



HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

December 6, 2018

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HISTORIC RESOURCES GROUP

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1.0 EXECUTIVE SUMMARY

We have evaluated the property at 625-665 S. La Brea Avenue in the City of Los Angeles, California for potential historic significance (the “Project Site”). The Project Site is located in the Wilshire Community Plan Area (“CPA”), which was surveyed in 2015 as part of SurveyLA, the citywide historic resources survey.¹ The five commercial buildings and multiple surface parking lots on the Project Site were not identified as potential historical resources during that study, either individually or as part of a potential historic district. They are re-evaluated in this report based on an observation of existing conditions, primary and secondary source research related to the history of the properties, review of the relevant historic contexts, and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. A site visit was conducted on November 19, 2018. Based on this analysis, we have concluded that the commercial buildings and surface parking lots on the Project Site are not eligible for historic designation at the federal, state, or local levels. Therefore, there are no potential impacts to historical resources on the Project Site as defined by the California Environmental Quality Act (CEQA).

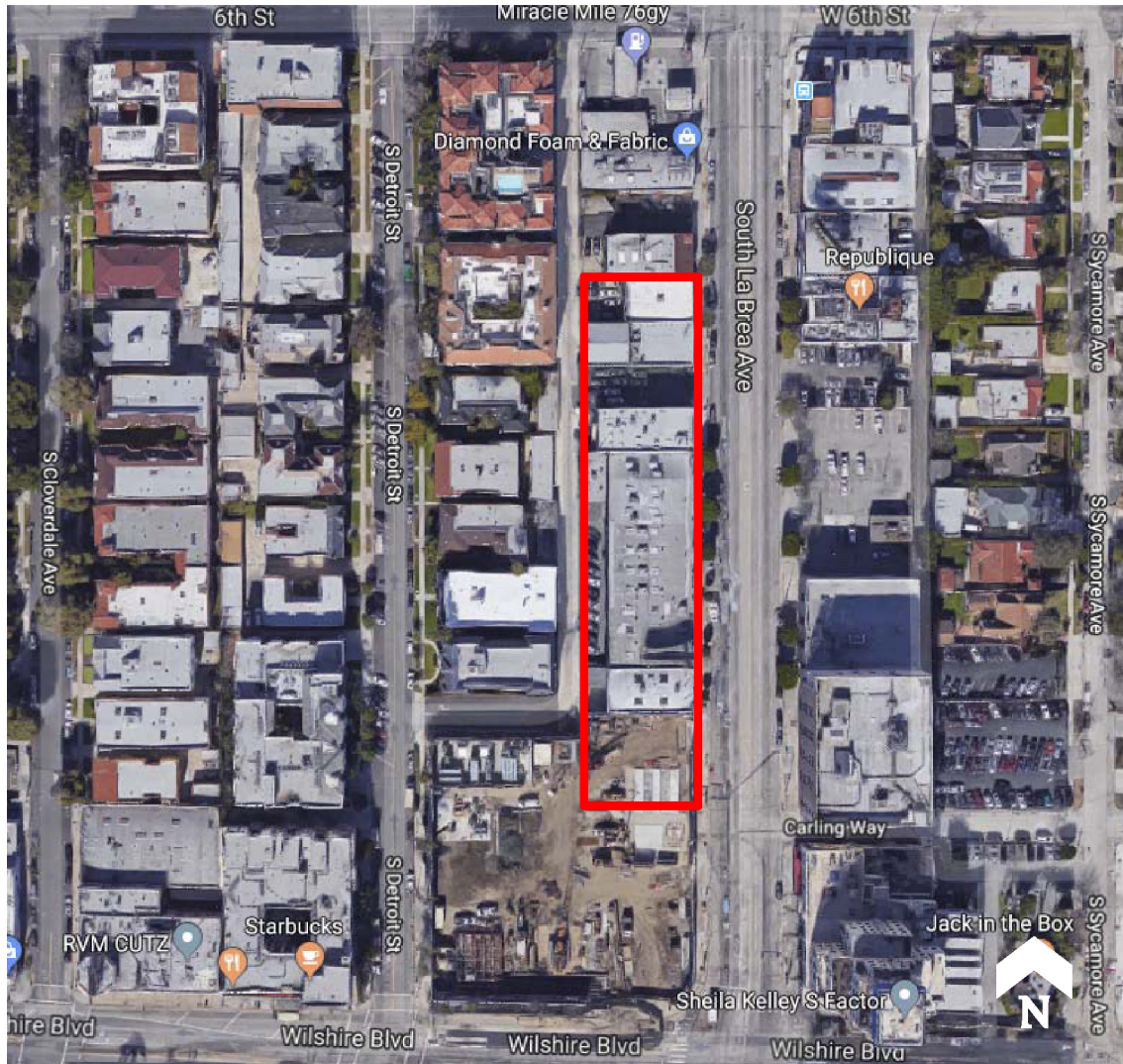
There are two potential historical resources located adjacent to the Project Site: the H.R. Gillingham Co. De Soto Dealership at 611 S. La Brea Avenue; and the Ridgeley Drive/Detroit Street Multi-Family Residential Historic District. 611 S. La Brea Avenue was identified by SurveyLA as eligible for listing in the National Register of Historic Places as an example of a late-1920s car showroom. The Ridgeley Drive/Detroit Street District was identified by SurveyLA as eligible for listing in the National Register of Historic Places as an excellent example of a 1920s-1950s multi-family residential district containing primarily apartment houses; an excellent example of a 1920s-1930s Period Revival neighborhood primarily containing apartment houses; and as an early Jewish residential neighborhood area. This report analyzes the proposed Project for potential indirect impacts to historical resources as defined by CEQA.

This analysis has determined that the Project will not result in significant adverse impacts to potential historical resources on the Project Site or in the immediate Project vicinity as defined by CEQA.

¹ City of Los Angeles, Department of City Planning, *Historic Resources Survey Report: Wilshire Community Plan Area*, prepared by Architectural Resources Group, Inc., January 2015.

The Project Site is located at 625-665 S. La Brea Avenue within the Wilshire Community Plan Area (“CPA”) of Los Angeles. It is composed of seven (7) lots with the Assessor Parcel Numbers (APN) 5508-007-018, 5508-007-019, 5508-007-020, 5508-007-021, 5508-007-022, 5508-007-023, and 5508-007-901. The Project Site is zoned C2-1.

FIGURE 1: PROJECT SITE



Project Site outlined in red.

3.0 PROJECT DESCRIPTION

The proposed project (the “Project”) for 625-665 S. La Brea Avenue (the “Project Site”) is a residential and retail mixed-use development in the Wilshire CPA in the City of Los Angeles. The 51,168 square-foot site (1.17 acres) is bounded by a two-story commercial building to the north, S. La Brea Avenue to the east, the Metro Purple Line construction site to the south, and an alley and multi-family residences to the west. The existing five commercial buildings on the site would be demolished.

The proposed Project would include a 125-key hotel, 121-unit residential building, 15,000 square feet of retail on the ground floor, and 250 parking stalls in a 16-foot high subterranean garage.

The proposed Project will demolish the existing five commercial retail buildings (approximately 7,396.8 square feet) located on the Project Site and would construct a new mixed-use building. The new building will be eight stories in height over one level of subterranean parking and would include 121 multi-family residential units in 16,816 square feet, 125 hotel rooms in 23,511 square feet; 26,400 square feet of retail space; 59 subterranean self-parking spaces, and 236 subterranean parking stalls with lifts.

The new mixed-use development will be contemporary in design. It has a rectangular plan with complex rectilinear massing and three projecting volumes; a parapet with arched openings at the south façade, and rectangular openings on the north; large rectangular windows; and exterior wall cladding in a variety of materials including glass curtain walls. There is a rooftop bulkhead at each of the three projecting volumes. The façade is articulated to create visual interest from the street.

Plans for the proposed Project are included in Appendix E.

4.0 CURRENT SETTING

625-665 S. La Brea Avenue is located on the west side of S. La Brea Avenue between 6th Street and Wilshire Boulevard in the Wilshire CPA of Los Angeles. S. La Brea Avenue is a significant 6-lane commercial corridor developed with commercial and mixed-use buildings fronting La Brea, with heights up to 12 stories. The property is flanked to the north by a one-story commercial building, to the west by two- to four-story multi-family residences, and to the south by a Metro Purple Line construction yard.

625-665 S. La Brea Avenue was evaluated using integrity thresholds and eligibility criteria for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. The field methods and analysis are based on guidance from the National Park Service, the California Office of Historic Preservation, and the City of Los Angeles Office of Historic Resources for evaluating potential historical resources.

This report was prepared using sources related to the history and development of 625-665 S. La Brea Avenue. The following sources were consulted:

- Building permits
- Historic newspaper articles
- Other primary and secondary sources relevant to the history of the site
- SurveyLA Historic Context Statement
- SurveyLA Survey Report for the Wilshire CPA

Research, field inspection, and analysis were performed by Christine Lazzaretto, Managing Principal; John LoCascio, AIA, Principal; and Molly Iker-Johnson, Associate Architectural Historian; all three of whom meet the Secretary of the Interior's Professional Qualifications Standards in History and Architectural History.

Historic resources may be designated at the federal, state, and local levels. Current landmark designations available for properties located in Los Angeles include: listing in the National Register of Historic Places, the California Register of Historical Resources, and as City of Los Angeles Historic-Cultural Monuments. While all designation programs place emphasis on architectural character, they also use basic criteria relating to a property's place in important events or patterns of development, association with important personages, and architectural significance.

National Register of Historic Places

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.² The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects; eligibility for federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

² 36CFR60, Section 60.2.

- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.³

Integrity

In addition to meeting any or all of the National Register designation criteria listed above, properties nominated must also possess historic *integrity*. Historic integrity is the ability of a property to convey its significance and is defined as “the authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic period.”⁴

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

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

³ 36CFR60, Section 60.3. Criterion D addresses potential archaeological resources which is outside the scope of this study.

⁴ U.S. Department of the Interior, “National Register Bulletin 16: How to Complete the National Register Registration Form” (Washington, D.C.: National Park Service, 1997).

- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.⁵

California Register of Historical Resources

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.⁶

The criteria for eligibility for listing in the California Register are based upon National Register criteria. These criteria are:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.⁷

For integrity purposes, resources eligible for listing in the California Register must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. It is possible that resources lacking sufficient integrity for listing in the National Register may still be eligible for the California Register.⁸

⁵ U.S. Department of the Interior, "National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation" (Washington D.C.: National Park Service, 1995).

⁶ California PRC, Section 5023.1(a).

⁷ Criterion 4 addresses potential archaeological resources; therefore, it is outside the scope of this report.

⁸ State of California Department of Parks and Recreation, "California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison," Sacramento, CA: Office of Historic Preservation, 2011.

The City of Los Angeles Cultural Heritage Ordinance, first enacted in 1962 and updated in 2018, allows for the designation of buildings and sites as individual local landmarks in the City of Los Angeles. These landmarks are known as “Historic-Cultural Monuments.”

Section 22.171.7 of Article 1, Chapter 9, Division 22 of the City of Los Angeles Administrative Code defines a Historic-Cultural Monument as “any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles.” A proposed Monument may be designated by the City Council upon the recommendation of the Cultural Heritage 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.

Designation as a Historic-Cultural Monument is “reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature.”⁹ For integrity purposes, resources eligible for local designation should retain enough of their historic character or appearance to convey the reasons for their significance.

⁹ Los Angeles Department of City Planning, “Historic-Cultural Monuments: What Makes a Resource Historically Significant?,” Los Angeles: Office of Historic Resources, <https://preservation.lacity.org/commission/what-makes-resource-historically-significant> (accessed August 2018).

The Project Site is located in the Wilshire Community Plan Area, which was surveyed in 2015. The commercial buildings and surface parking lots at 625-665 S. La Brea Avenue were not identified as potential historical resources as a result of that study. The properties are not listed in the California Historic Resources Inventory (HRI).¹⁰

A records search was conducted at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at the California State University, Fullerton. The records search included a review of all previous cultural resource studies and previously documented historic or architectural resources associated with 625-665 S. La Brea Avenue or within ¼-mile of the Project Site. No resources located on the Project Site were located as part of the records search; the formal response is included in Appendix A.

¹⁰ California Historical Resources Inventory, August 15, 2011.

Wilshire Community Plan Area

The Project Site is located in the Wilshire neighborhood of the City of Los Angeles. In 1887, Henry Gaylord Wilshire, an entrepreneur from Ohio, purchased 35 acres west of present-day MacArthur Park in partnership with his brother, William.¹¹ They subdivided the land in 1895, envisioning a luxurious subdivision anchored by a wide, graveled avenue (present-day Wilshire Boulevard) that would connect present-day MacArthur and Lafayette Parks, and arranged a deal to build an intersecting boulevard (present-day Lafayette Park Place) if the City donated the land. These streets became the heart of a subdivision with generous lots, palm trees, and views of MacArthur Park and downtown Los Angeles.¹²

The Wilshire neighborhood developed steadily throughout the 1910s and 1920s, with large apartment buildings, resort hotels, and commercial buildings rising throughout the district. In the late 1920s, twenty-five blocks of Wilshire from MacArthur Park to Western Avenue were rezoned for commercial use, spurring a new era of rapid development in the eastern part of the Wilshire district. The neighborhood's commercial identity soon became one of affluence, newness, and convenience, in contrast to the older and more established downtown commercial district. The most potent symbol of the Wilshire district's glamour was the 1929 Bullock's Wilshire department store, one of the first businesses in Los Angeles designed to cater to customers arriving by car.

Large parking lots, service stations, automobile dealerships, drive-up markets, and drive-up coffee shops soon sprang up throughout the district. The neighborhood became known as Los Angeles' playground: recreational facilities were established throughout the district, and local dining and dancing institutions like the Brown Derby lured people to the Wilshire neighborhood.

Institutional development occurred early on along Wilshire Boulevard. High-profile institutional buildings developed alongside commercial buildings on the boulevard in the 1920s and 1930s. Religious organizations built new, massive houses of worship, such as the Wilshire Boulevard Temple and Immanuel Presbyterian Church, to serve local

¹¹ History of the Wilshire neighborhood adapted from City of Los Angeles, Department of City Planning. *SurveyLA: Historic Resources Survey Report: Wilshire Community Plan Area*, prepared by Architectural Resources Group, Inc. January 23, 2015.

¹² In 1897, Wilshire Boulevard was extended to meet Vermont Avenue as it became Los Angeles' new western boundary; the road angled away from its original alignment with the downtown street grid to instead orient toward the cardinal directions. The final gap in the thoroughfare was eliminated in 1934, when Wilshire was pushed through MacArthur Park.

congregations. Smaller community organizations, financial institutions, and religious institutions established themselves along other commercial corridors.

The Wilshire district saw little commercial development during World War II. In the postwar years, however, Wilshire Boulevard's luxurious department stores, clubs, and restaurants were joined by office buildings housing high-profile corporations, earning Wilshire a new reputation as a business center. The 1957 lifting of the city's 150-foot height limit restriction led to towering skyscrapers, bringing a fundamental change to the built environment in the area. The postwar period saw a shift in the area's architectural identity, with many commercial and institutional buildings exhibiting sleek Modern styles rather than the more extravagant styles of previous decades.

Wilshire's reputation as a world-class business center continued through the 1970s, with dozens of new high-rise corporate buildings constructed in the neighborhood. However, it began to wane in the 1980s as corporations moved to cheaper and less congested San Fernando Valley and West Los Angeles neighborhoods. The district's prospects looked bleak until an infusion of capital from Korean investors arrived, transforming a portion of the Wilshire district into present-day Koreatown.

Neighborhood Commercial Development: The Period of Transition, 1920-1945¹³

During the 1920s, Los Angeles became a city of metropolitan scale, with the population growing from 576,673 in 1920 to 1,238,048 in 1930. By 1940, there were 1,504,277 residents in the city.

By 1920, there were at least ten outlying commercial districts, each containing eighty or more businesses. They ranged from the older close-in districts such as Lincoln Heights to the newer and more distant Van Nuys in the San Fernando Valley. Along South Broadway alone, between 42nd and 50th Streets, there were approximately 180 businesses, selling dry goods, jewelry, shoes, men's wear, hardware, plumbing supplies, paint and stationary.

In addition to these major neighborhood centers there existed numerous smaller ones. The typical neighborhood commercial district of the 1920s contained between forty and sixty businesses. It continued the architectural pattern from the period before 1920, but with fewer multi-story blocks and more single-story storefront rows. Perhaps the most important change, in terms of tenants, was the growing prevalence of chains, particularly

¹³ Arterial commercial development context excerpted from City of Los Angeles, Department of City Planning, "Context: Commercial Development, 1859-1980, Theme: Neighborhood Commercial Development, 1880-1980," *SurveyLA: Los Angeles Historic Resources Survey Project, Historic Context Statement*, August 2017, 9-11.

drug and grocery stores. During the 1920s these chains preferred renting space in storefront blocks, rather than construct their own iconic buildings. This would change.

These neighborhood commercial districts were for the most part streetcar commercial development, products of the expansion of the trolley network in the pre-war years. By the end of the 1920s, however, they had begun to give way to business districts dependent instead upon the automobile. This early arterial development at first followed the pattern of corridor-like lines of shops and business blocks characteristic of streetcar development. By the late 1920s, however, different relationships to the street, in attempting to deal with the automobile, had emerged.

The automobile had become a common presence on the streets of Los Angeles as early as 1910. But it was in the decade after the First World War of 1917 and 1918 that car ownership in Los Angeles became the norm. At the same time, the trolley system began to decline as a means of transportation. Neither the Los Angeles Railway nor the Pacific Electric expanded its system significantly after 1913 and ridership per capita of both systems fell after the mid-1920s, once auto ownership became common.

The increasing presence of the car after the First World War required Los Angeles to improve its street system. Before the war some major thoroughfares had been upgraded for auto use. These included arteries with streetcar service such as Central Avenue, Vermont Avenue, and Pico Boulevard. These routes were generally thirty to fifty feet wide and topped by some kind of firm surface.

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

The plan called for the improvement of arterial streets for through traffic. These arterials were to be widened and, where necessary, relocated to eliminate intersections through which they did not directly connect. The plan realistically identified these arterials to be those streets that were already being heavily used for automobile traffic, and thereby made implementation of its recommendations more likely. The City accepted the plan and during the next six years carried out many of its recommendations.

The improved arterials resulting from these improvements were designated as locations for commerce through the City's zoning power. The first comprehensive zoning

ordinance, drafted in 1925, accepted the common corridor or linear arrangement. Both thoroughfares with streetcar service, such as Santa Monica Boulevard and Vermont Avenue, and arterials without trolley lines, such as Beverly Boulevard, were classified “C-Zone – Commercial-Business Uses.” This led to an abundance of commercially-zoned land that permitted the spread of linear neighborhood shopping districts along streets served by the automobile alone.

During much of the 1920s, the architecture of the older streetcar and the newer auto-dominated arterial corridors was essentially the same. The most common form of building for both was the storefront. It consisted of neutral commercial space to be rented. A storefront building provided a location for retail purposes that could change over time, with each tenant adapting the space to fit the needs of the merchandise through minor interior alterations and exterior signs.

The neutral-space storefront building could be single- or multi-storied. Single-story buildings were typically called storefront blocks and consisted of rows of shops facing the street. Each storefront contained an entrance and a show window. Multi-storied buildings were known as business blocks and combined storefronts on the first floor with rental space above. This rental space generally consisted of offices for professionals such as physicians, dentists, and lawyers, although it could also contain apartments or meeting space.

The single-story storefront block was more common, although along some of the more heavily trafficked routes and at intersections the multi-story business block could be found. The single-story form was particularly popular along the newer arterial shopping streets that had no streetcar lines and depended exclusively upon the automobile. It could contain as few as two units, but many had around six units and a few as many as ten.

The goal of the owner was to have a mix of tenants that would provide a steady income. Owners often used real estate brokers to find them. Ideally a drug or grocery store, often the outlet of a chain, would move in, as a means of attracting a steady flow of customers to make the rest of the spaces attractive. The neutral nature of the individual storefronts made them suitable for such a variety. Owners were willing to combine storefronts for tenants, such as chain grocery stores, which required larger spaces.

Construction after the First World War was almost universally of masonry. Brick and terra cotta were common, and employed in a pier-and-spandrel mode, which allowed for an open storefront. The style could be considered a sort of commercial vernacular, with the pier-and-spandrel structure providing a rhythm to the line of similar-sized

storefronts. Onto this were grafted ornamental details in a variety of styles. Inevitably, however, the signs of the merchants overwhelmed the architecture.

There were those buildings that, while working within the storefront and business block format, broke with the commercial vernacular. This was particularly the case in the newer, and often more prosperous, shopping districts which were dependent upon the automobile rather than the streetcar. More elegant forms and adventurous massing were employed. Early arterial commercial development along corridors such as Beverly Boulevard was in particular characterized by this development.

The Project Site at 625-665 S. La Brea Avenue is currently occupied by five commercial buildings, several surface parking lots, and a construction site. This section includes a description of each building on the Project Site and identifies alterations. A summary of available building permits is included in Appendix B.

625 S. La Brea Avenue

This one-story commercial building was designed by Charles W. Wong and constructed in 1964. It is located flush to the sidewalk with no front setback; there is a small surface parking lot behind. It has a rectangular plan and simple massing. There is a flat built-up roof with parapet. Exterior walls are masonry and cement plaster. Fenestration consists of an aluminum frame glass curtain wall. The primary entrance to each of the two retail spaces is at the center of the east (primary) façade and consists of an aluminum frame storefront door with aluminum frame transom, accessed from the sidewalk by a short concrete ramp. There is a shallow brick planter to either side of the main entrances.

Alterations

The building does not appear to have had major exterior alterations since its original construction.

627 S. La Brea Avenue

This one-story commercial building was designed by Ray L. Jones and built in 1924 as a retail store for Frank P. Heyworth. It is located flush to the sidewalk with no setbacks. It is rectangular in plan. There is a flat built-up roof with parapet at the front portion of the building, and a front-gable built-up roof at the rear of the building. Exterior walls are clad in cement plaster, with corrugated metal and vertical wood siding at the rear (west) façade. Fenestration consists of aluminum frame glass curtain walls. The primary entrance is recessed at the center of the east (primary) façade and consists of a pair of aluminum frame storefront doors with aluminum frame transom, accessed from the sidewalk by a short, tiled ramp.

Alterations

In 1930, a rear door was expanded by 4 feet. Later that year, the primary façade was plastered, and its height was extended by eight feet. In 1948, a 10' x 40' addition was made to the rear of the building. In 1958, a parapet correction was made along La Brea and the alley; the parapet was altered in 1959. In 1975, a decorative storefront was added.

633 S. La Brea Avenue

This two-story building was designed by Howard H. Wells and originally constructed in 1928 as a one-story café for G.L. White. It is located flush to the sidewalk with no front setback; there is a small surface parking lot behind. It has a rectangular plan and simple massing. There is a flat built-up roof with parapet, with a stepped parapet at the primary (east) façade. Exterior walls are scored cement plaster. Fenestration consists of an aluminum frame glass curtain wall. The primary entrance is recessed at the center of the east (primary) façade and consists of pair of frameless glass doors with aluminum frame transom, accessed from the sidewalk by a short concrete ramp. There is an entrance to the second-floor suites at the south side of the east façade, consisting of a single aluminum frame glass door with aluminum frame transom.

Alterations

Between 1928 and 1941, a 5-room suite of living quarters was added above the first-floor retail space. In 1948, the former residential area was converted for use as office space. In 2012, a second floor was added to the rear of the building. Between 2011 and 2014, the second-floor was brought to a uniform height, a stepped parapet was added to the primary façade, all doors and windows were replaced, and the exterior wall cladding was replaced with scored cement plaster.¹⁴

639-657 S. La Brea Avenue

This one-story commercial building was designed by Joseph F. Rhodes and built in 1928. It is located flush to the sidewalk with no front setback; there is a small surface parking lot behind. It has a roughly rectangular plan and complex massing. There is a bow-truss built-up roof with parapet on the east portion of the building, and a built-up flat roof on the west addition. Exterior walls are clad in smooth cement plaster. Fenestration consists of frameless glass curtain walls. The primary entrances to each of the two retail spaces is recessed at the east (primary) façade. The north entrance consists of a single frameless glass door; the south entrance consists of pair of frameless glass doors.

Alterations

In 1929, a 20' x 45'-3" addition was made to the north side of the west façade, and a mezzanine was added. A corrugated iron shed and a wood shed were each added to the south side of the west façade the same year. In 1953, a 25' x 71' addition was made to the rear of the building. In 1957, an 84' x 25' storage room was added, and plate

¹⁴ No building permit was found for these alterations; approximate dates derived from Google StreetView imagery of the building.

glass was installed at the west façade. In 1966, the storefront at the south end of the west façade was replaced, the building was divided into three retail spaces with three separate entrances. The storefront at the south end of the west façade was replaced again in 1976. The exterior stucco was replaced in 2003. The stucco at the parapet wall was replaced in 2005, and a glass panel above storefront windows was infilled with a stud stucco wall. In 2012, the building was remodeled: the four individual retail spaces were merged into a single retail space, and the existing storefront was replaced.

659 S. La Brea Avenue

This one-story building was built by Shadick Bros. in 1931 as a dry goods store building. It is located flush to the sidewalk with no front setback; there is a small paved area behind. It is rectangular in plan. There is a bow-truss built-up roof with parapet on the east portion of the building, and a built-up shed roof on the small rear addition. Exterior walls are clad in smooth cement plaster. Fenestration consists of frameless glass curtain walls. The primary entrance is asymmetrically located at north side of the east (primary) façade and consists of pair of frameless glass doors.

Alterations

In 1958, the primary façade was altered. The exterior stucco was replaced in 1996. Storefront windows and doors were replaced in 2010. In 2012, three structural columns were added to the retail storefront, and the stucco was replaced in 2015.

Related Architects/BuildersCharles W. Wong

625 S. La Brea was designed by Charles W. Wong. Charles W. Wong was born in Canton, China in 1929. He received his B.Arch. from the University of Southern California in 1951 and completed graduate work at the same institution in 1952. He formed a solo practice in 1955, which he maintained throughout his career. Principal works include Ling Electronics, Culver City (1956); Bob Smith Dodge Showroom, Glendale (1957); McIntire Tract Development, La Canada (1958); Ralph William Ford, Encino (1967); Claude Short Dodge, Santa Monica (1969), and the Boise Cascade Apartments, San Pedro (1969).

Ray L. Jones

627 S. La Brea was designed by Ray L. Jones. Little is known about the life or work of architect Ray L. Jones.

Howard H. Wells

633 S. La Brea was designed by Howard H. Wells. Little is known about the life or work of architect Howard H. Wells.

Joseph F. Rhodes

639 S. La Brea was designated by Joseph F. Rhodes. Little is known about the life or work of architect Joseph F. Rhodes.

Ownership/Occupant History & Use History625 S. La Brea Avenue

The commercial building at 625 S. La Brea Avenue was constructed in 1964 for Y.W. Wong. It housed retail stores and a tavern in 1965. By 1974, the building was used as office space. It is presently occupied by Diamond Foam & Fabric.

627 S. La Brea Avenue

The commercial building at 627 S. La Brea Avenue was constructed in 1924 for Frank P. Hayworth and used for retail. Subsequent owners include Anna M. Sarraill (1930), Dr. Walter C. Harbart (c. 1945-c. 1970), and Mr. and Mrs. Jack Wilson (c. 1970-c. 2010). The building has been occupied by a cobbler (1927), a restaurant (1930), a barber shop (1930), an appliance store (1951), a beauty shop (1958), and a beauty school (1962), and served as a temporary location for a Chevrolet dealership (1929-1930).

633 S. La Brea Avenue

The commercial building at 633 S. La Brea Avenue was constructed in 1928 for G.L. White and used as a café. Subsequent owners include Mary Shields (c. 1940-1943), Minetta Miller (c. 1945-c. 1970), Jack and Marjorie Watson (c. 1970-c. 2010), SLB Properties LLC (2012), and Samantha Development LLC (2015). The building has been occupied by Morra's Grill (1928-c.1940), Grafe & Grafe Publishing (1946), *Parklabrea* newspaper (1958), and Radio Shack (1970s). It is currently occupied by a medical office.

639-657 S. La Brea Avenue

The commercial building at 639-657 S. La Brea Avenue was constructed in 1928 for Claude Parker and M.B. Rapp and used as a retail store. Subsequent owners include Zimdin Estate (c. 1950-c.1960), Jack and Marjorie Watson (1965-c.2010), and Sauma Properties of Los Angeles LLC (2014). The building has been occupied by Merry-Go-Round Café (1930), Woloshin's Deli (1939), Morrie's Liquors (1939), Auburn Graves Photography (1946), Raymond Hoefler Ice Cream (1947), Western Union Telegraph Company (1947), and Riviera Convertibles (1975). It is currently vacant.

659 S. La Brea Avenue

The commercial building at 659 S. La Brea Avenue was constructed in 1931 for Shadick Bros and used as dry goods store building. Subsequent owners include Paul J. Howard (c. 1955-c.1965), Herbert Worthington (1996), and Rif Investments 2 LLC (2012-2015). The building has been used as a retail store, office space, supply house, photography studio (1969), and an antique shop (1996).

SurveyLA Context/Themes & Associated Eligibility Standards

Los Angeles' citywide historic context statement (HCS) provides the framework for identifying and evaluating the city's historic resources. The Office of Historic Resources has been the lead in the development of the HCS as part of SurveyLA. The subject properties were not identified by SurveyLA or any other historic resources studies as potentially eligible, either individually or as part of a potential historic district. Because these properties are proposed for demolition as a result of the Project, they are re-evaluated as part of this study for potential individual eligibility using the framework established by SurveyLA for the identification of potential historical resources in the city.

To evaluate the commercial buildings at 625-665 S. La Brea Avenue for potential significance under Criterion A/1/1, the following context and theme from the SurveyLA HCS would apply:¹⁵

Context: Commercial Development, 1850-1980

Theme: Neighborhood Commercial Development, 1880-1980

Sub-theme: Arterial Commercial Development, 1880-1950

The Arterial Commercial Development theme is used to evaluate resources that are located in a commercial corridor setting, along a transportation artery that is not served by a streetcar line. It includes individual buildings as well as historic districts. These resources' defining characteristic is their relationship to a mode of transportation, particularly automotive transportation. The period of significance begins in 1880, when neighborhoods began to spread out from the central city, and ends in 1950, when neighborhood shopping centers began to supersede arterial commercial development as a setting for automobile-oriented commerce.

Resources related to arterial commercial illustrate how retailing and the provision of professional services was conducted within a neighborhood setting served by the automobile, but still based on the historic urban setting of the street. They also illustrated how community life was conducted within a commercial district that tried to accommodate the automobile, and thereby allowed for a degree of dispersal and lower density. Buildings reflect historic structural and stylistic elements characteristics of this building type, in particular the possibility of space set aside for parking. Buildings also reflect trends in commercial/store design and architectural styles from their period of construction.

¹⁵ Excerpted from SurveyLA *Citywide Historic Context Statement: Commercial Development/Neighborhood Commercial Development, Arterial Commercial Development, 1880-1950*, 35-36.

For a property to be eligible for its association with arterial commercial development, it must meet the following eligibility standards:

- Was constructed/developed during the period of significance
- Located on streets served by modes of transportation other than streetcars, in particular by automobiles

Character Defining/Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Sited along corridors of transit without streetcar lines
- Contains features that reflect trends in neighborhood commercial design
- Associated with activities typical of neighborhood economic and social life
- Examples may be set to the sidewalk or may have some accommodation for the automobile
- May accommodate one or multiple tenants
- Typically one to four stories in height
- May be located on a prominent corner
- Storefronts with large display windows; may have awnings or arcades

Integrity considerations for individual resources include:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Window and storefront openings remain intact
- Applied decoration is mostly intact; some decoration may be missing
- Relationship to sidewalk is maintained
- Setting may have changed
- Original use may have changed
- Storefront signage may have changed

As an example of post-World War II commercial infill in an area originally developed in the mid- to late-1920s, 625 S. La Brea Avenue does not fall under the SurveyLA Arterial Commercial Development theme, but also does not correspond to any other commercial development theme identified in the SurveyLA Historic Context Statement. Therefore, the property is evaluated for potential historic significance using established guidelines and integrity thresholds for evaluating post-World War II infill commercial development.

To evaluate potential significance under Criterion B/2/2, the following context and theme from the SurveyLA HCS would apply:¹⁶

Context: Commercial Development, 1850-1980

Theme: Commercial Merchants, Leaders, and Builders

Properties evaluated under this theme may be significant for their association with persons who are proven to have made important contributions to commercial growth and development in Los Angeles. They must be directly associated with the productive life of the individual in the area of commercial development. There is no narrative associated with this theme, and the eligibility standards are largely based on National Park Service guidance for evaluating properties associated with significant persons.

For a property to be eligible for its association with commercial merchants, leaders, and builders, it must retain most of the essential physical features from the period of significance and meet the following eligibility standards:

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

The buildings at 625-665 S. La Brea Avenue do not represent any particular architectural styles or important commercial property types; therefore, there are no corresponding architectural themes from SurveyLA to evaluate them for potential significance under Criterion C/3/3.

¹⁶ Excerpted from City of Los Angeles, Department of City Planning. "Context: Commercial Development, 1850-1980; Theme: Commercial Merchants, Leaders, and Builders," in *SurveyLA: Los Angeles Historic Resources Survey Project, Historic Context Statement*, September 2017, 3-4.

The Project Site is currently occupied by five commercial buildings, a construction yard, and several surface parking lots. These buildings were individually evaluated using eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as City of Los Angeles Historic-Cultural Monuments.¹⁷

625 S. La Brea Avenue

Criterion A/1/1 (association with important events)

The commercial building at 625 S. La Brea Avenue was constructed in 1964 on the site of an earlier commercial building that was demolished. The store building is an example of post-World War II commercial infill in an area that was primarily developed in the 1920s and 1930s.

As an example of post-World War II commercial infill along a previously-established commercial corridor, 625 S. La Brea Avenue does not fall under the SurveyLA Arterial Commercial Development theme and does not correspond to other commercial development themes identified in the SurveyLA Historic Context Statement.

According to general guidance from the National Park Service, in order to be considered eligible for designation for representing a pattern of development:

...A property must be associated with one or more events important in the defined historic context. The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town, or development of a maritime economy, in the case of the port city. Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity...Mere association with historic events or trends is not enough, in and of itself, to qualify under [this criterion]; the property's specific association must be considered important as well.¹⁸

There is no evidence to suggest that 625 S. La Brea Avenue is associated with an important event, and it does not represent an important association with a significant historic trend. Therefore, it is not eligible for listing in the National Register of Historic

¹⁷ This report analyzes the subject property for eligibility under Criterion A/1/1, B/2/2, and C/3/3. Criterion D/4 addresses potential archaeological resources which is outside the scope of this study.

¹⁸ *National Register Bulletin 15*.

Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1.

Criterion B/2/2 (association with important people)

Based on additional research into the identified owners and occupants of the building, no evidence was found to suggest that 625 S. La Brea was associated with important persons or businesses significant to federal, state, or local history. It does not meet the eligibility standards identified by SurveyLA for the Commercial Merchants, Leaders, and Builders theme. Therefore, it is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

Criterion C/3/3 (architectural merit)

625 S. La Brea was constructed in 1964. It reflects some basic characteristics of Mid-century Modern architecture, but is largely utilitarian in design with minimal exterior detail. It does not demonstrate high artistic value or distinctive characteristics of its type, period, or method of construction. Additionally, local architect Charles W. Wong was not a figure of generally recognized greatness in his field, nor was this commercial building the earliest or best example of his work. Therefore, 625 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

627 S. La Brea Avenue

Criterion A/1/1 (association with important events)

The commercial building at 627 S. La Brea Avenue was constructed in 1924. It represents an example neighborhood/arterial commercial development as defined in the SurveyLA Historic Context Statement. It was constructed during the period of significance for the Arterial Commercial Development theme and is located on a street served by the automobile. According to the 1926 Sanborn Fire Insurance map of the area, this building was among the first constructed along this portion of S. La Brea Avenue.

It reflects some of the character-defining features of arterial commercial development, including its siting along an automobile corridor; its association with neighborhood economic and social life, as it historically housed a variety of neighborhood commercial businesses including a cobbler, restaurant, barber, appliance store, and beauty shop; it is set to the sidewalk; and it is one story in height. However, as discussed further in the integrity analysis below, the building has undergone extensive alterations since its

original construction, including replacement wall cladding, an addition to the rear, the extension of its height by eight feet, a parapet correction, and the addition of a “decorative storefront.” It does not retain most of the essential character-defining features from the period of significance, and it does not retain integrity of Design, Materials, Feeling, and Association, which are required aspects of integrity for eligibility under this theme. It therefore no longer retains sufficient integrity to convey its historic significance as a neighborhood commercial building constructed during the 1920s along S. La Brea Avenue. Therefore, 627 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1.

Criterion B/2/2 (association with important people)

Based on additional research into the identified owners and occupants of the building, no evidence was found to suggest that 627 S. La Brea was associated with important persons or businesses significant to federal, state, or local history. It does not meet the eligibility standards identified by SurveyLA for the Commercial Merchants, Leaders, and Builders theme. Therefore, it is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

Criterion C/3/3 (architectural merit)

627 S. La Brea has undergone extensive alterations since its original construction, and no longer reflects its original design. It does not represent a particular architectural style, and it is not an excellent example of a type. As discussed further in the integrity analysis below, the building has undergone extensive alterations since its original construction, including replacement wall cladding, an addition to the rear, the extension of its height by eight feet, a parapet correction, and the addition of a “decorative storefront.” There is no evidence to suggest that any master architects or builders are associated with its design or construction. Therefore, 627 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

633 S. La Brea Avenue

Criterion A/1/1 (association with important events)

The commercial building at 633 S. La Brea Avenue was constructed in 1928 as a café. It represents an example neighborhood/arterial commercial development as defined in the SurveyLA Historic Context Statement. It was constructed during the period of significance for the Arterial Commercial Development theme and is located on a street

served by the automobile. According to the 1926 Sanborn Fire Insurance map of the area, this parcel was originally occupied by an office building, which was replaced two years later by the café building. It was among the first buildings constructed along this portion of S. La Brea Avenue.

It reflects some of the character-defining features of arterial commercial development, including its siting along an automobile corridor; its association with neighborhood economic and social life, as it historically housed a café; and it is set to the sidewalk. However, as discussed further in the integrity analysis below, the building has undergone extensive alterations since its original construction, including a second story addition, the addition of a stepped parapet, and the replacement of all windows and doors and the alteration of original openings. It does not retain most of the essential character-defining features from the period of significance, and it does not retain integrity of Design, Materials, Feeling, and Association, which are required aspects of integrity for eligibility under this theme. It therefore no longer retains sufficient integrity to convey its historic significance as a neighborhood commercial building constructed during the 1920s along S. La Brea Avenue. Therefore, 633 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1.

Criterion B/2/2 (association with important people)

Based on additional research into the identified owners and occupants of the building, no evidence was found to suggest that 633 S. La Brea was associated with important persons or businesses significant to federal, state, or local history. It does not meet the eligibility standards identified by SurveyLA for the Commercial Merchants, Leaders, and Builders theme. Therefore, 633 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

Criterion C/3/3 (architectural merit)

The commercial building has undergone extensive alterations since its original construction, including a second-floor addition, the addition of a stepped parapet to the primary façade, and the replacement of exterior wall cladding with scored cement plaster. Therefore, the building no longer retains integrity from its original construction. It does not embody a particular architectural style and lacks individual distinction. There is no evidence to suggest that any master architects or builders are associated with its design or construction. Therefore, 633 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

Criterion A/1/1 (association with important events)

The commercial building at 639-657 S. La Brea Avenue was constructed in 1928 as a commercial retail building. It represents an example neighborhood/arterial commercial development as defined in the SurveyLA Historic Context Statement. It was constructed during the period of significance for the Arterial Commercial Development theme and is located on a street served by the automobile. This building was among the first constructed along this block of S. La Brea Avenue.

It reflects some of the character-defining features of arterial commercial development, including its siting along an automobile corridor; its association with neighborhood economic and social life, as it historically housed a variety of neighborhood-serving commercial enterprises; it is set to the sidewalk; and it is one story in height. However, as discussed further in the integrity analysis below, the building has undergone extensive alterations since its original construction, including alterations to the primary façade and the replacement of all storefronts. It does not retain most of the essential character-defining features from the period of significance, and it does not retain integrity of Design, Materials, Feeling, or Association, which are required aspects of integrity for eligibility under this theme. It therefore no longer retains sufficient integrity to convey its historic significance as a neighborhood commercial building constructed during the 1920s along S. La Brea Avenue. Therefore, 639-657 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1.

Criterion B/2/2 (association with important people)

Based on additional research into the identified owners and occupants of the building, no evidence was found to suggest that 639-657 S. La Brea was associated with important persons or businesses significant to federal, state, or local history. It does not meet the eligibility standards identified by SurveyLA for the Commercial Merchants, Leaders, and Builders theme. Therefore, 639-657 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

Criterion C/3/3 (architectural merit)

The building has undergone extensive alterations since its original construction, including several rear additions and façade alterations, and the replacement of all storefronts. Therefore, the building no longer retains integrity from its original construction. It does

not embody a particular architectural style and lacks individual distinction. There is no evidence to suggest that any master architects or builders are associated with its design or construction. Therefore, 639-657 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

659 S. La Brea Avenue

Criterion A/1/1 (association with important events)

The commercial building at 659 S. La Brea Avenue was constructed in 1931 as a dry goods store building. It represents an example neighborhood/arterial commercial development as defined in the SurveyLA Historic Context Statement. It was constructed during the period of significance for the Arterial Commercial Development theme and is located on a street served by the automobile. This building was among the first constructed along this portion of S. La Brea Avenue.

It reflects some of the character-defining features of arterial commercial development, including its siting along an automobile corridor; its association with neighborhood economic and social life, as it historically housed various neighborhood commercial enterprises; and it is one story in height. However, as discussed further in the integrity analysis below, the building has undergone extensive alterations since its original construction, including the replacement of all storefronts. It does not retain most of the essential character-defining features from the period of significance, and it does not retain integrity of Location, Design, Materials, and Feeling, which are required aspects of integrity for eligibility under this theme. It therefore no longer retains sufficient integrity to convey its historic significance as a neighborhood commercial building constructed during the 1920s along S. La Brea Avenue. Therefore, 659 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1.

Criterion B/2/2 (association with important people)

Based on additional research on the identified owners and occupants of the building, no evidence was found to suggest that 659 S. La Brea was associated with important persons or businesses significant to federal, state, or local history. It does not meet the eligibility standards identified by SurveyLA for the Commercial Merchants, Leaders, and Builders theme. Therefore, 659 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

The commercial building has undergone extensive alterations since its original construction, including the alteration of the primary façade, the replacement of all windows and doors, and the addition of structural columns to the primary façade. Therefore, the building no longer retains integrity from its original construction. It does not embody a particular architectural style and lacks individual distinction. There is no evidence to suggest that any master architects or builders are associated with its design or construction. Therefore, 659 S. La Brea is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

Evaluation of Integrity

As discussed above, historic integrity is the ability of a property to convey its significance and is defined as the “authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic period.”¹⁹ The National Park Service defines seven aspects of integrity: *location, design, setting, materials, workmanship, feeling, and association*.

625 S. La Brea Avenue

No evidence of potential significance was identified for 625 S. La Brea Avenue; therefore, an analysis of its historic integrity is not warranted.

627 S. La Brea Avenue

- Location: The building remains in its original location and therefore retains integrity of location.
- Design: The building has undergone substantial alterations over time, including the replacement of the exterior wall cladding, the extension of its height by eight feet, an addition to the rear, several alterations to the parapet, and the addition of “decorative storefront.” Therefore, the building no longer retains integrity of design.
- Setting: At the time of its construction, the building was located along a commercial corridor served by the automobile, which was primarily developed with low-scale commercial buildings constructed to serve the local population. The immediate area largely retains this character, and the building therefore retains integrity of setting.

¹⁹ *National Register Bulletin 16A*.

- **Materials:** The building has undergone extensive alterations such that it no longer retains most of its original materials. It therefore does not retain integrity of materials.
- **Workmanship:** The building no longer retains integrity of design and materials, and thus does not retain the physical evidence of period construction techniques. It therefore does not retain integrity of workmanship.
- **Feeling:** The building retains only integrity of location and setting, and thus does not retain the significant physical features that convey its historic character as a 1924 commercial building. It therefore does not retain integrity of feeling.
- **Association:** The building retains only integrity of location and setting, and thus no longer conveys its association with arterial commercial development along S. La Brea Avenue. The property therefore does not retain integrity of association.

633 S. La Brea Avenue

- **Location:** The building remains in its original location. Therefore, it retains integrity of location.
- **Design:** The building has undergone substantial alterations over time, including a second-floor addition, the addition of a stepped parapet to the primary façade, the replacement of exterior wall cladding with scored cement plaster, and the replacement of all doors and windows in new openings. Therefore, the building no longer retains integrity of design.
- **Setting:** At the time of its construction, the building was located along a commercial corridor served by the automobile, which was primarily developed with low-scale commercial buildings constructed to serve the local population. The immediate area largely retains this character, and the building therefore retains integrity of setting.
- **Materials:** The building has undergone extensive alterations such that it no longer retains most of its original materials. It therefore does not retain integrity of materials.
- **Workmanship:** The building no longer retains integrity of design and materials, and thus does not retain the physical evidence of period construction techniques. It therefore does not retain integrity of workmanship.
- **Feeling:** The building retains only integrity of location and setting, and thus does not retain the significant physical features that convey its historic character as a 1928 commercial building. It therefore does not retain integrity of feeling.

- Association: The building retains only integrity of location and setting, and thus no longer conveys its association with arterial commercial development along S. La Brea Avenue. The property therefore does not retain integrity of association.

639-657 S. La Brea Avenue

- Location: The building remains in its original location. Therefore, it retains integrity of location.
- Design: The building has undergone substantial alterations over time, including several rear additions and façade alterations, the conversion from multiple to single storefronts, the replacement of the exterior wall cladding, and the replacement of all storefronts. Therefore, the building no longer retains integrity of design.
- Setting: At the time of its construction, the building was located along a commercial corridor served by the automobile, which was primarily developed with low-scale commercial buildings constructed to serve the local population. The immediate area largely retains this character, and the building therefore retains integrity of setting.
- Materials: The building has undergone extensive alterations such that it no longer retains most of its original materials. It therefore does not retain integrity of materials.
- Workmanship: The building no longer retains integrity of design and materials, and thus does not retain the physical evidence of period construction techniques. It therefore does not retain integrity of workmanship.
- Feeling: The building retains only integrity of location and setting, and thus does not retain the significant physical features that convey its historic character as a 1928 commercial building. It therefore does not retain integrity of feeling.
- Association: The building retains only integrity of location and setting, and thus no longer conveys its association with arterial commercial development along S. La Brea Avenue. The property therefore does not retain integrity of association.

659 S. La Brea Avenue

- Location: The building remains in its original location. Therefore, it retains integrity of location.
- Design: The building has undergone substantial alterations over time, including the alteration of the primary façade, the replacement of the exterior wall cladding, the replacement of all windows and doors, and the addition of structural columns to the primary façade. Therefore, the building no longer retains integrity of design.

- Setting: The building remains on its original site fronting La Brea Avenue, which remains a significant commercial corridor. It therefore retains integrity of setting.
- Materials: The building has undergone extensive alterations such that it no longer retains most of its original materials. It therefore does not retain integrity of materials.
- Workmanship: The building no longer retains integrity of design and materials, and thus does not retain the physical evidence of period construction techniques. It therefore does not retain integrity of workmanship.
- Feeling: The building retains only integrity of location and setting, and thus does not retain the significant physical features that convey its historic character as a 1931 dry good store. It therefore does not retain integrity of feeling.
- Association: The building retains only integrity of location and setting, and thus no longer conveys its association with arterial commercial development along S. La Brea Avenue. The property therefore does not retain integrity of association.

Summary of Potential Historical Resources on the Project Site

The five commercial buildings on the Project Site have not been identified as potential historical resources in any previous survey or evaluation, either individually or as part of a potential historic district. Based on additional research conducted for this study, there is no new evidence to suggest that they are historically significant. Therefore, they are not considered historical resources as defined by CEQA.

**Photographs of Evaluated Resources on the Project Site
(All Photos Historic Resources Group, November 2018)**



625 S. La Brea Avenue, view facing west.



627 S. La Brea Avenue, view facing west.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP



633 S. La Brea Avenue, view facing west.



639-657 S. La Brea Avenue, view facing northwest.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP



639-657 S. La Brea Avenue, view facing southwest.

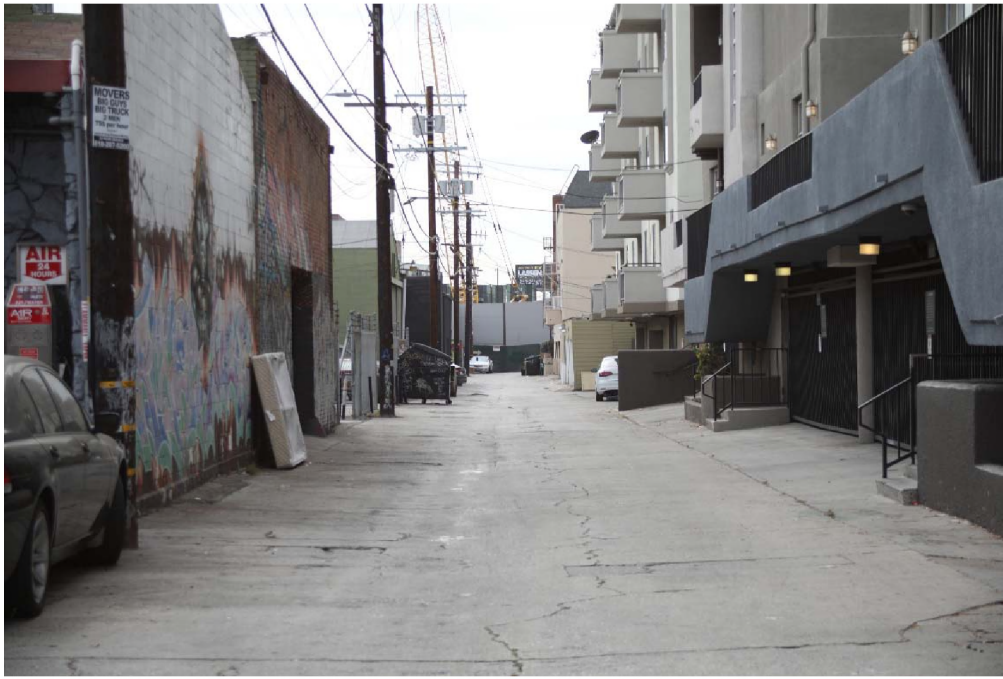


665 S. La Brea Avenue and 659 S. La Brea Avenue (left to right), view facing west.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP



Service alley between S. La Brea Avenue and S. Detroit Street, view facing south.



Contextual view of S. La Brea Avenue, view facing southwest.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP



Contextual view of S. La Brea Avenue, view facing northeast.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

The Project Site is located in the Wilshire Community Plan Area in the City of Los Angeles. There are numerous designated and identified historical resources in the CPA; however, only those resources located immediately adjacent to the Project Site that may reasonably be impacted by the proposed Project are identified here. The two adjacent historical resources are identified in the map in Figure 2.

611 S. La Brea Avenue

The H.R. Gillingham Co. De Soto Dealership at 611 S. La Brea Avenue is located three parcels north of the Project Site. It is a one-story commercial building, designed in the Mediterranean Revival style and constructed in 1929. It has a rectangular plan, simple massing, and symmetrical composition. It has a flat roof with a parapet. The exterior walls are clad in cement plaster, with decorative cast stone detailing at the primary facade. There are two primary entrances located at the north and south corners of the east (primary) façade, which consist of single fully-glazed wood frame doors under arched transoms, recessed under archway with cast stone detail. Fenestration consists of metal sash storefront windows.

611 S. La Brea Avenue was identified as a potential historical resource in the 2015 Wilshire Community Plan Area phase of SurveyLA. It was evaluated under the context “Commercial Development, 1850-1980,” the theme “Commercial Development and the Automobile 1910-1980,” and the sub-theme “The Car and Car Services, 1910-1960s.” It was found significant under National Register Criteria A and C, and was assigned the status code of 3S, which is defined as “appears eligible for listing in the National Register of Historic Places as an individual property through survey evaluation.”

611 S. La Brea Avenue is therefore considered a historical resource as defined by CEQA, and is evaluated for potential indirect impacts as a result of the Project.

617 S. La Brea Avenue

617 S. La Brea Avenue is located directly north of the Project Site. It is a two-story commercial building, designed in the Mediterranean Revival style and constructed in 1930. It has a rectangular plan and symmetrical composition. It has a side-gabled roof with exposed rafter tails at the front of the building, a hipped-roof tower at the northeast corner, and a flat roof with a parapet at the rear. The exterior walls are clad in cement plaster and stone veneer. There are three primary entrances asymmetrically located on the east (primary) façade. Two entrances consist of fully-glazed aluminum frame with transoms, recessed at the center of the building; the other is located at the north side of the east façade, and consists of a single paneled wood door with fan light.

Fenestration consists of metal sash storefront windows at the first floor, and wood sash casement windows at the second floor.

617 S. La Brea Avenue was not identified in the 2015 Wilshire Community Plan Area phase of SurveyLA. It has undergone extensive alterations over time, including the alteration of the storefront and the replacement of exterior wall cladding. It no longer retains sufficient integrity to convey its historic significance as a commercial building constructed during the early commercial development of S. La Brea Avenue. It is not an excellent or rare example of its style or type, and no evidence was found to suggest that the building was associated with people or businesses important to the history of the city, state, or nation.

Therefore, 617 S. La Brea Avenue is not considered a historical resource as defined by CEQA, and no further evaluation of potential indirect impacts as a result of the Project is included in this report.

Ridgeley Drive/Detroit Street Multi-Family Residential Historic District

The Ridgeley Drive/Detroit Street Multi-Family Residential Historic District extends west and north of the Project Site. The district's southeastern boundary, along which are situated five district contributors (630 S. Detroit Street, 640 S. Detroit Street, 642 S. Detroit Street, 650 S. Detroit Street, and 654 S. Detroit Street), is separated from the Project Site by an alley. The district includes parcels along S. Ridgeley Drive, S. Burnside Avenue, and S. Dunsmuir Avenue between W. 6th Street and Wilshire Boulevard; and S. Cochran Avenue, S. Cloverdale Avenue, and S. Detroit Street between W. 3rd Street and Wilshire Boulevard. The district consists of one- to five-story multi-family residences (and four single-family residences) with uniform setbacks. Most of the two-story residences have detached garages, whereas taller apartment houses do not. Historically developed as a single tract, the district has 192 contributors and 22 non-contributors out of a total 214 properties. The period of significance is 1920 to 1952. Most buildings were designed in period revival styles, though several contributors are Minimal Traditional or Mid-century Modern in style. The district also contains 12 City of Los Angeles Historic-Cultural Monuments.

The Ridgeley Drive/Detroit Street Multi-Family Residential Historic District was identified as a potential historical resource in the 2015 Wilshire Community Plan Area phase of SurveyLA. It was evaluated under the context "Residential Development and Suburbanization, 1850-1980," and the theme "Multi-Family Residential Development, 1910-1980;" under the context "Architecture and Engineering, 1850-1980," the theme, "Housing the Masses, 1880-1975," and the sub-theme "Period Revival Multi-Family Residential Neighborhoods, 1918-1942;" and under the context "Residential

Development and Suburbanization, 1850-1980,” and the theme “Ethnic Enclaves, 1880-1980.” It was found significant under National Register Criteria A and C, and was assigned the status code of 3S, which is defined as “appears eligible for listing in the National Register of Historic Places as an individual property through survey evaluation.”

The Ridgeley Drive/Detroit Street Multi-Family Residential Historic District is therefore considered a historical resource as defined by CEQA, and is evaluated for potential indirect impacts as a result of the Project.





611 S. La Brea Avenue, view facing west.



617 S. La Brea Avenue, view facing southeast. (Not considered a historical resource as defined by CEQA.)



630 S. Detroit Street (contributor to Ridgeley Drive/Detroit Street Multi-Family Residential Historic District), view facing east.



640 S. Detroit Street (contributor to Ridgeley Drive/Detroit Street Multi-Family Residential Historic District), view facing east.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP



642 S. Detroit Street (contributor to Ridgeley Drive/Detroit Street Multi-Family Residential Historic District), view facing east.



650 S. Detroit Street (contributor to Ridgeley Drive/Detroit Street Multi-Family Residential Historic District), view facing east.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP



660 S. Detroit Street (contributor to Ridgeley Drive/Detroit Street Multi-Family Residential Historic District), view facing east.



Contextual view of S. Detroit Street, Ridgeley Drive/Detroit Street Multi-Family Residential Historic District), view facing southeast.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

The State Legislature, in enacting the California Register, amended CEQA to clarify which properties are significant, as well as which project impacts are considered to be significantly adverse.

A project with an effect that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment.²⁰ A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.²¹

The CEQA Guidelines further state that “[t]he significance of an historic resource is materially impaired when a project... [d]emolishes 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... local register of historic resources... or its identification in a historic resources survey.”²²

Potential Impacts on the Project Site

The five existing commercial buildings on the Project Site would be demolished as a result of the Project. Based on a review of the relevant historic contexts, the properties at 625-665 S. La Brea Avenue do not appear eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as City of Los Angeles Historic-Cultural Monuments. The buildings are not significant for an association with important events/patterns of development; an association with important people; or as excellent examples of an architectural style or the work of a master architect. They do not warrant further consideration or additional analysis as a historical resource for purposes of CEQA. Therefore, there are no potential impacts to historical resources on the Project Site as a result of the proposed Project.

Potential Impacts to Historical Resources Adjacent to the Project Site

There are two potential historical resources located adjacent to the Project Site: 611 S. La Brea Avenue, which is located three parcels north of the Project Site; and the Ridgeley Drive/Detroit Street Multi-Family Residential Historic District, which is immediately to the north of Project Site, separated by an alley. Because the Project would add height and density on parcels that are currently developed with low-scale commercial buildings and surface parking lots, the immediate surroundings of the

²⁰ CEQA Guidelines, section 15064.5(b).

²¹ CEQA Guidelines, section 15064.5(b)(1).

²² CEQA Guidelines, section 15064.5(b)(2).

adjacent potential historical resources would be altered. In order for this alteration to be considered a substantial adverse change, however, it must be shown that the integrity and/or significance of the historical resources would be *materially impaired* by the proposed alteration. A resource is not materially impaired unless it is altered in an adverse manner to the point that its physical characteristics fail to convey its historical significance.²³

As noted earlier in this report, the ability of an historical resource to convey its significance is based on an analysis of its historic integrity. The National Park Service identifies seven aspects of historic integrity: *location, design, setting, materials, workmanship, feeling, and association*.

Alteration to the surroundings of adjacent historical resources that adversely affects the integrity of those historical resources can potentially constitute a substantial adverse change in those resources. The seven aspects of integrity are used below to analyze the alteration to the immediate surroundings of 611 S. La Brea Avenue and the Ridgeley Drive/Detroit Street Multi-Family Residential Historic District.

611 S. La Brea Avenue

The commercial building at 611 S. La Brea Avenue was identified as historically significant as an example of an early auto showroom/car dealership in the Wilshire Area. It was found eligible for listing in the National Register of Historic Places as a potential individual resource during SurveyLA. The Project will not materially 611 S. La Brea Avenue in any way; the building will remain intact in its original location and will retain all its significant character-defining features and materials. The Project therefore will not affect integrity of *location, design, materials, workmanship, feeling or association* of 611 S. La Brea Avenue.

The only aspect of the building's integrity that is potentially affected by the Project is *setting*. The Project will occupy a site which is three parcels south of 611 S. La Brea Avenue. The Project will demolish the existing one- and two-story commercial buildings located on the Project Site and construct a new mixed-use building of eight stories. Though the project adds considerable height to the Project Site, the proposed new construction is not out of scale with the wider context along S. La Brea Avenue, which is a six-lane automobile commercial corridor developed with commercial and mixed-use buildings of a variety of heights, including buildings up to 12 stories in the near vicinity. In addition, there is adequate separation between 611 S. La Brea Avenue and the

²³ CEQA Guidelines, section 15064.5(b) (1).

proposed new construction, including a small surface parking lot and an existing two-story commercial building. Therefore, although the setting along this block of S. La Brea Avenue will be compromised, the immediate environs of 611 S. La Brea Avenue will not be considerably altered.

As discussed above, the significance of an historical resource is materially impaired, and constitutes a substantial adverse change in the significance of that historical resource, if the project would materially alter the immediate surroundings of the historical resource such that (a) it could no longer be listed in, or be eligible for listing in, the California Register, or (b) it could no longer be included in a local register of historical resources or identified as an historical resource in an historical resource survey.²⁴ After construction of the Project, 611 S. La Brea Avenue will retain all aspects of integrity; will continue to convey its historic association as an early auto showroom/car dealership in the Wilshire area; and thus will remain eligible for designation following implementation of the Project.

Ridgeley Drive/Detroit Street Multi-Family Residential Historic District

The Ridgeley Drive/Detroit Street Multi-Family Residential Historic District was identified as historically significant as an example of a 1920s-1950s multi-family residential district containing primarily apartment houses; as an example of a 1920s-1950s Period Revival neighborhood primarily containing apartment houses, with compatible multi-family infill from the 1940s and 1950s; and as an early Jewish residential neighborhood in the Wilshire area, reflecting the community's movement from areas such as Boyle Heights. Contributors are primarily designed in Period Revival styles, with several Minimal Traditional or Mid-century Modern contributors. District contributors are one to five stories in height.

The proposed new construction is located outside the boundaries of the Ridgeley Drive/Detroit Street Multi-Family Residential Historic District, and therefore the Project is not introducing a significant new intrusion within the district itself. The district's integrity of setting will be compromised along a single block along its eastern boundary; the vast majority of the setting surrounding the district will not be impacted by the proposed Project, integrity of setting within the district will remain unaltered, and the district will retain all other aspects of integrity following implementation of the Project. Additionally, the immediately adjacent district contributors front S. Detroit Street, and are separated from the Project Site by a wide service alley that provides access to garages at the rear of each property.

²⁴ CEQA Guidelines, section 15064.5(b) (1).

The earliest contributors in the Ridgeley Drive/Detroit Street Multi-Family Residential Historic District were constructed in the 1920s, around the same time that the first commercial businesses were established on this portion of S. La Brea Avenue. Since the 1920s, S. La Brea has been a busy automobile corridor, lined with neighborhood-serving commercial enterprises. The proposed Project is therefore consistent with development patterns in the area, that existed historically alongside the nearby residential neighborhoods.

Although the Project will be visible from within the district, the service alley provides separation between the neighborhood and the proposed Project; the Project faces the commercial corridor of S. La Brea Avenue; and the proposed new construction will not impact the ability of the district to convey its significance. Alteration to a small portion of the setting outside of the district boundary will not reduce the district's historic integrity such that it will no longer be able to convey its historic significance. Therefore, the Ridgeley Drive/Detroit Street Multi-Family Residential Historic District will not be materially impaired by the new construction, and it will remain eligible for historic designation following implementation of the Project.

15.0 CONCLUSION

Based on the above analysis of potential impacts using the CEQA Guidelines and applicable integrity standards, this report has demonstrated that the Project will not demolish, destroy, relocate, or alter 611 S. La Brea Avenue or the Ridgeley Drive/Detroit Street Multi-Family Residential Historic District or their immediate surroundings such that the significance of either resource would be materially impaired. The Project will therefore not result in significant adverse impacts to identified historical resources adjacent to the Project Site as defined by CEQA.

16.0 SOURCES

2011 California Environmental Quality Act (CEQA) Statute and Guidelines, California Association of Environmental Professionals, www.califaep.org

California Historical Resources Inventory. August 15, 2011.

California Public Resources Code (Sections 21000-21177).

California Code of Regulations, (Title 14, Division 6, Chapter 3, Sections 15000-15387).

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

City of Los Angeles, Department of City Planning. "Context: Commercial Development, 1850-1980 in *SurveyLA: Los Angeles Historic Resources Survey Project, Historic Context Statement*, September 2017.

City of Los Angeles, Department of City Planning. "Historic-Cultural Monuments: What Makes a Resource Historically Significant?" Los Angeles: Office of Historic Resources. <https://preservation.lacity.org/commission/what-makes-resource-historically-significant>. Accessed November 2018.

City of Los Angeles, Department of City Planning. *SurveyLA: Historic Resources Survey Report: Wilshire Community Plan Area*. Prepared by Architectural Resources Group, Inc. January 23, 2015.

City of Los Angeles. *SurveyLA: Historic Context Statement Outline*. Revised July 2018.

Code of Federal Regulations, (Title 36, Part 60)

Cultural Heritage Ordinance: Section 22.120 et. seq. of the Administrative Code. Department of City Planning, Los Angeles, California.

Sanborn Fire Insurance maps. 1926, 1950.

South Central Coastal Information Center. Historic property File 19-173810; Request for Determination of Eligibility for Inclusion in the National Register of Historic Places, "Miracle Mile Historic District." November 22, 2000.

State of California Department of Parks and Recreation. "California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison." Sacramento, CA: Office of Historic Preservation, 2011.

U.S. Department of the Interior. "National Register Bulletin 16: How to Complete the National Register Registration Form." Washington, D.C.: National Park Service, 1997.

U.S. Department of the Interior. "National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation." Washington D.C.: National Park Service, 1995.

APPENDIX A – SOUTH CENTRAL COASTAL INFORMATION CENTER SEARCH RESULTS

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

South Central Coastal Information Center

California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 / FAX 657.278.5542

sccic@fullerton.edu

California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

11/29/2018

Records Search File No.: 19671.5588

Molly Iker-Johnson
Historic Resources Group
12 S. Fair Oaks Ave, Suite 200
Pasadena, CA 91105

Re: Record Search Results for 625-665 S. La Brea Ave (#18-0275)

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Hollywood, CA USGS 7.5' quadrangle. The following reflects the results of the records search for the project area and a ¼-mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☐ custom GIS maps ☐ shape files ☐ hand-drawn maps ☒ no map

Resources within project area: 0	None
Resources within ¼-mile radius: 9	SEE ATTACHED MAP or LIST
Resources listed in the OHP Historic Properties Directory within project area: 0	None
Resources listed in the OHP Historic Properties Directory within ¼-mile radius: 26	SEE ATTACHED LIST FOR INDIVIDUAL PROPERTY STATUS CODES – resource locations from the OHP HPD may or may not be plotted on the custom GIS map or provided as a shape file
Reports within project area: 0	None
Reports within ¼-mile radius: 23	SEE ATTACHED MAP or LIST

Resource Database Printout (list):

Resource Database Printout (details):

Resource Digital Database (spreadsheet):

Report Database Printout (list):

Report Database Printout (details):

Report Digital Database (spreadsheet):

Resource Record Copies:

Report Copies:

OHP Historic Properties Directory:

<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed

<u>Archaeological Determinations of Eligibility:</u>	<input type="checkbox"/> enclosed <input checked="" type="checkbox"/> not requested <input type="checkbox"/> nothing listed
<u>Los Angeles Historic-Cultural Monuments</u>	<input checked="" type="checkbox"/> enclosed <input type="checkbox"/> not requested <input type="checkbox"/> nothing listed
<u>Historical Maps:</u>	<input type="checkbox"/> enclosed <input checked="" type="checkbox"/> not requested <input type="checkbox"/> nothing listed
<u>Ethnographic Information:</u>	<input checked="" type="checkbox"/> not available at SCCIC
<u>Historical Literature:</u>	<input checked="" type="checkbox"/> not available at SCCIC
<u>GLO and/or Rancho Plat Maps:</u>	<input checked="" type="checkbox"/> not available at SCCIC
<u>Caltrans Bridge Survey:</u>	<input checked="" type="checkbox"/> not available at SCCIC; please go to http://www.dot.ca.gov/hq/structur/strmaint/historic.htm
<u>Shipwreck Inventory:</u>	<input checked="" type="checkbox"/> not available at SCCIC; please go to http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp
<u>Soil Survey Maps: (see below)</u>	<input checked="" type="checkbox"/> not available at SCCIC; please go to http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the [California](#) [Historical](#) [Resources](#) [Information](#) [System](#),

Isabela Kott
GIS Technician/Staff Researcher

Enclosures:

- (X) Resource Database Printout (details) – 14 pages
- (X) Report Database Printout (details) – 27 pages
- (X) OHP Historic Properties Directory – 6 pages
- (X) Los Angeles Historic-Cultural Monument List – 4 pages
- (X) National Register Status Codes – 1 page

APPENDIX B – SUMMARY OF SELECT BUILDING PERMITS

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

DATE	PERMIT NUMBER	WORK PERFORMED	ARCHITECT/ CONTRACTOR	OWNER
625 S. La Brea Avenue				
1/28/1964	LA57309	New 40x60 retail store building and paved parking	C.W. Wong	Y.W. Wong
5/21/1974	LA90420	Install interior partitions on first floor to create additional office space	W.A. Ries Construction	Advanced Image Systems
2/12/2014	14016-40000-02635	Tear off existing roofing re-roof 39 squares w/class "A" or "B" materials weighing less than 6 pounds per sq. ft. install built up roof/hot mop (max. 1 overlay)	Haupt R. Roofing Construction Inc.	Wong, Lee Y. Et Al Trust
627 S. La Brea Avenue				
7/16/1924	29544	40x60 store building	Ray L. Jones/owner	Frank P. Hayworth
7/16/1924	29545	Private 18x18 garage	Ray L. Jones/owner	Frank P. Hayworth
1/13/1930	810	Make 8 ft door (now 4 ft) in rear	None	A.M. Sarraill
8/7/1930	18466	Front of present building plastered and raised by brickwork eight feet in height	W.W. Wade	Mrs. Anna M. Sarraill
10/18/1948	27652	To add a 40' x 40' type IV bldg. on rear of existing 40' x 60' bldg	H.F. Kjerulf (engineer)	Dr. Walter C. Harbart
4/28/1958	LA99023	Parapet correction along La Brea and exitway	General Const. Co.	Dr. W.C. Harbart
5/25/1959	LA33021	Parapet alteration	Willard Brent Co	Dr. Walter C. Harbart
10/11/1974	LA98171	Remove bearing wall	Wilson & Son, Inc.	Mr/Mrs Jack Watson
4/25/1975	LA6751	Add decorative storefront	Wilson & Son Inc.	Mr/Mrs Jack Watson
5/21/1981	K2842	Adding non-bearing partitions	H.M. Lukens	6 Star Nielson Cable Vision
633 S. La Brea Avenue				
4/4/1928	9783	40x90 café building	Howard H. Wells	G.L. White
4/25/1941	10468	Modernization of 5 room suite of living quarters on second floor, consisting of changing present partitions, addition of new bath, renovating, painting, electrical work, etc.	Bert Oake	Mrs. Mary Shields
4/22/1943	2779	Recover and repair 2/15 and gravel 2 nd story part; repairs to balance of roof	Woodworth & Tuck, Inc.	Frank Schoenrock
5/6/1948	LA15826	Close up 4 doorways & rearrange partitions to provide more adequate office space. No structural changes. Install two ventilating fans, 1 skylight, 3 electrical outlets, rearranging two	Munselle & Son	Minetta Miller

DATE	PERMIT NUMBER	WORK PERFORMED	ARCHITECT/ CONTRACTOR	OWNER
		existing plumbing fixtures. Redecorate. 2 nd floor only.		
10/15/2003	VN38761	Replace wood stairs with steel stairs per engineer's design	M D Structures Inc.	Marjorie G. Watson
8/28/2012	12016-20000-03560	2 story addition to existing 2-story building, convert existing takeout restaurant and office to new medical office and shell only general office, separate tenants. Add new roof and floor framing portion of the building, add shearwalls, and underpin	Raeen B. Construction Inc.	Slb Properties LLC
639-657 S. La Brea Avenue				
12/19/1928	34788	200'x80' store building	Joseph F. Rhodes	Claud L. Parker & M.B. Rapp
1/30/1929	2715	Adding class D addition at rear of north 45'-0" of present building. Also building mezzanine	Joseph F. Rhodes	Claude L. Parker & M.B. Rapp
6/19/1929	16320	Install mezzanine with offices below. Place corrugated iron shed attached to rear. South store of this above-mentioned store building	Joseph F. Rhodes	Claude L. Parker & M.B. Rapp
8/1/1929	19690	12x16 storage shed	W.P. Hall/J.L. Riley	J.L. Riley
6/26/1952	LA62861	Alterations to front; remove interior non-bearing partitions	Owner	Zimdin Estate
10/7/1953	[Illegible]	25' x 71' addition	Owner	Zimdin Estate
9/10/1957	LA81841	Demolition mezzanine, int. partitions, non-structural storefronts	Owner	Zimdin Estate & Foundation
10/24/1957	LA85576	Add 84' x 25' storage room wood frame & stucco; composition roof, remove existing partitions and install plate glass at front	Owner	Zimdin Estate
11/8/1965	LA7948	Add partitions to divide building into 3 stores and add 3 separate entrances	Owner	Jack H. and Marjorie G. Watson
6/17/1966	LA27431	Storefront modernization	QRS Neon Corporation	Dimensional Picture Products Div.
1/9/1976	LA19476	Remove interior partitions, add interior partitions, new storefront	Wilson & Son	Mr/Mrs Jack Watson
11/24/2003	VN41264	Remove and replace exterior stucco	M D Structures Inc.	Marjorie G. Watson
11/23/2005	VN86684	Remove/replace stucco at front wall of the building – replace	M D Structures Inc.	Estate of Marjorie G. Watson

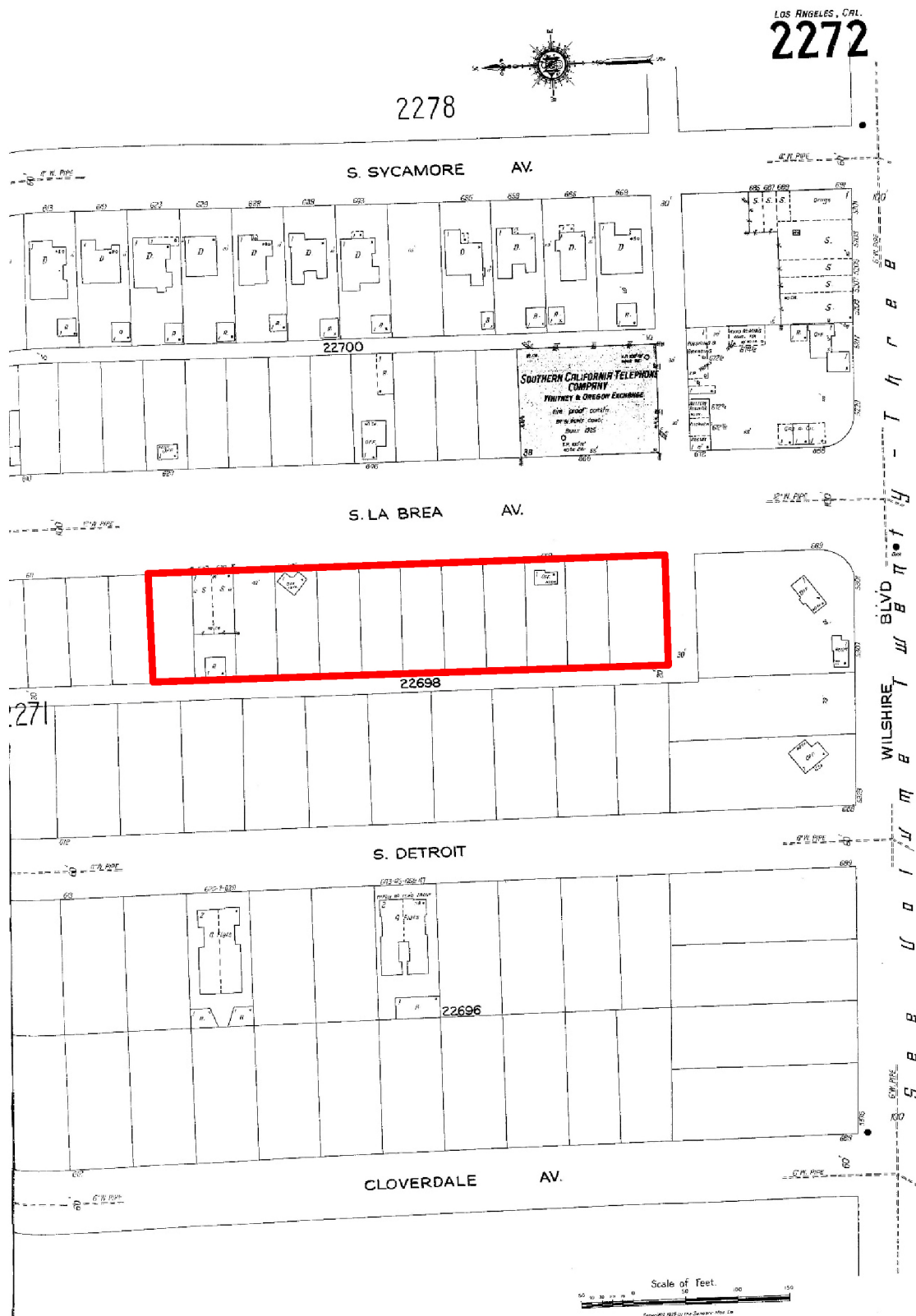
DATE	PERMIT NUMBER	WORK PERFORMED	ARCHITECT/ CONTRACTOR	OWNER
		stucco in parapet wall & infill glass panel above the storefront windows/doors with stud stucco wall		
8/6/2012	LA81361	Remodel existing 80' x 200' commercial building. Convert 4 spaces into one new retail space. Replace existing storefront and remove 25' x 35' portion of the existing 25' x 80' rear storage room to a new 25' x 45' restrooms/storage/lunch rooms	Yong Keun Park/Mac	637 South La Brea Avenue Llc
6/30/2014	14016-10000-07976	Reinforce damaged wood truss	Cal-Pac Engineering Co. Inc.	Sauma Properties of Los Angeles LLC
659 S. La Brea Avenue				
4/16/1931	7866	New 40x80 dry good store	Shadick Bros.	Shadick Bros.
8/19/1958	LA9551	Remodel front no structural changes	Nelson P. Rice/Owner	Paul J. Howard
6/21/1965	LA97844	Replace iron metal fence with Reynolds Aluminum Siding	Paul J. Howard Co.	Paul J. Howard
5/15/1996	LA51228	Patch Plaster/Drywall, Int. Non-structural Remodel, Re-stucco	WSB & Assoc.	Herbert Worthington
8/4/2010	WL37341	Storefront window/door changeout	Frank Afari/Owner	659 La Brea Blvd LLC
12/13/2012	12016-10001-21297	Proposed/reinforcement using three new columns at existing storefront of retail	Owner	Rifi Investments 2 LLC
9/2/2015	OL95339	New stucco with wire lath over existing siding to remain.	Skanska	Rif Investments 2 LLC

APPENDIX C – SANBORN FIRE INSURANCE MAPS

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

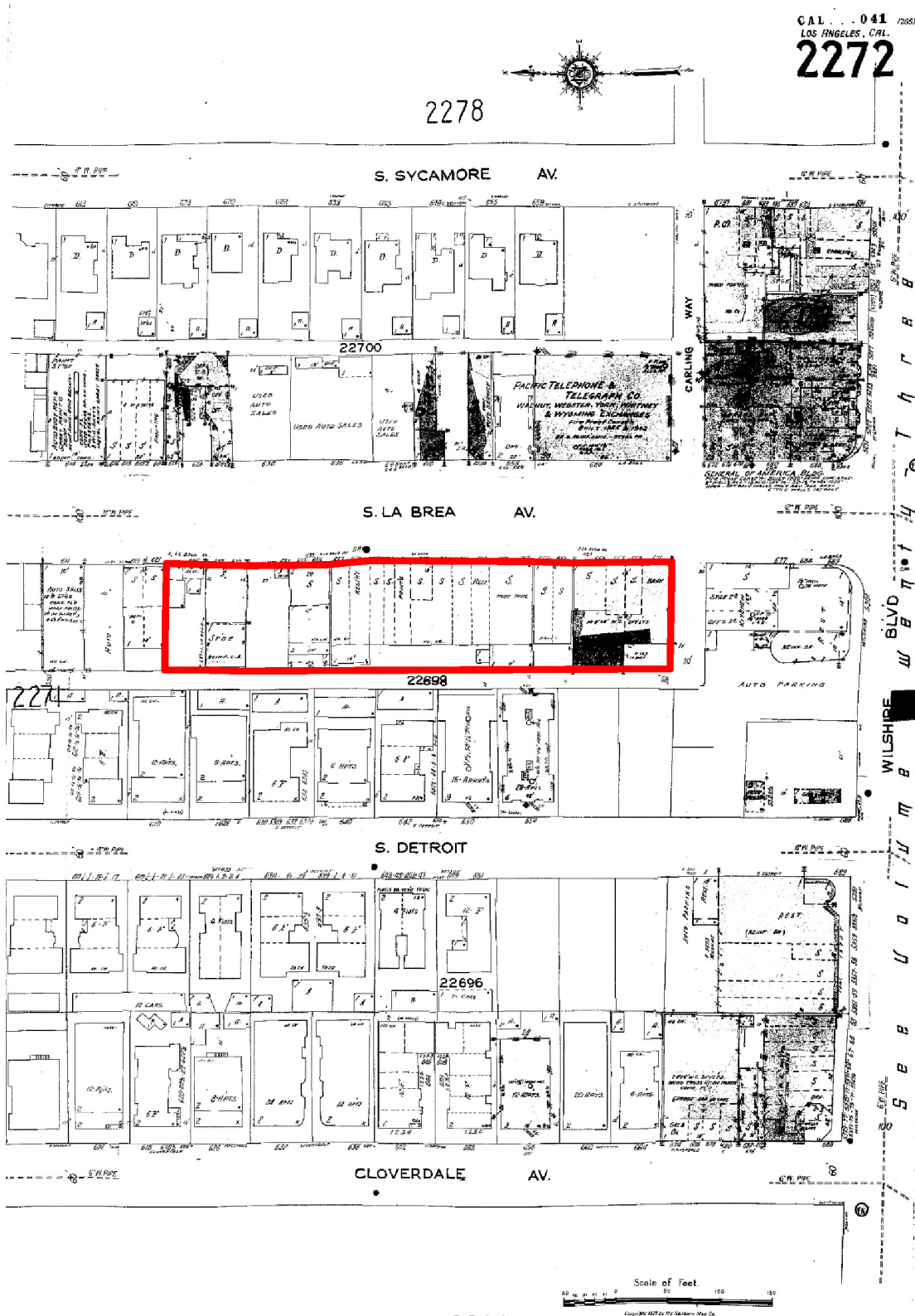


1926 Sanborn Fire Insurance Map. Project Site outlined in red.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP



1950 Sanborn Fire Insurance Map. Project Site outlined in red.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

APPENDIX D – RESUMES OF AUTHORS/CONTRIBUTORS

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

HISTORIC RESOURCES GROUP

Years of Experience: 15

Education

Master of Heritage Conservation
University of Southern California

Bachelor of Arts, Art History
Pennsylvania State University

Professional Affiliations

Los Angeles Conservancy

California Preservation Foundation

National Trust for Historic Preservation

Docomomo_US

CHRISTINE LAZZARETTO

MANAGING PRINCIPAL

Experience Profile

Christine Lazzaretto is an Architectural Historian with 15 years of experience in historic preservation in Southern California. Christine joined Historic Resources Group in 2008 and became Managing Principal in 2018. At HRG, Christine works on environmental review, policy development, historic resources surveys, historic context statements, and federal tax credit projects. She has worked on numerous large-scale historic resources surveys, authored a wide range of historic context statements and successful National Register nominations. Her deep understanding of CEQA principles, significance, context and environmental impacts make her a leading expert in cultural resources analysis for environmental review. Christine also manages teams of professional colleagues on large-scale planning efforts.

Selected projects include: Citywide surveys for Beverly Hills, Los Angeles, Modernism in Riverside; Context Statements for City of Pasadena Recent Past, Paso Robles, San Luis Obispo, Beverly Hills, South Pasadena; City of Long Beach Historic Preservation Element; National Register nomination for the University of Southern California; Forum historic tax credit project; Master Plan for University of Southern California.

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

Christine serves on the Board of Trustees of the California Preservation Foundation; she is the Vice-President of the Southern California chapter of Docomomo_US; and she is a lecturer in the University of Southern California Heritage Conservation summer program.

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

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

HISTORIC RESOURCES GROUP

Years of Experience: 30

Professional License

California Architect C24223

Education

Master's Degree, Historic Preservation,
University of Southern California, Los
Angeles, CA

Bachelor of Architecture, University of
Southern California

Professional Affiliations

American Institute of Architects

Glendale Historical Society

- President, 2008-2011

JOHN LOCASCIO, AIA

PRINCIPAL

Experience Profile

A licensed, practicing architect for 25 years, John has been involved with historic preservation for 15 years and working at HRG for 6 years.

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

John has worked on a wide variety of projects involving historic buildings and structures in Southern California, including CBS Columbia Square, Grand Central Air Terminal in Glendale, the Academy of Motion Pictures Museum, Los Angeles International Airport, Hotel Constance, Los Angeles Forum, University of Southern California, numerous LAUSD campus modernization projects, and the 28th Street YMCA.

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

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

Selected Project Experience

28th Street YMCA, Los Angeles
Academy Museum of Motion Pictures, Hollywood
CBS Columbia Square, Hollywood
Constance Hotel, Pasadena
Grand Central Air Terminal, Glendale
Los Angeles International Airport
Venice High School Modernization, Los Angeles

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

HISTORIC RESOURCES GROUP

Years of Experience: 4

Education

Master of Arts, Historic Preservation,
University of Delaware, Newark,
2015

Bachelor of Arts, History and
Bachelor of Music in Instrumental
Performance, Chapman University,
Orange, CA, 2013

Professional Affiliations

Los Angeles Conservancy

Vernacular Architecture Forum

MOLLY IKER-JOHNSON

ASSOCIATE ARCHITECTURAL HISTORIAN

Experience Profile

Molly Iker-Johnson is an Associate Architectural Historian at Historic Resources Group. She has a Bachelor of Arts in History and a Bachelor of Music in Instrumental Performance from Chapman University and a Master of Arts in Historic Preservation from the University of Delaware. She has been with Historic Resources Group since 2014.

Prior to joining HRC, Molly worked as a Graduate Research Assistant for the Center for Historic Architecture and Design, a historic preservation organization located at the University of Delaware. Her responsibilities included assisting with large-format re-photography of early 20th century photographs taken by Delaware seed analyst Roydon Hammond, aiding in the compilation of lists of historically significant sites along Delaware's Byways, and creating photographic databases of historic sites along Delaware's Byways and Newark, Delaware's Main Street. She also worked for such organizations as Chapman University's Honors Program and CBS' Consumer Products division. At HRC, Molly works on historic resources surveys, historic context statements, historic assessments, and National Register nominations. She has worked on several large-scale historic resources surveys, including Citywide survey updates in Palm Springs, South Pasadena, and Santa Monica.

Molly Iker-Johnson meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

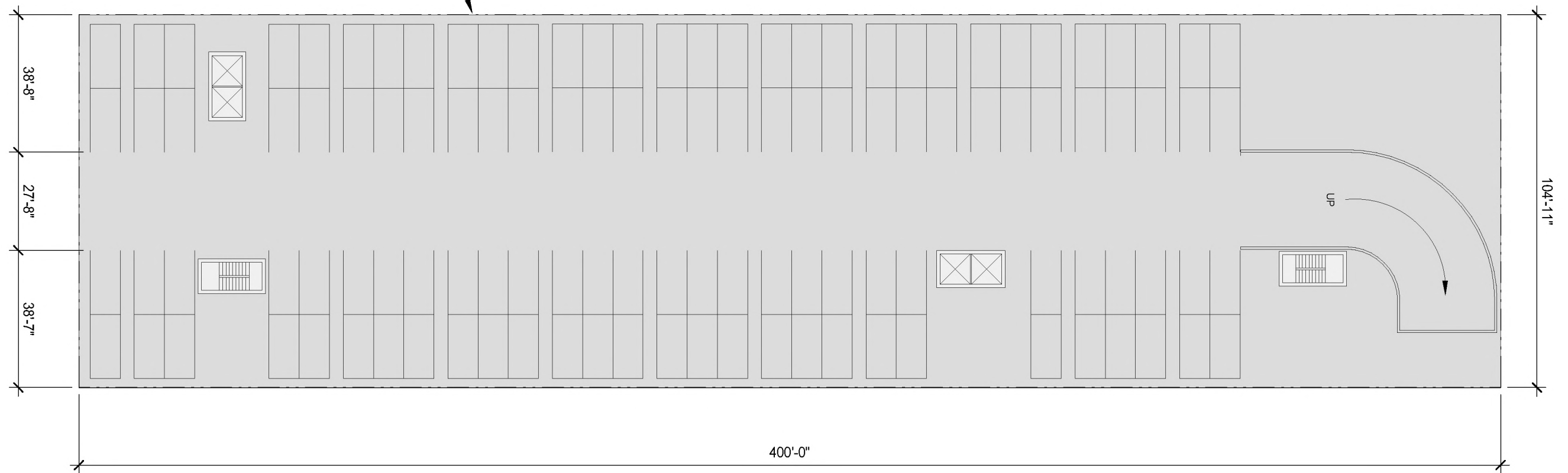
APPENDIX E – PROPOSED PROJECT

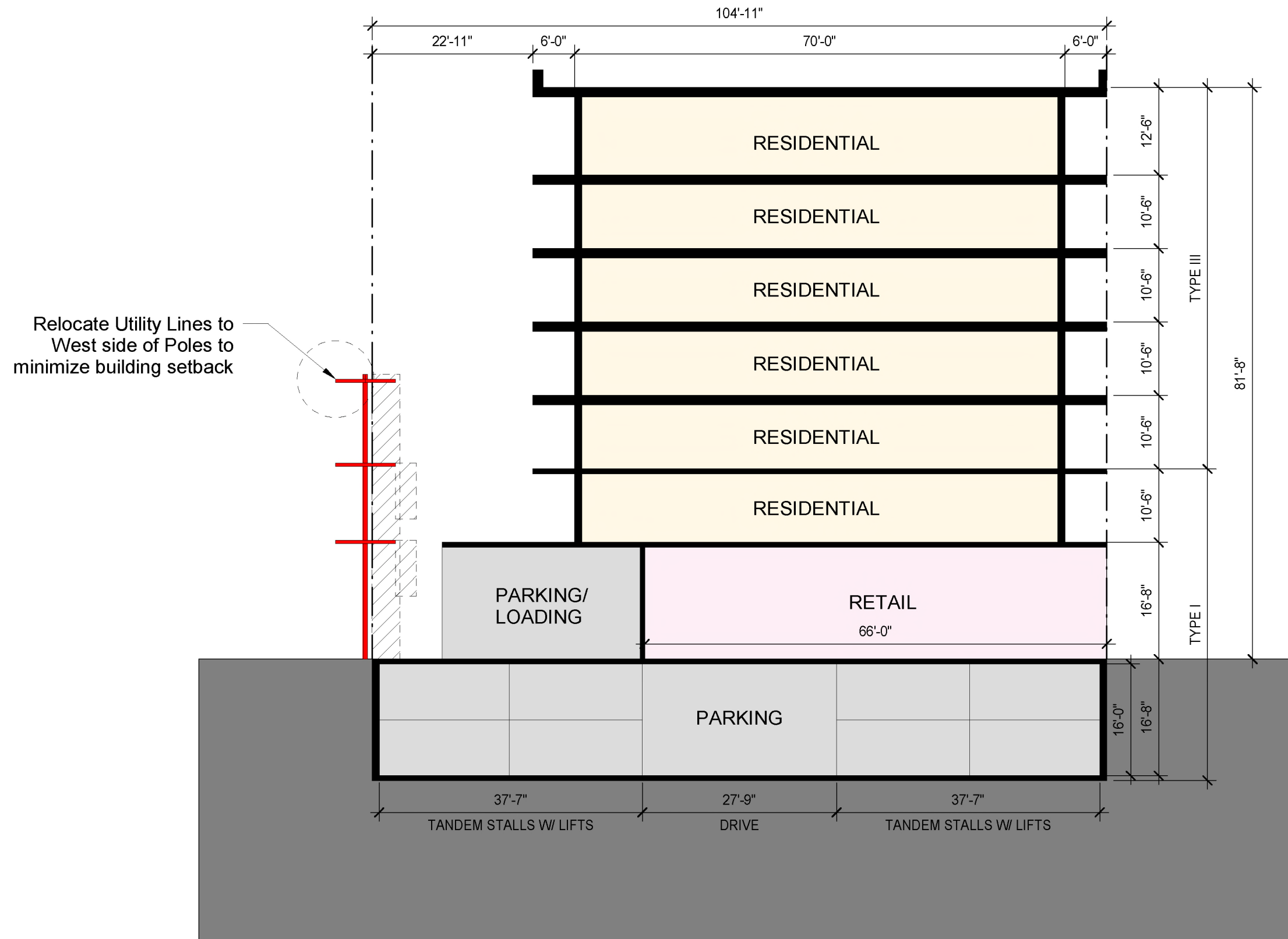
HISTORICAL RESOURCE ASSESSMENT REPORT & IMPACTS ANALYSIS

625-665 S. La Brea Avenue, Los Angeles

HISTORIC RESOURCES GROUP

236 Parking Stalls
with lifts at all stalls
59 Self Park Stalls









Morris Adjmi Architects
www.ma.com

639 South La Brea
Los Angeles, CA / CGI

View North on S. La Brea
29 October 2018





