

JAMES K. HILL & SONS PICKLE WORKS
(Santa Fe Lofts)
1001-1007 East First Street
Los Angeles
Los Angeles County
California

HABS CA-2792
CA-2792

HABS
CA 2792

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

FIELD RECORDS

HISTORIC AMERICAN BUILDINGS SURVEY
PACIFIC WEST REGIONAL OFFICE
National Park Service
U.S. Department of the Interior
1111 Jackson Street, Suite 700
Oakland, CA 94607

HISTORIC AMERICAN BUILDINGS SURVEY

JAMES K. HILL AND SONS PICKLE WORKS (SANTA FE LOFTS)

HABS No. CA-2792

- Location:** 1001-1007 East 1st Street
Los Angeles
Los Angeles County
California
- USGS Los Angeles Quadrangle (7.5')
Universal Transverse Mercator Coordinates: 11 386315E 3768239N
- Significance:** The James K. Hill and Sons Pickle Works building is an increasingly rare surviving example of Victorian-era brick industrial vernacular architecture in the center of Los Angeles's former warehouse district, which represents the earliest construction in the warehouse district (JRP Historical Consulting Services and Parsons 2005:13-14).
- Description:** This large, two-story, Victorian-era industrial vernacular building has a brick structural system with the common bond constituting the exterior fabric. The irregularly shaped building rests on a continuous brick foundation with a raised basement. The eastern façade of the building is constructed in irregular angles that follow railroad tracks immediately to the east of the building. The southern façade of the building is located only feet away from the First Street Bridge. The flat roof is obscured by a parapet, stepped on the northern side. Skylights have been added to the roof. A brick corbel table is present along the parapet line. The upper story windows are treated with segmental arches and brick sills, and the majority of the windows retain their original four-light wood casements. The first story fenestration features a combination of segmental arched and flat-headed windows with double hung one-over-one and fixed light configurations. Numerous doors and freight bays are also present on the ground floor. The building contains a raised basement with segmental arch windows placed at ground level. The interior of the building has been completely modified and converted into individual artist lofts. On the exterior some of the window and door openings have been altered on the first floor, and wall anchors have been added along the parapet, the parapet line, and between the first and second floors.
- Historical Context:** The James K. Hill and Sons Pickle Works building was constructed in 1888. Located in the center of Los Angeles's former warehouse district, the building sits immediately west of a large railyard that was originally operated by the former Atchison Topeka and Santa Fe Railroad (ATSF)

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tracks. Due to its location, this building was an essential component of Los Angeles's early warehouse district, which, along with the railroads that run adjacent to the building, was a catalyst for transforming Los Angeles from a predominately rural agricultural town to a large commercial, industrial, and technological center (JRP Historical Consulting Services and Parsons 2005:10). The building originally housed the California Vinegar & Pickle Co., that was known as the James K. Hill and Sons Pickle Works after 1895 (Slawson 2001:2). According to Los Angeles city directories the company packed pickles, vinegar, olives, and olive oil (Slawson 2001:2). An addition was appended onto the north side of the building in 1905, by builder H.A. Cole, on land formerly owned by the Diamond Coal Company (Slawson 2001:2). This addition contains the stepped parapet visible on the north section of the building. Three years later, in 1908, the ground floor of the southwest corner of the building was renovated for office space and large, flat-headed, fixed windows with operable transoms were placed in this section (Slawson 2001:1). At this time, the building was occupied by the Western Door and Sash Company, and by 1909, the building was occupied by the R.W. Pridham Paper Box Company (Slawson 2001:2). The owner of this company, Richard W. Pridham, was a prominent businessman in Los Angeles who had established a book bindery company in 1882 that flourished into one of Los Angeles's premier printing and paper box manufacturing companies. While the R.W. Pridham Paper Box Company was operating out of this building 200 people were employed by the company. Pridham was also a very prominent member in the community, serving as Chairman of the County Board of Supervisors in 1911 and President of Los Angeles Chamber of Commerce from 1921-1922 (Slawson 2001:2). Currently the building is used as artist loft housing, and is known as the Sante Fe Lofts.

Sources:

JRP Historical Consulting Services and Parsons. *Finding of Effect for 1st Street Viaduct and Street Widening Project*. Public Works Department, Bureau of Engineering, Los Angeles, California, 2005.

Slawson, Dana N., Greenwood and Associates, Primary Record for "James K. Hill and Sons Pickle Works, 1001-1007 East 1st Street", State of California, Department of Parks and Recreation, 2001.

Project Information: In February 2002, the Metropolitan Transportation Authority (MTA) Board of Directors approved the Final Supplemental EIS/Final Subsequent EIR (FSEIS/FSEIR) for the Gold Line Eastside Extension Project. The Build Alternative selected by the MTA Board of Directors features a dual-track light rail transit (LRT) system approximately 6 miles (mi) (10.6 kilometers [km]) long with 8 stations. The Gold Line Eastside Extension Project would commence at a downtown connection with the recently

opened Gold Line Station at Union Station and extend to Atlantic Boulevard via Alameda Street, 1st Street, Indiana Street, 3rd Street, and Pomona Boulevard.

Deployment of the Gold Line Eastside Extension Project, with dual rail tracks along the center of the 1st Street Viaduct, would result in the reduction of lanes to one lane in each direction on the viaduct, which currently has two lanes eastbound and westbound plus left-turn pockets at Mission Road and Vignes Street. The LABOE and the Los Angeles Department of Transportation (LADOT) have determined that this proposed condition would significantly impact the function of 1st Street as one of three major highways to downtown from the eastside.

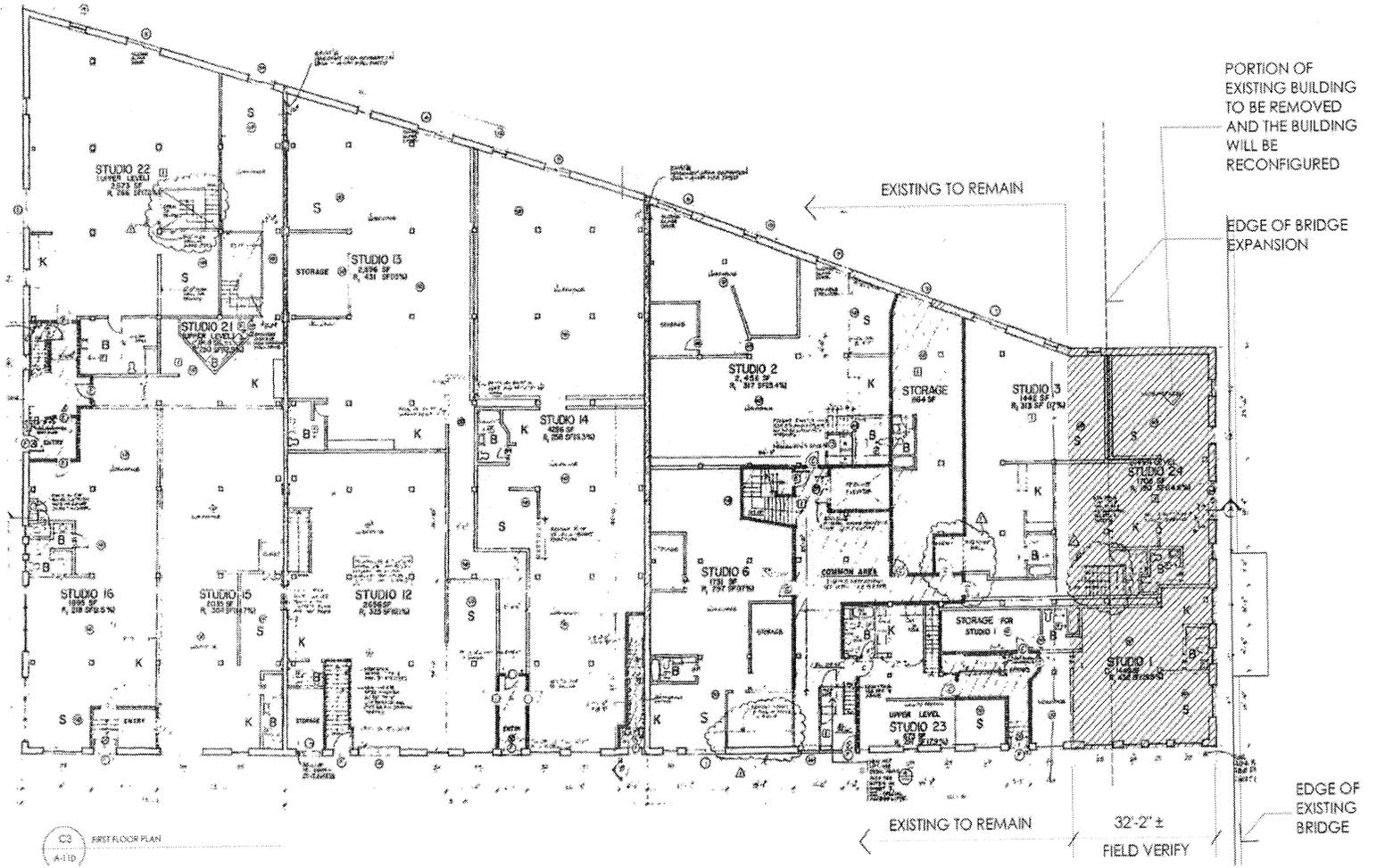
In addition to the forthcoming Gold Line Eastside Extension Project, the City evaluated the 1st Street Viaduct under the federal Highway Bridge Replacement and Rehabilitation (HBRR) Program and found sufficient deficiencies to place the viaduct on the eligible bridge list (EBL) for receipt of HBRR funds. The application for funding support was submitted in February 2001 and was approved by FHWA and the Caltrans.

This project will widen the viaduct, moving the existing centerline of 1st Street and the 1st Street Viaduct to the north to accommodate a 26-ft-wide (7.9-m-wide) center median, as well as two eastbound and two westbound lanes. In the eastbound direction, the inside lane will serve as a collector for left-turn movements onto northbound Mission Road, while the outside lane will continue onto 1st Street east and provide a right turn at Mission Road. In the westbound direction, the inside lane will be a through-left lane allowing left-turn movement at Vignes Street, and the outside lane will be a through-right lane allowing a right turn at Vignes Street. A mountable curb will separate the 26-ft-wide (7.9-m-wide) center LRT median from the 2 inside lanes. The existing 6-ft-wide (1.8-m-wide) sidewalks on both sides of the viaduct would be maintained, and shoulders (3.25 ft [1.0 m] on the south and 5 ft [1.5 m] on the north side) will also be included.

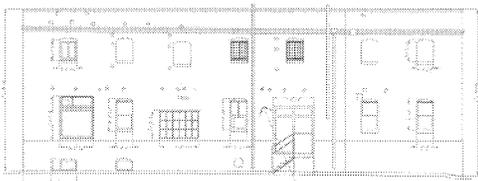
Major elements of the project include the following:

- Demolition of the north side of the viaduct, construction of substructure and superstructure elements for the additional roadway width, and reconstruction of the north side of the viaduct approximately 26 ft (7.9 m) north of its present location. The widening will include additional concrete support arches and viaduct columns to replicate the historic features, and all demolished elements of the existing architectural and functional features of the viaduct, including the railings, pilasters, and stairs, will be replicated.

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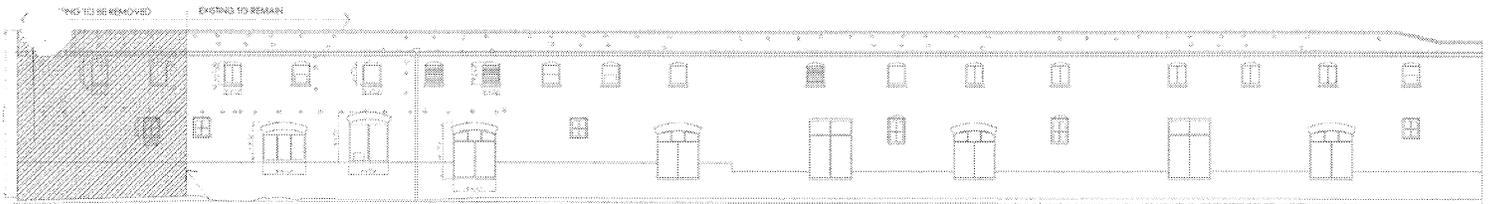


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C1 SOUTH ELEVATION
A-110

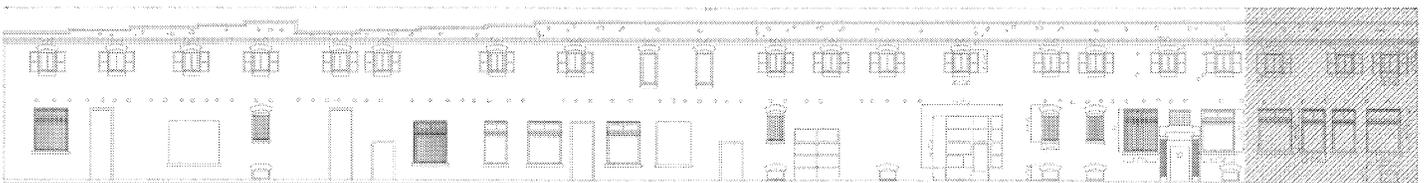
EXISTING ELEVATION TO BE
REPLICATED IN NEW
LOCATION



B1 EAST ELEVATION
A-110

EXISTING TRANSFER OF
BUILDING ELEVATION

EXISTING TO REMAIN EXISTING TO BE REMOVED



A1 WEST ELEVATION
A-110