRI

Hoover Street District Yard

Figure 2
Project Site and Current Facilities

ESA



SOURCE: USGS 7.5' Topo Quad Hollywood 1978; 1982

Hoover Street District Yard

Figure 3
Project Location

ESA

Project Description

LADWP's Hoover Street District Yard Facility (District Yard No. 2) consists of LADWP's Street Light Maintenance Warehouse, Office and Fleet Maintenance Building, Office and Tool Room, Fleet Maintenance Shop, Truck Shed North, Meter Truck Shed, Truck Shed South, and other storage and fueling facilities (see **Figure 2**). There is an existing LADWP Distributing Station No. 15 on the southeast corner of Clinton Street and Commonwealth Avenue; however, this structure is not a part of the Project and is outside the Project area boundaries. Under the proposed Project, LADWP would modify District Yard No. 2 by demolishing all existing structures and constructing new structures, which would include a district office, a warehouse, a fleet shop, and ancillary features including a fueling station. The Project would also include the construction of aboveground parking and one floor of underground parking that would extend to a depth of 50 feet below surface. Additional Project activities would include remediation of contaminated soils and ground underlying the Project area's eastern half, which would include excavations to a depth of 50 feet below ground surface.

Setting

Natural Setting

The Project is located in the Central Basin portion of the Los Angeles Basin. The basin is formed by the Santa Monica Mountains to the northwest, the San Gabriel Mountains to the north, and the San Bernardino Mountains and San Jacinto Mountains to the east. The Project is located within a developed and urbanized area of Los Angeles. The Project area consists a maintenance yard surrounding on all sides by residential development.

Prehistoric Setting

The chronology of southern California is typically divided into three general time periods: the Early Holocene (9,600 cal B.C. to 5,600 cal B.C.), the Middle Holocene (5,600 cal B.C. to 1,650 cal B.C.), and the Late Holocene (1,650 cal B.C. to cal A.D. 1769). This chronology is manifested in the archaeological record by particular artifacts and burial practices that indicate specific technologies, economic systems, trade networks, and other aspects of culture.

While it is not certain when humans first came to California, their presence in southern California by about 9,600 cal B.C. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 9,150 and 9,000 cal B.C. (Byrd and Raab, 2007). During the Early Holocene (9,600 cal B.C. to 5,600 cal B.C.), the climate of southern California became warmer and more arid and the human population, residing mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources (Byrd and Raab, 2007).

During the Middle Holocene (5,600 cal B.C. to 1,650 cal B.C.), there is evidence for the processing of acorns for food and a shift toward a more generalized economy. The first confirmed evidence of human occupation in the Los Angeles area is associated with the Millingstone cultures, which appeared in California around 6,000-5,000 cal B.C. (Byrd and Raab, 2007;

Wallace, 1955; Warren, 1968). Millingstone cultures were characterized by the collection and processing of plant foods, particularly acorns, and the hunting of a wider variety of game animals (Byrd and Raab, 2007; Wallace, 1955). Millingstone cultures also established more permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than approximately 3,000 B.C. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

During the Late Holocene (1,650 cal B.C. to cal A.D. 1769), many aspects of Millingstone culture persisted, but a number of socioeconomic changes occurred (Erlandson, 1994; Wallace, 1955; Warren, 1968). The native populations of southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps. Increasing population size necessitated the intensified use of existing terrestrial and marine resources (Erlandson, 1994). Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence, towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants (Byrd and Raab, 2007). Between about A.D. 800 and A.D. 1350, there was an episode of sustained drought, known as the Medieval Climatic Anomaly (MCA) (Jones et al., 1999). While this climatic event did not appear to reduce the human population, it did lead to a change in subsistence strategies in order to deal with the substantial stress on resources. The Late Holocene marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended. Although the intensity of trade had already been increasing, it now reached its zenith, with asphaltum (tar), seashells, and steatite being traded from southern California to the Great Basin. Major technological changes appeared as well, particularly with the advent of the bow and arrow sometime after cal A.D. 500, which largely replaced the use of the dart and atlatl (Byrd and Raab, 2007).

Ethnographic Setting

Gabrielino

The Project is located in a region traditionally occupied by the Gabrielino Indians. The term "Gabrielino" is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina (Kroeber, 1925). Their neighbors included the Chumash to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence (Bean and Smith, 1978). The Gabrielino language is part of the Takic branch of the Uto-Aztecan language family.

The Gabrielino Indians were hunter-gatherers and lived in permanent communities located near the presence of a stable water and food supply. Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrielino are estimated to have had a population numbering around 5,000 in the pre-contact period (Kroeber, 1925). Villages are reported to have been the most abundant in the San Fernando Valley, the Glendale Narrows area north of downtown, and around the Los Angeles River's coastal outlets (Gumprecht, 2001). The nearest villages to the Project area were *Yangna* and *Kuruvungna* located approximately 4.5 miles southeast and 9.5 miles southwest of the Project area, respectively (McCawley, 1996).

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

Gabrielino society was characterized by patrilineal, non-localized clans, each clan consisting of several lineages. The Gabrielino inhabited large circular, domed houses constructed of willow poles thatched with tule (Bean and Smith, 1978). These houses could sometimes hold up to 50 people. Other village structures of varying sizes served as sweathouses, ceremonial enclosures, and granaries.

At the time of Spanish contact, many Gabrielino practiced a religion that was centered around the mythological figure *Chinigchinich* (Bean and Smith, 1978). This religion may have been relatively new when the Spanish arrived, and was spreading at that time to other neighboring Takic groups. The Gabrielino practiced both cremation and inhumation of their dead. A wide variety of grave offerings, such as stone tools, baskets, shell beads, projectile points, bone and shell ornaments, and otter skins, were interred with the deceased.

Coming ashore on Santa Catalina Island in October of 1542, Juan Rodriguez Cabrillo was the first European to make contact with the Gabrielino; the 1769 expedition of Portolá also passed through Gabrielino territory (Bean and Smith, 1978). Native Americans suffered severe depopulation and their traditional culture was radically altered after Spanish contact. Nonetheless, Gabrielino descendants still reside in the greater Los Angeles and Orange County areas and maintain an active interest in their heritage.

Historic Setting

Spanish Period (1769–1821)

Although Spanish explorers made brief visits to the region in 1542 and 1602, sustained European exploration of southern California began in 1769, when Gaspar de Portolá and a small Spanish contingent began their exploratory journey along the California coast from San Diego to Monterey. This was followed in 1776 by the expedition of Father Francisco Garcés (Johnson and Earle, 1990). In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples. In 1771, Father Junipero Serra founded the Mission San Gabriel Arcángel, located approximately 11 miles east of the Project area (California Missions Resource Center, 2003). Disease and hard labor took a toll on the native population in California; by 1900, the Native Californian population had declined by as much as 90 percent (Cook, 1978). In addition, native economies were disrupted, trade routes were interrupted, and native ways of life were significantly altered.

In an effort to promote Spanish settlement of Alta California, Spain granted several large land concessions from 1784 to 1821. At this time, unless certain requirements were met, Spain retained title to the land (State Lands Commission, 1982).

Mexican Period (1821–1846)

The Mexican Period began when Mexico won its independence from Spain in 1821. Mexico continued to promote settlement of California with the issuance of land grants. In 1833, Mexico began the process of secularizing the missions, reclaiming the majority of mission lands and redistributing them as land grants. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands would be returned to the Native populations, but this did not always occur (Milliken et al., 2009).

Many ranchos continued to be used for cattle grazing by settlers during the Mexican Period. Hides and tallow from cattle became a major export for *Californios* (wealthy Spanish Californian families), many of whom became wealthy and prominent members of society owning large swaths of land. The *Californios* led generally easy lives, leaving arduous work to *vaqueros* (cattle drivers) and Indian laborers (Pitt, 1994; Starr, 2007).

American Period (1846–present)

In 1846, the Mexican-American War broke out. Mexican forces were eventually defeated in 1847 and Mexico ceded Alta California and Santa Fe de Nuevo México to the United States as part of the Treaty of Guadalupe Hidalgo in 1848. While the treaty recognized right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove their right to the land before a patent was given. The process was lengthy, and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership (Starr, 2007).

When the discovery of gold in northern California was announced in 1848, an enormous influx of people from other parts of North America, China, and Europe flooded into California by ship and

overland routes such as the California National Historic Trail and the Old Spanish National Historic Trail. With surge in population, California officially was granted statehood in 1850, becoming the 31st state, and the City of Los Angeles was incorporated. The increased population provided an additional market for the *Californios*' cattle. As demand increased, the price of beef skyrocketed and *Californios* reaped the benefits. However, a devastating flood in 1861, followed by droughts in 1862 and 1864, led to a rapid decline of the cattle industry; over 70 percent of cattle perished during these droughts (McWilliams, 1946; Dinkelspiel, 2008). This event, coupled with the burden of proving ownership of their lands, caused many *Californios* to lose their lands during this period (McWilliams, 1946). Former ranchos were subsequently subdivided and sold for agriculture and residential settlement.

The first transcontinental railroad was completed in 1869, connecting San Francisco with the eastern United States and allowed newcomers to pour into northern California. Southern California experienced a trickle-down effect, as many of these newcomers made their way south. Land developers, drawn by cheap prices, began to purchase, subdivide, and sell off the old Ranchos to incoming Euro-American settlers. When the Southern Pacific Railroad extended its line from San Francisco to Los Angeles in 1876, additional people poured into the area. The completion of a second transcontinental line in 1886 by the Santa Fe Railroad (Atchison, Topeka, and Santa Fe Railroad) resulted in a fare war, which drove fares to an unprecedented low and population growth to an all-time high (Meyer, 1981; Robinson, 1979; Wilkman and Wilkman, 2006; Scott, 2004). Southern California was being advertised as a paradise on earth, complete with year-round sunshine, perpetually ripe fruit, and flowers that bloomed in winter. The population of Southern California was booming, and as a result of the growing population and the increasing diversion of water, the once plentiful water supply provided by the Los Angeles River and Zanja Madre began to dwindle. A number of waterworks projects were underway during the second half of the 19th century in an effort to increase water flow and water retention. Projects included the construction of the Echo Park Reservoir, the Silverlake Reservoir, and the further expansion of the Zanja Madre irrigation ditches. Restate prices soared; land that had been farmed for decades outlived its agricultural value and was sold to become residential communities. During the first three decades of the 20th century, more than 2 million people moved to Los Angeles County, transforming it from a largely agricultural region into a major metropolitan area.

History of Municipal Power and Light in Los Angles: Origin of a Municipal System for Power and Light

In the late 19th century, water and power were provided to Los Angeles through a loose network of private entrepreneurial suppliers. Efforts to systematize these resources for a growing city began in the early 1900s. To acquire water, a municipal water department with a board of commissioners was established in 1901. In 1906, the Board of Water Commissioners created the Bureau of the Los Angeles Aqueduct with William Mulholland as Chief Engineer and Ezra Scattergood as Special Consulting Electrical Engineer. The first generating station along the aqueduct was built in 1908 to power construction. As the aqueduct progressed, the Bureau of Los Angeles Aqueduct Power was formed in 1909 to plan the transfer of hydroelectric power to Los Angeles at low cost. In 1909, Ezra Scattergood was appointed Chief Electrical Engineer, a position parallel to William Mulholland's. In 1911, construction began on a generating station for

city power at Santa Clarita in San Francisquito Canyon, Power Plant 1. The completion of the aqueduct in 1913 would release both water and power, the two resources essential to the city's explosive growth (Fogelson, 1983: 229-246).

The creation of a City-owned power utility became official in 1910 with the passage of a bond issue of $3.5 million to create a municipal electric system. In 1911, the Los Angeles Department of Public Service and the Public Service Commission were created to oversee water, electrical, and other emerging infrastructure functions. Under their authority, the newly formed Bureau of Power and Light would oversee and administer the municipal electrical system while the newly formed Bureau of Water Works and Supply (formerly the Water Department) would oversee the water system. Both continued under the leadership of Mulholland and Scattergood. That same year, a city charter empowered the Municipal Art Commission – founded in 1903 as a beautification committee – to review and authorize the design of all public buildings and infrastructure (Los Angeles City Charter Provision, 1921-1929: Los Angeles 1930 and Municipal Art Commission Meeting Minutes, 1911). Their leadership would establish the aesthetic of construction associated with water and power through the 1940s, including the appearance of power generating, receiving, distributing, and administrative facilities, as well as the image of street light fixtures. In 1913, an amendment to the city charter adopted the policy of publicly-owned water and power resources. Bond issues raised money for the acquisition and construction of generating and transmitting facilities and the acquisition of private power companies.

In 1916, the Bureau of Power and Light began to provide municipal streetlights. Prior to this point, streetlights were provided by private developers, individual homeowners, or neighborhood homeowner groups. These first city-sponsored lights were installed in August 1916 at Sycamore Grove Park in the Garvanza District of northeast Los Angeles. Later that year, the Bureau of Power and Light replaced old arc lamps with new city-provided incandescent bulbs on the streets of Garvanza. As power from the aqueduct was not yet available, power for these lights was provided by the new city-owned Distributing Station No. 2, using electricity purchased from a Pasadena utility (Street Lights and the Bureau of Street Lighting, 2017: 7-8). In 1917, the San Francisquito Power Plant 1 near Saugus was placed in service, gathering energy from the waters of the aqueduct and transferring it to Los Angeles over a newly constructed transmission line – the Bureau of Power and Light's first step in becoming an independent electricity provider.

In 1922, the City bought out the distribution system of its main competitor, Southern California Edison (Edison), further consolidating municipal control within city limits. Areas annexed or consolidated after 1922 continued to receive power distributed by Edison and the Bureau of Power and Light continued to purchase part of it power from Edison through the late 1930s.

Until 1925, the task of illuminating the city was a public and private enterprise with both sides installing a discordant variety of fixtures. The Municipal Art Commission intervened to organize a harmonious new ornamental street light system. Two types of lights were involved: electroliers, which are decorative lamps affixed to concrete or metal posts, and utilitarian lamps, which are temporary lamps attached to wooden poles. That year, the Department of Public Service created the Bureau of Street Lighting, which would establish criteria for electrolier fixtures, determine the location of units, and carry out installation (Street Lights and the Bureau of Street Lighting, 2017:

7-8). The Bureau of Power and Light would continue to own and operate the utilitarian lights, but would now also support the electroliers by supplying the energy, cleaning the glassware, replacing lamps and glassware, and painting the posts (Water and Power, n.d.).

As late as 1936, Edison still delivered power to the annexed areas of the city and the first electric provider the Los Angeles Gas and Electric Corporation continued as a private enterprise. That year, as the first power arrived from the Hoover Dam, Los Angeles consolidated its municipal function, changing its city charter to give the Bureau of Power and Light exclusive rights to supply electric service. By 1937 the Bureau of Power and Light and the Bureau of Water Works and Supply merged to become the Los Angeles Department of Water and Power (or LADWP).

Shut out of the market, Los Angeles Gas and Electric sold their electric system to LADWP (their gas system evolved into the Southern California Gas Company). Two years later, in 1939, LADWP purchased Edison's remaining Los Angeles system and integrated their facilities, allowing that utility to continue to operate outside the city boundaries (Water and Power, n.d.).

Service Yards and the Architecture of Power and Light

At least five service yards supported the emerging water, power, and light system in the early 20th century. The first service facility was the Water Works Yard[1] at Second Street and Rose Street established in 1912 (Water and Power, n.d.). The facility included a machine shop, stables, and a horse stable and feed loft (Water and Power, n.d.). In the mid-1920s, the Ducommun Yard[2] was established on a five-acre parcel at Alameda Street and Ducommun Street that included a rail spur. By 1930, all activity associated with water service maintenance had been moved to the Ducommun Yard and the site enlarged to eight acres (Water and Power, n.d.). Nearly 1,000 employees worked out of the yard where buildings housed engineering and clerical services. LADWP also created a general machine shop[3] in the 1920s at 1630 North Main Street. This location was the site of an early power receiving station. During the1930s, its staff worked on a range of tasks from Office and Fleet Maintenance Building arteries to fabricating steel footings for transmission towers (Municipal Water and Power 1902-1980, 2016: 56-58). An additional yard, located at Wright Street between Pico Boulevard and Venice Boulevard, was closed in 1925. Its function and staff were relocated to a new district yard at Clinton Street and Hoover Street (Water and Power, n.d.).

Creation of the existing District Yard No. 2 at the subject property originally began just as the Bureau of Power and Light was completing a $30 million expansion program and embarking on a newly approved $16 million construction cycle (*Los Angeles Times*, 24 August 1925). A *Los Angeles Times* article on November 17, 1925 carried an announcement from the Municipal Bureau of Power and Light and its Chief Electrical Engineer, Ezra Scattergood, describing the upcoming building agenda. While the article's focus was on nine new district Bureau of Power and Light substations, the article also discussed the project at Clinton Street and Hoover Street where the distributing station (now Distributing Station No. 15) was to be "one of the units of a

[1] No longer extant
[2] Extant but altered
[3] Extant but altered

district headquarters plant now being established…to include a general warehouse, garage, and office building…the entire plant…designed along mission architectural lines." The article went on to describe the distributing stations being built across the expanding city to serve zones in downtown; West Washington; Sawtelle, Pacific Palisades, Westwood, and Brentwood Park; Florence; Hyde Park and Angelus Mesa; Owensmouth; Reseda; and Lankershim. The larger of these distributing stations would share the Neo-Classical design being used for Distributing Station No. 15, an image in keeping with the guidance of the Municipal Art Commission. On November 20, 1925, the *Los Angeles Times* again reported on the district headquarters plant, adding that the relocation of headquarters would mean "a saving of one half hour per day for the 150 men" assigned to the new facility.

On February 8, 1926, the *Los Angeles Times* announced the opening of the new district headquarters plant at the subject property (the District Yard No. 2). The article explained that the facility would absorb an old district unit, located on Wright Street between Pico Street and Venice Boulevard that was being vacated. It was slated to handle "all construction and repair work in the entire west and north-west sections of Los Angeles." This was to include the area from Washington Boulevard on the south to Griffith Park on the north, the Los Angeles River and Figueroa Street on the east, out to the western reaches of the city. It then described the district headquarters as being built in the "Spanish Mission" style at a cost of $175,000, comprising a two-story warehouse measuring 60 feet by 300 feet, a headquarters building, and a paved yard for storage of materials – all encircled by a concrete wall of 8 feet. The ensemble was further described as having a 300-foot frontage on Hoover Street with a 150-foot frontage along Clinton Street. The final paragraph in the article noted that "immediately adjacent to the new district headquarters, the Power Bureau has under construction a new district distributing station" to be completed and operational in July. That building, a $300,000 investment, was to relay power service to the immediate neighborhood.

The initial building permits for what is now the District Yard No. 2 – including Distributing Station No. 15, the Warehouse, and the Troublemen's Headquarters – all listed the owner, architect, and contractor as the "Department of Water and Power, Bureau of Power and Light" as did the permits for work in the 1930s. Permits for work in the 1940s were issued after the creation of LADWP and list that agency as the owner. At some point after opening, the District Yard No. 2 began to serve as a Streetlight Maintenance Yard. In that capacity, it would have overlapped with the services of the Bureau of Street Lighting as described previously. While no specific architect is named on the District Yard No. 2 permits for 1925 and 1926, the image of buildings for the emerging electrical system was influenced by a single important designer, architect Frederick Louis Roehrig.

Frederick Louis Roehrig, Architect

Frederick Louis Roehrig (1857-1948) was a graduate of Cornell University in Ithaca, NY. After practicing in the east, he came to California and opened offices in 1885 in Los Angeles and Pasadena from which he conducted a general architectural practice (Architect and Engineer 99, 1929: 118). Roehrig was known as a master of the styles popular across his lifetime, designing works in the Victorian, Queen Anne, Craftsman, Mission Neo-Classical, Art Deco, and Moderne idioms. The recent completion of the Santa Fe Railroad had spurred aggressive land speculation in the region and Roehrig allied himself with the wealthy individuals making those investments and also making their homes here. This led to years of notable civic and residential commissions including the Castle Green in Pasadena (1893 and 1897, National Register of Historic Places [National Register]), the Hotel Castaneda for the Fred Harvey Company in Las Vegas, New Mexico (1898, National Register), Pasadena Hospital (1901), First Presbyterian Church Pasadena (1908), the Andrew McNally House in Altadena, CA (1887, National Register), the Frederick Hastings Rindge residence (1901, National Register) as well as at least ten mansions along Pasadena's Orange Grove Avenue and multiple houses in West Adams (Crosse, n.d.).

In 1914 he built a house for Ezra Scattergood, Chief Electrical Engineer of the recently formed Bureau of Power and Light. By 1916, Roehrig was the architect for the bureau, a role he appears to have maintained through the 1930s (Crosse, n.d.). From that position he both designed and influenced a vast expansion of infrastructure across the city, especially a number of Neo-Classical, Art-Deco, and Moderne distributing stations. He was responsible for the design of the 1917 and 1920 San Francisquito Power Plants 1 and 2, and is tied to the design for many of the early distributing stations including Distributing Station No. 2 and No. 15. While the Municipal Art Commission and Roehrig were responsible for guiding the aesthetic values, character and design of the facilities and infrastructure developed by the Bureau of Power and Light. However, research did not reveal that Frederick Roehrig either designed or oversaw design of the District Yard, nor did research identify any review of this design by the Municipal Art Commission. There are no building permits and other available archival sources that specify any individual architect or builder as responsible for the design of the District Yard No. 2. Other than a general reference to the Department of Water and Power, Bureau of Power and Light, no mention of an architect or builder was found. However, judging from the design of the existing improvements including their scale, proportion, quality of design, construction and stylistic features, the District Yard No. 2 is aesthetically distinguishable from the more typical utilitarian work and storage area of the time, and it is visually apparent that the District Yard No. 2 followed certain design guidelines.

Roehrig authored an article in the November 1929 issue of *Architect and Engineer* to promote what was, by then, more than a decade of "industrial structures erected by the Department of Water and Power" for the "largest municipally owned electric utility in the United States." The article was as much about typology as about creation of an appropriate image for the city, to be designed with the same "pride …manifested...in churches, libraries, and other civic buildings." Roehrig noted that he and the Bureau's engineers worked to give the buildings "an architectural expression of dignity and repose in keeping with their function… at the same time being an aesthetic asset to the neighborhoods in which they stand" (Roehrig 1929: 75-79).

The basic approach employed in designing these buildings was that of monumentality with "simple lines, good proportions" and straightforward trabeated (post and lintel) construction with "square headed openings" (Roehrig 1929: 75-79). In general, they were to use reinforced concrete walls and floor slabs or steel frames enclosed in brickwork. The plans were to be rectangular with flat roofs to facilitate the entrance of line wires and to accommodate easy expansion or reconfiguring within the original structure. Any ornament was to use precast stone placed to accentuate constructive details and masses. The article was illustrated with the Trinity Street and Lincoln Boulevard distributing stations and the San Francisquito Power Plant Number 2.

History of the Project Area

Rancho Los Feliz

The land on which the Project area is located was once part of Rancho Los Feliz. José Vicente Feliz, a Spanish solider who accompanied Juan Bautista de Anza on his 1779 expedition of California, was among the first residents of El Pueblo de la Reina de Los Angeles. Feliz, served as the Comisionado of the Los Angeles Pueblo and oversaw the town's administration on behalf of the governor. Feliz was rewarded for his service by the Spanish Government and was granted 6,647 acres of land, known as Refugio de Los Feliz, commonly known as Rancho Los Feliz. Juan Feliz, one of the sons of José inherited the rancho in 1813. In 1840, Maria Ygnacia Feliz inherited the rancho after the death of her husband (Chavez-Garcia, 2004). On the rancho Maria Feliz had more than "two hundred head of cattle, as well as a number of horses, houses, and corrals" (Chavez-Garcia, 2004). Maria divided the rancho among her daughters, who inherited the land after their mother's death in 1861. The daughters failed to make improvements on the land and sold it for a mere $1.00 an acre to Don Antonio Franco Coronel, who later became the first Los Angeles County Assessor and Mayor of Los Angeles (Los Angeles Department of Planning Recommendation Report, 2008). The land was eventually divided and sold, with 4,071 acres of the rancho sold to Colonel Griffith J. Griffith in 1882 (Gonzalez and Anderson, 2013). The Project area was eventually purchased by Angelina *Schoenhofen* Lachmann and Frank Lachmann. Frank was a large dry goods dealer in Detroit and moved to Los Angeles for his health (*Los Angeles Herald*, May 1, 1888.) (The Lachmanns appear numerous times in the *Los Angeles Herald* real estate transfer between 1887 and 1888 selling parcels of land throughout the city.)

Dayton Heights Tract

The Project area is located on Block A, parcels 4 through 12, and 15 through 19 of the Dayton Heights Tract (**Figure 4**). The Project area acquired its current configuration through incremental land purchases made between 1925 and 1958.

Dayton Heights Tract is one of the earlier suburban subdivisions in Los Angeles. Charles E. Day, a prominent citizen in Los Angeles and real estate dealer, purchased the land from Angelina and Frank Lachmann for $11,000 on November 3, 1887 (*Los Angeles* Times, November 3, 1887) and immediately subdivided it. At the age of 30, Charles Day came to Los Angeles as a musician, and became a leader in his profession, opening the Southern California Music Company, and later dealing in real estate (*Los Angeles Herald*, November 7, 1902). According to early *Los Angeles Herald* "real estate transfers," blocks were being transferred as early as February 2, 1888. The earliest account indicates a transfer between Charles E. Day and Kate L. Day to Charles C. Haskin

for Block Y, for a price of $5,850. A few weeks after, Charles E. Day sold block O to M.W. Connor, Mrs. Clara Hollingsworth, and O. Charles Gale for $8,800 (*Los Angeles Herald*, February 26, 1988).

The first available map that depicts the initial development of Block A is a 1919 Sanborn Fire Insurance Map (**Figure 5**). The 1919 maps show that Lots 19 (630 North Commonwealth Avenue), 18 (626 North Commonwealth Avenue), 17 (622 North Commonwealth Avenue), 16 (618 North Commonwealth Avenue), 15 (614 North Commonwealth Avenue), 12 (603 North Hoover Street), 6 (633 North Hoover Street), 4 (643 North Hoover Street) were already developed with single-family residences. Building permits indicate that the first development of the Project area was on Lot 18 (626 Commonwealth Avenue) in 1913 by Blanch Smith who erected a one-story, six-room single-family residence.

In 1921, the *Baist's Real Estate Atlas of Surveys of Los Angeles* (**Figure 6**) was released and shows further development of Block A, including Lots 11 (604 North Hoover Street), 8 (623 North Hoover Street), and 5 (637 North Hoover Street). The Baist Survey also indicates that Lot 12 was subdivided and a small structure had been built behind the single family residence. A 1923 aerial shows that there was little development on the parcels between 1921 and 1923; however, by 1928 the Project area had dramatically changed.

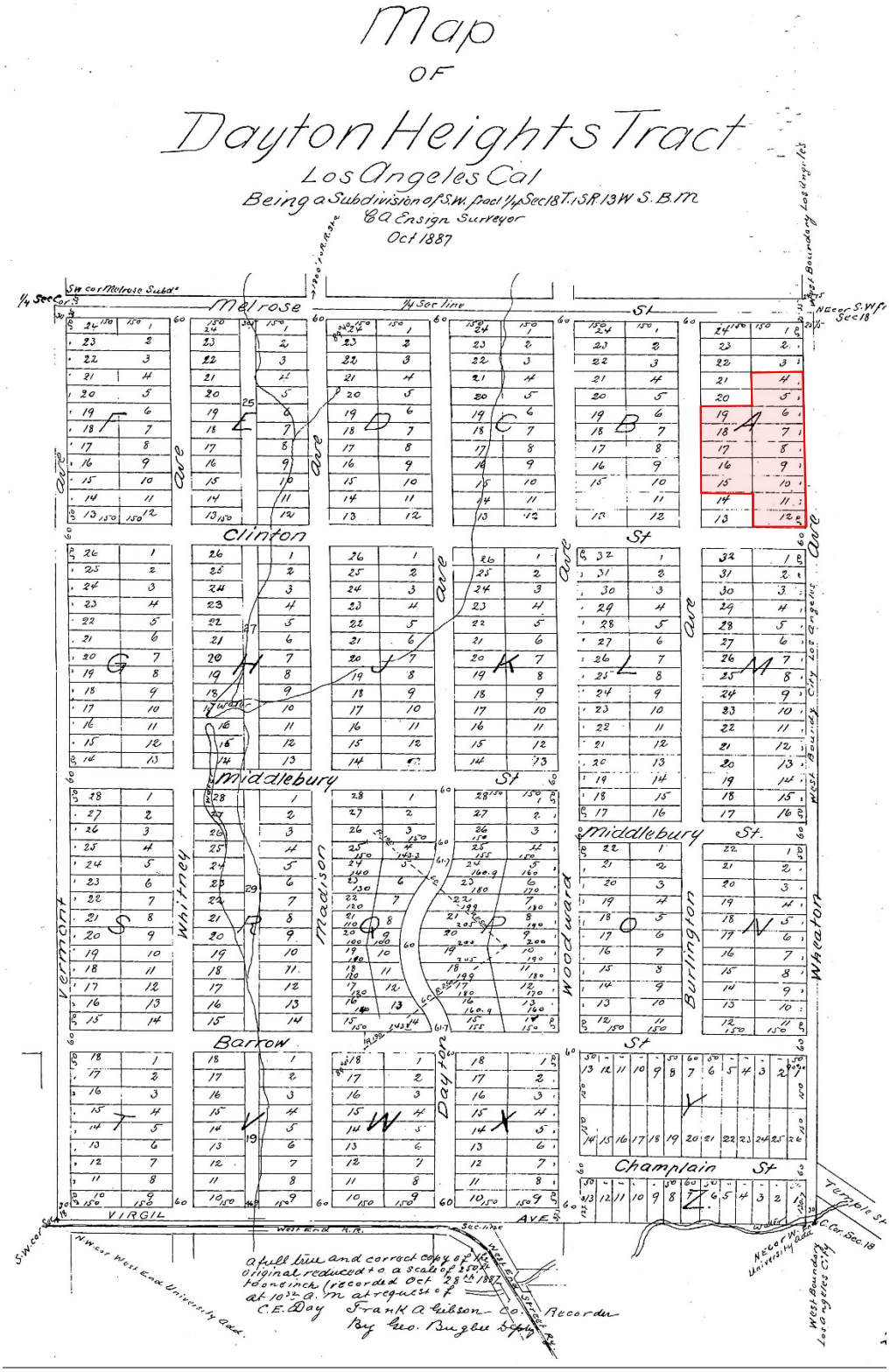
In 1925, the Bureau of Power and Light (now LADWP) purchased Lots 8 through 12, for the location of a warehouse on the rear or western side of the Lots and an office (Troublemen's Headquarters) at the front or eastern side of the Lots along Hoover Street (LADBS, 1925; EDR, 1928). These buildings would serve as office, maintenance, storage, and warehouse facilities for the Bureau of Power and Light. Presented below is a Lot-by-Lot history compiled from historic maps, aerials, and building permits.

Lot 4 (643 North Hoover)

In 1919, a single-family residence and ancillary building were present on Lot 4 (Sanborn, 1919). Two years later, a building permit was issued to John Williams Harrison and Annie Harrison for a screen porch addition to the four-room residence (LADBS, 1921). In 1945, the residence suffered fire damage and a building permit was issued to J.W. Williams to make repairs to the residence (LABDS, 1945). Four years later in November of 1949, a relocation building permit was issued to Felicitas Gonzales to move the residence to 13521 Vaughn Street (LABDS, 1949). This Lot presently contains the Storage Area built between 1994 and 2002.

Lot 5 (637 North Hoover)

The first development on Lot 5 (a residence) is depicted in the 1921 Baist Real Estate Survey map, but by 1938 the residence had been demolished or relocated (Baist 1921; EDR, 1938). In 1939, the Bureau of Power and Light erected the Office and Tool Room Building on the Lot (LABDS, 1939). This Lot presently contains Building C (1939), Truck Shed North (built between 1983 and 1989), and Meter Truck Shed (1939).



Hoover Street District Yard 160626.01

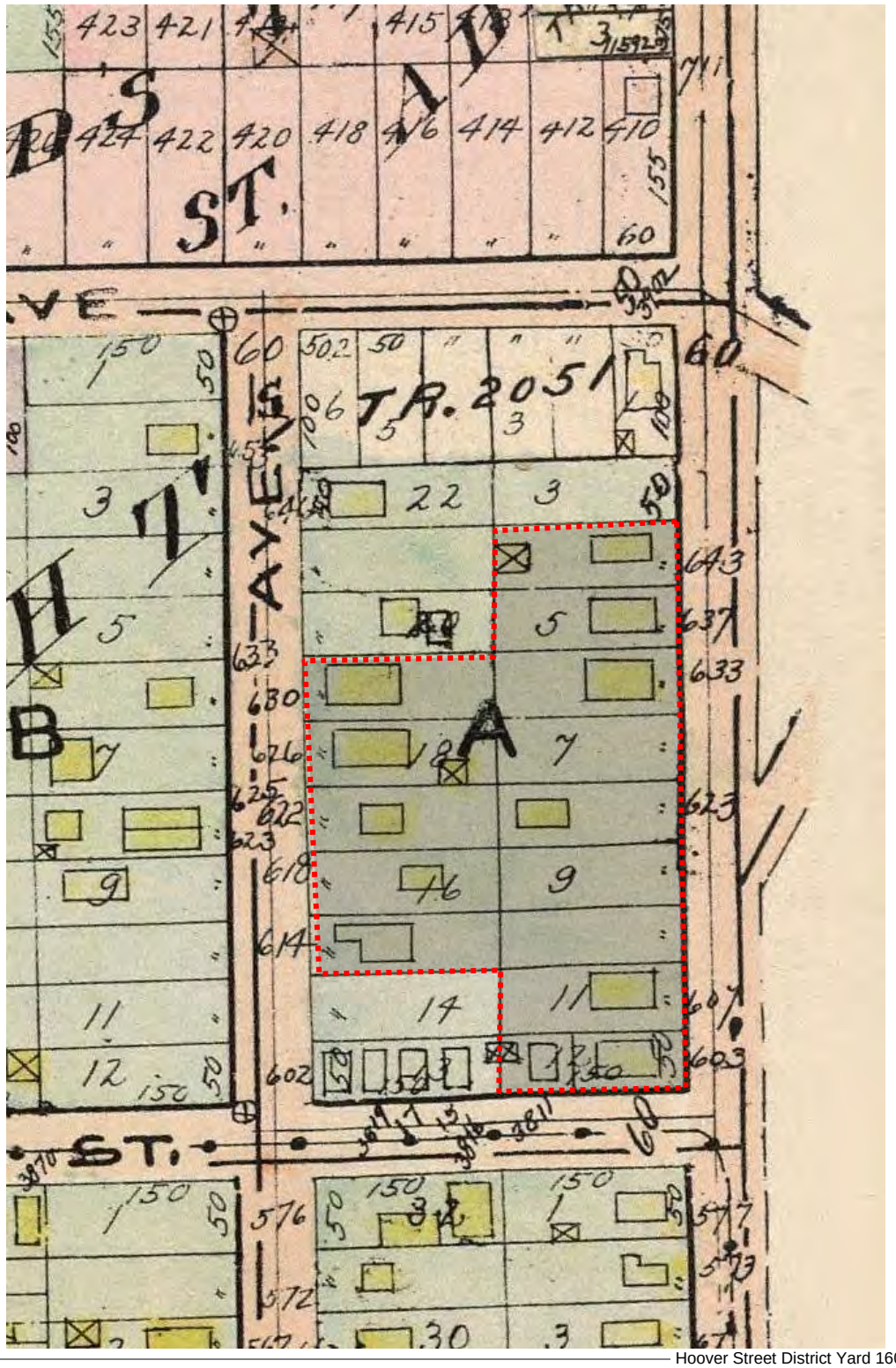
SOURCE: Los Angeles County Assessor

Figure 4
Tract Map, Dayton Heights Subdivision, 1887

CONFIDENTIAL – NOT FOR PUBLIC DISTRIBUTION

Street District Yard 160626.01
SOURCE: Los Angeles County Assessor

Figure 5
Sanborn Map, Volumes 9 and 11, Sheets 993, 994, and 1135, 1919



Hoover Street District Yard 160626.01

SOURCE: David Rumsey Map Collection

Figure 6
Baist's Real Estate Atlas of Surveys of Los Angeles, Plat 35, 1921

Lot 5 (637 North Hoover)

The first development on Lot 5 (a residence) is depicted in the 1921 Baist Real Estate Survey map, but by 1938 the residence had been demolished or relocated (Baist 1921; EDR, 1938). In 1939, the Bureau of Power and Light erected the Office and Tool Room Building on the Lot (LABDS, 1939). This Lot presently contains Building C (1939), Truck Shed North (built between 1983 and 1989), and Meter Truck Shed (1939).

Lot 6 (633 North Hoover)

From 1919 to 1938 a single dwelling occupied Lot 6, until the Lot was acquired by the Bureau of Power and Light in 1939. That same year, a demolition permit was issued to the Bureau of Power and Light and the residence was demolished and the Office and Tool Room Building was erected (Sanborn, 1919; EDR, 1938; and LABDS, 1939). The Lot presently remains improved with the Office and Tool Room Building.

Lot 8 (623 North Hoover)

On the 1921 Baist Real Estate Survey map, a single dwelling is located on the Lot, but by 1925 the residence was removed for the Bureau of Power and Light warehouse and office (Buildings A and B), (Sanborn, 1919; Baist, 1921; and LADBS, 1925).

Lots 7, 9 and 10

From a review of Sanborn maps, aerials, and other historic maps, it does not appear that Lots 7, 9, or 10 were improved until 1925 when the Bureau of Power and Light constructed Warehouse and Office and Fleet Maintenance Building.

Lot 11 (607 North Hoover)

The 1921 Baist Real Estate Survey map indicates that the first improvement on Lot 11 was a structure located on the eastern section of the Lot. A small structure was constructed two years later on the southeast corner of the Lot (Baist, 1921; EDR, 1923). No building permits prior to 1925 were available for this address, the year in which permits were issued to the Bureau of Power and Light for Warehouse and the Troublemen's Headquarters (LABDS, 1925).

Lot 12 (603 North Hoover)

Situated on the corner of North Hoover Street and Clinton Street, the first indication of a building on Lot 12 was in 1919, located at the eastern side of the parcel along Hoover Street (Sanborn, 1919). By 1923, the Lot was shown as subdivided and a secondary dwelling had been constructed on the remaining western portion of the Lot (EDR, 1923). Building permits prior to 1925 were unavailable for this address, the year in which permits were issued to the Bureau of Power and Light for Warehouse and the Troublemen's Headquarters (LABDS, 1925).

Lot 15 (614 North Commonwealth)

In 1919, a single-family residence with a garage at the northeast corner was present on the Lot (Sanborn, 1919). In 1925, J.S. Wilde was issued a permit to add a kitchen and bathroom to the residence (LADBS, 1925). By 1957, the garage and secondary dwelling were removed (Sanborn, 1957). The single-family residence was demolished in 1958 (LABDS, 1958). This Lot currently serves as part of the storage yard and a parking lot.

Lot 16 (618 North Commonwealth)

In 1919, the Lot was occupied by a small dwelling with an attached unknown building at the rear of the parcel (Sanborn, 1919). On November 29, 1921, two permits were issued to owner August Erikson to erect a 34-foot by 50-foot by 18-foot two-family residence (duplex) with eight rooms and a private garage (LADBS, 1921). Several days later a permit was issued for 618 ½ North Commonwealth, to move a house to the Lot and construct a new foundation and sewer line for the bathroom (LABDS, 1921). In 1954, Myrtle McMaster, owner of 618 ½ North Commonwealth, was issued a permit to reroof the house and make alterations to the existing 18-foot by 30-foot dwelling (LADBS, 1954). In 1957, the garage and additional dwelling located at the rear of the property were removed, and by 1959 the residence was removed (Sanborn, 1959). This Lot currently serves as part of the storage yard and a parking lot.

Lot 17 (622 North Commonwealth)

In 1919, a single-family residence was located on the Lot with a smaller secondary building on the northeast corner (Sanborn, 1919). In late November and early December of 1924, owner Chase O'Neil hired contractor C.A. Schrwind to carry out several improvement projects on the Lot. The first permit was issued to erect a garage on the Lot, an additional permit issued on December 2 was to build a screen porch addition to the residence, and a few days later on December 11, a permit was issued to add cornice, siding, steps, casement windows, and new casings around windows and doors to the five-room, 29-foot by 24-foot dwelling (LABDS, 1924). By 1950, the same residence was still present, the secondary building had been removed, and a new garage had been constructed on the southeast corner. By 1957, the two improvements on the Lot (residence and garage) were removed and the Lot was empty (Sanborn, 1957). This Lot currently serves as part of the storage yard and a parking lot.

Lot 18 (626/628 North Commonwealth)

A single-family dwelling was erected on the property in 1913 by owner Blanche Smith; two years later fire damaged the residence and additional repair work was performed on the house (LABDS, 1913; 1915). In 1928, a building permit was issued to owner Albert M. Bardwell to enlarge the residence and make alterations, including: enlarging the present sleeping room; changing partitions; and adding a lavatory basin, three new closets, new windows and floors, and one room (LABDS, 1928). In 1936, Mr. Birdwell was issued a permit to add one bedroom, and change multiple partitions in the present residence (LABDS, 1936). By 1950, the dwelling had been improved with an attached dwelling (most likely an apartment), and an ancillary structure on the southeast corner. The garage that was present in 1919 had been removed (Sanborn, 1950). In 1957, the ancillary structure was removed, and in 1958 the single-family residence with rear

attached apartment was demolished (Sanborn, 1957; LABDS, 1958). This Lot currently serves as part of the storage yard and a parking lot.

Lot 19 (630 North Commonwealth)

A small dwelling and ancillary building were located on the Lot in 1919 (Sanborn, 1919). In 1945, three permits were issued to owner Bessie B. Croswell to erect two new 20-foot by 12-foot by10-foot stucco residences from the "Pac. Pre Fab Housing Co." (Pacific Ready Cut Homes), to be located behind the main residence along the north perimeter of the Lot. The third permit was issued to construct a garage (LABDS, 1945). In 1947, Bessie Croswell added an additional two garages, adjoining the existing 1945 garage. A few months later she made additional improvements to the main residence and installed a bathroom with toilet, sink, and shower (LADBS, 1947). Between 1956 and 1957 all three dwellings were removed, with only the ancillary building remaining (Sanborn, 1956; 1957). By 1959, LADWP had purchased the Lot and improved it with truck parking (Sanborn, 1959). This Lot currently serves as part of the storage yard and parking Lot.

Hoover Street District Yard

The Hoover Street District Yard, known at the time of construction as District Yard No. 2 was built in 1925 by the Bureau of Power and Light on Lots 7 through 14 of Block A within the Dayton Heights Tract. On June 29, 1925, the Bureau of Power and Light was issued a building permit to construct a warehouse (Warehouse) on Lots 7 through 12 of the Dayton Heights Tract. The Warehouse utilized reinforced concrete construction and was designed with elements of the Spanish Mission and Utilitarian Industrial styles. A month later, an additional building permit was issued to construct a Troublemen's Headquarters (site of Office and Fleet Maintenance Building) for the Bureau of Power and Light. This building mimicked the style of the warehouse and used post and lintel construction, cladded in stucco. The yard was enclosed with a brick wall clad in stucco. The construction of these two buildings and wall created the new District Yard No. 2 (**Figures 7-10**). A report from 1926, states:

> District No. 2 Headquarters, at Clinton and Hoover Streets…is the most modern, up-to-date and complete district headquarters and warehouse in the system, the ware house being of rereinforced concrete, two stories high and 300 feet long. It is well lighted, well equipped and laid out for the most economic handling of materials. The District Foreman's office (Troublemen's Headquarters), is a separate unit in the same yard designed to fit in and become a part of the headquarters group (The Intake 1926: 21-22).

Hoover Street District Yard Demolition Project/160626.01.

SOURCE: Water and Power Museum

Figure 7
District Yard Construction, 1926

Hoover Street District Yard Demolition Project/160626.01.

SOURCE: Water and Power Museum

Figure 8
Construction of original brick fence, 1926

Hoover Street District Yard Demolition Project/160626.01.

SOURCE: LAPL

Figure 9
District Yard with the Warehouse and Troublemen's Headquarters, c.1926-1927, view northwest

Hoover Street District Yard Demolition Project/160626.01.

SOURCE: Water and Power Museum

Figure 10
District Yard with the Warehouse and Troublemen's Headquarters, c.1926-1927, view southeast

A year later, the Bureau of Power and Light expanded their presence in the area and built Distributing Station No. 15 on Lots 13 and 14 to the west of the Warehouse (adjacent to Project area) (**Figure 11**).

Hoover Street District Yard Demolition Project/160626.01.

SOURCE: Water and Power Museum

Figure 11
Construction of Distributing Station No. 15, 1926

The Bureau of Power and Light expanded District Yard No. 2, acquiring Lots 5 and 6 along North Hoover Street, and constructed the Office and Tool Room Building (Office and Tool Room Building) on the west side of North Hoover Street in 1939. During the 1950s, District Yard No. 2 expanded yet again. These improvements, completed between 1953 and 1959, included fleet truck storage, a fleet maintenance shop, an office and fleet maintenance building, storage facilities, and parking for the fleet vehicles and employees. During this era, a building permit was issued for the demolition of the warehouse (Warehouse), but it was never demolished. Building permits were not available for the Truck Shed North. **Table 1** provides a summary of the history of the Hoover Street District Yard.

TABLE 1
HISTORY OF HOOVER STREET DISTRICT YARD

Year	Owner/Occupant	Event	Source	Notes
1925	Bureau of Power and Light	Construction of Warehouse (Warehouse)	LABDS	Warehouse and Maintenance area for the Bureau of Power and Light
1925	Bureau of Power and Light	Construction of the Troublemen's Headquarters (site of Office and Fleet Maintenance Building)	LABDS	Office for the Bureau of Power and Light
1939	Bureau of Power and Light	Acquisition of Lots 5-6	EDR, LABDS	Demo permit for residence on Lot 6
1939	Bureau of Power and Light	Construction of Office and Tool Room Building (Office and Tool Room Building)	LABDS	Used later for communications, now closed because of Hazardous materials
1939	Bureau of Power and Light	Construction of Meter Truck Shed attached to Office and Tool Room Building	LABDS	Retaining wall constructed behind Meter Truck Shed
1949	Felicitas Gonzalez	Relocation of 643 North Hoover Street to 13521 Vaughn Street	LABDS	Lot 4 (acquisition of land by LADWP)
1947-1952	LADWP	Several alterations to Warehouse	LABDS	See Building Permit Table
1953	LADWP	Construction of Truck Shed South (Truck Shed South)	LABDS	
1954	LADWP	Construction of Fleet Maintenance Shop (Fleet Maintenance Shop)	LABDS	
1954	LADWP	Major alterations to Troublemen's Headquarters (site of Office and Fleet Maintenance Building)	LABDS	"Remove 5'6" x 11'6" canopy and 2'4" pipe column from north end of garage and headquarters building. Move 3'2" x 7' door and transom from north wall of building to west wall of building, to replace window. Close off with 2" x 4" wood studs, lathe and plaster. Window and door openings in north wall of building. Add 5 louvre vents to east wall of building."
1957	LADWP	Demolition permit for Warehouse (Warehouse)	LABDS	Issued, but never demolished
1957	LADWP	Construction of yard enclosure wall	LABDS	Lots 15, 16, 17, 18, & 19 of Block A
1958	LADWP	Construction of Office and Fleet Maintenance Building (Office and Fleet Maintenance Building) (Demolition of the Troublemen's Warehouse)	LABDS	No demolition permit available for original Troublemen's Headquarter building. New Bldg: 116' x 35'4", 2 stories, height: 28' 10", ($135,000)
1958	LADWP	Demolition of residences on Lots 15-19	LABDS	
1959	LADWP	Truck Parking and Storage Yard created along Commonwealth Avenue	Sanborn Map, 1959	

Year	Owner/Occupant	Event	Source	Notes
1983-1989	LADWP	Construction of Truck Shed North (Truck Shed North)	EDR, 1983; 1989	No building permit available
1990	LADWP	Backfill fuel tank holes	LABDS	Located on Lots 13-20 and 4-12
1996	LADWP	Damage to wall along Clinton and Hoover Streets	LABDS	
1998	LADWP	Installation of Storage Building	LABDS	
2008	LADWP	New pad foundation and installation of a Healy Clean Air separation Tank	LABDS	North of Fleet Maintenance Shop

Regulatory Framework

Numerous laws and regulations require federal, state, and local agencies to consider the effects a project may have on cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

Federal

National Historic Preservation Act

The principal federal law addressing historic properties is the National Historic Preservation Act (NHPA), as amended (54 United States Code of Laws [USC] 300101 et seq.), and its implementing regulations (36 CFR Part 800). Section 106 requires a federal agency with jurisdiction over a proposed federal action (referred to as an "undertaking" under the NHPA) to take into account the effects of the undertaking on historic properties, and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

The term "historic properties" refers to "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register" (36 CFR Part 800.16(*l*)(1)). The implementing regulations (36 CFR Part 800) describe the process for identifying and evaluating historic properties, for assessing the potential adverse effects of federal undertakings on historic properties, and seeking to develop measures to avoid, minimize, or mitigate adverse effects. The Section 106 process does not require the preservation of historic properties; instead, it is a procedural requirement mandating that federal agencies take into account effects to historic properties from an undertaking prior to approval.

The steps of the Section 106 process are accomplished through consultation with the State Historic Preservation Officer (SHPO), federally-recognized Indian tribes, local governments, and other interested parties. The goal of consultation is to identify potentially affected historic properties, assess effects to such properties, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties. The agency also must provide an opportunity for public involvement (36 CFR 800.1(a)). Consultation with Indian tribes regarding issues related to Section 106 and other authorities (such as NEPA and Executive Order No. 13007) must recognize

the government-to-government relationship between the Federal government and Indian tribes, as set forth in Executive Order 13175, 65 FR 87249 (Nov. 9, 2000), and Presidential Memorandum of Nov. 5, 2009.

National Register of Historic Places

The National Register was established by the NHPA of 1966, as "an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR 60.2) (U.S. Department of the Interior, 2002). The National Register recognizes a broad range of cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. As noted above, a resource that is listed in or eligible for listing in the National Register is considered "historic property" under Section 106 of the NHPA.

To be eligible for listing in the National Register, a property must be significant in American history, architecture, archaeology, engineering, or culture. Properties of potential significance must meet one or more of the following four established criteria:

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

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

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

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

In addition to meeting one or more of the criteria of significance, a property must have integrity. Integrity is defined as "the ability of a property to convey its significance" (U.S. Department of the Interior, 2002). The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Ordinarily religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the Criteria Considerations (A-G), in addition to meeting at least one of the four significance criteria and possessing integrity (U.S. Department of the Interior, 2002).

State

California Environmental Quality Act

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

The *CEQA Guidelines* (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the *CEQA Guidelines* apply. If an archaeological site does not meet the criteria for a historical resource contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in Section 21083.2 of CEQA a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If

preservation in place is not feasible, mitigation measures shall be required. The *CEQA Guidelines* note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (*CEQA Guidelines* Section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (*CEQA Guidelines* Section 15064.5(b)(1)). According to *CEQA Guidelines* Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

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

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

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

In general, a project that complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards) (Weeks and Grimer, 1995) is considered to have mitigated its impacts to historical resources to a less-than-significant level (*CEQA Guidelines* Section 15064.5(b)(3)).

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

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

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.

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

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

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

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

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the California Native American Heritage Commission (NAHC) within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple

burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

Assembly Bill 52 and Related Public Resources Code Sections

Assembly Bill (AB) 52 was approved by California State Governor Edmund Gerry "Jerry" Brown, Jr. on November 25, 2014. The act amended California PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 was to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on November 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and

after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Local

City of Los Angeles General Plan

The Conservation Element of the City of Los Angeles General Plan (originally adopted 1996, re-adopted 2001) states as its objective, to "protect the City's archaeological and paleontological resources for historical, cultural, research, and/or educational purposes" by continuing "to identify and protect significant archaeological and paleontological resources known to exist or that are identified during land development, demolition, or property modification activities."

In addition, the City will:

> *continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities…The City's environmental guidelines require the applicant to secure services of a bona fide archaeologist to monitor excavations or other subsurface activities associated with a development project in which all or a portion is deemed to be of archaeological significance. Discovery of archaeological materials may temporarily halt the project until the site has been assessed, potential impacts evaluated and, if deemed appropriate, the resources protected, documented and/or removed (City of Los Angeles, 2001, II-4).*

In addition to the National Register and the California Register, three additional types of historic designations may apply at a local level:

1. Historic-Cultural Monument
2. Designation by the Community Redevelopment Agency as being of cultural or historical significance within a designated redevelopment area

3. Classification by the City Council as an Historic Preservation Overlay Zone

City of Los Angeles Cultural Heritage Ordinance

The City of Los Angeles Cultural Heritage Ordinance No. 185472 (Section 22.171 of Article 1, Chapter 9, Division 22 of the Los Angeles Administrative Code as amended) states that a proposed Historic-Cultural Monument may be designated by the City Council upon recommendation of the Commission if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;

2. Is associated with the lives of historic personages important to national, state, city, or local history; or

3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

In addition, the Los Angeles Municipal Code (LAMC) Article 1, Chapter IX Section 91.106.4.5 states that the Building Department "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset."

Los Angeles Historic Preservation Overlay Zone

City of Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance No. 184903, contained in Section 12.20.3 of the Los Angeles Municipal Code (LAMC), includes procedures for establishment of an HPOZ, adoption of a Preservation Plan, and the review of projects. The Ordinance was amended by the Los Angeles City Council and became effective on June 17, 2017 (City of Los Angeles Office of Historic Resources, August 10, 2017). As stated in the Ordinance, an HPOZ is an area of the City which is designated as "containing buildings, structures, Landscaping, Natural Features or lots having Historic, architectural, Cultural or aesthetic significance." Before an HPOZ may move into the formal adoption process, an historic resources survey of the proposed district must be completed. The survey studies the historic and architectural significance of the neighborhood and identifies structures and features as either "contributing" or "non-contributing" to the district. A contributing structure is a building that was constructed during the predominant period of development in the neighborhood and that has retained most of its historic features. A non-contributing structure is one that was either constructed after the major period of the neighborhood's development, or has been so significantly altered that it no longer conveys its historic character (City of Los Angeles Office of Historic Resources, August 10, 2017).

According to Section 12.20.3 of the City of Los Angeles Municipal Code, features designated as contributing shall meet one or more of the following criteria:

- 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; or
- Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
- 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 (City of Los Angeles Office of Historic Resources, August 10, 2017).

SurveyLA

SurveyLA is a citywide survey that identified and documented significant historic resources representing important themes in the City's history. The survey and resource evaluations are completed by consultant teams under contract to the City of Los Angeles and the supervision of the Office of Historic Resources (OHR). The program is managed by the OHR, which maintains a website for SurveyLA (SurveyLA, 2012). The field surveys cover the period from approximately 1850 to 1980 and include individual resources such as buildings, structures, objects, natural features and cultural landscapes as well as areas and districts (archaeological resources will be included in a future survey phase). Significant resources reflect important themes in the City's growth and development in various areas including architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, entertainment, and others. Field surveys were completed in three phases by Community Plan Area between 2010 and 2017. All tools and methods developed for SurveyLA meet state and federal professional standards for survey work.

Los Angeles' citywide Historic Context Statement (HCS) is designed for use by SurveyLA field surveyors and by all agencies, organizations, and professionals completing historic resources surveys in the City of Los Angeles. The context statement is organized using the Multiple Property Documentation (MPD) format developed by the National Park Service (NPS) for use in nominating properties related by theme to the National Register. This format provides a consistent framework for evaluating historic resources. It has been adapted for local use to evaluate the eligibility of properties for city, state, and federal designation programs and to facilitate environmental review processes (LACity.org, 2016). The HCS uses Eligibility Standards to identify the character defining, associative features, and integrity aspects a property should retain to be a significant example of a type within a defined theme. Eligibility Standards also indicate the general geographic location, area of significance, applicable criteria, and period of significance associated with that type. These Eligibility Standards are guidelines based on knowledge of known significant examples of property types; properties do not need to meet all of them in order to be eligible. Moreover, there are many variables to consider in assessing integrity depending on why a resource is significant.

Archival Research

SCCIC Records Search

A records search for the Project was conducted on May 24, 2017 at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search included a review of all recorded archaeological resources and previous studies within the Project area, as well as a ½-mile radius around the Project area. The records search also include a review of historic architectural resources within or adjacent to the Project area.

Previous Cultural Resources Investigations

The records search results indicate that 16 cultural resources studies have been conducted within a ½-mile radius of the Project area (**Table 2**). Approximately 10 percent of the ½-mile records search radius has been included in previous cultural resources surveys. None of the 16 previous studies overlap the Project.

TABLE 2
PREVIOUS CULTURAL RESOURCES INVESTIGATIONS WITHIN ½ MILE OF PROJECT

Author	SCCIC # (LA-	Title	Year
Anonymous	8020	*Technical Report: Cultural Resources Los Angeles Rail Rapid Transit Project "Metro Rail" Core Study*	1987
Billat, Lorna	7997	*FCC Form 621 (section 106) Submittal Beverly Blvd/rs-la-0220b, Los Angeles City and County, California*	2006
Bonner, Wayne	11943	*Cultural Resource Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11566A (Beverly Storage) 3636 Beverly Boulevard, Los Angeles, Los Angeles County, California*	2012
Bonner, Wayne and Kathleen Crawford	12145	*Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00197A (SM197 Vermont Building) 800 North Vermont Avenue, Los Angeles, Los Angeles County, California*	2012
Duke, Curt	5349	*Cultural Resource Assessment for AT&T Fixed Wireless Services Facility Number La_057_a, County of Los Angeles, California*	2001
Duke, Curt	7061	*Cultural Resource Assessment for AT&T Fixed Wireless Services Facility Number La_057_a, County of Los Angeles, California*	2001
Duke, Curt and Judith Marvin	7062	*Cultural Resource Assessment Cingular Wireless Facility No. Sm 197-01 Los Angeles County, California*	2002
Feldman, J and A. Hope	7430	*Caltrans Historic Bridges Inventory Update: Concrete Box Girder Bridges*	2004
Greenwood, Roberta	7562	*Additional Information for Dseis, Core Study Alignments 1, 2, 3, 4, and 5*	1987
Gust, Sherri and Heather Puckett	8251	*Los Angeles Metro Red Line Project, Segments 2 and 3 Archaeological Resources Impact Mitigation Program Final Report of Findings*	2004
Hatheway, Roger G. and Kevin J.Peter	7566	*Technical Report Dseis, Core Study Alignments 1, 2, 3, 4, and 5*	1987
Maki, Mary K.	7381	*Phase 1 Archaeological Investigation of 0.34 Acre Gateways Sro Housing Project 444-450 North Hoover Street Los Angeles City & County, California*	2004

Author	SCCIC # (LA-	Title	Year
O'Neil, Stephen	11680	*Phase I Archaeological Survey for the Proposed Vermont Avenue/Highway 101 (Hollywood Freeway) Bridge Widening Project, City of Los Angeles, Los Angeles County, California*	2010
Stewart, Noah M.	10149	*Finding of no adverse effect: US 101 from Alameda Street Underpass to Barham Boulevard Overcrossing*	2009
Unknown	7565	*Technical Report Archaeology Los Angeles Rail Rapid Transit Project "Metro Rail" Core Study, Candidate Alignments 1 to 5*	1987
Wlodarski, Robert J.	7771	*A Phase 1 Archaeological Study for the Proposed Regency at Robinson Affordable Housing Development Project Located at 3201-3221 W. Temple Street City of Los Angeles, County of Los Angeles, California*	2006

Previously Recorded Cultural Resources

The records search results indicate that no archaeological resources have been previously recorded within the Project area or the ½ -mile records search radius, and no historic architectural resources have been previously recorded within or adjacent to the Project area.

SurveyLA

A review of the SurveyLA database indicates that two previous studies have been conducted in the vicinity of the Project (**Table 3**).

TABLE 3
PREVIOUS SURVEYLA STUDIES IN THE PROJECT AREA VICINITY

Author	Title	Year
GPA Consulting	*Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area*	2014
Architectural Resources Group	*Historic Resources Survey Report: Wilshire Community Plan Area*	2015

The SurveyLA database indicates that no historic architectural resources have been previously recorded within the Project area itself and that nine historic architectural resources have been previously documented within the vicinity of the Project (**Table 4**). Of these nine resources, only one (Distributing Station No. 15), is located adjacent to (approximately 20 feet south) of the Project area at 604 North Commonwealth Avenue. No historic architectural resources have been previously recorded within the Project area itself.

TABLE 4
SURVEYLA PREVIOUSLY RECORDED RESOURCES WITHIN THE VICINITY OF THE PROJECT AREA

Address	Description	Date Recorded	Eligibility
604 North Commonwealth Avenue	Distributing Station No. 15, built in 1926 in the Neoclassical Institutional Style	2015	3S;3CS;5S3
606 North Madison Avenue	Dayton Heights School, built in 1932, in the Tudor Revival style	2015	3CS;5S3
628 North Virgil Avenue	Virgil Court built in 1923 in the Spanish Colonial Revival style	2015	3S;3CS;5S3
564 North Virgil Avenue	Multi-family residence, built in 1912 in the Vernacular style	2015	3CA;5S3
4014 Melrose Avenue	Melrose Avenue Grace Church, built in 1910 in the Craftsman style	2015	3S;3CS;5S3
505 North Commonwealth Avenue	Single family residence built in 1906 in the Victorian, Vernacular Cottage style	2015	3S;3CS;5S3
632-342 Maltman Avenue	Bungalow Court built in the 1920s in the Tudor Revival style (district)	2014	3S;3CS;5S3
3547-3553 London Street	London Street Bungalow Court, built in the 1920s in the Spanish Colonial Revival and Bungalow styles	2014	3S;3CS;5S3

3S = appears eligible for NR as an individual property through survey evaluation
3CS = appears eligible for CR as an individual property through survey evaluation
5S2 = individual property that is eligible for local listing or designation
5S3 = appears to be individually eligible for local listing or designation through survey evaluation

Distributing Station No. 15

Distributing Station No. 15 was constructed in 1926 in the Neoclassical Institutional architectural style. Distributing stations are used to transfer power from a transmission station to a distribution system for a service area. Permanent stations, such as this one, were two-stories, with "34.5-kV equipment on the second floor and the transformer banks and 4.8-vk equipment on the first" (Water and Power, 2017).

SurveyLA identified Distributing Station No. 15 as an "excellent example of a pre-World War II Department of Water and Power distributing station in the Wilshire area; reflective of the area's expanding population and increased demand for municipal services. According to the SurveyLA guidance, the character-defining features of this property type include the following:

Character Defining / Associative Features:

- Retains most of the essential character defining features from the period of significance
- Of an architectural style typical of the 1902-1980 period
    - Is also significant under themes within the Architecture and Engineering context
- Reflects significant trends in community planning relating to the expansion of publicly-owned utilities
    - Associated with the physical growth of the city during the 1902-1980 period

• May be designed by noted architects
• Characterized by a flat roof, with few or no windows
• Constructed of brick, concrete, or stone veneer
• Signage may be prominent
• May include significant landscaping

In their evaluation of Distributing Station No. 15, SurveyLA concluded that "[it] retains distinctive features of the property type and embodies design and building standards common to LADWP buildings constructed at the time" (ARG, 2015). Furthermore, it was identified as an "excellent example of Neoclassical Institutional architecture in the Wilshire area" and given CHRS status codes of 3S; 3CS; and 5S3 under criteria national, State, and local criteria for history and architecture (A/1/1 and C/3/3)(ARG, 2015).[4]

Sacred Lands File Search

The NAHC maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on June 6, 2017 to request a search of the SLF. The NAHC responded to the request in a letter dated June 7, 2017. The results of the SLF search conducted by the NAHC indicate that Native American cultural resources are not known to be located within the Project area (**Appendix B**).

Additional Research

Additional research included a review of online newspaper databases and photo collections, census data, city directories, and historical society archives. The results of this research have been incorporated into the *Historic Setting* section of this report. A review of historic maps, aerial photographs, and building permits was also conducted, and the results of this research are provided in the following section.

Historic Maps, Aerials, and Photograph Review

Historic maps, aerials, and photographs were examined to provide historical information about land uses and construction history of the Project area and to contribute to an assessment of the Project area's archaeological sensitivity. Summary of the historic maps and aerials assessed are summarized in **Table 5** below:

TABLE 5
HISTORIC MAPS AND AERIAL PHOTOGRAPHS

Year	Type	Description
1894	Topographic	Los Angeles, 15-minute quadrangles
1896	Topographic	Santa Monica, 15-minute quadrangles
1898	Topographic	Santa Monica, 15-minute quadrangles

[4] 3S: appears eligible for NR as an individual property through survey evaluation; 3CS appears eligible for CR as an individual property through survey evaluation; and 5S3 appears to be individually eligible for local listing or designation through survey evaluation.

Year	Type	Description
1900	Topographic	Los Angeles, 15-minute quadrangles
1902	Topographic	Santa Monica, 15-minute quadrangles
1919	Sanborn	Volume 9, sheets 993 and 994; volume 11, sheet 1135
1920	Topographic	Santa Monica, 15-minute quadrangles
1921	Topographic	Santa Monica, 15-minute quadrangles
1921	Baist	Baist Real Estate Map
1923	Aerial	FAIR, 1”=500’
1928	Aerial	USGS, 1”=500’
1928	Topographic	Los Angeles, 7.5-minute quadrangles; Glendale, 7.5-minute quadrangles
1938	Aerial	USDA, 1”=500’
1948	Aerial	USGS, 1”=500’
1950	Sanborn	Volume 9, sheets 993 and 994; volume 11, sheet 1135
1952	Aerial	USGS, 1”=500’
1953	Sanborn	Volume 11, sheet 1135
1953	Topographic	Hollywood, 7.5-minute quadrangles
1955	Sanborn	Volume 9, sheets 993 and 994
1956	Sanborn	Volume 9, sheets 993 and 994
1957	Sanborn	Volume 9, sheets 993 and 994; volume 11, sheet 1135
1959	Sanborn	Volume 9, sheets 993 and 994
1960	Sanborn	Volume 9, sheets 993 and 994; volume 11, sheet 1135
1961	Sanborn	Volume 9, sheets 993 and 994; volume 11, sheet 1135
1964	Aerial	USGS, 1”=500’
1966	Topographic	Hollywood, 7.5-minute quadrangles
1966	Sanborn	Volume 9, sheets 993 and 994; volume 11, sheet 1135
1968	Sanborn	Volume 9, sheets 993, 994, and 996; volume 11, sheet 1135
1969	Sanborn	Volume 9, sheets 993 and 994; volume 11, sheet 1135
1970	Aerial	EDR Proprietary Brewster Pacific, 1”=500’
1972	Topographic	Hollywood, 7.5-minute quadrangles
1970	Sanborn	Volume 9, sheets 993 and 994; volume 11, sheet 1135
1977	Aerial	EDR Proprietary Brewster Pacific, 1”=500’
1981	Topographic	Hollywood, 7.5-minute quadrangles
1983	Aerial	EDR Proprietary Brewster Pacific, 1”=500’
1989	Aerial	USDA, 1”=500’
1991	Topographic	Hollywood, 7.5-minute quadrangles
1994	Aerial	USGS/NAIP, 1”=500’
2002	Aerial	USGS/NAIP, 1”=500’
2005	Aerial	USGS/NAIP, 1”=500’
2009	Aerial	USGS/NAIP, 1”=500’

Year	Type	Description
2010	Aerial	USGS/NAIP, 1"=500'
2012	Aerial	USGS/NAIP, 1"=500'
2012	Topographic	Hollywood, 7.5-minute quadrangles

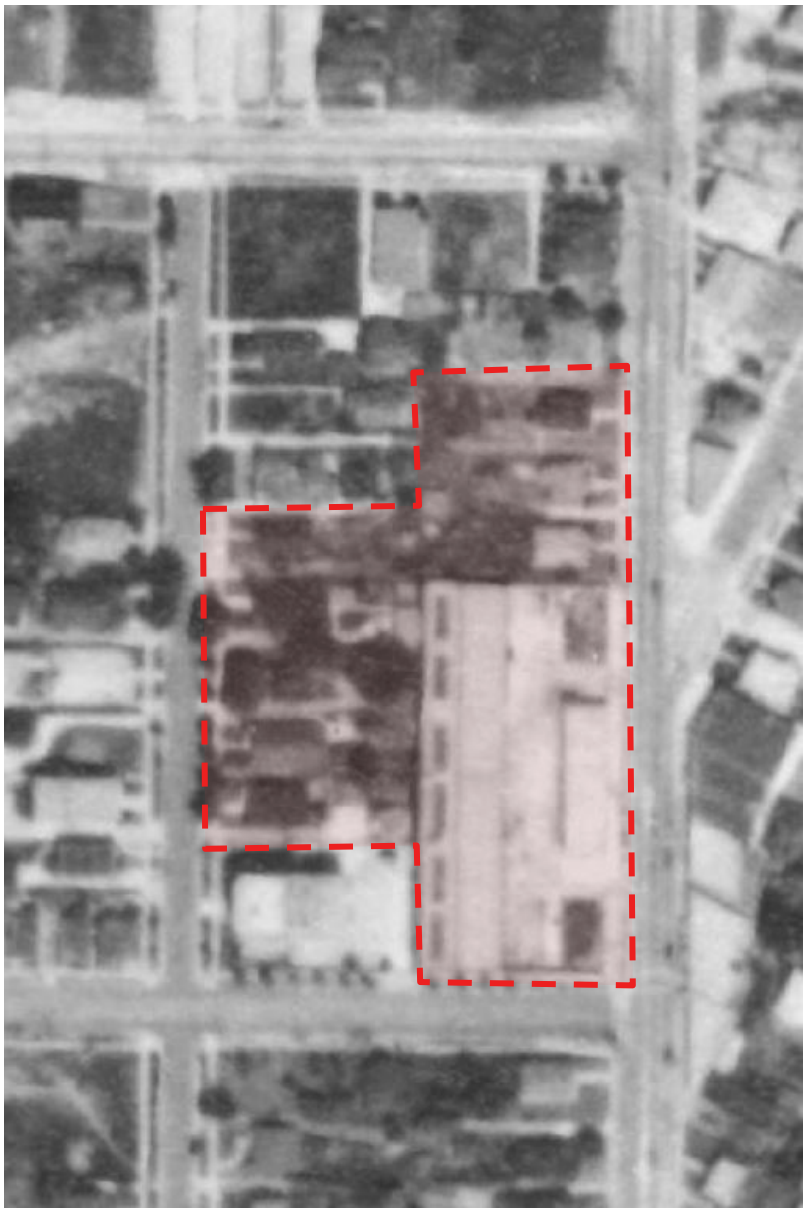
The available historic maps and aerial photographs indicate that the Project vicinity was largely undeveloped in the few remaining years of the 19th century, except for one structure located in the Project area shown on the 1894 topographic map. By 1919, the Sanborn map clearly illustrates the growth and development of the area, with a grid system in place and the land subdivided. In the Project area in 1919 there were a total of nine dwellings with auxiliary buildings and a total of eleven dwellings on the block (Lots 4-6, 8, 11-12, 15-19). In 1923, aerial imagery of the area shows development to the southeast encroaching towards the Project vicinity (**Figure 12**). Five years later, much of the open space captured in the 1923 aerial is developed, leaving very few parcels undeveloped including the Project area, which then featured LADWP's Distributing Station No. 15 and two buildings (Warehouse and the Troublemen's Headquarters) within the District Yard No. 2, and five dwellings along North Commonwealth Avenue (**Figure 13**). Between 1938 and 1948, LADWP expanded the District Yard No. 2 north, removing three residences along North Hoover Street, and building two additional buildings and a parking Lot. In a 1955 Sanborn, LADWP had added an additional building (Truck Shed South) on the corner of North Hoover and Clinton Streets (**Figure 14**). By 1956, an additional area had been developed along North Hoover Street for oil, washing, and greasing (Sanborn, 1956). One year later, the residences at 630 and 622 Commonwealth Avenue had all been removed (Sanborn, 1957). By 1959, LADWP had expanded the District Yard No. 2 along Commonwealth Avenue, and the three remaining dwellings at 626, 616, and 614 had been removed or demolished to make way for truck parking (**Figure 15**). Few changes were made to buildings between 1959 and 1983. In 1983 the Truck Shed North was constructed on the west elevation of the Meter Truck Shed (EDR, 1983) (**Figure 16**). Between 1994 and 1992 a storage facility was added to Lot 4, directly north of the Truck Shed North. (Aerial, 2002). Today, the Project area remains in the same configuration as 2002.

In addition to the historic map and aerial review, historic photographs collected from LADWP's archives were also reviewed (**Appendix C**). These photographs depict construction activities associated with the District Yard No. 2's initial phase of construction when the Warehouse and the Troublemen's Headquarters were built in 1925. The photographs show a significant degree of ground disturbance associated with the initial construction of the District Yard No. 2 as indicated by excavators and tractors excavating and grading the southeastern portion of the Project area. In some of the photos the excavations appear to reach depths of approximately 10 feet or more beneath street level for the construction of Warehouse. In sum, the photographs depict that the initial phase of construction for the District Yard No. 2 in the 1920s involved a sufficient degree of ground disturbance including excavations up to approximately 10 feet deep in some areas.

Hoover Street District Yard Demolition Project/160626.01.

SOURCE: EDR, 2017

Figure 12
1923 Aerial Photograph



Hoover Street District Yard Demolition Project/160626.01

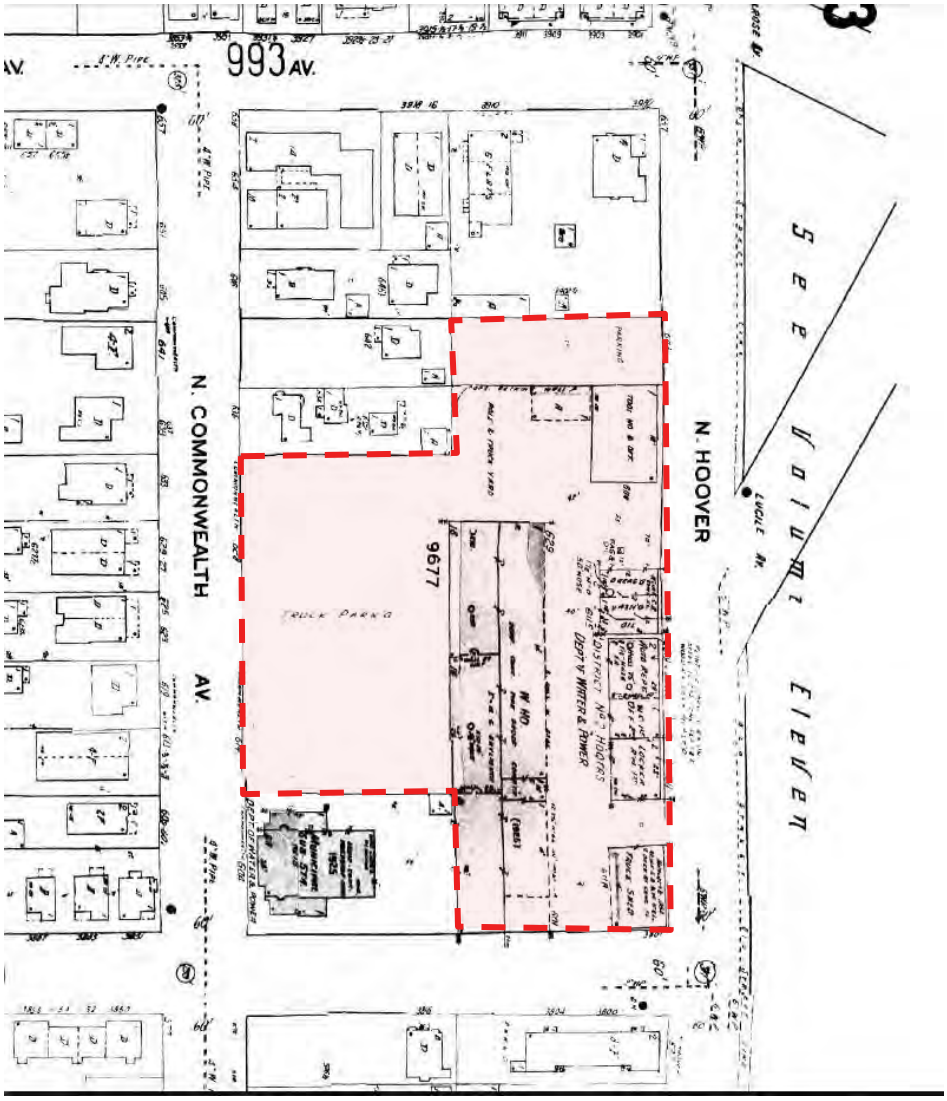
SOURCE: EDR, 2017

Figure 13
1928 Aerial Photograph

Hoover Street District Yard Demolition Project/160626.01160626.01

SOURCE: EDR, 2017

Figure 14
1950 Sanborn Map



Hoover Street District Yard Demolition Project/160626.01

SOURCE: EDR, 2017

Figure 15
1959 Sanborn Map

Hoover Street District Yard Demolition Project/160626.01.

SOURCE: EDR, 2017

Figure 16
1983 Aerial Photograph

Building Permits

Building permits obtained from the City of Los Angeles Department of Building and Safety (LADBS) provide a history of ownership and construction within the Project area since 1913 (**Table 6**). The earliest permit on file at the City dated to 1913 and referenced erection of a one-story residence on Lot 18 of the Project area, part of the current parking Lot and storage area. Original building permits documenting current improvements to the site (District Yard) were available beginning in June of 1925 for the erection of the Warehouse.

TABLE 6
CITY OF LOS ANGELES DEPARTMENT AND SAFETY BUILDING PERMITS

Address	Lots	Issued	Permit#	Owner	Architect/ Engineer/ Contractor	Valuation	Description	Building/Status
Building Permits for Previous Structures Located within the Project Area								
626 North Commonwealth Avenue	18	09/04/1913	11550	Blanche Smith	James S. Bohaman (architect/contractor)	$2100	Erect a one story, 26' x 50' x 14' single family residence with six rooms with concrete foundation.	Non-existent
630 North Commonwealth Avenue	19	09/10/1914	18089	William Turner	Emmett Smith (architect/contractor)	$1,000	Erection of a 24' x 30' x 14' single-family residence with five rooms. Roof: shingle; foundation: concrete; chimney: brick	Non-existent
614 North Commonwealth Avenue	15	03/13/19115	3901	Mrs. R. Mauff	F.I. Aroenkauf		2 gas outlets	Non-existent
614 North Commonwealth Avenue	15	04/13/1914	7879	Mrs. R. Mauff	None	$150	"To make addition 10 x 26' in rear of present building one-story one bedroom and screen porch."	Non-existent
626 N. Commonwealth Avenue	18	09/27/1915	13126	E.V. Smith	B. Flarnell	$750	"Replace roof, plaster, ___ all fire damage to be replaced as before fire"	Non-existent
643 North Hoover Street	4	04/27/1921	LA9204	John Williams and Annie Harrison	J.P. Silverwood	$250.00	1-story wood frame house, with four rooms, 24' x 30'. New addition, screen porch with siding, 6x9', concrete foundation, shingle roof, one-story	Relocated

Address	Lots	Issued	Permit#	Owner	Architect/ Engineer/ Contractor	Valuation	Description	Building/Status
618 North Commonwealth Avenue	16	11/29/1921	33560	August Erickson	R.M. Churdler (architect), O.S. Floren (contractor)	$5,600	Erection of a 34 x 50 x 18' two-family residence (duplex) with 8 rooms. Concrete foundation, shingle roof	Non-existent
618 North Commonwealth Avenue	16	11/29/1921	33561	August Erickson	R.M. Churdler (architect), O.S. Floren (contractor)	$5,600	Erection of a private garage 16' x 16' x 12'' concrete foundation and shingle roof	Non-existent
618 ½ North Commonwealth Avenue	16	11/30/1921	33828	August Erickson			"Foundation sewer 2 bathroom ___ 2 windows. House moved to block and of same cal."	Non-existent
622 North Commonwealth Avenue	17	11/26/1924	47368	C. O'Neil	C.A. Schrwind	$250	Erect a new garage, 24' x 20' x 10'	Non-existent
622 North Commonwealth	17	12/2/1924	48067	Chase O'Neil	C.A. Schrwind	$200	"An addition of screen porch, 18' x 10', no windows covered and none required."	Non-existent
622 North Commonwealth	17	12/11/1924	49291	Chase O'Neil	C.A. Schrwind	$200	"Cornice and siding and steps. ___ on casement windows. In ___ of old dbl. hung windows. News casing on windows and doors."	Non-existent
614 North Commonwealth Ave	15	2/20/1925	6391	J.S. Wilde	Owner	$500	"Add. Kitchen and bath" 6' x 10 ' one story	Non-existent
626 North Commonwealth Avenue	18	10/04/1928	27715	Albert M. Bardwell		$550	"Enlarging present sleeping room, change certain partitions, lavatory basin, 3-new closets, new windows and floors, addition of one room." New addition 10' x 12', concrete foundation. Note: residence and garage present on Lot.	Non-existent
626-628 North Commonwealth Avenue	18	12/01/1936	34077	Albert M. Bardwell	J.A. Foat (contractor)	$800	"Add on one new bedroom (12x14'), add to present den, put in partition in large bedroom making den and kitchen, partition in present screen porch and closed in screen porch"	Non-existent

Address	Lots	Issued	Permit#	Owner	Architect/ Engineer/ Contractor	Valuation	Description	Building/Status
643 No. Hoover Street	4	04/23/1945	05496	J.W. Harrison	D.S. M---	$600	“Repair fire damage”	Relocated
630 N. Commonwealth	19	10/29/1945	16814	Bessie B. Croswell	Pac. Pre Fab Housing Co.	$700	Erection of a new 20’ x 12’ x 10’, one-story stucco residence. (additional residence behind main residence)	Non-existent
630 N. Commonwealth	19	10/29/1945	16815	Bessie B. Croswell	Pac. Pre Fab Housing Co.	$700	Erection of a new 20’ x 12’ x 10’, one-story stucco residence. (additional residence behind main residence)	Non-existent
630 N. Commonwealth	19	10/29/1945	16815	Bessie B. Croswell	Owner	$500	Erection of a dwelling and garage, 20’ x 18’x 10’	Non-existent
630 N. Commonwealth Avenue	19	03/21/1947	07715	Bessie B. Croswell	Michael Dale	$600	“Build a two car garage joining present garage, so there will be 3 garages on Lot.”	Non-existent
630 N. Commonwealth Avenue	19	08/081947	20296	Mrs. Bessie Creswell			Certificate of Occupancy, residence on Lot	Non-existent
630 N. Commonwealth Avenue	19	08/13/1947	7715	Mrs. Bessie Creswell			Certificate of Occupancy, garage and residence on Lot	Non-existent
643 No. Hoover Street	4	11/01/1949	26328	Falicitas Gonzales C/o. Kogon Co.	Owner	$400	Foundation and changes as required by Dept. of Bldg. and Safety. Propose to put 2x4 studs, 16” O.C. Bearing Walls. Relocation of Building to 13521 Vaughn Street.	Relocated
622 North Commonwealth Avenue	17	09/18/1951	16764	Mr. Herman Fraier	Powerly Termite Control	None listed	Installation of concrete foundation	Non-existent

Address	Lots	Issued	Permit#	Owner	Architect/ Engineer/ Contractor	Valuation	Description	Building/Status
618 ½ North Commonwealth Avenue	16	10/19/1954	0851	Myrtle McMaster	Owner (contractor)	$880	"Reroof house, repair and replace wall board in bedroom and porch, repair windows and paint." Note: secondary dwelling on Lot 16 near back of Lot, 18' x 30' wood exterior walls and framework.	Non-existent
628 N. Commonwealth Avenue	19	11/03/1954	72500	Mrs. Grace Bardowell	Jeusett In(?)	$53	"Remove siding and expose infested ____, head same & replace siding"	Non-existent
Building Permits for District Yard No. 2								
611 North Hoover Street	7-12	06/29/1925	LA22754	Bureau of Power and Light	Bureau of Power and Light	$100,000	Construction of a warehouse, 66' x 300' x 39', stories, Concrete foundation, exterior and interior walls, concrete floors, and concrete roof	Warehouse/ Warehouse
611 North Hoover Street	7-11	07/25/1925	25675	Bureau of Power and Light	Bureau of Power and Light	$15,000	"Purpose of new building: Troublemen's Headquarters; 6 rooms, one-story; 35' x 116' x 20'; concrete foundation, beams, walls, and piers; metal lath and cement plaster; composition roof and sheathing"	Replaced by Office and Fleet Maintenance Building
611 North Hoover Street	5-6	03/15/1939	LA9777	Bureau of Power and Light	V. Lankovsky (engineer)	$750.00	Foundation for the Truck shed	Meter Truck Shed
611 North Hoover Street	5-6	03/15/1939	LA9778	Bureau of Power and Light	V. Lankovsky (engineer)	$15,000	Demolition of residence, size of new building 48' x 70'6" x 20', one story; concrete foundation and floors; composition roof, stucco walls	Office and Tool House
611 North Hoover Street	5-6	03/15/1939	LA9779	Bureau of Power and Light	V. Lankovsky (engineer)	$3,800	Construction of retaining wall; 100 x 150' x 13'6", concrete foundation and wall	North retaining wall

Address	Lots	Issued	Permit#	Owner	Architect/ Engineer/ Contractor	Valuation	Description	Building/Status
611 North Hoover Street	5-6	03/15/1939	LA9780	Bureau of Power and Light	V. Lankovsky (engineer)	$4,000	Demolition of residence, construction of truck shed. Truck shed: concrete foundation, 26' x 42' x 14', 1-story, concrete walls, 2x4 rafters, composition roof	Meter Truck Shed
611 North Hoover Street	5-6	06/13/1939	23224	Bureau of Power and Light	V. Lankovsky (engineer)	$274	Alterations to office and tool house building, 48' x 70' x 18', 1 story high. "Substitute archrib truss for summerbell truss"	Office and Tool Room Building
611 N. Hoover Street	7-12	11/07/1947	LA33747	LADPW	W.A. Hamsucker (engineer)	$1,580	Building alteration, addition to existing concrete loading platform	Warehouse
611 N. Hoover St.	7-12	04/19/1948	33747	LADWP			"1-story type III, loading platform, 15'5" x 26'3" (certificate of occupancy)	Loading platform/Warehouse
611 N. Hoover St.	7-12	2/28/1952	25985	LADWP	F.C. Cain (engineer)	$3,910	"Construction of a reinforced concrete service pit and steel frame-metal partition enclosure, steel rolling door, under warehouse outside shed at district headquarters, service pit to be 3'6" wide x 4'8" deep x 24' long and recessed into existing conc. floor" (located in middle section/bay of warehouse)	Warehouse
611 N. Hoover St.	9-12	07/14/1952	LA39204	LADWP	Lube Hoist Service (contractor)	$3520	Hydraulic Hoist	North of Fleet Maintenance Shop
611 N. Hoover St.	4-12	08/15/1952	LA37665	LADWP	Kirill S. Fietinghoff	$3,100	"Remove concrete walls around existing grease trap and build a 3-compartment concrete grease trap" (southeast end of warehouse, was known as "truck wash room")	Warehouse
611 N. Hoover St.	9-12	09/17/1952	LA41465	LADPW	J. Barrou Hardy (engineer)	$100	Increase length of hoist pit (original permit #39204)	Hydraulic Hoist

Address	Lots	Issued	Permit#	Owner	Architect/ Engineer/ Contractor	Valuation	Description	Building/Status
611 N. Hoover St.	10-12	08/04/1953	LA66230	LADPW	F.C. Cain	$11,000	New automotive truck parking, 3 sides, 12" concrete block, 1 side open; 40' x 58' x 18'8", 1 story; roof type: built-up; concrete floor	Truck Shed South
611 N. Hoover St.	8-10	03/05/1954	LA81839	LADWP	Rossiter L. White (engineer)	$400.00	"Remove 5'6" x 11'6" canopy and 2'4" pipe column from north end of garage and headquarters building. Move 3'2" x 7' door and transom from north wall of building to west wall of building, to replace window. Close off with 2" x 4" wood studs, lathe and plaster. Window and door openings in north wall of building. Add 5 louvre vents to east wall of building."	Replaced by Office and Fleet Maintenance Building
611 N. Hoover St.		04/15/1954	LA66230	LADWP			1-story, type IV, 40' x 58' parking garage (certificate of occupancy)	Permit issued but does not appear to have been constructed
611 N. Hoover St.	16-17	07/12/1954	LA93575	LADWP	Rossiter L. White (engineer)	$30,000	New building will be 40' x 51' 6", 20' 9" height, exterior walls: concrete block, roofing: composition; Current buildings: "garage & headquarters," and "2 warehouses" "Automotive Service Building"	Fleet Maintenance Shop
611 N. Hoover St.	7-12	10/22/1954	LA60154	LADWP	F.C. Cain (engineer)	$1,600	"Addition of plaster to existing 2 tile walls, blocking in one door with plaster partition, replacement of one door with a fire door, install forced air instillation & uninstall 2 CO-2 fire extinguishers, 10 x 20 ___ liquid dispenser"	Replaced by Office and Fleet Maintenance Building

Address	Lots	Issued	Permit#	Owner	Architect/ Engineer/ Contractor	Valuation	Description	Building/Status
611 N. Hoover St.	5-6	05/04/1955	LA15012	LADWP	F.C. Cain (engineer)/Owner (contractor)	$3,500	Alter/Repair/ permit for 48’ x 70’ 6” x 20’, 1 story building, with wood and stucco cladding, add toilet room. (Present on site is meter truck shed, but not the north truck shed)	Office and Tool Room Building
611 N. Hoover St.	7-12	05/27/1955	98595	LADWP			“Alteration to convert portion of 1 Story, Type I, 66’ x 300’ Warehouse to a 10’ x 20’ Flammable Liquids Dispensing Room, Group F-1 Flammable Liquids, Maximum 800 gallons. Limited E-1 Occupancy	Warehouse
611 N. Hoover St.	6-8	12/15/1955	LA93575	LADWP			1 story, type III-B, 40’ x 51’ 6” auto service building (certificate of occupancy)	Fleet Maintenance Shop
611 N. Hoover St.	10	08/26/1957	LA80731	J. Henry Harris	Owner	$1,5000	Demolish per file X33529 – 66’ x 300’ x 25’, one-story warehouse (vacant)	Warehouse – issued, but never demolished
611 N. Hoover St.	15-19	06/18/1958	03946	LADWP	C.F. Lepisto (engineer)	$39,500	New wall will be 54’ x 8’ x 6’; exterior wall materials: concrete block and concrete;	Along west side of parking and storage area
611 N. Hoover St.	8-10	07/25/1958	70312	LADWP	F.C. Cain (engineer)	$135,000	New building will be 116’ x 35’ 4”, 2 stories, height: 28’ 10”, exterior walls: concrete block. Office and automotive repair building	Office and Fleet Maintenance Building
611 N. Hoover St.	15-19	07/29/1958	LA9780	LADWP	Ivan Bateman (engineer)/Holton Construction Co. Inc.	$200.00	Demolish 3 dwellings, Bldg. A, 20’ x 28’ x 12’ – no basement	Demo of house
611 N. Hoover St.	15-19	07/29/1958	LA7755	LADWP	Ivan Bateman, Holton Construction Company	$320.00	Demolish 3 dwellings, Bldg. B, 24’40’, wood exterior walls, paper wood roof	Demo of house

Address	Lots	Issued	Permit#	Owner	Architect/ Engineer/ Contractor	Valuation	Description	Building/Status
611 N. Hoover St.	15-19	07/29/1958	LA7754	LADWP	Ivan Bateman (engineer)/Holton Construction Co. Inc.	$360.00	Demolish dwelling, 2' x 54 ' Bldg. C, wood exterior walls, wood roof with paper roofing – no basement	Demo of house
611 N. Hoover St.	7-12	05/18/1959	32386	LADWP	C.F. Lepisto (engineer)	$2,500	Alterations to warehouse, "one wall – 27' long, 10' 6" metal studs, metal lath with stucco and plaster (exterior walls), concrete roof with composite" (Filling in one exterior bay and three interior bays on southeast end—new purpose: storage room)	Warehouse
611 No. Hoover St.	5-19	02/11/1960	LA53194	LADWP	R.L. White, Structural 850	$1,000	Storage bins, concrete block walls, 5'2" height	Along north wall of parking area
611 No. Hoover St.	4-12, 13-19	06/23/1965	LA98147	LADWP	F.C. Cain (contractor)	$550.00	Exterior concrete stairs, 4' x 10'9", ½ story, 5'8" height. (located at rear of building)	Warehouse
611 N. Hoover St.	5-19	02/03/1972	LA45941	LADWP	A.F. Tessen (engineer) /owner (contractor)	$7,000	Warehouse alteration: "reduce depth, cut 2 beams for high equipment loading and parking"	Warehouse
611 N. Hoover St.	5-19	03/28/1980	LA99880	LADWP	J.P. Mieding (engineer)/owner (contractor)	$30,000	Reduce depth of warehouse (Street Light Maint.), "cut 3. Conc. Beams-reduce depth from 5'6" to 4'4"" (First three bays towards the northeast)	Warehouse
611 N. Hoover St.	5-19	06/23/1987	LA83352	LADWP	Koso Nakatani (engineer)/ L.E. Dubal (designer)	$85,000	"Alteration of shower and restroom facilities"	Office and fleet maintenance building
611 N. Hoover St.	12	12/07/1987	LA68608	LADWP	Cloolhan Ogunbkyl (Designer)/Sander Eng, (Contractor)	$10,000	HVAC (2 rooftop units)	Office and fleet maintenance building (B)

Address	Lots	Issued	Permit#	Owner	Architect/ Engineer/ Contractor	Valuation	Description	Building/Status
611 N. Hoover St.	5-19	11/15/1988	LA18172	LADWP	Connie Mukai (engineer), L..E. Dubal (designer)	$50,000	"TI-non-bearing partitions—change use of existing auto repair to classroom," existing Office and Tool Room Building concrete walls, built-up roof, concrete floor	Office and fleet maintenance building (B)
611 N. Hoover St.	13-20 & 4-12	06/25/1990	LA58608	LADPW	Cal Science Eng. Inc. (Geologist)/ Arche Geotech (Soil engineer)/Cal Science Eng. (contractor)	N/A	Backfilling tank holes	Between Warehouse and Fleet Maintenance Shop
611 N. Hoover St.	12	04/10/1995	SP18870	LADWP	Safety Storage Inc./Weiti Engineering/A&P Construction	$20,000	23 Storage building, 25'6" x 11' 5 ½" x 8' 8", 240 square feet	Storage building
611 N. Hoover St.	4-19	04/10/1996	HO43805	LADWP	n/a	$35,000	"R&R.E.Q. Damage Block Wall, 38 LF Along, Clinton ST & 43 LF along Hoover St."	Yard wall near entrance gate and between Warehouse and Truck Shed South
611 N. Hoover St.	12	10/08/1998	VN43367	LADWP	Reycrest Roofing	$978.69	"23 Storage Building, 10 install 40 SQ Class Bur EQSO Req'd."	Storage Building
611 N. Hoover St.	12	9/11/2008	LA28926	LADPW	Lingnau, Bernhard Michael	$30,000	"A pad foundation will be poured and concrete block wall built for installation of a Healy Clean Air separation tank"	North side of the Fleet Maintenance Shop

Subsurface Archaeological Sensitivity

A review of geologic maps was conducted to assess the potential for subsurface archaeological deposits within the Project area. A review of the Los Angeles 30 x 60-minute geologic map indicates the Puente Formation (Tpnz) is mapped at the surface within the Project (Yerkes and Campbell, 2005). This formation is comprised of siltstone dating to the early middle to late Miocene (13.7 to 5.5 million years ago) and is characterized by gray to light brown, thin-bedded silty clay shale deposited in a marine environment. Geotechnical testing within the vicinity of the Project area indicates the Puente Formation extends to a depth of at least 80 feet below the ground surface, which was the extent of the testing (Kleinfelder, 2018). This Puente Formation was deposited prior to prehistoric human occupation of the region and is, therefore, not conducive to the preservation of sub-surface prehistoric archaeological deposits.

The potential for subsurface historic-period archaeological deposits is variable within the Project area. Historic imagery suggests ground disturbance associated with the construction of the Warehouse and the Troublemen's Headquarters in the central and southwestern portions of the Project area extended to a depth of approximately 10 feet. Given this degree of previous disturbance, it is unlikely that intact sub-surface historic archaeological deposits would be present in these areas. The western and northern portions of the Project area are comprised of a series of sheds and a parking lot, respectively, and given the nature of these structures, are likely not to have been subject to the extensive depths of ground disturbance as the Warehouse and the Troublemen's Headquarters. Furthermore, historic maps, aerials, and photographs indicate residences were present within the Project area in the late 19th and early 20th centuries, prior to the construction of the District Yard #2, suggesting potential for privies, refuse deposits, and/or building/foundation remnants. If present, these archaeological deposits and/or features would be located in the northern and western portions of the Project area, outside of the construction footprint of the Warehouse and the Troublemen's Headquarters.

Cultural Resources Survey

A historic architectural resources survey of the Project area was conducted on June 27, 2017 by ESA staff Ashley Brown, M.A., and Stephanie Hodal, M.C.H. The survey was aimed at identifying historic architectural resources within the Project area or immediately adjacent to the Project. Existing on-site buildings and structures, as well as the immediate surroundings, were photographed. In addition, a windshield survey of the surrounding Project area was conducted in order to assess the potential for a historic district. All resources meeting the OHP's 45-year age threshold were recorded on California Department of Parks and Recreation (DPR) 523 forms (**Appendix D**). An archaeological resources survey of the Project area was not conducted since it is entirely developed with buildings and pavement and past development would have already destroyed any resources at surface.

One previously-unevaluated historic architectural resource was found to be located within the Project area consisting of District Yard No. 2. A resource description for District Yard No. 2 is provided below with an eligibility assessment provided in the later section entitled *Significance Evaluation*. One adjacent historical resource, Distributing Station No. 15, previously identified as

eligible by SurveyLA, is located adjacent to the south of the Project area. An updated resource description along with brief consideration of character-defining features and integrity is provided in the following *Resources Descriptions* section. No potential historic district was identified in the vicinity of the Project as a result of the survey.

Resource Descriptions

District Yard No. 2 (Within Project Area)

District Yard No. 2 occupies a large, generally rectangular site assembled from multiple contiguous parcels within Block A of the Dayton Heights Tract. The block and the Project area is oriented north-south with a noticeable slope rising from south to north. The southwest and the northeast corners of the area are irregular. The southwest corner, consisting of two parcels occupied by Distributing Station No. 15, cuts into the rectangular area while the northwest corner, consisting of four parcels, extends above the rectangular area. District Yard No. 2 is contained within a high concrete Wall at its northern, eastern and southeastern perimeter; some sections of the Wall are formed by building elevations that extend to the site boundary. A chain-link fence contains the western perimeter. Access into the site is available through two driveways off of Hoover Street, one toward the northern and one toward the southern ends of the site; an additional access driveway at the north end of the site along North Commonwealth Avenue is gated and inactive. The surrounding blocks are single and multi-family residential except for low-rise commercial shops across Hoover Boulevard to the east.

District Yard No. 2 is occupied by seven structures – all located on the eastern half along Hoover Street while the western side of District Yard No. 2 is used as a parking lot, pole training area, and outdoor storage. The seven structures include: Warehouse, Office and Fleet Maintenance Building, Office and Tool Room Building, Fleet Maintenance Shop, Truck Shed North, Meter Truck Shed, and Truck Shed South (see **Figure 2**). Architectural descriptions and construction histories for each of the seven structures and other associated features are provided below.

Warehouse

Construction History

The Warehouse was constructed in 1925 for $100,000 (LABDS, 1925). It measures 66 feet by 300 feet, and is 39 feet tall at its highest point. It consists of one ground floor and basement. The basement is partially exposed at the rear (west) elevation and the side (south) elevation as the lot slopes south. The foundation, exterior and interior walls, floors, and roof are constructed of concrete with post and beam construction (LABDS, 1925). At the time of its construction the Warehouse was outfitted with a large hydraulic elevator/lift that serviced the basement, which is still operable today. In 1947, there was an addition (15.5 feet by 26.3 feet to the existing concrete loading platform located within the covered truck bay area (addition) (LABDS, 1947; 1948). A reinforced concrete service pit and steel frame-metal partition enclosure with metal rolling door was added to the middle section of the truck bay in 1952 (addition) (LABDS, 1952). Later that year, concrete walls around the existing grease trap were removed and a new three-compartment concrete grease trap was constructed at the southeast end of Warehouse (alteration) (LABDS, 1952). In 1955, a building permit was issued to convert one of the rooms in the warehouse to a

flammable liquids dispensing room (alteration) (LABDS, 1955). In 1957, a building permit was issued for the demolition of Warehouse, but it was never completed. On the southeast end of Warehouse, one exterior truck shed bay was filled in to create a storage room, which included the addition of two steel-framed industrial windows and one steel frame-metal door (LABDS, 1959). In 1972, two beams of an exterior bay were cut to allow for high equipment loading and parking (LABDS, 1972), and in 1980 a building permit was issued to cut three concrete beams to reduce depth from 5 feet 6 inches to 4 feet 4 inches of the first three northeast bays (alteration). Other alterations and additions documented on the site visit include: the enclosure of a majority of the interior truck bays with plywood or chain-link fencing to provide secure active storage; addition of overhead lights to the truck bays (c. 1980s); alterations to the height of the exterior bays; reroofing of the front gable roof over the office; the addition of two industrial steel-framed windows and door to the infilled southeast exterior bay; and the addition of an air conditioner to the upper section of the original office window.

Architectural Description

The Warehouse was constructed in 1925 to serve as a warehouse and storage area for the Bureau of Power and Light and is located in the middle of District Yard No. 2. It bisects the yard's width and runs three-quarters of the yard's length from the southern boundary toward the north. The building is an example of utilitarian industrial poured-concrete construction with Spanish Mission style decoration (**Figure 17)**. It is designed as a long rectangular two-part mass: the west half of the building has a full basement and one floor above ground providing storage, supply, and repair functions for the yard; the east half of the building provides loading docks and covered truck bays for service vehicles; one bay has been enclosed for use as a small office (alteration). The primary features of the Warehouse are its massive concrete form – painted on the exterior and unfinished on the interior – and its parapet surrounding a flat composition sheet roof. The parapet is characterized by eight triangular pediments, each flanked by decorative Neoclassical Revival-style scrolls. One of the eight pediments has been modified. The pediments are located, one each, at the north and south ends of the storage, supply, and repair side of the building and the others are located transversely across the roof – two along the west elevation, two in the middle of the roof at the Wall between the warehouse and the loading docks, and two along the east elevation. The modified pediment is located toward the south side of the east elevation above the enclosed office bay; its triangular feature has been truncated and covered with a steeply pitched side-gable roof.

The storage/supply/repair side of the building to the west is divided into fourteen structural bays and is served by a large open hydraulic elevator located at the west center of the building. The interior of the structure can be closed off by full height fire doors at three locations along its length and by rolling metal doors at each of the 28 small individual bays opening onto the loading dock. It has a flat roof, with six equally spaced gable skylights (clear-corrugated chicken wire safety glass panels). Several have been screened with a corrugated fiberglass overlay.

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 17
View of the Primary (east) elevation of Warehouse (view facing southwest)

Primary Elevation (east)

The Warehouse's primary (east) elevation faces the façade of Office and Fleet Maintenance Building. The primary elevation consists of ten truck bays, two of which have been filled in to create a storage area (alteration) and an office (alteration). Several of the bay openings vary in height and width (alteration); they open to a loading dock with 28 small regular bays that give access to the warehouse. The truck bay openings are supported by squared concrete posts with Y-brackets. This elevation also has the small triangular pediment and the truncated pediment capped with a small side-gabled roof with asphalt shingles located over the warehouse's office. The office has steel-framed industrial windows consisting of 36-panes (**Figure 18**). The enclosed storage area at the end south bay has two sets of nine-pane steel-framed industrial windows and one steel door with six-lites (alteration and addition). The main entrance to Warehouse is accessed by a set of concrete stairs that run along the north side of the office and lead to an open bay that can be closed off by a metal gate. Many of the interior bays have been closed off and converted to storage areas (alteration) (**Figure 19)**.

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA 2017

Figure 18
Southern end of the Warehouse, east elevation, view south

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA 2017

Figure 19
Altered bays along primary elevation, view north

Side Elevation (north)

The side (north) elevation steps up from the truck bay section to the warehouse section and is unadorned. The parapet at the warehouse has a triangular pediment with Spanish Colonial Revival style decorative scroll elements (**Figure 20**).

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 20
View of the north elevation of Warehouse (view facing south)

Rear Elevation (west)

The Warehouse's rear (west) elevation is unadorned with two evenly spaced triangular pediments with Neoclassical decorative scroll elements along the roofline (**Figure 21**). Also located on this elevation is a concrete staircase added in 1965 (addition). The ground slopes towards the south, exposing part of the basement where there is a truck bay with a metal rolling door at the southwest corner. Close to the rear elevation is a storage container and a pole training area.

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 21
Overview of Warehouse's rear (west) elevation (view facing south)

Side Elevation (south)

The Warehouse's side (south) elevation is similar to the north elevation, however it has five steel-framed six-pane industrial windows, along with one long vertical window centrally located under the pediment (**Figure 22**). In addition, there are also three windows at the basement level. The elevation seamlessly joins the perimeter Wall enclosing this side of the yard.

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 22
South elevation of the warehouse, view north

Office and Fleet Maintenance Building

Construction History

The Office and Fleet Maintenance Building was constructed in 1958, replacing the original Troublemen's Headquarters that shared the same footprint. The new building was intended to be a combination of an office warehouse and a fleet maintenance building, and was designed by engineer F.C. Cain. A permit was issued on July 25, 1958 for the construction of the two-story concrete block building measuring 116 feet by 35 feet 4 inches and 28 feet 10 inches in height (LABDS, 1958). Recorded alterations and additions to the building include: alteration of shower and restroom facilities in 1987, and changing the use of existing auto repair to classrooms in 1988 (LABDS, 1987; 1988). Current conditions, alterations, and additions were documented during the survey: two rear windows were altered from original eight-lite metal-framed window to a four-lite framed casement window; half of a six-lite window on the rear elevation was altered and covered; a door was added to one of the fleet maintenance bays (west elevation); a door was removed and sliding window added to the west elevation; an aluminum canopy/shed was added to the west elevation; and new steps and ADA ramp for the entrance of the building was constructed (post 1990).

Architectural Description

The Office and Fleet Maintenance Building is located along Hoover Street, and faces inward toward the District Yard and Warehouse. It is a utilitarian Modern industrial building constructed in 1958. It is two-stories and has a long rectangular footprint, concrete foundation, concrete block walls, and a majority of the fenestration comprises steel-frame double-casement windows with groups of three long horizontal panes. The building was built to serve as a fleet maintenance area and offices for street light maintenance.

Primary Elevation (west)

The primary (west) elevation is arranged with a two-part massing, a higher section at the north – containing two fleet maintenance bays and offices - stepping down to a lower office section at the south. (**Figure 23**). The main entrance to the building has a shallow flat concrete canopy over the concrete stairs that lead to entrance of the building and the office, locker rooms and steps to the second story (**Figure 24**). To the right of the entrance is a concrete ramp with metal railings that connects to the stairs and provides additional access to the building (addition). Directly above the entrance is a single steel-frame casement window. To the right of the entrance are a set of two steel frame casement windows, with another set directly above on the second story. An additional entrance to the office is located on the southern end of the primary elevation and has a metal door with a concrete canopy and decorative support. To the left of the main entrance is an additional concrete canopy with decorative support. This canopy once covered two entrances; one entrance remains (steel door with one lite) and the other has been removed and a new metal sliding window has been installed (alteration). This elevation also has two large metal rolling doors that provide access to the two fleet maintenance bays, with an additional metal entrance door added to the northern bay (addition) (**Figures 25 and 26**). The second story of this elevation above the fleet maintenance doors has four steel-frame double casement windows. In addition, a small aluminum canopy and shelter have been placed to the left of the entrance for ice dispensing and three air conditioning units have been added to the southern end of the elevation (additions).

Side Elevation (north)

The side (north elevation) of the Office and Fleet Maintenance Building was built next to the existing south elevation of the Fleet Maintenance Shop in 1958 (**Figure 27**).

Rear (east) Elevation

The Office and Fleet Maintenance Building ’s rear (east) elevation is dominated by long horizontal groups of windows held within applied molding frames on each story (**Figure 28**). The fleet maintenance section of the rear comprises five windows, three are steel-frame double-casement windows with eight panes, the other two windows are steel-frame double casement windows with four panes (alteration) (**Figure 29**). Directly above the first story windows are five steel-frame double-casement windows with six panes. In addition, this section of the elevation has four vents near the foundation. The second section of this elevation, where the offices are located has six sets of steel-frame double-casement windows with six panes, the bottom right window has been altered, one vertical section of the window has been boarded up, and in addition the far left window’s two bottom panes have been boarded up (alterations).

Side (south) Elevation

The side (south) elevation is unadorned and has two steel-frame double-casement windows on each story (**Figure 30**). Between the two stories are two alarms. At the roofline of the building is one light fixture. No other architectural features are located on this elevation.

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 23

Overview of the Primary (west elevation) and north elevation (side) of Office and Fleet Maintenance Building, view northeast

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 24
Close-up view of office section of the Office and Fleet Maintenance Building (view facing southeast)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 25
Office and Fleet Maintenance Building's primary (west) elevation, facing southeast

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 26
Close-up view of fleet maintenance bays and assembly area of the Office and Fleet Maintenance Building (upper floor), view east

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 27
Overview of Office and Fleet Maintenance Building ’s north elevation, which is attached to Fleet Maintenance Shop ’s south elevation (view facing south)

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 28
Overview of Office and Fleet Maintenance Building ’s rear (east) elevation (view southwest)

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 29
Closer view of the fenestration along Office and Fleet Maintenance Building ’s rear elevation (east) elevation (view facing west)

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 30
Overview of Office and Fleet Maintenance Building 's south elevation (view facing northeast)

Office and Tool Room Building (Communications)

Construction History

The Office and Tool Room Building was built in 1939 and served as the Bureau of Power and Light Office and Tool Building, and later as the Communication Building. The original building permit stated that it would be a one-story building measuring 48 feet by 70 feet 6 inches and 20 feet in height, and it would have concrete foundation and floors, composition roof, and stucco walls. Three months after the first permit was issued, the building's engineer, V. Lankovsky, was issued an additional permit for alterations, which included a new size of 48 feet by 70 feet and 18 feet in height and a substitution of the archrib truss for summerbell truss system (LABDS, 1939). In 1955, a permit was issued to add toilets the building (LABDS, 1955). No additional permits have been issued for Office and Tool Room Building. During the site visit alterations and conditions were documented, that included: the addition of four air conditioners to the exterior walls of the building, replacement of window panes, damage or alteration to window framing, addition of security grills and screens, major cracking in the concrete walls, and the addition of awnings.

Architectural Description

The Office and Tool Room Building is located directly along Hoover Street near the main gate for the District Yard. Office and Tool Room Building is a utilitarian industrial building constructed in 1939 to serve as the Office and Tool Room Building, later known as the Communications Building. It is a one story 26 feet by 42feet and 14 feet high building with a rectangular footprint, concrete foundation and floors, painted exterior walls, and flat composition roof. The building's primary (south) elevation faces inward to the entry driveway and District Yard; a secondary entrance is located on the side (west) elevation. The majority of the windows

are covered by metal awnings and security grills. Many of the windows have been replaced or altered. The building is condemned due to hazardous materials and access to the interior was not available.

Primary Elevation (south)

Office and Tool Room Building's primary (south) elevation faces has three windows and the primary entrance to building. The door is not visible through the security grill and screen (**Figure 31**). The three windows are six-over-six double hung metal-sash windows, most of the windows have replaced panes or are broken (alteration). A small air conditioning unit has been placed between the two windows on the wall (addition). A small metal sign hanging from an iron bracket outside the door reads "Communications Section."

Side Elevation (east)

The side (east) elevation is located along Hoover Street (**Figure 32**). The east elevation has one twenty-lite metal casement window, four twelve-lite casement windows, and four eight-lite metal casement windows (**Figure 33**). The remaining four casement windows feature different types of glass including one with chicken wire safety glass. Also on this elevation are three in-wall air conditioner units (addition).

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 31
View of the primary (south) elevation of the Office and Tool Room Building (view facing northeast)

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 32
View of the side (east) elevation of the Office and Tool Room Building
(view facing southwest)

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 33
Close-up of side (east) elevation fenestration of the Office and Tool Room Building
(view facing north)

Side Elevation (west)

The Office and Tool Room Building's side (west) elevation contains a secondary entrance and three windows (**Figure 34**). The entrance has a small concrete step, a metal awning, and door covered with a security grill and screen (**Figure 35**). Three windows are located on this elevation, one of which is a twenty-lite metal casement window, and two of which are nine-lite metal casement windows (one has been altered to allow an air conditioner). Meter Truck Shed is attached to the north end of the west elevation.

Rear Elevation (north)

The Office and Tool Room Building's rear (north) elevation is unadorned and has no architectural characteristics (**Figure 36**).

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 34

View of the side (west) elevation of Office and Tool Room Building (view facing east)

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 35
Close-up view of the side (west) elevation of Office and Tool Room Building (view facing north)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 36
View of the side (north) elevation of Office and Tool Room Building (view facing south)

Fleet Maintenance Shop

Construction History

The Fleet Maintenance Shop was built in 1954, and measures 40 feet by 51feet 6 inches and 20 feet 9 inches in height. It was built with a concrete foundation, concrete block walls, and a composition roof (LABDS, 1954). The Fleet Maintenance Shop has undergone only a few alterations since its construction in 1954. These alterations were documented during the site visit and include: addition of exterior lights on the west and north elevations (c. 2000), addition of miscellaneous piping on the north and west elevations, and an addition of a concrete storage area attached to the north elevation.

Architectural Description

The Fleet Maintenance Shop is a utilitarian industrial building that was constructed in 1954 and is located along Hoover Street, and faces the interior of the District Yard and Warehouse. It is attached to Office and Fleet Maintenance Building and is an addition to the earlier building. The Fleet Maintenance Shop has a rectangular footprint, a concrete foundation, concrete block walls, and a flat composition roof. It has six-lite, steel-frame triple-casement windows with metal mullions. The building has two heights: (1) the first height encompasses the height of the bays and garage; (2) the second height that steps down approximately 5 feet is the location of an interior office. Entries to Fleet Maintenance Shop area located on the north, west, and south elevations.

Primary Elevation (west)

The Fleet Maintenance Shop's primary (west) elevation is utilitarian and has two roll-up metal truck bay doors, which lead to two independent bays (**Figure 37**). Two overhead lights are located above each of the truck bays (addition). There is a vertical metal ladder on the south side of the bay that leads the roof, and one window that has been altered to support an air conditioner (alteration).

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 37

View of the primary (west) elevation and side (north) elevation of the Fleet Maintenance Shop(view facing southeast)

Side Elevation (north)

The side (north) elevation has one metal door with one lite located near the northwest corner, and a window located close to Hoover Street (**Figure 38**). In addition, a small concrete wall, miscellaneous piping, and electrical equipment are located along this elevation (addition).

Side Elevation (south)

The Fleet Maintenance Shop's side (south) elevation is attached to the Office and Fleet Maintenance Building 's north elevation, which extends past Office and Fleet Maintenance Building 's primary elevation. The Office and Fleet Maintenance Building was constructed in 1958 and built next to the Fleet Maintenance Shop (built in 1954). This elevation has one metal door with one lite, which allows access to the small office located in Fleet Maintenance Shop's interior.

Rear Elevation (east)

Office and Tool Room Building rear (east) elevation is situated along Hoover Street, and has two sets of metal casement windows on the upper-half of the rear elevation (**Figure 39**). There are five vents towards the bottom of the rear elevation.

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 38
View of the side (north) elevation and secondary entrance of the Fleet Maintenance Shop (view facing southeast)

Hoover Street District Yard Demolition Project/160626.01

SOURCE : ESA, 2017

Figure 39

View of the rear (west) elevation of the Fleet Maintenance Shop (view to east)

Truck Shed North

Construction History

There are no building permits available for Truck Shed North; however, a review of Sanborn maps indicate that it was built between 1983 and 1989 (Sanborn 1970; EDR, 1983; 1989). Very few alterations were noticed during the site visit, except that the outer support posts have been replaced and bird roosting deterrents have been added to the interior beams.

Architectural Description

The Truck Shed North is a utilitarian structure built between 1983 and 1989 (**Figure 40**). It is located on the north perimeter of the District Yard on Lot 5. The rear (north) and side (west) elevations of the Truck Shed are built against the existing retaining wall (1939) and the east side of the Truck Shed at the roof connects to Meter Truck Shed Meter Truck Shed, built in 1939. The shed has a rectangular footprint, and contains four open bays on the south elevation (**Figure 41**). The bays are separated by two sets of squared wooden post, with one set towards the front of the shed, and the other set located in the middle of the shed, all of and which support the shed's roof.

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 40
View of the primary (south) elevation Truck Shed North(view facing northwest)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 41
Close-up of Truck Shed North 's truck bays, south elevation (view facing northeast)

Meter Truck Shed

Construction History

The Meter Truck Shed was constructed in 1939, and included the foundation for the truck shed and construction of the north concrete retaining wall. The building permit stated that the new Meter Truck Shed would measure 26 feet by 42 feet and 14 feet in height, have two-by-four rafters, and a composition roof (LABDS, 1939). Additions and alterations documented at the site visit include: addition of a chain-link fence along the west elevation and a new foundation.

Architectural Description

The Meter Truck Shed was constructed in 1939, and includes a rectangular footprint, concrete foundation, two by four steel rafters and a flat composition roof (LABDS, 1939) (**Figure 42**). This utilitarian structure originally provided a space for the meter trucks, but now is primarily used for storage (**Figure 43**). The Meter Truck Shed was built against the north retaining wall (1939) and abuts Office and Tool Room Building's west elevation (1939), originally leaving the west and south elevations open and exposed. Truck Shed North was connected to the roof of Meter Truck Shed between 1983 and 1989 to create a larger open shed, albeit with different structural systems. A chain-link fence with barbed wire has been added to the west and south elevations to fence in storage area.

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 42
Connection between Truck Shed North and Meter Truck Shed, south elevation (view northeast)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 43
Interior of Meter Truck Shed (view west)

Truck Shed South

Construction History

The Truck Shed South was built in 1953 to serve as new automotive truck parking. The new building was designed to have three sides consisting of 12" concrete block, with the west side open, and have a built-up concrete floor (LABDS, 1953). Alterations to Truck Shed South have been minimal and include the addition of interior and exterior overhead lights.

Architectural Description

The Truck Shed South was built in 1953 as a utilitarian structure located on the corner of Hoover Street and Clinton Street and serves as truck storage. The building has three 12" painted concrete block walls along the north, east, and south elevations, with the primary (west) elevation open. The concrete corrugated roof deck is supported with steel joists and rounded-steel columns. The windows along all the exterior walls are nine-lite industrial style metal-hopper windows.

Primary Elevation (west)

The Truck Shed South 's primary (west) elevation faces the interior of District Yard and Warehouse and is open to the building's three truck bays (**Figure 44**). The corrugated roof deck projects beyond the north wall, and is fully attached on the south wall. A single exterior light is attached on the northwest corner of the concrete block wall.

Side Elevation (north)

The Truck Shed South's side (south) elevation has two industrial style metal-framed hopper windows (**Figure 45**). This elevation is nearly identical to the south elevation and has no additional architectural features.

Side Elevation (south)

The Truck Shed South's side (south) elevation has two industrial style metal-framed hopper windows (**Figure 46**). This elevation is nearly identical to the north elevation and has no additional architectural features. The south elevation seamlessly joins the perimeter wall enclosing this side of the yard.

Rear Elevation (east)

The Truck Shed South's rear (east) elevation is unadorned and has four metal framed industrial style hopper windows (**Figure 47**). It butts up against an entry gate pier at its northeast corner.

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 44
View of Truck Shed South 's primary (west) elevation (view east)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 45
View of the side (north) elevation and primary (west) elevation (view southeast)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 46
View of the side (south) elevation and rear (east) elevation of Truck Shed South (view facing northwest)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 47
View of the rear (west) elevation and side (north) elevation of Truck Shed South (view facing southeast)

District Yard No. 2 Additional Features

Additional features of District Yard No. 2 include a fueling area, wall, fences, gates, and entrances that are arrayed across the yard and also define its perimeter. A fueling and storage area located to the north of Fleet Maintenance Shop first appeared on the 1956 Sanborn Map. It has evolved to include a storage facility, a concrete partition, and a horizontal tank (**Figure 48**). Along the north retaining Wall (1939), areas for hazardous materials storage were added in 1960 (LABDS, 1960). These are partitioned off with concrete block walls (**Figure 49**). Directly behind Warehouse is a large open parking Lot on land acquired in 1959. This area is used for employee parking, additional truck parking, and materials storage (**Figures 50 and 51**). A small section of the parking Lot adjacent to the west side of Warehouse is used as a pole training area, consisting of two utility poles and a sand pit (**Figure 50**). Directly north of Office and Tool Room Building is an undeveloped Lot (Lot 4) that is used for materials storage due to the Lot's existing slope and grading (**Figure 53**). Gates and yard enclosures have been added, repaired, and replaced since the District Yard's creation in 1925. All these walls consist of painted concrete block or poured concrete (**Figures 54-57**). Two of the early gates remain along Hoover Street, their framing piers decorated with lamps made from street lights that have been removed from service (**Figures 47 and 54)**. The original retaining wall built in 1939 along Hoover Street and Clinton was repaired or replaced in 1996 due to damage. The low retaining wall supporting a chain-link fence along Commonwealth Avenue was constructed in 1958.

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 48
Fueling and storage area (view facing east)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 49
Storage area with concrete block walls for separation (view northwest)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 50
Pole Training area behind Warehouse (view facing south)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 51
Employee and truck parking area (view facing southeast)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 52
Storage area on west perimeter (view facing east)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 53
Additional storage area on northern section (Lot 4), view west

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 54
Main entrance along Hoover Street including fence and gate 1939 and 1996 (view facing southeast)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 55
East perimeter of the District Yard (view facing south)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 56
South perimeter of District Yard (view east)

Hoover Street District Yard Demolition Project/160626.01

SOURCE: ESA, 2017

Figure 57
West perimeter of District Yard, built in 1958 (view facing northeast)

Distribution Station No. 15 (Adjacent Project Area)

Immediately adjacent to the Project area is Distributing Station No. 15 which SurveyLA concluded "…retains distinctive features of the property type and embodies design and building standards common to LADWP buildings constructed at the time" (ARG, 2015). Furthermore, it was identified as an "excellent example of Neoclassical Institutional architecture in the Wilshire area" and given CHRS status codes of 3S; 3CS; and 5S3 under criteria national, State, and local criteria for history and architecture (A/1/1 and C/3/3) (ARG, 2015). Distributing Station No. 15 was identified and evaluated under the Infrastructure-Water & Power – Receiving and Distributing Stations property type. While the SurveyLA findings drafted in 2015 by ARG indicate that integrity of Setting is not necessary for this property type to retain its historical significance, the report did offer a number of character-defining features indicative of the Infrastructure-Water & Power – Receiving and Distributing Stations property type (City of Los Angeles Department of City Planning, 2017). Per the SurveyLA findings, the character-defining features are as follows:

•Retains most of the essential character defining features from the period of significance
• Of an architectural style typical of the 1902-1980 period
    o Is also significant under themes within the Architecture and Engineering context
• Reflects significant trends in community planning relating to the expansion of publicly-owned utilities
    o Associated with the physical growth of the city during the 1902-1980 period
• May be designed by noted architects
• Characterized by a flat roof, with few or no windows
• Constructed of brick, concrete, or stone veneer
• Signage may be prominent
• May include significant landscaping

Since, as noted above, SurveyLA guidance indicates that Setting is not a necessary element of integrity for the Infrastructure-Water & Power – Receiving and Distributing Stations property type, developments and other alterations adjacent to Distributing Station 15 to date have not undermined the significance of this historical resource.

Significance Evaluation

One previously unevaluated historic architectural resource, District Yard No. 2, was identified in the Project area. The following evaluates District Yard No. 2 for listing in the National Register, California Register, and the LAHCM.

District Yard No. 2

District Yard No. 2 was evaluated under the following SurveyLA historical and architectural themes: Industrial Development (1850-1980): Early Industrial Development (1880-1945) and with guidance from the criteria for Public and Private Institutional Development (1850-1980): Government Infrastructure Services (1850-1980): Municipal Water and Power (1916-1980): Administrative Buildings and Service Yards (1902-1980). District Yard No. 2 is situated on the

Dayton Heights Tract, subdivided in 1887. The lots that make up the District Yard No. 2 were acquired in phases as the yard expanded. Construction of District Yard No. 2 began in 1925 and comprises seven buildings: the Warehouse (1926), Office and Fleet Maintenance Building (1958), Office and Tool Room Building (1939), Fleet Maintenance Shop (1954), Truck Shed North (c. 1983-1989), Meter Truck Shed (1939), Truck Shed South (1953), enclosure wall, miscellaneous storage facilities, parking lots, lampposts and other miscellaneous features.

District Yard No. 2, which includes all buildings, structures and features that together comprise the yard was evaluated as an individual historic property at the local, state, and national levels, under Criteria A/1, B/2, C/3 and D/4. The period of significance for District Yard No. 2 is 1926. This includes the time period when the Warehouse, Troublemen's Headquarters (demolished), and original perimeter Wall were completed, creating one cohesive unit for the Bureau of Power and Light (later LADWP).

District Yard No. 2

Criterion A/1/1: Events

The plan for the construction of District Yard No. 2 was first announced in the Los Angeles Times on August 24, 1925. This announcement came as the Bureau of Power and Light was completing a $30 million expansion program and before the start of a second $16 million construction campaign. The Bureau of Power and Light was formed in 1911 to generate, transmit, and distribute electricity. Prior to the formation of the Bureau of Power and Lighting, the City of Los Angeles was served by a loose network of private entrepreneurial suppliers. To meet the needs of the growing city beginning in 1916, the Bureau entered into a $30 million expansion program, which involved the development and construction of modern electrical service facilities including distributing stations and service yards. The Bureau went through a second growth phase in 1922 when it bought out its largest competitor Southern California Edison. Following the completion of its $30 million expansion program, the Bureau entered into third expansion phase, which included a smaller $16 million construction program. District Yard No. 2 was part of this third, much smaller phase of growth of the Bureau of Power and Light.

Research has indicated that at least four early yards served the emerging water, power, and light system before the construction of District Yard No. 2 at Hoover Street. District Yard was slated to handle all construction and repair work for District 2, the entire north and west section side of the city from Washington Boulevard on the south to Mulholland Highway on the north and from Figueroa Street and the Los Angeles River on the east out to the western city limits. The new facility would absorb 150 staff and equipment relocating from a yard at Wright Street, which would then be closed. From the new District Yard, staff could shorten installation and repair response times and more efficiently serve the new district. Sometime after its opening, the District Yard became a streetlight maintenance facility, the role it holds today.

District Yard No. 2 is located within the Dayton Heights Tract subdivided in 1887. The first development of the Project area was in 1913. Sanborn and Baist's maps show that by 1921 and 1928 numerous additional parcels had been developed within the tract. The parcels that make up the District Yard were acquired in three phases: the six lots (7-12) along Hoover Street and

Clinton Street that contained the Warehouse and the Troublemen's Headquarters and the two lots (13 and 14) along Clinton Street and Commonwealth Street that contained Distributing Station No. 15 belonged to the Bureau of Power and Light by 1925; the three Lots along Hoover Street to the north were added in 1939 and 1949 (Lots 4-6); the lots along Commonwealth Street to the north were added in 1957 and 1958 (Lots 15-19). Build out of the District Yard paralleled these years of property acquisition with the Warehouse and Troublemen's Headquarters (demolished), Office and Fleet Maintenance Building, completed in 1926; the Office and Tool Room Building and Meter Truck Shed in 1939; and the Truck Shed South, Fleet Maintenance Shop, and the replacement Office and Fleet Maintenance Building between 1953 and 1958. Minor exterior alterations to existing buildings and the Yard occurred between and after those dates. The sequence of parcel acquisition and of physical additions to the District Yard provided additional tool storage, office space, telecommunications capacity, service fleet maintenance, and parking for service trucks and employees. These changes supported a largely mobile workforce that installed, maintained, and repaired equipment from a truck fleet.

As mentioned above, District Yard No. 2 was not the first district or maintenance yard for the Bureau of Power and Light, and at least four other yards were operational prior to the construction of District Yard No. 2 in 1925 and 1926. As such, District Yard No. 2 was one of many facilities that the Bureau of Power and light constructed to support the continuing growing City in the first half of the 20th Century. Furthermore, private institutions such as Southern California Edison were providing service to City residents and businesses prior to the creation of the Bureau of Power and Light in 1911. Though District Yard No. 2's period of significance (1926) falls within the following SurveyLA criteria for Public and Private Institutional Development (1850-1980): Government Infrastructure Services (1850-1980): Municipal Water and Power (1916-1980): Administrative Buildings and Service Yards (1902-1980), it appears that the Yard was part of a third and much smaller phase of growth for the Bureau of Power and Light (later LADWP*). Therefore, District Yard No. 2 is recommended not eligible for listing under National Register Criterion A, California Register Criterion 1, or LAHCM Criterion 1.*

Criterion B/2/2: Significant Persons

The District Yard was originally completed in 1926 for the Bureau of Power and Light. For a resource to be eligible under Criterion B/2, it has to be associated with the lives of significant persons in our past, and their accomplishments associated with the historic resource. Chief Electrical Engineer, Ezra Scattergood, led the Bureau after 1916 and was responsible for its $16 million capital campaign. While Scattergood was active in the Bureau in 1926, the period of significance, there is no direct evidence that Scattergood worked at this facility. *Therefore, District Yard No. 2 is recommended not eligible under National Register Criterion B or California Register Criterion 2, or LAHCM Criterion 2.*

Criterion C/3/3: Design/Construction

District Yard No. 2, which was constructed in 1925 and opened in 1926 was part of a citywide $16 million infrastructure expansion, which also included the construction of the adjacent Distributing Station No. 15 in 1926. Distributing Station No. 15 was identified by SurveyLA as an eligible historic architectural resource at the federal, state, and local levels for architecture

(C/3/3), however District Yard No. 2 was not identified during the survey. Research on the history, design and function the two resources indicates they were built independently of one another, as Distributing Station No. 15 was to deliver electricity to the neighborhood while District Yard No. 2 was to handle all construction and repair work for the infrastructure serving the north and west side of the city. Furthermore, distribution stations built during this time period all shared a formal Neo-Classical style, which was designed under the direction of Bureau architect Frederick Roehrig with review by the Municipal Art Commission. District and maintenance yards constructed during this era by the Bureau of Power and Light (later LADWP) often incorporated a Utilitarian style with elements of the Spanish Colonial Revival style (Spanish Mission style), as the yards were to be solely functional.

District Yard No 2. was built in 1925 and opened in 1926 and included two buildings and one structure: the Warehouse, Troublemen's Headquarters, and perimeter Wall. The Troublemen's Headquarter consisted of post and lintel construction clad in stucco; the Warehouse is a reinforced concrete industrial structure; and the Wall consisted of brick construction clad in stucco. The Yard incorporated a Utilitarian style with elements of the Spanish Colonial Revival-style, which was a prominent style within the City of Los Angeles during the 1920s and 1930s. Their generic typology was elevated by their competent design and site relationships along with the decorative Spanish Colonial Revival-style features at the rooflines of the two buildings. The Troublemen's Headquarters building was symmetrically centered along the length of both the Warehouse and Hoover Street, flanked by driveways. The perimeter Wall enclosed the work yard and asserted a strong authoritative presence. Its varied profile, stout piers accentuating corners and driveway entries, and a wall plane that tied into perimeter buildings, was an aesthetic asset to the neighborhood. The array of pediments reinforced axial relationships among buildings, focused visual attention at the urban scale, and suggested a permanence befitting the commitment of a utility company to its customers.

Described in the *Los Angeles Times* as "Spanish Mission" in appearance, the ensemble was a generic industrial compound with modest decorative detail on common concrete buildings and a stylized enclosure. The compound's design was stylistically and functionally unrelated to that of the adjacent Distributing Station. Further, District Yard No. 2 was oriented to operate as an independent unit with a focus on entries and circulation from Hoover Street. The rear of the Warehouse was a long blank wall facing the back of the Distributing Station without any operational relationship other than a shared driveway. The sole related feature was the wall that wrapped the District Yard and extended for a short distance to the west along Distributing Station 15's south boundary, providing an entry portal with square piers and a suggestion of shared ownership. This tied Distributing Station 15 to the urban design of the overall compound but allowed it to maintain its independent aesthetic, presence, and function. While the separate natures of these facilities may also have been influenced by the size and configuration of the parcel in 1925, later land annexations did not change the functional relationship between the Distributing Station and the District Yard that presently is unchanged and remains the same.

In 1926, the interior of the District Yard was originally a spacious composition with two one-story rectangular concrete buildings aesthetically related by their siting, mass, and pediments. Each could be seen from outside the compound behind the wall that unified the whole. Since

1926, the District Yard has evolved over time to support its changes in function. The Troublemen's Headquarters has been demolished and replaced with the Office and Fleet Maintenance Building (1958) that added a two-story structure with mid-Century entry porches and metal windows on top of the original footprint. Additional buildings have been inserted along the eastern boundary of the District Yard included the Office and Tool Room and Meter Truck Shed in 1939. The Office and Tool Room served as the communications office to dispatch work units into the surrounding neighborhoods. The Meter Truck Shed functioned as parking for meter trucks, however it is now used for storage. As a need for additional truck storage, Truck Shed South was built in 1953. In 1954, LADWP constructed the Fleet Maintenance Shop as an additional truck service area. Four years later, LADWP demolished the Troublemen's Headquarters and constructed the Office and Fleet Maintenance Building next to the Fleet Maintenance Shop. At this time, they also expanded the yard and constructed a parking lot along Commonwealth Avenue.

The appearance of the District Yard from the east and southeast corners and relationships within the District Yard are significantly altered since the period of significance (1926). The spatial relationships within the District Yard have been changed by the newer generic functional structures introduced in the construction campaigns of 1939 and the mid-1950s. The Warehouse and sections of the perimeter Wall are the only remaining original elements.

The remaining Warehouse, as described above, is a multi-bay one-story-plus-basement reinforced concrete structure with loading bays along its eastern side, a hydraulic service elevator at its interior center, and glass gable-shaped skylights on a flat composition roof. Although its original appearance remains intact, it is typical of the monolithic poured concrete industrial structures of this period and not exceptional. Furthermore, very little of the perimeter Wall remains. The perimeter Wall was brick construction clad in stucco with Spanish Colonial Revival style elements. The only remaining section of the Wall is the south perimeter between the Warehouse and Truck Shed South. As such, District Yard No. 2 does not embody distinctive characteristics of LADWP's Administrative Buildings and Service Yards, the Utilitarian and Spanish Colonial Revival styles, or method of construction.

While research suggests architect Frederick Roehrig and the Municipal Art Commission guided the development of the Bureau's facilities, research did not reveal that Frederick Roehrig either designed or oversaw design of the District Yard, nor did research identify any review of this design by the Municipal Art Commission. The District Yard does not appear to be among the Bureau's flagship projects of the period that, instead, focused on the image of the large generating, receiving, and distribution facilities. These designs were regularly announced, illustrated, and celebrated in the *Los Angeles Times* whereas coverage for the District Yard was limited to three articles, two of which focused on the larger distribution station program. Roehrig's design of the 1917 and 1920 San Francisquito Power Plants 1 and 2 were used as models of the many distributing plants that were built during the $16 million capital campaign. Furthermore, Roehrig was better known for his high-style residential designs in Southern California; the Andrew (Rand) McNally House in Altadena, Frederick Hastings Ridge Residence, the Castle Green in Pasadena; and ten mansions along Pasadena's Orange Grove.

The District Yard retains one structure from its period of significance. The remaining Warehouse/Warehouse illustrates a generic and common typology, the multi-bay concrete industrial warehouse. It is not an exceptional example of its type. The appearance of the District Yard has been eroded by additions and alterations and its original appearance diluted. The artistic unity of the original "Spanish Mission" style, scale, and site relationships has been adversely affected by the removal of the single-story Troublemen's Headquarters and its replacement with a contemporary two-story Office and Fleet Maintenance Building; by the insertion of additional generic industrial structures; and by changes to the enclosing wall that has adjusted its height, openness, and level of detail at corners and entries. The multiple small residences that abutted the eastern side of the site have been removed and replaced with a large open parking and storage area changing the sense of density on the site and context for the site's original configuration. Furthermore, the District Yard appears to have no direct connection to architect Frederick Roehrig and was a functional facility for the Bureau of Power and Light, not part of its flagship design program. Finally, the original District Yard was designed as a coordinated composition with strong aesthetic and axial unity that is no longer apparent. *Therefore, District Yard No. 2 is recommended not eligible under National Register Criterion C, California Register Criterion 3, and LAHCM Criterion 3.*

Criterion D/4: Data Potential

While most often applied to archaeological districts and sites, Criterion D/4 can also apply to buildings, structures, and objects that contain important information. In order for these types of resources to be eligible under Criterion D/4, they themselves must be, or must have been, the principal source of the important information. District Yard No. 2 does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known. *Therefore, District Yard No. 2 is recommended not eligible under National Register Criterion D or California Register Criterion 4.*

Integrity

The National Register and California Register recognizes a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Eligible properties should retain several, if not most, of these aspects. Both registers require that a resource retain sufficient integrity to convey its significance, and the property must retain the essential physical features that enable it to convey its historical identity. Integrity is based on significance and understanding why a property is important. *National Register Bulletin 15* states that "only after significance is fully established can you proceed to the issue of integrity" (U.S. Department of the Interior, 2002). Consistent with *National Register Bulletin 15*, because District Yard No. 2 is recommended ineligible, an integrity analysis has not been conducted.

Impacts Analysis

CEQA Guidelines

According to the State *CEQA Guidelines*, Section 15064.5(b) a project involves a "substantial adverse change" in the significance of the resource when one or more of the following occurs:

1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
2) The significance of a historical resource is materially impaired when a project:
    a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

    b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

    a. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

As such, a project resulting in a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5 is considered a significant impact under CEQA.

District Yard No. 2

As part of this cultural resources assessment, one historic architectural resource, District Yard No. 2, was evaluated for listing in the National Register, California Register, and LAHCM and is recommended not eligible. As such, District Yard No. 2 does not qualify as a historical resource and therefore demolition of District Yard No. 2 would not result in a significant impact under CEQA.

Distributing Station No. 15

Distributing Station No. 15 is located adjacent to the Project area. In 2015, SurveyLA concluded that "[It] retains distinctive features of the property type and embodies design and building standards common to LADWP buildings constructed at the time" (ARG, 2015). The Distributing Stations was identified as an "excellent example of Neoclassical Institutional architecture in the Wilshire area" and given CHRS status codes of 3S; 3CS; and 5S3 under criteria national, State, and local criteria for history and architecture (A/1/1 and C/3/3) (ARG, 2015). The condition of Distributing Station No.15 was confirmed as part of this cultural resources assessment and is consistent with its condition at the time of recordation by SurveyLA.

The Project would demolish the existing District Yard No. 2 immediately adjacent and to the north of Distributing Station No. 15 and would construct a new 60,039 square foot facility with a District Office building, as well as a SCS Warehouse and Fleet Maintenance facility measuring 75 feet in height at its tallest point. A proposed underground parking garage would occupy 100 percent of the site. The lid of the subterranean parking level would serve as open yard space and further parking (**Figure 58**).

Hoover Street District Yard Demolition Project/160626.01

SOURCE : LADWP, 2019

Figure 58

Northeast view of the proposed project with Distributing Station No. 15 in the foreground, exemplifying the scale difference and the incompatible trellis

Potential Visual Impacts

The Project would feature a contemporary design that would be clearly differentiated from the Neoclassical Institutional architectural style of Distributing Station No. 15. The proposed buildings would be articulated in contemporary materials, including textured concrete, steel, and wood that would be visually distinctive from the historic materials of Distributing Station No. 15, including its the smooth concrete finish. The architectural features, materials and finishes of the Project would generally be distinctive from and compatible with the Distributing Station No. 15. While the proposed buildings would be substantially larger in size, scale, and massing, featuring a trellis and screening elements, these elements would not demolish or materially alter any of the character –defining features that contribute to the eligibility of Distributing Station No. 15 as defined for this property type by SurveyLA or those observed at the property (massing, finishes, entablature, ogee pediments, architrave trim, windows).

Furthermore, based on guidance provided by SurveyLA, the Infrastructure-Water & Power – Receiving and Distributing Stations property type does not require integrity of setting in order for a property to be considered an eligible historical resource. Specifically, SurveyLA indicates that a property may remain an eligible historical resource even if the "(s)etting may have changed

(surrounding buildings and land uses)." As such, no indirect impacts resulting from visual changes in the setting of Distributing Station No. 15 are anticipated.

With regard to public views, the Project would not obstruct the primary (west and south) elevations of Distributing Station No. 15, thereby preserving its historical relationship to the northeast corner of North Commonwealth Avenue and Clinton Street **(**seen from the vantage point presented in Figure 58) and, upon Project completion, would remain visible from the intersection.

Therefore, the Project would not destroy or materially alter any character-defining features associated with Distributing Station No. 15 that contribute to its eligibility for the National Register, California Register, or for local designation as a LAHCM, nor result in indirect impacts from visual changes in the setting of the resource and the resource would continue to convey its historical significance.

Potential Vibration Impacts

Given the close proximity of Distributing Station No. 15 to the Project area, ground-borne vibrations during demolition and construction have the potential to cause unintended damage to the resource. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of vibration. Man-made vibrations are therefore usually confined to short distances (i.e., 50 feet or less) from the source.

With incorporation and implementation of Mitigation Measure MM-HIST-1, potential impacts to Distributing Station No. 15, resulting from ground-borne vibrations during Project implementation, would be reduced to a level of less than significant and Distributing Station No. 15 would retain its ability to convey its historical significance resulting in a less than significant impact.

Conclusions and Recommendations

Historic Architectural Resources

District Yard No. 2, containing seven buildings (Warehouse, Office and Fleet Maintenance Building, Office and Tool Room Building, Fleet Maintenance Shop, Truck Shed North, Meter Truck Shed, and Truck Shed South) within a perimeter wall and parking were identified in the Project area and recommended not eligible for listing in the National Register and California Register, or under local criteria for a LAHCM, and as such does not qualify as a historical resource under CEQA. Therefore, the Project would result in no direct impacts to historical resources.

Distributing Station No. 15 is located adjacent to the Project area and was previously found eligible for listing in the National Register, California Register, and LAHCM. Although the Project features design elements including a trellis and screening that are substantially larger in size, scale and massing, these design components would not demolish or materially alter any of the character –defining features that contribute to the eligibility of Distributing Station No. 15, and furthermore, based on guidance provided by SurveyLA, the Infrastructure-Water & Power –

Receiving and Distributing Stations property type does not require integrity of setting in order for a property to be considered an eligible historical resource. As such, no indirect impacts resulting from visual changes in the setting of Distributing Station No. 15 are anticipated.

The Project could, however, result in unintended ground-bourne vibration impacts to Distributing Station No. 15. Mitigation measure **MM-HIST-1** would reduce impacts caused by vibration to less than significant.

> **Mitigation Measure MM-HIST-1:** Demolition and new construction within the Project area can cause vibration and noises that could harm or damage Distributing Station No. 2 and its finishes. Vibration travels through the ground spreading and hampering properties of the soil or rock. Buildings can respond to strong ground vibrations which can affect the building's foundation (footings, piles), mass and structural elements, or cause cosmetic damage (cracks on walls and breaks in concrete blocks). Furthermore, vibrations can cause minor and major damage including, but not limited to: large cracks, cracks through concrete or masonry, cracks in support columns, loosening of joints, splaying of masonry cracks.[1] To avoid or minimize potential construction vibration damage to structural or finish materials on the Distributing Station No. 15, the condition of such materials shall be documented by a qualified preservation consultant, prior to initiation of construction. During construction, the contractor shall install and maintain at least two continuously operational automated vibrational monitors on the Distributing Station No. 15. The monitors must be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a 0.45 inches per second at the face of the building and a regulatory alarm level equivalent to 0.5 inches per second at the face of the building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the Distributing Station No. 15 visually inspected for damage. Furthermore, once construction has been completed, a qualified preservation consultant shall conduct a final visual inspection of the Distributing Station No. 15 to determine if any damage has occurred. Results of the inspections must be logged. In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards.

Archaeological Resources

No archaeological resources were identified within or immediately adjacent to the Project area as a result of this cultural resources assessment. Review of geological maps and historic imagery indicate the geologic unit within the Project area was deposited prior to prehistoric human occupation and therefore is not sensitive at depth and any surface resources would've been previously destroyed by historic development. The potential for subsurface historic-period archaeological resources is variable across the Project area. The central and southwestern portions

[1] "Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects," prepared by Wilson, Ihrig & Associates., ICF International, and Simpson, Grumpertz & Heger, Inc. for National Cooperative Highway Research Program, 2012

of the Project area have a low likelihood of containing intact sub-surface archaeological deposits and/or features due to the 10-foot depths of ground disturbance associated with the construction of the Warehouse and the Troublemen's Headquarters. The northern and western portions of the Project area are comprised of a series of sheds and a parking lot, respectively, and may have not been subject to the extensive degree of ground disturbance associated with the Warehouse and the Troublemen's Headquarters. As such, the northern and western portions of the Project area have the potential to contain sub-surface historic-period archaeological deposits and/or features associated with the late 19th and early 20th century residential development of the Project area. The Project could result in unanticipated impacts to sub-surface archaeological resources qualifying as historical resources under CEQA. Mitigation measures **MM-CUL-1 through MM-CUL-5** would reduce impacts to less than significant.

Mitigation Measure MM-CUL-1: Prior to the start of ground-disturbing activities, LADWP should retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (U.S. Department of the Interior, 2008) to carry out the following cultural resources mitigation measures.

Mitigation Measure MM-CUL-2: Prior to start of ground-disturbing activities, the qualified archaeologist should conduct cultural resources sensitivity training for all construction personnel. Construction personnel should be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. LADWP should ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

Mitigation Measure MM-CUL-3: An archaeological monitor (working under the direct supervision of the qualified archaeologist) should observe all initial ground-disturbing activities, including but not limited to brush clearance, vegetation removal, grubbing, grading, and excavation within the western and northern portions of the Project area as depicted in **Figure 58**. The qualified archaeologist, in coordination with LADWP, may reduce or discontinue monitoring if it is determined that the possibility of encountering buried archaeological deposits is low based on observations of soil stratigraphy or other factors. Archaeological monitoring should be conducted by an archaeologist familiar with the types of archaeological resources that could be encountered within the Project area. The archaeological monitor should be empowered to halt or redirect ground-disturbing activities away from the vicinity of a discovery until the qualified archaeologist has evaluated the discovery and determined appropriate treatment (as prescribed below in Measure 4). The archaeological monitor should keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist would prepare a monitoring report that details the results of monitoring. The report would be submitted to LADWP. A copy of the final report would be filed at the SCCIC.

Mitigation Measure MM-CUL-4: In the event of the unanticipated discovery of archaeological materials, LADWP should immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by a qualified

archaeologist. Construction should not resume until the qualified archaeologist has conferred with LADWP on the significance of the resource.

If it is determined that the discovered archaeological resource constitutes a historical resource and/or a unique archaeological resource pursuant to CEQA under, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan will be prepared and implemented by the qualified archaeologist in consultation with LADWP that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.

Mitigation Measure MM-CUL-5: If human remains are encountered, all work will halt work in the vicinity (within 100 feet) of the discovery and the Los Angeles County Coroner will be contacted in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC will designate a Most Likely Descendent (MLD) for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, LADWP will ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.

Path: U:\GIS\G\S\Projects\13xxxx\D130500.57_EastHollywood\03_MXDs_Projects\Cultural\Fig58_ArchaeoMonitoringLocations.mxd mdv 2/26/2018

SOURCE: ESRI

Hoover Street District Yard

Figure 59
Areas of the Project Requiring Archaeological Monitoring

ESA

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APPENDIX A
Personnel

Monica Strauss, RPA

Director, Southern California Cultural Resources Group

EDUCATION

M.A., Archaeology, California State University, Northridge

B.A., Anthropology, California State University, Northridge

AA, Humanities, Los Angeles Pierce College

19 YEARS EXPERIENCE

SPECIALIZED EXPERIENCE

Treatment of Historic and Prehistoric Human Remains

Archaeological Monitoring

Complex Shell Midden Sites

Groundstone Analysis

PROFESSIONAL AFFILIATIONS

Register of Professional Archaeologists (RPA), #12805

Society for California Archaeology (SCA)

Society for American Archaeology (SAA)

QUALIFICATIONS

Exceeds Secretary of Interior Standards

CA State BLM Permitted

Monica has successfully completed dozens of cultural resources projects throughout California and the greater southwest, where she assists clients in navigating cultural resources compliance issues in the context of CEQA, NEPA, and Section 106. Monica has extensive experience with archaeological resources, historic buildings and infrastructure, landscapes, and Tribal resources, including Traditional Cultural Properties. Monica manages a staff of cultural resources specialists throughout the region who conduct Phase 1 archaeological/ paleontological and historic architectural surveys, construction monitoring, Native American consultation, archaeological testing and treatment, historic resource significance evaluations, and large-scale data recovery programs. She maintains excellent relationships with agency staff and Tribal representatives. Additionally, Monica manages a general compliance monitoring team who support clients and agencies in ensuring the daily in-field compliance of overall project mitigation measures.

Relevant Experience

County of Los Angeles, Department of Public Works, Arroyo Seco Bike Path Phase I Cultural Resources Evaluation, Los Angeles, CA. *Project Director.* Working for the County of Los Angeles, Department of Public Works in connection with a project to make improvements to the Arroyo Seco Channel, Monica managed all aspects of Section 106 review in accordance with Caltrans Cultural Resources Environmental guidelines. Monica and her team evaluated the Arroyo Seco Channel, identified character-defining features, informed the design of channel improvements to retain such features, and addressed the channels' potential for eligibility as part of a larger Los Angeles Country water management district. She developed the research strategy, directed the field teams, and prepared cultural resources assessment documentation for approval by Caltrans and FHWA, as well as the cultural resources section for a Mitigated Negative Declaration.

Los Angeles Department of Water and Power (LADWP) Foothill Trunk Line Project. City of Los Angeles, CA. *Cultural Resources Senior Reviewer.* ESA archaeologists have prepared a Phase I cultural resources study and EIR cultural resources section for the Los Angeles Department of Water and Power (LADWP) Trunk Line Project, located in the City of Los Angeles, CA. The proposed project includes the replacement of 16,600 feet of existing 24-inch-, 26-inch-, and 36-inch-diameter welded steel pipe and 30-inch-diameter riveted steel pipe with a 54-inch-diameter welded steel pipe along Foothill Boulevard within the districts of Pacoima and Sylmar. Monica served as the Senior Reviewer for the Phase I cultural resources study and EIR section.

Los Angeles Department of Water and Power, Path 46 Clearance Surveys, San Bernardino, CA. *Field Director.* ESA has been tasked by Los Angeles Department of Water and Power (LADWP) to conduct required surveys for the Path 46

Transmission Line Clearances Project. The project's objective is to restore required code clearances to the transmission conductors, which will be accomplished by grading the ground surface underneath the transmission lines to achieve required height consistency. The work is being conducted in compliance with BLM guidelines and federal laws and statutes. Biological, archaeological, and paleontological resource surveys are currently being conducted for the 77 proposed grading areas, staging areas, and roads. Reports will be written documenting the results of the surveys and providing recommendations on the areas for access, staging areas, and soil distribution that would have the least amount of impacts on natural resources. Monica is providing support to LADWP in their coordination with the BLM, including providing oversight of map preparation, field surveys, and preparation of pre-field research designs and post-field technical reports.

Santa Clarita Valley Sanitation District, Facilities Plan Update EIR, Los Angeles County, CA. *Cultural Resources Senior Reviewer.* Monica is currently serving as senior reviewer for the Phase I cultural resources study for the project. The study identified 23 cultural resources within or adjacent to the project, including the historical San Fernando Road. The resources were documented and evaluated for their eligibility to the California Register in a technical report and the results were incorporated into the EIR. The project includes installation of an approximately 35-mile recycled water pipeline from the Santa Clarita Valley to east Los Angeles.

Ballona Wetlands Restoration EIR, Los Angeles County, CA. *Cultural Resources Project Director.* As part of the development of the restoration plan for the Ballona Wetlands, the ESA project team characterized existing conditions that included water and sediment sampling and analysis. The water and sediment quality sampling was performed to develop and evaluate potential restoration alternatives, and to develop a conceptual plan. The ESA project team compiled existing data on and conducted additional sampling for water and sediment to assess potential effects on the proposed wetland restoration habitat from the use of urban runoff and tidal in-flow from Ballona Creek. These data were used to complete a baseline report and restoration alternatives assessment. Monica is assisting the CSCC in fulfilling Army Corps of Engineers requirements under Section 106 of the National Historic Preservation Act. In addition, she is coordinating with Tribal members and is overseeing a team of resource specialists who are compiling cultural resources technical in preparation of the EIR's Cultural Resources section.

Los Angeles Department of Water and Power La Kretz Innovation Campus, Los Angeles County, CA. *Project Director.* The project involved the rehabilitation of the 61,000-square-foot building located at 518-524 Colyton Street, demolition of the building located at 537-551 Hewitt Street, and construction of an open space public plaza and surface parking lot, and involved compliance with Section 106 of the National Historic Preservation Act and consultation with the California State Historic Preservation Officer. ESA is providing archaeological monitoring and data recovery services and is assisting LADWP with meeting their requirements for Section 106 of the National Historic Preservation Act. Monica is providing oversight to archaeological monitors and crew conducting resource

data recovery and laboratory analysis, and is providing guidance to LADWP on meeting Section 106 requirements.

Viewpoint School, Tennis Courts and Park, Calabasas, CA. *Cultural Resources Project Director.* ESA is working with the City of Calabasas to prepare an IS/MND to support the development of the proposed Viewpoint School Tennis Courts and Parking Lots project, which includes the development of three sites (Peters, Brown, and Castle Oak) that would become part of the school campus property. Improvements entail installation of six tennis courts (including an accessory building), additional campus parking in three areas, and the renovation of two existing residential structures, one to accommodate offices for school administration and the second to provide a primary residence to the school principal. The project would remove the Peter's property building and appurtenant structures, redevelop the interior of the Castle Oaks property to accommodate the administrative offices, and update the Brown residence to accommodate the principal's primary residence. ESA is preparing three technical studies to support the IS/MND, including air quality, cultural resources, greenhouse gas emissions, and noise. ESA peer reviewed the biological resource reports and traffic study that were prepared to support the document. Monica provided technical and compliance oversight to the cultural resources staff.

Historic Assessment for JCPenny Building, San Fernando, CA. *Project Director.* ESA was retained by Aszkenazy Development, Inc., to conduct a historic assessment for a new development located partially on the site of a former JCPenney Company department store originally built in 1953. The JCPenney Company building was designated a historic resource by the City of San Fernando pursuant to the City's Historic Preservation Ordinance. As such, the building is considered a historical resource under CEQA. The proposed project would develop a four-story, mixed-use building with a mix of residential units above street level commercial space with subterranean parking below. There would be 101 one-bedroom apartment units located on floors two through four, each unit approximately 550 square feet (sf) in size, with street-level retail.
Monica provided senior oversight to a staff that conducted fieldwork and historical research, and prepared a technical memorandum.

Los Angeles Department of Water and Power, Scattergood Olympic Transmission Line Monitoring, Los Angeles County. *Cultural Resources Principal Investigator.* The Los Angeles Department of Water and Power (LADWP) is proposing to construct and operate approximately 11.4 miles of new 230 kilovolt (kv) underground transmission line that would connect the Scattergood Generation Station and Olympic Receiving Station. The project includes monitoring of potential vault location testing. Monica currently coordinates and provides daily oversight to archaeological, Native American, and paleontological monitors. An Archaeological Resources Monitoring Report and a Paleontological Resources Monitoring Report documenting the monitoring findings will be submitted, together with daily monitoring logs, at the close of the project.

Margarita Jerabek, Ph.D.

Director, Historic Resources

EDUCATION

Ph.D., Art History, University of California, Los Angeles

M.A., Architectural History, School of Architecture, University of Virginia, Charlottesville

Certificate of Historic Preservation, School of Architecture, University of Virginia, Charlottesville

B.A., Art History, Oberlin College, Oberlin, Ohio

25 YEARS EXPERIENCE

PROFESSIONAL AFFILIATIONS

California Preservation Foundation

Santa Monica Conservancy

Los Angeles Conservancy

Society of Architectural Historians

National Trust for Historic Preservation Leadership Forum

American Institute of Architects (AIA), National Allied Member

American Architectural Foundation

Association for Preservation Technology

AWARDS

2014 Preservation Award, The Dunbar Hotel, L.A. Conservancy

Dr. Margarita Jerabek has 25 years of professional practice in the United States with an extensive background in historic preservation, architectural history, art history and decorative arts, and historical archaeology. She specializes in Visual Art and Culture, 19th-20th Century American Architecture, Modern and Contemporary Architecture, Architectural Theory and Criticism, Urbanism, and Cultural Landscape, and is a regional expert on Southern California architecture. Her qualifications and experience meet and exceed the Secretary of the Interior's Professional Qualification Standards in History, Archaeology, and Architectural History. She has managed and conducted a wide range of technical studies in support of environmental compliance projects, developed preservation and conservation plans, and implemented preservation treatment projects for public and private clients in California and throughout the United States.

Dr. Jerabek has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area and Southern California counties. She provides expert assistance to public agencies and private clients in environmental review, from due diligence through planning/design review and permitting and when necessary, implements mitigation and preservation treatment measures on behalf of her clients. As primary investigator and author of hundreds of technical reports, plan review documents, preservation and conservation plans, HABS/HAER/HALS reports, construction monitoring reports, salvage reports and relocation plans, she is a highly experienced practitioner and expert in addressing historical resources issues while supporting and balancing project goals.

She is an expert in the evaluation, management and treatment of historic properties for compliance with Sections 106 and 110 of the NHPA, NEPA, Section 4(f) of the Department of Transportation Act, CEQA, and local ordinances and planning requirements. Dr. Jerabek regularly performs assessments to ensure conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, and assists clients with adaptive reuse/rehabilitation projects by providing preservation design and treatment consultation, agency coordination, legally defensible documentation, construction monitoring and conservation treatment.

She is a regional expert on Southern California architecture. She has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area as well as in Ventura, Orange, Riverside, San Bernardino and San Diego counties. Beyond her technical skill, Dr. Jerabek is a highly experienced project manager with broad national experience throughout the United States.

Project Experience

Intensive Historic Resources Survey, Adelante-Eastside Redevelopment Area, Los Angeles, CA. *Principal Investigator/Project Manager*
Dr. Jerabek led the comprehensive reconnaissance and intensive-level surveys of the Adelante-Eastside Redevelopment Area. The survey was conducted using the NPS Multiple Property Approach, in accordance with SurveyLA methods and technologies.

Suisun Valley Road Bridge 23C0077 Replacement Project and Main Street Bridge Replacement Project Peer Reviews, Riverside and Solano counties, CA. *Peer Review.* As a Caltrans PQS, Dr. Jerabek completed peer reviews for two separate bridge replacement projects in Districts 8 (Riverside and San Bernardino) and 4 (Bay Area) – the Main Street Bridge Replacement in Temecula and the Suisun Valley Road Bridge Replacement in Project in Suisun, respectively. Dr. Jerabek performed a peer review of the Historical Resources Evaluation Report prepared for the Main Street Bridge Replacement by another consultant under contract to the City of Temecula and Caltrans to comply with state and local laws. The proposed bridge replacement project was found to have no indirect adverse impacts on historical resources. Dr. Jerabek performed a peer review of the Suisun Valley Road Bridge Replacement Project report, a Historic American Engineering Record (HAER) document.

Historic Property Survey Report (HPSR) for the La Cienega Boulevard Bridge (Bridge No 53C1220) Over Ballona Creek Seismic Retrofit Project, Los Angeles, CA. *Project Manager/Senior Architectural Historian.* Dr. Jerabek led the Section 106 significance evaluation and evaluation of effects in connection with the proposed seismic retrofit project for the 1932 Art Deco style La Cienega Boulevard Bridge over Ballona Creek. Included an intensive pedestrian survey, archival research and preparation of a Historic Property Survey Report, Bridge Evaluation Short Form, and Department of Parks and Recreation DPR 523 forms. The single-span girder bridge is listed as Category 5 in the Caltrans historic highway bridge inventory and was recommended ineligible for the CRHR.

Historic Resources Evaluation Report, Freeport Shores Pedestrian/Bicycle Trial Project, State Route 160/ Freeport Boulevard, Sacramento County, CA. *Project Manager/Senior Architectural Historian.* Dr. Jerabek led the cultural landscape survey, significance evaluation and effects assessment for a segment of the Victory Highway, a memorial highway dedicated in 1921 to commemorate WWI, working for Caltrans District 3.

Historic Architectural Survey Report, La Paz Road and Bridge Widening Project and La Paz Road Widening Historic Properties Survey Report (HPSR), Mission Viejo, CA. *Project Manager/Senior Architectural Historian.* Dr. Jerabek led the evaluation of effects for the proposed widening of La Paz Road and Bridge. The project involved the survey and evaluation of residential, commercial, educational and religious architecture. One resource was recommended eligible a Modern style church built in the early 1960s. The impacts assessment found no significant adverse change to historical resources.

Candace R. Ehringer, RPA

Senior Cultural Resources Specialist

EDUCATION

M.A., Anthropology, California State University, Northridge

B.A., Anthropology, East Carolina University

19 YEARS EXPERIENCE

AREAS OF EXCELLENCE

CEQA, NEPA, and Section 106 proficient

Manages multi-disciplinary CRM projects

Strong historic resources research skills

PROFESSIONAL AFFILIATIONS

Register of Professional Archaeologists, No. 15146

Society for California Archaeology

Society for Historical Archaeology

QUALIFICATIONS

Exceeds Secretary of the Interior's Standards

CA State BLM Permitted

Certified in CA and NV BLM Protocol

HAZWOPER Certified

CONTINUING EDUCATION

AEP Advanced CEQA Workshop, 2011

ACHP Section 106 Essentials training course, 2010

Riverside County certification course, 2009 and 2011

Candace is a cultural resources project manager with 19 years of experience working across California. She provides technical and compliance oversight for projects involving archaeological survey, evaluation, and treatment; built environment studies, including the documentation and evaluation of buildings, structures, and districts; and paleontological resources survey and sensitivity assessments. She is proficient in the areas of California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), and Section 106 compliance and routinely provides planning and strategic guidance to clients within the larger scope of state and federal regulations. Candace manages multi-disciplinary cultural resources projects that include archaeological, historic architectural, and paleontological resources components. She is adept at building teams of specialists from these resource areas that are uniquely qualified for the particular project at hand and has brought hundreds of projects to successful completion for both public agency and private development clients.

Relevant Experience

Los Angeles Department of Water and Power, Castaic Emergency Spillway Repair, Los Angeles County, CA. *Principal Investigator.* In 2011, 50 lineal feet of emergency spillway wall collapsed at the Castaic Power Plant. The proposed project would repair and reconstruct 150 feet of wall. The emergency spillway and its walls are dam safety features which are regulated by both Federal Energy Regulatory Commission and State of California Division of Safety of Dams and owned by the State of California. To successfully acquire approval from the U.S. Army Corps of Engineers (USACE) to conduct the repair, Los Angeles Department of Water and Power (LADWP) must complete the USACE Nationwide Permit (NWP) 31 application. Biological and cultural resources surveys will be required to support the NWP 31. Candace is overseeing the preparation of a Phase I Cultural Resources Study in compliance with Section 106 of the National Historic Preservation Act.

Los Angeles Department of Water and Power, Path 46 Transmission Line Clearances Surveys. San Bernardino County, CA. *Field Director*. ESA has been tasked by LADWP to conduct required surveys for the Path 46 Transmission Line Clearances Project. The project's objective is to restore required code clearances to the transmission conductors, which will be accomplished by grading the ground surface of the area underneath the transmission lines to achieve required height consistency. The work is being conducted in compliance with BLM guidelines and federal laws and statutes. Biological, archaeological, and paleontological resource surveys are currently being conducted for the 77 proposed grading areas, staging areas, and Powerline Road and potential spur roads. Candace managed the preparation of Area of Potential Effects (APE) maps,

composed a work plan for approval by LADWP and the BLM, conducted background research, and led a Class III survey.

LADWP, Griffith Park South Water Recycling Project, Los Angeles, CA. *Cultural Resources Project Manager.* LADWP proposes to expand its existing recycled water system within the Central Los Angeles area with the Griffith Park South Water Recycling Project. The project would be an extension of the water recycling system produced at the Los Angeles-Glendale Water Reclamation Plant and would extend the Greenbelt Water Recycling distribution line south to serve the Roosevelt Golf Course. ESA is preparing an Initial Study/Mitigated Negative Declaration (IS/MND) for the project. LADWP is the lead agency under the California Environmental Quality Act (CEQA). Candace managed the preparation of a Phase I Cultural Resources Study. She evaluated two resources for listing in the National Register and California Register both individually and as contributors to the National Register-eligible Griffith Park District. The study concluded that the project would result in a less than significant impact to cultural resources.

LADWP, Haskell Canyon Interim Roadwork Project, Los Angeles County, CA. *Senior Reviewer.* LADWP retained ESA to conduct archaeological monitoring of operations and maintenance-related construction activities on LADWP-owned property south of the Angeles National Forest within Haskell Canyon. Candace provided senior review of the Archaeological Resources Monitoring Report.

LADWP, Emergency Repairs to Victorville-Century Transmission Line #2 Tower 211.1 and Access Road, San Bernardino County, CA. *Lead Cultural Resources Monitor*. Candace served as the lead cultural resource monitor during emergency repairs and grading of an access road in the San Bernardino National Forest. She documented three historic resources, including one previously recorded resource, the transmission line, and two newly recorded resources, a communications shack and the transmission line access road with related drainage features.

Wheeler Ridge Farms, LLC, California Aqueduct Milepost 279.44 Historic Architectural Study, *Cultural Resources Project Manager.* DWR requested that Wheeler Ridge Farms, LLC complete a historic architectural study and Finding of Effect document for the segment of the California Aqueduct at Milepost 279.44 in order to receive the necessary cultural clearances required for DWR to issue an encroachment permit. The project included the construction of an aboveground 347.26-foot long, 3-inch diameter galvanized steel water pipeline that would cross the California Aqueduct at Milepost 279.44. Candace conducted the field work and historical research, and managed the preparation of a technical memorandum and Finding of Effect document. ESA determined that the project would not result in an adverse effect or substantial adverse change to any of the California Aqueduct's essential physical features and recommended a finding of No Adverse Effect.

Ashley Brown

Senior Architectural Historian

EDUCATION

M.A. Public History, Historic Preservation
Middle Tennessee State University

B.A. History, California University of Pennsylvania

5 YEARS EXPERIENCE

Ashley Brown is a senior architectural historian with more than five years of experience preparing documentation to address the restoration, rehabilitation, and adaptive reuse of historic properties, including historic structures reports, preservation and interpretation plans, and National Register of Historic Places nominations. She has worked closely with individuals, preservation groups, Native American tribes, small and large communities, and state legislators to preserve their heritage. Particularly relevant to this effort, Ashley has experience developing and implementing historic resources surveys to address architectural, building, and cemetery condition assessments.

Relevant Experience

Center for Historic Preservation at Middle Tennessee State University, Murfreesboro, TN. *Fieldwork Coordinator.* Manage and carry out research and public service projects for the documentation, restoration, rehabilitation and adaptive reuse of historic properties--including historic structures reports, preservation and interpretation plans, and National Register of Historic Places nominations. Work with and supervise graduate students on research and fieldwork projects under the guidance of the director. Developed new survey methods by implementing the use of ESRI Survey123. Served as liaison with IT staff on the needs and products of staff and student research and public service projects. Co-managed the Center's website and Century Farms website. Manage the Center's social media accounts (Twitter, Facebook, and Instagram).

National Park Service, Grand Portage, MN. *Historic Preservation Consultant.* Research and prepare a National Register of Historic Places nomination for a Civilian Conservation Corp—Indian Division built bridge.

Grand Portage Band of Lake Superior Chippewa and National Park Service, Grand Portage, MN. *Historic Preservation Consultant.* Conducted research to determine the Grand Portage Ojibwe's traditional use of Minong (Isle Royale, Michigan.) Gathered and analyzed primary and secondary sources for the nomination. Interviewed Grand Portage Ojibwe to determine the historic and current traditional uses of Isle Royale National Park. Completing a National Register of Historic Places Traditional Cultural Property (TCP) nomination.

National Park Service, Grand Portage, MN. *Seasonal Park Guide.* Presented informal living history programs about the Great Lakes Fur Trade, Grand Portage Trail and the Grand Portage Ojibwe. Researched and presented formal programs entitled "Exploring the Historic Landscape of Grand Portage" and "A New Deal for Grand Portage," and "The North Shore Ojibwe and Isle Royale." Served as part of the Social Media Team to create content on Facebook, Instagram, and Twitter. Developed a curriculum-based program for local elementary school students to learn about dog mushing. Assisted the museum technician with cataloging

archaeological and museum artifacts according to National Park Service guidelines. As part of Heritage Center operations, I served as a front-line representative for the national monument, operated the cash register for Eastern National bookstore, ran audio-visual equipment and interactive exhibits in the gallery, and informed visitors about their program and recreational opportunities at the park.

The Hershey Story, Hershey, PA. *Museum Experience Associate.* Informed visitors about the museum experience. Assisted children with their Apprentice Guide, an on-site museum activity. Answered questions about the museum experience. Cleaned and maintained the exhibits.

The Pennsylvania House of Representatives Archives, Harrisburg, PA. *Archival Intern.* Preserved, arranged, and processed collections according to archival standards. Created finding aids using Archon. Researched and wrote an article entitled "Sunday School to Sunday Movies" for the archive's website. Assisted and attended legislative oral histories.

Rutherford County Archives, Murfreesboro, TN. *Graduate Research Assistant.* Provided reference services to patrons in person, via email, phone, and letter. Conducted independent research for patron requests and special projects. Handled historic documents daily for research requests. Digitized the Community Photograph Collection to be used for future education and research. Completed digital photo restoration projects for digital archive.

Historic York, Inc., York, PA. *Intern.* Assisted in the research and planning of the "Springdale Unveiled Historic Home Tour." Conducted historic resource inventory for the Lancaster County Borough Initiative funded by a Preserve America grant. Photographed significant architecture of York for an educational architectural brochure. Assisted with community outreach for the Pierceville Run Historic District and National Register nomination.

National Park Service, Farmington, PA. *Intern/Volunteer.* Guided visitors through the Mount Washington Tavern on a thirty-minute interpretive tour. Served as a front-line representative for the park. Collected visitor fees and informed them about the park's daily program. Trained by the curator to catalog the museum collection, which included J.C. Harrington's archeological papers. Assisted rangers with on-site educational programming. Improved and developed five education curriculum packets. Created an online exhibit utilizing the park's museum collection for the bicentennial of the National Road.

Albert Gore Research Center, MTSU. *Graduate Student Worker.* Archived and digitized the University Photograph Collection used for the MTSU Centennial Celebration and A Centennial Legacy. Researched and completed metadata for all the images in the photograph collection. Cataloged and labeled the museum collection according to museum standards. Digitized the Oral History Collection to be utilized in the campus audio tour.

Stephanie Hodal

Associate Architectural Historian

EDUCATION

Candidate, Master of Heritage Conservation, University of Southern California School of Architecture

Certificate of Historic Preservation, Boston Architectural College

A.B., American Studies, Smith College

PROFESSIONAL AFFILIATIONS

Affiliate, AIA Los Angeles

Association for Preservation Technology

National Trust for Historic Preservation

Society of Architectural Historians

USGBC

AWARDS

USC Sol Price School of Public Policy Academic Exhibition Award

Stephanie Hodal is an architectural historian with experience carrying out research, recordation, and analysis of historic resources in California, the Atlantic seaboard, and post-Katrina New Orleans. She is familiar with a wide range of building types and sensitive to the design, planning and policy issues that drive preservation and reuse in both urban and historic settings. At ESA, Stephanie has authored historic resource assessments, successful landmark nominations, plan reviews, CEQA documentation, and has performed ongoing construction review and monitoring. Prior to her work with heritage resources, Stephanie was a senior management leader in architectural firms and design non-profits with national practices.

Relevant Experience

LAUSD Venice High School, Los Angeles, CA.
Weekly construction monitoring of historic finishes and building stability.

7985 Santa Monica Boulevard, French Marketplace, West Hollywood, CA.
Historic Resources Assessment for 1936 Art Deco market.

9534 Reseda Boulevard, Northridge, CA.
Historic Resources Assessment for 1961 Mid-Century Modern Post Office.

1210 Coldwater Canyon Drive, Beverly Hills, CA.
Landmark Assessment Report for 1951 Victor Gruen residence.

1002 North Rexford Drive, Beverly Hills, CA.
Historic Resource Assessment for 1924 Gable and Wyant residence.

420 Trousdale Place, Beverly Hills, CA.
Historic Resource Assessment for 1964 William R. Stephenson residence.

6111 Monterey Road, Los Angeles, CA.
Landmark Resource Assessment 1938 East Asian Eclectic residence.

385 Trousdale Place, Beverly Hills, CA.
Preliminary Historic Resource Evaluation 1960 Daniel L. Dworsky residence.

3240 Wilshire Boulevard, I.Magnin Department Store, Los Angeles, CA.
Research and recordation 1939 Hunt and Chambers department store.

808 South Western Avenue, Los Angeles, CA.
Historic Resource Assessment and Impacts Analysis 1927 Morgan, Walls, and Clements parking garage.

APPENDIX B

Sacred Lands File Search

ESA

2121 Alton Parkway
Suite 100
Irvine, CA 92606
949.753.7001 phone
949.753.7002 fax

www.esassoc.com

June 6, 2017

Native American Heritage Commission
1550 Harbor Blvd., Suite 100
Sacramento, CA 95691

Subject: Sacred Lands File Search and Native American Contact List Request: Proposed East Hollywood District Yard Project, City of Los Angeles, Los Angeles County, California.

Dear Native American Heritage Commission Representative:

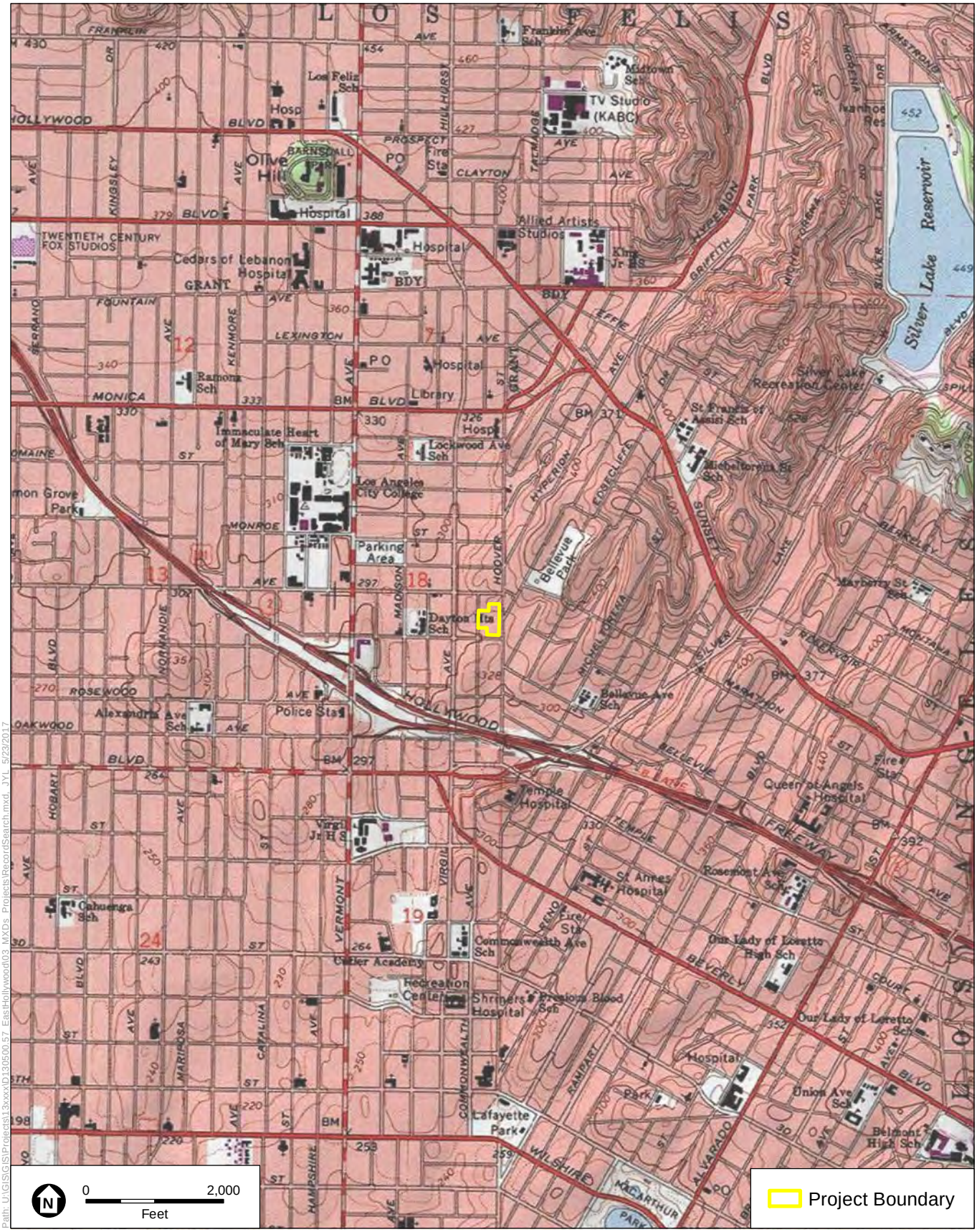
ESA is preparing environmental documentation for the proposed East Hollywood District Yard Demolition Project ("the Project"). The Los Angeles Department of Water and Power proposes the demolition of an existing street light maintenance yard (project site) to construct an operational maintenance yard. All existing buildings would be demolished and new facility buildings such as a district office, a warehouse, a fleet shop, and ancillary features including a fueling station would be constructed. The project would also include the construction of aboveground parking and one floor of underground parking that would extend to a depth of 40 feet below surface. An existing building, DS-16, would remain adjacent to the project site and undisturbed.

To ensure that any areas containing previously recorded cultural resources and sacred lands are identified and considered, ESA is requesting a Sacred Lands File search of the Project Site and a Native American Contact List. The project site is located immediately northwest of the intersection of Clinton Street and Hoover Street in the City of Los Angeles. The project site is also located in Section 18 of Township 1 South, Range 13 West of the Hollywood, CA United States Geological Survey 7.5' topographic quadrangle map (Figure 1, Records Search Map, attached).

Thank you for your assistance with our efforts to address possible Native American concerns that may be affected by the proposed project. If you have any questions or need additional information, please contact me at (949) 753-7001 or via email at fclark@esassoc.com.

Sincerely,

Fatima Clark
Archaeologist



SOURCE: USGS 7.5' Topo Quad Hollywood 1978; 1982

East Hollywood District Yard

Figure 1
Record Search

ESA

Path: U:\GIS\GIS\Projects\13xxxx\D130500.57_EastHollywood\03_MXDs_Projects\RecordSearch.mxd JYL 5/23/2017

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

June 7, 2017

Fatima Clark
ES Associates

Sent by E-mail: fclark@esassoc.com

RE: Proposed East Hollywood District Yard Project, City of Los Angeles; Hollywood USGS Quadrangle, Los Angeles County, California

Dear Ms. Clark:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, 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 via email: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contact List
Los Angeles County
6/7/2017

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

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

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

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

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
23453 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (626) 676 - 1184
palmsprings9@yahoo.com

This list is current only as of the date of this document. 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 Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed East Hollywood District Yard Project, Los Angeles County.

APPENDIX C
Historic Photographs

2021 - Branch Warehouse. Clinton and No. Hoover Sts

2021 - Branch Warehouse. Clinton and No. Hoover Sts

2022 - Interior View of Warehouse, District No.2.
1927.

2022 - Interior View of Warehouse, District No.2.
1927.

D2-1

D2-1

D2-2

D2-2

DISTRICT # 2
HEADQUARTERS CONSTRUCTION

02.3

D2.3

02.4

D2.4

D2-5

D2

DISTRICT # 2
HEADQUARTERS CONSTRUCTION

D27

D28


THIS DISTRIBUTION HEADQUARTERS
WILL SUPPLY
MORE POWER AND LIGHT
FOR INDUSTRIAL & HOME USE
LOWEST RATES EFFICIENT SERVICE
BUREAU OF POWER AND LIGHT
DEPARTMENT OF WATER & POWER
CITY OF LOS ANGELES

D2-10

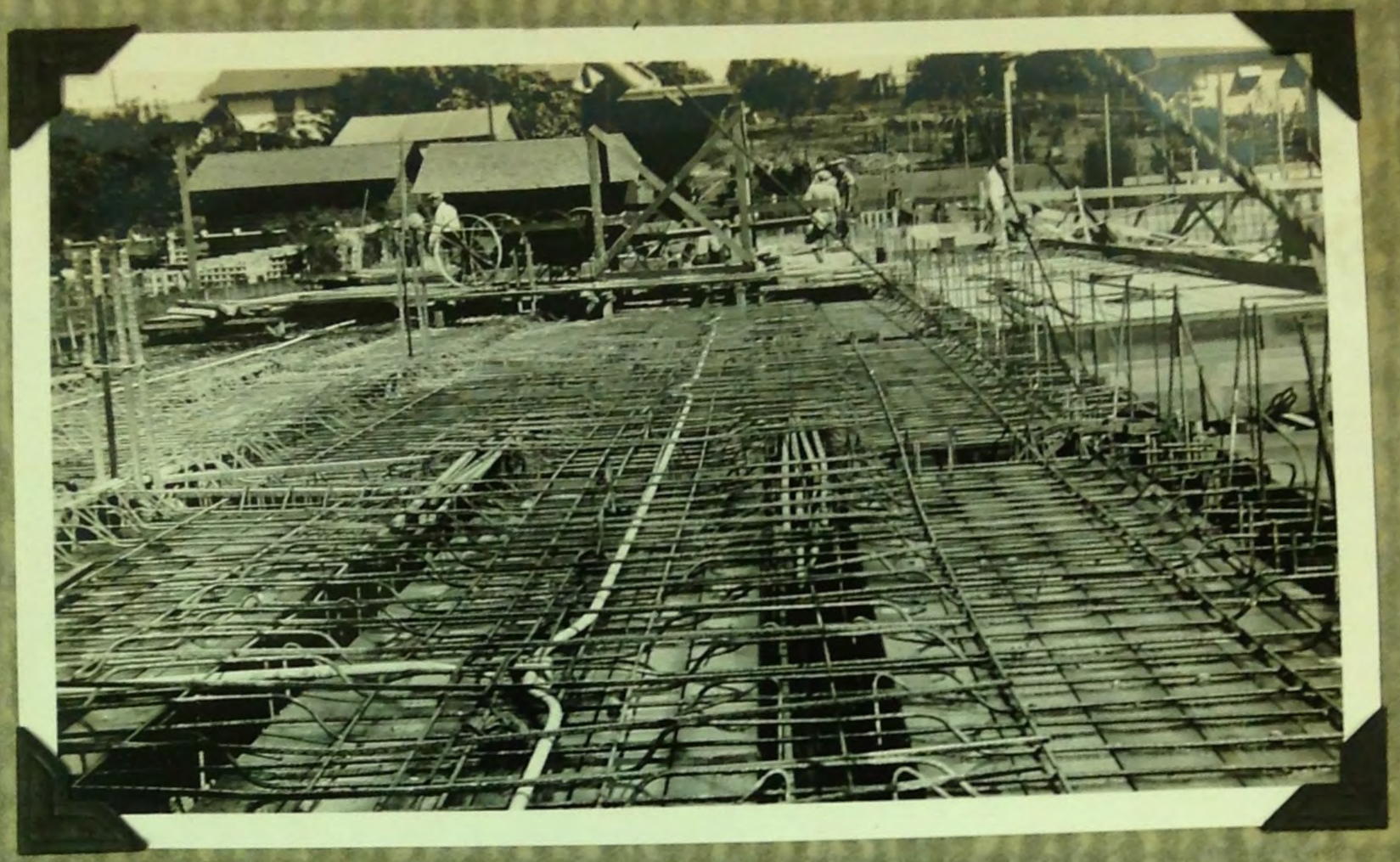
District #2 Lot Layout

D2-11

DISTRICT #2
WAREHOUSE

D2-12

D2-13



D2-14

D2-15

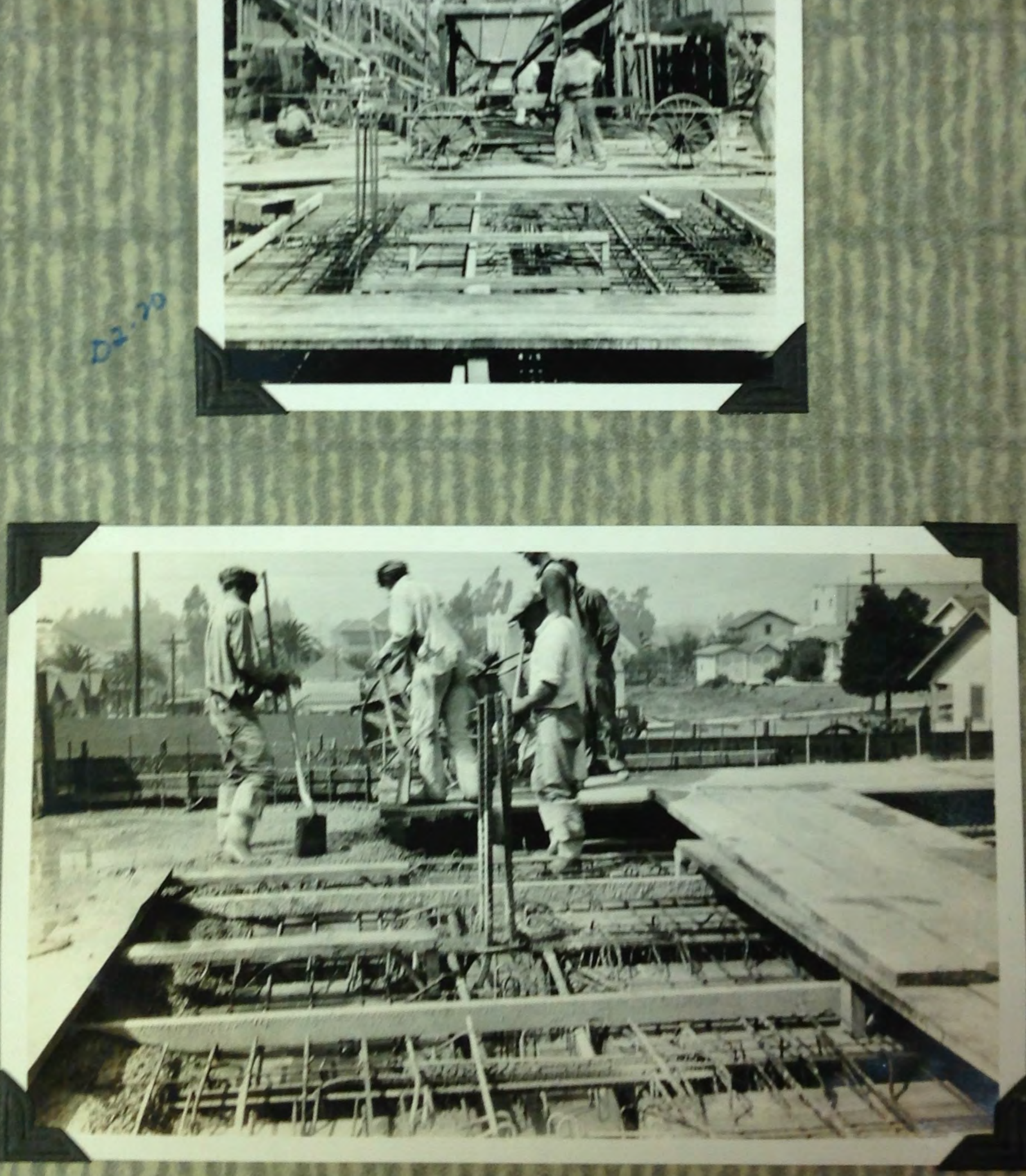
D2-16

D1-17

82-16

82-19

D2.20



D2.21

D-27

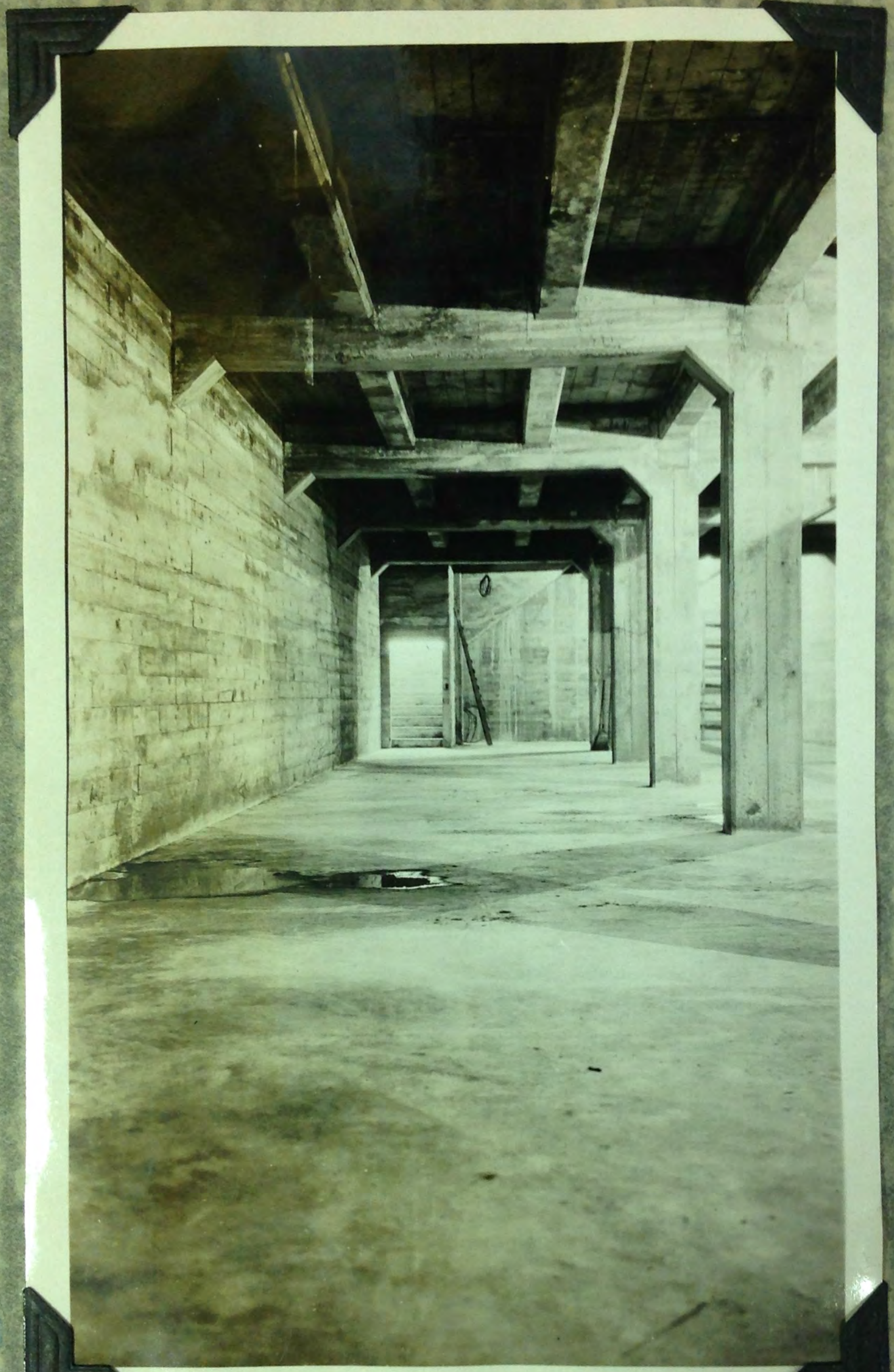
D-28

D2-24

D2-25

2-26

2-27

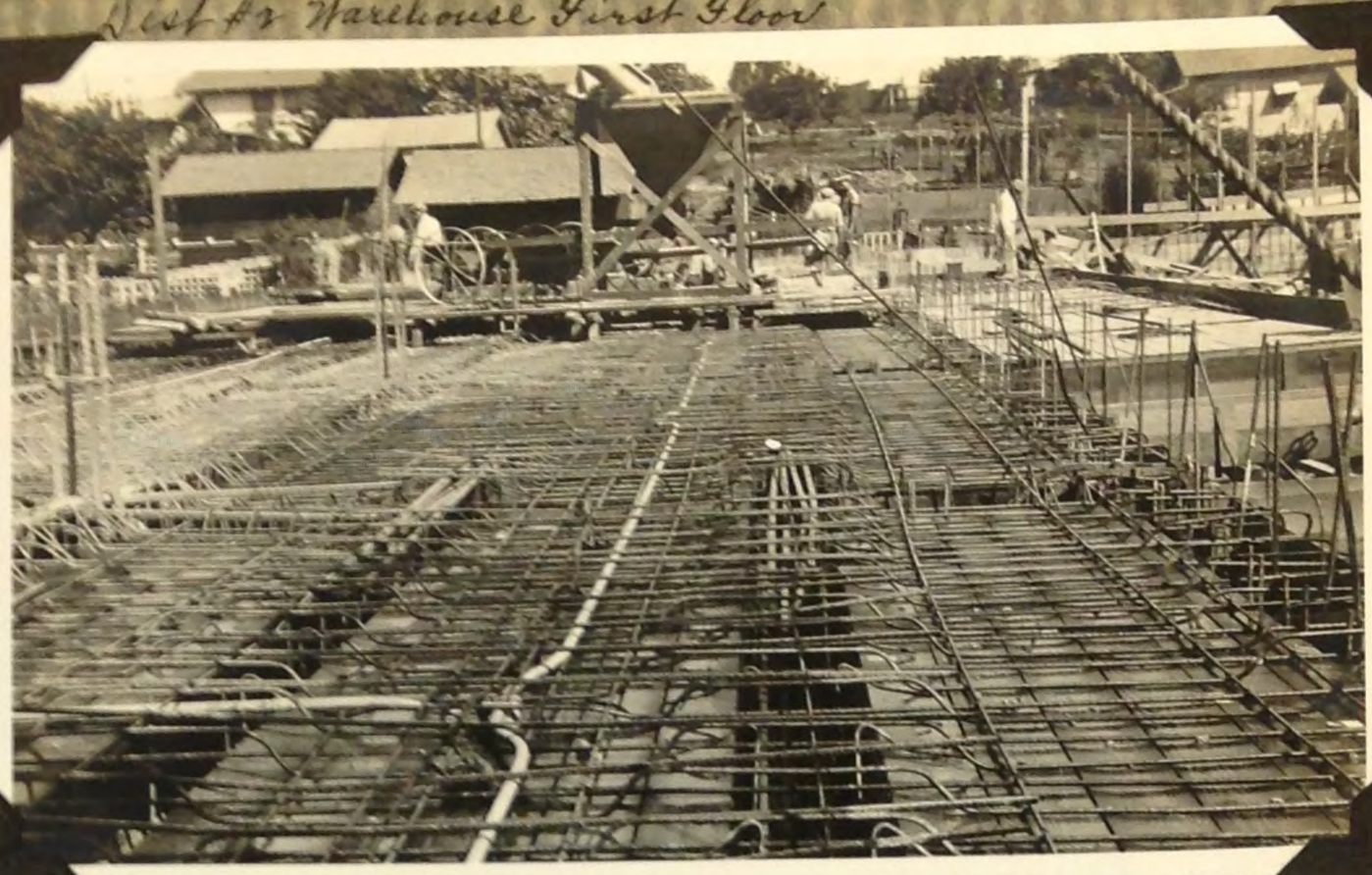


Z-29

D2-30

D2-31

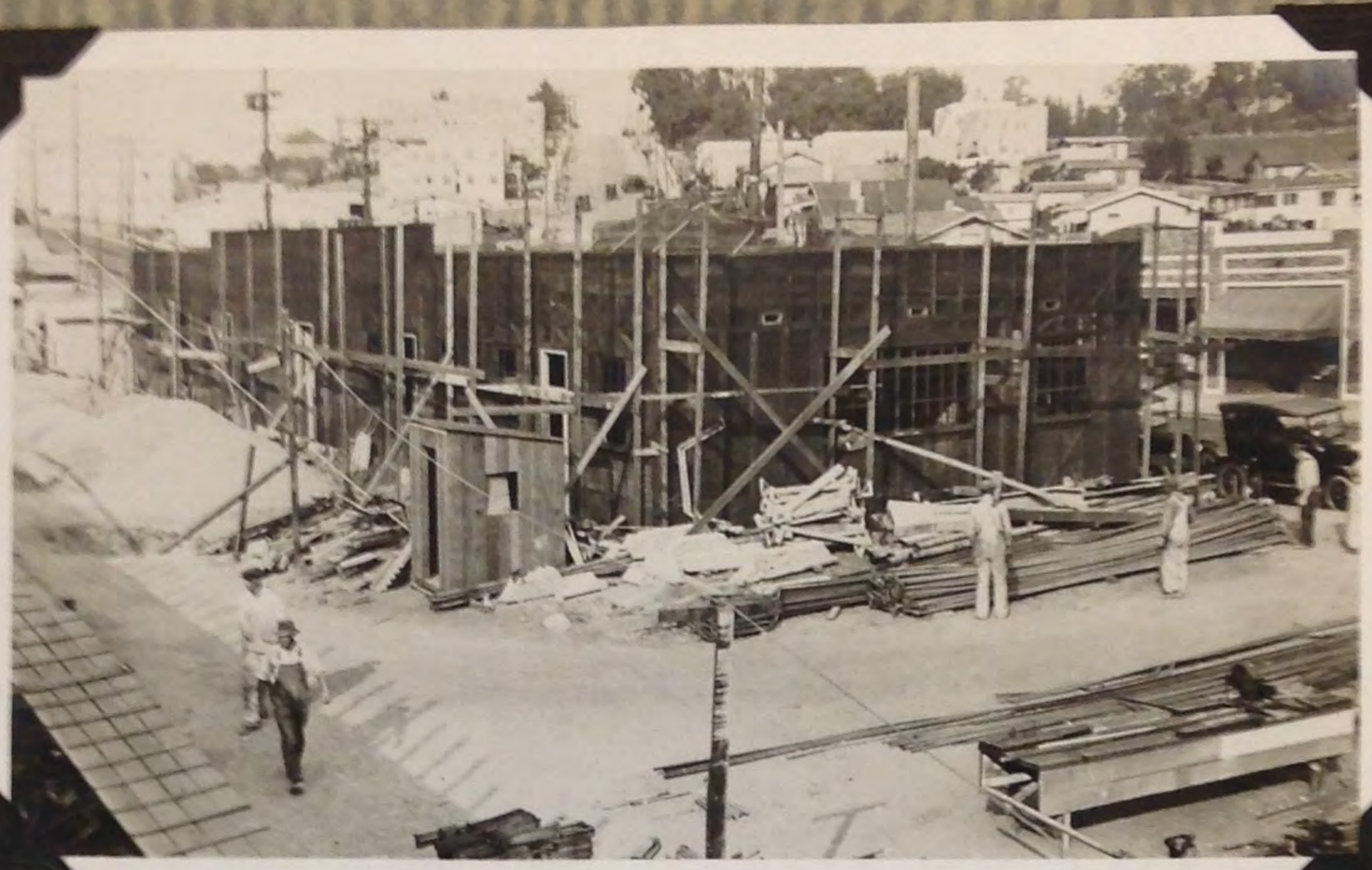
Dist #2 Warehouse First Floor



Dist # 2 Warehouse Mixer & Mast Base

Dist #2

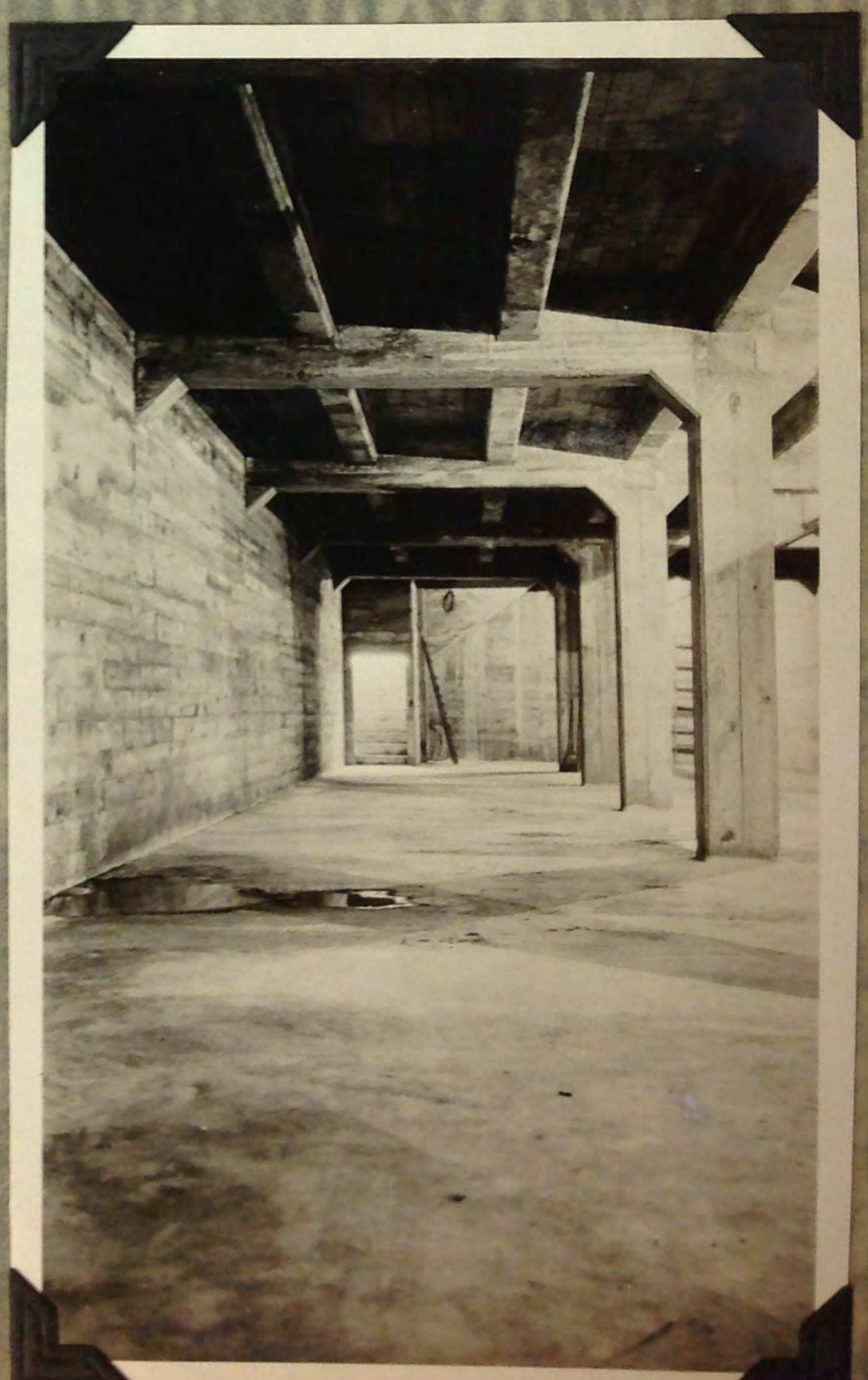
Dist #2
Headquarter ←
Bldg



Dist #2
Headquarter ←
Bldg.

Dist #2
Fence ←

Dist #2
→ Roof of Loading
Shed Forms



Dist. #2
Basment of ←
Whse.

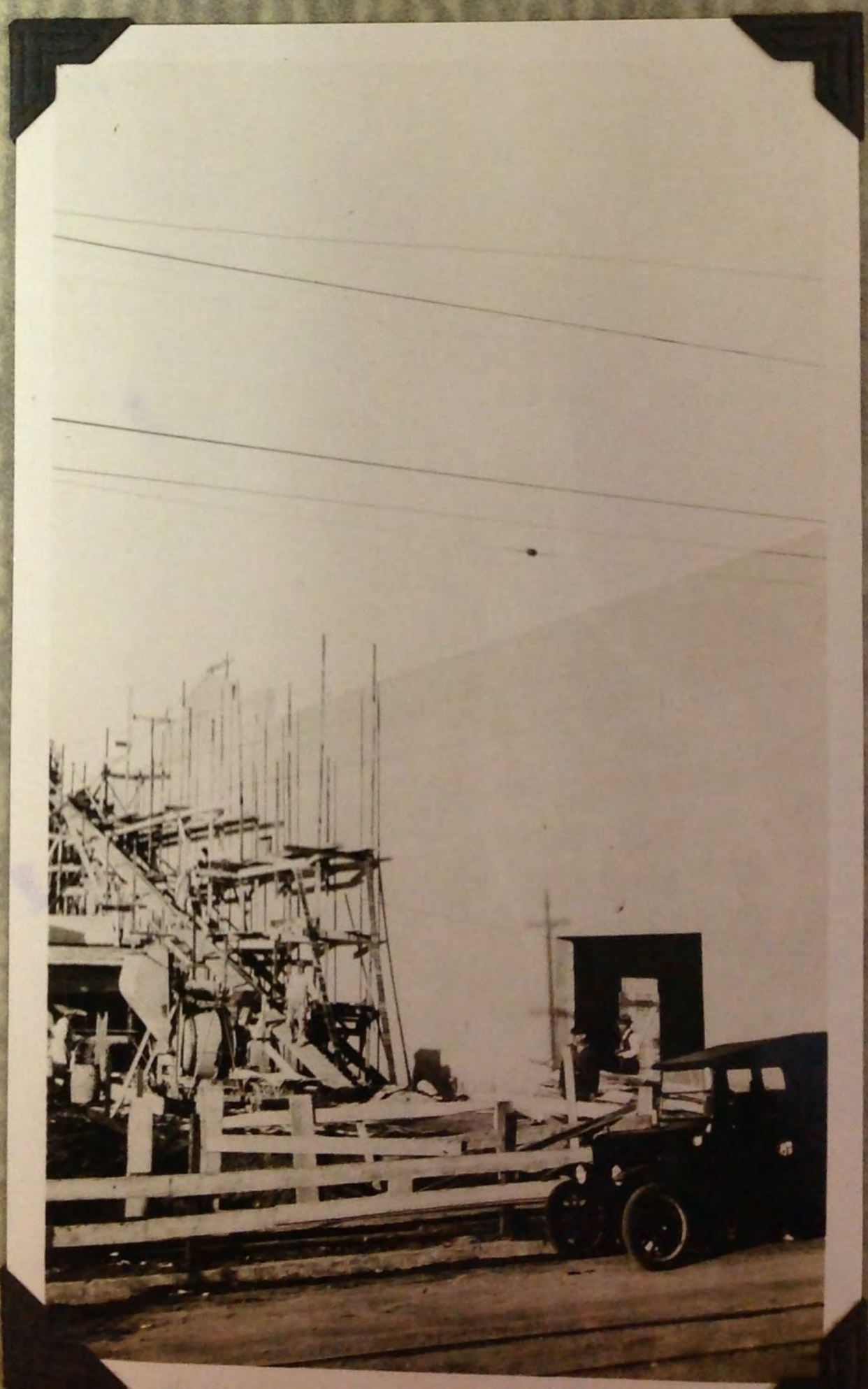
Dist #2
Storage Room
& Sky Light →

Dist #2
Stairway to Roof ←

Dist #2 Warehouse Oct 1st 1925

Concrete Pouring Mast
Dist #2 Wharf

Dist #2
→ West Wall
of Whse.



Dist. #2
West Wall ←
of Whse.

Concrete Mast Dist #2 Hdqs Bldg.

Pouring Floor Dist #2 Hdqs

Moving Gin Pole Dist #2 Hdqs

General View Dist #2 Warehouse

Dist #2 Forming Bins

Dist #2 Wlse
Concrete Pouring Mast

Pouring First Floor Dist #2 Warehouse.

Dist #2 Headquarters Bldg

Tractor Dist #2

Dist #2

First floor Warehouse Bldg Dist #2

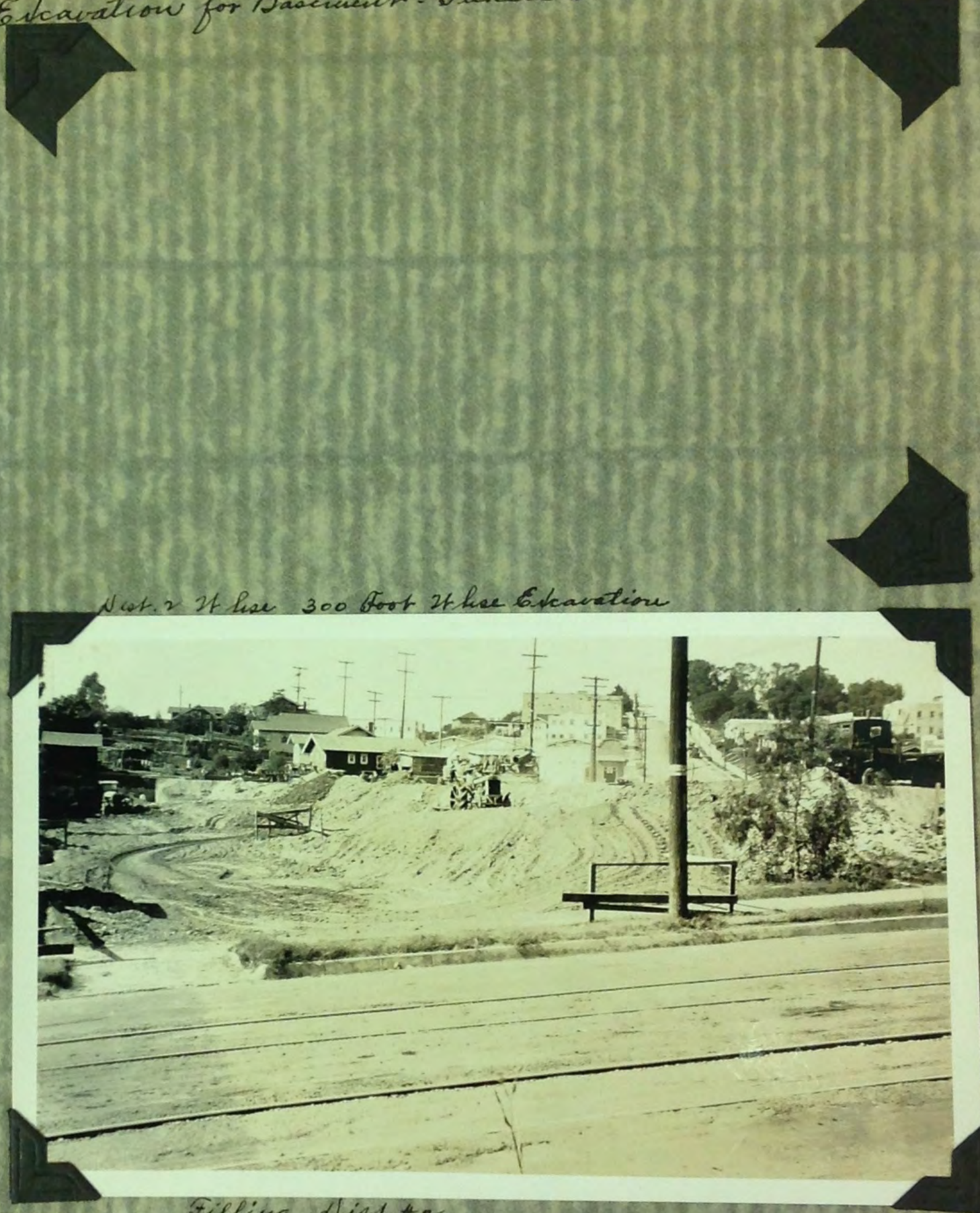
Disk #2 - 6-12-25 Original Site

X2711 District #2 Excavations

Tractor Dist #2

Excavation for Basement - Tri-State Trucks Dist #2

Dist. 2 H Line 300 Foot H Line Excavation



Filling Dist #2

D #2
Prep - Site ←

Nat. 2 H line 300 Foot H line Excavation

Filling Dist #2

Original Site Dist #2 June 12-1925

Dist #2 Warehouse

Fordson Tractor - Reynolds Scraper

APPENDIX D

DPR 523 Forms

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 20 ***Resource Name or #:** (Assigned by recorder) Easy Hollywood District Yard No. 2

P1. Other Identifier: __

***P2. Location:** □ **Not for Publication** ☒ **Unrestricted**

***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad**) **Date** _____ **T** ; **R** ; __ □ **of** __ □ **of Sec** __; ____**B.M.**

c. Address 611 North Hoover Street City Los Angeles Zip 90026

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 381477 mE/ 3772001 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APNs: 553-902-7900 and 553-902-7901

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

East Hollywood District Yard No. 2 occupies a large, generally rectangular site assembled from multiple contiguous parcels within Block A of the Dayton Heights Tract. The block and the Project area is oriented north-south with a noticeable slope rising from south to north. The southwest and the northeast corners of the area are irregular: the southwest corner, consisting of two parcels occupied by LADWP's Distribution Station No. 15, cuts into the rectangular area while the northwest corner, consisting of four parcels, extends above the rectangular area. East Hollywood District Yard No. 2 is contained within a high concrete Wall at its northern, eastern and southeastern perimeter; some sections of the Wall are formed by building elevations that extend to the site boundary. A chain-link fence contains the western perimeter. Access into the site is available through two driveways off of Hoover Street, one toward the northern and one toward the southern ends of the site; an additional access driveway at the north end of the site along North Commonwealth Avenue is gated and inactive. The surrounding blocks are single and multi-family residential except for low-rise commercial shops across Hoover Boulevard to the east. [*See Continuation Sheet*]

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

***P3b. Resource Attributes:** (List attributes and codes) HP9. Public utility building

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

P5b. Description of Photo: (view, date, accession #) View SW, 6/27/2017

***P6. Date Constructed/Age and Source:** ☒ Historic □ Prehistoric □ Both
1925/Building permits

***P7. Owner and Address:**
Los Angeles Department of Water & Power (LADWP)
111 North Hope Street, Room 1044
Los Angeles, CA 90012

***P8. Recorded by:** (Name, affiliation, and address) Max Loder
Environmental Science Associates
626 Wilshire Blvd. #1100
Los Angeles, CA 90017

***P9. Date Recorded:** 11/7/2017

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

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
ESA, *East Hollywood District Yard Demolition Project, City of Los Angeles, California Cultural Resources Assessment Report*, Prepared for LADWP.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) East Hollywood District Yard No. 2
***NRHP Status Code** 6Z

B1. Historic Name: District Yard No. 2
B2. Common Name:
B3. Original Use: Public Utility Facility B4. Present Use: Public Utility Facility
***B5. Architectural Style:** Spanish Colonial Revival; Utilitarian Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The East Hollywood District Yard, known at the time of construction as District Yard No. 2 was built in 1925 by the Bureau of Power and Light on Lots 7 through 14 of Block A within the Dayton Heights Tract. On June 29, 1925, the Bureau of Power and Light was issued a building permit to construct a warehouse (Warehouse) on Lots 7 through 12 of the Dayton Heights Tract. The Warehouse utilized reinforced concrete construction and was designed with elements of the Spanish Mission and Utilitarian Industrial styles. A month later, an additional building permit was issued to construct a Troublemen's Headquarters (site of Office and Fleet Maintenance Building) for the Bureau of Power and Light. This building mimicked the style of the warehouse and used post and lintel construction, cladded in stucco. The yard was enclosed with a brick wall clad in stucco. The construction of these two buildings and wall created the new District Yard No. 2. [*See Continuation Sheets*]

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:**
Distributing Station No. 15
B9a. Architect: Bureau of Power and Light **b. Builder**: Bureau of Power and Light
***B10. Significance: Theme** Industrial Development (1850-1980): Early Industrial Development (1880-1945); Public and Private Institutional Development (1850-1980); Government Infrastructure Services (1850-1980); Municipal Water and Power (1916-1980); Administrative Buildings and Service Yards (1902-1980)
Area
Period of Significance 1926 **Property Type** Commercial Building **Applicable Criteria** A/1/1; B/2/2; C/3/3; D/4/4
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

East Hollywood District Yard No. 2 was evaluated under the following SurveyLA historical and architectural themes: Industrial Development (1850-1980): Early Industrial Development (1880-1945) and with guidance from the draft criteria for Public and Private Institutional Development (1850-1980): Government Infrastructure Services (1850-1980): Municipal Water and Power (1916-1980): Administrative Buildings and Service Yards (1902-1980). The District Yard is situated on the Dayton Heights Tract, subdivided in 1887. The lots that make up the District Yard were acquired in phases as District Yard No. 2 expanded. District Yard No.2 began in 1925 and comprises seven buildings: Warehouse (1926), Office and Fleet Maintenance Building (1958), Office and Tool Room Building (1939), Fleet Maintenance Shop (1954), Truck Shed North (c. 1983-1989), Meter Truck Shed (1939), Truck Shed South (1953), enclosure wall, miscellaneous storage facilities, parking lots, lampposts and other miscellaneous features.

East Hollywood District Yard No. 2, which includes all buildings, structures and features that together comprise the yard was evaluated as an individual historic property at the local, state, and national levels, under Criteria A/1, B/2, C/3 and D/4. The period of significance for District Yard No. 2 is 1926, when the Warehouse, Troublemen's Headquarters (demolished), and original perimeter Wall were completed, creating one cohesive unit for the Bureau of Power and Light (later LADWP). [*See Continuation Sheets*]

(Sketch Map with north arrow required.)

B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
See Continuation Sheets
B13. Remarks:

***B14. Evaluator:** Max Loder, ESA
***Date of Evaluation:** 11/7/2017

(This space reserved for official comments.)

*P3a. Description (continued)

District Yard No. 2 is occupied by seven structures – all located on the eastern half along Hoover Street while the western side of District Yard No. 2 is used as a parking lot, pole training area, and outdoor storage. The seven structures include: Warehouse, Office and Fleet Maintenance Building, Office and Tool Room Building, Fleet Maintenance Shop, Truck Shed North, Meter Truck Shed, and Truck Shed South. Architectural descriptions and construction histories for each of these structures and other associated features are provided below.

*B6. Construction History (continued)

A year later, the Bureau of Power and Light expanded their presence in the area and built Distributing Station No. 15 on Lots 13 and 14 to the west of the Warehouse (adjacent to Project area)
The Bureau of Power and Light expanded District Yard No. 2, acquiring Lots 5 and 6 along North Hoover Street, and constructed the Office and Tool Room Building (Office and Tool Room Building) on the west side of North Hoover Street in 1939. During the 1950s, District Yard No. 2 expanded yet again, these improvements, completed between 1953 and 1959, included fleet truck storage, a fleet maintenance shop, an office and fleet maintenance building, storage facilities, and parking for the fleet vehicles and employees. During this era, a building permit was issued for the demolition of the warehouse (Warehouse), but it was never demolished. Building permits were not available for Truck Shed North (Truck Shed North).

*B10. Significance (continued)

Criterion A/1: Events

The plan for the construction of District Yard No. 2 was first announced in the Los Angeles Time on August 24, 1925. This announcement came, as the Bureau of Power and Light was completing a $30 million expansion program and before the start of a second $16 million construction campaign. The Bureau of Power and Light was formed in 1911 to generate, transmit, and distribute electricity. Prior to the formation of the Bureau of Power and Lighting, the City of Los Angeles was served by a loose network of private entrepreneurial suppliers. To meet the needs of the growing city beginning in 1916, the Bureau entered into a $30 million expansion program, which involved the development and construction of modern electrical service facilities including distributing stations and service yards. The Bureau went through a second growth phase in 1922 when it bought out its largest competitor Southern California Edison. Following the completion of its $30 million expansion program, the Bureau entered into third expansion phase, which included a smaller $16 million construction program. District Yard No. 2 was part of this third, much smaller phase of growth of the Bureau of Power and Light.

Research has indicated that at least four early yards served the emerging water, power, and light system before the construction of District Yard No. 2 at Hoover Street. District Yard was slated to handle all construction and repair work for District 2, the entire north and west section side of the city from Washington Boulevard on the south to Mulholland Highway on the north and from Figueroa Street and the Los Angeles River on the east out to the western city limits. The new facility would absorb 150 staff and equipment relocating from a yard at Wright Street, which would then be closed. From the new District Yard, staff could shorten installation and repair response times and more efficiently serve the new district. Sometime after its opening, the District Yard became a streetlight maintenance facility, the role it holds today.

District Yard No. 2 is located within the Dayton Heights Tract subdivided in 1887. The first development of the Project area was in 1913. Sanborn and Baist's maps show that by 1921 and 1928 numerous additional parcels had been developed within the tract. The parcels that make up the District Yard were acquired in

three phases: the six lots (7-12) along Hoover Street and Clinton Street that contained the Warehouse and the Troublemen's Headquarters and the two lots (13 and 14) along Clinton Street and Commonwealth Street that contained Distributing Station No. 15 belonged to the Bureau of Power and Light by 1925; the three Lots along Hoover Street to the north were added in 1939 and 1949 (Lots 4-6); the lots along Commonwealth Street to the north were added in 1957 and 1958 (Lots 15-19). Build out of the District Yard paralleled these years of property acquisition with the Warehouse and Troublemen's Headquarters (demolished), Office and Fleet Maintenance Building, completed in 1926; the Office and Tool Room Building and Meter Truck Shed in 1939; and the Truck Shed South, Fleet Maintenance Shop, and the replacement Office and Fleet Maintenance Building between 1953 and 1958. Minor exterior alterations to existing buildings and the Yard occurred between and after those dates. The sequence of parcel acquisition and of physical additions to the District Yard provided additional tool storage, office space, telecommunications capacity, service fleet maintenance, and parking for service trucks and employees. These changes supported a largely mobile workforce that installed, maintained, and repaired equipment from a truck fleet.

As mentioned above, District Yard No. 2 was not the first district or maintenance yard for the Bureau of Power and Light, and at least four other yards were operational prior to the construction of District Yard No. 2 in 1925 and 1926. As such, District Yard No. 2 was one of many facilities that the Bureau of Power and light constructed to support the continuing growing City in the first half of the 20th Century. Furthermore, private institutions such as Southern California Edison were providing service to City residents and businesses prior to the creation of the Bureau of Power and Light in 1911. Though District Yard No. 2's period of significance (1926) falls within the following draft SurveyLA criteria for Public and Private Institutional Development (1850-1980): Government Infrastructure Services (1850-1980): Municipal Water and Power (1916-1980): Administrative Buildings and Service Yards (1902-1980), it appears that Yard was part of a third and much smaller phase of growth for the Bureau of Power and Light (LADWP). Therefore, the subject property does not appear eligible for listing under National Register Criterion A, California Register Criterion 1, or the Los Angeles Historic Cultural Monument Criterion.

Criterion B/2: Significant Persons

The District Yard was originally completed in 1926 for the Bureau of Power and Light. For a resource to be eligible under Criterion B/2, it has to be associated with the lives of significant persons in our past, and their accomplishments associated with the historic resource. Chief Electrical Engineer, Ezra Scattergood, led the Bureau after 1916 and was responsible for its $16 million capital campaign. While Scattergood was active in the Bureau in 1926, the period of significance, there is no direct evidence that Scattergood worked at this facility. Therefore, the District Yard does not appear to be eligible under National Register Criterion B or California Register Criterion 2, or the Los Angeles Historic Cultural Monument Criterion.

Criterion C/3: Design/Construction

District Yard No. 2, which was constructed in 1925 and opened in 1926 was part of a citywide $16 million infrastructure expansion, which also included the construction of the adjacent Distributing Station No. 15 in 1926. Distributing Station No. 15 was identified by SurveyLA as an eligible historic architectural resource at the federal, state, and local levels for architecture (C/3/3), however District Yard No. 2 was not identified during the survey. Research on the history, design and function the two resources indicates they were built independently of one another, as Distributing Station No. 15 was to deliver electricity to the neighborhood while District Yard No. 2 was to handle all construction and repair work for the infrastructure serving the north and west side of the city. Furthermore, Distributing Stations built during this time period all shared a formal Neo-Classical style, which was designed under the direction of Bureau architect Frederick Roehrig with review by the Municipal Art Commission. District and maintenance yards constructed during this era by the Bureau of Power and Light (later LADWP) often incorporated a Utilitarian style with elements of the Spanish Colonial Revival style (Spanish Mission style), as the yards were to be solely functional.

District Yard No. 2 was built in 1925 and opened in 1926 and included two buildings and one structure: Warehouse, Troublemen's Headquarters, and perimeter Wall. The Troublemen's Headquarter consisted of post and lintel construction clad in stucco; the Warehouse is a reinforced concrete industrial structure; and the Wall consisted of brick construction clad in stucco. The Yard incorporated a Utilitarian style with elements of the Spanish Colonial Revival style, which was a prominent style within the City of Los Angeles during the 1920s and 1930s. Their generic typology was elevated by their competent design and site relationships along with the decorative Spanish Colonial Revival-style features at the rooflines of the two buildings. The Troublemen's Headquarters building was symmetrically centered along the length of both the Warehouse and Hoover Street, flanked by driveways. The perimeter Wall enclosed the work yard and asserted a strong authoritative presence; its varied profile, stout piers accentuating corners and driveway entries, and a wall plane that tied into perimeter buildings, was an aesthetic asset to the neighborhood. The array of pediments reinforced axial relationships among buildings, focused visual attention at the urban scale, and suggested a permanence befitting the commitment of a utility company to its customers.

Described in the Los Angeles Times as "Spanish Mission" in appearance, the ensemble was a generic industrial compound with modest decorative detail on common concrete buildings and a stylized enclosure. The compound's design was stylistically and functionally unrelated to that of the adjacent Distributing Station. Further, District Yard No. 2 was oriented to operate as an independent unit with a focus on entries and circulation from Hoover Street. The rear of the Warehouse was a long blank wall facing the back of the Distributing Station without any operational relationship other than a shared driveway. The sole related feature was the wall that wrapped the District Yard and extended for a short distance to the west along Distributing Station 15's south boundary, providing an entry portal with square piers and a suggestion of shared ownership. This tied Distributing Station 15 to the urban design of the overall compound but allowed it to maintain its independent aesthetic, presence, and function. While the separate natures of these facilities may also have been influenced by the size and configuration of the parcel in 1925, later land annexations did not change the functional relationship between the Distributing Station and the District Yard that presently is unchanged and remains the same.

In 1926, the interior of the District Yard was originally a spacious composition with two one-story rectangular concrete buildings aesthetically related by their siting, mass, and pediments. Each could be seen from outside the compound behind the wall that unified the whole. Since 1926, the District Yard has evolved over time to support its changes in function. Troublemen's Headquarters has been demolished and replaced with the Office and Fleet Maintenance Building (1958) that added a two-story structure with mid-Century entry porches and metal windows on top of the original footprint. Additional buildings have been inserted along the eastern boundary of the Yard included the Office and Tool Room and Meter Truck Shed in 1939. The Office and Tool Room served as the communications office to dispatch work units into the surrounding neighborhoods. The Meter Truck Shed functioned as parking for meter trucks, however it is now used for storage. As a need for additional truck storage, Truck Shed South was built in 1953. In 1954, LADWP constructed the Fleet Maintenance Shop as an additional truck service area. Four years later, LADWP demolished the Troublemen's Headquarters and constructed the Office and Fleet Maintenance Building next to the Fleet Maintenance Shop. At this time, they also expanded the yard and constructed a parking lot along Commonwealth Avenue.

The appearance of the Yard from the east and southeast corners and relationships within the Yard are significantly altered since the period of significance (1926). The spatial relationships within the Yard have been changed by the newer generic functional structures introduced in the construction campaigns of 1939 and the mid-1950s. The Warehouse and sections of the perimeter Wall are the only remaining original elements.

The remaining Warehouse, as described above, is a multi-bay one-story-plus-basement reinforced concrete structure with loading bays along its eastern side, a hydraulic service elevator at its interior center, and glass

gable-shaped skylights on a flat composition roof. Although its original appearance remains intact, it is typical of the monolithic poured concrete industrial structures of this period and not exceptional. Furthermore, very little of the perimeter Wall remains. The perimeter Wall was brick construction clad in stucco with Spanish Colonial Revival style elements. The only remaining section of the Wall is the south perimeter between the Warehouse and Truck Shed South. As such, District Yard No. 2 does not embody distinctive characteristics of LADWP's Administrative Buildings and Service Yards, the Utilitarian and Spanish Colonial Revival styles, or method of construction.

While research suggests architect Frederick Roehrig and the Municipal Art Commission guided the development of the Bureau's facilities, research did not reveal that Frederick Roehrig either designed or oversaw design of the District Yard, nor did research identify any review of this design by the Municipal Art Commission. The District Yard does not appear to be among the Bureau's flagship projects of the period that, instead, focused on the image of the large generating, receiving, and distribution facilities. These designs were regularly announced, illustrated, and celebrated in the Los Angeles Times whereas coverage for the District Yard was limited to three articles, two of which focused on the larger distribution station program. Roehrig's design of the 1917 and 1920 San Francisquito Power Plants 1 and 2 were used as models of the many Distributing Plants that were built during the $16 million capital campaign. Furthermore, Roehrig was better known for his high-style residential designs in Southern California; the Andrew (Rand) McNally House in Altadena, Frederick Hastings Ridge Residence, the Castle Green in Pasadena; and ten mansions along Pasadena's Orange Grove.

The District Yard retains one structure from its period of significance. The remaining Warehouse/Warehouse illustrates a generic and common typology, the multi-bay concrete industrial warehouse. It is not an exceptional example of its type. The appearance of the District Yard has been eroded by additions and alterations and its original appearance diluted. The artistic unity of the original "Spanish Mission" style, scale, and site relationships has been adversely affected by the removal of the single-story Troublemen's Headquarters and its replacement with a contemporary two-story Office and Fleet Maintenance Building; by the insertion of additional generic industrial structures; and by changes to the enclosing wall that has adjusted its height, openness, and level of detail at corners and entries. The multiple small residences that abutted the eastern side of the site have been removed and replaced with a large open parking and storage area changing the sense of density on the site and context for the site's original configuration. Furthermore, the District Yard appears to have no direct connection to architect Frederick Roehrig and was a functional facility for the Bureau of Power and Light, not part of its flagship design program. Finally, the original District Yard was designed as a coordinated composition with strong aesthetic and axial unity that is no longer apparent. Therefore, the District Yard is found ineligible for listing under National Register Criterion C, California Register Criterion 3, and the Los Angeles Historical Cultural Monument Criterion.

Criterion D/4: Data Potential

While most often applied to archaeological districts and sites, Criterion D/4 can also apply to buildings, structures, and objects that contain important information. In order for these types of resources to be eligible under Criterion D/4, they themselves must be, or must have been, the principal source of the important information. District Yard No. 2 does not appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known. Therefore, Warehouse, Office and Fleet Maintenance Building, Office and Tool Room, Fleet Maintenance Shop, Truck Shed North, Meter Truck Shed, Truck Shed South and the District Yard has not yielded or is not likely to yield information important to prehistory or history and does not appear to satisfy National Register Criterion D or California Register Criterion 4.

Integrity

The National Register and California Register recognize a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Eligible properties should retain several, if not most, of these aspects. Both registers require that a resource retain sufficient integrity to convey its significance, and the property must retain the essential physical features that enable it to convey its historical identity. Integrity is based on significance and understanding why a property is important. National Register Bulletin 15 states that "only after significance is fully established can you proceed to the issue of integrity" (U.S. Department of the Interior, 2002). Though District Yard No. 2 was not identified as significant under any of the applicable national, state, or local criteria an integrity analysis is not required, however one has been included to support ESA's findings.

Location: District Yard No. 2 has not been move and still retains its original location. **Therefore, District Yard No. 2 is found to retain integrity of location.**

Design: The original design of District Yard No. 2 was Colonial Revival ("Spanish Mission") and Utilitarian Industrial styles. As the yard expanded and new buildings and structures were introduced the style of the yard evolved from Spanish Mission to Utilitarian Industrial, with elements of the Modern style. Furthermore, the Troublemen's Headquarters (1925-1958) which was also designed in the Spanish Mission style to match the Warehouse was demolished in 1958 and replaced by the Office and Fleet Maintenance Building. The Warehouse and sections of the south perimeter Wall are the only structures that reflect the original design of the yard from its period of significance. The addition of the Office and Fleet Maintenance Building, Office and Tool Room Building, Fleet Maintenance Shop, Truck Shed North, Meter Truck Shed, and Truck Shed South do not reflect any elements of the original Spanish Mission style. **Therefore, District Yard No. 2 is found to not to retain its original design.**

Setting: The immediate setting of District Yard No.2 has undergone substantial growth and alterations since the period of significance (1926). The original yard was constructed on Lots 7 through 12 of Block A within the Dayton Heights Tract, and contained within the perimeter Wall, the Warehouse and Troublemen's Headquarters. The yard expanded north to Lots 5 and 6 of the block in 1939 when the Office and Tool Room Building and the Meter Truck Shed were constructed. The setting was again altered when the Fleet Maintenance Shop was constructed next to the Troublemen's Headquarters in 1954. Four years later, the Office and Fleet Maintenance Building replaced the original Troublemen's Headquarters. Improvements to the District Yard continued with additional buildings and infrastructure being added, including a large surface parking lot on Lots 15 through 19 of the Block. The only remaining elements of the original setting are the Warehouse and sections of the perimeter Wall. **Therefore, District Yard No. 2 is found to not to retain its original setting.**

Materials: As mentioned previously, District Yard No. 2 has gone through substantial growth and has evolved from its original appearance in 1926. The only two remaining structures from the period are the Warehouse and sections of the perimeter Wall, which retain some of the original materials including windows, skylights, doors, and interior mechanisms. However, the Warehouse has unsympathetic alterations to its primary façade including the removal of some materials to enlarge truck bays, and the use of plywood and chain-link fence to enclose the original bays. Furthermore, a majority of the east perimeter wall has been replaced with cinderblock construction during the construction of the Fleet Maintenance Shop (1954), Office and Fleet Maintenance Building (1958), and when it was damaged in 1996; the original Wall was brick construction clad with stucco. **Therefore, District Yard No. 2 is found to not to retain its original materials.**

Workmanship: Original materials, along with the evidence of their workmanship, have been extensively compromised, as explained above. **Therefore, the subject property is found to not retain integrity of workmanship.**

Feeling: Due to various unsympathetic alterations and additions to District Yard No. 2, especially to its setting and design, District Yard No. 2 no longer conveys the feeling of a cohesive Spanish Mission style maintenance yard built in response to the growth and development of LADWP. **Therefore, the subject property is found to not retain integrity of workmanship.**

Association: The extensively altered yard does not retain sufficient physical integrity to convey a significant association with the early development of LADWP's district yards, and the Spanish Mission style. Although the yard retains the Warehouse and sections of the wall, its relationship with the rest of the yard has been substantially eroded by the substantial alteration of its original design, massing, and removal of the Troublemen's Headquarter that visually created one cohesive design. **Therefore, the subject property is found to not retain integrity of association.**

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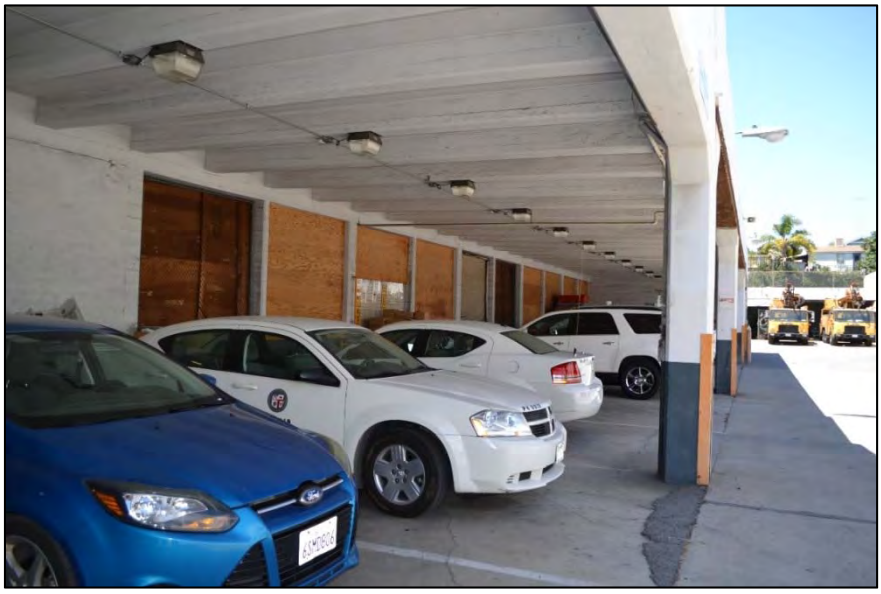
Additional Photographs

Southern end of Warehouse, east elevation, view south (ESA, June 27, 2017)



Altered bays along primary elevation, view north (ESA, June 27, 2017)

View of the north elevation of Warehouse, view south (ESA, June 27, 2017)

Overview of Warehouse's rear (west) elevation, view south (ESA, June 27, 2017)

South elevation of Warehouse, view north (ESA, June 27, 2017)

Overview of the Primary (west elevation) and north elevation (side) of Office and Fleet Maintenance Building, view northeast (ESA, June 27, 2017)

Close-up view of office section of Office and Fleet Maintenance Building, view southeast (ESA, June 27, 2017)

Office and Fleet Maintenance Building's primary (west) elevation, view southeast (ESA, June 27, 2017)

Close-up view of fleet maintenance bays and assembly area of Office and Fleet Maintenance Building (upper floor), view east (ESA, June 27, 2017)

Overview of Office and Fleet Maintenance Building's north elevation, which is attached to Fleet Maintenance Shop's south elevation, view south (ESA, June 27, 2017)

Overview of Office and Fleet Maintenance Building's rear (east) elevation, view southwest (ESA, June 27, 2017)

Closer view of the fenestration along Office and Fleet Maintenance Building's rear (east) elevation, view west (ESA, June 27, 2017)

Overview of Office and Fleet Maintenance Building's south elevation, view northeast (ESA, June 27, 2017)

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

LOCATION MAP

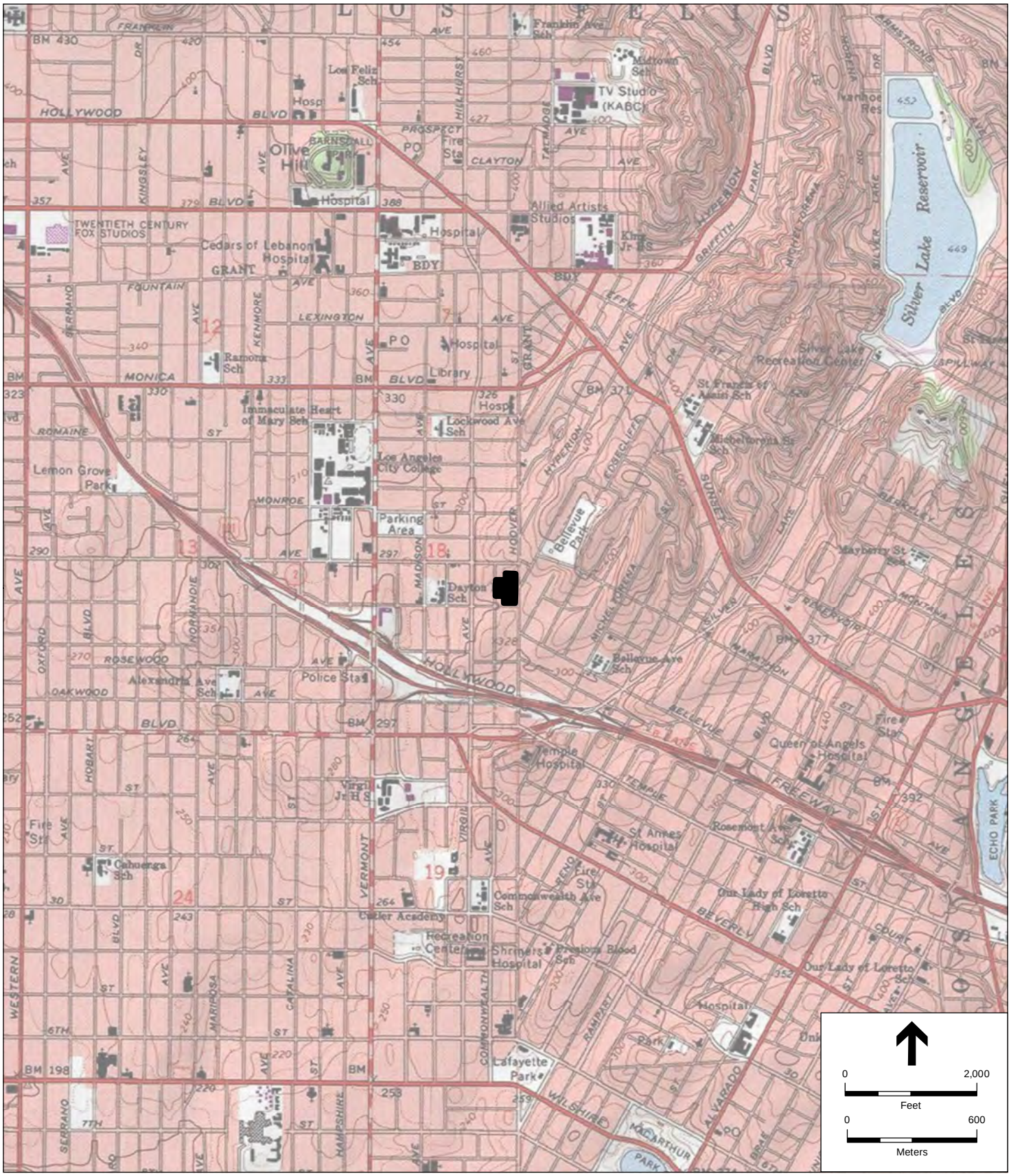
Primary #
HRI #
Trinomial

* Resource Name or Number: East Hollywood District Yard No. 2

*Map name: Hollywood

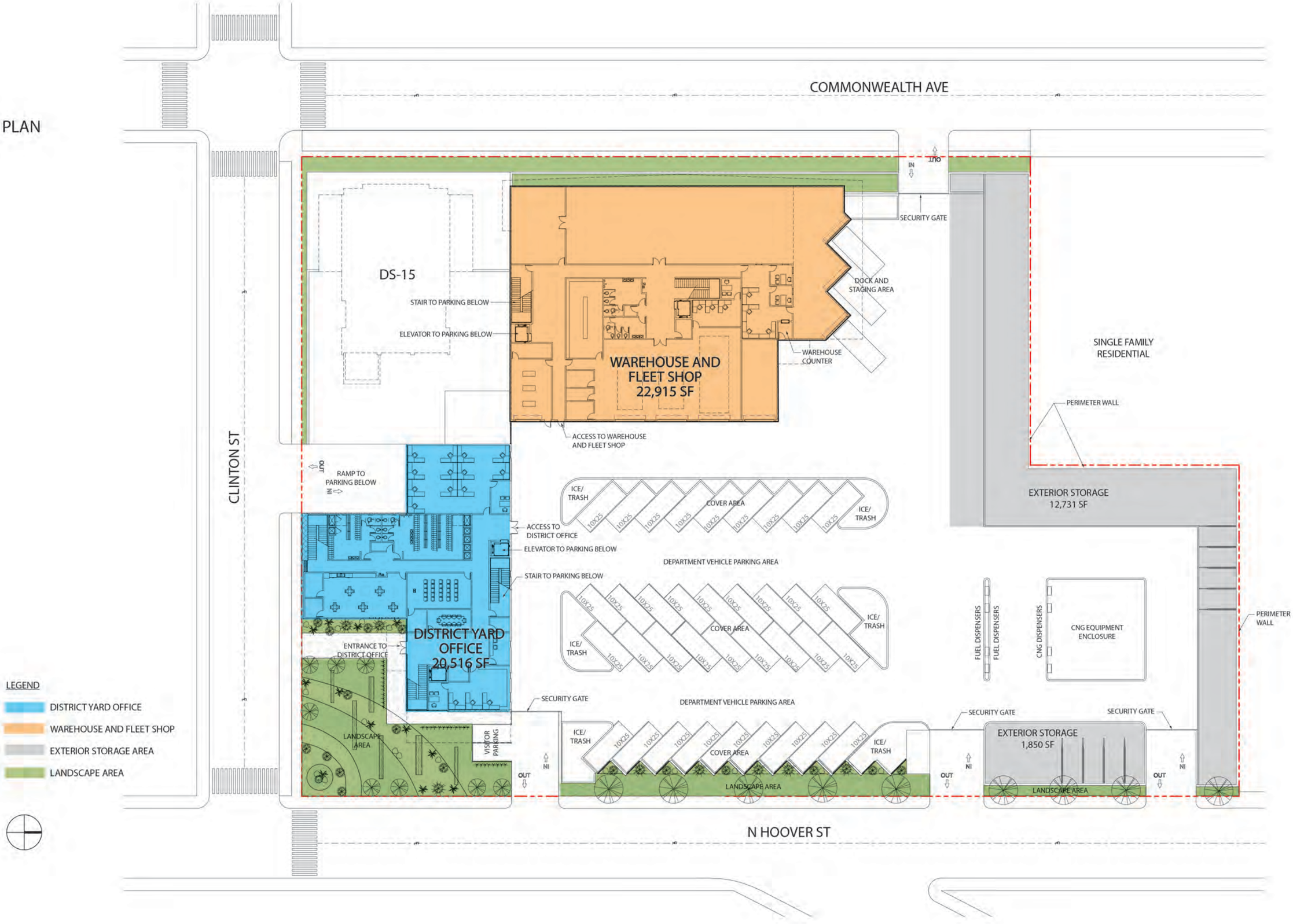
*Scale: 1:24000

*Date of Map: 1978

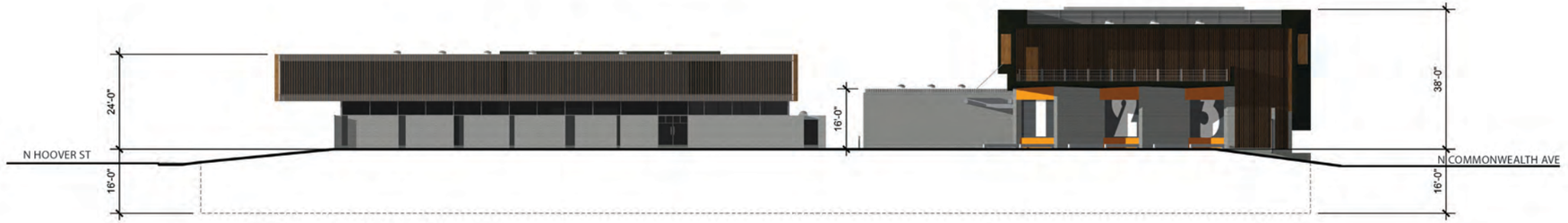


APPENDIX E
Project Plans

C. SITE PLAN

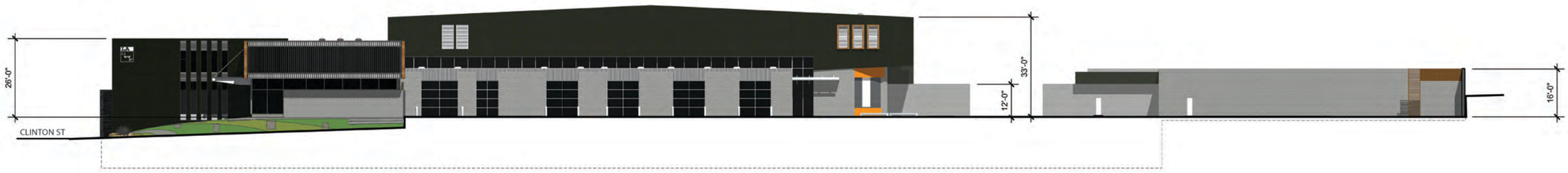

COMMONWEALTH AVE
CLINTON ST
N HOOVER ST
DS-15
STAIR TO PARKING BELOW
ELEVATOR TO PARKING BELOW
WAREHOUSE AND FLEET SHOP
22,915 SF
ACCESS TO WAREHOUSE AND FLEET SHOP
WAREHOUSE COUNTER
DOCK AND STAGING AREA
SECURITY GATE
IN
OUT
SINGLE FAMILY RESIDENTIAL
PERIMETER WALL
EXTERIOR STORAGE 12,731 SF
RAMP TO PARKING BELOW
ACCESS TO DISTRICT OFFICE
ELEVATOR TO PARKING BELOW
STAIR TO PARKING BELOW
DISTRICT YARD OFFICE 20,516 SF
ENTRANCE TO DISTRICT OFFICE
LANDSCAPE AREA
VISITOR PARKING
ICE/ TRASH
COVER AREA
10X25
DEPARTMENT VEHICLE PARKING AREA
FUEL DISPENSERS
CNG DISPENSERS
CNG EQUIPMENT ENCLOSURE
EXTERIOR STORAGE 1,850 SF
LEGEND
DISTRICT YARD OFFICE
WAREHOUSE AND FLEET SHOP
EXTERIOR STORAGE AREA
LANDSCAPE AREA


LA
DWP
Los Angeles Department of Water and Power

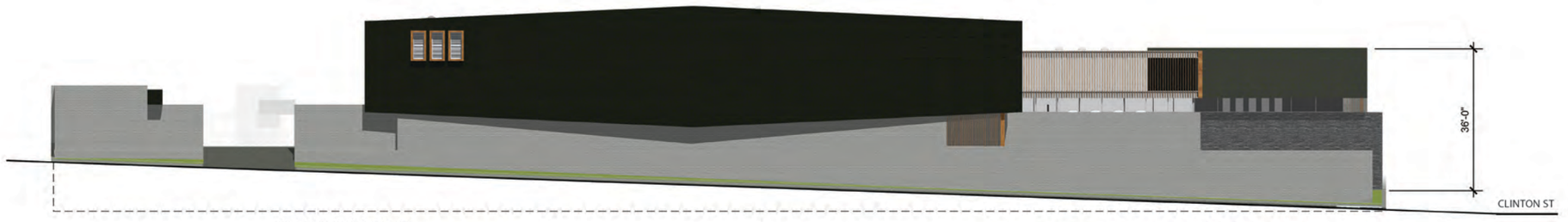


NORTH ELEVATION

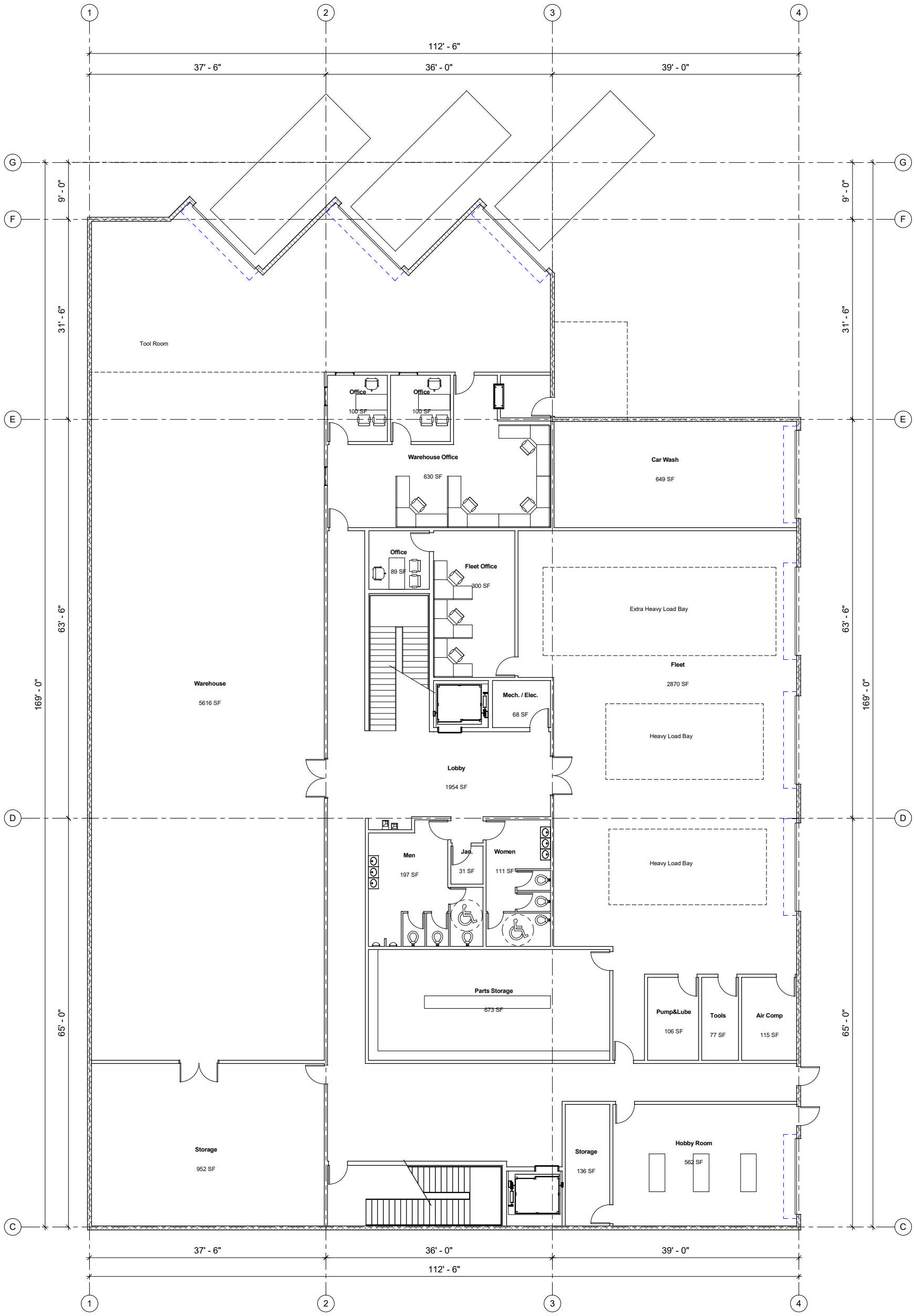
SOUTH ELEVATION



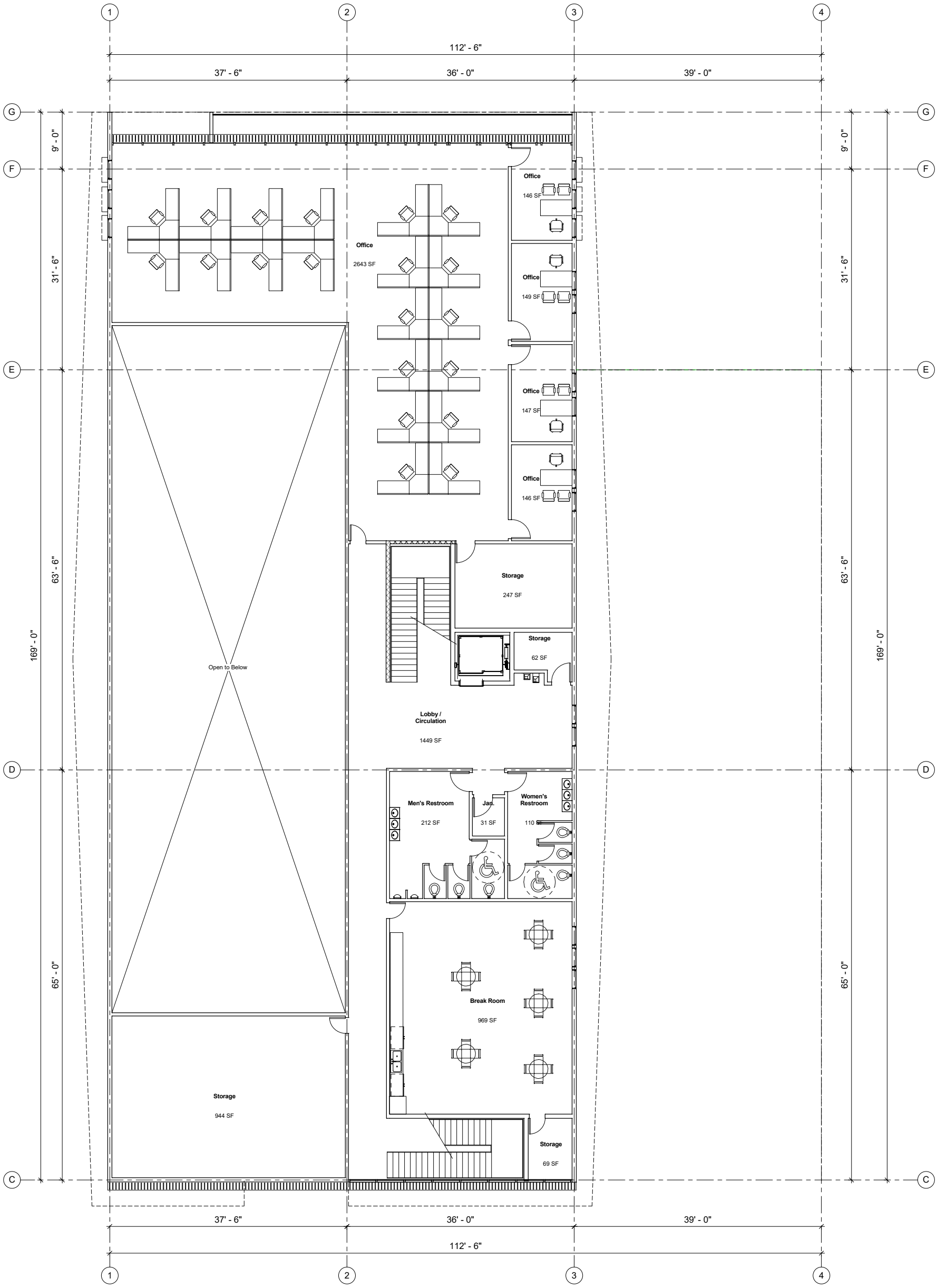
EAST ELEVATION



WEST ELEVATION



1 Level 1 Copy 1
3/16" = 1'-0"



1 Level 2
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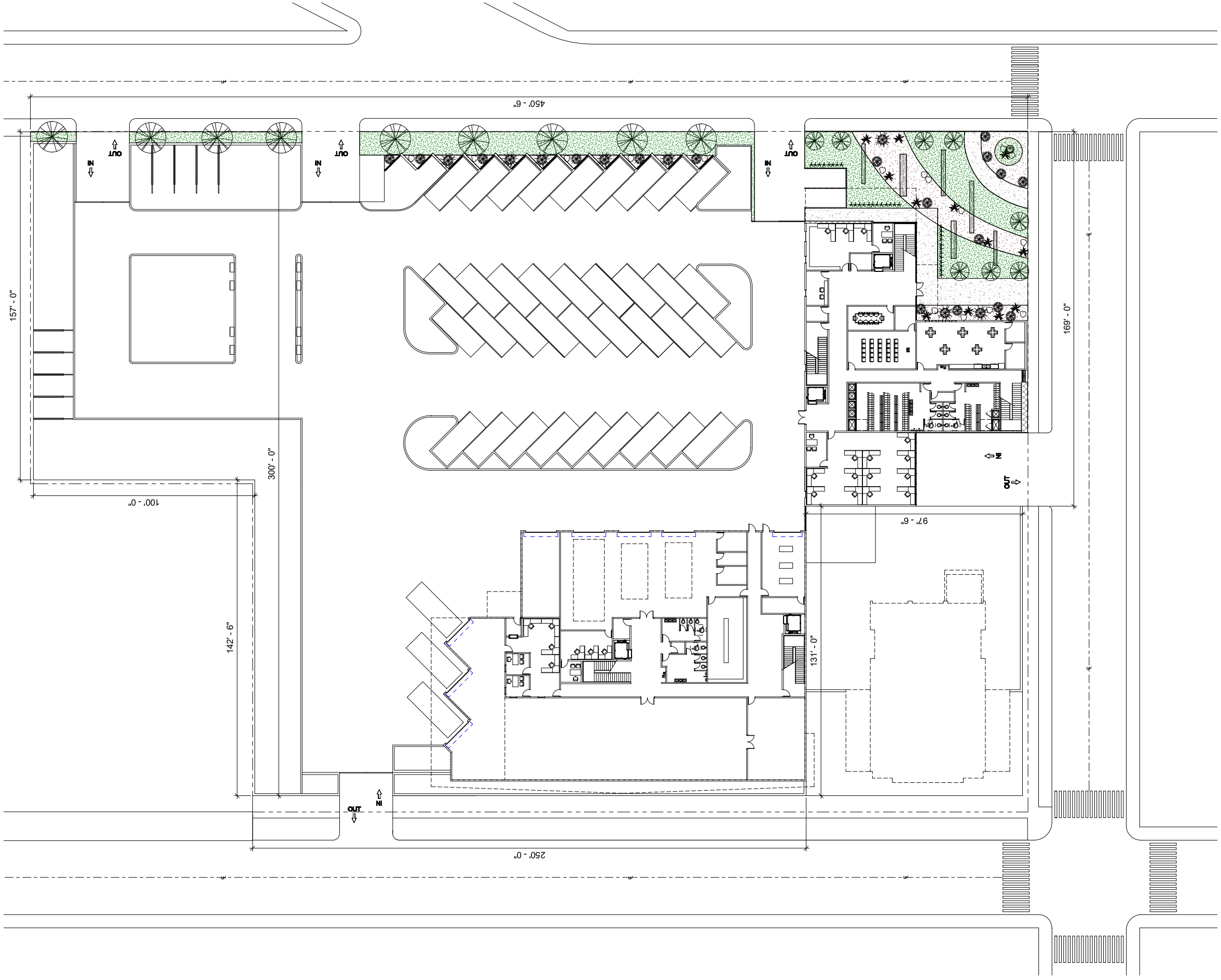
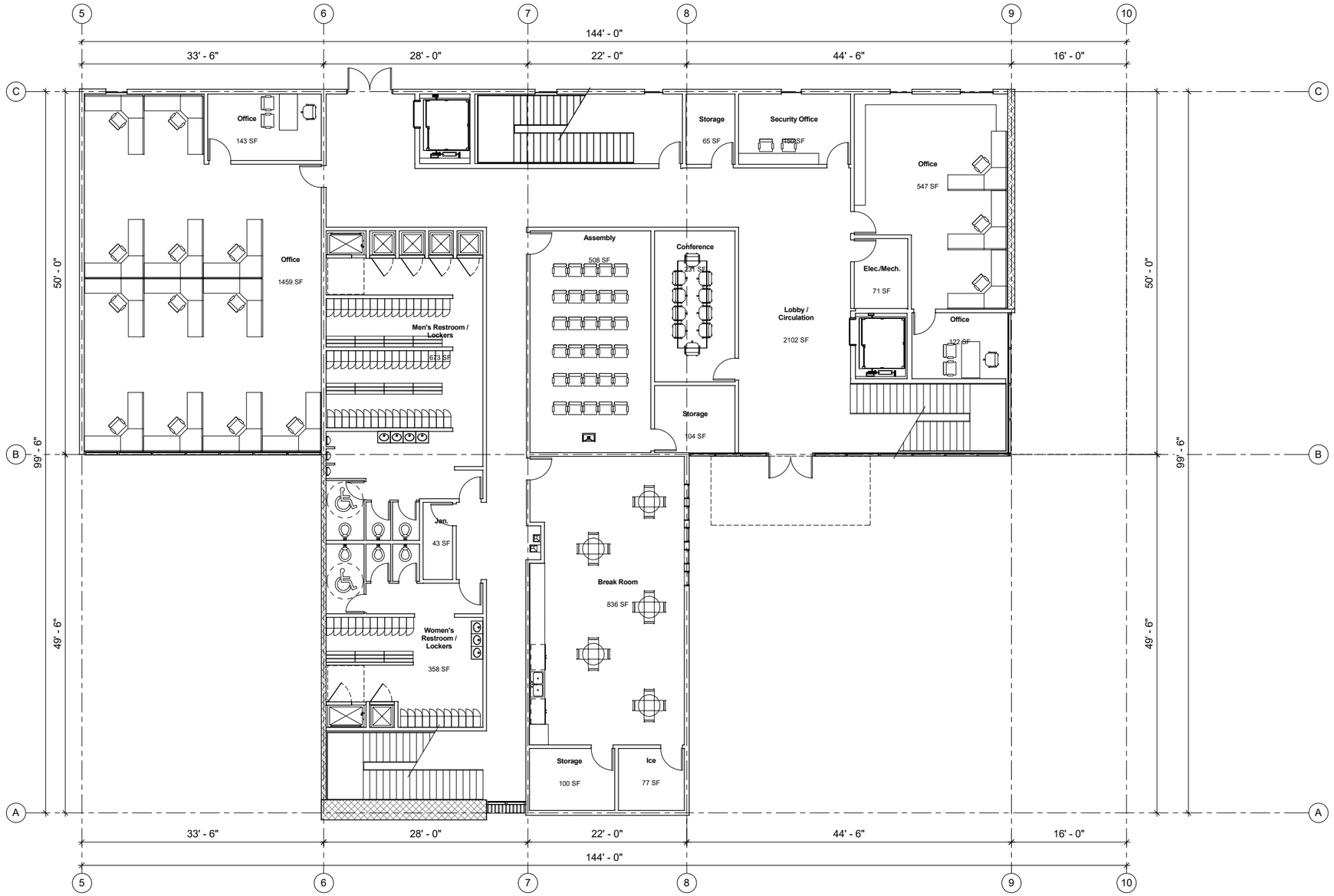
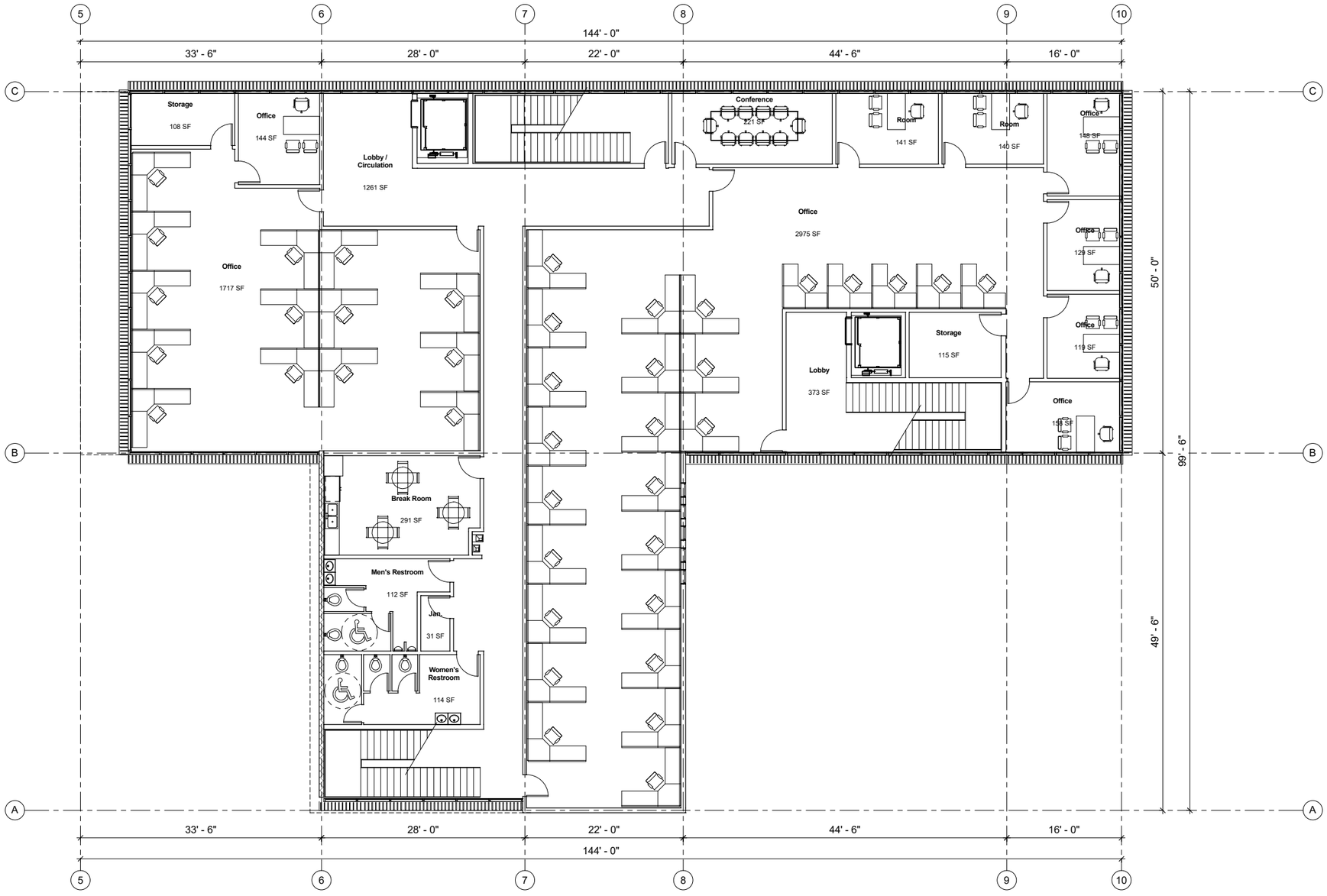

450' - 6"
157' - 0"
300' - 0"
100' - 0"
142' - 6"
250' - 0"
97' - 6"
169' - 0"
131' - 0"
IN
OUT


5
6
7
8
9
10
144' - 0"
33' - 6"
28' - 0"
22' - 0"
44' - 6"
16' - 0"
C
B
A
99' - 6"
50' - 0"
49' - 6"
Office
143 SF
Office
1459 SF
Men's Restroom / Lockers
673 SF
Jan.
43 SF
Women's Restroom / Lockers
358 SF
Assembly
508 SF
Conference
231 SF
Storage
104 SF
Storage
65 SF
Security Office
150SF
Lobby / Circulation
2102 SF
Break Room
836 SF
Storage
100 SF
Ice
77 SF
Office
547 SF
Elec./Mech.
71 SF
Office
122 SF


5
6
7
8
9
10
144' - 0"
33' - 6"
28' - 0"
22' - 0"
44' - 6"
16' - 0"
C
B
A
Storage
108 SF
Office
144 SF
Lobby / Circulation
1261 SF
Office
1717 SF
Conference
221 SF
Room
141 SF
Room
140 SF
Office
148 SF
Office
2975 SF
Office
129 SF
Storage
115 SF
Lobby
373 SF
Office
119 SF
Office
159 SF
Break Room
291 SF
Men's Restroom
112 SF
Jan.
31 SF
Women's Restroom
114 SF
50' - 0"
99' - 6"
49' - 6"