

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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 Kerckoff Building and Annex

other names/site number Santa Fe Building and Annex

2. Location

street & number 558-64 S. Main Street NA not for publication

city or town Los Angeles NA vicinity

state California code CA county Los Angeles code 039 zip code 90013

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.)

Stacy M. Kopp DS/HR 6/16/05
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): _____

Edson Beall
Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
2		buildings
		sites
		structures
		objects
	2	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 - Business

Current Functions
(Enter categories from instructions)

RESIDENTIAL - Multiple Dwelling

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH & 20TH CENTURY REVIVALS -
Beaux Arts

Materials
(Enter categories from instructions)

foundation Concrete
roof Synthetics
walls Terra Cotta and Stucco

other _____

Narrative Description

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

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.

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 a 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

(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:

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

Period of Significance

1907-56

Significant Dates

1907-08 building constructed

1916 annex constructed

Significant Person

(Complete if Criterion B is marked above)

NA

Cultural Affiliation

NA

Architect/Builder

Morgan & Walls, building

Morgan, Walls & Morgan, annex

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	11	384780	3767680	3		
2				4		

See continuation sheet.

Verbal Boundary Description

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

Tract #503, Lots A & B, Parcel 7

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.) The legal lots with which the property historically and currently occupies.

11. Form Prepared By

name/title Teresa Grimes

organization _____ date 3/31/05

street & number 4211 Glenalbyn Drive telephone 323-221-0942

city or town Los Angeles state CA zip code 90065

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 Landmark Real Estate Limited Partnership c/o Brad Korzen at The Kor Group

street & number 5750 Wilshire Boulevard, Suite 500 telephone 323-930-3700

city or town Los Angeles state CA zip code 90036

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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Section number 7 Page 1

Kerckoff Building & Annex, Los Angeles County, CA

Located in downtown Los Angeles, the Kerckoff Building and Annex span the full length of Sixth Street between Main and Los Angeles Streets. Both buildings are Beaux-Arts in style and constructed of reinforced concrete with white terra cotta tile exteriors. The Kerckoff Building was constructed in 1908 and is ten stories in height. The Annex was constructed in 1916 and is eight stories in height. Both buildings retain a high level of physical integrity. With the exception of the ground floors, the exteriors are completely intact. The principal interior spaces including lobbies, staircases, and corridors remain mostly unaltered. In 2004, the buildings were rehabilitated.

The Kerckoff Building is located at the northeast corner of Main and Sixth Streets. Ten stories in height, the reinforced concrete structure is clad in white terra cotta tile. The west elevation, facing Main Street, is three bays wide in an AAA pattern. The south elevation, facing Sixth Street, is five bays wide in a BCBCB pattern. In the A bays a pivoting window is flanked by one-over-one double-hung sash with paired colonnettes acting as mullions. The B bays are broad in proportion and contain a large single pivoting window flanked by paired, one-over-one, double-hung sash. Pillars with recessed panels function as mullions. The smaller C bays are also occupied by paired, one-over-one, double-hung sash. All of the window units on the west and south elevations have wood frames and are topped by transoms of square prism glass.

Typical of the Beaux-Arts style, the building is vertically organized into three parts: a base, a shaft, and a capital. The base of the building includes the ground level and second story. This portion of the building has been substantially altered. The main entrance to the building is located at the far north end of the Main Street elevation. The original arched entrance was covered by a solid concrete panel in which "Santa Fe Building" is engraved. The original design is still visible from the interior of the lobby. Extending south from the main entrance and wrapping around Sixth Street were storefronts topped by prism glass transoms. The storefronts had been replaced and the transoms filled sometime after World War II. The ground floor has been improved as part of the 2004-05 rehabilitation. The combed concrete that was used to fill the transoms and cover the bulkheads has been skimmed with plaster and painted to match the terra cotta. On the second story, paneled piers and Ionic pilasters carry the second floor entablature, which includes a plain frieze and molded cornice.

The shaft of the three-part design includes the third through eighth stories. Continuous piers, edged with beaded molding, rise to embellished shield ornaments at the eighth floor. Beaded moldings also highlight the spandrels, between which the bays are divided by paneled Ionic pilasters. A circular-patterned frieze wraps the building above the eighth floor.

Two-story partially fluted piers with egg and dart molding define the bays of the capital of the building. Embellished spandrels span the bays between the upper two stories. Keystones accent a

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Kerckoff Building & Annex, Los Angeles County, CA

plain frieze above which dentils and a series of decorative moldings mark the roofline. The overhanging cornice is decorated with a fascia molding of scallops and circles.

The Kerckoff Annex is also a Beaux-Arts style commercial building. It is located directly east of the Building at the northwest corner of Los Angeles and Sixth Streets. Eight stories in height, the reinforced concrete structure is clad in glazed brick and terra cotta. The east (Los Angeles Street) elevation is seven bays wide, while the south (Sixth Street) elevation is nine bays wide. Typical of the Beaux-Arts style, the building is vertically organized into three parts: a base, a shaft, and a capital.

The base of the building includes the ground level and the second story. Each bay is divided by paneled piers. Circular moldings punctuate the piers between the first and second stories. Storefronts on the south elevation are remarkably intact. They consist of green marble bulkheads, display windows, wood doors, and transoms of prism glass. All of the storefronts on the east elevation have been replaced, with the exception of the one in the southernmost bay. The transoms have been replaced as well. The principal entrance is offset to the west on the south elevation in a recessed opening. Pairs of oak doors with glass panels are set in a cast iron frame. The flat-headed aperture is defined by a denticulated cornice and Ionic pilasters decorated with a shield and urn design. A second, simplified entry is centered on the east elevation, but has been sealed and now contains a retail space. In the second story bays, paired windows separated by paneled mullions are topped by a frieze, accented over the piers by shields and corbels in a volute design. The five story shaft of the building is unadorned, with the exception of the terra cotta lintels. Above the seventh story piers, elaborate shields with floral drips are linked by a molded cornice. The eighth, or capital floor, features carved panels on the pier faces. A paneled frieze, with a decorative design above each pier, and a denticulated and bracketed overhanging cornice cap the building.

In 2004-05, a certified rehabilitation was conducted and the interior of the Annex was converted to housing. The exteriors were cleaned and repaired as needed. All of the original windows were preserved and repaired as necessary. The semi-public spaces including the main lobbies, elevator lobbies, staircases, and historic corridors were preserved. Partition walls between offices were mostly removed to create dwelling units. Original ceilings and moldings along the perimeter walls were preserved. Parking space was created in the basements of the two buildings and the northern portion of the ground floor of the Annex. An opening on the rear of the Building was used for ingress and a non-original storefront on the Los Angeles Street elevation of the Annex was removed and is now used for egress. The Building underwent generally repairs. The mechanical systems were upgraded, the secondary exterior facades were painted, the windows were repaired as necessary and repainted, and the ground floor was improved.

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Kerckoff Building & Annex, Los Angeles County, CA

The integrity of the Building and Annex are very good. The exteriors remain as they were historically, with the exception of the changes to the ground level. Ground level changes, especially the replacement of storefronts is very common throughout the historic core of downtown Los Angeles.

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Kerckoff Building & Annex, Los Angeles County, CA

Summary: The Kerckoff Building and Annex are eligible for listing in the National Register of Historic Places under Criteria A and C. The buildings are significant in the context of the history of transportation in Los Angeles as the headquarters of the Santa Fe Railway. The buildings are architecturally significant as good examples of Beaux-Arts architecture.

Building History: Sometime in the 1890s, William G. Kerckoff acquired the block between Main, Los Angeles, Sixth, and Seventh Streets, as well as the surrounding parcels. The lots in question, as was most of Main Street, were developed with one and two story commercial and residential buildings. The land to the east was still occupied by orchards and vineyards. In 1903, Kerckoff sold the parcel on the south side of Sixth Street to the Huntington Land and Improvement Company, which constructed the headquarters and depot of the Pacific Electric Railway. The erection of this building was the catalyst for the transformation of the neighborhood as the major commercial center of downtown Los Angeles. In 1907, Kerckoff commissioned the prominent Los Angeles architecture firm of Morgan and Walls to design the building, which bears his name at the northeast corner of Main and Sixth Streets. In 1916, Kerckoff constructed the Annex to the east, as the major tenant in the building, the Santa Fe Railway, needed more space. To design the Annex, Kerckoff hired the architecture firm of Morgan, Walls & Morgan, the successor firm to Morgan and Walls. The property is commonly known as the Santa Fe Building & Annex, as the Santa Fe Railroad was the major tenant for over fifty years. In 1933, the Santa Fe Railroad purchased the building as well as the annex and continued to occupy the buildings through the 1980s.

The Original Owner: Kerckoff was one of the most important industrialists and financiers in California at this time. He arrived to Los Angeles in 1878 and soon organized the Jackson, Kerckoff & Cuzner lumber dealership. This developed into the powerful Kerckoff-Cuzner Mill and Lumber Company, coming into prominence as a result of the boom period of the 1880s. In 1898, Kerckoff organized the San Gabriel Electric Company, pioneer of hydroelectric power in Southern California. The company provided electricity for Los Angeles, San Bernardino, and twelve other cities in Southern California. The company was later merged into the Pacific Light and Power Corporation, increasing its areas of service to all of Southern California. Kerckoff later organized the San Joaquin Light and Power Corporation. In addition, he was president of the Fresno Irrigated Farms Co., and the First National Bank of Kerman, Ca. He served as director of the Farmer's and Merchants National Bank, the Southern Trust Company, and the Southern Pacific Railroad.

The Architects: Through a series of partnerships, Morgan and Walls and later Morgan, Walls & Morgan were part of the earliest and most prominent architecture firm in the city of Los Angeles. The history of these related firms can be traced to the architectural practice established by Ezra Kysor in 1868. Kysor is considered to be the first architect of Los Angeles. Born at Cattargus,

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Kerckoff Building & Annex, Los Angeles County, CA

New York June 8, 1835, Kysor arrived to Los Angeles in 1868 and began his architectural practice. He soon received commissions for several major buildings including: the Masonic Temple (1870), the Pico House (1869-70), the Merced Theater (1870), and the Cathedral of St. Vibiana's (1871-76). The first three buildings stand side-by-side in the El Pueblo de Los Angeles National Register Historic District.

Kysor entered into a series of partnerships, first with E. J. Weston. In 1881, he formed a partnership with his head draftsman, Octavius Morgan. Born in England on October 20, 1850, Morgan was educated at the Sydney Cooper Art School in Canterbury. He then worked in the architectural offices of F.A. Gilhaus. Morgan came to the United States in 1870 and worked briefly in an architecture office in Denver. Swept into the Gold Rush, Morgan worked as a miner for three years in the Rocky Mountains. In 1874, he came to California and worked a mining claim in San Bernardino County. Shortly thereafter, he moved to Los Angeles and began working for Ezra Kysor in 1876. The firm Kysor and Morgan was formed in 1881. The *Illustrated History of Los Angeles County* states that "an idea of the great magnitude of the business done by this firm will be gathered from the fact that it amounted in 1886-87 to \$1,687,000, and the aggregate cost of the buildings erected by them in the past five years is nearly \$6,000,000."

John A. Walls joined the firm in 1878 and became a partner in 1887, thus forming Kysor, Morgan & Walls (1887-1890). Walls was born in New York and worked in the offices of H.H. Richardson before moving to Los Angeles. Beginning in 1887, Kysor reduced his participation in the firm. By 1890, he was fully retired and the firm was taken over by Morgan and Walls (1890-1910), who built it into one of the city's premiere architectural practices.

In 1910, Morgan's son, Octavius Weller Morgan, joined the firm. Morgan, Walls & Morgan (1911-1922) designed commercial, hotel, theater, and industrial buildings, including the Pantages Theater (1911), the old Los Angeles Stock Exchange (1919), and the Bank of Italy Building (1922). Octavius Morgan and John Walls died in 1922. Stiles Clements, a draftsman in the firm since 1911, was elevated to partner and thereafter the firm was known as Morgan, Walls & Clements (1923-1937). By this time the Spanish Colonial Revival, Art Deco, and Moderne styles had gained popularity. During this period the firm was responsible for the design of some of the city's most exuberant architecture including the El Capitan Theater Building, the Mayan Theater (1926), and the Sampson Tire Factory (1929).

Criterion A: The Kerckoff Building and Annex are eligible for listing in the National Register under Criterion A in the context of the history of transportation in Los Angeles. The Atchison, Topeka & Santa Fe Railway Company, commonly referred to as the Santa Fe, played a critical role in the development of Los Angeles. The Kerckoff Building and Annex (commonly known

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Kerckhoff Building & Annex, Los Angeles County, CA

as the Santa Fe Building and Annex) was the headquarters of the railway from 1908 through the 1980s. The period of significance ends in 1956 because nothing of exceptional significance happened in the last fifty years.

For more than a century, the mighty transcontinental railroads had helped to transform Los Angeles from an isolated town of 10,000 into the second largest city in the United States. In 1869, railroad workers drove the golden spike at Promontory, Utah, joining the Union Pacific and the Southern Pacific into a seamless transcontinental route.

The same year, General Phineas Banning built the first railroad south of the Tehachapi Mountains – the San Pedro & Los Angeles Railroad. Banning’s railway covered the twenty-two miles between San Pedro and downtown Los Angeles. The line provided the city’s only rail service for a decade. In 1873, the line was turned over to the Southern Pacific to entice the company to come to Los Angeles.

On September 5, 1876, Northern and Southern California were connected at Lang Station in what is now Santa Clarita. The Southern Pacific was immortalized in Frank Norris’ novel “The Octopus” for its stranglehold on state politics.

Two more railroads would battle the Southern Pacific for a foothold on the West. In 1891, the Los Angeles Terminal Railway – whose title spawned the name for Terminal Island – opened a station on East First Street. After changing its name to the San Pedro, Los Angeles & Salt Lake, it eventually was swallowed up by the Union Pacific.

The Atchison, Topeka & Santa Fe Railroad also joined the fray – sometimes quite literally. More than once, Santa Fe and Southern Pacific workmen faced off against each other with rifles. In 1885, the Southern Pacific paid the Santa Fe, which had reached San Diego, \$500,000 a year to make San Bernardino its terminus instead of Los Angeles, to avoid competition. Their pact lasted only two years, when the Santa Fe acquired a route, becoming the third railroad line into the city and triggering a half-century-long conflict.

The arrival of the Santa Fe in 1885 changed Los Angeles forever. A vicious rate war between Santa Fe and Southern Pacific sent people west for one dollar from Kansas City. By 1886, advertisements in eastern papers paid off and the emigrants were on their way. Between 1886 and 1888 approximately 1770 tract maps were filed in Los Angeles County. Twenty-five acres at Seventh and Figueroa offered at \$11,000 in 1886 sold the next year for \$80,000. By 1888 the boom was over. Disillusioned, people left the city at the rate of a thousand a month. But many remained. The city’s population in the decade of the 1880s tripled from 11,200 to 40,000.

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Kerckoff Building & Annex, Los Angeles County, CA

Founded in Kansas in 1859 by Cyrus K. Holliday as the Atchison and Topeka Railroad, the Atchison, Topeka and Santa Fe Railway system became one of the largest and most profitable railroads in the Southwest. Holliday envisioned a line that would link Kansas with the Pacific Ocean in California, with Mexico City, and with the Gulf of Mexico, as well as with Santa Fe. By 1885 the Santa Fe extended to Los Angeles from Kansas City; it completed a line from Kansas City to Chicago the next year. Boston and European investors provided most of the capital to build this rapidly growing system, and, led by William Barstow Strong, the management sought to tap markets in Texas. The Santa Fe reached Texas in 1881 with the completion of its line from Albuquerque to El Paso. In 1886 the Santa Fe arranged to acquire the Gulf, Colorado and Santa Fe Railway to obtain a connection to the Gulf of Mexico.

The Santa Fe's heritage is rich with people and milestones that would be the envy of any American corporation. It helped introduce hard red winter wheat to the Midwest, transporting the wheat itself and the European immigrants who chose to settle in and farm what would become the "Breadbasket of America." The company also played a key role in promoting the art and culture of the Southwest and Native Americans, albeit creating a romanticized vision, and encouraging travel to the area. In association with the Santa Fe's legendary passenger service, Fred Harvey established a chain of restaurants, hotels, lunch counters and dining rooms to feed and accommodate millions of travelers between 1876 and the 1950s.

Santa Fe passenger service continued until 1971, when Amtrak took passenger service over from most railroads. In 1983 Santa Fe Industries merged with the Southern Pacific Company to form Santa Fe Southern Pacific Corporation, but the Interstate Commerce Commission rejected the proposed merger of the Atchison, Topeka and Santa Fe Railway with the Southern Pacific Transportation Company. After defeating a hostile takeover attempt, the firm sold the Southern Pacific Transportation Company (1988), Kirby Forest Industries (1986), and Robert E. McKee (1987). Several of the pipeline and energy subsidiaries were sold or their securities were distributed to stockholders. The company became Santa Fe Pacific Corporation in 1989.

The California division of the Santa Fe was known as the Santa Fe Coast Lines. It traveled from the California state line, west to San Bernardino and eventually to Los Angeles along a route similar to present day US interstate 10. The north-south line connected San Diego and San Francisco along a route that roughly corresponds to the present day Golden State Freeway.

In 1893, the Santa Fe opened its Los Angeles station, immodestly called La Grande Station, between 1st and 2nd Streets on Santa Fe Avenue. The structure was originally distinguished by Moorish-like domes, which were removed in 1933 as a result of the Long Beach earthquake. The passenger service moved to Union Station in 1939. La Grande Station stood, however, until 1946 when it was torn down to make way for a freight terminal.

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Kerckoff Building & Annex, Los Angeles County, CA

While the headquarters of the parent company was in Topeka, Kansas, the headquarters of the Coast Lines was in downtown Los Angeles. Beginning in 1908 the company rented space in the Kerckoff Building at 560 South Main Street. In 1916, Kerckoff had constructed the Annex to the east, as the company needed more space. In 1933, the Santa Fe purchased the building as well as the annex and occupied it until the 1980s.

The Kerckoff Building and Annex are historically significant as one of only three major resources associated with the Santa Fe in Los Angeles. There are a few depots remaining in smaller nearby cities such as Pasadena, but the only other major buildings associated with the company is the Santa Fe Coast Lines Hospital in Boyle Heights and the Inbound Freight Depot on the east side of downtown. As the local headquarters, the Kerckoff Building and Annex reflects the major role the Santa Fe played in the history of Los Angeles.

Criterion C: the Kerckoff Building and Annex are significant in the context of the architectural history of Los Angeles. They are good examples of the Beaux-Arts style of architecture that dominated commercial architecture in the city during the early part of the nineteenth century. The term Beaux-Arts refers to architectural design principles and teaching methods developed and perpetuated by the Ecole des Beaux-Arts, the French school of fine arts located in Paris. Established after the French Revolution, the Ecole des Beaux-Arts taught its architectural doctrines from 1819 to 1968. The school's design principles were based on orderliness, symmetry, and the use of significant architectural styles. Their sources of inspiration ranged from Classical Greece and Rome, to the Renaissance (Italian, French, and Spanish), and even the Baroque.

The Ecole was the most prestigious training ground for American architects between the Civil War and World War I. Richard Morris Hunt became the first American to attend the Ecole in 1846. Thereafter, many Americans studied there, and in turn trained other architects upon their return. The World's Columbian Exposition of 1893 in Chicago, with its magnificent collection of Beaux-Art buildings, is widely credited with popularizing the style.

The Beaux-Arts style was enthusiastically embraced in California for both design and professional reasons. The design principles of the Ecole offered a legitimate alternative to the exuberant but chaotic English-derived architecture of the 1870s and 1880s. In absence of any schools of architecture in California, an Ecole education became a standard for professional accreditation. Albert Pissis, was the first Californian to be admitted to the Ecole in 1872. John Galen Howard patterned the curriculum at the school of architecture at the University of California on the one he learned as a student at the Ecole. Other California architects who studied at the Ecole include Carleton Winslow, Julia Morgan, Bernard Maybeck, G. Albert Lansburgh, and Stiles O. Clements.

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Kerckoff Building & Annex, Los Angeles County, CA

The Beaux-Arts was viewed as most appropriate for civic and commercial architecture, and eventually became the style of choice for high-rise office buildings across the United States. From 1900 to 1930, downtown areas in nearly every American city were dominated by Beaux Arts buildings. Downtown Los Angeles has one of the largest and finest concentrations of Beaux-Arts buildings in the country outside of New York and Chicago.

The typical Beaux-Arts facade was organized into a composition based on the three-part division of an Italian palazzo, which in turn is very reminiscent of a classical column: the articulated ground level represented the base of a column; the middle stories, which could be stretched out to form a skyscraper, represented the shaft; and the upper section, usually elaborate and capped by an overhanging cornice, represented the capital.

Most of the Beaux-Arts buildings in downtown Los Angeles are located in either the Spring Street or Broadway National Register Districts. The Kerckoff Building and Annex are two of several historic buildings east of those two districts. The buildings continue to reflect the character-defining features of the Beaux-Arts style. The exteriors are unaltered, except for changes to the ground level. That is true; however, for most of the historic commercial buildings in downtown Los Angeles. The buildings are good representative examples of the Beaux-Arts style with their symmetrical facades, three-part vertical organization, glazed terra cotta facades, engaged pilasters, and pronounced cornices decorated with brackets and moldings.

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Kerckoff Building & Annex, Los Angeles County, CA

Los Angeles Central Library Photography Collection
1931



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Kerckoff Building & Annex, Los Angeles County, CA

PHOTOGRAPHS

The following information is the same for all of the photographs:

Address: 558-64 S. Main Street, Los Angeles

County: Los Angeles

State: CA

Photographer: Teresa Grimes

Date: December, 2004

Location of Negatives: 4211 Glenablyn Drive, LA, CA 90065

1. Looking northeast, the building is in the foreground and the annex in the distance.
2. Looking west down Sixth street, the annex is in the foreground and the building in the distance.
3. Looking northwest at the Los Angeles Street elevation of the annex.
4. Looking south at the rear elevation where the building and annex join.

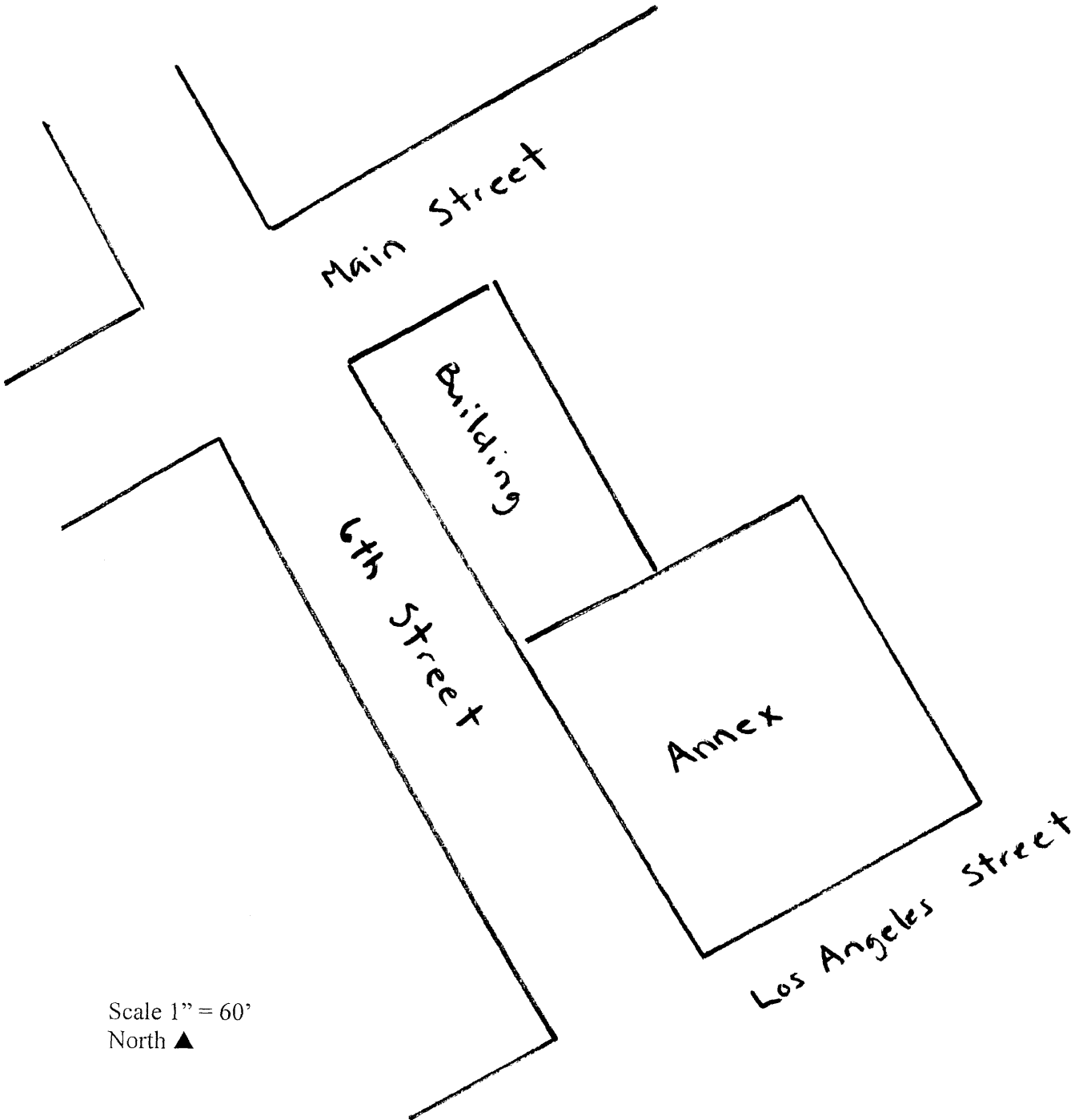
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Kerckoff Building & Annex, Los Angeles County, CA

SKETCH MAP



Scale 1" = 60'
North ▲