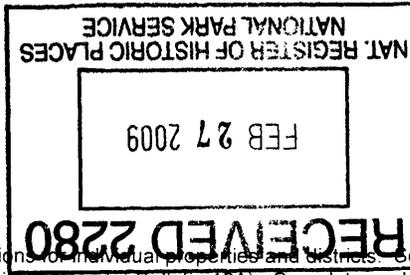


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



180

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Pacific Electric Building

other names/site number _____

2. Location

street & number 610 South Main Street not for publication N/A

city or town Los Angeles vicinity N/A

state California code CA county Los Angeles code 037 zip code 90014

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 25 FEB 2009
Signature of certifying official/Title Date

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

[Signature] 4.9.09
Signature of the Keeper Date of Action
Edison H. Beall

Pacific Electric Building
Name of Property

Los Angeles, California
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in count.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of Contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

- COMMERCE/TRADE *business*
- COMMERCE/TRADE *professional*
- COMMERCE/TRADE *organizational*
- COMMERCE/TRADE *restaurant*
- SOCIAL *clubhouse*
- TRANSPORTATION *rail-related*

Current Functions
(Enter categories from instructions)

- DOMESTIC *multiple dwelling*
- COMMERCE/TRADE *restaurant*
- COMMERCE/TRADE *specialty store*

7. Description

Architectural Classification
(Enter categories from instructions)

- Beaux Arts
- Romanesque
- Moderne

Materials
(Enter categories from instructions)

- foundation Concrete
- walls Brick
- Concrete
- roof Composition
- other Terracotta

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Pacific Electric Building
Name of Property

Los Angeles, California
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

Transportation _____
 Social History _____

Period of Significance

1905-1950 _____

Significant Dates

1905 _____
 1947 _____
 1950 _____

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Fitzhugh, Thornton _____
 Beelman, Claud _____

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository: _____

Pacific Electric Building
Name of Property

Los Angeles, California
County and State

10. Geographical Data

Acreage of Property 1.43 acres

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	11	384700	3767650	3	_____	_____	_____
2	_____	_____	_____	4	_____	_____	_____

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Christy McAvoy, Managing Principal; Jessica Ritz, Consultant

organization Historic Resources Group, LLC date March 18, 2008

street & number 1728 North Whitley Avenue telephone (323) 469-2349

city or town Los Angeles state CA zip code 90028

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

Name Alexander Moradi, 610 S. Main, LLC

street & number 9301 Wilshire Boulevard telephone (310) 247-0755

city or town Los Angeles state CA zip code 90210

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Pacific Electric Building
Los Angeles County, California

Section 7: Description

The Pacific Electric Building in downtown Los Angeles was constructed as an office building with an electric rail depot at ground level. It contains nine stories with a lower basement level, and a modified mezzanine. The building occupies most of a single block that slopes downward towards the east. The site is bounded by Main Street to the west, 6th Street to the north, and Los Angeles Street to the east. The south building elevation abuts other buildings. The exterior is primarily clad in brick, and the building has rectangular massing and plan. The flat roof is surrounded by a parapet with a deep cornice.

Following an extensive rehabilitation, the Pacific Electric Building was converted from its former use as an office building and transit station to a multiple-family residential structure containing 314 units and ground-floor storefront spaces that face Main, Los Angeles, and 6th Streets. It reopened in 2005, and the adaptive reuse project was completed in adherence to the Secretary of the Interior's Standards for Rehabilitation as required by the National Park Service's historic preservation tax certification process.

Setting

The building is situated on a block in a densely developed part of downtown Los Angeles, just east of the center of the historic business district. The building abuts three sidewalks, and it is surrounded by other commercial buildings of comparable or smaller size that also date from the early 20th century.

Exterior

The building has three street-facing elevations: the west elevation on Main Street, the east elevation on Los Angeles Street, and the north elevation on West 6th Street. The south side of the building faces other buildings, has large breaks for the light courts, and is not decorated. It has simple unarticulated window openings. All four façades are clad in a light red-toned finishing brick. Character-defining exterior features of the Pacific Electric Building include a basic horizontal tripartite organization (base, middle, capital); window materials and patterns; masonry veneer; and decorative terracotta detailing, particularly at the upper level. Such features have been retained and repaired during the recent rehabilitation.

The primary (west) elevation fronts Main Street. While it is not the longest façade of the building, it contains the lobby and original streetcar (currently parking garage) entrances. This façade is balanced but not symmetrical. The six major bays (A type), on this façade have broad Chicago windows (a large, fixed central sash flanked by narrower, double-hung sash windows). Narrower window bays (B- type) with double-hung windows are also included, in a pattern of A-A-A-B-A-B-A-A-A-B-B. The B-A-B and final B-B sequences project slightly on the façade and are contained in the pilasters that are capped with decorative terracotta Corinthian capitals. Original arched window openings and surrounding materials that were removed during previous renovations have been restored and contain materials that are compatible yet distinguishable from extant historic fabric. Storefront windows, bulkheads and doorways are fitted with contemporary dark brushed aluminum.

The north-facing 6th Street elevation extends the longest of the three street frontages. The façade is characterized by a series of prominent arches, one in each A-type bay, that line the 6th Street side. Each arch contains a pair of tall

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Pacific Electric Building
Los Angeles County, California

casement windows. Two four bay-wide sections flank the center portion of the elevation, which contains six bays, thus creating a balanced tripartite scheme. Flat pilasters topped with terracotta Corinthian capitals help define each of the three sections. The westerly grouping that contains four bays projects slightly forward. On the east half of the façade, the lower basement level is exposed and forms a series of storefronts entered from the street or slightly below grade. A neon sign for Cole's P.E. Buffet, the historic restaurant that has been in the building since 1906, is located in the center of this façade. The distinctive sign was built in 1949 and the flashing arrow was added in 1957.

Storefront openings have been uncovered and rebuilt as part of the rehabilitation, and window openings in the northwest storefronts have been restored and missing parts replaced with historically compatible materials. Arches were reopened and non-original marble cladding that obscured brick and terracotta on the Main Street and 6th Street façades was removed. Storefront materials have been cleaned and repaired, or replaced with new storefront materials.

The east-facing Los Angeles Street elevation is similar to the other street façades. The fenestration pattern is B-B-A-A-A-B-B-A-A-A-A-A. The first and second levels of the Los Angeles Street façade were altered over time, and are surfaced with stucco vertical panels. In order to accommodate the parking garage for the adaptive reuse project, louver vents and garage ventilation was added. Non-historic storefront materials have been cleaned and repaired. New openings were kept within historic wall openings. An entrance to the garage that was previously used for bus service is now closed with a gate.

The south elevation is the least elaborate and is painted an off white color. The placement of the light courts and roof break up the façades. The remainder of the façade is composed of brick. Differently sized double-hung sash windows pierce the façade.

On the street façades, semi-circular windows are located at the ninth floor terminating the top of A-type window bays. The spaces without windows on the ninth floor have stylized Corinthian capitals in molded terracotta, creating the effect that the larger piers form giant-order pilasters on the façade. The capitals and similar relief detail set into the spaces between the arches form a decorated band just below the cornice.

Roof and Light Courts

The light courts have plain, plastered exterior surfaces and are articulated by a dense concentration of double-hung, wood frame windows. Some of the semicircular windows on the ninth floor of the light courts were replaced with multi-pane, metal frame windows. Arches were closed prior to current ownership. Access to the roof garden via new doorways was added from select eighth floor units, which also contain gated off discrete semi-private patios.

Parapets extend around the top of the light courts with a repeating pattern of large, semicircular arched cut-outs. These echo the semicircular windows of the ninth floor that appear on the street-facing and the inward-facing façades. Historic iron light posts and railings at the south parapet were repaired, and metal railings have been added to meet current code requirements.

The roof of the building has two levels. In a U-shape around the three street façades, the building extends to nine floors. The rear of the building and the wing between the light courts is eight stories high. The highest part of the roof is surrounded by a parapet with smaller-scaled cut-outs in the shape of a square with chamfered corners. Smaller

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Pacific Electric Building
Los Angeles County, California

Section number 7 Page 3

square single-pane window are located at the upper level in the center of each bay. The central wing between the light courts originally held a roof garden built for the exclusive Jonathan Club. This area currently contains the roof garden and pool for the building tenants. A swimming pool and hot tub are located towards the south end of the roof deck, and other new amenities include a dog run set below and behind (south of) the pool, lounge seating, and landscaping. The bases and shafts of concrete columns that were part of original pergolas remain.

Interior

The interior of the building contains the ground level consisting of a lobby and garage concourse area, topped with seven floors with a repeated plan of corridors and residential units plus a two-level penthouse. These two top floors have a dramatic central double-height rotunda space that was originally built as the headquarters of the Jonathan Club, an elite social organization for businessmen. The lower rotunda area currently functions as a lounge for building tenants.

Ground Floor

The primary ground floor elevation fronts Main Street and contains several entrances to discrete areas of the building. The main lobby is located near the center of the Main Street façade, to the north of the main vehicle entrance. A large storefront space occupies the northwest corner of the structure at the intersection of 6th and Main Streets. Prior to current ownership the storefront had been severely altered, and the openings have been since restored. The rectangular lobby is oriented perpendicular to Main Street.

Three columns down the center modulate the space. A new security/concierge desk is built around the middle column. The character-defining features and finishes of the lobby date to the 1944-1947 period, when many interior changes were made to the lower level of the building by noted architect Claud Beelman. The columns are octagonal in shape and are covered with panels of gray marble. The floors and the walls are also clad in similar marble. The ceiling is plastered and has a deep crown molding. The ceiling lights are arranged in an octagonal ring around the top of each column. These lights have translucent glass panels set in thin, metal frames. The floor of the lobby slopes slightly upwards away from the main entrance. The rear (east) seating area of the lobby is raised and accessed via a small series of steps. The east wall of the lobby contains non-original aluminum openings and windows, with a set of double doors that provide access to the parking garage.

The south wall of the lobby has a series of three interior storefront bays that were restored during the rehabilitation project. These elements contain marble bulkheads and butt-jointed glass windows and a wood cornice along the top. A stairway landing and the new mailroom for tenants is located in the south wall closer to the street entrance, and is set beneath a wide wood cornice.

The north wall of the lobby contains two separate banks of elevators, one with four and a secondary bank with two elevators, and a doorway between them. The elevator doors date to the 1940s remodeling. They contain pairs of Moderne style metal doors with a vertical ribbed detail concentrated down the center of each door, continuing to the panel above the floor indicators that span the top of the doors. These upper panels are similar in height and the same width as the elevator doors below them.

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Pacific Electric Building
Los Angeles County, California

The northwest corner of the ground floor contains rehabilitated storefronts that are entered from Main Street, and are currently unoccupied. Cole's, one of Los Angeles's oldest restaurants, is located on West 6th Street. Some areas of the storefront spaces on Los Angeles Street retain remnants of historic fabric, such as subway tile wainscoting and patches of mosaic tile flooring.

Basement and Parking

A parking garage occupies the area that was formerly used for operation of rail cars and the waiting areas. The garage is a double-height space and has a low mezzanine. Windows and vents open to 6th Street at this level. Sections of the same 1944-1947 octagonal columns seen in the lobby also stand in the garage area, with cladding only remaining at the top portion. The columns terminate in the mezzanine, where some metal and glass octagonal and rectangular light fixtures that were restored in the lobby can be found. Remnants of rectangular marble floor tiles remain in sections of the garage floor, mezzanine, and a ramp that connects the ground and mezzanine levels. Portions of the marble-clad parapet that encloses the ramp is also extant. Two original north-to-south oriented skylights and truss work are visible from the mezzanine.

Portions of the basement have been reconfigured to accommodate the parking garage, and the basement is also used as storage rooms. The basement level also connects to the storefront spaces that front 6th and Los Angeles Streets. Other changes made to non-historic partitions of the space include the construction of new partitions, portions of ceiling removal, addition of tenant storage facilities, addition of a trash room, and construction of a new ramp from the basement to the first floor parking garage.

Upper Floors

Floors two through nine generally have a repeated stacked plan throughout. The original plan consisted of a circuit of hallways around the edges of the plan, two north-to-south light courts, and an additional hallway oriented north to south down the center of the plan between (and parallel to) the two light courts. Mosaic tile floors continue throughout the corridors, which are also lined in gray and white veined marble wainscoting. Surface treatments in the hallways date to the 1923-24 renovations and are highly intact.

Some new corridors were added in spaces that had been previously altered in order to accommodate apartment units. These spaces have polished and sealed concrete floors instead of mosaic tile, and are painted a dark contrasting color so as to be differentiated from the original corridors, which have white and gray marble wainscots and wood trim. The proportions are consistent with extant historic hallways. New ceilings were constructed to match the historic ceiling height.

The original offices spaces – now reconfigured as residential units – are arranged along the corridors in a double-loaded arrangement. The eighth and ninth floors (Penthouse 1 and Penthouse 2) plans differ slightly; they are U-shaped around the edges of the plan and open to the south. Apartment unit interiors contain open loft style floor plans. Original concrete slab floors were exposed, bead blasted, stained and sealed. Extant plaster on the exterior walls was patched and repaired. At areas where little or no plaster remained, new gypsum board was finished with skim coat to match the historic condition. Existing historic window, door, and baseboard trim was repaired and painted. New kitchens and bathrooms were installed.

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The elevator lobbies are located in the northwest area of the building. The lobbies are long and narrow, and are oriented perpendicular to the west corridor, with four elevators to the west of the corridor and two to the east of the corridor. The east elevators stop at the sixth floor. A window that opens to Main Street is located in the west wall of each elevator lobby. In these spaces, original plaster ceilings and decorative moldings have been restored and painted an appropriate two-color scheme. Marble wainscoting and trim has been cleaned. The original elevator doors do not remain in the upper levels, but the lobbies are otherwise intact with gray and white veined marble walls and patterned mosaic tile floors. A doorway featuring a glass panel and full-length sidelights is located in the south wall at each floor; these formerly led to offices located off the elevator lobbies. There are not in use, and are sealed shut. A secondary bank of two freight elevators is located near the southeast corner of the plan. A mail chute is mounted on the west wall of the corridors adjacent to the elevators.

The original office entrances that consist of a central door flanked by full-length glass sidelights, a glass transom, and fixed sidelights mostly remain. Select historic doors and sidelights, as well as marble bases and trim, were removed and salvaged on-site. Historic unit entry doors that were damaged or non-functional were replaced with salvaged identical doors. Original historic door and transom hardware was reused. Historic doors and related materials which were not reused as entry doors were sealed shut with gypsum board from the interior side of units, and painted black to maintain a darkened effect as seen from the corridor.

The Pacific Electric Building contains four stairways, which are all intact character-defining historic features of the building. One is located in the northeast corner, two are situated at either end of the south area of the building, and the fourth is accessed via a door in the east wall next to the secondary elevator bank. Landings in the latter stairwell contain decorative metal doorways, which are now sealed. The other three stairways are exposed to the hallways. They feature marble wainscoting consistent with the other public spaces, decorative iron banisters, finish strings with Celtic-style ornament, iron newel posts, and wood handrails.

Penthouse Levels and Rotunda

The ninth floor is U-shaped in plan, and does not continue around the south side of the light wells. An octagonal, rotunda skylight and large ballroom, located adjacent to the elevator lobby, are the outstandingly unique features of this level and were built as the original headquarters of the private Jonathan Club. It now functions as a lounge for building residents. The double-height rotunda is accessed via the eighth, or the first penthouse, floor. A balcony supported on painted concrete columns wraps around the opening at the upper level. A solid balcony parapet wall circles the space at the second level, and is composed of simple painted wood panels with a unadorned molding at the top and bottom. The floor in this area is covered with the white and gray square, not hexagonal, mosaic tile. A meandering patterned decorative band in the mosaic tile also reinforces the rotunda lounge's octagonal shape. The ceiling is a flat visible skylight held in a frame of wood beams with a gabled skylight structure above it (not seen from the interior) protruding through the roof of the building.

A large, open double return staircase located at the east area of the space connects the two penthouse levels. It is located in a two-story semicircular fenestrated bay that projects into the adjacent light well. A contemporary *trompe l'oeil* mosaic mural decorates the ceiling of this apse. The stairs have solid marble side walls, and the wainscot, trim and side walls of the staircase are finished in pink marble rather than the white and gray veined stone seen throughout

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Section number 7 Page 6 Pacific Electric Building
Los Angeles County, California

the building. Round white mosaic tile with dark green accents covers the floor at the intermediate landing. The bottom several steps have rounded treads, and large octagonal newel caps echo the shape of the rotunda.

Adjacent to the rotunda is a very large ballroom space. This room is devoid of original features, and is now a brick and steel-arched shell reconfigured into a penthouse apartment unit with semicircular and porthole windows opening to either side. Apartments occupy other spaces at the penthouse levels that originally had various functions for the Jonathan Club. The public door to the rooftop garden, lounge and pool areas is located off the eighth floor north corridor.

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Section number 8 Page 1 Pacific Electric Building
Los Angeles County, California

Section 8: Statement of Significance

The Pacific Electric (PE) Building is significant under Criterion A for its association with the Pacific Electric Railway and, subsequently, Southern Pacific Railroad, a locally significant mass transit system. The property retains a high degree of integrity following an adaptive reuse project that converted the rail station and offices into residential apartment units. Its integrity of location, setting, design, workmanship, material, feeling and association remain strong. The building operated as the primary downtown streetcar terminal from the time of its construction in 1905 until the completion of the nearby Subway Terminal Building in 1926. The property continued to function as a street rail terminal until the mid-twentieth century, when street rail service was finally suspended altogether in favor of bus service for the city's mass transit needs. The period of significance for the property extends from 1905, the year of construction, through 1950, when the concourse was last used for rail service. The building was determined eligible for the listing in the National Register of Historic Places through Part 1 of the Historic Preservation Tax Certification process in 2002.

The Pacific Electric Railway Company

The Pacific Electric (PE) Railway Company operated streetcar service in Los Angeles and its surrounding communities from 1901 until the mid-twentieth century. Established by Henry E. Huntington, the interurban line was created as part of Huntington's strategy for the sale and development of large tracts of open land in Southern California. Huntington bought and expanded an existing railway system that linked Pasadena and downtown Los Angeles. In 1911, PE owned 415 cars and ran them as one-, two-, or three-car trains, powered by overhead electrified copper wire.

At the company's peak the Pacific Electric streetcar line ran over 1,000 miles of track in Southern California. The 50-foot-long Pacific Electric cars were made of wood and steel, and painted red with gold letters and trim and became known colloquially as the "Red Cars." A second streetcar company, Los Angeles Railway Company, which was also owned by Huntington, operated yellow streetcars primarily in the downtown district (known as the "Yellow Cars").

New Headquarters

In 1905, Huntington constructed the building now known as the Pacific Electric Building at Sixth and Main Streets in downtown Los Angeles. (The building has also been known as the Huntington Building and the Main Street Station.) The building was intended for use as a combination terminal and office building. The Huntington Building, as it was known at its opening, opened on January 15, 1905.

Local architect Thornton Fitzhugh designed the building with elements of the popular turn-of-the-century Richardsonian Romanesque and Beaux Arts styles. During downtown Los Angeles's first major building boom from 1900-1917, Beaux Arts became an exceptionally popular architectural style for the buildings of the city's financial and commercial district. According to architectural historian Paul Gleye, "In Los Angeles, a conservative but well executed vision of Beaux Arts Classicism began to unfold along Spring Street after 1900."¹ Architects typically employed the style in ten- to twelve-story office buildings on the blocks west of Main Street.

¹ Paul Gleye. *The Architecture of Los Angeles*. Los Angeles: Rosebud Books, 1981. p. 100.

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Section number 8 Page 2 Pacific Electric Building
Los Angeles County, California

The Pacific Electric Building was considered the city's first skyscraper. It was the largest building in Los Angeles at the time of its opening and, in the years following, created a focal point to the business district's shift from 2nd and Spring Street to the fledgling areas south. At the time of its construction, the building was compared to the Metropolitan Life and Broad Exchange Buildings in New York City.

Multiple Functions

Pacific Electric and Los Angeles Railway streetcars turned into the Main Street Station from Main Street into the double track concourse beneath the building where they changed ends, picked up new passengers at the passenger platform, and returned to the street.

In addition to the building's various public uses at street level, floors two through seven of the PE Building provided 693 office units, of which 95 were used by the Pacific Electric Railway. The two top floors of the building provided a new quarters for the Jonathan Club, an exclusive men's social club founded in 1895 for Republican supporters of William McKinley. At the time of the building's construction, Huntington served as the club's president. The club's quarters included a ballroom and theater, billiard room, card room, gymnasium, tap room, dining hall, breakfast room, smoking room, library, and conversation room. In addition, a large garden covered the rooftop's expanse. Henry Huntington maintained a private suite in the club for his personal use.

The Jonathan Club occupied the top two stories of the Pacific Electric Building until its own building was constructed at 545 S. Figueroa Street in 1924. Schultze and Weaver, the same New York-based architectural firm that was responsible for the Subway Terminal Building in Los Angeles, designed the new club headquarters.

Nodal Place in a Vast Network

Although the Pacific Electric carried freight, it primarily provided passenger service throughout Southern California. The Pacific Electric line provided transport throughout the Los Angeles basin and along the coast, as well as the San Gabriel and San Fernando Valleys. The Pacific Electric line served both rapid transit needs as well as tourist functions. Tourist lines included: the Mt. Lowe funicular, the Poppy Car to Monrovia, the Old Mission Trolley trip to Mission San Gabriel, the Orange Empire trip to Mission Inn in Riverside, the Tournament of Roses Special, and a popular circular tour around the city called the "Balloon Trolley Trip."

Huntington sold the Pacific Electric line to the Southern Pacific Railroad in 1910. The Pacific Electric Building at Sixth and Main Street became the property of Southern Pacific as a result of the sale. Early alterations to the building included: a train platform constructed in 1911 for rear elevated trackage that was subsequently extended to San Pedro Street in December, 1916; improvements to the corridors on floors two through seven in 1923-24 with new tile floors, marble wainscoting, and mahogany doors for all the offices.

Pacific Electric passenger service began to decline steadily in the 1930s with the continued rise in automobile use. As a result of increased traffic, PE ridership declined, travel time increased, revenues fell, and the trains contributed to horrendous traffic jams in the city's downtown streets.

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Section number 8 Page 3 Pacific Electric Building
Los Angeles County, California

Into the mid-twentieth century, the Pacific Electric's popularity and functionality continued its decline in comparison to the speed and convenience of the car. The flagging popularity was exacerbated in the 1920s by the pressure of a powerful lobby consisting of major corporations with significant interests in automobiles and oil that opposed public subsidies of mass transit. These corporations included General Motors, Standard Oil, Firestone Tire, Phillips Petroleum, and Mack Truck Manufacturing Company. These companies organized a dummy corporation, National City Lines, to buy up and dismantle mass transit lines throughout the country, including the Pacific Electric. In 1949 a federal court convicted them for violating the Sherman Antitrust Act.

However, the railway system, which was intended to promote real estate sales, lost money throughout its tenure, and survived only because it was subsidized by the corporation's land operations. By mid-century, streetcar technology had become antiquated. The private automobile began to ascend in popularity, aided in part by new public works, such as the emerging network of freeways. Despite offers from Pacific Electric, no public agency came forward to take over the streetcar operation as a public service.

Pacific Electric Building Responds to Changing Times

The growing use of public buses also signaled a shift in Los Angeles's mass transit systems. On September 27, 1942, buses began using the depot of the Pacific Electric building. The new use required modifications, including the construction of a parking deck south of and adjoining the elevated structure. The building exterior was also updated.

In 1944, the building's ground floor was redesigned by prominent local architect Claud Beelman and was put out to bid the following year. In the waiting room and mezzanine areas located to the rear (east) of the building lobby, new marble floors and walls were installed, a lowered ceiling was suspended by wires to permit the installation of forced air ventilation and public address system, new train and bus gates were added, some of the signature arched window openings were covered, columns were given octagonal shape and covered with marble, and fluorescent lighting was installed. In the lobby, new stainless steel doors, marble walls, lower ceiling with fluorescent lighting, aluminum elevator doors and fronts, and a new floor were installed. The interior storefronts on the south side of the lobby were remodeled with bay windows framed in Philippine mahogany. At the same time, a stainless steel marquee was placed over the Main Street entrance (no longer extant). A tan brick front faced with Tennessee marble was installed along the full length of the Main Street elevation. On the 6th Street elevation, with one exception, all storefront windows were closed in and faced with marble. The exterior marble has been removed as part of the recent rehabilitation. The window and storefront openings that were originally fabricated with terracotta and subsequently enclosed have been replaced with new compatible materials.

On January 1, 1950, the Pacific Electric Building was used for the last time for trains. The rails were removed in 1954. In 1961, the last rail line out of the station was abandoned, the waiting room and concourse were remodeled for automobile parking, and the elevated structure at the rear of the building was razed in order to erect a new Greyhound bus depot. With the first wave of freeway construction completed and the disparate parts of the city thus linked for automobile use, the last Pacific Electric Red Car made its final run on the Long Beach line in 1961.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Pacific Electric Building
Los Angeles County, California

Section number 8 Page 4

Thornton Fitzhugh, Architect

Los Angeles-based architect Thornton Fitzhugh was responsible for the original Beaux Arts design of the Pacific Electric Building. Fitzhugh (1864-1933) moved to Los Angeles from Indianapolis, Indiana, and resided northeast of downtown in the Highland Park neighborhood where he completed several projects. These included Highland Park Presbyterian Church's first building (1903) and the Bank of Highland Park (1906). He collaborated with Claud Beelman, who would later design the mid-1940s ground floor renovations at the P.E. Building, on the prestigious Cooper Arms in Long Beach (1923, extant), which was that city's first residential high rise structure. Fitzhugh briefly worked in Arizona and designed buildings in Tempe, Florence and Phoenix. (The Glendale Woman's Club Clubhouse is Glendale, Arizona, is listed in the National Register.) Back in Los Angeles, he designed train depots, churches, Masonic lodges, single and multifamily residences, and commercial properties around the Los Angeles area. Fitzhugh worked with architects Harry Deckbar and Frank Krucker on the design of the monumental Trinity Auditorium Building (1911-1914), which still stands on South Grand Avenue in downtown Los Angeles.

Claud Beelman

Claud Beelman (1884-1963) redesigned the lobby and public concourse areas in the Pacific Electric Building during the mid-1940s. Beelman's reputation in Los Angeles was established in the 1920s and continued through the mid-twentieth century. A prolific designer of an array of commercial and high rise office buildings – particularly during the late 1920s and early 1950s – he helped shape civic and corporate identities through architecture. He was thus a logical choice for updating the P.E. Building at a time when the transit preferences of Los Angeles were dramatically shifting. Also a Midwestern native, Beelman partnered with architect Aleck Curlett during his early career in Los Angeles from 1919 to 1932. During this phase he designed primarily period revival style structures, and following the dissolution of the partnership, his repertoire expanded into Art Deco and various Moderne styles. Many of Beelman-designed structures are designated at the local, state, and national levels.

Summary

The Pacific Electric Building is eligible for listing on the National Register under Criterion A at the local level of significance in the category of transportation for its association with the Pacific Electric, and subsequently Southern Pacific, interurban railway system. The property retains its integrity of location, setting, design, workmanship, material, feeling and association from its period of significance.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Pacific Electric Building
Los Angeles County, California

Section number 9 Page 1

Section 9: Bibliography

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1 Pacific Electric Building
Los Angeles County, California

Section 10: Geographical Data

Verbal Boundary Description

The legal description of the Pacific Electric Building is P.E. Railway Depot Tract, No. 1, Lot 1 in the City of Los Angeles.

The site is bound by South Main Street to the west, West 6th Street to the north, South Los Angeles Street to the east and abuts unrelated commercial property to the south.

The boundary of the Pacific Electric Building is also shown on the accompanying sketch map.

Boundary Justification

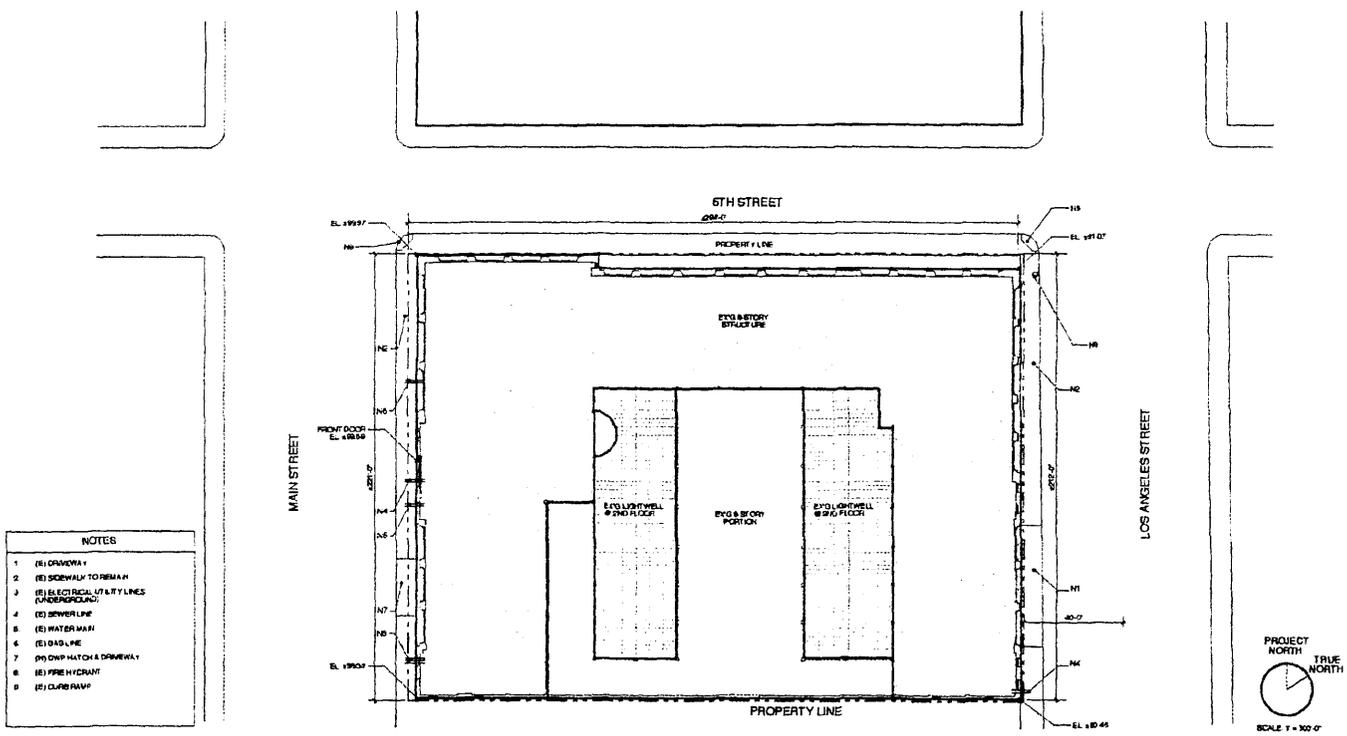
This boundary, which was reviewed and approved by the National Park Service as part of the tax credit certification process, reflects the current ownership of the legal parcel that is associated with the building.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 2 Pacific Electric Building
Los Angeles County, California

Sketch Map



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Photos Page 1 Pacific Electric Building
Los Angeles County, California

Additional Documentation: Photographs

Name: Pacific Electric Building
Location: 610 S. Main Street, Los Angeles, California
Photographer: Carly Caryn
Date of Photographs: February 2008
Location of Negatives: Historic Resources Group
1728 N. Whitley Avenue
Los Angeles, California 90028

1. West (primary) Elevation; View: East
2. North and West Elevations; View: Southeast
3. Main Street storefronts, West Elevation; View: Southeast
4. Terracotta pilaster detail, West Elevation; View: East
5. North Elevation; View: South
6. East and North Elevations; View: Southwest
7. South and East Elevations; View: Northwest
8. South and East Elevations; View: Northwest
9. Roof pool; View: Northwest
10. Interior of parking garage from mezzanine level; View: East
11. Main Street lobby; View: East
12. Rotunda library, 8th floor; View: Northeast
13. Rotunda library, 8th floor; View: East
14. Rotunda library from staircase, 8th & 9th floors; View: Northeast
15. SW Penthouse (former Jonathan Club), 9th floor; View: South
16. Residential unit, 6th floor; View: Northwest
17. North corridor, 6th floor; View: West
18. Elevator lobby, 8th floor; View: West
19. NE stairs, 8th floor; View: North

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Historic Images _____ Page 1

Pacific Electric Building
Los Angeles County, California

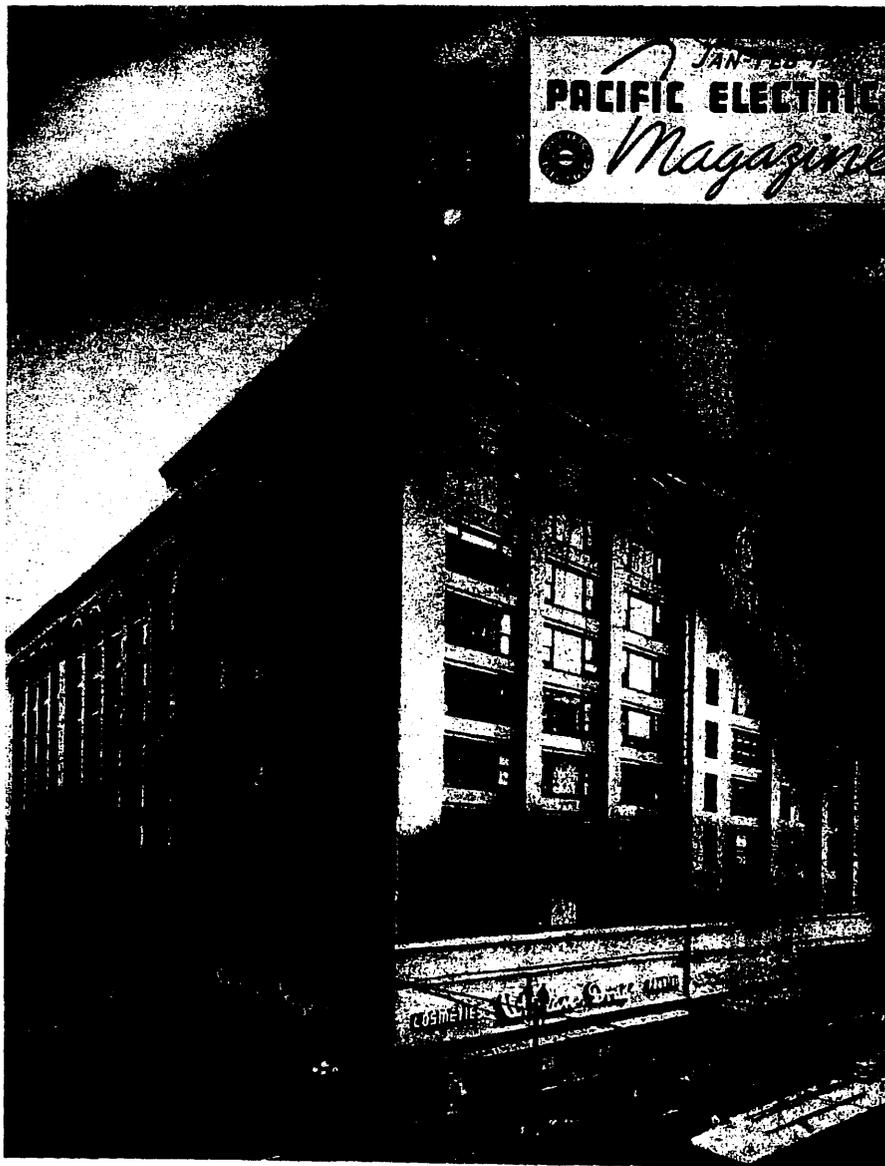


Pacific Electric Building, 6th Street Elevation, c. 1905.
Los Angeles Public Library, Historic Photo Collection

United States Department of the Interior
National Park Service

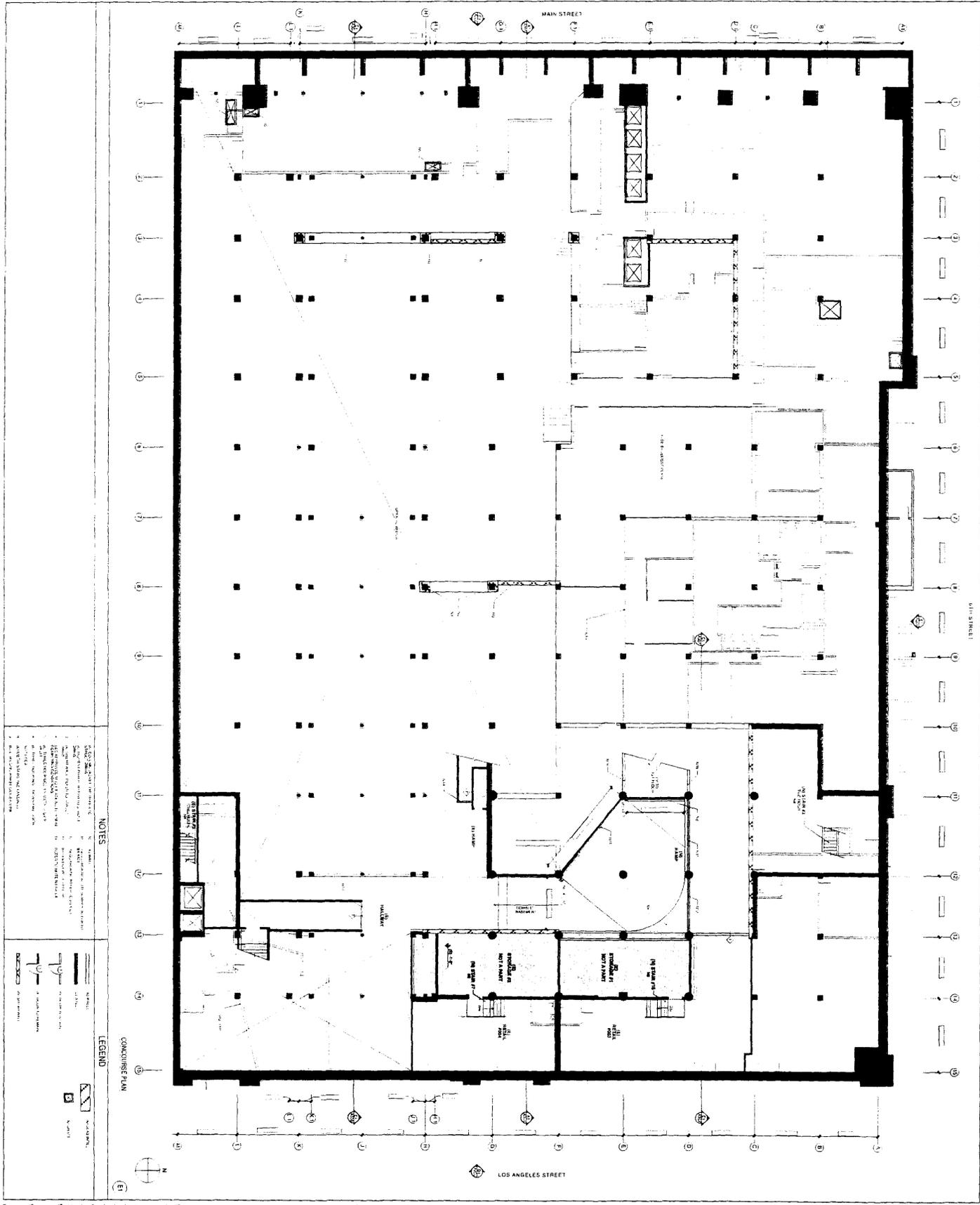
National Register of Historic Places Continuation Sheet

Section number	Historic Images	Page	2	Pacific Electric Building Los Angeles County, California
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PE STATION—A MODERN TERMINAL

Corner of 6th and Main Streets, southeast view, 1947.



411 SHEET

NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS THEREOF.
2. ALL MATERIALS SHALL BE OF THE BEST QUALITY AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT.
3. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
4. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS THEREOF.
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18. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.

LEGEND

- WALL
- DOOR
- WINDOW
- STAIR
- ELEVATOR
- MECHANICAL
- ELECTRICAL
- PLUMBING
- FURNITURE
- FINISH
- STRUCTURE
- EXTERIOR
- INTERIOR
- ROOF
- FLOOR
- CEILING
- LIGHTING
- VENTILATION
- CLIMATE CONTROL
- SECURITY
- ACCESSIBILITY
- SUSTAINABILITY
- SMART BUILDING
- WELLNESS
- BIOPHILIC
- GREEN BUILDING
- LEED
- WELL
- WELLNESS
- BIOPHILIC
- GREEN BUILDING
- LEED
- WELL

CONCOURSE PLAN

PACIFIC ELECTRIC BUILDING



810 S MAIN ST
LOS ANGELES, CA 90014

AT100A

Concourse Floor

DATE: 10/15/15

SCALE: 1/8" = 1'-0"

PROJECT: PACIFIC ELECTRIC BUILDING

ARCHITECT: HOK

ENGINEER: HOK

CONTRACTOR: HOK

OWNER: HOK

DESIGNER: HOK

DATE: 10/15/15

SCALE: 1/8" = 1'-0"

PROJECT: PACIFIC ELECTRIC BUILDING

ARCHITECT: HOK

ENGINEER: HOK

CONTRACTOR: HOK

OWNER: HOK

DESIGNER: HOK

DATE: 10/15/15

SCALE: 1/8" = 1'-0"

PROJECT: PACIFIC ELECTRIC BUILDING

ARCHITECT: HOK

ENGINEER: HOK

CONTRACTOR: HOK

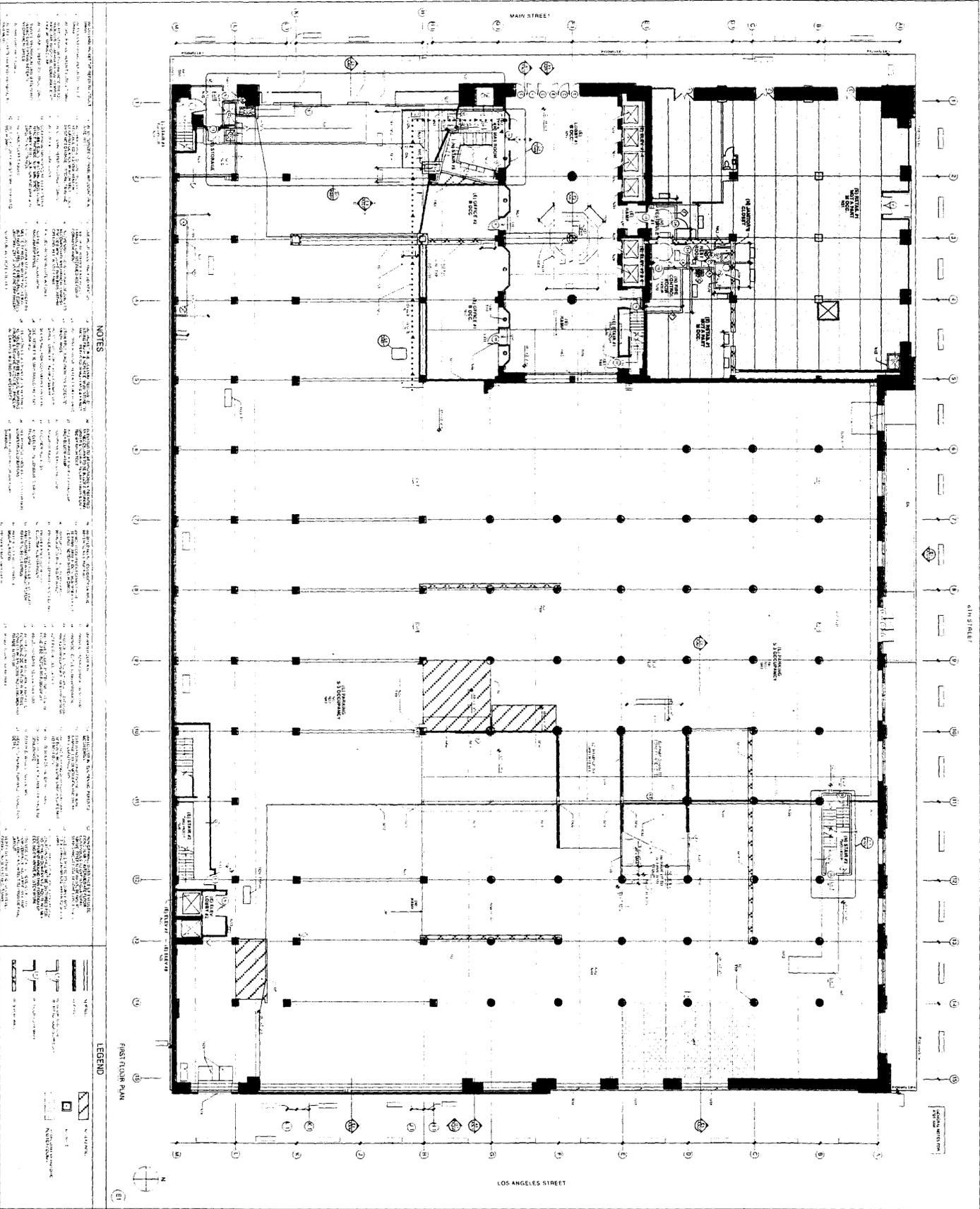
OWNER: HOK

DESIGNER: HOK

DATE: 10/15/15

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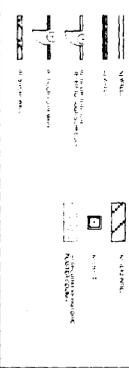
PROJECT: PACIFIC ELECTRIC BUILDING



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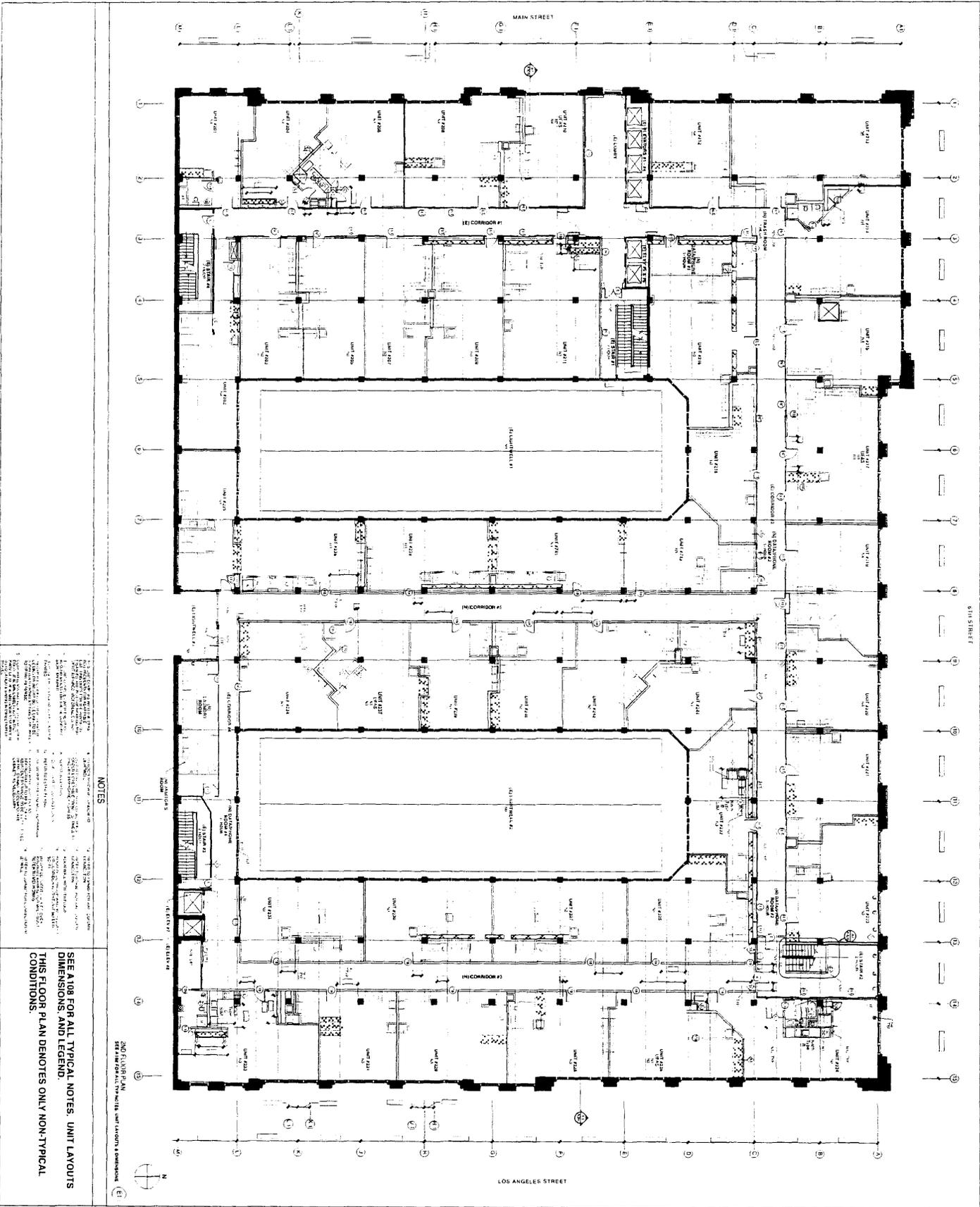
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30. ALL WORK TO BE IN ACCORDANCE WITH THE NATIONAL SOCIETY OF ELECTRICAL ENGINEERS (NSEE) STANDARDS.

LEGEND



HUD 561
First Floor
Plan
A101

PACIFIC ELECTRIC BUILDING
 815 MAIN ST
 LOS ANGELES, CALIF.



NOTES

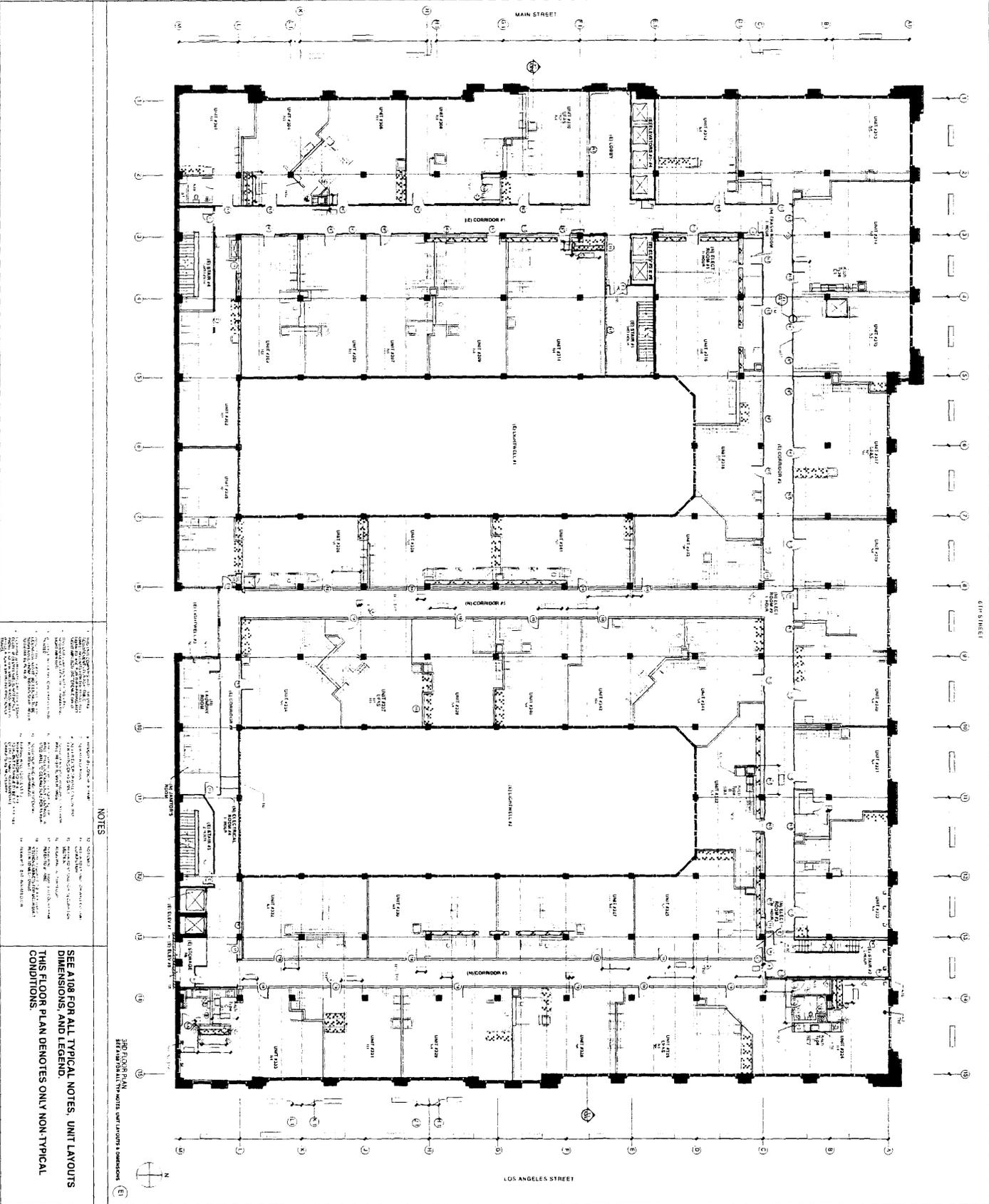
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SEE A108 FOR ALL TYPICAL NOTES, UNIT LAYOUTS, DIMENSIONS, AND LEGEND.
 THIS FLOOR PLAN DENOTES ONLY NON-TYPICAL CONDITIONS.

HUD 541
 Second Floor
 Plan
 A103

PACIFIC ELECTRIC BUILDING
 510 S MAIN ST
 LOS ANGELES, CA 90014





614-51-1111

NOTES

1. REFER TO SHEET 614-51-1111 FOR GENERAL NOTES.
2. REFER TO SHEET 614-51-1112 FOR GENERAL NOTES.
3. REFER TO SHEET 614-51-1113 FOR GENERAL NOTES.
4. REFER TO SHEET 614-51-1114 FOR GENERAL NOTES.
5. REFER TO SHEET 614-51-1115 FOR GENERAL NOTES.
6. REFER TO SHEET 614-51-1116 FOR GENERAL NOTES.
7. REFER TO SHEET 614-51-1117 FOR GENERAL NOTES.
8. REFER TO SHEET 614-51-1118 FOR GENERAL NOTES.
9. REFER TO SHEET 614-51-1119 FOR GENERAL NOTES.
10. REFER TO SHEET 614-51-1120 FOR GENERAL NOTES.
11. REFER TO SHEET 614-51-1121 FOR GENERAL NOTES.
12. REFER TO SHEET 614-51-1122 FOR GENERAL NOTES.
13. REFER TO SHEET 614-51-1123 FOR GENERAL NOTES.
14. REFER TO SHEET 614-51-1124 FOR GENERAL NOTES.
15. REFER TO SHEET 614-51-1125 FOR GENERAL NOTES.
16. REFER TO SHEET 614-51-1126 FOR GENERAL NOTES.
17. REFER TO SHEET 614-51-1127 FOR GENERAL NOTES.
18. REFER TO SHEET 614-51-1128 FOR GENERAL NOTES.
19. REFER TO SHEET 614-51-1129 FOR GENERAL NOTES.
20. REFER TO SHEET 614-51-1130 FOR GENERAL NOTES.

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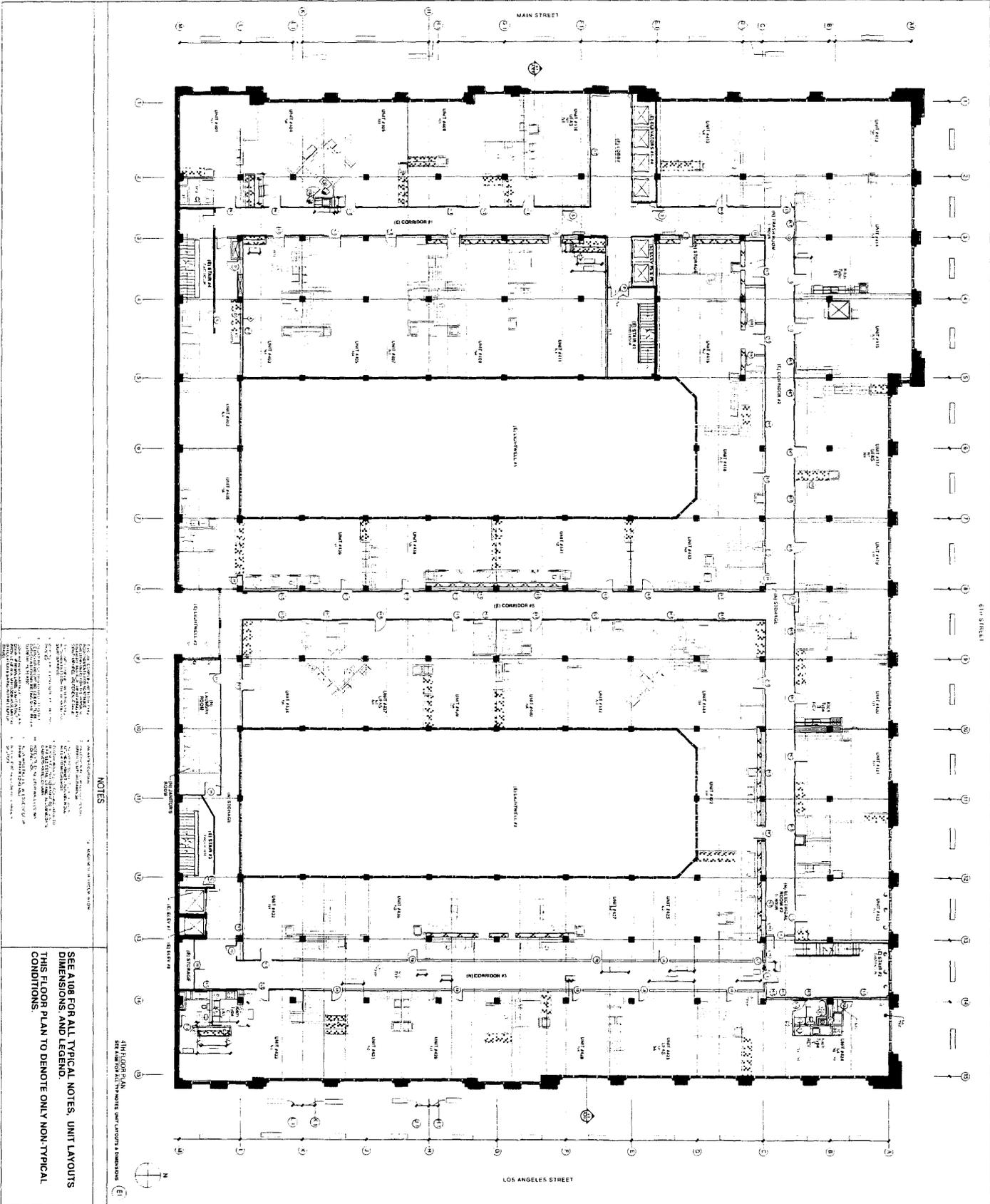
3RD FLOOR PLAN
 3RD FLOOR PLAN UNIT LAYOUTS & CONNECTIONS

Project No.	614-51-1111
Sheet No.	A104
Third Floor	
Plan	

PACIFIC ELECTRIC BUILDING

310 S MAIN ST
 LOS ANGELES, CA 90014





NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

2. SEE ARCHITECT'S NOTES FOR MATERIALS AND FINISHES.

3. SEE ARCHITECT'S NOTES FOR MECHANICAL AND ELECTRICAL REQUIREMENTS.

4. SEE ARCHITECT'S NOTES FOR STRUCTURAL REQUIREMENTS.

5. SEE ARCHITECT'S NOTES FOR SPECIAL REQUIREMENTS.

6. SEE ARCHITECT'S NOTES FOR CONSTRUCTION REQUIREMENTS.

7. SEE ARCHITECT'S NOTES FOR SCHEDULING REQUIREMENTS.

8. SEE ARCHITECT'S NOTES FOR QUALITY CONTROL REQUIREMENTS.

9. SEE ARCHITECT'S NOTES FOR SAFETY REQUIREMENTS.

10. SEE ARCHITECT'S NOTES FOR ENVIRONMENTAL REQUIREMENTS.

SEE A108 FOR ALL TYPICAL NOTES, UNIT LAYOUTS, DIMENSIONS, AND LEGEND.

THIS FLOOR PLAN TO DENOTE ONLY NON-TYPICAL CONDITIONS.

4TH FLOOR PLAN
SEE A108 FOR ALL TYPICAL NOTES, UNIT LAYOUTS & DIMENSIONS

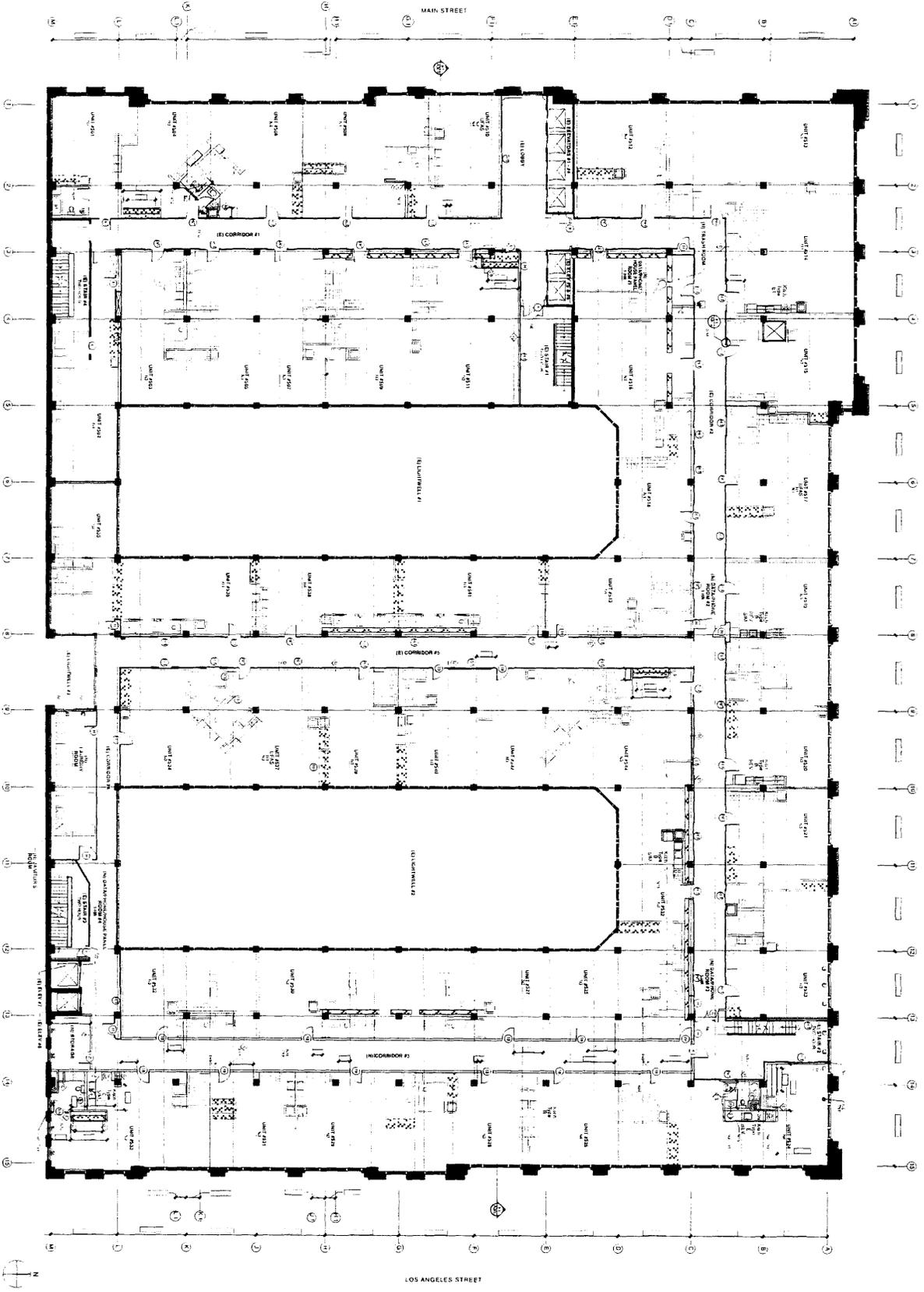
HUD S&I
ARCHITECTS

615 S. MAIN ST.
LOS ANGELES, CA 90014

PACIFIC ELECTRIC BUILDING

615 S. MAIN ST.
LOS ANGELES, CA 90014

Fourth Floor Plan
A105



NOTES

1. GENERAL NOTES: SEE ARCHITECTURAL SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATIONS.
2. UNIT LAYOUTS: SEE UNIT LAYOUTS AND DIMENSIONS.
3. DIMENSIONS: SEE DIMENSIONS AND LEGEND.
4. FINISHES: SEE FINISHES AND LEGEND.
5. MATERIALS: SEE MATERIALS AND LEGEND.
6. MECHANICAL: SEE MECHANICAL AND LEGEND.
7. ELECTRICAL: SEE ELECTRICAL AND LEGEND.
8. PLUMBING: SEE PLUMBING AND LEGEND.
9. FIRE PROTECTION: SEE FIRE PROTECTION AND LEGEND.
10. ELEVATIONS: SEE ELEVATIONS AND LEGEND.
11. SECTION CUTS: SEE SECTION CUTS AND LEGEND.
12. OTHER: SEE OTHER AND LEGEND.

SEE A108 FOR ALL TYPICAL NOTES, UNIT LAYOUTS, DIMENSIONS, AND LEGEND. THIS FLOOR PLAN TO DENOTE ONLY NON-TYPICAL CONDITIONS.

3RD FLOOR PLAN
SEE A108 FOR ALL TYPICAL NOTES, UNIT LAYOUTS & DIMENSIONS

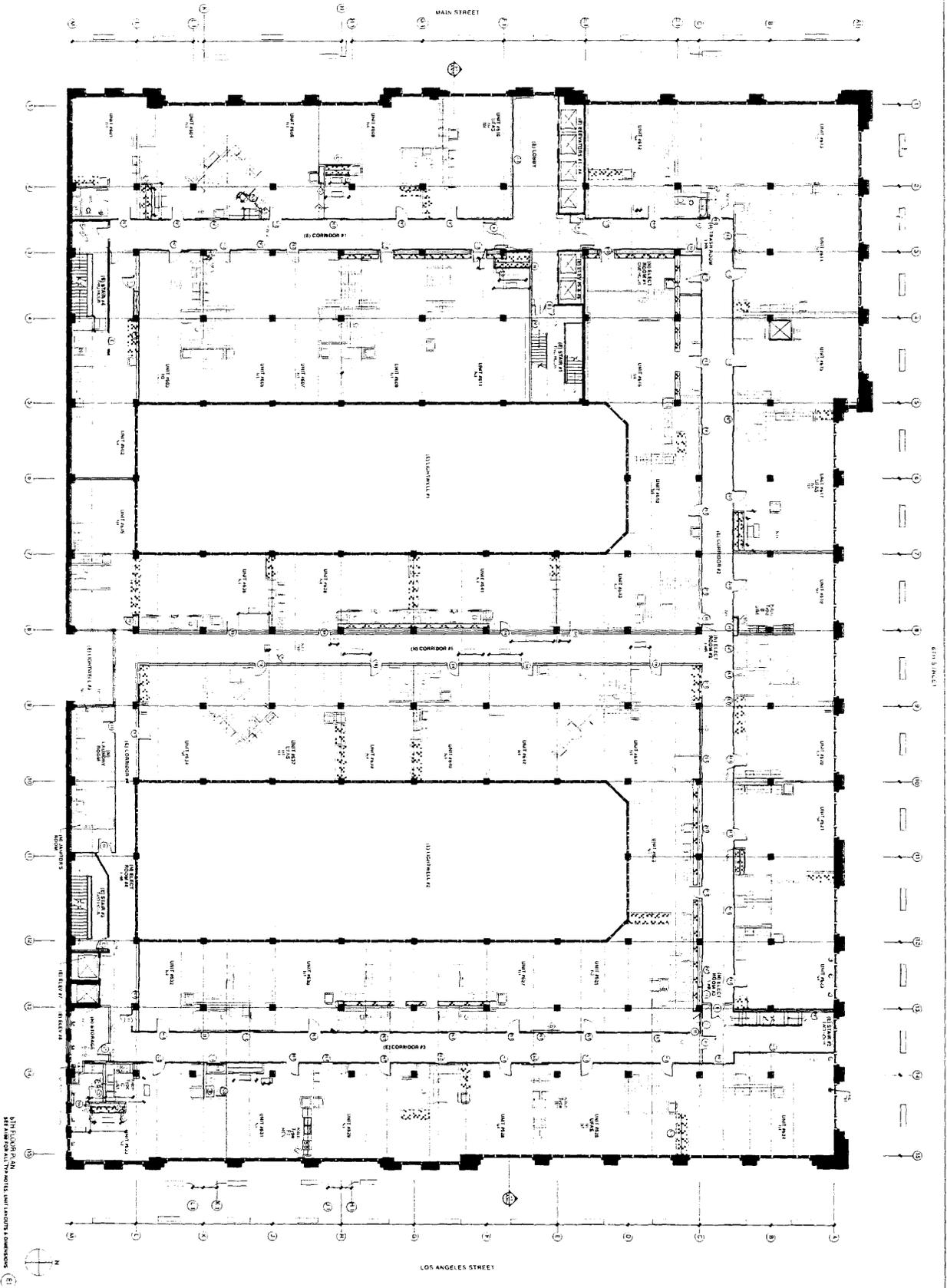
PACIFIC ELECTRIC BUILDING

1055 MAIN ST
LOS ANGELES, CA 90015



HUD S&I
U.S. HOUSING AND URBAN DEVELOPMENT

Film Floor
A106



NOTES

1. REFER TO THE GENERAL NOTES FOR THE PROJECT FOR THE LATEST REVISIONS AND NOTES.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.

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SEE A108 FOR ALL TYPICAL NOTES, UNIT LAYOUTS DIMENSIONS, AND LEGEND.

THIS FLOOR PLAN TO DENOTE ONLY NON-TYPICAL CONDITIONS.

DATE: 11/15/11
 DRAWN BY: J. S. [unreadable]
 CHECKED BY: [unreadable]
 APPROVED BY: [unreadable]

HUD S&I

805 S MAIN ST
 LOS ANGELES, CA 90014

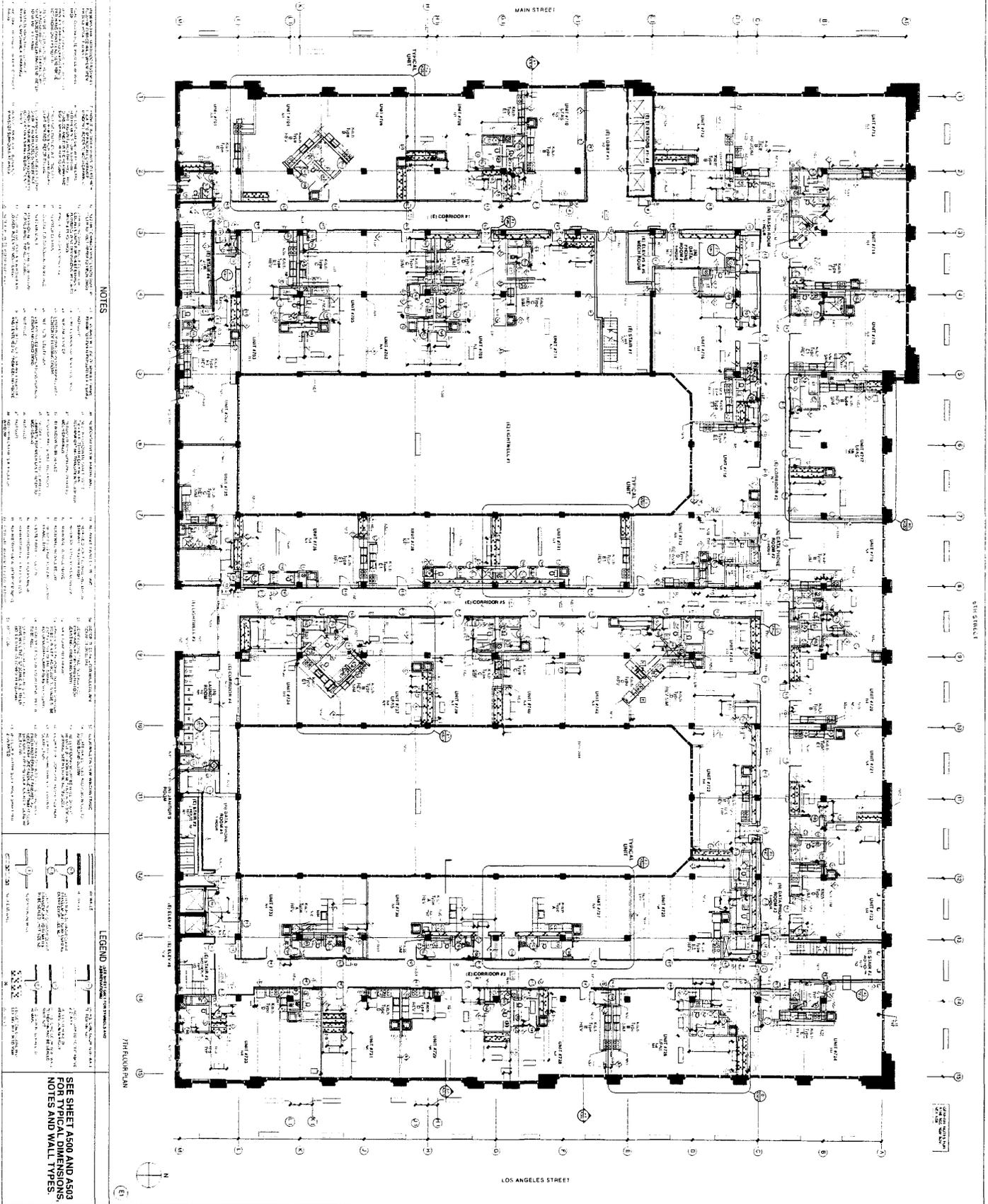
PACIFIC ELECTRIC BUILDING

805 S MAIN ST
 LOS ANGELES, CA 90014



A107

Sub Floor Plan



NOTES

1. REFER TO SHEET A109 FOR GENERAL NOTES.
2. REFER TO SHEET A108 FOR GENERAL NOTES.
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100. REFER TO SHEET A10 FOR GENERAL NOTES.

LEGEND

SEE SHEET A100 AND A101 FOR UNIT TYPES.

SEE SHEET A100 AND A101 FOR WALL TYPES.

7TH FLOOR PLAN

SEE SHEET A100 AND A101 FOR UNIT TYPES.

SEE SHEET A100 AND A101 FOR WALL TYPES.

PACIFIC ELECTRIC BUILDING

815 S. MAIN ST.
LOS ANGELES, CA 90014



HUD Set
 7th Floor
 A108

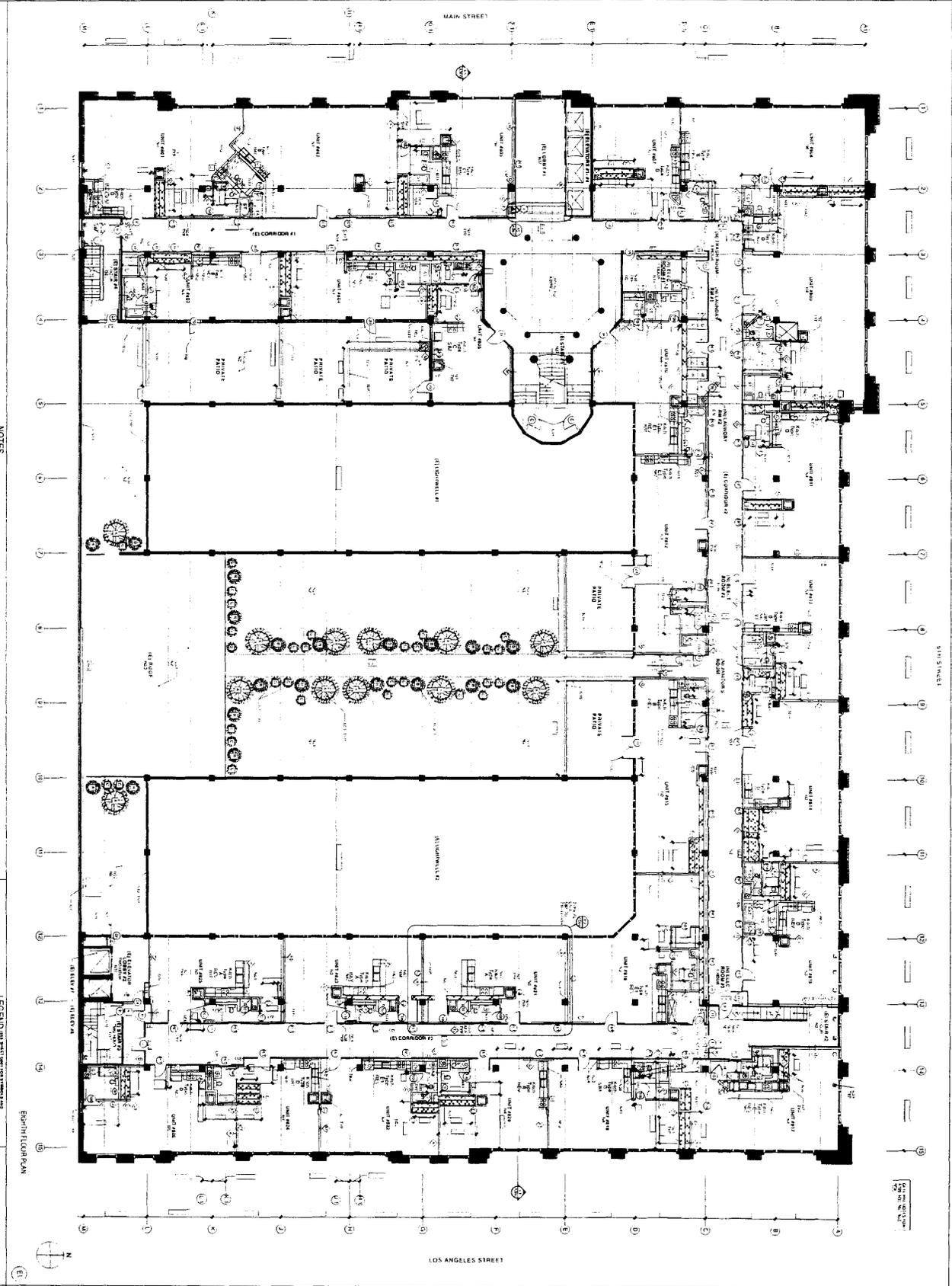
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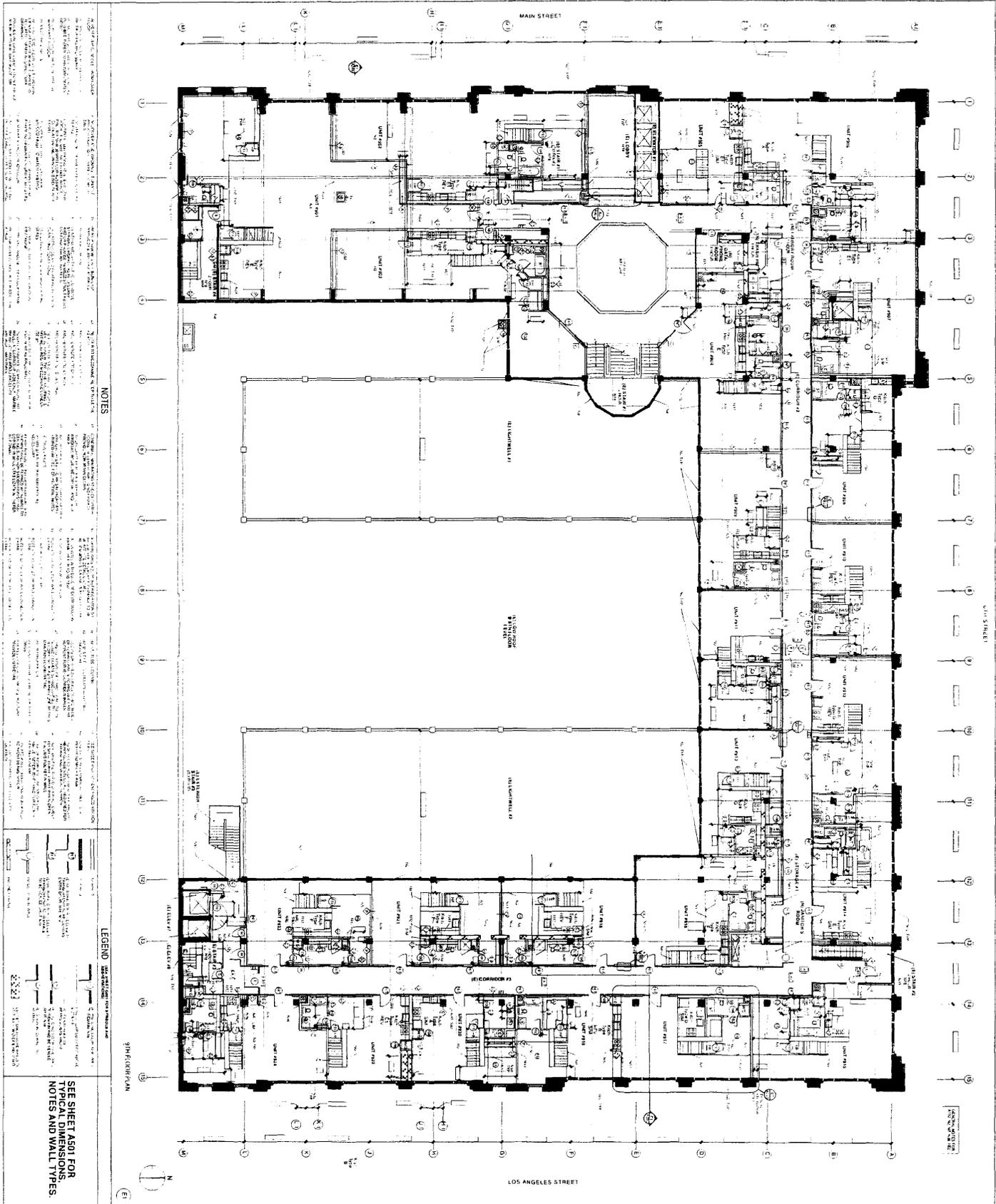
1. GENERAL NOTES TO BE READ IN CONNECTION WITH THE CONTRACT DOCUMENTS.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND REGULATIONS.
3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY ENGINEER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
5. ALL UTILITIES SHALL BE PROTECTED AND DEEPER THAN SHOWN.
6. ALL DIMENSIONS SHALL BE UNLESS OTHERWISE SPECIFIED.
7. ALL FINISHES SHALL BE AS SHOWN ON THE FINISH SCHEDULE.
8. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
9. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
10. ALL MATERIALS SHALL BE STORED PROPERLY ON THE SITE.
11. ALL WASTE SHALL BE REMOVED FROM THE SITE DAILY.
12. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE.
13. ALL MECHANICAL WORK SHALL BE IN ACCORDANCE WITH THE MECHANICAL CODE.
14. ALL PLUMBING WORK SHALL BE IN ACCORDANCE WITH THE PLUMBING CODE.
15. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY ENGINEER.

LEGEND

SEE SHEET A500 FOR NOTES AND WALL TYPES

A109





NOTES

1. ALL WORK TO BE ACCORDING TO THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.
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LEGEND

SEE SHEET A110 FOR
SPECIFICATIONS
NOTES AND WALL TYPES

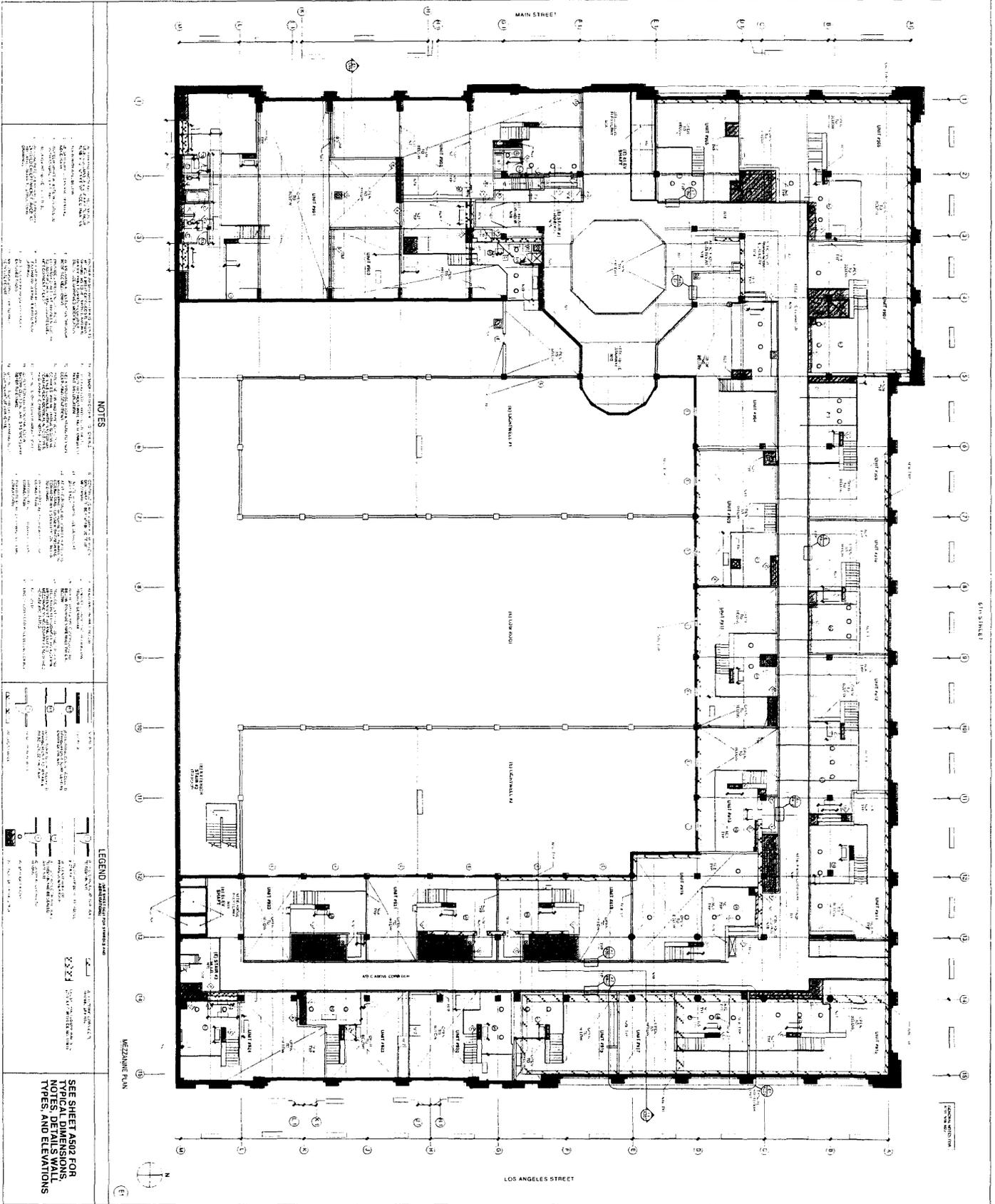
HUD S&L
ARCHITECTS
1111 N. GARDEN ST.
LOS ANGELES, CALIF.

PACIFIC ELECTRIC BUILDING

810 S. MAIN ST.
LOS ANGELES, CALIF.

A110

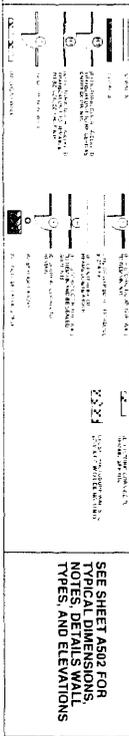




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LEGEND



SEE SHEET A110 FOR
TYPICAL DIMENSIONS,
NOTES, DETAILS WALL
TYPES, AND ELEVATIONS

PACIFIC ELECTRIC BUILDING



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LOS ANGELES, CA 90014

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A111
 Mezzanine Plan

